



**Metropolitan Transportation Authority**

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

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## **February 2019**

### **Members**

**M. Pally, Chair, LIRR Committee**

**S. Metzger, Chair MNR Committee**

**N. Brown**

**R. Glucksman**

**C. Moerdler**

**S. Rechler**

**A. Saul**

**V. Tessitore**

**V. Vanterpool**

**N. Zuckerman**

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

**2 Broadway  
20th Floor Board Room  
New York, NY**

**Monday, 2/25/2019  
8:30 - 10:00 AM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES - January 22, 2019**

### **LIRR Minutes**

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### **MNR Minutes**

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## **3. 2019 WORK PLANS**

### **LIRR 2019 Work Plan**

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### **MNR 2019 Work Plan**

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## **4. AGENCY PRESIDENTS'/CHIEF'S REPORTS**

### **LIRR Report (no material)**

- **LIRR Safety Report**

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### **MNR Report (no material)**

- **MNR Safety Report**

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### **MTA Capital Construction Report**

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### **MTA Police Report**

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## **5. AGENCY INFORMATION ITEMS**

### **Joint Information Item**

- **Project Update on PTC**

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### **LIRR Information Items**

- **LIRR Adopted Budget/Financial Plan 2019**

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- **LIRR 2018 Annual Operating Results**

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- **LIRR 2018 Annual Fleet Maintenance Report**

*LIRR 2018 Annual Fleet Maintenance Report - Page 112*

- **LIRR Diversity-EEO Report – 4th Quarter 2018**

*LIRR Diversity-EEO Report - 4th Quarter 2018 - Page 128*

- **March Timetable Change & Trackwork Programs**

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## **MNR Information Items**

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- **MNR Adopted Budget/Financial Plan 2019**

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- **MNR 2018 Annual Operating Results**

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- **MNR 2018 Annual Fleet Maintenance Report**

*MNR 2018 Annual Fleet Maintenance Report - Page 183*

- **MNR Diversity-EEO Report - 4th Quarter 2018**

*MNR Diversity-EEO Report - 4th Quarter 2018 - Page 197*

- **April 14th Schedule Change**

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## **6. PROCUREMENTS**

### **LIRR Procurements (None)**

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- **Non-Competitive (No Items)**
- **Competitive (No Items)**
- **Ratifications (No Items)**

### **MNR Procurements**

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- **Non-Competitive - None**
- **Competitive**  
*MNR Competitive Procurements - Page 222*
- **Ratifications - None**

### **MTA CC Procurements**

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- **Non-Competitive (No Items)**
- **Competitive**  
*MTA CC Competitive - Page 232*
- **Ratifications**

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

### **LIRR Performance Summaries**

- **LIRR Operations - Transportation Report**  
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- **LIRR Operations - Mechanical Report**  
*LIRR Operations - Mechanical Report - Page 251*
- **LIRR Finance Report**  
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- **LIRR Ridership Report**  
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- **LIRR Capital Program Report**  
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### **MNR Reports**

- **MNR Operations Report**  
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- **MNR Finance Report**  
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- **MNR Ridership Report**  
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- **MNR Capital Program Report**  
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Next Meeting: Monday, March 25, 2019

MNR at 8:30 am

LIRR at 9:30 am



**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Tuesday, January 22, 2019**

**Meeting held at  
2 Broadway – 20<sup>th</sup> Floor  
New York, New York 10004  
9:30 a.m.**

**The following Members were present:**

Hon. Mitchell H. Pally, Chair, Long Island Rail Road Committee  
Hon. Randy Glucksman  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. Scott Rechler  
Hon. Vincent Tessitore, Jr.  
Hon. Veronica Vanterpool  
Hon. Neal Zuckerman

**Other MTA Board Member present:**

Hon. David R. Jones

**Representing Long Island Rail Road:** Phillip Eng, Elisa Picca, Rod Brooks, Glenn Greenberg, Loretta Ebbighausen, Mark Young, Dennis Mahon, and Mark D. Hoffer

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

**Representing MTA Police:** Chief Owen Monahan

Long Island Committee Chair Mitchell H. Pally called the meeting of the Long Island Rail Road Committee (“LIC”) to order.

**PUBLIC COMMENTS**

Mark D. Hoffer, LIRR Vice President - General Counsel & Secretary reviewed the emergency safety procedures and introduced the three public speakers, requesting them to limit their comments to two minutes, and to address matters on the agenda for the meeting.

Jason Pineiro spoke about WiFi accessibility on all trains and stations, enforcement of fare payments prior to boarding trains, moving an Air Train ticket machine at Penn Station to Atlantic Terminal, and the repair of the East New York station in Brooklyn. He said LIRR’s ridership has decreased and requested that President Eng and Executive Vice President Elisa Picca take a look at

riders not paying fares. He suggested that conductors enforce the rules and that riders should have their fares ready prior to boarding.

Murray Bodin referred to comments made by Board Members Neal Zuckerman and Charles G. Moerdler at the Metro-North Railroad Committee (“MNR Committee”) meeting regarding culture change. He recommended that MNR Committee Chair Susan G. Metzger be replaced because she was prepared to accept married pair cars, and he asked Chair Pally for his views on red lights and traffic lights at LIRR grade crossings, and doing things differently.

Omar Vera spoke about enhanced WiFi and additional space for luggage on all trains; reiterated that there should be Air Train ticket machines at Atlantic Terminal; and commended the East Side Access (“ESA”) project.

Additional details of the comments made by the public speakers are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

### **APPROVAL OF MINUTES AND 2018 WORK PLAN CHANGES**

Upon motion duly made and seconded, the Committee approved the minutes of the December 20, 2018 LIC meeting. There were no reported changes to the 2019 Work Plan.

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

President Eng thanked his staff and commended all LIRR field personnel who braved the harsh winter elements this past weekend. With the support of our Labor partners, LIRR was able to promptly respond to any weather-related incidents allowing us to provide service and to keep the LIRR running safely.

President Eng stated that we know that we can’t control Mother Nature, but we can be better prepared, which is what we did with all the winter preparation work under *LIRR Forward*. By protecting switches, installing third rail heaters, and working with partners like Public Service Electric & Gas (“PSEG”) to replace utility poles proactively, we were able to better prepare ourselves for storm events like this past weekend’s.

President Eng stated that we know we need to stay focused on making critical upgrades to our infrastructure, allowing us to incrementally improve service. He also stated that he committed on Day One that he would bring a new sense of urgency to the work we do. Customers told us that they wanted better real-time information, so they can make informed decisions. He added that he was excited to announce that at the end of the month, LIRR will be launching a beta version of a new real-time train information tool. This tool will allow customers to select their stations and their trains; to see where their trains are and their consist size; and to learn about planned work or incidents that may affect their trips.

President Eng thanked the MTA Information Technology Department, LIRR’s Maintenance of Equipment (“MofE”) Department and the Public Information Office in the LIRR Market Development & Public Affairs Department for their hard work in getting this done, with

a special thank you to Will Fisher, LIRR's Chief Innovation Officer, for his dedication and leadership.

President Eng stated that we look forward to hearing customer and employee feedback concerning this tool, so we can continue to improve it. The goal is to make this our primary source of customer information; consolidate the number of platforms LIRR currently uses; and improve the accuracy and consistency of customer information.

President Eng stated that in other good news, the railroad hit a modern-day record with over 89.8 million rides in 2018. He thanked all the men and women at LIRR for working around the clock, not only meeting deadlines but exceeding them, as we continue to upgrade and expand our system for today's riders and to meet the needs of the future.

There is an unprecedented amount of work happening throughout the system. Last month, LIRR achieved 93.48% On Time Performance ("OTP"). This is a direct result of managing through low adhesion season to better ensure that we minimized impacts. Last year's impacts were felt into February.

President Eng stated that with our great partners at MTA Capital Construction, we completed over 10 stations, with upgrades to platforms and station houses. This reflects another commitment to our customers who use these stations and to their communities which take pride in their local train stations.

LIRR's new Double Track is proving successful, improving operations and flexibility during planned work and unplanned incidents. Third Track grade crossing eliminations and other system improvements are already underway. Buckram and Post Avenue bridges were elevated. Since then, no bridge strikes have occurred at these locations, making it safer for our customers and employees and simultaneously making it better for the community that the local road supports.

President Eng stated that we expect similar results with the replacement and elevation of the Nassau Boulevard, South Tyson, Cherry Lane, Acabonack, and North Main Street bridges, which experienced over 60 strikes in the past 8 years. Between the grade crossing eliminations and the bridge work along the Main Line, we are continuing to improve reliability of service. In just 8 months, we accelerated and upgraded 10 switches; installed 60 snow switch covers; and outfitted all 296 grade crossings, among many other delay-mitigating initiatives. These efforts are making a difference and were completed in record time.

President Eng stated that we know we have a lot more to do. With ridership and communities continuing to grow, we have to double down on maintenance that has been deferred for decades. We are holding contractors, their subcontractors and suppliers, and ourselves accountable to make sure we meet deadlines and improve service quickly. We are managing with a sense of urgency understanding that time is money and through improved communication we are letting our partners know that we expect them to change as well. With new revenue streams like congestion pricing and value capture being sought, we have to also be creative and

think outside of the box to get projects that have been in the pipeline for decades started so they do not remain as ideas on the shelf.

President Eng added that work on planning and scope definition for Central Branch and Port Jefferson electrification and identifying the Yaphank Station location is underway. In the coming months, LIRR plans to continue meetings with industry and local community leaders to identify opportunities for value capture; and look to identify potential private sector interest in key railroad improvements such as electrification and addressing single track territory when a single incident can shut down a branch. LIRR is looking for innovative ways to move ideas forward and turn them into projects, including looking outside of traditional funding streams.

We are also continuing to push industry to get the necessary electric and diesel fleet in place to support this upcoming effort, our growing ridership, and our Main Line expansion project.

President Eng stated that LIRR will continue its State of Good Repair work and necessary upgrades at key stations ensuring that we prioritize needs that best utilize available funding while we seek other sources. He was pleased to announce that LIRR received its second Adopt-a-Station commitment, \$60,000 from CBRE to improve the customer information area at Jamaica Station. New revenue streams like this are paramount to modernizing the railroad for future generations and to retain critical funding for day-to-day operations, maintenance and repairs.

President Eng stated that LIRR has added new *LIRR Forward* initiatives and set new goals for 2019 that will be treated with the same sense of urgency.

President Eng added that LIRR's enhanced partnership with PSEG has proven a great success. They accelerated work and replaced 80 poles in 2018 and have identified 108 more for 2019. Through this aggressive approach, we have had no poles on our tracks, an issue that plagued operations in the past. LIRR has also been working with PSEG on using drones and helicopters for static wire inspections and seeking opportunities to prioritize and address them in the long term.

President Eng added that LIRR is accelerating track repairs by increasing the amount of joint welding by 20%; doubling the frequency of track-defect testing to catch potential service issues early; and, as he mentioned earlier, has committed to repair and upgrade 10 additional priority locations switches. LIRR's M7 threshold replacement initiative continues one year ahead of schedule.

President Eng stated that he knows that the cleanliness of our cars was a topic the other week and it remains a priority. It is important to let everyone know just how hard our Car Appearance Maintainers (CAMs) work and that part of his responsibility is to review their challenges and find ways to make their jobs easier. Under *LIRR Forward*, we tested and introduced different tools, cleaning products and sought strategic locations where these employees could get sufficient time to do this work as our trains are constantly being used, making multiple trips for the majority of the day. Having said that, we are combining this effort with a customer courtesy campaign because we need the public's awareness of the difference they can make to car cleanliness.

LIRR's amazing crews work around the clock and within every inch of our cars to keep them clean. Not only do they mop up spills and pick up trash left behind but as the images show, but they also scrub the floors, and clean the seats, windows and bathrooms. President Eng also thanked our customers who use our platform trash bins, helping us to help them.

President Eng added that in 2018, LIRR exceeded its expectations for customer contacts. Our weekly Meet Your Managers program will continue throughout the system. Our LIRR CARES program has been a tremendous success with over 700 assists compared to 16 for all of 2017. We hope our customers will continue to take advantage of our enhanced customer-facing programs.

President Eng stated that LIRR is planning its next round of Customer Conversations. He, along with Members of the LIRR planning, engineering and operational staff will be available in Nassau, Suffolk, Queens and Brooklyn to share all the work that we are doing to make the railroad better and to answer questions and address customer concerns.

President Eng stated that we have taken significant steps to change how we operate. In addition to all the Capital work going on, our crews have increased the frequency of maintenance and we continue to test and try new technologies and processes to get the job done efficiently. Our strong partnerships with Amtrak, PSEG and MTA Capital Construction have dramatically streamlined communication with the understanding that we can no longer defer critical work. While we all wish we could flip a switch and modernize the system overnight, we will make strategic decisions that allow us to continue tackling long-standing issues one by one and keep the forward progress that our customers deserve. Our new train information tool and public-facing programs will give our customers more options and information than ever before. The hardworking LIRR employees and our Labor partners all take pride in the progress we have made in 2018. President Eng added that he is confident we are making the right decisions and he know LIRR is headed in the right direction.

Board Member Randy Glucksman commented that as the Metro North Commuter Council representative, he likes the idea of the real-time train information tool. He asked if LIRR was working alone on this program and would Metro-North be able to do the same thing, so its riders can share that information.

President Eng responded that LIRR worked internally on this project. Part of this was building out from the GPS being installed on all of its trains. When he first started, customer on-time and real-time information concerning when trains are arriving was the priority. Initially, we used the GPS to improve our platform arrival times. LIRR went from stating a train is on time or delayed, to actually giving minutes to arrival. As we continued to build out the GPS and achieved improved accuracy, we were able to use this to provide a visual for our customers to see where their trains are. We can work with Metro-North concerning the opportunity to do something similar on its system, but we would have to check on the technology; they may not have the GPS.

Board Member Glucksman commented that it appeared LIRR was working in a vacuum on this and not across agency lines.

Board Member Neal Zuckerman commented that he felt that was a good example of the need for MTA agencies to work together. As one of only two military veterans on the Board, he found it funny that we fall in the old trap of Army, Navy, Air Force and Marines issues. As you may remember from the Grenada situation in the early 1980s, none of the military forces could talk to each other because they each had separate radio systems. When the public talks about and we hear rumors about Metro-North and LIRR combining, this is a good example of why you would do so because the notion of having such an offering for LIRR and not working on it in parallel with Metro-North is shocking to him. It is not as if those customers who live in Nassau County, Queens and Suffolk have a very different desire for communication than those of us who live in the northern suburbs. This is clearly something that he is confident Metro-North riders would love.

Board Member Zuckerman asked who is the selling entity within the MTA regarding the sale of the station sponsorships.

Mark Young, Vice President – Management & Finance and Chief Financial Officer responded, stating that LIRR has been working with MTA Real Estate which is LIRR's representative with potential sponsors for the program.

Board Member Zuckerman commented that this is a fantastic idea. He suggested that MTA Real Estate work with Out Front, MTA's outdoor advertising partner with a very extensive sales force that can work with countless customer types far more efficiently than we can on a one-by-one basis.

Vice President Young responded that MTA Real Estate works very closely with Out Front. Real Estate has been very careful to distinguish this program, which is a sponsorship program, from an advertising program which is what Out Front does.

Board Member Zuckerman commented from the early days of television, sponsorship was the route of advertising, and it is really just another name for advertising.

Board Member Vincent Tessitore commented regarding the use of the new GPS application, as a reminder and for this Board to recognize that our train crews and operations personnel have very strict rules as to the use of electronic devices. This underscores his point that these apps can get ahead of our operations. He understands that the new application sounds really good to many, but it is important to recognize that it can create issues if our customers get ahead of our operations people who do not have access to the same technology.

Board Member Tessitore added that he appreciated the words of thanks to LIRR's hardworking crews, especially LIRR CAMs who were recognized for doing a great job, as well as engineering and other personnel who are working on the Right-of-Way during these kinds of cold weather elements and conditions. He stated that Labor recognizes the challenges of funding, but nothing replaces headcount. The number of employees cleaning the trains is what makes train clean. While we go through some struggles, we have to recognize that we have to position funds for the proper headcount that we need moving forward.

Board Member Charles R. Moerdler commented that the sponsorship route has been used before and at Metro-North extensively. We have tried to get outside people who volunteered to try to help us get sponsorship. It is a process you have to be careful with in terms of getting the kind of people you want. A major effort was made at Metro-North and for a while was successful, but there are problems that come with it so be aware.

Board Member Moerdler commented on the subject of the left hand not knowing what the right hand is doing, let alone shaking hands and working together. The Procurement Task Force has been working primarily with New York City Transit (“NYCT”) and has achieved significant savings of time in terms of execution of various projects and items of work that have taken time to complete, thanks to MTA Senior Vice President - Procurement & Supply Chain Steven Plochocci and MTA President Patrick Foye. There isn’t that kind of interaction with LIRR. This leads him to one of two conclusions: either somebody is going to have the left-hand shake hands with the right hand; or somebody is going to merge the two. Perhaps the latter is better and with a single procurement operation. Mr. Moerdler expressed the view that unlike NYCT where these issues have been successfully addressed, LIRR is still struggling with procurement issues, especially sole source procurements.

Board Member Moerdler also congratulated President Eng for paying attention to this challenge, which has to be addressed across the board as the MTA is one agency.

President Eng stated that he appreciated the comments and thanked the Board. He clarified that he and Metro-North President Catherine Rinaldi communicate often and are working together on a number of joint initiatives. For example, with the importance of additional fleet for both agencies, we are talking about best practices as well as new practices. We talk about our initiatives monthly. Regarding the sponsorship program, it was born out of the need to find new revenue streams. It is also a response to the many needs along our whole Right-of-Way. President Eng added that he looks to the sponsors to provide resources, not only to improve customer information, but also to better fund our employees in meeting the special needs that we have along 700 miles of tracks in our system. It is a way of thinking outside of the box and taking advantage of opportunities that we have not looked at before.

Board Member Glucksman asked President Eng to provide the timeline for when the new App would become available.

President Eng responded that it would be available at the end of January 2019.

Board Member Glucksman asked if there are plans to get Maryland Area Regional Commuter (“MARC”) equipment for the summer and whether MARC is willing to fulfill its contract.

President Eng responded that he has been in discussions with MARC about 2019. While we still have that option available, we are also exploring other opportunities for the summer and have not given up on looking at other ways to enhance service in our diesel territory. He added that until he gets a full commitment from MARC, he could not say whether they are going to provide LIRR

with the cars requested. This is why we are focused on new fleet procurement, trying to change the industry, and having cars delivered on a much more efficient and improved schedule.

### **LIRR SAFETY REPORT**

Vice President-Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Performance Report appears on Page 19 of the Committee Book, reporting through the end of November 2018.

Vice President Ebbighausen reported that LIRR experienced a 53% decrease in Customer Reportable Injuries and a 25% decrease in the average Reportable Employee Lost Time Injuries. Reportable Grade Crossing Incidents decreased by 56%, which is attributed to the installation of delineators and painted striping at all of LIRR's grade crossings as well as our partnership with Waze.

Slips, Trips and Falls continue to be a challenge and one of the areas LIRR is aggressively pursuing is safety performance within LIRR yards. LIRR has completed a comprehensive risk assessment in 18 of its yards and identified and prioritized risks and resources. As LIRR employees take pride in their workplace, on December 18<sup>th</sup> LIRR recognized the winners of its inaugural 2018 Housekeeping Contest. Winners included the Controller's Office/F&A Building Jamaica; the Engineering Department; Patchogue Yard Track Gang 286; the MoE Department; West Side Storage Yard CAMs; and in Atlantic Terminal, the Station Department's Station Appearance Maintainers supported by the Jamaica Heavy Duty Cleaning Gang. LIRR had a great response and will continue to engage with its employees and foster good housekeeping practices. We look forward to continuing the contest in 2019.

Board Member Moerdler thanked Vice President Ebbighausen for a job well done for so long. He commented, however, that he didn't understand how LIRR has not made progress with respect to broken gates. He stated there are more broken gates this year than last year.

Vice President Ebbighausen responded that she was referring to grade crossings incidents; 16 in 2017 compared to 7 in 2018. Regarding broken gates, the challenges are slightly different. Broken gates are attributable to people being impatient in wanting to get across the crossing; grade crossing incidents involve people going around the grade crossing gates or turning on the tracks.

Board Member Moerdler asked if any significant thought been given to the installation of cameras.

Vice President Ebbighausen responded LIRR is actively pursuing the installation of cameras. The Engineering Department is working to install cameras when they are rehabilitating crossings. The challenge is not just installing the cameras but the consequences of behaviors we witness at the crossings.

Board Member Moerdler asked if LIRR is sponsoring legislation to deal with the grade crossing issue. If the Board knows there is legislation pending on this issue, I am sure they will be



in touch with their colleagues in the Legislature to urge that it be passed. If the local authorities do not want it, they are only a fraction of the State body.

Chair Pally commented that we unfortunately keep on having this conversation every year. He doesn't think there is any question that most of the Board would strongly support State legislation on the matter of having consequences result from going around the gates at grade crossings, and the installation of cameras. In response to the Board's request, MTA Legal Affairs sent us the 2018 bill. Hopefully some in the Senate and the Assembly will look at and introduce the 2019 bill. He added that it seemed to him that cameras at grade crossings are similar to cameras in the bus lanes. We all think it is a great idea, but we cannot get the State Legislature to do anything. Hopefully 2019 will be different. Hopefully MTA Legal will send the Board the 2019 bill and 2019 will be different from 2018. He added that he has had conversations with the Long Island delegation who have expressed great interest in the bill.

Board Member Moerdler commented that perhaps this may sound a little cross and over the top, but think about this: for those legislators who refuse to pay attention to this, for whatever reason, perhaps after the next grade crossing incident, the replacement gates ought to be named after them.

President Eng responded that LIRR is focused on grade crossings and issues with gates. As he stated in his opening remarks, LIRR is looking at different opportunities to tackle these issues. There is no one solution that is going to tackle all 296 crossings. It is a combination of efforts, starting with the Capital Program, where he is pleased to note that the Main Line Expansion Project will eliminate seven grade crossings where we have gates. Problems that exist today will no longer exist when that work is done. As Vice President Ebbighausen mentioned, another part of the solution is looking at cameras and enhanced technologies that improve grade crossings and reduce the risk of cars turning onto the tracks. We are very proud of how we have reduced those incidents. Another part of the solution is ongoing public education. The MTA Police Department ("MTAPD") works very closely with us regarding grade crossing safety. There are a lot of initiatives going on. We have 296 grade crossings, and we are going to stay vigilant; we are going to continue to look at new technologies including cameras, which are paramount for the future.

Board Member Glucksman commented that at the end of last year, he called all of the elected officials in Rockland, Westchester, Putnam, Dutchess and Nassau Counties regarding camera enforcement at crossings. When this week of meetings is over, he is going to focus on it again and will keep the Committees informed.

Metro-North Committee Chair Metzger commented that everyone she has spoken with understands the need and we need to make it clear to those legislators who perhaps do not have railroads in their districts.

## **MTA CAPITAL CONSTRUCTION**

Chair Pally commented that at the Metro-North Committee meeting, the Committee approved a new contract for rail access in the Bronx, which cannot be implemented until East Side Access is completed, and as a result the opening of ESA has been moved up by one year to 2021.

MTA Chief Development Officer Janno Lieber noted the importance of the East Side Access Project and that MTA Capital Construction (MTACC) is intent on achieving the scheduled 2022 opening.

Mr. Lieber reported on the progress of the Third Track project. He noted that this project is illustrative of the new project management and cost containment approach that MTACC is implementing. Third Track is a \$2,500,000,000 project, most of which is funded in the current capital program. Roughly \$500,000,000 will be required in the next capital program. In the next few months, the Board will be presented with certain scope adjustments, swapping certain work planned for the next capital program with work planned for the current capital program in order to fine tune and maintain schedule.

Third Track construction is proceeding well. Mr. Lieber spoke of the benefits of the design-build process on this project. Using the Carle Place Station as an example, where the original plan required closing the station for one year, Mr. Lieber explained that the design-build team has developed an alternative plan to demolish the platform in sections, so passenger service can be maintained during construction. Mr. Lieber also emphasized the importance of access on this project and noted that the design-build contractor had installed a temporary access ramp at Carle Place Station to facilitate upcoming work. The design -build contractor is also using an innovative backfill material behind the retaining walls that are being constructed.

Mr. Lieber reported on community outreach on the project. There have more than 180 meetings with different community entities, in addition to regular meetings with the five mayors and their staffs. As part of the community meetings, the project team meets with fire battalion chiefs with regard to road closures and traffic detours to ensure community safety during construction. This is also the first MTA project to implement a contractor incentive program based upon community feedback. The MTA distributed 2,000 surveys for this program and the results of the survey are expected in February. Mr. Lieber also mentioned an incident where local roads had to be closed for construction activities and garbage trucks could not access certain streets. The design-build contractor stepped up to assist with the garbage collection from those streets. The design-build contractor also left flowers at the homes of certain impacted residents. Mr. Lieber noted that the design-build contractor is working hard to run a positive program in a densely populated area, and thus far is achieving positive results.

Commissioner Rechler asked how the MTA chose the 2,000 members of the community to provide feedback on the surveys that were distributed. Mr. Lieber responded that the surveys were distributed to homes within 800 feet of the corridor.

## **MTA POLICE DEPARTMENT**

Chief Owen Monaghan reported that for the month of December, total major felony crimes system-wide decreased by 11 crimes, 13 vs. 24 in 2017. For 2018, all railroads, including MTA Staten Island Railroad (“SIR”), had the lowest amount of felony crime in the 20-year history of the MTAPD.

For LIRR, in December, total major felony crimes decreased by 5 crimes, 6 vs. 11 in 2017. Year to date (“YTD”), crime has decreased by 10 crimes, 96 vs. 106 in 2017. There was a decrease in robberies, 8 vs. 22 in 2017, the largest decrease in the crime category. During 2018, there were no robberies at Penn Station, which had a 26% decrease in crime.

Board Member Moerdler asked where anti-Semitic incidents occurred.

Chief Monaghan responded, stating that with respect to anti-Semitic incidents, LIRR had 7, Metro-North had 8 and there were 2 in Staten Island. Regarding incidents against African Americans, LIRR had 5; Metro-North had none; and there was 1 in Staten Island.

Board Member Moerdler asked if, historically, the greatest number of hate crimes against African American originated on Long Island.

Chief Monaghan responded in the affirmative. It fluctuates year to year but that is the trend.

Board Member Moerdler asked if he can have a report on the type of incidents and that this is something the public would want to know and do something about. He assumed the incidents were largely ones of violence.

Chief Monaghan responded that in general, there is a higher percentage of crimes such as verbal harassment as opposed to an assault.

Board Member Moerdler asked if MTAPD has been pursuing arrests.

Chief Monaghan responded in the affirmative. All but one resulted in an arrest and were prosecuted to the fullest extent.

Board Member Moerdler asked if they were actively prosecuted.

Chief Monaghan responded in the affirmative.

President Eng thanked MTAPD, Chief Monaghan’s staff and LIRR’s Stations personnel regarding the collection of lost fares. At the Hollis station, LIRR personnel observed the fraudulent use of credit cards to purchase monthly tickets. MTAPD was able to set up a process and captured the individuals committing these crimes. This is something MTAPD and LIRR will continue to tackle. President Eng thanked MTAPD for helping LIRR to address this issue.

Chief Monaghan responded that this was a fine example of excellent detective work, working closely with MTAPD patrol and LIRR staff.

Board Member Veronica Vanterpool commented that last week she was riding Amtrak and coincidentally ran into a team at one of the Metro-North stations doing its own surveillance and it was very nice seeing them doing their work. She thanked Chief Monaghan and the MTAPD for their work.

Chair Pally also thanked Chief Monaghan and his staff.

The details of Chief Monaghan's report are contained in the MTAPD report filed with the records of this meeting, which recording includes Board Members' comments and discussion regarding the MTAPD report.

### **MTA LONG ISLAND RAIL ROAD ACTION ITEM**

- Approval of LIRR 2019 Proposed Committee Work Plan

Upon motion duly made and seconded, the Committee approved the proposed LIRR Committee Work Plan for 2019.

The details of the action item are contained in reports filed with the records of this meeting, and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board Members' comments and discussion regarding the action item.

### **MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS**

- PTC Status Update
- Winter Trackwork Programs

Chair Pally commented that it was his understanding that LIRR is running Positive Train Control ("PTC") service on the Port Washington branch that is required under the statute and it meets all federal criteria.

President Eng responded in the affirmative.

Chair Pally commented that a full PTC report will be presented at the February 2019 Joint LIRR and Metro-North Committee Meeting.

Chair Pally commented that the Winter Trackwork Program will be implemented as outlined on Page 50 of the Committee Book, particularly the Atlantic Branch.

The details of the information items are contained in reports filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board members' comments and discussion regarding the joint information items.

## **MTA LONG ISLAND RAIL ROAD**

### **Procurements**

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

#### Non-Competitive:

- **Conservation Station – Inc.** - LIRR requests MTA Board approval to award a sole source contract to Conservation Station, Inc. in the amount of \$300,000, for the redesign of the current GE TR3-94 LED signal.
- **Luminator Mass Transit, LLC** - LIRR requests MTA Board approval to award a contract modification to Luminator Mass Transit LLC, in the amount of \$510,617.44 to provide C-3 coach car overhead lens assemblies.
- **Nordco Inc.** - LIRR requests MTA Board approval to award a three-year sole source contract to Nordco Inc. the amount of \$542,340 for replacement parts required by the Long Island Rail Road to operate and maintain various pieces of Nordco equipment.

#### Competitive:

- **Newmont Elevator Analysts, Inc.** - LIRR requests MTA Board approval to award a competitively bid, miscellaneous service contract to Newmont Elevator Analysts, Inc., in the amount of \$189,529 for the Base 3-Year Term, and \$114,566 for the Option Term (two 1-Year options); for a combined not-to-exceed total of \$304,095 for the entire (5) five-year period. Under the contract, Newmont Elevator Analysts, Inc. shall provide third party witnessing of safety inspections and tests, for LIRR's 15+ elevators and 50+ escalators located throughout Nassau, Suffolk, New York, Kings and Queens Counties.

Board Member Glucksman commented, regarding the Conservation Station signal contract, that LIRR installed 8-inch-wide signals on the new section and now they are going to be changed to 6-inch-wide signals.

Deputy Chief Engineer Glenn Greenberg responded it is not that they are going to be changed. There are additional locations that require signals being installed. We have adopted a

new type of signaling, called reduced aspect signaling, which is basically the same that Metro-North uses. There is a long-term savings in cost. We used to use large signals that went on overhead bridges. We are now able to use ground-mounted signals to accomplish the same function. At some of our locations, the track centers are very tight, making it impossible for us to fit in the type of signal we previously used. The signal needs to be redesigned to enable us to install it there.

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

## **MTA CAPITAL CONSTRUCTION**

### **Procurements**

MTA Capital Construction Vice President and Chief Procurement Officer, David Cannon, presented five procurement items to the Committee for approval. The procurement items are as follows:

- Award of competitively solicited zero dollar based personal service contracts to Hill International, Inc. (PS865-11) and MP Engineers, P.C. (PS865-21) to provide professional staffing and services on an as-needed basis to MTA Capital Construction, Long Island Rail Road, and Metro North Railroad for three years and with two one-year options.
- A modification to Contract No. 98-0001-01, to extend the contract term through June 30, 2019, in the amount of \$33,165,470.
- A modification to Systems Facilities Package No. 1, Contract No. CS179, to implement changes to the design of the Field Network in GCT for ESA in the amount of \$2,450,000.
- A modification to Systems Facilities Package No. 1, Contract No. CS179, for the installation of HVAC exhaust shafts and utilities in at the 23<sup>rd</sup> Street Facility in the amount of \$1,910,000.

Commissioner Moerdler asked what work Hill International, Inc. would be performing under the personal services contract. Mr. Cannon explained that Hill would be added to the list of firms that the MTA can solicit from to provide personal services on an as-needed basis. Commissioner Moerdler noted that the contract with URS has grown exponentially. Mr. Lieber responded that he also questioned whether this contract should be re-solicited. Mr. Lieber explained that in the past year, the MTA has created incentives on this contract which have resulted in savings to the MTA. The five-month extension that the Board is being asked to approve now will provide the MTA with an opportunity to demand additional concessions from URS, including a reduction of rates and further outcome driven incentives. Unless there are sufficient improvements to the contract, Mr. Lieber intends to recommend resoliciting the Contract.

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

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

The details of these items are contained in the reports filed with the records of the meeting.

Board Member Moerdler commented that for those of us who receive *LIRR Today*, some of the concerns that are expressed by the author, along with the very carefully compiled statistics that he cites, are troublesome. OTP for the month of December was 83.9%, the lowest monthly mark in 20 years. Board Member Moerdler added that this may not be the right time to discuss the issue, but he requested that President Eng present a summary on why this is happening.

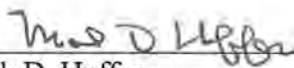
President Eng responded that he was not sure what statistics were being referenced, since LIRR's December OTP is probably the best it had for the year, 93.4%. What LIRR did during low adhesion season in managing things differently is the reason why the negative impacts of low adhesion season were limited to just one month. LIRR did not have three months of ongoing delays like it had last year. During January, in spite of all the work that LIRR is supporting, LIRR's OTP is in the same ball park compared to December. President Eng added that he will take a look at the information in *LIRR Today*, but noted that LIRR's OTP is not 83.9%.

Chair Pally commented that President Eng will provide a summary.

**Adjournment**

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

Respectfully submitted,

  
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Mark D. Hoffer  
Secretary

Minutes of the Regular Meeting  
Metro-North Committee  
Tuesday, January 22, 2019

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

The following members were present:

Hon. Susan G. Metzger, Chair of the Metro-North Committee  
Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee  
Hon. Norman Brown  
Hon. Randy Glucksman  
Hon. Charles G. Moerdler  
Hon. Veronica Vanterpool  
Hon. Neal J. Zuckerman

Not Present:

Hon. Andrew Saul

Also Present:

Catherine Rinaldi – President, Metro-North Railroad  
David Cannon – Vice President, Chief Procurement Officer, MTA Capital Construction Company  
Susan J. Doering – Executive Vice President, Metro-North Railroad  
Richard L. Gans – Vice President and General Counsel  
Glen Hayden – Vice President, Engineering  
Yvonne Hill-Donald - Vice President, Human Resources  
John Kennard – Vice President, Capital Programs  
John Kesich – Senior Vice President, Operations  
Mark Mannix – Senior Director, Corporate and Public Affairs  
Janno Lieber – MTA Chief Development Officer  
Thomas Mitchell – Vice President, Customer Service and Stations  
Owen Monaghan – Chief, MTA Police Department  
Andrew Paul – Vice President, Labor Relations  
Michael Shiffer – Vice President, Planning  
Justin Vonashek – Vice President, System Safety  
Steve Weiss – Executive Director Management and Budget

Ms. Metzger, as Chair of the Metro-North Committee, called the meeting to order.

### **SAFETY PROCEDURES**

Justin Vonashek, Vice President, System Safety, reviewed the emergency safety procedures.



## **PUBLIC COMMENT**

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council ("Commuter Council"), expressed his opinion that there is a need to build a new rail station on the Port Jervis Line at Woodbury Commons. He stated that Simon Properties has plans to expand Woodbury Commons and Governor Cuomo supports the building of a new station at that location. He asked Metro-North to work with Simon Properties to develop a private/public partnership for the new station. Mr. Getz also commented on the cancellation of the second Pascack Valley Line express train in June 2018. The Commuter Council was told that the train would be restored in January of 2019. Mr. Getz requested that Metro-North contact Kevin Corbett, Executive Director of New Jersey Transit ("NJT") to determine when the train will be restored. Mr. Getz stated that he spoke at the NJT Board Meeting about the repeated cancellations of Pascack Valley Line express train #1606 and was told it was only cancelled once in the month of January. He remarked that there have not been any other cancellations of express train #1606 during the month of January 2019.

Murray Bodin commented on the January 15, 2019 Special Board meeting. Mr. Bodin expressed his opinion that the rail cars purchased today in married pairs are the same cars purchased by Metro-North 40 years ago and are not appropriate today.

Jason Pineiro commented that there were no audio announcements regarding train arrivals at New Rochelle Station and he observed an individual sleeping in the waiting area at Yonkers Station. Mr. Pineiro did not observe any MTA Police at either station. He commented on the need for additional amenities including wheelchair and bicycle access at stations and Wi-Fi on Metro-North trains. He also commented on the need for Metro-North conductors to enforce the payment of fares.

Chair Metzger congratulated the staff and management of Metro-North and NJT for keeping the trains running on-time and relatively without incident during the extreme cold snap the area recently experienced.

Additional details of the comments made by the public speakers are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

## **APPROVAL OF MINUTES**

Upon motion duly made and seconded, the Committee approved the minutes of the December 10, 2018 Metro-North Committee meeting.

## **APPROVAL OF THE METRO-NORTH 2019 WORK PLAN**

President Rinaldi reported that the 2019 Metro-North Work Plan was prepared for the Metro-North Committee's final review and approval and is based upon reports that Metro-North and Long Island Rail Road provided in 2018. She stated that the 2019 Work Plan provided to the Committee at the December 2018 meeting has been revised to include progress reports on Metro-North's Way Ahead strategic plan which will be given in May and November 2019. Upon motion duly made and seconded, the Committee approved the 2019 Metro-North Railroad Committee Work Plan.

The 2019 Work Plan is filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

## **MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT**

President Rinaldi recognized nine Metro-North employees for working together to save an unresponsive customer on board a train on December 20. A passenger was lying on the floor of the 5:17pm train from Grand Central Station to Wassaic. It appeared he had stopped breathing. A fellow passenger called out to General Foreman Jason Tiller, who was on the train platform. Tiller placed a radio call to the MTA Police Department ("MTAPD") and Metro-North's Fire Brigade, and Assistant Conductor John Hagan cleared a path to allow first responders to reach the customer in distress. An off-duty Emergency Medical Technician on board the train performed manual Cardiac Pulmonary Resuscitation on the customer. Laurence Jacobs, Grand Central Terminal Fire Brigade Assistant Chief, custodian Sohail Peter, a Grand Central Terminal Fire Brigade volunteer, and MTA Police Officers were soon at the scene. Laurence and Sohail moved the man from the aisle into an open space in the car and administered two shocks to his chest with a defibrillator. MTA police officers waved down an ambulance on Lexington Avenue. EMS transported the customer to the nearest hospital. He has since been released and has made a full recovery.

While first responders worked to revive the customer, Metro-North train crews ensured that hundreds of customers on board the rush hour train arrived safely to their destination with as little disruption to service as possible. Trainmaster Robert Fitzgerald, Conductor Yvonne Hyatt, Trainmaster Scott Zucker, PA Operator Delra Dangleben, and Trainmaster Joseph Marciano worked to facilitate clearing the train during the medical emergency and efficiently moved customers to a different train.

President Rinaldi remarked that customers and visitors to Grand Central Terminal should feel assured that in the event of an emergency, all Metro-North employees stand ready to assist at a moment's notice. This incident underscores the compassion, skill, and professionalism of Metro-North's employees and MTAPD officers, and it demonstrates Metro-North employees work together to ensure customer safety and reliable service. President Rinaldi thanked the Metro-North employees for their teamwork and presented them with plaques in recognition of their efforts. A photograph was taken of MTA Police Chief Monaghan, Chair Metzger, President Rinaldi and the recognized Metro-North employees.

President Rinaldi also recognized the retirement of Fred Chidester who has been a Metro-North employee since 1983 and has handled many jobs at Metro-North, including Ticket Seller, Trainmaster, District Superintendent of New Haven, Stamford, and Hudson, and Superintendent covering east of Hudson and west of Hudson. In 2016, Mr. Chidester became Director of Grand Central Terminal and was a 2006 Metro-North President's award winner, 2008 MTA Chairman's award winner, and 2010 Team Excellence Award winner. Mr. Chidester was presented with a certificate and a photograph was taken.

President Rinaldi advised the Committee that Metro-North was awarded a grant of up to \$2.3 million from the Federal Railroad Administration ("FRA") to support Positive Train Control ("PTC") communications testing. Metro-North was awarded the grant, which is part of the Consolidated Rail Infrastructure and Safety Improvements Program, for its proposal to establish a test lab to help the railroad efficiently investigate radio interference issues and improve PTC functionality along the Northeast corridor. The test lab, comprised of a series of networked computer stations, will simulate how radio spectrum will operate and mitigate potential problems. The radio spectrum will be used by all passenger railroads that operate in the Northeast corridor. President Rinaldi remarked that radio interference is one of the issues that Metro-North is focused on as Metro-North moves ahead with full PTC implementation. The test lab will support Metro-North's efforts to move ahead with full PTC implementation and ensure on-going service reliability. President Rinaldi congratulated Metro-North's PTC team on this achievement.

President Rinaldi reported on the progress Metro-North has made on the Way Ahead Strategic Plan. MTA Real Estate closed on property near Croton Falls Station for Customer Parking. Metro-North will start constructing a surface parking lot with approximately 450 spaces, with the ability to add an additional 200 spaces at a later date. Metro-North recently completed an extensive clean-up effort in the Bronx near Bullard Avenue, located north of Woodlawn station on the Harlem Line. In cooperation with New York City's Department of Sanitation, Metro-North spent nine days removing a total of 47 tons of waste. Items removed included automobile parts, food containers, household trash, and all types of construction debris. To prevent future illegal dumping at this location, Metro-North is installing a 900-foot, 12-foot high chain link fence along Bullard Avenue. 900 feet of guard rail will be installed to protect the fence from damage. The installation of the fence is scheduled to be completed by February with the guard rail installed in the spring. President Rinaldi thanked Metro-North's Maintenance of Way Department, Environmental Compliance and Service Department, Metro-North's contractors and partners in New York City for working together on this important initiative. As part of the Harlem Line 125th Street Station improvements, Metro-North installed new LED lighting to highlight the existing artwork on the Park Avenue Viaduct above 125th Street. Upcoming station improvements include new restrooms and ticket office facilities, waiting room improvements, and additional plaza lighting under the Viaduct.

Thomas Mitchell, Vice President, Customer Service, provided an update on Metro-North initiatives to enhance electronic signage at stations. He reported that by utilizing technology, converted electronic signs will be deployed at 41 stations and will now provide a train's estimate time of arrival and information on train status.

The details of the President's Report are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

### **MTA METRO-NORTH RAILROAD SAFETY REPORT**

Justin Vonashek, Vice President, System Safety, reported that in the current 12-month period from December 2017 to November 2018 versus the previous 12-month period, the customer injury rate was less than one injury per million customers and employee lost time injuries trended better than the previous 12 months and are down 15 percent. Metro-North's community outreach program, TRACKS, reached over 3,500 individuals in November bringing the total number of individuals reached year-to-date November, to nearly 100,000. Mr. Vonashek reported that at the Safety Committee Meeting on Thursday, January 24, 2019, he will be providing details on various safety initiatives to reduce both employee and customer injuries as well as trespasser mitigation strategies.

The details of Mr. Vonashek's report are contained in the safety report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records.

### **MTAPD REPORT**

Owen Monaghan, Chief of the MTA Police Department, reported on crime statistics, noting that in December 2018 total major felonies system-wide decreased when compared to December 2017, 13 versus 24 or a decrease of 46%. In December 2018, total major felonies on the Metro-North system decreased when compared to December 2017, seven versus 12 or a decrease of 42%. Year-to-date December 2018, total major felonies on the Metro-North system decreased when compared to the comparable period of 2017, 131 versus 144 or a decrease of nine percent.

Year-to-date December 2018, total major felonies system-wide decreased by 34 crimes when compared to 2017, 237 versus 271 or a decrease of 13%.

Chief Monaghan reported that system-wide, the MTAPD saw the lowest amount of crime in its 20-year history. Year-to-date 2018 compared to 2017, robberies were reduced by 41%, arrests increased by 303 arrests, and the number of summons increased by 2,595. Chief Monaghan thanked the MTAPD officers, customers, Federal, state, and local law enforcement partners, and the Metro-North Committee. In December 2018, hate crimes decreased when compared to December 2017, one versus five. Year-to-date December 2018, hate crimes decreased by two crimes when compared to 2017, 27 versus 29.

Board member Moerdler congratulated Chief Monaghan and his colleagues but commented on the daunting hate crime statistics and the need to keep the hate crimes under control. The details of Chief Monaghan's report are contained in the MTAPD report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording contains discussions between Board member Moerdler and Chief Monaghan.

#### **MTA METRO-NORTH ACTION ITEM:**

One action item was presented to the Committee:

- Board approval for Metro-North to enter into a Fourth Memorandum of Understanding (Fourth MOU) with the City of Newburgh, New York (the City) for Metro-North to reimburse the City for lease payments for the parking and ferry landing facilities used by the Newburgh-Beacon ferry for the period January 1, 2019 through June 30, 2019.

President Rinaldi reported that action is required by the Committee to approve the continuation of Metro-North's agreement with the City of Newburgh to reimburse the City for the lease of parking and dock facilities in support of the Newburgh-Beacon Ferry Service. The lease will be in effect through June 30, 2019 while during this time the City and Metro-North will discuss issues of mutual concern to the City, the property owner, and Metro-North. Discussions will include options for alternate parking locations should that become necessary. The Newburgh City Council approved the additional lease extension with the new owner of the ferry dock and parking lot property through June 30, 2019, which provides for no increase in rental payments from the lease that expired on December 31. Metro-North has finalized the agreement with the City for reimbursement of the ferry dock and parking lease and is now submitting the staff summary to the Committee and Board for approval. The New York State Department of Transportation has committed to provide Congestion Mitigation/Air Quality ("CMAQ") funds which may be used as reimbursement for assistance payments made by Metro-North to the City to fund the lease agreement. Chair Metzger explained that the CMAQ funds are a piece of an overall program to improve air quality.

Board member Glucksman asked if there was a threat to the continuation of the ferry service. President Rinaldi stated that currently the negotiations are related to the parking and dock issues. She does not see a threat to the continuation of service.

Upon motion duly made and seconded, the Committee approved the foregoing action item for recommendation to the Board. The details of the action item are contained in a staff summary and report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussion of the proposed action item.

## **MTA METRO-NORTH INFORMATION ITEMS:**

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

- 2019 Infrastructure Program

President Rinaldi reported on Metro-North's Infrastructure Program and its impacts on service delivery and On-Time Performance ("OTP") in 2018 and 2019.

President Rinaldi remarked that factors that affect OTP include scheduled events and non-scheduled events. Scheduled events include capital projects and routine maintenance. Non-scheduled events include rolling stock failures, broken rails, signal failures, inclement weather, police activity, and trespasser incidents. The impacts of infrastructure work on OTP include reduced or restricted speeds, tracks out of service, and a cascade of delays due to traffic volume.

President Rinaldi reported that Metro-North's 2018 OTP goal was 93%, yet Metro-North's OTP percentage for the year was 90.1%.

Mr. Kesich reported that 2018 was a challenging year. On January 4, 2018, a major blizzard disrupted service for two days. In February 2018 there were no snow events and Metro-North had an OTP of 96.3%. In March 2018, major snow and wind events affected OTP, but Metro-North still operated at a 91.3%. In April 2018, there were no weather events and OTP was at 94.7%. In May 2018, tornados across the region caused trees to fall on the tracks and Metro-North began its Infrastructure Program. The first major infrastructure project was on the New Haven Line and required two out of the four tracks to be taken out of service, which reduced capacity by 50%. There were major infrastructure projects on the Harlem, Hudson, and New Haven Lines during June, July, August, September and October 2018. November 2018 slippery rail season caused a significant increase in six to 10-minute delays. Infrastructure work was completed on December 8, 2018, and Metro-North had an OTP of 96.1% for the remainder of December. For the first three weeks in January 2019, Metro-North has an OTP of 96.6%.

Board member Zuckerman asked how the average OTP statistics are calculated. Mr. Kesich explained how the OTP percentages are calculated and stated that the calculations are uniform across all railroads. Board member Moerdler and Chair Metzger asked for clarification, which Mr. Kesich provided.

President Rinaldi reported that despite storm damage, the Harlem Line had the most consistent performance during 2018 due to schedule adjustments during off-peak hours to accommodate track outages. Overall, OTP on the Harlem Line year-to-date December 2018 was 91.8%. President Rinaldi reported on the major projects on the Hudson and New Haven Lines. She noted that OTP year-to-date December 2018 OTP on the Hudson Line was 90%. President Rinaldi reported that service reliability on the Hudson and New Haven Lines was impacted because the railroad had not made schedule adjustments on those lines.

Mr. Shiffer reported on the impacts of track outages on running times. Referring to page 49 of the Committee Book, he explained the construction zones on the New Haven Line and noted that trains will lose four to four and a half minutes of running time per each work zone.

Board member Moerdler asked about the percentage of infrastructure that is done at night and asked why 75% of the work cannot be done at night. Mr. Hayden stated that the railroad does as much work at night as is feasible. He noted that the amount of work that can be done at night is limited by union restrictions on off-shift work done by Teamsters. President Rinaldi stated that the

railroad has a strong partnership with the Teamsters and that they are innovative in terms of how to do the work more efficiently and safely. She stated that the Board will be voting on a new agreement with the Teamsters in the next few months. A report will be provided to the Committee that will outline the infrastructure work to be done in 2019, how that work will be accomplished, and the time of day the work will be performed.

President Rinaldi reported on the lessons learned as a result of the impact of the 2018 Infrastructure Program on service delivery. She noted that safety is paramount and balance is key to delivering safe and reliable service. The railroad must prioritize infrastructure improvements, preserve operational flexibility wherever possible, be mindful of and minimize customer impacts, and use the SMART TRACK program of the Way Ahead Plan to identify locations where multiple state of good repair projects can be performed simultaneously. Metro-North is also developing schedules that account for the impact of work to allow for more reliable service. Mr. Moerdler commented on the historical context of the need for OTP, safety, and infrastructure improvements. President Rinaldi remarked on the major infrastructure projects planned for 2019 and the need to make schedule adjustments to maintain safe, reliable service.

Mr. Hayden reported on the major infrastructure projects planned for 2019 on the Hudson Line, Harlem Line, and New Haven Line and the schedule adjustments necessary to support reliable service during the time that the work is being done. He explained the type of work involved for each project and when the work will be performed. Mr. Moerdler questioned why certain work was being performed on the Hudson Line when similar work was performed shortly after the Sputyen Duyvil accident. Mr. Hayden responded that the work done after the accident was in a different location from the work scheduled in 2019. Mr. Moerdler asked if Mr. Hayden had considered any alternatives to taking tracks out of service to perform infrastructure work. Mr. Hayden responded that Metro-North cannot perform work without taking tracks out of service, but the work is being done in a manner that will have a longer lifespan. Chair Metzger asked if there has been any value engineering on the process Metro-North utilizes to perform infrastructure projects. Mr. Hayden responded that Metro-North engaged the firm TTCI shortly after 2013. TTCI helped Metro-North to categorize and assess issues, rewrite track standards books, and prioritize the work that needed to be done. Mr. Hayden stated that since Metro-North operates trains almost 24 hours a day, there are no times when tracks are not in use. Mr. Hayden commented that he believes Metro-North is acting in the most efficient way.

There was a continued discussing among Mr. Kesich, Board member Moerdler, and President Rinaldi regarding Metro-North's infrastructure projects, OTP performance, and customer experience. Mr. Moerdler asked President Rinaldi to consider bringing an outside entity to review whether there are any alternatives to the way that infrastructure work is currently performed. President Rinaldi noted that the impact on service is dependent on the type of project. She stated that the railroad will consider whether there are projects that may be delivered differently.

Mr. Shiffer reported on the net impact of the 2019 infrastructure work on the reliability of service. He reported on the schedule adjustments to be made in April and July 2019 on the Hudson, Harlem and New Haven Lines so that the railroad may maintain a reliable schedule during the time that work is being performed. President Rinaldi commented on the SMART TRACK Program and Metro-North's efforts to ensure work is performed efficiently to minimize the need to go back to a particular area and do additional work later. She noted that the 2018 Infrastructure Program had a significant impact on OTP and Metro-North management has been meeting internally since the summer of 2018 to identify ways to improve performance and commit to the infrastructure program. Two schedule adjustments are expected this year and there will be extensive communication and outreach to customers.

- Track Program Quarterly Update
- PTC Status Report

Chair Metzger stated that PTC will be discussed more fully in the joint meeting in February 2019.

The details of the above information items are contained in the Committee book filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording contains discussions between Board members, President Rinaldi, and staff regarding the 2019 Infrastructure Program.

### **Board Member Zuckerman Resolution**

Upon motion made and duly seconded the Committee approved a resolution proposed by Board member Zuckerman. The resolution requires Metro-North to:

1. Provide a definition of “catch-up track maintenance,” how it differs from typical maintenance, what are the itemized repairs that fall under “catch-up track maintenance” and over what period of time since a repair was last made it is considered “catch-up” (e.g., 10 years, 20 years, never before maintained).
2. Produce two reports by the March 2019 Committee meeting as follows:
  - a. Report #1: A firm deadline (Month and Year) as to when the in-progress “catch-up” track maintenance program will end, putting Metro-North Railroad in a position where track work will operate at a more typical pace in order to achieve our set OTP targets (whether they remain at 93% or are adjusted), and that this report will detail the amount and nature of work required to be completed by line.
  - b. Report #2: An accelerated plan to complete this “catch-up” work at two times faster than the stated firm deadline (i.e., half of the time of the firm deadline stated for the current plan), with the key actions of that plan and the incremental cost of that plan. For purposes of clarity, an example: this accelerated plan should have as its completion date July of 2019 if the firm deadline for the current “catch-up” maintenance plan is January of 2020.
3. From these two reports, the Metro-North Railroad Committee will decide, and/or recommend to the full Board as necessary, an approach to either continue on the current track work “catch-up” program or accelerate the completion of the program so our riders can return sooner to more predictable commutes.

Board member Zuckerman stated that the reports should be in the form of a presentation and a written report. Chair Metzger stated that the Committee would like to see the projects that are included in the five-year Capital Plan and will provide President Rinaldi with the items that the Committee would like to see included in the Plan.

President Rinaldi noted that Metro-North has increased service and that increase has impacted the railroad’s ability to perform maintenance work.

The details of the above Resolution are contained in a resolution filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records.



### MTA CAPITAL CONSTRUCTION PROCUREMENTS:

Mr. Lieber presented the Committee with the following MTA Capital Construction competitive procurement that relates to Metro-North:

- Approval to award a competitively solicited design consultant contract to HNTB New York Engineering and Architecture, P.C. to provide general engineering consultant services for the Penn Station Access Project for a not-to-exceed base contract amount of \$32.24 million for a duration of eighteen (18) months and up to sixty-six (66) months with options. The Project includes additional passenger tracks within the Amtrak Hell Gate Line (HGL) right-of-way, along with various other supporting improvements, to provide access for Metro-North New Haven Line trains to the West Side of Manhattan at Penn Station New York (PSNY). The Project will also add four new community-based MNR stations along Amtrak's HGL in the eastern Bronx.

Mr. Lieber noted that certain Committee members, and Acting Chair Ferrer have been passionate advocates of this project which will permit the opening of four new Metro-North stations in the Bronx. He acknowledged the role of state government in the project. Chair Metzger thanked all who have worked on the project. Board member Moerdler stressed the work of Acting Chair Ferrer who first advocated for the four new stations as Borough President. He also thanked Borough President Diaz for his support.

Upon motion duly made and seconded, the Committee approved the foregoing competitive procurement for recommendation to the Board.

The details of the above procurement are contained in a staff summary filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording contains discussions between Chair Metzger and Board members regarding the above procurement.

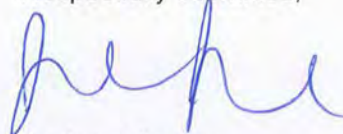
### OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

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

### ADJOURNMENT

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

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Jordan Johnston', is written over a horizontal line.

Jordan Johnston  
Secretary to the Meeting



## Long Island Rail Road Committee Work Plan

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### I. RECURRING AGENDA ITEMS

Approval of Minutes	<u>Responsibility</u> Committee Chair & Members
2019 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
MTA Capital Construction Report	MTA Capital Construction
MTA Police Report	MTA Police
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### February 2019 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2019	Management & Budget
2018 Annual Operating Results	Operations
2018 Annual RCM Fleet Maintenance Report	Operations
Diversity/EEO Report – 4 <sup>th</sup> Q 2018	Administration/Diversity
2019 Spring Schedule Change	Service Planning
LIRR/MNR PTC Project Update	President

#### March 2019

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

#### April 2019 (Joint Meeting with MNR)

Final Review of 2018 Operating Budget Results	Management & Budget
2018 Annual Ridership Report	Finance/Marketing
Annual Inventory Report	Procurement
May Timetable Change & Spring Trackwork Programs	Service Planning
MTA Homeless Outreach	MTA
LIRR/MNR PTC Project Update	President

#### May 2019

Diversity/EEO Report – 1 <sup>st</sup> Q 2019	Administration/Diversity
Summer Service & Track Work Programs	Service Planning
PTC Status Report	Engineering

June 2019 (Joint Meeting with MNR)  
Bi-Annual Report on M-9 Procurement  
Track Work Programs  
LIRR/MNR PTC Project Update

President/Sr. Staff  
Service Planning  
President

July 2019

Penn Station Retail Development  
Environmental Audit  
September Timetable & Trackwork Programs  
PTC Status Report

MTA Real Estate  
Corporate Safety  
Service Planning  
Engineering

September 2019

2020 Preliminary Budget (Public Comment)  
2019 Mid-Year Forecast  
Fall Trackwork Programs  
PTC Status Report  
Diversity/EEO Report – 2<sup>nd</sup> Quarter 2019

Management & Budget  
Service Planning  
Engineering  
Administration/Diversity

October 2019 (Joint Meeting with MNR)

2020 Preliminary Budget (Public Comment)  
MTA Homeless Outreach  
Bi-Annual Report on M-9 Procurement  
LIRR/MNR PTC Project Update  
November Timetable Change & Trackwork Programs

MTA  
President/Sr. Staff  
President  
Service Planning

November 2019

Review of Committee Charter  
East Side Access Support Projects Update  
Holiday & Year-End Service & Trackwork Programs  
PTC Status Report

Committee Chair & Members  
President/Sr. Staff  
Service Planning  
Engineering

December 2019 (Joint Meeting with MNR)

2020 Final Proposed Budget  
2020 Proposed Committee Work Plan  
Diversity/EEO Report – 3<sup>rd</sup> Q 2019  
LIRR/MNR PTC Project Update

Management & Budget  
Committee Chair & Members  
Administration/Diversity  
President

January 2020

Approval of 2020 Committee Work Plan  
PTC Status Report  
Winter Trackwork Programs

Committee Chair & Members  
Engineering  
Service Planning

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **2019 Work Plan**

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

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

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

#### **Safety Report**

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

#### **Capital Construction Report**

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

#### **Police Report**

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

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

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

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

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

#### **Procurements**

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

#### **Police Activity Report**

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

### **PERFORMANCE SUMMARIES**

#### **Operations – Transportation Report**

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

#### **Operations – Mechanical Report**

A monthly report will be given highlighting key fleet 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**

### **FEBRUARY 2019 (Joint Meeting with MNR)**

#### Adopted Budget/Financial Plan 2019

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

#### 2018 Annual Operating Results

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

#### 2018 Annual Fleet Maintenance Report

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

#### Project Update on PTC

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

#### Diversity & EEO Report– 4<sup>th</sup> Quarter 2018

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.

#### 2019 Spring/Summer Construction Schedule Changes

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

### **MARCH 2019**

#### Annual Strategic Investments & Planning Study

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

#### Annual Elevator/Escalator Report

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

#### Customer Satisfaction Survey Report

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

#### PTC Status Report

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

#### **APRIL 2019 (Joint Meeting with MNR)**

##### Final Review of 2018 Operating Results

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

##### Annual Inventory Report

The Agency will present its annual report on Inventory.

##### 2018 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2018 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

##### 2019 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2018.

##### MTA Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.

##### 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 2019**

##### Diversity & EEO Report– 1<sup>st</sup> Quarter 2019

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

##### 2019 Summer Service and Trackwork Programs

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

##### PTC Status Report

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

#### **JUNE 2019 (Joint Meeting with MNR)**

##### Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

##### 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

### **JULY 2019**

#### 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 2019.

### **SEPTEMBER 2019**

#### 2020 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

#### 2019 Mid-Year Forecast

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

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

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

#### PTC Status Report

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

### **OCTOBER 2019 (Joint Meeting with MNR)**

#### 2020 Preliminary Budget

Public comment will be accepted on the 2020 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.

#### MTA Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.

#### Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance

### **NOVEMBER 2019**

#### Review Committee Charter

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

#### East Side Access Support Projects Update

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

#### Holiday Schedule

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

#### PTC Status Report

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

### **DECEMBER 2019 (Joint Meeting with MNR)**

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

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

#### 2020 Final Proposed Budget

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

#### Proposed 2020 Committee Work Plan

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

#### Project Update on PTC

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

### **JANUARY 2020**

#### Approval of 2020 Committee Work Plan

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

#### PTC Status Report

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

## 2019 Metro-North Railroad Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

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

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### February 2019 (Joint meeting with LIRR)

Adopted Budget/Financial Plan 2019	Finance
2018 Annual Operating Results	Operations
2018 Annual Fleet Maintenance Report	Operations
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 4 <sup>th</sup> Quarter 2018	Diversity and EEO
2019 Spring/Summer Schedule Change	Operations Planning & Analysis

#### March 2019

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

#### April 2019 (Joint meeting with LIRR)

Final Review of 2018 Operating Budget Results	Finance
2018 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement
Track Program Quarterly Update	Engineering
MTA Homeless Outreach	MTA
LIRR/MNR PTC Project Update	President

#### May 2019

Diversity/EEO Report – 1 <sup>st</sup> Quarter 2019	Diversity and EEO
PTC Status Report	Engineering
Progress on Way Ahead Strategic Plan	Strategic Initiatives



June 2019 (Joint meeting with LIRR)  
LIRR/MNR PTC Project Update

President

July 2019

Grand Central Terminal Retail Development  
Environmental Audit  
Track Program Quarterly Update  
PTC Status Report

MTA Real Estate  
Environmental Compliance  
Engineering  
Engineering

September 2019

2020 Preliminary Budget (Public Comment)  
2019 Mid-Year Forecast  
2019 Fall Schedule Change  
PTC Status Report  
Diversity/EEO Report – 2<sup>nd</sup> Quarter 2019

Finance  
Finance  
Operations Planning & Analysis  
Engineering  
Diversity and EEO

October 2019 (Joint meeting with LIRR)

2020 Preliminary Budget (Public Comment)  
LIRR/MNR PTC Project Update  
Track Program Quarterly Update  
MTA Homeless Outreach

Finance  
President  
Engineering  
MTA

November 2019

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

Committee Chair & Members  
Operations Planning & Analysis  
Engineering  
Strategic Initiatives

December 2019 (Joint meeting with LIRR)

2020 Final Proposed Budget  
2020 Proposed Committee Work Plan  
Diversity/EEO Report – 3<sup>rd</sup> Quarter 2019  
LIRR/MNR PTC Project Update

Finance  
Committee Chairs & Members  
Diversity and EEO  
President

January 2020

Approval of 2020 Committee Work Plan  
Track Program Quarterly Update  
PTC Status Report

Committee Chairs & Members  
Engineering  
Engineering

# METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **2019 Work Plan**

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

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

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

#### **Safety**

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

#### **Police Activity Report**

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

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

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

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

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

#### **Procurements**

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

#### **Operations**

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

#### **Finance**

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

#### **Ridership**

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

#### **Capital Program**

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

## **II. SPECIFIC AGENDA ITEMS**

### **FEBRUARY 2019 (Joint Meeting with LIRR)**

#### Adopted Budget/Financial Plan 2019

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

#### 2018 Annual Operating Results

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

#### 2018 Annual Fleet Maintenance Report

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

#### LIRR/MNR PTC Project Update

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

#### Diversity & EEO Report– 4<sup>th</sup> Quarter 2018

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.

#### 2019 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 2019.

### **MARCH 2019**

#### Annual Strategic Investments & Planning Studies

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

#### Annual Elevator/Escalator Report

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

#### Customer Satisfaction Survey Report

The committee will be informed on the results of the 2018 survey distributed to customers on the Hudson, Harlem and New Haven Lines and West of Hudson service.

#### PTC Status Report

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

## **APRIL 2019** (Joint Meeting with LIRR)

### Final Review of 2018 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.

### 2018 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2018 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

### Annual Inventory Report

The Agency will present its annual report on Inventory.

### Track Program Quarterly Update

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

### MTA Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.

### 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 2019**

### Diversity & EEO Report– 1<sup>st</sup> Quarter 2019

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

### 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 2019** (Joint Meeting with LIRR)

### 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.

## **JULY 2019**

### Grand Central Terminal Retail Development

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

### Environmental Audit Report

The Committee will be briefed on the results of the 2019 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

### Track Program Quarterly Update

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

### PTC Status Report

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

## **SEPTEMBER 2019**

### 2020 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

### 2019 Mid-Year Forecast

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

### 2019 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 2019.

### PTC Status Report

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

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

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

## **OCTOBER 2019 (Joint Meeting with LIRR)**

### 2020 Preliminary Budget

Public comment will be accepted on the 2020 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.

#### MTA Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.

### **NOVEMBER 2019**

#### Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

#### Holiday Schedule

The Committee will be informed of Metro-North'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 risks associated with the PTC implementation.

#### Progress on Way Ahead Strategic Plan

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

### **DECEMBER 2019 (Joint Meeting with LIRR)**

#### 2020 Final Proposed Budget

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

#### 2020 Proposed Committee Work Plan

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

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

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

#### LIRR/MNR PTC Project Update

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

### **JANUARY 2020**

#### Approval of 2020 Committee Work Plan

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

#### Track Program Quarterly Update

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

#### PTC Status Report

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



# Long Island Rail Road

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## Safety Report Highlights

### Hard Hats



### Engineering On Track Safety Labor Management Partnership







## Safety Report Highlights

For the reporting period ending December 2018, the average Reportable Customer Injury Rate decreased fifty-one percent from 4.13 injuries per million customers to 2.03 injuries per million customers. This is forty-six percent below the 2018 goal of 3.78. Slips, trips, and falls generate the majority of injury reports. In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached over 114,000 participants through the end of December 2018.

During this reporting period, there was a twenty-six percent decrease in the average Reportable Employee Lost Time Injury Rate. The rate decreased from 3.75 injuries per 200,000 hours worked to 2.79 injuries per 200,000 hours worked. This is fourteen percent below the 2018 goal of 3.26. Slip, trips, and falls are the category of injury that generates the most reports. Soft tissue injuries are the greatest type of injury sustained.

We continue our emphasis on raising awareness about the hazards that contribute to the risk of injury and the importance of wearing the appropriate personal protective equipment (PPE). For the months of December through February, our campaign is focused on hard hats and bump caps. In addition to educating employees about the regulations, hazards, and PPE available to them, we are engaging in conversations with employees to better understand their safety experiences. We want to understand why employees may not be complying to better focus our resources on individual and/or systemic interventions. By engaging with employees, we remain focused on our goal to transform from a culture of safety compliance to a culture of commitment to the core value of safety.

In 2018, our Engineering On Track Safety Labor Management Partnership Team collaborated on a new video to emphasize to our employees the unique hazards that exist working along the right of way in a 24/7/365 operating environment. An Engineering Department/SMART represented Track Supervisor and B & B Supervisor as well as an Engineering Department/Brotherhood of Railroad Signalmen (BRS) represented Signal Inspector discuss their experiences over the course of their careers with the emphasis on employees remaining vigilant and watching out for each other. The video was produced by the LIRR Employee Training and Corporate Development Department (Training) and will be shown in training classes and on monitors in employee facilities. The Partnership consists of representatives from SMART, BRS, IBEW, and IRSA as well as LIRR Engineering, Corporate Safety, Training, and Transportation.

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

# December Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	January 2016 - December 2016	January 2017 - December 2017	January 2018 - December 2018	
FRA Reportable Customer Accident Rate per Million Customers	3.72	4.13	2.03	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.01	3.75	2.79	
	2017		2018	
	December	Year to Date	December	Year to Date
Grade Crossing Incidents <sup>1</sup>	1	17	0	7
Mainline FRA Reportable Train Derailments	0	1	0	1
Mainline FRA Reportable Train Collisions	0	2	0	3

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

Leading Indicators				
Focus on Safety Training	2017		2018	
	December	Year to Date	December	Year to Date
First Responders Trained	10	1,488	30	2,069
Employee Safety Training Courses	63	741	59	995
Employees Trained	982	10,798	660	12,643
Employee Safety Training Hours	11,009	252,416	12,585	261,626
Customer and Community:	December	Year to Date	December	Year to Date
Broken Gates	10	115	10	123
MTA Police Details	97	1,169	29	1,067
Summons	83	1,790	68	1,204
Warnings	38	852	28	547
Arrests	0	1	0	2
Community Education and Outreach	7,429	119,561	5,732	114,050
	Completed		Total	% Complete
Cameras on Rolling Stock	M7 (Cars)		310	37
	C3 Cab		23	100
	C3 Trailer		39	35
	DE/DM		1	2

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

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

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

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

<b>Elevators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>	<b>Entrapment</b>
<b>Hicksville</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Babylon</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Great Neck</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Flushing</b>	<b>0</b>	<b>0</b>	<b>1</b>

<b>Escalators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>
<b>No escalator accidents reported in the month of January 2019</b>		

**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.

# Safety Report

Justin R. Vonashek

Vice President, Office of System Safety



## 2018 TRACKS Poster Contest School Winners



J.A.C.E Daycare and Early Learning Program  
Pre-K Winner



Park City Magnet School  
K-3<sup>rd</sup> Winner



Dobbs Ferry Middle School  
4<sup>th</sup>-8<sup>th</sup> Winner (Tie)



Graham Elementary School  
4<sup>th</sup>-8<sup>th</sup> Winner (Tie)



Cardinal Hayes High School  
9<sup>th</sup>-12<sup>th</sup> Winner



# Metro-North Railroad

## **December 2018 Highlights: Safety Report**

Metro-North Railroad's TRACKS (Together Railroads And Communities Keeping Safe) Program exceeded the 2018 goal of educating 100,000 individuals that live, work, or travel within the Metro-North territory about rail safety. In 2018, TRACKS reached a total of 101,680 individuals by participating in 50 community events, 60 outreach events at stations and grade crossings and conducting 86 school presentations (Pre-K -12<sup>th</sup>). In 2016, the TRACKS program content focused on grade crossing safety, passenger safety and the dangers of trespassing. In 2018, TRACKS expanded to include emergency preparedness, gap safety, bridge plate safety and suicide prevention. TRACKS received the American Public Transportation Association Gold Award for Safety in 2018 for its overall success, innovation and contributions to safety in the rail industry. In 2019, TRACKS will increase the goal by 5%, continue to expand the targeted populations and successfully educate even more individuals within the communities that Metro-North serves.

In September 2018, during Rail Safety Week, TRACKS launched its inaugural Rail Safety Poster Contest to all schools (Pre-K- 12<sup>th</sup>) within the Metro-North territory. Students were asked to illustrate what they believe is most important about rail safety. Over 60 entries were submitted and 5 posters were selected as the winners on January 14<sup>th</sup>. The winning schools will receive a visit from TRACKS ambassador Metro-Man, who will give them a customized school banner and present a certificate of recognition from Catherine Rinaldi, President, Metro-North, and Justin Vonashek, Vice President of System Safety.

MNR continues to see positive trends in reducing employee lost time injuries. For the current 12-month period (January 2018 – December 2018) versus the previous 12-month period (January 2017 – December 2017), lost time injuries per 200,000 working hours were reduced by 17.1%. This decrease can be attributed to various ongoing safety initiatives, such as MNR's system-wide housekeeping safety efforts designed to identify, evaluate, and prevent potential housekeeping issues. Additionally, through a collaborative approach between employees and management, Metro-North completed 12 major rail yard cleanups for its 6 operating districts to help create safer work zones for employees over the last 12 months. Furthermore, the roles of safety district committees have been expanded to foster more timely resolution of safety related issues in alliance with Metro-North's Way Ahead strategic plan.

For the current 12-month period (January 2018 – December 2018), the customer reportable injury rate remains less than one injury per 1 million customers. Slip, trips and falls remains the highest category of customer injury. To address this issue, the MNR TRACKS program now includes information on customer slip, trip and fall awareness. Additionally, MNR prominently displays seasonal preventive safety message to heighten customer awareness on trains, stations and platforms throughout MNR's operating territory.

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



## December 2018 Safety Report

Performance				
Performance Indicator	12-Month Average			
	January 2015 - December 2016	January 2016 - December 2017	January 2017 - December 2018	
FRA Reportable Customer Accident Rate per Million Customers	1.25	0.83	0.84	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.84	2.97	2.46	
	2017		2018	
	December	Year to Date	December	Year to Date
Grade Crossing Incidents <sup>1</sup>	2	3	0	2
Mainline FRA Reportable Train Derailments	0	2	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2017		2018	
	December	Year to Date	December	Year to Date
First Responders Trained	105	1,508	25	2,047
Employee Safety Training Courses	115	326	133	378
Employees Trained	2,812	6,841	2,329	6,739
Employee Safety Training Hours	16,139	271,847	17,176	303,308
Customer and Community: Focus on Grade Crossings	2017		2018	
	December	Year to Date	December	Year to Date
Broken Gates	2	25	0	27
MTA Police Details	89	1,438	43	1,214
Summons	7	602	16	633
Warnings	1	155	2	69
Community Education and Outreach	7,570	79,213	2,160	101,680
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	909	95.08%	
Passenger Compartment Cameras	1,085	867	79.91%	

### 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.

# **MTA CAPITAL CONSTRUCTION**

## **PROJECT UPDATE**

### **EAST SIDE ACCESS**

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - February 2019

Expenditures thru January 2019; \$\$ in million

	April 2018			
	EAC Forecast	Budget	Committed	Expenditures
Construction	\$ 7,054.3	\$ 6,715.1	\$ 6,784.6	\$ 5,656.5
Force Account	\$ 959.8	\$ 821.5	\$ 650.0	\$ 561.3
Soft Costs	\$ 2,192.9	\$ 1,860.5	\$ 1,816.2	\$ 1,744.4
OCIP	\$ 457.4	\$ 379.2	\$ 379.2	\$ 372.5
Rolling Stock†	\$ 202.0	\$ 7.5	\$ 3.2	\$ 0.2
Unallocated & Program Support Contingency	\$ 267.0	\$ 551.2	\$ -	\$ -
<b>Total</b>	<b>\$ 11,133.3</b>	<b>\$ 10,335.1</b>	<b>\$ 9,633.2</b>	<b>\$ 8,334.9</b>

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve.

	Schedule
Project Design Start	March-1999
Project Design Completion	December-2018
Project Construction Start	September-2001
Revenue Service Date	December-2022

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
<b>Manhattan Construction</b>								
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$350.2	\$11.4	\$335.9	Mar-2014	Mar-2014	Nov-2016	Mar-2019
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$484.7	\$466.0	\$18.7*	\$310.0	Dec-2014	Feb-2015	Aug-2018	Oct-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$662.6	\$49.7	\$374.4	Jul-2015	Apr-2016	Jan-2020	Apr-2020
<b>Queens Construction</b>								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$265.4	\$262.2	\$3.2	\$246.5	Aug-2011	Aug-2011	Aug-2014	Mar-2019
CQ033: Mid-Day Storage Yard <i>Tutor Perini Corporation</i>	\$325.0	\$308.0	\$17.0	\$150.6	N/A	Apr-2017	Aug-2020	Feb-2021
<b>Harold Construction</b>								
CH057D: Harold Structures - Part 3, Trackwork <i>Railroad Construction Company</i>	\$29.6	\$22.4	\$7.2	\$13.3	N/A	Apr-2018	Jan-2019	May-2019
CH058A: Harold Structures - Part 3A: B/C Approach** <i>Skanska USA Civil Northeast Inc.</i>	\$68.7	\$60.2	\$8.6	\$0.5	Jul-2015	Oct-2018	Mar-2021	Mar-2021
<b>Systems Contracts</b>								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$582.4	\$24.6***	\$445.3	Mar-2014	Mar-2014	Dec-2019	Nov-2021
Systems Package 2: Signal Installation (CS086) <i>Five Star/Comstock JV</i>	\$60.9	\$53.0	\$7.9	\$0.0	N/A	Sep-2018	Feb-2021	Feb-2021
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$12.8	Jun-2014	Jun-2014	Dec-2019	Feb-2021
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$73.5	\$6.3	\$21.6	Sep-2014	Oct-2014	Dec-2019	Apr-2021

\* Remaining contingency includes unawarded options and associated contingency (originally \$26M).

\*\* CH058 contract package is being split into two packages. The first package will be CH058A Harold Structures Part 3A B/C Approach. There will be a future package CH058B which will include regional investment of the Eastbound Reroute.

\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).



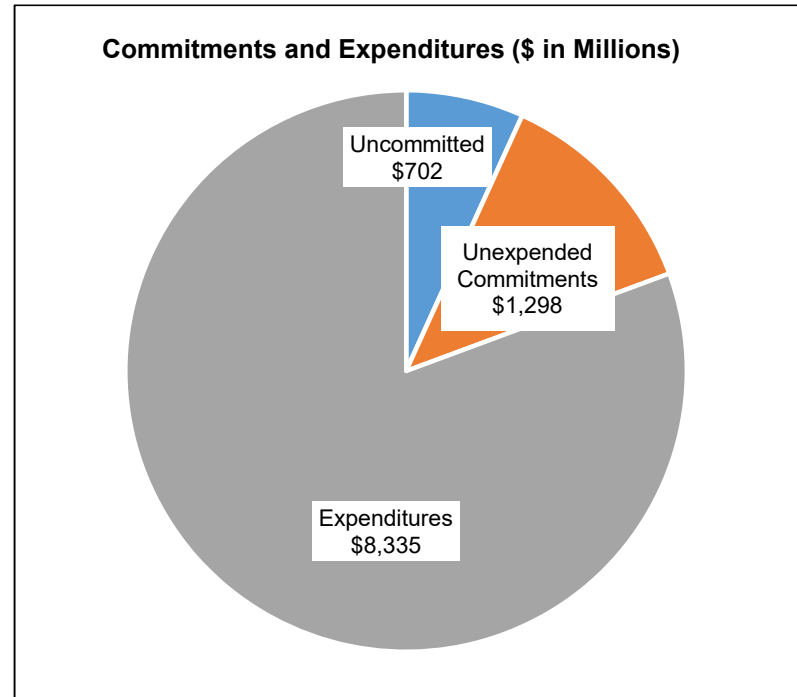
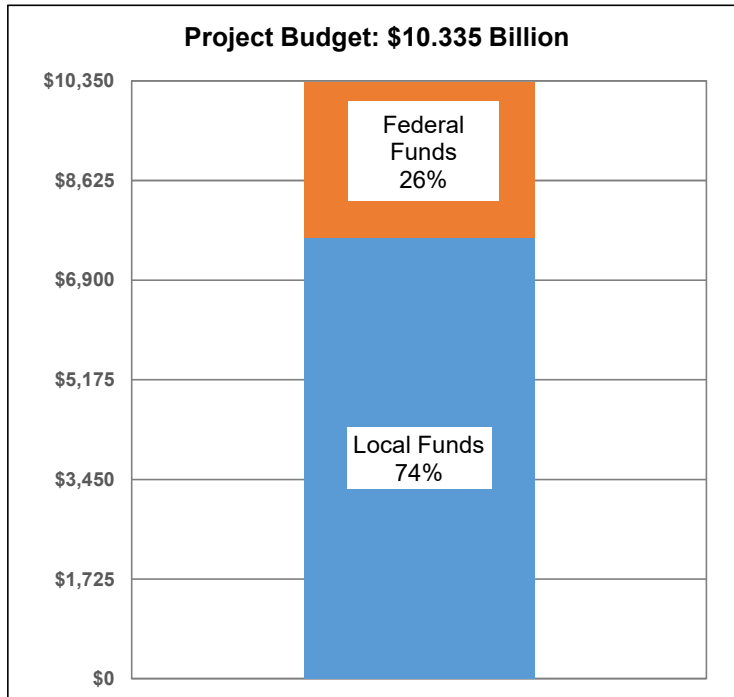
## East Side Access Status

### Report to the Railroad Committee - February 2019

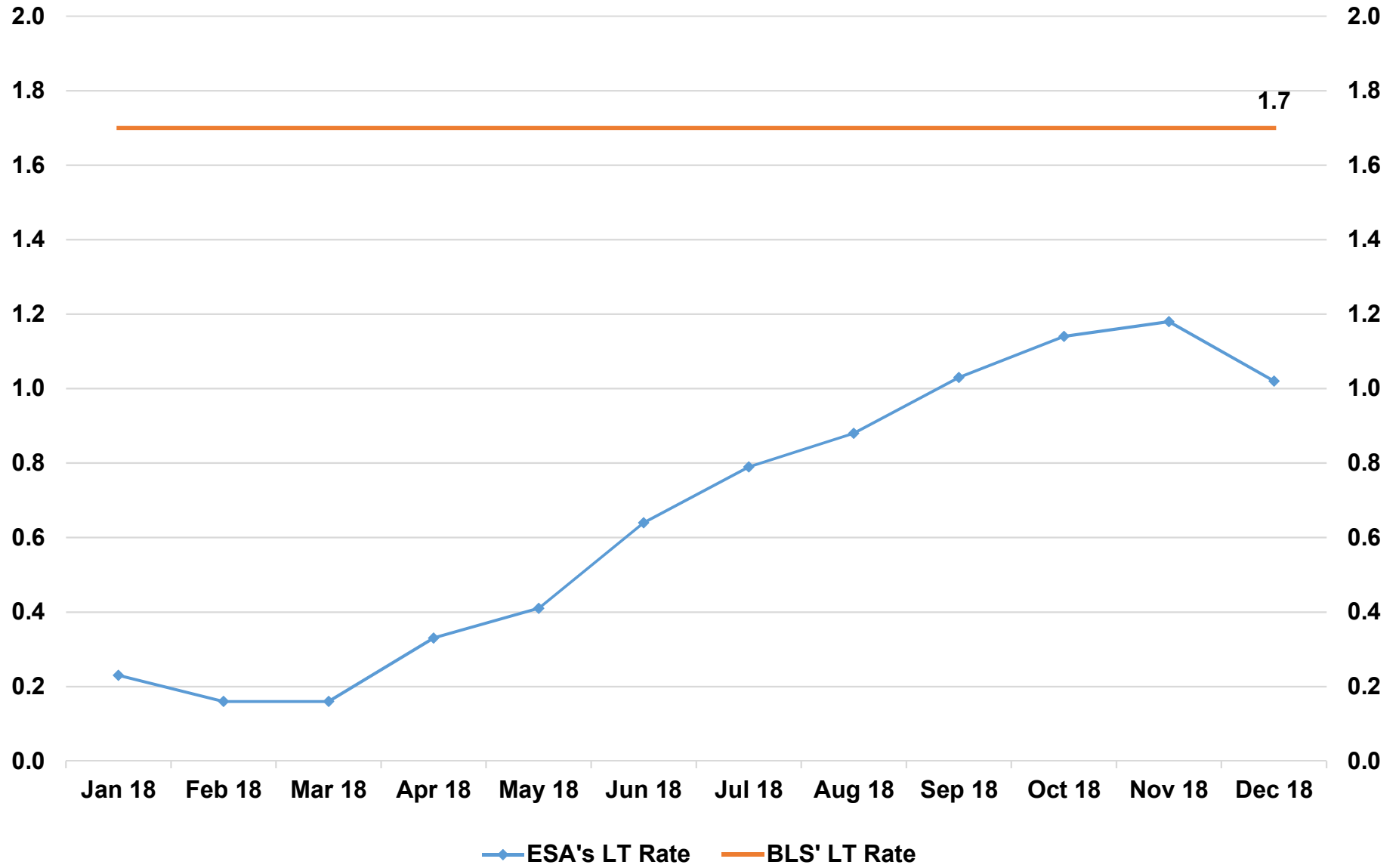
data thru January 2019

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,533	737	797	797	1,533	0	1,528
2005-2009	2,683	1,697	986	986	2,676	7	2,660
2010-2014	3,251	2,399	852	852	3,170	82	2,831
2015-2019	2,710	2,710	-	-	2,096	614	1,159
Total	\$ 10,335 *	\$ 7,636	\$ 2,699	\$ 2,699	\$ 9,633	\$ 702	\$ 8,335

\* April 2018 EAC forecast is \$11.133 billion.



## East Side Access 12 Month Rolling Average Lost Time(LT) Injury Rates





# **POLICE REPORT**



# Long Island Rail Road

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## **January 2019 Highlights: MTA Police Report**

- Long Island Rail Road experienced a decrease in the amount of major felonies (10 vs 12) for the month of January compared to the same period last year.
- Year to date Long Island Rail Road is down 2 crimes (10 vs 12).
- There was (1) Hate Crime on Long Island Rail Road for the month of January

**Owen Monaghan**  
Chief of Police



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Long Island Rail Road**

### **January 2019 vs. 2018**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>1</b>	<b>3</b>	<b>-2</b>	<b>-67%</b>
<b>Burglary</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>10</b>	<b>12</b>	<b>-2</b>	<b>-17%</b>

### **Year to Date 2019 vs. 2018**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>1</b>	<b>3</b>	<b>-2</b>	<b>-67%</b>
<b>Burglary</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>10</b>	<b>12</b>	<b>-2</b>	<b>-17%</b>



## **January 2019 Highlights: MTA Police Report**

- Metro-North Railroad experienced a decrease in the amount of major felonies (10 vs 17) for the month of January compared to the same period last year.
- Year to date Metro-North Railroad is down 7 crimes (10 vs 17).
- There was (1) Hate Crime on Metro-North Railroad for the month of January.

**Owen Monaghan**  
Chief of Police



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Metro North Railroad**

### **January 2019 vs. 2018**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>
<b>Burglary</b>	<b>1</b>	<b>3</b>	<b>-2</b>	<b>-67%</b>
<b>Grand Larceny</b>	<b>4</b>	<b>10</b>	<b>-6</b>	<b>-60%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>10</b>	<b>17</b>	<b>-7</b>	<b>-41%</b>

### **Year to Date 2019 vs. 2018**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>
<b>Burglary</b>	<b>1</b>	<b>3</b>	<b>-2</b>	<b>-67%</b>
<b>Grand Larceny</b>	<b>4</b>	<b>10</b>	<b>-6</b>	<b>-60%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>10</b>	<b>17</b>	<b>-7</b>	<b>-41%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **January 2019 vs. 2018**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>2</b>	<b>5</b>	<b>-3</b>	<b>-60%</b>
<b>Felony Assault</b>	<b>4</b>	<b>5</b>	<b>-1</b>	<b>-20%</b>
<b>Burglary</b>	<b>2</b>	<b>3</b>	<b>-1</b>	<b>-33%</b>
<b>Grand Larceny</b>	<b>12</b>	<b>17</b>	<b>-5</b>	<b>-29%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>21</b>	<b>30</b>	<b>-9</b>	<b>-30%</b>

#### **Year to Date 2019 vs. 2018**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>2</b>	<b>5</b>	<b>-3</b>	<b>-60%</b>
<b>Felony Assault</b>	<b>4</b>	<b>5</b>	<b>-1</b>	<b>-20%</b>
<b>Burglary</b>	<b>2</b>	<b>3</b>	<b>-1</b>	<b>-33%</b>
<b>Grand Larceny</b>	<b>12</b>	<b>17</b>	<b>-5</b>	<b>-29%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>21</b>	<b>30</b>	<b>-9</b>	<b>-30%</b>



# INDEX CRIME REPORT

## Per Day Average

### January 2019

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	2	1	1	0
<b>Fel. Assault</b>	4	1	3	0
<b>Burglary</b>	2	1	1	0
<b>Grand Larceny</b>	12	7	4	1
<b>GLA</b>	1	0	1	0
<b>Total</b>	21	10	10	1
<b>Crimes Per Day</b>	0.68	0.32	0.32	0.03



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - January 2019)

Motivation	2019	2018	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	1	-1	-100 %
Anti-Semitic	1	2	-1	-50 %
Sexual Orientation	0	0	0	0 %
White	0	0	0	0 %
<b>Motivation Total</b>	<b>2</b>	<b>5</b>	<b>-3</b>	<b>-60 %</b>

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	1	0	1	0 %
Felony Assault	0	0	0	0 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	1	0	1	0 %
Criminal Mischief #4	0	5	-5	-100 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
<b>Crime Total</b>	<b>2</b>	<b>5</b>	<b>-3</b>	<b>-60 %</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2019 to 1/31/2019

Arrest Classification	Total Arrests	
	2019	2018
Robbery	1	4
Felony Assault	5	5
Burglary	1	2
Grand Larceny	7	3
Aggravated Harassment	1	1
Aggravated Unlicensed Operator	4	2
Assault-Misdemeanor	5	1
Breach of Peace	5	0
Child Endangerment	1	0
Criminal Contempt	2	1
Criminal Mischief	5	3
Criminal Possession Stolen Property	0	2
Criminal Trespass	3	4
Drug Offenses	27	2
DUI Offenses	0	1
Falsely Reporting an Incident	2	0
Forgery	2	9
Fraud	4	1
Graffiti	2	2
Make Terrorist Threat	0	1
Menacing	1	2
Petit Larceny	31	18
Reckless Endangerment	1	0
Resisting Arrest	5	1
Sex Offenses	2	2
Theft of Services	19	12
Warrant Arrest	10	14
Unauthorized Use Vehicle	1	0
<b>Total Arrests</b>	<b>147</b>	<b>93</b>



**Long Island Rail Road**



**Metro-North Railroad**

## **JOINT INFORMATION ITEMS**

# **February 2019 Joint LIRR/MNR Committee and CPOC PTC Project Update**

February 25, 2019



# LIRR/MNR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"><li><input type="checkbox"/> LIRR/MNR met all 2018 federal compliance requirements to request an Alternative Schedule (extends project to December 31, 2020).</li><li><input type="checkbox"/> LIRR/MNR continued to perform Revenue Service Demonstration (RSD) runs on their pilot lines.</li><li><input type="checkbox"/> LIRR/MNR have developed aggressive working schedules to achieve full PTC Implementation by December 2020.<ul style="list-style-type: none"><li><input type="checkbox"/> Contingent upon the Systems Integrator to meet their schedule commitments and mitigate project risks.</li><li><input type="checkbox"/> Contingent upon no new quality or equipment reliability issues.</li></ul></li></ul>
Budget	<p>\$1.037B</p> <p>Based on new project schedule, Estimates At Completion are currently under review</p>



# LIRR/MNR Project Risks and Concerns

- Completion of the project depends on all tenant Railroads being interoperable with our wayside and solving boundary issues with Amtrak.
- Given the number of outstanding technical issues, the SI's performance, and the continuous monthly schedule slippages of key project activities, the SI's current CPM schedule is extremely aggressive.
  - Jeopardizes Railroads' working schedules and adds risk to meet the December 2020 deadline.
  - The software development and schedule for LIRR/MNR has diverged and requires dedicated SI resources to simultaneously support both Railroads.
  - Slow resolution of software variances has delayed the completion of RSD and may impact Extended RSD (ERSD) in the non-pilot segments.
  - A design solution for back-to-back interlockings on LIRR may require several additional software releases to enter into ERSD on the non-pilot segments which may jeopardize project completion to meet the December 2020 deadline.



# LIRR/MNR Project Risks and Concerns

- PTC equipment reliability and Quality Control concerns.
  - 100% of all Undercar scanner antenna/CTV/harness (4000+ unique units) are being recalled due to several quality issues discovered after equipment was manufactured.
    - A test station in the on-board manufacturing facility was out of calibration since 2016.
    - The recall process has a major impact to the Railroads' working schedule.
    - The SI's plan must be properly managed in order to provide a sufficient number of repaired units to support both full PTC/CSE operations.
  - The SI also issued a recall of 200+ GE PTC Radios (on-board and wayside).
- Unexpected PTC equipment failures will impact train service on the RSD segment and ERSD on non-pilot segments.
- The Systems Integrator (SI) continues to provide inadequate resources to support both LIRR & MNR.
  - The Railroads continue to provide their own technical experts to fill gaps in the SI's staffing.





# Full PTC Implementation by December 2020

## ■ Steps to full PTC implementation:

- Extended Revenue Service Demonstration (ERSD) on all line segments.
  - Complete required number of Revenue Service Demonstration (RSD) runs on pilot line(s) per FRA requirements.
  - Obtain FRA approval to go into ERSD.
  - Complete all required testing on each non-pilot segment for RSD Readiness.
- Interoperability
  - All tenant locomotives must be interoperable with our wayside.
  - Boundaries must be seamless.
- PTC FRA Certification
  - Develop and submit the PTC Safety Plan (PTCSP).
  - FRA has 180 – 360 days to approve PTCSP.



## LIRR Project Update as of January 2019

- Met all 2018 federal compliance requirements.
  - Received FRA Approval for an Alternative Schedule in January 2019.
- Actively participated in the System Integrator's (SI's) Pre-Factory Acceptance Testing (Pre-FAT) of new system software baseline 3.4 for RSD. Started Formal FAT in February 2019 with targeted completion in early March 2019.
- In parallel to FAT, started to field test system software baseline 3.4.
  - Encountered several operational/functional issues during RSD which must be corrected in this baseline release to complete the 135 required FRA RSD runs on L2.
- Progressed the development of the LIRR PTC Safety Plan targeted for FRA submission in July 2019.
  - Approximately 70% complete with 5000+ estimated pages of supporting documents and test data.
- Conducted interoperability testing with Amtrak through Harold interlocking to test communications, and finalizing details for the new safety server (STS-STC) interface.
- Continued Site Installation Testing (SIT) on non-pilot segments.



## MNR Project Update as of January 2019

- Met all 2018 federal compliance requirements.
  - Submitted PTCIP with revised schedule and *written Notification and Certification of Compliance* in December 2018.
  - MNR expects FRA Approval for an Alternative Schedule March 2019.
- As January 31, 2019 completed **49** RSD successful trips between Tarrytown and Croton-Harmon towards the FRA goal of approved 110 trips.
- Started Site Integration Testing (SIT) on the Danbury Line.
- Completed Antenna Testing on the Port Jervis Line.
- Continues to operate Civil Speed Enforcement (CSE) on all rolling stock.
- Performing interoperability testing with CSX and AMTRAK.
- Metro-North Awarded up to \$2.3M FRA Grant to Enhance PTC Implementation.

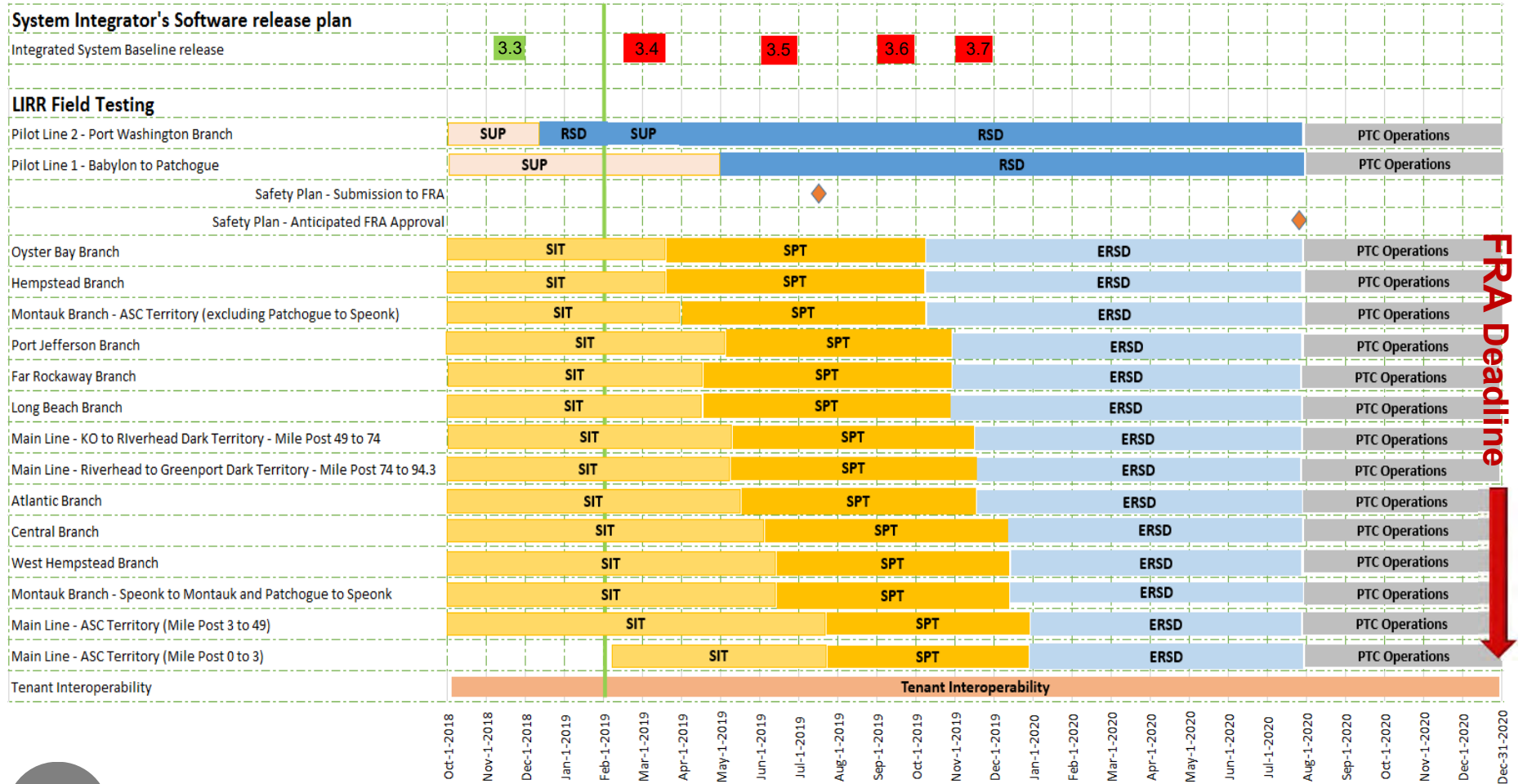


# LIRR Working Schedule and Sequence

Start RSD on Babylon to Patchogue pilot segment in May 2019

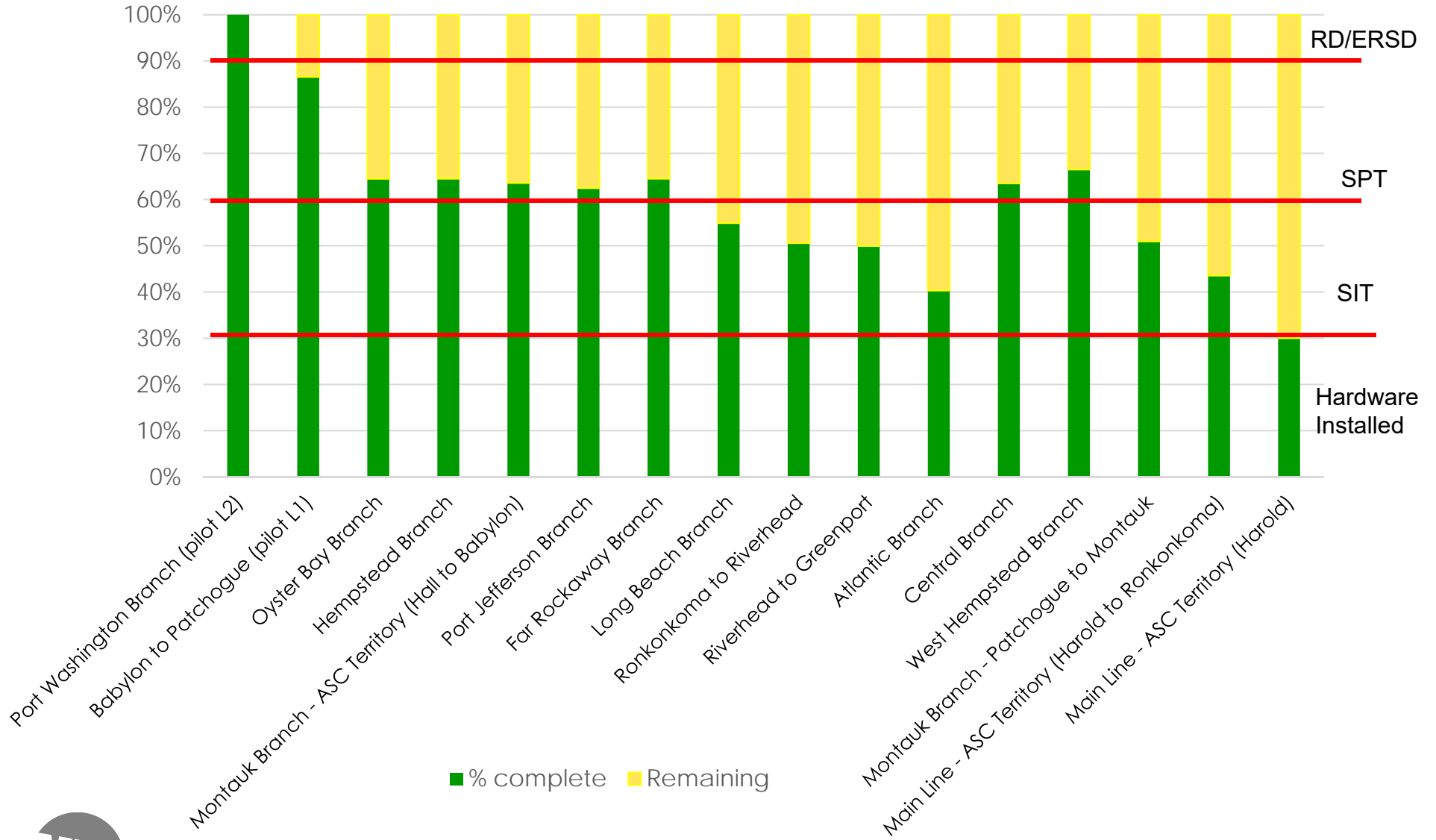
Start ERSD in October 2019

Last non-pilot segment in ERSD in Jan 2020



SIT= Site Installation Tests ; SPT = Site Performance Tests ; SUP = Site Update Period ; RSD = Revenue Service Demonstration; ERSD = Extended RSD

# LIRR Segment RSD Readiness



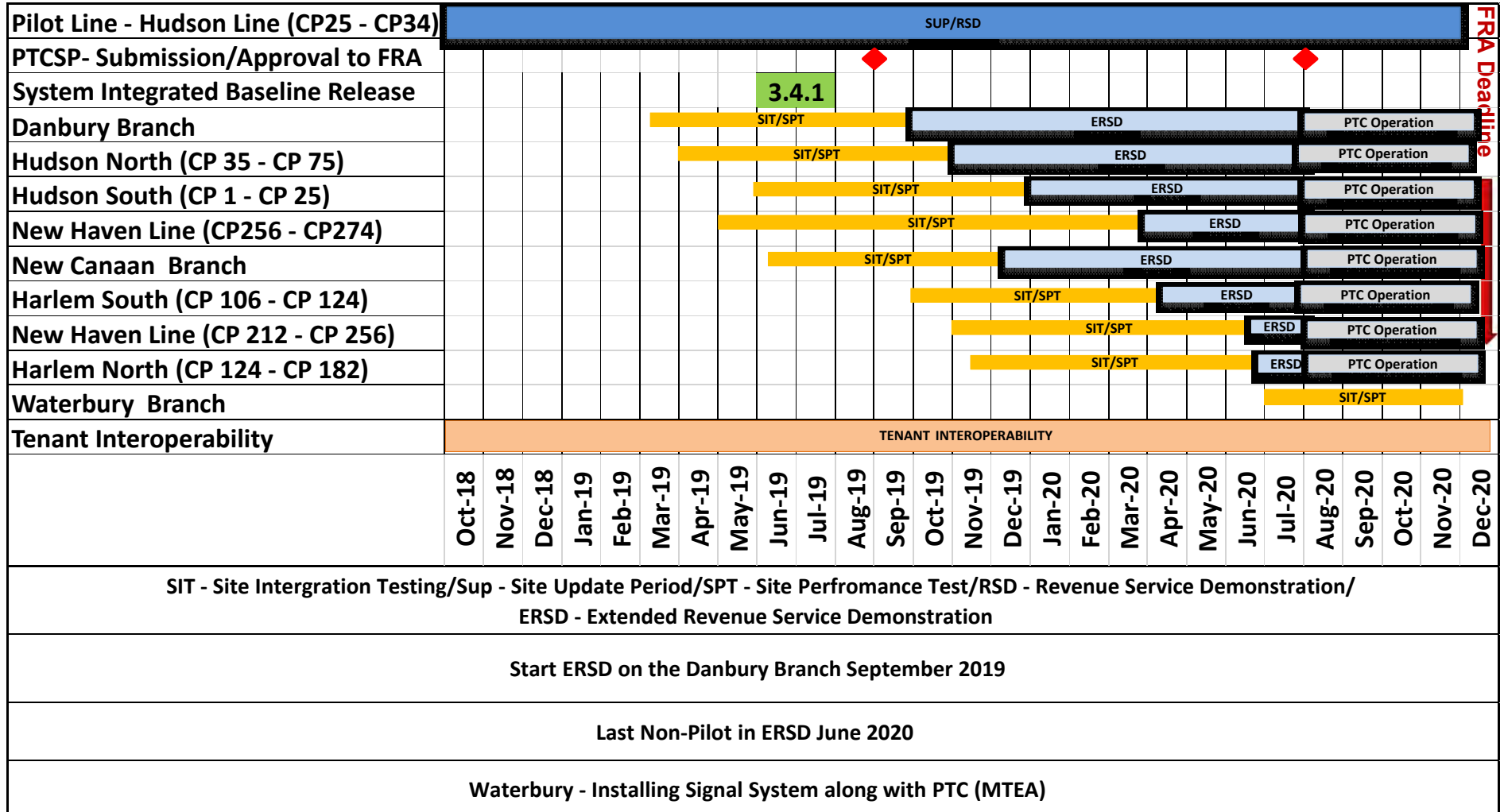
SIT = Site Integration Testing

SPT = Site Performance Testing

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



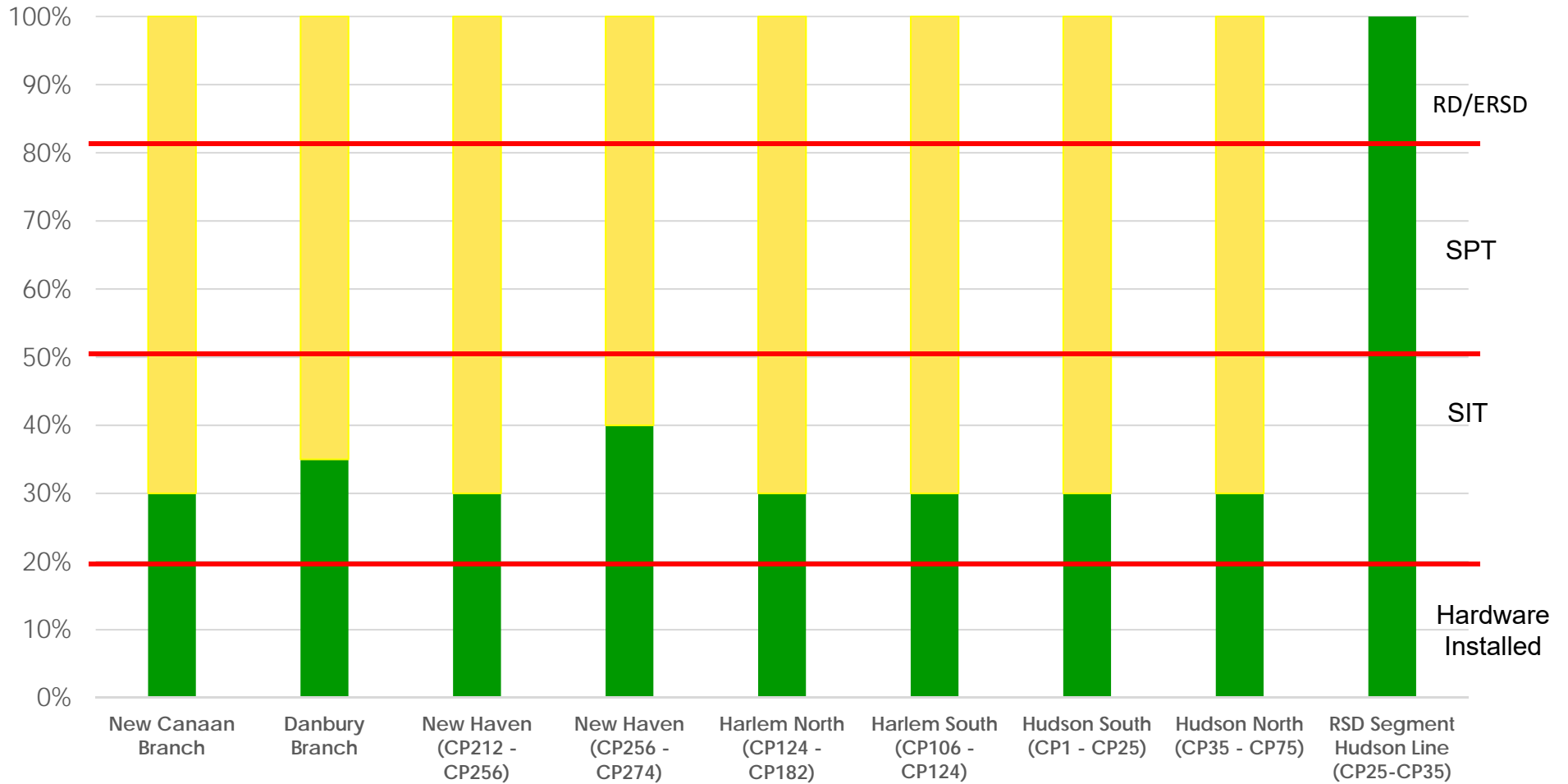
# MNR Working Schedule and Sequence



FRA Deadline



# MNR Segment RSD Readiness



SIT = Site Integration Testing, SPT = Site Performance Testing, (E)RSD/ERSD = (Extended) Revenue Service Demonstration.



■ % complete ■ Remaining

# LIRR PTC Timeline and Look-ahead

## **Jan 2019**

- ✓ Conducted RSD runs on Port Washington pilot line (L2).

## **Feb 2019**

- ❑ Conducting Factory Acceptance Testing (FAT) and Site Update Period (SUP) testing in the field on L2 & L1 with system software baseline 3.4.

## **Mar 2019**

- ❑ Continue Site Update Period (SUP) testing in the field on L2 & L1 with system software baseline 3.4.

## **Apr 2019**

- ❑ Perform required FRA RSD runs on the Port Washington line.
- ❑ SI to complete Office 3.5 Factory Acceptance Test (FAT).
- ❑ SI to deliver OBC S5 software for field testing.
- ❑ Start Site Performance Test on Non-Pilot lines with software baseline 3.4.

## **May 2019**

- ❑ Start RSD runs on Babylon to Patchogue pilot segment (L1).
- ❑ SI to deliver OBC S6 software for field testing.





# LIRR PTC Timeline and Look-ahead (cont'd.)

## **Jul 2019**

- ☐ Submit PTC Safety Plan to FRA for approval.

## **Sep 2019**

- ☐ SI to deliver system software baseline 3.6 to LIRR to support ERSD on all lines.

## **Oct 2019**

- ☐ Start to place non-pilot segments into Extended Revenue Service Demonstration (ERSD).

## **Nov 2019**

- ☐ SI to deliver system software baseline 3.7 to correct residual variances/deferred functions.
- ☐ Continue to place non-pilot segments into ERSD.

## **Dec 2019**

- ☐ Continue to place non-pilot segments into ERSD.



# MNR PTC Timeline and Look-ahead

## **Jan 2019**

- ✓ Continued RSD runs on pilot lines
- ✓ MNR Submitted RSD Test Report for the month of December 2018
- ✓ MNR Completed M3's Repeatability testing
- ✓ Performing Site Integration Testing on the New Haven Line (CP255 – CP274)
- ✓ Performed Rev 11 engineering testing w/Amtrak

## **Feb 2019**

- Start Radio Case Site Integration Testing (SIT) - Danbury Branch (10 locations)
- Program the Transponders full PTC package - Danbury Branch.
  - Perform civil speed testing for both passenger and freight
  - Test the transponder linking distances, confirm PTS
- Introduce M3's into RSD towards completing the required 110 RSD runs on Hudson line (Tarrytown to Croton-Harmon) for FRA approval.
- Continue Site Integration Testing on the New Haven Line (CP255 – CP274)
- Install and test Cellular connectivity on the Hudson Line
- Submit RSD Test Report for the month of January 2019



# MNR PTC Timeline and Look-ahead (cont'd.)

## **Mar 2019**

- ❑ Complete 110 RSD trains on Hudson line (Tarrytown to Croton-Harmon) for FRA approval.
- ❑ Continue to perform Radio Case SIT – Danbury Branch
- ❑ Continue Site Integration Testing on the New Haven Line (CP255 – CP274)
- ❑ Continue Installing and test Cellular connectivity on the Hudson Line
- ❑ Install Office 3.4
- ❑ Start SUP testing on the RSD segment (Office 3.4/OBC S4B/MCM 1.8)
- ❑ Update Transponders on the RSD segment to accommodate Amtrak/CSX interoperability
- ❑ Approval from the FRA to place Amtrak/CSX Rev 10 interoperability into RSD
- ❑ Submit RSD Test Report for the month of February 2019
- ❑ Work with NJT to perform PTC Functionality Testing on the Port Jervis Line

## **April 2019**

- ❑ Place 10-15 trains into post RSD utilizing OBC Sw. S4B
- ❑ Monitor train capacity within the RSD segment
- ❑ Amtrak/CSX running utilizing Rev 10
- ❑ Submit RSD Test Report for the month of March 2019
- ❑ Continue Installing and test Cellular connectivity on the Hudson Line
- ❑ Continue to perform Radio Case SIT – Danbury Branch
- ❑ Continue Site Integration Testing on the New Haven Line (CP255 – CP274)



# MNR PTC Timeline and Look-ahead (cont'd.)

## **May 2019 (MNR)**

- ❑ Install Office 3.4.1
- ❑ Start SUP testing (Office 3.4.1/OBC S5)
- ❑ Start Site Performance Testing on the Danbury Line
- ❑ Approval from the FRA to move into ERSD
- ❑ Continue Site Performance Testing on the Danbury Line
- ❑ Start Radio Case Site Integration Testing (SIT) – Hudson Line

## **June 2019 (MN)**

- ❑ Continue Site Performance Testing on the Danbury Line
- ❑ Continue Site Integration Testing on the New Haven Line (CP255 – CP274)
- ❑ Continue Start Radio Case Site Integration Testing (SIT) – Hudson Line
- ❑ Program the Transponders full PTC package – Hudson Line/New Canaan Branch
  - ❑ Perform civil speed testing for both passenger and freight
  - ❑ Test the transponder linking distances, confirm PTS

## **July – December 2019**

- ❑ Continue SIT/SPT on different segments
- ❑ FRA approval to place Danbury Branch/New Canaan Branch/Hudson Line into full PTC functionality
- ❑ Submit PTCSP





**Long Island Rail Road**

**INFORMATION**

**ITEMS**

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN 2019-2022  
2018 FINAL ESTIMATE AND 2019 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's 2018 Final Estimate, 2019 Adopted Budget and the Financial Plan for 2019-2022. The Adopted Budget does not include MTA Adjustments that were presented in the November Financial Plan and adopted by the Board in December 2018.

The following schedules detail the monthly allocation of financial, overtime, headcount and utilization data based on the 2019 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2019 - 2022**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2018		2019		2020		2021		2022	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2018 November Financial Plan: Net Surplus/(Deficit)	6,504	(\$1,267.695)	6,672	(\$1,429.856)	6,933	(\$1,505.562)	7,394	(\$1,647.609)	7,506	(\$1,704.141)

**Technical Adjustments:**

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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**MTA Plan Adjustments:**

MTA Re-estimates:

Other:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2019 February Financial Plan: Net Surplus/(Deficit)	6,504	(\$1,267.695)	6,672	(\$1,429.856)	6,933	(\$1,505.562)	7,394	(\$1,647.609)	7,506	(\$1,704.141)
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**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2019 - 2022**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

Favorable/(Unfavorable)									
2018		2019		2020		2021		2022	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2018 November Financial Plan: Net Surplus/(Deficit)</b>	<b>1,186</b>	<b>\$0.000</b>	<b>1,180</b>	<b>\$0.000</b>	<b>942</b>	<b>\$0.000</b>	<b>911</b>	<b>\$0.000</b>	<b>882</b>	<b>\$0.000</b>
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**Technical Adjustments:**

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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**MTA Plan Adjustments:**

Other:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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<b>2019 February Financial Plan: Net Surplus/(Deficit)</b>	<b>1,186</b>	<b>\$0.000</b>	<b>1,180</b>	<b>\$0.000</b>	<b>942</b>	<b>\$0.000</b>	<b>911</b>	<b>\$0.000</b>	<b>882</b>	<b>\$0.000</b>
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**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2019 - 2022**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	2018		2019		Favorable/(Unfavorable) 2020		2021		2022	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2018 November Financial Plan: Net Surplus/(Deficit)	7,690	(\$687.625)	7,852	(\$934.130)	7,875	(\$980.506)	8,305	(\$1,123.205)	8,388	(\$1,169.940)

**Technical Adjustments:**

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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**MTA Plan Adjustments:**

MTA Re-estimates:

Other:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2019 February Financial Plan: Net Surplus/(Deficit)	7,690	(\$687.625)	7,852	(\$934.130)	7,875	(\$980.506)	8,305	(\$1,123.205)	8,388	(\$1,169.940)

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b>Non-Reimbursable</b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$740.170	\$743.650	\$746.313	\$746.592	\$746.257
Other Operating Revenue	46.841	47.044	42.881	43.476	44.064
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$787.011</b>	<b>\$790.694</b>	<b>\$789.194</b>	<b>\$790.068</b>	<b>\$790.322</b>
<b>Operating Expense</b>					
<b>Labor:</b>					
Payroll	\$541.162	\$613.488	\$643.885	\$688.263	\$701.728
Overtime	151.127	136.158	139.631	160.194	160.828
Health and Welfare	110.070	134.543	146.450	166.052	176.817
OPEB Current Payments	64.329	72.934	77.894	82.636	87.617
Pension	122.127	131.977	138.437	139.820	128.219
Other Fringe Benefits	156.643	152.256	158.730	171.633	175.758
Reimbursable Overhead	(45.498)	(26.319)	(18.211)	(17.949)	(16.450)
<b>Total Labor Expenses</b>	<b>\$1,099.959</b>	<b>\$1,215.036</b>	<b>\$1,286.817</b>	<b>\$1,390.648</b>	<b>\$1,414.516</b>
<b>Non-Labor:</b>					
Electric Power	\$88.287	\$89.671	\$90.337	\$96.248	\$135.240
Fuel	21.167	22.608	22.438	21.866	21.600
Insurance	20.477	21.947	23.638	25.453	27.457
Claims	5.039	6.894	4.546	4.612	4.682
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	80.228	92.073	91.330	124.914	113.403
Professional Services Contracts	38.261	45.071	32.586	32.375	31.951
Materials and Supplies	161.293	172.969	179.664	168.564	164.450
Other Business Expenses	13.747	20.330	21.255	22.486	22.118
<b>Total Non-Labor Expenses</b>	<b>\$428.500</b>	<b>\$471.562</b>	<b>\$465.793</b>	<b>\$496.518</b>	<b>\$520.900</b>
<b>Other Expense Adjustments:</b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,528.460</b>	<b>\$1,686.598</b>	<b>\$1,752.609</b>	<b>\$1,887.167</b>	<b>\$1,935.416</b>
Depreciation	\$384.603	\$388.118	\$391.998	\$395.918	\$399.877
OPEB Liability Adjustment	139.644	143.833	148.148	152.592	157.170
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$2,054.706</b>	<b>\$2,220.549</b>	<b>\$2,294.756</b>	<b>\$2,437.677</b>	<b>\$2,494.463</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,267.695)</b>	<b>(\$1,429.855)</b>	<b>(\$1,505.562)</b>	<b>(\$1,647.609)</b>	<b>(\$1,704.141)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$384.603	\$388.118	\$391.998	\$395.918	\$399.877
Operating/Capital	(19.938)	(26.586)	(12.998)	(13.612)	(12.986)
Other Cash Adjustments	215.406	134.195	146.055	142.098	147.311
<b>Total Cash Conversion Adjustments</b>	<b>\$580.070</b>	<b>\$495.726</b>	<b>\$525.056</b>	<b>\$524.404</b>	<b>\$534.201</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$687.625)</b>	<b>(\$934.129)</b>	<b>(\$980.506)</b>	<b>(\$1,123.205)</b>	<b>(\$1,169.940)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b><u>Reimbursable</u></b>					
Operating Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	468.939	382.949	307.114	295.164	290.529
<b>Total Revenues</b>	<b>\$468.939</b>	<b>\$382.949</b>	<b>\$307.114</b>	<b>\$295.164</b>	<b>\$290.529</b>
Operating Expense					
<b><u>Labor:</u></b>					
Payroll	\$141.795	\$135.391	\$117.638	\$116.487	\$114.579
Overtime	54.355	32.699	20.545	20.956	21.375
Health and Welfare	33.243	27.882	23.021	22.881	22.536
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	50.773	45.301	37.403	37.175	36.615
Other Fringe Benefits	35.109	28.512	23.541	23.398	23.045
Reimbursable Overhead	45.498	26.319	18.211	17.949	16.450
<b>Total Labor Expenses</b>	<b>\$360.773</b>	<b>\$296.105</b>	<b>\$240.358</b>	<b>\$238.846</b>	<b>\$234.600</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$1.276	\$0.268	\$0.268	\$0.268	\$0.268
Fuel	0.042	0.000	0.000	0.000	0.000
Insurance	8.778	9.000	7.496	7.536	7.345
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	24.564	22.416	12.480	12.494	12.484
Professional Services Contracts	2.977	0.831	0.669	0.682	0.696
Materials and Supplies	69.616	53.941	45.524	35.022	34.824
Other Business Expenses	0.913	0.386	0.319	0.317	0.312
<b>Total Non-Labor Expenses</b>	<b>\$108.166</b>	<b>\$86.844</b>	<b>\$66.756</b>	<b>\$56.318</b>	<b>\$55.929</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Deprecation</b>	<b>\$468.939</b>	<b>\$382.949</b>	<b>\$307.114</b>	<b>\$295.164</b>	<b>\$290.529</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable / Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$740.170	\$743.650	\$746.313	\$746.592	\$746.257
Other Operating Revenue	46.841	47.044	42.881	43.476	44.064
Capital and Other Reimbursements	468.939	382.949	307.114	295.164	290.529
<b>Total Revenues</b>	<b>\$1,255.950</b>	<b>\$1,173.643</b>	<b>\$1,096.308</b>	<b>\$1,085.232</b>	<b>\$1,080.850</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$682.957	\$748.879	\$761.523	\$804.750	\$816.307
Overtime	205.482	168.857	160.176	181.150	182.202
Health and Welfare	143.313	162.425	169.471	188.932	199.353
OPEB Current Payments	64.329	72.934	77.894	82.636	87.617
Pension	172.900	177.278	175.840	176.995	164.834
Other Fringe Benefits	191.752	180.768	182.271	195.030	198.802
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$1,460.732</b>	<b>\$1,511.141</b>	<b>\$1,527.175</b>	<b>\$1,629.494</b>	<b>\$1,649.115</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$89.563	\$89.939	\$90.606	\$96.516	\$135.508
Fuel	21.208	22.608	22.438	21.866	21.600
Insurance	29.255	30.947	31.133	32.989	34.803
Claims	5.039	6.894	4.546	4.612	4.682
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	104.793	114.490	103.810	137.408	125.886
Professional Services Contracts	41.238	45.902	33.255	33.057	32.647
Materials and Supplies	230.909	226.911	225.188	203.586	199.274
Other Business Expenses	14.661	20.717	21.574	22.803	22.430
<b>Total Non-Labor Expenses</b>	<b>\$536.666</b>	<b>\$558.406</b>	<b>\$532.549</b>	<b>\$552.837</b>	<b>\$576.829</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adj.</b>	<b>\$1,997.398</b>	<b>\$2,069.547</b>	<b>\$2,059.723</b>	<b>\$2,182.331</b>	<b>\$2,225.945</b>
Depreciation	\$384.603	\$388.118	\$391.998	\$395.918	\$399.877
OPEB Liability Adjustment	139.644	143.833	148.148	152.592	157.170
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$2,523.645</b>	<b>\$2,603.498</b>	<b>\$2,601.870</b>	<b>\$2,732.841</b>	<b>\$2,784.991</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,267.695)</b>	<b>(\$1,429.855)</b>	<b>(\$1,505.562)</b>	<b>(\$1,647.609)</b>	<b>(\$1,704.141)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$384.603	\$388.118	\$391.998	\$395.918	\$399.877
Operating/Capital	(19.938)	(26.586)	(12.998)	(13.612)	(12.986)
Other Cash Adjustments	215.406	134.195	146.055	142.098	147.311
<b>Total Cash Conversion Adjustments</b>	<b>\$580.070</b>	<b>\$495.726</b>	<b>\$525.056</b>	<b>\$524.404</b>	<b>\$534.201</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$687.625)</b>	<b>(\$934.129)</b>	<b>(\$980.506)</b>	<b>(\$1,123.205)</b>	<b>(\$1,169.940)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2019 - 2022**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b>Cash Receipts and Expenditures</b>					
<b>Receipts</b>					
Farebox Revenue	\$757.261	\$760.150	\$762.814	\$763.092	\$762.757
Other Operating Revenue	33.469	32.443	27.896	28.106	28.319
Capital and Other Reimbursements	499.211	355.913	293.655	281.080	277.060
<b>Total Receipts</b>	<b>\$1,289.941</b>	<b>\$1,148.506</b>	<b>\$1,084.365</b>	<b>\$1,072.278</b>	<b>\$1,068.136</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$673.583	\$742.506	\$755.007	\$798.086	\$809.494
Overtime	206.182	168.857	160.176	181.150	182.202
Health and Welfare	140.747	162.425	169.472	188.932	199.353
OPEB Current Payments	64.329	72.934	77.894	82.636	87.617
Pension	170.279	177.278	175.840	176.995	164.834
Other Fringe Benefits	183.809	184.768	181.271	194.030	197.802
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1,438.929</b>	<b>\$1,508.768</b>	<b>\$1,519.660</b>	<b>\$1,621.829</b>	<b>\$1,641.302</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$89.707	\$89.939	\$90.606	\$96.516	\$135.508
Fuel	21.209	22.608	22.438	21.867	21.599
Insurance	24.022	31.508	30.759	32.585	35.362
Claims	2.417	6.723	1.822	1.837	1.852
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	114.574	114.490	103.810	137.408	125.886
Professional Services Contracts	41.496	41.702	28.845	28.426	27.785
Materials and Supplies	211.498	226.977	226.095	212.891	206.975
Other Business Expenses	17.214	23.420	24.336	25.624	25.307
<b>Total Non-Labor Expenditures</b>	<b>\$522.137</b>	<b>\$557.367</b>	<b>\$528.711</b>	<b>\$557.154</b>	<b>\$580.274</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$16.500	\$16.500	\$16.500	\$16.500	\$16.500
<b>Total Other Expenditure Adjustments</b>	<b>\$16.500</b>	<b>\$16.500</b>	<b>\$16.500</b>	<b>\$16.500</b>	<b>\$16.500</b>
<b>Total Expenditures</b>	<b>\$1,977.566</b>	<b>\$2,082.635</b>	<b>\$2,064.871</b>	<b>\$2,195.483</b>	<b>\$2,238.076</b>
<b>Net Cash Balance</b>	<b>(\$687.625)</b>	<b>(\$934.129)</b>	<b>(\$980.506)</b>	<b>(\$1,123.205)</b>	<b>(\$1,169.940)</b>
Cash Timing and Availability Adjustment	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
<b>Net Cash Balance after Cash Timing &amp; Availability Adj</b>	<b>(\$687.625)</b>	<b>(\$934.129)</b>	<b>(\$980.506)</b>	<b>(\$1,123.205)</b>	<b>(\$1,169.940)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2019 - 2022**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b><u>Cash Flow Adjustments</u></b>					
<b>Receipts</b>					
Farebox Revenue	\$17,091	\$16,500	\$16,501	\$16,500	\$16,500
Other Operating Revenue	(13,372)	(14,601)	(14,985)	(15,370)	(15,745)
Capital and Other Reimbursements	30,272	(27,036)	(13,459)	(14,084)	(13,469)
<b>Total Receipts</b>	<b>\$33,991</b>	<b>(\$25,137)</b>	<b>(\$11,943)</b>	<b>(\$12,954)</b>	<b>(\$12,714)</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$9,374	\$6,373	\$6,516	\$6,664	\$6,813
Overtime	(0,700)	0,000	0,000	0,000	0,000
Health and Welfare	2,566	0,000	(0,001)	0,000	0,000
OPEB Current Payments	0,000	0,000	0,000	0,000	0,000
Pension	2,621	0,000	0,000	0,000	0,000
Other Fringe Benefits	7,943	(4,000)	1,000	1,000	1,000
Contribution to GASB Fund	0,000	0,000	0,000	0,000	0,000
Reimbursable Overhead	0,000	0,000	0,000	0,000	0,000
<b>Total Labor Expenditures</b>	<b>\$21,803</b>	<b>\$2,373</b>	<b>\$7,515</b>	<b>\$7,665</b>	<b>\$7,813</b>
<b><u>Non-Labor:</u></b>					
Electric Power	(\$0,144)	0,000	\$0,000	\$0,000	\$0,000
Fuel	(0,001)	0,000	0,000	(0,001)	0,001
Insurance	5,233	(0,561)	0,374	0,404	(0,559)
Claims	2,622	0,171	2,724	2,775	2,830
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	(9,781)	0,000	0,000	0,000	0,000
Professional Services Contracts	(0,258)	4,200	4,410	4,631	4,862
Materials and Supplies	19,411	(0,066)	(0,907)	(9,305)	(7,701)
Other Business Expenses	(2,553)	(2,703)	(2,762)	(2,821)	(2,877)
<b>Total Non-Labor Expenditures</b>	<b>\$14,529</b>	<b>\$1,039</b>	<b>\$3,838</b>	<b>(\$4,317)</b>	<b>(\$3,445)</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other Expense Adjustments	(\$16,500)	(\$16,500)	(\$16,500)	(\$16,500)	(\$16,500)
<b>Total Other Expenditure Adjustments</b>	<b>(\$16,500)</b>	<b>(\$16,500)</b>	<b>(\$16,500)</b>	<b>(\$16,500)</b>	<b>(\$16,500)</b>
<b>Total Expenditures</b>	<b>\$19,832</b>	<b>(\$13,088)</b>	<b>(\$5,148)</b>	<b>(\$13,152)</b>	<b>(\$12,131)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$53,824</b>	<b>(\$38,225)</b>	<b>(\$17,091)</b>	<b>(\$26,106)</b>	<b>(\$24,846)</b>
Depreciation	\$384,603	\$388,118	\$391,998	\$395,918	\$399,877
OPEB Liability Adjustment	139,644	143,833	148,148	152,592	157,170
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000
Environmental Remediation	2,000	2,000	2,000	2,000	2,000
Cash Timing and Availability Adjustment	0,000	0,000	0,000	0,000	0,000
<b>Total Cash Conversion Adjustments</b>	<b>\$580,070</b>	<b>\$495,726</b>	<b>\$525,056</b>	<b>\$524,404</b>	<b>\$534,201</b>

**MTA LONG ISLAND RAIL ROAD**  
**2019 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
Scheduled Service	400,428	\$25.565	18.8%
Unscheduled Service	78,418	5.313	3.9%
Programmatic/Routine Maintenance	837,077	50.625	37.2%
Unscheduled Maintenance	5,798	0.350	0.3%
Vacancy/Absentee Coverage	713,397	43.466	31.9%
Weather Emergencies	162,633	9.358	6.9%
Safety/Security/Law Enforcement	0	0.000	-
Other	27,133	1.481	1.1%
<b>Subtotal</b>	<b>2,224,884</b>	<b>\$136.158</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>	572,673	\$32.699	
<b>TOTAL OVERTIME</b>	<b>2,797,558</b>	<b>\$168.857</b>	

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2019 - 2022**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

<b>Final Estimate</b>	<b>Adopted Budget</b>			
<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>

**RIDERSHIP**

Monthly Ridership	48.939	49.222	49.604	49.438	49.415
Weekly Ridership	1.952	1.964	1.971	1.970	1.969
<b>Total Commutation</b>	<b>50.891</b>	<b>51.185</b>	<b>51.575</b>	<b>51.408</b>	<b>51.385</b>
One-way Full Fare	9.021	9.074	9.106	9.109	9.105
One-way Off-Peak	18.649	18.667	18.734	18.741	18.733
All Other	10.919	10.999	11.039	11.043	11.038
<b>Total Non-Commutation</b>	<b>38.588</b>	<b>38.740</b>	<b>38.879</b>	<b>38.893</b>	<b>38.876</b>
<b>Total Ridership</b>	<b>89.479</b>	<b>89.925</b>	<b>90.453</b>	<b>90.301</b>	<b>90.261</b>

**FAREBOX REVENUE**

<b>Baseline Total Farebox Revenue</b>	<b>\$740.170</b>	<b>\$743.650</b>	<b>\$746.313</b>	<b>\$746.592</b>	<b>\$746.257</b>
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**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2019 - 2022**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2018 Final Estimate</b>	<b>2019 Adopted Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Administration</b>					
Executive VP	2	2	2	2	2
Enterprise Asset Management	7	7	7	7	7
Sr Vice President - Engineering	2	2	2	2	2
Labor Relations	19	18	18	18	18
Procurement & Logistics (excl. Stores)	80	75	74	81	79
Human Resources	40	44	39	39	39
Sr VP Administration	2	2	2	2	2
Strategic Investments	18	18	18	18	18
President	9	9	9	9	9
VP & CFO	4	3	3	3	3
Information Technology	0	0	0	0	0
Controller	45	45	45	45	45
Management and Budget	18	18	18	18	18
BPM, Controls, & Compliance	6	6	6	6	6
Market Dev. & Public Affairs	71	71	71	71	71
Gen. Counsel & Secretary	33	33	33	33	33
Diversity Management	3	3	3	3	3
Security	13	14	14	14	14
System Safety	39	42	42	42	42
Training	68	68	75	76	76
Service Planning	31	31	31	31	31
Rolling Stock Programs	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2
<b>Total Administration</b>	<b>529</b>	<b>530</b>	<b>531</b>	<b>539</b>	<b>537</b>
<b>Operations</b>					
Train Operations	2,267	2,391	2,506	2,533	2,532
Customer Service	313	308	310	422	422
<b>Total Operations</b>	<b>2,580</b>	<b>2,699</b>	<b>2,816</b>	<b>2,955</b>	<b>2,954</b>
<b>Maintenance</b>					
Engineering	2,105	2,110	2,040	2,111	2,086
Equipment	2,153	2,195	2,171	2,395	2,507
Procurement (Stores)	97	95	95	95	95
<b>Total Maintenance</b>	<b>4,355</b>	<b>4,400</b>	<b>4,306</b>	<b>4,601</b>	<b>4,688</b>
<b>Engineering/Capital</b>					
Department of Project Management	155	152	151	151	150
Special Projects/East Side Access	57	57	57	56	56
Positive Train Control	14	14	14	3	3
<b>Total Engineering/Capital</b>	<b>226</b>	<b>223</b>	<b>222</b>	<b>210</b>	<b>209</b>
<b>Total Positions</b>	<b>7,690</b>	<b>7,852</b>	<b>7,875</b>	<b>8,305</b>	<b>8,388</b>
Non-Reimbursable	6,504	6,672	6,933	7,394	7,506
Reimbursable	1,186	1,180	942	911	882
Total Full-Time	7,690	7,852	7,875	8,305	8,388
Total Full-Time Equivalents	-	-	-	-	-

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2019 - 2022**  
**Total Positions by Functional and Occupational Group**  
**Non-Reimbursable and Reimbursable**

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b>FUNCTION / OCCUPATIONAL GROUP</b>					
<b>Administration</b>					
Managers/Supervisors	274	276	276	274	274
Professional/Technical/Clerical	149	150	152	162	160
Operational Hourlies	106	104	104	104	104
<b>Total Administration Headcount</b>	<b>529</b>	<b>530</b>	<b>531</b>	<b>539</b>	<b>537</b>
<b>Operations</b>					
Managers/Supervisors	316	316	329	360	359
Professional/Technical/Clerical	104	99	99	108	108
Operational Hourlies	2,160	2,284	2,388	2,487	2,487
<b>Total Operations Headcount</b>	<b>2,580</b>	<b>2,699</b>	<b>2,816</b>	<b>2,955</b>	<b>2,954</b>
<b>Maintenance</b>					
Managers/Supervisors	832	862	833	882	863
Professional/Technical/Clerical	311	281	303	342	336
Operational Hourlies	3,212	3,257	3,170	3,377	3,489
<b>Total Maintenance Headcount</b>	<b>4,355</b>	<b>4,400</b>	<b>4,306</b>	<b>4,601</b>	<b>4,688</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	153	152	151	144	143
Professional/Technical/Clerical	73	71	71	66	66
Operational Hourlies	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>226</b>	<b>223</b>	<b>222</b>	<b>210</b>	<b>209</b>
<b>Public Safety</b>					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>					
Managers/Supervisors	<b>1,575</b>	<b>1,606</b>	<b>1,589</b>	<b>1,660</b>	<b>1,639</b>
Professional, Technical, Clerical	<b>637</b>	<b>601</b>	<b>625</b>	<b>678</b>	<b>670</b>
Operational Hourlies	<b>5,478</b>	<b>5,645</b>	<b>5,662</b>	<b>5,968</b>	<b>6,080</b>
<b>Total Positions</b>	<b>7,690</b>	<b>7,852</b>	<b>7,875</b>	<b>8,305</b>	<b>8,388</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$56,130	\$54,830	\$60,207	\$60,068	\$62,764	\$64,842	\$66,808	\$65,157	\$63,401	\$62,913	\$62,000	\$64,531	\$743,650
Other Operating Revenue	2,078	3,302	4,195	3,384	3,659	3,863	3,343	3,444	3,304	3,433	3,451	9,788	47,044
<b>Total Revenues</b>	<b>\$58,208</b>	<b>\$58,132</b>	<b>\$64,402</b>	<b>\$63,452</b>	<b>\$66,423</b>	<b>\$68,505</b>	<b>\$70,151</b>	<b>\$68,601</b>	<b>\$66,705</b>	<b>\$66,346</b>	<b>\$65,451</b>	<b>\$74,318</b>	<b>\$790,694</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$54,432	\$49,652	\$49,661	\$43,119	\$55,732	\$51,054	\$47,862	\$54,264	\$50,614	\$49,264	\$49,426	\$58,410	\$613,488
Overtime	12,901	11,954	11,774	10,617	10,167	9,848	12,208	10,731	10,386	11,384	11,326	12,863	136,158
Health and Welfare	11,475	11,684	11,323	10,591	11,249	11,276	10,679	11,427	11,359	10,806	11,604	11,069	134,543
OPEB Current Payments	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	72,934
Pension	11,439	11,714	11,080	10,216	10,970	11,044	10,402	11,239	11,160	10,436	11,386	10,891	131,977
Other Fringe Benefits	14,694	13,514	13,673	14,487	13,879	13,205	15,224	13,396	12,219	10,744	8,236	8,985	152,256
Reimbursable Overhead	(1,922)	(1,760)	(2,200)	(2,628)	(2,250)	(2,193)	(2,494)	(2,067)	(2,128)	(2,489)	(1,977)	(2,212)	(26,319)
<b>Total Labor Expenses</b>	<b>\$109,096</b>	<b>\$102,836</b>	<b>\$101,390</b>	<b>\$92,480</b>	<b>\$105,825</b>	<b>\$100,312</b>	<b>\$99,960</b>	<b>\$105,067</b>	<b>\$99,688</b>	<b>\$96,222</b>	<b>\$96,078</b>	<b>\$106,083</b>	<b>\$1,215,036</b>
<b>Non-Labor:</b>													
Electric Power	\$7,235	\$7,571	\$8,521	\$6,538	\$7,128	\$8,335	\$8,315	\$7,977	\$8,396	\$6,472	\$6,207	\$6,975	\$89,671
Fuel	1,953	1,723	1,923	1,872	1,946	1,908	1,938	1,930	1,834	1,881	1,756	1,944	22,608
Insurance	1,797	1,797	1,811	1,811	1,842	1,846	1,846	1,846	1,846	1,846	1,865	1,795	21,947
Claims	0,374	0,374	2,774	0,374	0,374	0,374	0,374	0,374	0,374	0,374	0,374	0,374	6,894
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	6,412	7,526	6,692	6,653	7,177	7,179	6,660	5,964	6,071	8,905	8,620	14,214	92,073
Professional Services Contracts	2,619	2,850	3,952	3,354	3,058	3,933	3,706	3,369	3,427	3,425	4,465	6,912	45,071
Materials and Supplies	12,413	12,401	13,842	13,114	14,017	13,992	15,086	13,106	13,114	15,950	15,994	19,940	172,969
Other Business Expenses	1,521	1,456	1,724	1,540	1,588	1,607	1,688	1,607	1,810	1,595	1,664	2,330	20,330
<b>Total Non-Labor Expenses</b>	<b>\$34,325</b>	<b>\$35,697</b>	<b>\$41,240</b>	<b>\$35,258</b>	<b>\$37,131</b>	<b>\$39,374</b>	<b>\$39,613</b>	<b>\$36,173</b>	<b>\$36,872</b>	<b>\$40,449</b>	<b>\$40,946</b>	<b>\$54,486</b>	<b>\$471,562</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses</b>	<b>\$143,421</b>	<b>\$138,534</b>	<b>\$142,630</b>	<b>\$127,737</b>	<b>\$142,956</b>	<b>\$139,686</b>	<b>\$139,573</b>	<b>\$141,240</b>	<b>\$136,559</b>	<b>\$136,671</b>	<b>\$137,024</b>	<b>\$160,569</b>	<b>\$1,686,598</b>
Depreciation	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$388,118
OPEB Liability Adjustment	11,986	11,986	11,986	11,986	11,986	11,986	11,986	11,986	11,986	11,986	11,986	11,986	143,833
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Environmental Remediation	0,167	0,167	0,257	0,167	0,167	0,223	0,167	0,137	0,137	0,137	0,137	0,137	2,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$187,916</b>	<b>\$183,030</b>	<b>\$187,215</b>	<b>\$172,233</b>	<b>\$187,452</b>	<b>\$184,238</b>	<b>\$184,069</b>	<b>\$185,706</b>	<b>\$181,026</b>	<b>\$181,138</b>	<b>\$181,491</b>	<b>\$205,035</b>	<b>\$2,220,549</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$129,709)</b>	<b>(\$124,898)</b>	<b>(\$122,813)</b>	<b>(\$108,781)</b>	<b>(\$121,029)</b>	<b>(\$115,733)</b>	<b>(\$113,918)</b>	<b>(\$117,105)</b>	<b>(\$114,321)</b>	<b>(\$114,792)</b>	<b>(\$116,039)</b>	<b>(\$130,717)</b>	<b>(\$1,429,855)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$388,118
Operating/Capital	(1,226)	(1,226)	(2,211)	(1,227)	(1,301)	(1,935)	(2,780)	(2,755)	(2,985)	(3,730)	(2,530)	(2,680)	(26,586)
Other Cash Adjustments	2,093	6,996	3,481	1,236	(6,552)	16,726	21,134	11,809	25,219	11,430	16,582	24,041	134,195
<b>Total Cash Conversion Adjustments</b>	<b>\$33,210</b>	<b>\$38,113</b>	<b>\$33,612</b>	<b>\$32,352</b>	<b>\$24,491</b>	<b>\$47,134</b>	<b>\$50,697</b>	<b>\$41,397</b>	<b>\$54,577</b>	<b>\$40,043</b>	<b>\$46,395</b>	<b>\$53,704</b>	<b>\$495,726</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$96,499)</b>	<b>(\$86,785)</b>	<b>(\$89,201)</b>	<b>(\$76,429)</b>	<b>(\$96,538)</b>	<b>(\$68,599)</b>	<b>(\$63,221)</b>	<b>(\$75,708)</b>	<b>(\$59,744)</b>	<b>(\$74,749)</b>	<b>(\$69,644)</b>	<b>(\$77,013)</b>	<b>(\$934,129)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	27.570	25.863	32.125	36.798	31.895	31.946	36.820	30.860	31.385	37.009	29.039	31.839	382.949
<b>Total Revenues</b>	<b>\$27.570</b>	<b>\$25.663</b>	<b>\$32.125</b>	<b>\$36.798</b>	<b>\$31.895</b>	<b>\$31.946</b>	<b>\$36.820</b>	<b>\$30.860</b>	<b>\$31.385</b>	<b>\$37.009</b>	<b>\$29.039</b>	<b>\$31.839</b>	<b>\$382.949</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$10.047	\$9.213	\$10.752	\$13.745	\$11.125	\$10.987	\$13.307	\$10.469	\$10.641	\$13.146	\$10.071	\$11.888	\$135.391
Overtime	2.266	2.048	3.086	3.064	3.076	2.954	2.836	2.721	2.883	2.899	2.533	2.334	32.699
Health and Welfare	2.052	1.883	2.273	2.805	2.341	2.295	2.690	2.175	2.224	2.670	2.085	2.390	27.882
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	3.334	3.059	3.693	4.557	3.803	3.729	4.371	3.534	3.613	4.338	3.387	3.882	45.301
Other Fringe Benefits	2.099	1.925	2.324	2.868	2.394	2.347	2.751	2.225	2.274	2.730	2.132	2.444	28.512
Reimbursable Overhead	1.922	1.760	2.200	2.628	2.250	2.193	2.494	2.057	2.128	2.489	1.977	2.212	26.319
<b>Total Labor Expenses</b>	<b>\$21.721</b>	<b>\$19.887</b>	<b>\$24.327</b>	<b>\$29.668</b>	<b>\$24.989</b>	<b>\$24.505</b>	<b>\$28.449</b>	<b>\$23.192</b>	<b>\$23.763</b>	<b>\$28.271</b>	<b>\$22.184</b>	<b>\$25.149</b>	<b>\$296.105</b>
<b>Non-Labor:</b>													
Electric Power	\$0.021	\$0.021	\$0.020	\$0.022	\$0.021	\$0.024	\$0.026	\$0.026	\$0.024	\$0.021	\$0.023	\$0.019	\$0.268
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.619	0.542	0.762	0.947	0.792	0.768	0.882	0.703	0.729	0.878	0.659	0.719	9.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.713	1.678	1.789	1.861	1.871	1.817	2.521	1.987	1.757	1.826	1.721	1.876	22.416
Professional Services Contracts	0.046	0.047	0.059	0.060	0.059	0.058	0.056	0.233	0.056	0.058	0.052	0.045	0.831
Materials and Supplies	3.421	3.462	5.135	4.201	4.131	4.742	4.849	4.690	5.025	5.917	4.370	3.997	53.941
Other Business Expenses	0.028	0.026	0.032	0.039	0.032	0.032	0.037	0.030	0.031	0.037	0.029	0.033	0.386
<b>Total Non-Labor Expenses</b>	<b>\$5.849</b>	<b>\$5.777</b>	<b>\$7.797</b>	<b>\$7.130</b>	<b>\$6.907</b>	<b>\$7.441</b>	<b>\$8.371</b>	<b>\$7.669</b>	<b>\$7.621</b>	<b>\$8.738</b>	<b>\$6.855</b>	<b>\$6.690</b>	<b>\$86.844</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$27.570</b>	<b>\$25.663</b>	<b>\$32.125</b>	<b>\$36.798</b>	<b>\$31.895</b>	<b>\$31.946</b>	<b>\$36.820</b>	<b>\$30.860</b>	<b>\$31.385</b>	<b>\$37.009</b>	<b>\$29.039</b>	<b>\$31.839</b>	<b>\$382.949</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$56,130	\$54,830	\$60,207	\$60,068	\$62,764	\$64,842	\$66,808	\$65,157	\$63,401	\$62,913	\$62,000	\$64,531	\$743,650
Other Operating Revenue	2,078	3,302	4,195	3,384	3,659	3,663	3,343	3,444	3,304	3,433	3,451	9,788	47,044
Capital and Other Reimbursements	27,570	25,663	32,125	35,798	31,895	31,946	36,820	30,860	31,385	37,009	29,039	31,839	382,949
<b>Total Revenues</b>	<b>\$85,778</b>	<b>\$83,795</b>	<b>\$96,527</b>	<b>\$100,250</b>	<b>\$98,318</b>	<b>\$100,451</b>	<b>\$106,971</b>	<b>\$99,462</b>	<b>\$96,090</b>	<b>\$103,355</b>	<b>\$94,490</b>	<b>\$106,158</b>	<b>\$1,173,643</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$64,479	\$58,865	\$60,413	\$56,865	\$66,857	\$62,041	\$61,169	\$64,733	\$61,254	\$62,410	\$59,496	\$70,297	\$748,879
Overtime	15,166	14,001	14,860	13,681	13,243	12,801	15,044	13,452	13,269	14,283	13,859	15,197	168,857
Health and Welfare	13,528	13,567	13,596	13,396	13,590	13,571	13,370	13,603	13,583	13,476	13,689	13,458	162,425
OPEB Current Payments	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	72,934
Pension	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	177,278
Other Fringe Benefits	16,793	15,440	15,997	17,355	16,273	15,553	17,975	15,620	14,493	13,474	10,368	11,428	180,768
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$130,817</b>	<b>\$122,723</b>	<b>\$125,717</b>	<b>\$122,147</b>	<b>\$130,813</b>	<b>\$124,817</b>	<b>\$128,408</b>	<b>\$128,259</b>	<b>\$123,451</b>	<b>\$124,494</b>	<b>\$118,263</b>	<b>\$131,232</b>	<b>\$1,511,141</b>
<b>Non-Labor:</b>													
Electric Power	\$7,256	\$7,592	\$8,540	\$6,560	\$7,149	\$8,360	\$8,342	\$8,003	\$8,420	\$6,494	\$6,230	\$6,994	\$89,939
Fuel	1,953	1,723	1,923	1,872	1,946	1,908	1,938	1,930	1,834	1,881	1,756	1,944	22,608
Insurance	2,416	2,339	2,574	2,758	2,634	2,614	2,727	2,549	2,574	2,723	2,524	2,515	30,947
Claims	0,374	0,374	2,774	0,374	0,374	0,374	0,374	0,374	0,374	0,374	0,374	0,374	6,894
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	8,125	9,204	8,481	8,514	9,048	8,995	9,180	7,951	7,828	10,731	10,342	16,090	114,490
Professional Services Contracts	2,666	2,897	4,012	3,414	3,118	3,991	3,763	3,601	3,483	3,483	4,518	6,957	45,902
Materials and Supplies	15,834	15,863	18,977	17,316	18,148	18,734	19,935	17,796	18,139	21,867	20,365	23,937	228,911
Other Business Expenses	1,549	1,483	1,755	1,579	1,620	1,839	1,725	1,637	1,841	1,632	1,693	2,363	20,717
<b>Total Non-Labor Expenses</b>	<b>\$40,174</b>	<b>\$41,474</b>	<b>\$49,037</b>	<b>\$42,388</b>	<b>\$44,038</b>	<b>\$46,814</b>	<b>\$47,984</b>	<b>\$43,841</b>	<b>\$44,493</b>	<b>\$49,186</b>	<b>\$47,801</b>	<b>\$61,176</b>	<b>\$558,406</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$170,990</b>	<b>\$164,197</b>	<b>\$174,754</b>	<b>\$164,535</b>	<b>\$174,851</b>	<b>\$171,631</b>	<b>\$176,392</b>	<b>\$172,100</b>	<b>\$167,944</b>	<b>\$173,680</b>	<b>\$166,063</b>	<b>\$192,408</b>	<b>\$2,069,547</b>
Depreciation	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$388,118
OPEB Liability Adjustment	11,986	11,986	11,986	11,986	11,986	11,986	11,986	11,986	11,986	11,986	11,986	11,986	143,833
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Environmental Remediation	0,167	0,167	0,257	0,167	0,167	0,223	0,167	0,137	0,137	0,137	0,137	0,137	2,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$215,486</b>	<b>\$208,693</b>	<b>\$219,340</b>	<b>\$209,031</b>	<b>\$219,347</b>	<b>\$216,184</b>	<b>\$220,888</b>	<b>\$216,567</b>	<b>\$212,411</b>	<b>\$218,147</b>	<b>\$210,530</b>	<b>\$236,675</b>	<b>\$2,603,498</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$129,709)</b>	<b>(\$124,898)</b>	<b>(\$122,813)</b>	<b>(\$108,781)</b>	<b>(\$121,029)</b>	<b>(\$115,733)</b>	<b>(\$113,918)</b>	<b>(\$117,105)</b>	<b>(\$114,321)</b>	<b>(\$114,792)</b>	<b>(\$116,039)</b>	<b>(\$130,717)</b>	<b>(\$1,429,855)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$32,343	\$388,118
Operating/Capital	(1,226)	(1,226)	(2,211)	(1,227)	(1,301)	(1,935)	(2,780)	(2,755)	(2,985)	(3,730)	(2,530)	(2,680)	(26,586)
Other Cash Adjustments	2,093	6,996	3,481	1,236	(6,552)	16,726	21,134	11,809	25,219	11,430	16,582	24,041	134,195
<b>Total Cash Conversion Adjustments</b>	<b>\$33,210</b>	<b>\$38,113</b>	<b>\$33,612</b>	<b>\$32,352</b>	<b>\$24,491</b>	<b>\$47,134</b>	<b>\$50,697</b>	<b>\$41,397</b>	<b>\$54,577</b>	<b>\$40,043</b>	<b>\$46,395</b>	<b>\$53,704</b>	<b>\$495,726</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$96,499)</b>	<b>(\$86,785)</b>	<b>(\$89,201)</b>	<b>(\$76,429)</b>	<b>(\$96,538)</b>	<b>(\$68,599)</b>	<b>(\$63,221)</b>	<b>(\$75,708)</b>	<b>(\$59,744)</b>	<b>(\$74,749)</b>	<b>(\$69,644)</b>	<b>(\$77,013)</b>	<b>(\$934,129)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
Farebox Revenue	\$57,505	\$56,205	\$61,582	\$61,443	\$64,139	\$66,217	\$68,183	\$66,532	\$64,776	\$64,288	\$63,375	\$65,905	\$760,150
Other Operating Revenue	1,485	1,453	9,969	1,546	1,811	1,814	1,506	1,596	1,456	1,595	1,603	6,609	32,443
Capital and Other Reimbursements	24,259	19,160	20,551	21,366	22,546	35,674	33,350	35,225	36,709	37,428	33,828	35,817	355,913
<b>Total Receipts</b>	<b>\$83,249</b>	<b>\$76,818</b>	<b>\$92,102</b>	<b>\$84,355</b>	<b>\$88,496</b>	<b>\$103,705</b>	<b>\$103,039</b>	<b>\$103,353</b>	<b>\$102,941</b>	<b>\$103,311</b>	<b>\$98,806</b>	<b>\$108,331</b>	<b>\$1,148,506</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$64,593	\$58,494	\$58,626	\$54,609	\$70,069	\$59,972	\$56,126	\$69,869	\$56,521	\$67,356	\$62,994	\$63,277	\$742,506
Overtime	16,771	14,001	15,889	10,446	16,478	12,801	11,964	16,512	13,269	13,595	14,693	12,438	168,857
Health and Welfare	13,528	13,567	13,596	13,396	13,590	13,571	13,370	13,603	13,583	13,476	13,689	13,456	162,425
OPEB Current Payments	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	6,078	72,934
Pension	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,775	177,278
Other Fringe Benefits	16,395	15,505	19,198	15,769	19,044	15,490	16,121	18,536	14,425	12,722	12,950	8,614	184,768
Contribution to GASB Fund	0,000	0,000	0,000	0,000	0,000	0,000	0,000	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	0,000	0,000	0,000	0,000	0,000	0,000	0,000
<b>Total Labor Expenditures</b>	<b>\$132,138</b>	<b>\$122,418</b>	<b>\$128,160</b>	<b>\$115,071</b>	<b>\$140,032</b>	<b>\$122,685</b>	<b>\$118,432</b>	<b>\$139,371</b>	<b>\$118,649</b>	<b>\$128,000</b>	<b>\$125,177</b>	<b>\$118,636</b>	<b>\$1,508,768</b>
<b>Non-Labor:</b>													
Electric Power	\$7,256	\$7,592	\$8,540	\$6,560	\$7,149	\$8,360	\$8,342	\$8,003	\$8,420	\$6,494	\$6,230	\$6,993	\$89,939
Fuel	1,953	1,723	1,923	1,872	1,946	1,908	1,938	1,930	1,834	1,881	1,756	1,944	22,608
Insurance	9,839	0,000	0,000	4,852	0,021	2,172	4,792	1,046	1,602	4,761	0,000	2,423	31,508
Claims	0,291	0,291	3,520	0,291	0,291	0,291	0,291	0,291	0,291	0,291	0,291	0,293	6,723
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	8,125	9,204	8,481	8,514	9,048	8,995	9,180	7,951	7,828	10,731	10,342	16,091	114,490
Professional Services Contracts	1,448	1,679	5,398	2,196	1,900	5,377	2,545	2,384	4,869	2,265	3,300	8,341	41,702
Materials and Supplies	15,515	17,556	22,055	18,150	21,405	19,195	17,328	14,817	15,877	20,318	18,002	26,759	226,977
Other Business Expenses	1,808	1,765	1,851	1,903	1,867	1,946	2,037	1,893	1,940	1,944	1,977	2,489	23,420
<b>Total Non-Labor Expenditures</b>	<b>\$46,235</b>	<b>\$39,810</b>	<b>\$51,768</b>	<b>\$44,338</b>	<b>\$43,627</b>	<b>\$48,244</b>	<b>\$46,453</b>	<b>\$38,315</b>	<b>\$42,661</b>	<b>\$48,685</b>	<b>\$41,898</b>	<b>\$65,333</b>	<b>\$557,367</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$1,375	\$1,375	\$1,375	\$1,375	\$1,375	\$1,375	\$1,375	\$1,375	\$1,375	\$1,375	\$1,375	\$1,375	\$16,500
<b>Total Other Expenditure Adjustments</b>	<b>\$1,375</b>	<b>\$1,375</b>	<b>\$1,375</b>	<b>\$1,375</b>	<b>\$1,375</b>	<b>\$1,375</b>	<b>\$1,375</b>	<b>\$1,375</b>	<b>\$1,375</b>	<b>\$1,375</b>	<b>\$1,375</b>	<b>\$1,375</b>	<b>\$16,500</b>
<b>Total Expenditures</b>	<b>\$179,748</b>	<b>\$163,603</b>	<b>\$181,303</b>	<b>\$160,784</b>	<b>\$185,034</b>	<b>\$172,304</b>	<b>\$166,260</b>	<b>\$179,061</b>	<b>\$162,685</b>	<b>\$178,060</b>	<b>\$168,450</b>	<b>\$185,344</b>	<b>\$2,082,636</b>
<b>Net Cash Balance</b>	<b>(\$96,499)</b>	<b>(\$86,785)</b>	<b>(\$89,201)</b>	<b>(\$76,429)</b>	<b>(\$96,538)</b>	<b>(\$68,599)</b>	<b>(\$63,221)</b>	<b>(\$75,708)</b>	<b>(\$59,744)</b>	<b>(\$74,749)</b>	<b>(\$69,644)</b>	<b>(\$77,013)</b>	<b>(\$934,129)</b>
Cash Timing and Availability Adjustment	(\$0,000)	(\$0,000)	(\$0,000)	(\$0,000)	(\$0,000)	(\$0,000)	(\$0,000)	(\$0,000)	(\$0,000)	(\$0,000)	(\$0,000)	(\$0,000)	(\$0,000)
<b>Net Cash Balance after Cash Timing &amp; Availability Adj</b>	<b>(\$96,499)</b>	<b>(\$86,785)</b>	<b>(\$89,201)</b>	<b>(\$76,429)</b>	<b>(\$96,538)</b>	<b>(\$68,599)</b>	<b>(\$63,221)</b>	<b>(\$75,708)</b>	<b>(\$59,744)</b>	<b>(\$74,749)</b>	<b>(\$69,644)</b>	<b>(\$77,013)</b>	<b>(\$934,129)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
Farebox Revenue	\$1.375	\$1.375	\$1.375	\$1.375	\$1.375	\$1.375	\$1.375	\$1.375	\$1.375	\$1.375	\$1.375	\$1.374	\$16.500
Other Operating Revenue	(0.593)	(1.849)	5.774	(1.838)	(1.848)	(1.849)	(1.837)	(1.848)	(1.848)	(1.838)	(1.848)	(3.179)	(14.601)
Capital and Other Reimbursements	(3.311)	(6.593)	(11.574)	(15.432)	(9.349)	3.728	(3.470)	4.365	5.324	0.419	4.789	3.978	(27.036)
<b>Total Receipts</b>	<b>(\$2.529)</b>	<b>(\$6.977)</b>	<b>(\$4.425)</b>	<b>(\$15.895)</b>	<b>(\$9.822)</b>	<b>\$3.254</b>	<b>(\$3.932)</b>	<b>\$3.891</b>	<b>\$4.851</b>	<b>(\$0.044)</b>	<b>\$4.316</b>	<b>\$2.173</b>	<b>(\$25.137)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$0.114)	\$0.371	\$1.787	\$2.256	(\$3.212)	\$2.069	\$5.043	(\$5.136)	\$4.733	(\$4.946)	(\$3.498)	\$7.020	\$6.373
Overtime	(1.605)	0.000	(1.029)	3.235	(3.235)	0.000	3.080	(3.060)	0.000	0.688	(0.834)	2.759	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.002)	0.000
Other Fringe Benefits	0.398	(0.065)	(3.201)	1.586	(2.771)	0.063	1.854	(2.916)	0.068	0.752	(2.582)	2.814	(4.000)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$1.321)</b>	<b>\$0.305</b>	<b>(\$2.443)</b>	<b>\$7.076</b>	<b>(\$9.219)</b>	<b>\$2.132</b>	<b>\$9.976</b>	<b>(\$11.112)</b>	<b>\$4.802</b>	<b>(\$3.506)</b>	<b>(\$6.914)</b>	<b>\$12.596</b>	<b>\$2.373</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.001	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(7.423)	2.339	2.574	(2.094)	2.613	0.442	(2.065)	1.503	0.972	(2.038)	2.524	0.092	(0.561)
Claims	0.083	0.083	(0.746)	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.081	0.171
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	0.000
Professional Services Contracts	1.218	1.218	(1.386)	1.218	1.218	(1.386)	1.218	1.217	(1.386)	1.218	1.218	(1.384)	4.200
Materials and Supplies	0.319	(1.693)	(3.078)	(0.834)	(3.257)	(0.461)	2.607	2.979	2.262	1.549	2.363	(2.822)	(0.066)
Other Business Expenses	(0.259)	(0.282)	(0.096)	(0.324)	(0.247)	(0.107)	(0.312)	(0.256)	(0.099)	(0.312)	(0.284)	(0.126)	(2.703)
<b>Total Non-Labor Expenditures</b>	<b>(\$6.061)</b>	<b>\$1.664</b>	<b>(\$2.731)</b>	<b>(\$1.950)</b>	<b>\$0.411</b>	<b>(\$1.430)</b>	<b>\$1.531</b>	<b>\$5.526</b>	<b>\$1.832</b>	<b>\$0.501</b>	<b>\$5.903</b>	<b>(\$4.157)</b>	<b>\$1.039</b>
<b>Other Expenditure Adjustments:</b>													
Other	(\$1.375)	(\$1.375)	(\$1.375)	(\$1.375)	(\$1.375)	(\$1.375)	(\$1.375)	(\$1.375)	(\$1.375)	(\$1.375)	(\$1.375)	(\$1.375)	(\$16.500)
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.375)</b>	<b>(\$1.375)</b>	<b>(\$1.375)</b>	<b>(\$1.375)</b>	<b>(\$1.375)</b>	<b>(\$1.375)</b>	<b>(\$1.375)</b>	<b>(\$1.375)</b>	<b>(\$1.375)</b>	<b>(\$1.375)</b>	<b>(\$1.375)</b>	<b>(\$1.375)</b>	<b>(\$16.500)</b>
<b>Total Expenditures</b>	<b>(\$8.758)</b>	<b>\$0.594</b>	<b>(\$6.549)</b>	<b>\$3.751</b>	<b>(\$10.183)</b>	<b>(\$0.673)</b>	<b>\$10.132</b>	<b>(\$6.961)</b>	<b>\$5.260</b>	<b>(\$4.380)</b>	<b>(\$2.387)</b>	<b>\$7.064</b>	<b>(\$13.088)</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>(\$11.286)</b>	<b>(\$6.383)</b>	<b>(\$10.973)</b>	<b>(\$12.144)</b>	<b>(\$20.005)</b>	<b>\$2.582</b>	<b>\$6.201</b>	<b>(\$3.069)</b>	<b>\$10.111</b>	<b>(\$4.423)</b>	<b>\$1.929</b>	<b>\$9.238</b>	<b>(\$38.225)</b>
Depreciation	\$32.343	\$32.343	\$32.343	\$32.343	\$32.343	\$32.343	\$32.343	\$32.343	\$32.343	\$32.343	\$32.343	\$32.343	\$388.118
OPEB Liability Adjustment	11.986	11.986	11.986	11.986	11.986	11.986	11.986	11.986	11.986	11.986	11.986	11.986	143.833
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.167	0.167	0.257	0.167	0.167	0.223	0.167	0.137	0.137	0.137	0.137	0.137	2.000
<b>Total Cash Conversion Adjustments</b>	<b>\$33.210</b>	<b>\$38.113</b>	<b>\$33.612</b>	<b>\$32.352</b>	<b>\$24.491</b>	<b>\$47.134</b>	<b>\$50.697</b>	<b>\$41.397</b>	<b>\$54.577</b>	<b>\$40.043</b>	<b>\$46.395</b>	<b>\$53.704</b>	<b>\$495.726</b>
Cash Timing and Availability Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Net Cash Conversion Adjustments</b>	<b>\$33.210</b>	<b>\$38.113</b>	<b>\$33.612</b>	<b>\$32.352</b>	<b>\$24.491</b>	<b>\$47.134</b>	<b>\$50.697</b>	<b>\$41.397</b>	<b>\$54.577</b>	<b>\$40.043</b>	<b>\$46.395</b>	<b>\$53.704</b>	<b>\$495.726</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Expenses**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable Overtime</b>													
Scheduled Service	\$2.981	\$2.357	\$1.331	\$2.480	\$1.919	\$1.065	\$2.220	\$1.066	\$1.975	\$2.469	\$2.131	\$3.570	<b>\$25.565</b>
Unscheduled Service	0.214	0.261	0.502	0.216	0.577	0.653	0.389	0.782	0.522	0.343	0.681	0.172	<b>5.313</b>
Programmatic/Routine Maintenance	3.762	2.798	4.731	4.327	4.145	4.290	4.629	4.169	4.211	4.755	4.059	4.748	<b>50.625</b>
Unscheduled Maintenance	0.036	0.017	0.036	0.017	0.012	0.017	0.045	0.022	0.045	0.047	0.031	0.025	<b>0.350</b>
Vacancy/Absentee Coverage	2.452	3.170	3.072	3.286	3.362	3.684	4.758	4.540	3.456	3.604	4.239	3.844	<b>43.466</b>
Weather Emergencies	3.334	3.229	1.980	0.166	0.028	0.014	0.043	0.028	0.054	0.041	0.061	0.380	<b>9.358</b>
Safety/Security/Law Enforcement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
Other	0.122	0.122	0.122	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.124	<b>1.481</b>
<b>NON-REIMBURSABLE OVERTIME</b>	<b>\$12.901</b>	<b>\$11.954</b>	<b>\$11.774</b>	<b>\$10.617</b>	<b>\$10.167</b>	<b>\$9.848</b>	<b>\$12.208</b>	<b>\$10.731</b>	<b>\$10.386</b>	<b>\$11.384</b>	<b>\$11.326</b>	<b>\$12.863</b>	<b>\$136.158</b>
<b>REIMBURSABLE OVERTIME</b>	<b>\$2.266</b>	<b>\$2.048</b>	<b>\$3.086</b>	<b>\$3.064</b>	<b>\$3.076</b>	<b>\$2.954</b>	<b>\$2.836</b>	<b>\$2.721</b>	<b>\$2.883</b>	<b>\$2.899</b>	<b>\$2.533</b>	<b>\$2.334</b>	<b>\$32.699</b>
<b>TOTAL OVERTIME</b>	<b>\$15.166</b>	<b>\$14.001</b>	<b>\$14.860</b>	<b>\$13.681</b>	<b>\$13.243</b>	<b>\$12.801</b>	<b>\$15.044</b>	<b>\$13.452</b>	<b>\$13.269</b>	<b>\$14.283</b>	<b>\$13.859</b>	<b>\$15.197</b>	<b>\$168.857</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

**RIDERSHIP**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Monthly Ridership	4.036	3.700	4.200	4.287	4.289	4.013	4.133	3.943	4.008	4.616	3.899	4.098	49.222
Weekly Ridership	0.143	0.141	0.158	0.153	0.148	0.176	0.203	0.241	0.161	0.161	0.126	0.152	1.964
<b>Total Commutation</b>	<b>4.179</b>	<b>3.842</b>	<b>4.357</b>	<b>4.440</b>	<b>4.437</b>	<b>4.189</b>	<b>4.336</b>	<b>4.185</b>	<b>4.169</b>	<b>4.777</b>	<b>4.025</b>	<b>4.250</b>	<b>51.185</b>
One-way Full Fare	0.623	0.605	0.718	0.730	0.779	0.825	0.866	0.858	0.797	0.794	0.717	0.763	9.074
One-way Off-Peak	1.328	1.199	1.433	1.443	1.605	1.563	1.801	1.823	1.592	1.520	1.574	1.786	18.667
All Other	0.744	0.741	0.886	0.898	0.939	1.005	1.013	1.015	0.936	0.925	0.912	0.986	10.999
<b>Total Non-Commutation</b>	<b>2.695</b>	<b>2.544</b>	<b>3.037</b>	<b>3.071</b>	<b>3.322</b>	<b>3.393</b>	<b>3.680</b>	<b>3.696</b>	<b>3.325</b>	<b>3.239</b>	<b>3.203</b>	<b>3.535</b>	<b>38.740</b>
<b>Total Ridership</b>	<b>6.874</b>	<b>6.386</b>	<b>7.394</b>	<b>7.511</b>	<b>7.760</b>	<b>7.582</b>	<b>8.016</b>	<b>7.880</b>	<b>7.494</b>	<b>8.016</b>	<b>7.227</b>	<b>7.785</b>	<b>89.925</b>

**FAREBOX REVENUE**

<b>Baseline Total Farebox Revenue</b>	<b>\$56.130</b>	<b>\$54.830</b>	<b>\$60.207</b>	<b>\$60.068</b>	<b>\$62.764</b>	<b>\$64.842</b>	<b>\$66.808</b>	<b>\$65.157</b>	<b>\$63.401</b>	<b>\$62.913</b>	<b>\$62.000</b>	<b>\$64.531</b>	<b>\$743.650</b>
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**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	275	275	275	275	275	276	276	276	276	276	276	276
Professional/Technical/Clerical	151	151	151	151	151	150	150	150	150	150	150	150
Operational Hourlies	104	104	104	104	104	104	104	104	104	104	104	104
<b>Total Administration Headcount</b>	<b>530</b>	<b>530</b>	<b>530</b>	<b>530</b>	<b>530</b>	<b>530</b>	<b>530</b>	<b>530</b>	<b>530</b>	<b>530</b>	<b>530</b>	<b>530</b>
<b>Operations</b>												
Managers/Supervisors	317	317	317	317	318	318	317	317	317	316	316	316
Professional/Technical/Clerical	100	100	100	101	102	102	102	102	102	100	99	99
Operational Hourlies	2,231	2,231	2,249	2,249	2,233	2,241	2,241	2,241	2,234	2,284	2,284	2,284
<b>Total Operations Headcount</b>	<b>2,648</b>	<b>2,648</b>	<b>2,666</b>	<b>2,667</b>	<b>2,653</b>	<b>2,661</b>	<b>2,660</b>	<b>2,660</b>	<b>2,653</b>	<b>2,700</b>	<b>2,699</b>	<b>2,699</b>
<b>Maintenance</b>												
Managers/Supervisors	848	848	848	849	849	849	851	851	850	864	865	862
Professional/Technical/Clerical	295	295	295	295	295	294	294	294	294	286	281	281
Operational Hourlies	3,241	3,241	3,241	3,248	3,258	3,238	3,236	3,256	3,256	3,260	3,273	3,257
<b>Total Maintenance Headcount</b>	<b>4,384</b>	<b>4,384</b>	<b>4,384</b>	<b>4,392</b>	<b>4,402</b>	<b>4,381</b>	<b>4,381</b>	<b>4,401</b>	<b>4,400</b>	<b>4,410</b>	<b>4,419</b>	<b>4,400</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	152	152	152	152	152	152	152	152	152	152	152	152
Professional/Technical/Clerical	71	71	71	71	71	71	71	71	71	71	71	71
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>223</b>	<b>223</b>	<b>223</b>	<b>223</b>	<b>223</b>	<b>223</b>	<b>223</b>	<b>223</b>	<b>223</b>	<b>223</b>	<b>223</b>	<b>223</b>
<b>Public Safety</b>												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>												
Managers/Supervisors	1,592	1,592	1,592	1,593	1,594	1,595	1,596	1,596	1,595	1,608	1,609	1,606
Professional, Technical, Clerical	617	617	617	618	619	617	617	617	617	607	601	601
Operational Hourlies	5,576	5,576	5,594	5,601	5,595	5,583	5,581	5,601	5,594	5,648	5,661	5,645
<b>Total Positions</b>	<b>7,785</b>	<b>7,785</b>	<b>7,803</b>	<b>7,812</b>	<b>7,808</b>	<b>7,795</b>	<b>7,794</b>	<b>7,814</b>	<b>7,806</b>	<b>7,863</b>	<b>7,871</b>	<b>7,852</b>



# Long Island Rail Road

## Performance Summary

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Rod Brooks, Senior Vice President – Operations



**Year in Review:** We've had great success throughout 2018, including our Meet Your Manager series, LIRR Forward plan, and the completion of the Double Track Project. In 2019, we plan to keep moving forward to improve reliability and quality of service.



# Long Island Rail Road

## Performance Summary

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### **2018 Highlights:**

Year to Date (YTD) performance was **90.4%**, which is a 1.0% decrease compared to same period last year.

Weather related causes unfavorably impacted our year end On Time Performance by 1.7%. A very powerful storm rolled through the Long Island Region on January 4, 2018, resulting in 1,057 late trains over a three-day period. This incident alone impacted our January on time performance by 5.1%, and year end performance by 0.4%. Additional severe storm incidents in August and November also contributed to the overall increase in weather delays.

Although we have had many successes fortifying our system, 3% of our On-Time Performance for 2018 was attributed to fleet, infrastructure, operations, and Capital improvement delays.

### **Branches Performance:**

In December 5.4% of all trains arrived between 6 and 10 minutes late at their final destinations, while 2,144 (0.9%) were cancelled or terminated.

### **Fleet Availability:**

Weekday AM Fleet Availability in 2018 slightly went down by 3 electric cars and 2 diesel coaches on average. This was a result of extensive PTC work and a heavy low adhesion season.

### **Equipment Performance:**

Fleet MDBF in December operated just above the goal at 212,080 with YTD at 185,217. All fleets except C3 and DM did not meet the MDBF goal in December. The annual MDBF declined due to aging fleets, lower diesel fleet performance, and delays in the new M-9 fleet deliveries. Maintenance of Equipment is striving to optimize its maintenance practices to ensure a high fleet reliability performance

**Performance Summary**

			2018 Data			2017 Data	
			Annual	YTD thru		YTD thru	
			Goal	Dec	Dec	Dec	Dec
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>93.5%</b>	<b>90.4%</b>	<b>89.7%</b>	<b>91.4%</b>
		AM Peak		89.1%	88.3%	86.8%	91.1%
		PM Peak		92.0%	86.9%	86.5%	86.2%
		<b>Total Peak</b>		<b>90.5%</b>	<b>87.6%</b>	<b>86.7%</b>	<b>88.8%</b>
		Off Peak Weekday		93.6%	90.7%	87.8%	91.2%
		Weekend		96.1%	93.4%	95.5%	94.8%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>92.7%</b>	<b>90.0%</b>	<b>87.9%</b>	<b>90.4%</b>
		AM Peak		91.6%	88.8%	84.4%	92.1%
		PM Peak		91.3%	86.5%	84.1%	84.5%
		<b>Total Peak</b>		<b>91.4%</b>	<b>87.8%</b>	<b>84.2%</b>	<b>88.6%</b>
		Off Peak Weekday		92.5%	90.4%	86.3%	90.4%
		Weekend		94.8%	92.8%	95.9%	93.1%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>96.7%</b>	<b>94.8%</b>	<b>96.3%</b>	<b>95.6%</b>
		AM Peak		89.1%	88.3%	92.7%	91.7%
		PM Peak		96.7%	94.1%	95.6%	93.9%
		<b>Total Peak</b>		<b>92.5%</b>	<b>90.9%</b>	<b>94.0%</b>	<b>92.7%</b>
		Off Peak Weekday		97.6%	95.6%	95.5%	95.9%
		Weekend		98.4%	96.9%	99.6%	98.1%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>91.4%</b>	<b>89.0%</b>	<b>89.5%</b>	<b>90.2%</b>
		AM Peak		88.7%	87.7%	85.7%	90.8%
		PM Peak		83.6%	84.1%	83.6%	81.5%
		<b>Total Peak</b>		<b>86.2%</b>	<b>86.0%</b>	<b>84.7%</b>	<b>86.3%</b>
		Off Peak Weekday		91.2%	88.1%	86.9%	89.5%
		Weekend		95.3%	92.9%	95.3%	94.6%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.4%</b>	<b>92.7%</b>	<b>92.8%</b>	<b>93.8%</b>
		AM Peak		94.5%	90.2%	90.5%	93.9%
		PM Peak		94.4%	89.1%	90.0%	87.6%
		<b>Total Peak</b>		<b>94.5%</b>	<b>89.7%</b>	<b>90.3%</b>	<b>90.9%</b>
		Off Peak Weekday		96.4%	93.0%	90.1%	93.5%
		Weekend		97.9%	95.1%	99.0%	97.2%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>95.0%</b>	<b>92.5%</b>	<b>92.7%</b>	<b>93.5%</b>
		AM Peak		93.3%	90.3%	89.2%	93.1%
		PM Peak		96.4%	90.5%	92.7%	89.7%
		<b>Total Peak</b>		<b>94.8%</b>	<b>90.4%</b>	<b>90.9%</b>	<b>91.5%</b>
		Off Peak Weekday		94.9%	93.3%	90.9%	93.3%
		Weekend		95.4%	93.4%	97.0%	96.1%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>94.2%</b>	<b>88.9%</b>	<b>83.9%</b>	<b>88.8%</b>
		AM Peak		88.8%	86.9%	84.4%	89.0%
		PM Peak		91.0%	83.2%	79.3%	86.0%
		<b>Total Peak</b>		<b>89.8%</b>	<b>85.2%</b>	<b>82.0%</b>	<b>87.6%</b>
		Off Peak Weekday		93.7%	90.2%	81.9%	89.9%
		Weekend		97.8%	89.6%	88.0%	87.8%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>93.1%</b>	<b>90.0%</b>	<b>89.0%</b>	<b>91.8%</b>
		AM Peak		86.4%	89.4%	88.6%	92.3%
		PM Peak		87.5%	79.4%	79.2%	82.9%
		<b>Total Peak</b>		<b>86.9%</b>	<b>84.8%</b>	<b>84.2%</b>	<b>88.0%</b>
		Off Peak Weekday		94.3%	91.2%	89.1%	92.5%
		Weekend		97.5%	94.5%	93.8%	95.4%



<b>Performance Summary</b>		<b>2018 Data</b>			<b>2017 Data</b>	
		Annual	YTD thru		YTD thru	
		Goal	Dec	Dec	Dec	Dec
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>88.4%</b>	<b>87.8%</b>	<b>85.5%</b>	<b>90.4%</b>
	AM Peak		82.5%	86.9%	80.6%	88.8%
	PM Peak		83.6%	83.0%	84.3%	87.0%
	<b>Total Peak</b>		<b>83.0%</b>	<b>85.1%</b>	<b>82.3%</b>	<b>88.0%</b>
	Off Peak Weekday		89.6%	86.5%	79.4%	88.3%
	Weekend		91.9%	94.1%	98.1%	97.5%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>93.5%</b>	<b>90.7%</b>	<b>91.8%</b>	<b>91.1%</b>
	AM Peak		87.8%	90.4%	91.9%	90.7%
	PM Peak		93.7%	86.9%	87.1%	83.6%
	<b>Total Peak</b>		<b>90.8%</b>	<b>88.7%</b>	<b>89.5%</b>	<b>87.1%</b>
	Off Peak Weekday		92.6%	90.4%	89.0%	90.1%
	Weekend		97.2%	93.6%	98.3%	97.3%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>92.3%</b>	<b>86.7%</b>	<b>85.3%</b>	<b>88.9%</b>
	AM Peak		84.4%	83.7%	82.2%	87.8%
	PM Peak		97.0%	87.3%	88.6%	89.2%
	<b>Total Peak</b>		<b>90.2%</b>	<b>85.3%</b>	<b>85.1%</b>	<b>88.4%</b>
	Off Peak Weekday		92.7%	85.6%	83.6%	88.2%
	Weekend		94.4%	91.7%	88.5%	91.1%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>95.7%</b>	<b>94.0%</b>	<b>93.5%</b>	<b>94.9%</b>
	AM Peak		91.0%	88.8%	88.0%	91.1%
	PM Peak		94.2%	89.2%	86.7%	88.1%
	<b>Total Peak</b>		<b>92.7%</b>	<b>89.0%</b>	<b>87.3%</b>	<b>89.4%</b>
	Off Peak Weekday		96.6%	96.4%	95.0%	96.9%
	Weekend		97.5%	95.1%	97.5%	97.5%
<b>Operating Statistics</b>		<b>Trains Scheduled</b>	<b>20,732</b>	<b>246,315</b>	<b>20,829</b>	<b>248,215</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-10.2	-12.8	-13.6	-12.3
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			135	4,039	429	3,442
<b>Trains Canceled</b>			57	1,442	158	1,377
<b>Trains Terminated</b>			35	848	68	767
<b>Percent of Scheduled Trips Completed</b>			99.6%	99.1%	98.9%	99.1%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	97.4%			
		PM Peak	96.2%			
		<b>Total Peak</b>	<b>96.8%</b>			

System Categories Of Delay	% Total	2018	2018 Data		2017 Data		YTD 2018 Vs 2017
		Nov	Dec	YTD Thru Dec	Dec	YTD Thru Dec	
Engineering (Scheduled)	4.1%	37	55	459	22	577	(118)
Engineering (Unscheduled)	18.9%	244	256	2,937	422	2,724	213
Maintenance of Equipment	11.3%	161	153	2,287	120	1,875	412
Transportation	2.0%	35	27	481	22	828	(347)
Capital Projects	2.2%	41	30	1,727	31	528	1,199
Weather and Environmental	8.0%	903	108	4,113	621	2,699	1,414
Police	9.5%	127	128	2,045	153	1,906	139
Customers	7.9%	401	107	4,132	142	4,171	(39)
Special Events	24.3%	115	329	1,401	297	1,245	156
Other	8.1%	214	109	2,027	168	1,435	592
3rd Party Operations	3.8%	389	52	1,942	143	3,374	(1,432)
<b>Total</b>	<b>100.0%</b>	<b>2,667</b>	<b>1,354</b>	<b>23,551</b>	<b>2,141</b>	<b>21,362</b>	<b>2,189</b>



**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-Dec	Mon	Unauthorized vehicle damaged crossing stanchion at Bethpage	11	1					1			12		1
3-Dec	Mon	Low adhesion system wide	4			5			1	1		10		1
3-Dec	Mon	Train 956 with equipment trouble in Valley Interlocking							10	1	1	10	1	1
4-Dec	Tues	Low adhesion system wide				1			7	2		8	2	
5-Dec	Wed	Broken rail west of Merrick	10						9	1		19	1	
6-Dec	Thurs	Train 2735 with equipment trouble	7						4			11		
8-Dec	Sat	Heavy Holiday Loading							10			10		
10-Dec	Mon	Broken crossing gate at School Street	9						3			12		
11-Dec	Tues	Bridge strike at Nassau Blvd.	38						2			40		
12-Dec	Wed	Amtrak train disabled in F Interlocking	31									31		
13-Dec	Thurs	Track circuit failure in Line 3	5						5			10		
15-Dec	Sat	Heavy Holiday Loading							14			14		
15-Dec	Sat	Temporary platforms at Woodside							19			19		
16-Dec	Sun	Trespasser strike between Forest Hills and Kew Gardens							14	8	5	14	8	5
18-Dec	Tues	Switch trouble in Harold	46		1							46		1
18-Dec	Tues	Loss of signal power in West Side Yard				31	21		13	3	12	44	24	12
19-Dec	Wed	Train No. 421with equipment trouble	10									10		
20-Dec	Thurs	Low adhesion system wide	4		1	1			9			14		1
20-Dec	Thurs	Heavy Holiday Unloading				4			7			11		
21-Dec	Fri	Heavy Holiday Loading	1			14			5			20		
21-Dec	Fri	Equipment train 4355 equipment trouble at Harold				6			4			10		
21-Dec	Fri	Slow weather loading	9						3			12		
24-Dec	Mon	Heavy Holiday Loading				5			23			28		
27-Dec	Thurs	Heavy Holiday Loading	1						11			12		
28-Dec	Fri	Heavy Holiday Loading							13			13		
31-Dec	Mon	Heavy Holiday Loading	2			3			20			25		
31-Dec	Mon	Broken crossing at Covert Ave				2			9			11		
TOTAL FOR MONTH			188	1	2	72	21	0	216	16	18	476	36	22
													534	



Standee Report

East Of Jamaica

			2018 Data December	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	13	30
		<b>Total Standees</b>	<b>13</b>	<b>30</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	3
		<b>Total Standees</b>	<b>0</b>	<b>3</b>
	<b>Huntington Branch</b>	Program Standees	70	0
		Add'l Standees	150	125
		<b>Total Standees</b>	<b>220</b>	<b>125</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	3
		<b>Total Standees</b>	<b>0</b>	<b>3</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	4	0
		<b>Total Standees</b>	<b>4</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	8	1
		<b>Total Standees</b>	<b>8</b>	<b>1</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	11
		<b>Total Standees</b>	<b>0</b>	<b>11</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	15	136
		<b>Total Standees</b>	<b>15</b>	<b>136</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	83	34
		<b>Total Standees</b>	<b>83</b>	<b>34</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>344</b>	<b>342</b>

**Definitions**

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

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

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

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

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF DECEMBER 2018

### Standee Report

#### West Of Jamaica

			2018 Data December	
			AM Peak	PM Peak
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	9	44
		<b>Total Standees</b>	<b>9</b>	<b>44</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	3
		<b>Total Standees</b>	<b>0</b>	<b>3</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	56	193
		<b>Total Standees</b>	<b>96</b>	<b>193</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	1	55
		<b>Total Standees</b>	<b>1</b>	<b>55</b>
	<b>Long Beach Branch</b>	Program Standees	28	0
		Add'l Standees	16	6
		<b>Total Standees</b>	<b>44</b>	<b>6</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	5	0
		<b>Total Standees</b>	<b>5</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	10
		<b>Total Standees</b>	<b>0</b>	<b>10</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	15	136
		<b>Total Standees</b>	<b>15</b>	<b>136</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	26	21
		<b>Total Standees</b>	<b>26</b>	<b>21</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	22	0
		<b>Total Standees</b>	<b>22</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>217</b>	<b>469</b>

#### Definitions

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

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

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

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

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

# **MTA Long Island Rail Road Maintenance of Equipment**

## **Annual Report on Fleet Maintenance for 2018**

### **LIRR/MNR Committee Meeting**

*Revised as of January 29, 2019*

# Maintenance of Equipment

The Long Island Rail Road Maintenance of Equipment Department (M of E) is responsible for providing a safe and reliable fleet to support the Long Island Rail Road service plan. The overall mission is to maintain rolling stock and associated support equipment while meeting corporate goals regarding safety, resource efficiency, equipment availability, increased Mean Distance Between Failures (MDBF), improved On-Time-Performance (OTP), customer satisfaction, and regulatory compliance.

The Department has implemented a comprehensive approach to safety and maintenance that engages all levels of the M of E Department and has produced great benefits in safety performance, equipment availability, productivity, equipment reliability, and customer satisfaction.

# Maintenance Plan

## Introduction

- M of E departmental activities are scheduled to execute an annualized maintenance plan covering the active (usable) rolling stock fleet of 1,145 MU and Diesel vehicles consisting of 142 M3, 824 M7, 134 C3, and 45 DE/DM locomotives.
- Each fleet type is scheduled for maintenance events at various shop and yard locations. Calendar Day, 92-Day, 180-Day, 1-Year, and time based interval maintenance (RCM) events are performed at four equipment maintenance facilities and their respective yards, as well as 15 outlying yards.
- M of E's planned maintenance programs consist of interval based preventive maintenance and fleet modification programs. LIRR strives to maximize preventive/planned maintenance in order to provide optimum levels of rolling stock safety, efficiencies, availability, and reliability.
- Interior cleaning and maintenance of work engines are also critical parts of the plan.

# Maintenance Plan

## Scheduled Inspections and Oversight

Daily and Periodic Inspections of Rolling Stock Assets are conducted in accordance to the guidelines as outlined in the Code of Federal Regulations (CFR), and LIRR Maintenance Procedures.

- **Daily Inspections and Tests**

Daily Inspections and brake tests are performed on Electric Multiple Units (EMU), Diesel Locomotives, C-3 Cab Cars and Coaches, and Work Engines every day they are used in service. The inspections and recordkeeping requirements are carried out as per CFR229.21 Daily Inspections, CFR238.303 Exterior calendar day inspections, and CFR238.305 Interior calendar day inspections. The brake tests and recordkeeping requirements are carried out as per CFR 238.311 Single car test, CFR238.313 Class I brake test, CFR238.315 Class IA brake test, CFR238.317 and Class II brake test.

- **Periodic Inspections (PI)**

All EMU, locomotive and coach equipment follow inspection intervals in which all car systems are inspected, periodic maintenance is performed, and all noted defects corrected. The interval length is determined by CFR, shop capacity and maintenance requirements. Periodic inspections and record keeping requirements are carried out according to CFR 229.23: Periodic Inspection: General, CFR 229.25: Tests: Every periodic inspection, CFR 238.307: Periodic mechanical inspection of passenger cars and un-powered vehicles used in passenger trains.

# Maintenance Plan

## Planned Maintenance Programs

MofE's planned maintenance program comprises the majority of the annual maintenance plan. The annualized planned maintenance program and corresponding procedures to develop it are termed by the LIRR as Reliability Centered Maintenance (RCM). In addition to RCM, LIRR conducts Fleet modifications as necessary. LIRR Support Shops provide component rebuild/overhaul capacity to support planned maintenance activities as well as planned corrective based maintenance activities.

- **Reliability Centered Maintenance (RCM)**

MofE adopted and applied a subset of benchmarked RCM principles and procedures to review and optimize the maintenance plans to maintain reliability while increasing resource efficiencies. RCM procedures have contributed to the fleets' improved performance as measured by Mean Distance Between Failure (MDBF) and On Time Performance (OTP).

- **Fleet Modifications (Campaigns, Projects)**

LIRR manages programmed maintenance activities to implement one-time, non-repeating projects to correct fleet-wide defects, redesign components for improved performance, and replace/upgrade certain components based on obsolescence and/or regulatory mandates.



**MTA LIRR RCM Schedule by Fleet 2013-2030**

MU Fleet (prs)		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
	M-3	75	75	75	75	75	74	71	59	40	40	Decomm Bal- TBD							
	M-7	418	418	418	418	418	412*	412	412	412	412	412	412	412	412	412	412	412	412
	M-9							43	101	101	101	101	101	101	101	101	101	101	101
	Total	493	493	493	493	493	74	526	572	553	553	513	513	513	513	513	513	513	513
* reduced by 6 pr NU damaged																			
M-3 (PRS)	3 YR RCM	25	25	25	25	25	25	20	20	RR	LIRR Decommissioning corresponding with M9 Acceptance and TBD planned retention								
	6 YR RCM	12	12	12	12	12	12	20	20	RR									
M-7 (prs)	3 YR RCM*	94	94	94	94	140	140	94	140	140	140	140	140	140	140	140	140	140	140
	5 YR RCM	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	6 YR RCM	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
	8 YR RCM	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52
	9 YR RCM	46	46	46	46														
	10 YR RCM	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
* qty offset by 9 yr and adjustable by year by units due/RR																			
M9	RCM TBD																		
Diesel Fleet		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
	C-3	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134
	DE/DM	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	Total	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179
C-3	4 yr RCM	34	34	34	34	34	34	38*	34	34	34	34	34	34	34	34	34	34	34
DEDM / New Loco	2.5 yr RCM	18	17	5*	5*	5*	5*	0	0	0	0	0	0	Replacement loco					
	5 yr RCM	9	9	9	9	9	9	7*	7	7	8	8	9						
	15 yr RCM DE/DM		1	5	6	6	6	3	3	3	3	3	3	3					
* C3 increase driven by Actual 2015 Airbrake completions																			
*DEM RCM actuals based upon prior year completions, elimination of the 2.5 year RCM and adjustment of the 15 year quantities due to budget restrictions																			

Long Island Rail Road

# Maintenance Plan

## **Unscheduled Maintenance – (reactive, unplanned, corrective)**

Rail car work that is not performed as part of a scheduled or preventative maintenance program is defined as unscheduled maintenance. The LIRR, through the implementation of its maintenance plan and failure monitoring/RCM processes, strives to maximize scheduled maintenance and minimize unscheduled maintenance activities.

# Maintenance Plan

## Fleet Cleaning

- Extraordinary Interior Cleaning (EIC) is the highest level of cleaning performed once every 60-days on the MU and 90-days on the Diesel.
- Layup is the most comprehensive *daily* cleaning program conducted prior to the morning rush period on every train.
- Turn-around, pick-up and sweep cleanings between peak hours are performed mid-day depending on lay-up/contact time.
- In addition to the standard interior cleaning listed above, cleaning is also performed on an as needed basis; for example, graffiti removal (interior & exterior), power-washing / clean-up of biological matter (interior & exterior), special detail cleaning (interior & exterior) and enroute cleaning of windshields.
- Toilets are serviced in specified yards by a contractor. In addition to the routine toilet servicing, cleaning & restocking of the toilet compartment, cleaning, servicing and repairs are also performed on an as needed basis.

# Maintenance Plan

## Work Engines

MTA Long Island Rail Road Maintenance of Equipment Department assets consist of freight locomotives, including 9 of 1500hp yard/road engines, and 8 of 1000hp switching (yard) engines. These locos are mid 1970's vintage and nearing the end of maintainability.

Collectively, these locomotives are used for yard switching, rail and infrastructure projects, autumn track preparation (sandite and stone "leaf crusher" trains), winter storm and special event protect service, and rescuing disabled passenger equipment. They are an integral part of railroad operations.

These units are in the process of being replaced with Low Emissions locomotives in the 2020-2024 Capital Program.

# 2018 Achievements

## Overall Fleet Performance

- 185,217 MDBF (vs. a goal of 200,000)
- LIRR M of E department met or exceeded Electric Fleet service requirement goals 9 out of 12 months during 2018.
- Successfully managed maintenance operation around major concurrent programs such as Jamaica Capacity Improvements (JCI), VD Yard, WSS/Amtrak tunneling, ESA work, WSY overbuild, and track work programs.

## MTA Inter-Agency Activities

The LIRR continues Service Level Agreement with MNR, and repaired 250 M-7 Components; Service Agreement with NYCT to overhaul air brake components initiated; and continuation of a Joint Task Force with MNR for collaboration on M7 fleet. Coordination of M7/M9 Project Related Design with MNR

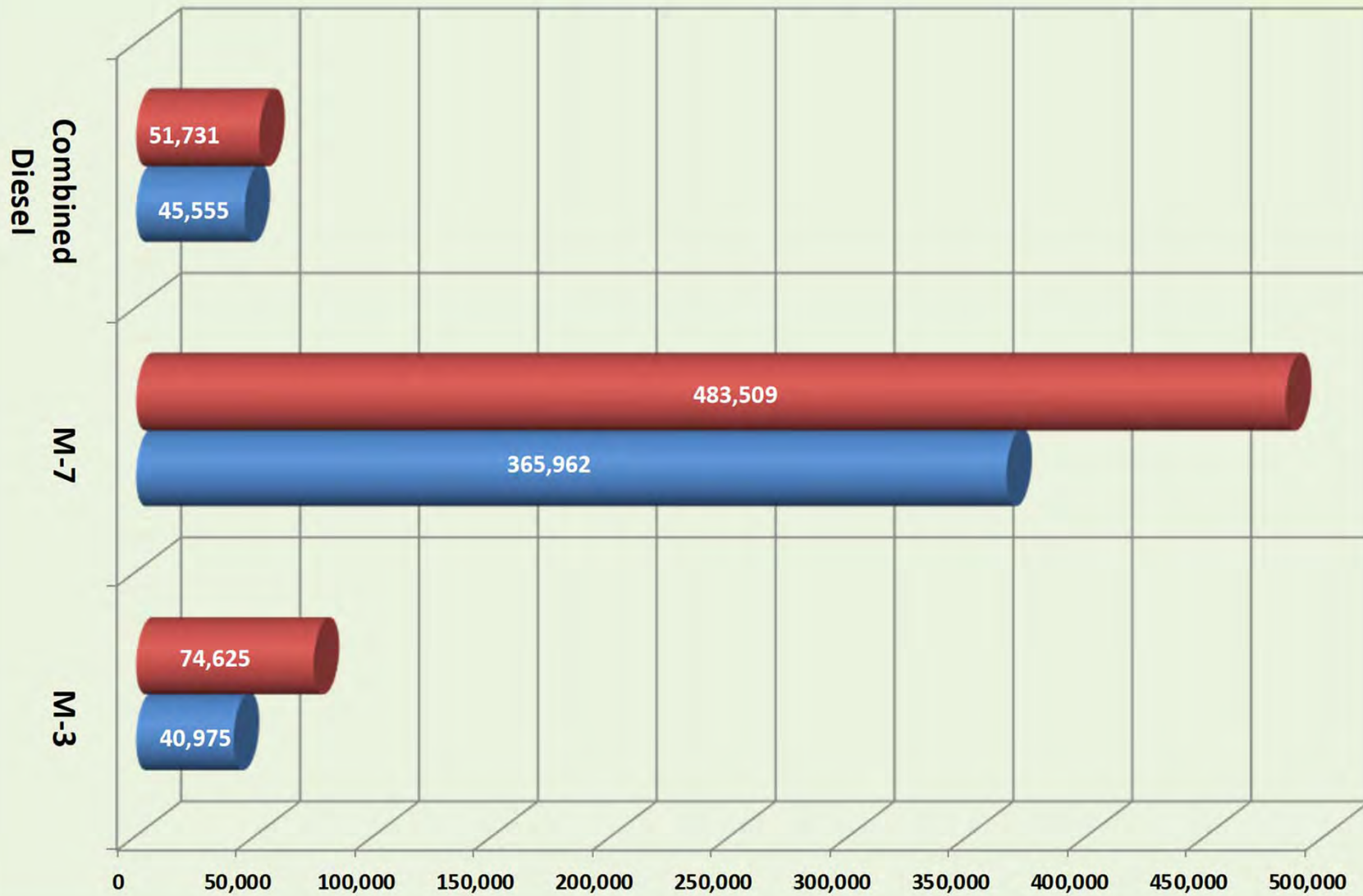
## Major Rolling Stock Maintenance Project Activity

- Diesel Fleet Communication Control Unit (CCU/Telephonics) Installations in progress
- M7 CDS/TOD & MFU(Bombardier): 98% Completed, WMDS, Radio, and CDS improvement task orders in progress
- CCTV/AVRM System (4D): Design completion and Production in progress M7/C3/Partial DEM
- PTC On-board Equipment (Siemens): Completed M7 and C3 Production Installations, DEM/E-15 substantial completion, initiated M3 Design.
- M7 MTA Advertising Screens (OutFront): Design in progress
- M7 ESA/250Hz (ASTS): Design in progress
- M7 HVAC Control Rack OBS (Merak): Design in Progress

## Post RCM Reliability Improvements in MDBF

2018

2008



Long Island Rail Road

# 2018 Achievements

## Safety Achievements and Activities

- New Safety System, Cority, went live in May. The Cority System will replace current mainframe system.
- Completed requirements phase with Metro-North on the new Employee Compliance Recording (ECR) System. The building phase is approximately 90 percent complete.
- Maintenance of Equipment has completed ninety five percent of the required Lesson Plans for the Minimum Training Standard Regulation (CFR 243). Lesson Plans must be completed by last quarter of 2020, per the regulation.
- Completed new Car Mover Manual which has been approved by Management and the Organization (IBEW).
- Currently working with Corporate Development on creating an improved Yard Safety Refresher Class which will include the enhancements to Blue Flag Protection, RWP and de-energizing third rail.
- In September we kicked-off a Safety Eyewear campaign to educate employees on the hazards and why safety glasses are essential. The goal was to understand their level of awareness and distribute glasses to the employees. Hundreds were handed out.

## Completed RCM Tasks by Year - MU Fleet

M-3 (RSU)												
WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
M301	50	SYS 3 - Air Brake (COTS)	52	46	52	52	50	50	50	50	56	46
M302	24	SYS 3 - ASU Dryer C/O	16	12	27	23	23	26	25	19		
M303	26	SYS 7 - 3 YR Truck	24	20	32	34	36	38	30	8		
M312	12	SYS 4 - 6 YR Battery	14	13	0	0	12	16	25	15	15	13
M315	24	SYS 7 - 6 Yr Coupler	26	24	0	2	50	58	24	16		
M316	24	SYS 7 - 6 YR Truck	26	24	22	18	10	12	20	36	20	28
M318	13	SYS 12 - Event Recorder Svc	15	14	10	8	9	12	17	18	12	6
M319	13	SYS 2 - ATC C/O	20	10	9	9	15	13	13	19	16	19
M328	75	SYS 12 - Event Recorder Annual	0	0	0	0	0	0	0	0	87	18
M-7 (RSU)												
WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
M701	93	3 YR ASU Dryer	108	58	64	91	86	91	97	125	100	159
M710/M762	104	Air Brake	170	142	142	137	148	138	142	172	108	106
M753/M758/ M759	208	Truck	172	140	170	166	184	166	164	172	216	199
M712	140	Aux Power			110	70	166	136	140	118	110	138
M713/M763	70/84/104	Battery	88	32	3	88	68	80	84	86	104	96
M714/M750	140	Doors	170	142	148	124	184	136	162	148	118	112
M715	168	Car Body				108	162	165	154	168	124	100
M717/M745	140	Coupler	172	140	154	64	175	144	142	152	116	122
M719	84	HVAC	150	78	81	83	76	82	90	87	72	81
M721/M769	42/84	Event Recorder (84 in 2019-2023)			367	32	34	37	46	45	40	27
M730	140	ATC	140	166	65	73	178	160	160	132	148	122
M731	47	ASU (phase out 2016)	67	86	36	44	37	38	43	18		
M732	104	Relays			104	112	104	106	100	116	92	78
M743	84	PH 2 Toilet					7	71	96	72	86	51
M754	140	PH 2 Propulsion						136	134	100	68	74
M766	168	5 Year #8 Vent Valve										216
M767	104	Toilet Room Rehabillitation										74

Note: The RCM work scope quantity is subject to adjustments to include In-service requirement compliance, unscheduled repairs made, and resource & material issues.

Long Island Rail Road



Completed RCM Tasks by Year - Diesel Fleet												
<b>C3 Coach Fleet</b>												
WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
C301	134	1 YR Air Brake Svc	147	183	164	160	157	154	152	148	142	149
C305	34	Air Brake (COTS)	33	31	38	32	36	31	37	30	33	28
C306	34	Aux Power - Battery	31	31	37	33	35	33	36	30	34	28
C308/C332	34	Door (Phase 2)	32	31	37	33	37	31	35	31	36	28
C310/C345	34	Truck (Phase 3)	32	31	37	33	35	34	35	30	28	27
C312	6	Event Recorder (Cab Cars)	5	4	4	6	6	5	6	6	6	4
C320/C342	34	HVAC (Phase 2)	34	31	19	22	21	20	43	50	34	28
C321	34	Phase 2 Car Body					19	33	37	30	31	28
C322	not level	ATC C/O & Test (Cab Cars)	1	0	0	22	1	0	0	6	6	16
<b>DE/DM-30 Locomotives</b>												
WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
DD02	9	5 YR Air Brake	7	8	12	10	9	7	10	9	8	7
DD04	9	5 YR Truck	6	7	15	10	9	7	10	9	8	7
DD05	0	5 YR HVAC (Eliminated 2018)	6	7	11	9	9	7	12	9	7	0
DD08	9	5 YR Event Recorder	0	3	6	13	10	7	11	8	7	7
DD11	45	1 YR Air Brake	50	44	51	56	54	51	50	44	49	47
DD15	9 / offset	2.5 YR LCM DEDM	7	7	11	7	8	9	6	4	5	1
DD12/DD18	9 / offset	Propulsion (Phase 2)	6	7	12	10	9	6	4	0	2	2
DD03/DD19	9	Aux Power (Phase 2)	7	8	12	10	9	6	11	9	9	2
DD06/DD20	9 / offset	Engine Overhaul (Phase 2)	4	8	12	10	9	5	4	0	2	
DD22	Not level	6 YR ATC	2	2	37	8	1	0	0	6	34	5
DD24	5	15 YR DE RCM						1	5	6	6	4
DD25	1	15 YR DE RCM										1

*Note: The RCM work scope quantity is subject to adjustments to include In-service requirement compliance, unscheduled repairs made, and resource & material issues.*

## 2019 Challenges

- Complete testing and implementation of major integrated projects – PTC, AVRМ, and 250Hz ATC Systems with limited staff
- Diesel & MU shop capacity issues
- RCM Related Challenges:
  - Budget Constraints for next phases of M7 Midlife
  - Extension of M3 past expected Life
  - Plan and Transition RCM Initiatives to next phases
  - Multi Year Production Plans and Lead Time implications.
- Continuing M9 Readiness preparations & M3 Decommissioning Planning/Support
- Fleet System/Component Obsolescence issues.
- MTA Enterprise Asset Management Plan Development and Support for the New MTA Corporate System

## 2019 Performance Goals

Description	2019 Target
MDBF - All Fleet	185,000
M-3 MDBF	60,000
M-7 MDBF	378,000
M-9 MDBF	135,000
C-3 MDBF	103,000
DE MDBF	19,000
DM MDBF	19,000
HVAC Compliance	97%
MU AM peak Availability requirement	864
Diesel Coach AM peak Availability requirement	115
Diesel Fleet Delays per Month	40
MU Fleet Delays per Month	50
Car Cleanliness (Lay-up cleaning) Compliance	95%
Toilet Servicing Compliance - Electric Fleet	92%
Toilet Servicing Compliance - Diesel Fleet	92%

# MTA Long Island Rail Road (LIRR)

## **EEO Report – 4<sup>th</sup> Quarter 2018**

February 25, 2019

# Executive Summary

## ■ EEO

As of **December 31, 2018**, LIRR's workforce included 7,603 total employees. This represents a 3% increase from the fourth quarter 2017 (4Q17) workforce.

- Females represent 15% (1132) of our workforce, remaining constant, when compared to 4Q17, due to hiring activity combined with attrition.
- Females were hired above their current representation due to recruitment efforts.
- Minorities represent 36% (2,761) of our workforce, remaining constant when compared to 4Q17, due to hiring activity combined with attrition.
- Minorities were hired above their current representation due to recruitment efforts.

# Executive Summary

MTA LIRR conducted a **utilization analysis**\* of females and minorities in its workforce as of December 31, 2018. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

## Females:

- ☐ Officials & Administrators - Whites
- ☐ Professionals - Whites
- ☐ Technicians – Hispanics, Asians and Whites
- ☐ Administrative Support – Hispanics, Asians, and Whites
- ☐ Skilled Craft– Blacks and Hispanics
- ☐ Service Maintenance – Hispanics and Asians

## Minorities:

- ☐ Technicians – Blacks, Hispanics and Asians
- ☐ Administrative Support – Hispanics and Asians
- ☐ Skilled Craft – Blacks, Hispanics, Asians and NHOP
- ☐ Service Maintenance – Hispanics and Asians

\*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.

# Executive Summary

## ■ Diversity Initiatives to increasing representation

- Initiatives/challenges to **address** underrepresentation for **females** and **minorities**
  - Female - non-traditional/male dominated industry; limited availability of technical, skilled craft and service maintenance qualified females, private sector competitive salaries.
  - Minority – private sector competitive salaries.
- Initiatives to **increase** representation for **veterans** and **persons with disabilities**
  - Continue partnership with MTA Office of Veterans Affairs to promote employment opportunities for veterans.
  - Continue coordination with the NYC Mayor's Office for People with Disabilities to promote employment opportunities for persons with disabilities.

# MTA LIRR

## **Workforce** as of December 31, 2018



# Definitions of EEO Job Categories

## **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

## **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

## **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

## **Protective Services**

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

## **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

## **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

## **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

## **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

# MTA LIRR Workforce

JOB CATEGORY	TOTAL <sup>1</sup>		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>1,394</b>		471	34%	923	66%	178	13%	134	10%	87	6%	8	1%	1	0%	63	5%	<b>94</b>	7%
F	<b>271</b>	19%	135	10%	136	10%	63	5%	33	2%	23	2%	0	0%	0	0%	16	1%	8	9%
M	<b>1,123</b>	81%	336	24%	787	56%	115	8%	101	7%	64	5%	8	1%	1	0%	47	3%	86	91%
<b>Professionals</b>	<b>332</b>		148	45%	184	55%	49	15%	35	11%	52	16%	0	0%	1	0%	11	3%	<b>21</b>	6%
F	<b>56</b>	17%	31	9%	25	8%	9	3%	7	2%	11	3%	0	0%	1	0%	3	1%	0	0%
M	<b>276</b>	83%	117	35%	159	48%	40	12%	28	8%	41	12%	0	0%	0	0%	8	2%	21	100%
<b>Technicians</b>	<b>12</b>		5	42%	7	58%	1	8%	2	17%	1	8%	1	8%	0	0%	0	0%	<b>1</b>	8%
F	<b>1</b>	8%	1	8%	0	0%	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	<b>11</b>	92%	4	33%	7	58%	0	0%	2	17%	1	8%	1	8%	0	0%	0	0%	1	100%
<b>Administrative Support</b>	<b>382</b>		195	51%	187	49%	118	31%	50	13%	13	3%	2	1%	0	0%	12	3%	<b>13</b>	3%
F	<b>202</b>	53%	124	32%	78	20%	80	21%	29	8%	9	2%	1	0%	0	0%	5	1%	3	23%
M	<b>180</b>	47%	71	19%	109	29%	38	10%	21	5%	4	1%	1	0%	0	0%	7	2%	10	77%
<b>Skilled Craft</b>	<b>4,579</b>		1516	33%	3,063	67%	715	16%	519	11%	138	3%	8	0%	1	0%	135	3%	<b>342</b>	7%
F	<b>444</b>	10%	198	4%	246	5%	131	3%	38	1%	13	0%	1	0%	0	0%	15	0%	10	3%
M	<b>4,135</b>	90%	1318	29%	2,817	62%	584	13%	481	11%	125	3%	7	0%	1	0%	120	3%	332	97%
<b>Service Maintenance</b>	<b>904</b>		426	47%	478	53%	239	26%	135	15%	19	2%	4	0%	1	0%	28	3%	<b>51</b>	6%
F	<b>158</b>	17%	104	12%	54	6%	69	8%	28	3%	1	0%	0	0%	0	0%	6	1%	6	12%
M	<b>746</b>	83%	322	36%	424	47%	170	19%	107	12%	18	2%	4	0%	1	0%	22	2%	45	88%
<b>Total</b>	<b>7,603</b>		<b>2,761</b>	36%	<b>4,842</b>	64%	<b>1,300</b>	17%	<b>875</b>	12%	<b>310</b>	4%	<b>23</b>	0%	<b>4</b>	0%	<b>249</b>	3%	<b>522</b>	7%

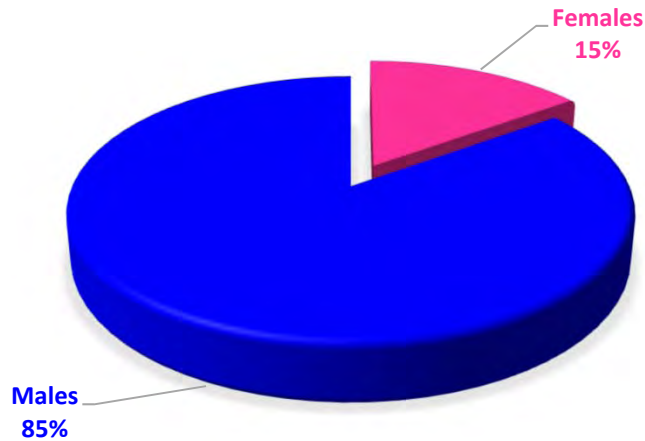
\* American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

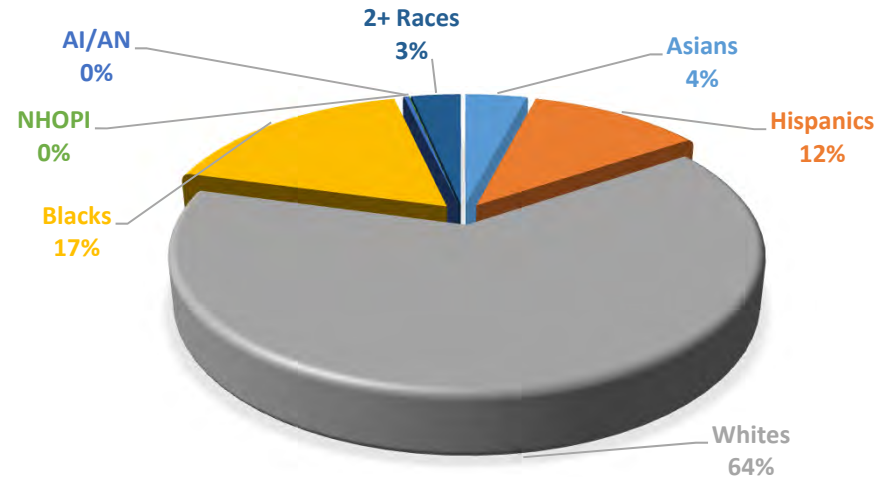
Note: All percentages have been rounded up to the nearest whole number.

# MTA LIRR Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



LIRR's workforce consists of 7,603 employees

- ❑ 15% females, 36% minorities, and 7% veterans.
- ❑ The percentage of females employed has remained constant when compared to 4Q17.
- ❑ The percentage of minorities has remained constant as it relates to race and ethnicity when compared to 4Q17.

# Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **December 31, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80% of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.

# MTA LIRR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	5%	5%	2%	2%	1%	2%	0%	0%	0%	0%	1%	1%	11%	10%
	M	7%	8%	6%	7%	3%	5%	0%	1%	0%	0%	1%	3%		
Professionals	F	3%	3%	2%	2%	2%	3%	0%	0%	0%	0%	0%	1%	14%	8%
	M	6%	12%	5%	8%	6%	12%	0%	0%	0%	0%	1%	2%		
Technicians	F	3%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%
	M	10%	0%	9%	17%	8%	8%	0%	8%	0%	0%	0%	0%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.

# MTA LIRR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Administrative Support	F	13%	21%	10%	8%	4%	2%	0%	0%	0%	0%	1%	1%	26%	20%
	M	5%	10%	4%	5%	2%	1%	0%	0%	0%	0%	1%	2%		
Skilled Craft	F	5%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%
	M	14%	13%	11%	11%	4%	3%	0%	0%	1%	0%	2%	3%		
Service Maintenance	F	6%	8%	5%	3%	1%	0%	0%	0%	0%	0%	0%	1%	6%	6%
	M	13%	19%	16%	12%	2%	2%	0%	0%	0%	0%	1%	2%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.

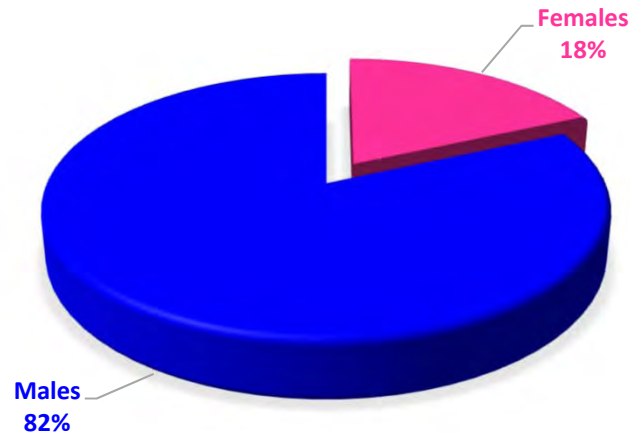
# MTA LIRR

## **New Hires and Veterans**

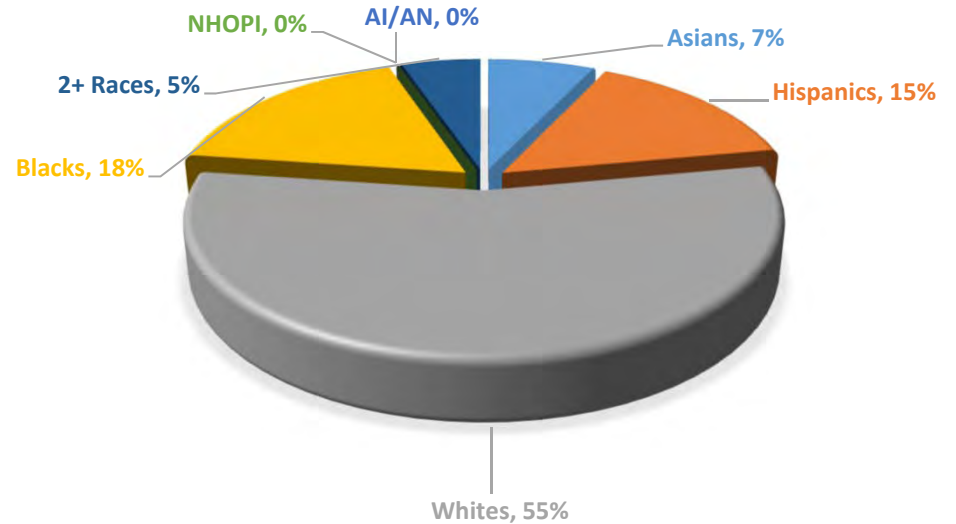
**January 1, 2018 – December 31, 2018**

## MTA LIRR New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



LIRR added 553 employees, including 36 veterans;

- ❑ 18% females of which 3% were female veterans.
- ❑ Female hires were above the percentage when compared to their current representation in the workforce.
- ❑ 45% minorities of which 6% were minority veterans.
- ❑ Minorities were hired above the percentage when compared to their current representation in the workforce.



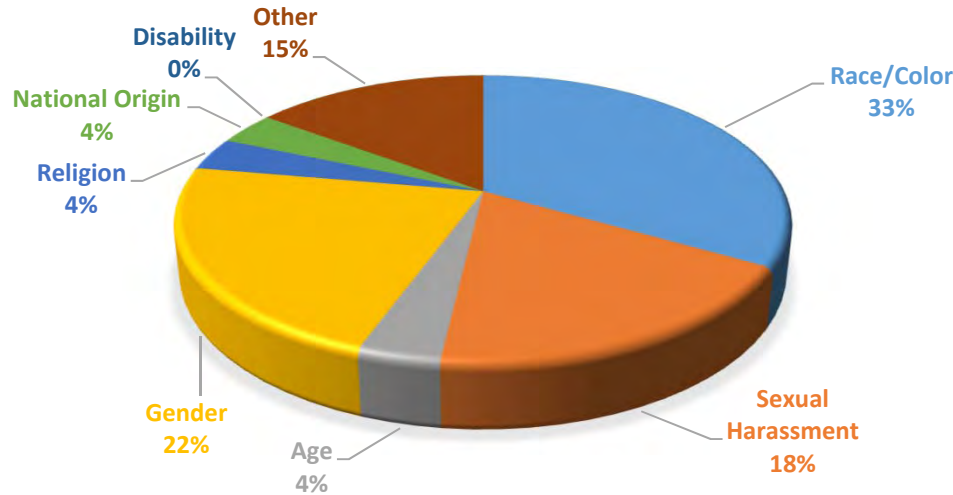
# MTA LIRR

## **Complaints and Lawsuits**

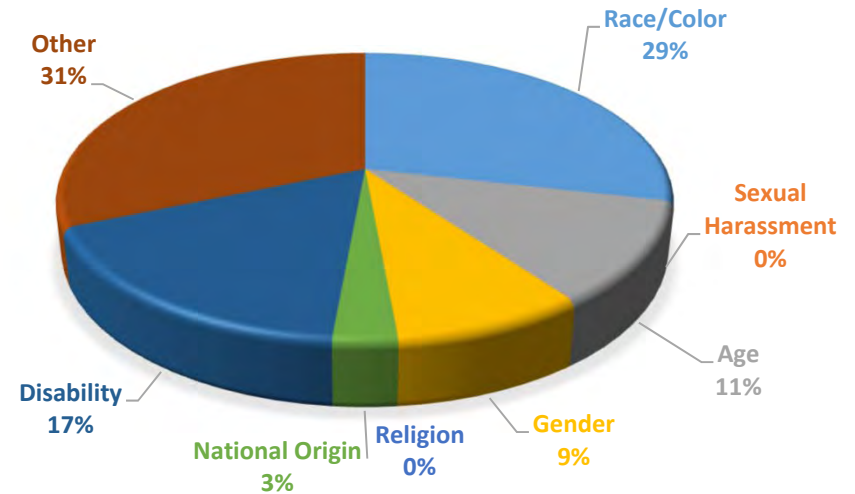
**January 1, 2018 – December 31, 2018**

# MTA LIRR Internal/External EEO Complaints and Lawsuits

## INTERNAL EEO COMPLAINTS



## EXTERNAL EEO COMPLAINTS



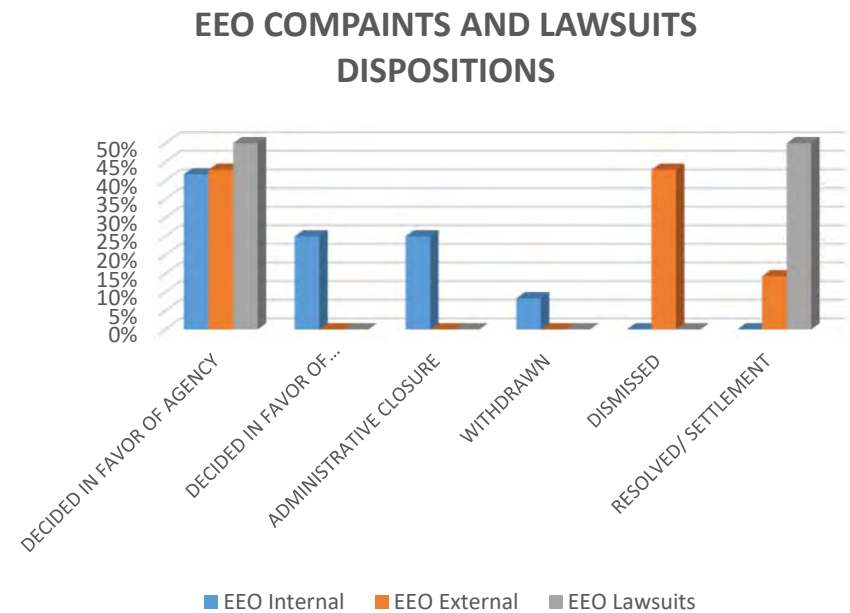
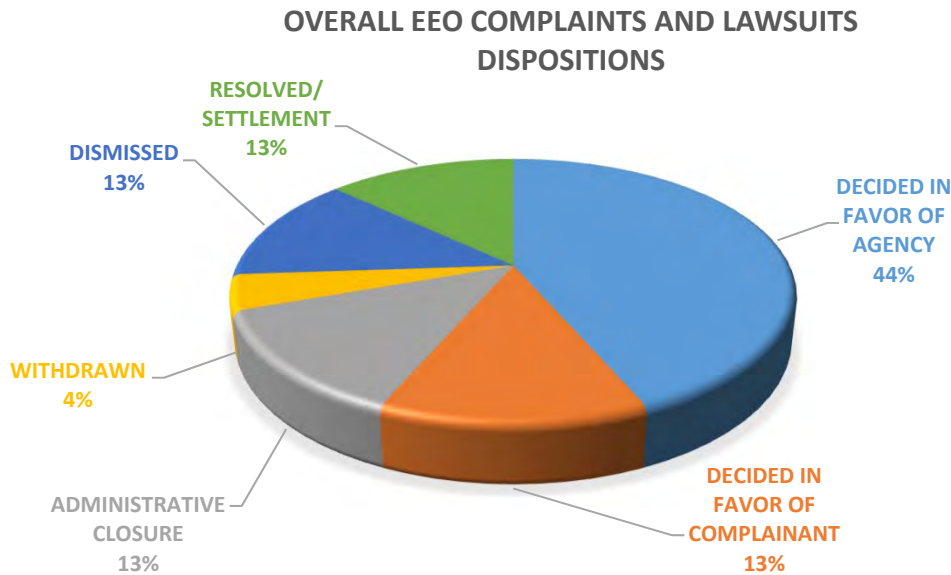
LIRR handled 35 EEO complaints, citing 62 separate allegations, and 12 lawsuits.

- ❑ 20 handled internal complaints.
- ❑ 15 handled external complaints.
- ❑ The most frequently cited basis internally and externally was Race/Color.

These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period.

"Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

# MTA LIRR EEO Complaints and Lawsuits Dispositions

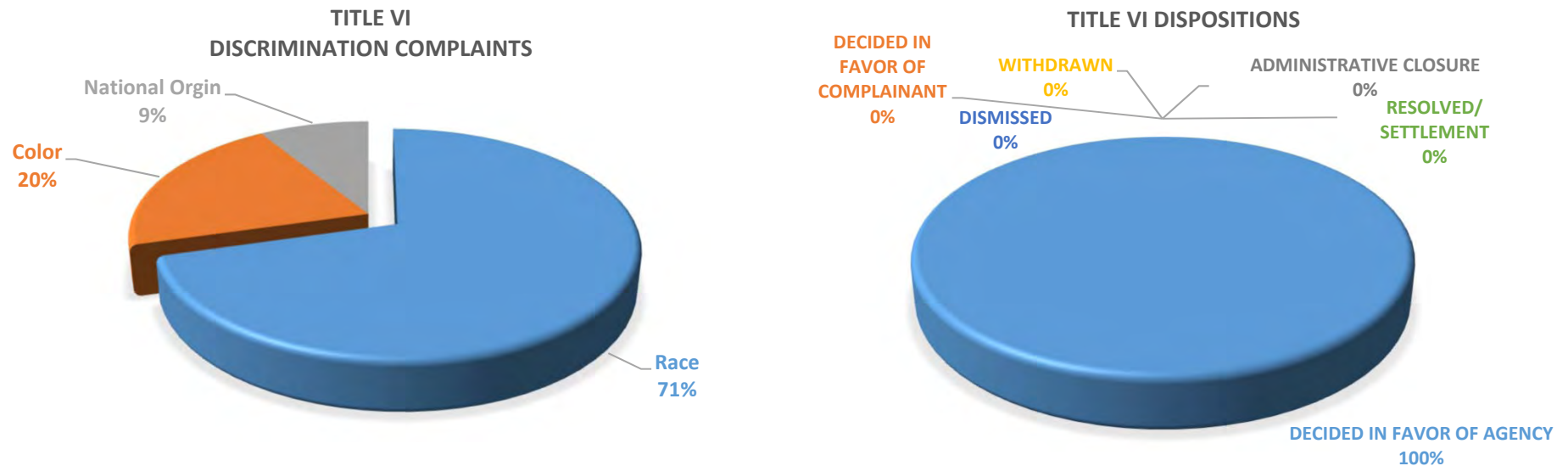


LIRR disposed of 19 EEO complaints and 4 EEO lawsuits.

- ❑ 43% complaints/lawsuits decided in favor of the agency.
- ❑ 13% complaints /lawsuits decided in favor of the complainant.
- ❑ 13% complaints/lawsuits were administrative closures.
- ❑ 13% complaints/lawsuits were resolved/settled.
- ❑ 13% complaints/lawsuits were dismissed.
- ❑ 4% of complaints/lawsuits were withdrawn.

# MTA LIRR

## Title VI Discrimination Complaints, Lawsuits and Dispositions




LIRR handled 25 Title VI Complaints, citing 34 separate allegations and no Title VI lawsuits. Agency disposed of 22 complaints.

- 100% of the complaints were decided in favor of the agency.

# Staff Summary



<b>Subject</b> <b>MARCH TIMETABLE CHANGE &amp; TRACKWORK PROGRAMS</b>						<b>Date</b> <b>JANUARY 25, 2019</b>			
<b>Departments</b> <b>SR. VICE PRESIDENT – OPERATIONS</b>						<b>Vendor Name</b>			
<b>Department Head Names</b> <b>R. BROOKS</b>						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b>			
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI COMM	2/25/19				4	Sr VP – Eng.	1	President
						3	VP Mktg & PA		
						2	Exec VP		

## PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning March 4, 2019, through May 19, 2019. Projects supported during this timetable include Montauk Branch Tie Replacement and Track Surfacing, Amtrak State Of Good Repair, Main Line Expansion, and Lynbrook Station Improvements. Continuing projects include Positive Train Control Installation, East Side Access work in Harold Interlocking, West Side Yard Overbuild, Long Beach Branch Hurricane Sandy Restoration Work, and Jamaica Capacity Improvements. In addition, schedules will be temporarily adjusted for two Trackwork Programs for Switch Replacements on the Main Line on the weekends of March 2-3 and March 9-10. The MTA Long Island Rail Road will also be operating a special timetable to support increased ridership for the New York City St. Patrick's Day Parade, which will take place on Saturday, March 16.

## MARCH 4 TIMETABLE CHANGE

### *Service Improvements*

- South Fork Commuter Connection** – In coordination with our partners on the East End, the LIRR is introducing the South Fork Commuter Connection. This new service provides six additional trains east of Speonk for customers travelling intra-branch and "reverse peak" on the South Fork. These trains will supplement the service currently offered throughout the morning, midday, and afternoon commuter hours. Eastbound, there are three new trains: 6:16 AM from Speonk to Amagansett, making all local stops; 8:26 AM from Hampton Bays to Montauk, making all local stops; and 3:00 PM from Speonk to Montauk, making all local stops. Westbound, there are also three new trains: 7:27 AM from Amagansett to Hampton Bays, making all local stops; 12:58 PM from Montauk to Speonk, making all local stops; and 4:50 PM from Montauk to Hampton Bays, making all local stops. Trains will be met by shuttle services offered by the East End towns to provide "last mile" transportation to and from key employment centers. A version of this service was offered in 2006-2007 during the reconstruction of County Road 39, and it proved to be an attractive alternative for workers impacted by the construction. The increase in East End traffic in the past decade since that work led to this coordinated effort between the LIRR and East End officials to determine optimum schedules and service options.

- **Added Stop At Customer Request** – In response to customer requests, one AM Peak train will have an added stop. Train 2391, the 5:12 AM from Farmingdale, will add a Mineola stop at 5:30 AM to improve intra-Island travel options for customers.

#### *Construction Activities*

- **Montauk Branch, Babylon-Sayville – Mechanized Tie Replacement** – One of two main tracks will be out of service middays between Babylon and Sayville for Mechanized Tie Replacement.
  - **Temporary Service Adjustments:** With one of two main tracks out of service middays, three eastbound and three westbound midday trains will be cancelled, and remaining trains will have added stops and be adjusted up to 12 minutes later to preserve service patterns.
- **Penn Station – Amtrak State of Good Repair Project 2019** – Track 16 within Penn Station will be out of service to allow Amtrak to make necessary repairs in the next phase of this continuing project. This phase of the work will have weekday Peak period service impacts beginning Monday, March 4 and continuing through this timetable.
  - **Temporary Service Adjustments:** As a result of the continued reduction of capacity in Penn Station, the following changes to Peak period service will continue: AM Peak – 2 added trains to Penn Station in the early AM peak continue to operate; 4 regular AM Peak Penn Station trains continue to be diverted, 3 to Atlantic Terminal, and one to Jamaica; and one train remains cancelled and combined with another train. In the PM Peak, the following changes continue – 2 added trains from Penn Station in the early afternoon shoulder peak period continue to operate; the Peak train added from Hunterspoint Avenue in the 7 PM hour continues to operate; 2 trains continue to originate at Atlantic Terminal instead of Penn Station, 1 train continues to originate at Jamaica instead of Penn Station; 2 trains continue to be cancelled at Penn Station and combined with other trains; and 1 PM Reverse Peak train remains diverted to Atlantic Terminal. In both the AM and PM, stops have been added to trains as necessary to preserve service opportunities from diverted or cancelled trains, and cars have been added to lengthen select existing trains.
- **Montauk Branch, Port-Wantagh – Track Surfacing** – One of two main tracks will be out of service overnight between Port Interlocking in Freeport and Wantagh for Track Surfacing.
  - **Temporary Service Adjustments:** With one of two main tracks out of service between Freeport and Wantagh overnight for Surfacing, six late night eastbound Babylon Branch trains will be adjusted between 10 minutes earlier and 10 minutes later, and three late night westbound trains will be adjusted between 1 minute earlier and 7 minutes later.
- **Main Line, Bethpage-Wyandanch – Main Line Signal & Track Work** – One of two main tracks will be out of service middays between Bethpage and Wyandanch for signal testing and prep and finish related to the switch replacements occurring during weekend programs noted below.
  - **Temporary Service Adjustments:** With one of two main tracks out of service between Bethpage and Wyandanch for signal testing and prep/finish work related to upcoming switch replacements, two westbound trains normally originating in Farmingdale will instead originate in Hicksville, and several other trains will have schedule adjustments of up to 6 minutes earlier.

- **Lynbrook Station Improvements – Long Beach Branch Valley-Lead, Montauk Branch Valley-Rocky** – One of two main tracks will be out of service middays on the Long Beach Branch between Valley Stream and Lead Bridge in Island Park, and on the Montauk Branch between Valley Stream and Rockville Centre, for Lynbrook Station Improvements.
  - **Temporary Service Adjustments:** With one of two main tracks of the Montauk Branch out of service between Valley Interlocking in Valley Stream and Rocky Interlocking in Rockville Centre Lynbrook Station Improvements, most eastbound midday Babylon Branch trains will be adjusted up to 7 minutes later, and most westbound midday Babylon Branch trains will be adjusted between 13 minutes earlier and 20 minutes later. Long Beach Branch trains are unaffected at this time, as the schedules already support single track along the branch for continuing Sandy Restorations and Improvements.

## **TRACK WORK PROGRAMS**

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

- **Main Line Switch Replacement** – On the weekend of March 2-3 and on Sunday, March 10<sup>th</sup> both main tracks will be out of service between Farmingdale and Ronkonkoma for switch replacement at Farmingdale.
  - **Temporary Service Adjustments:** On the weekend of March 2-3 for 48 hours and Sunday, March 10<sup>th</sup> for 9 hours, eastbound customers will transfer at Hicksville for bus service from Bethpage through Ronkonkoma. Eastbound customers traveling between Hicksville and Ronkonkoma will transfer to buses at Hicksville and can expect up to 44 minutes additional travel time to their final destination. Westbound customers traveling from stations Ronkonkoma through Bethpage will board buses at their station for Hicksville, where they will transfer to train service. Westbound buses will depart up to 44 minutes earlier than normal train service in order to connect with trains at Hicksville. Trains between Ronkonkoma and Greenport may operate on adjusted schedules. Customers traveling eastbound from Penn Station to stations east of Ronkonkoma will board earlier trains for Hicksville, then transfer to buses to connect with Greenport trains.

## **ST. PATRICKS DAY SERVICE**

- On Saturday, March 16<sup>th</sup>, a special timetable will be implemented to support ridership for the St. Patrick's Day Parade in New York City. Past ridership counts have shown upward of 80,000 customers utilizing our system when St. Patrick's Day fell on a Saturday. Twenty extra westbound and 18 extra eastbound trains will operate to accommodate expected ridership.

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

## **IMPACT ON FUNDING**

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



**Metro-North Railroad**

# **Information Items**



**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2019-2022  
2018 FINAL ESTIMATE AND 2019 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's (MNR) 2018 Final Estimate, 2019 Adopted Budget, and the Financial Plan for 2019-2022. The MNR Adopted Budget does not include MTA Plan Adjustments that were presented in the November Financial Plan and adopted by the Board in December 2018.

The MNR technical adjustments, which are described below, are presented in the Reconciliation to the November Financial Plan schedules:

- A revision to Retroactive Wage Adjustments (RWA) cash payouts of \$2.6 million from 2018 to 2019, aligning the budget to actual cash impacts.
- Adjustments to both Claims and Other Operating Revenue cash requirements reflect Spuyten Duyvil injury claim payments as well as third-party insurance reimbursements. Claims cash requirements increase in 2018 by \$13.6 million with an offsetting reimbursement in Other Operating Revenue of \$12.6 million in 2018 and \$1.0 million in 2019.
- Recognize \$14.3 million in 2018 for Environmental Remediation obligations for the Harmon Shop Improvements Capital project. This technical adjustment has no impact on 2018 subsidies.

The February Financial Plan also includes the following re-categorizations, which have a net-zero impact on the surplus/deficit over the five-year Plan period, and are therefore not captured on the reconciliation schedules:

- Reclass approximately \$9.0 million in 2018 – 2022 cash requirements from Payroll to Health and Welfare.
- Reclass approximately \$3.0 million in 2018 cash requirements from Other Fringe Benefits to Health and Welfare.
- Transfer 109 Positions for Grand Central Terminal Building Services from Maintenance of Way to Customer Service.

The following schedules detail the monthly allocation of financial (including overtime), position, and utilization data based on the 2019 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2019-2022**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2018		2019		2020		2021		2022	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2018 November Financial Plan: Net Surplus/(Deficit)</b>	<b>6,495</b>	<b>(\$857.934)</b>	<b>6,369</b>	<b>(\$791.695)</b>	<b>6,388</b>	<b>(\$779.068)</b>	<b>6,380</b>	<b>(\$787.466)</b>	<b>6,388</b>	<b>(\$843.457)</b>
<b>Technical Adjustments:</b>										
Environmental Remediation for the Harmon Shop Capital Project				(14.307)						
Sub-Total Technical Adjustments	0	(\$14.307)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2019 February Financial Plan: Net Surplus/(Deficit)</b>	<b>6,495</b>	<b>(\$872.241)</b>	<b>6,369</b>	<b>(\$791.695)</b>	<b>6,388</b>	<b>(\$779.068)</b>	<b>6,380</b>	<b>(\$787.466)</b>	<b>6,388</b>	<b>(\$843.457)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2019-2022**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2018		2019		2020		2021		2022	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2018 November Financial Plan: Net Surplus/(Deficit)</b>	<b>639</b>	<b>\$0.000</b>	<b>766</b>	<b>\$0.000</b>	<b>749</b>	<b>\$0.000</b>	<b>766</b>	<b>\$0.000</b>	<b>758</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2019 February Financial Plan: Net Surplus/(Deficit)</b>	<b>639</b>	<b>\$0.000</b>	<b>766</b>	<b>\$0.000</b>	<b>749</b>	<b>\$0.000</b>	<b>766</b>	<b>\$0.000</b>	<b>758</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2019-2022**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2018		2019		2020		2021		2022	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2018 November Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>7,134</b>	<b>(\$569.235)</b>	<b>7,135</b>	<b>(\$621.260)</b>	<b>7,137</b>	<b>(\$601.198)</b>	<b>7,146</b>	<b>(\$546.185)</b>	<b>7,146</b>	<b>(\$574.349)</b>
<b>Technical Adjustments:</b>										
A revision in Retroactive Wage Adjustments (RWA) cash payouts from 2018 to 2019, aligning the budget to actual cash impacts		\$2.625		(\$2.625)						
Net impact of Spuyten Duyvil passenger injury claims payments and third party insurance reimbursements		(1.000)		1.000						
Sub-Total Technical Adjustments	0	\$1.625	0	(\$1.625)	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2019 February Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>7,134</b>	<b>(\$567.610)</b>	<b>7,135</b>	<b>(\$622.885)</b>	<b>7,137</b>	<b>(\$601.198)</b>	<b>7,146</b>	<b>(\$546.185)</b>	<b>7,146</b>	<b>(\$574.349)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$747.923	\$758.005	\$764.450	\$764.963	\$772.089
Other Operating Revenue	52.991	56.741	81.694	88.488	62.736
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$800.913</b>	<b>\$814.746</b>	<b>\$846.144</b>	<b>\$853.451</b>	<b>\$834.825</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$520.243	\$522.948	\$544.677	\$554.701	\$564.880
Overtime	94.715	95.257	97.162	99.105	101.087
Health and Welfare	111.427	111.256	116.241	118.054	119.926
OPEB Current Payments	34.000	35.000	36.000	37.000	38.000
Pension	107.206	104.897	101.746	96.388	83.950
Other Fringe Benefits	123.554	124.413	128.792	130.877	133.045
Reimbursable Overhead	(58.594)	(69.543)	(66.153)	(69.003)	(57.595)
<b>Total Labor Expenses</b>	<b>\$932.552</b>	<b>\$924.228</b>	<b>\$958.465</b>	<b>\$967.122</b>	<b>\$983.293</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$76.069	\$70.894	\$73.331	\$75.936	\$79.053
Fuel	21.452	22.306	22.230	21.754	21.518
Insurance	17.635	18.828	20.276	21.816	23.541
Claims	4.716	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	122.800	114.327	112.004	116.145	122.903
Professional Services Contracts	39.058	40.357	40.036	40.749	41.070
Materials and Supplies	98.205	101.233	96.157	98.552	96.687
Other Business Expenses	29.224	28.762	18.905	31.037	30.912
<b>Total Non-Labor Expenses</b>	<b>\$409.159</b>	<b>\$397.706</b>	<b>\$383.940</b>	<b>\$406.988</b>	<b>\$416.683</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,341.712</b>	<b>\$1,321.934</b>	<b>\$1,342.405</b>	<b>\$1,374.110</b>	<b>\$1,399.975</b>
Depreciation	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	11.500	(24.000)	(25.700)	(41.700)	(30.200)
Environmental Remediation	18.307	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$1,673.155</b>	<b>\$1,606.441</b>	<b>\$1,625.212</b>	<b>\$1,640.917</b>	<b>\$1,678.282</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$872.241)</b>	<b>(\$791.695)</b>	<b>(\$779.068)</b>	<b>(\$787.466)</b>	<b>(\$843.457)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(77.299)	(100.334)	(91.193)	(26.864)	(10.638)
Other Cash Adjustments	138.295	22.637	22.555	21.639	33.239
<b>Total Cash Conversion Adjustments</b>	<b>\$304.631</b>	<b>\$168.810</b>	<b>\$177.869</b>	<b>\$241.281</b>	<b>\$269.108</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$567.610)</b>	<b>(\$622.885)</b>	<b>(\$601.198)</b>	<b>(\$546.185)</b>	<b>(\$574.349)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b><u>Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
<i>MNR - MTA</i>	<i>134.825</i>	<i>155.610</i>	<i>154.630</i>	<i>163.171</i>	<i>155.720</i>
<i>MNR - CDOT</i>	<i>138.594</i>	<i>158.767</i>	<i>107.551</i>	<i>90.409</i>	<i>77.998</i>
<i>MNR - Other</i>	<i>11.110</i>	<i>5.179</i>	<i>6.556</i>	<i>9.933</i>	<i>9.479</i>
Capital and Other Reimbursements	284.529	319.556	268.737	263.513	243.197
<b>Total Revenues</b>	<b>\$284.529</b>	<b>\$319.556</b>	<b>\$268.737</b>	<b>\$263.513</b>	<b>\$243.197</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$47.782	\$58.386	\$60.107	\$62.944	\$64.805
Overtime	23.993	26.143	27.298	28.586	29.443
Health and Welfare	16.454	19.409	20.064	20.980	21.575
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	11.366	13.295	13.730	14.384	14.818
Other Fringe Benefits	12.448	14.554	15.028	15.734	16.189
Reimbursable Overhead	55.422	65.875	64.025	67.369	56.294
<b>Total Labor Expenses</b>	<b>\$167.466</b>	<b>\$197.662</b>	<b>\$200.252</b>	<b>\$209.997</b>	<b>\$203.123</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	4.368	4.523	4.605	5.007	3.957
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	29.904	33.538	19.810	16.751	14.551
Professional Services Contracts	38.797	57.162	22.462	10.817	1.053
Materials and Supplies	43.715	26.467	21.283	20.739	20.309
Other Business Expenses	0.278	0.204	0.325	0.200	0.205
<b>Total Non-Labor Expenses</b>	<b>\$117.062</b>	<b>\$121.894</b>	<b>\$68.485</b>	<b>\$53.516</b>	<b>\$40.074</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$284.529</b>	<b>\$319.556</b>	<b>\$268.737</b>	<b>\$263.513</b>	<b>\$243.197</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable / Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$747.923	\$758.005	\$764.450	\$764.963	\$772.089
Other Operating Revenue	52.991	56.741	81.694	88.488	62.736
MNR - MTA	134.825	155.610	154.630	163.171	155.720
MNR - CDOT	138.594	158.767	107.551	90.409	77.998
MNR - Other	11.110	5.179	6.556	9.933	9.479
Capital and Other Reimbursements	284.529	319.556	268.737	263.513	243.197
<b>Total Revenues</b>	<b>\$1,085.442</b>	<b>\$1,134.302</b>	<b>\$1,114.881</b>	<b>\$1,116.964</b>	<b>\$1,078.022</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$568.025	\$581.334	\$604.784	\$617.645	\$629.685
Overtime	118.709	121.400	124.460	127.692	130.530
Health and Welfare	127.882	130.665	136.306	139.034	141.500
OPEB Current Payments	34.000	35.000	36.000	37.000	38.000
Pension	118.573	118.192	115.476	110.772	98.768
Other Fringe Benefits	136.002	138.967	143.820	146.610	149.234
Reimbursable Overhead	(3.172)	(3.668)	(2.128)	(1.634)	(1.301)
<b>Total Labor Expenses</b>	<b>\$1,100.019</b>	<b>\$1,121.890</b>	<b>\$1,158.717</b>	<b>\$1,177.119</b>	<b>\$1,186.416</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$76.069	\$70.894	\$73.331	\$75.936	\$79.053
Fuel	21.452	22.306	22.230	21.754	21.518
Insurance	22.003	23.351	24.882	26.823	27.497
Claims	4.716	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	152.705	147.865	131.815	132.896	137.454
Professional Services Contracts	77.855	97.519	62.497	51.566	42.122
Materials and Supplies	141.920	127.700	117.440	119.292	116.996
Other Business Expenses	29.502	28.966	19.230	31.237	31.117
<b>Total Non-Labor Expenses</b>	<b>\$526.222</b>	<b>\$519.600</b>	<b>\$452.425</b>	<b>\$460.504</b>	<b>\$456.757</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,626.241</b>	<b>\$1,641.490</b>	<b>\$1,611.142</b>	<b>\$1,637.623</b>	<b>\$1,643.172</b>
Depreciation	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	11.500	(24.000)	(25.700)	(41.700)	(30.200)
Environmental Remediation	18.307	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$1,957.683</b>	<b>\$1,925.997</b>	<b>\$1,893.948</b>	<b>\$1,904.430</b>	<b>\$1,921.479</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$872.241)</b>	<b>(\$791.695)</b>	<b>(\$779.068)</b>	<b>(\$787.466)</b>	<b>(\$843.457)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(77.299)	(100.334)	(91.193)	(26.864)	(10.638)
Other Cash Adjustments	138.295	22.637	22.555	21.639	33.239
<b>Total Cash Conversion Adjustments</b>	<b>\$304.631</b>	<b>\$168.810</b>	<b>\$177.869</b>	<b>\$241.281</b>	<b>\$269.108</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$567.610)</b>	<b>(\$622.885)</b>	<b>(\$601.198)</b>	<b>(\$546.185)</b>	<b>(\$574.349)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2019 - 2022**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b><u>Cash Receipts and Expenditures</u></b>					
<b>Receipts</b>					
Farebox Revenue	\$734.880	\$744.603	\$750.825	\$751.110	\$757.946
Other Operating Revenue	120.344	85.932	106.395	113.654	88.433
MNR - MTA	136.280	154.606	155.058	161.115	158.191
MNR - CDOT	138.594	158.767	107.551	90.409	77.998
MNR - Other	11.110	6.748	6.556	9.933	9.479
Capital and Other Reimbursements	285.984	320.122	269.165	261.457	245.669
<b>Total Receipts</b>	<b>\$1,141.207</b>	<b>\$1,150.657</b>	<b>\$1,126.385</b>	<b>\$1,126.221</b>	<b>\$1,092.047</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$551.729	\$591.303	\$607.360	\$608.742	\$622.743
Overtime	118.776	125.434	126.818	127.359	130.734
Health and Welfare	137.423	143.631	145.895	152.149	154.693
OPEB Current Payments	34.000	35.000	36.000	37.000	38.000
Pension	119.180	118.921	116.038	111.167	99.050
Other Fringe Benefits	128.003	136.414	140.603	139.845	143.206
Contribution to GASB Fund	0.000	0.000	3.536	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1,089.112</b>	<b>\$1,150.703</b>	<b>\$1,176.250</b>	<b>\$1,176.262</b>	<b>\$1,188.426</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$78.130	\$72.977	\$75.414	\$78.018	\$81.135
Fuel	20.972	21.817	21.730	21.244	20.998
Insurance	21.122	23.668	25.845	26.876	27.563
Claims	20.344	1.498	1.648	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	188.774	204.912	189.457	145.300	136.668
Professional Services Contracts	91.269	108.810	75.561	53.772	43.596
Materials and Supplies	151.929	137.396	124.404	122.100	119.404
Other Business Expenses	47.165	51.761	37.275	47.686	47.461
<b>Total Non-Labor Expenditures</b>	<b>\$619.705</b>	<b>\$622.838</b>	<b>\$551.334</b>	<b>\$496.143</b>	<b>\$477.970</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,708.817</b>	<b>\$1,773.541</b>	<b>\$1,727.583</b>	<b>\$1,672.406</b>	<b>\$1,666.396</b>
<b>Net Cash Balance</b>	<b>(\$567.610)</b>	<b>(\$622.885)</b>	<b>(\$601.198)</b>	<b>(\$546.185)</b>	<b>(\$574.349)</b>
<b>Subsidies</b>					
MTA	\$446.586	\$504.249	\$480.632	\$421.836	\$444.210
CDOT	121.023	118.636	120.566	124.349	130.139
<b>Total Subsidies</b>	<b>\$567.610</b>	<b>\$622.885</b>	<b>\$601.198</b>	<b>\$546.185</b>	<b>\$574.349</b>



**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2019 - 2022**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b>Cash Flow Adjustments</b>					
<b>Receipts</b>					
Farebox Revenue	(\$13.043)	(\$13.402)	(\$13.625)	(\$13.853)	(\$14.143)
Other Operating Revenue	67.353	29.192	24.701	25.166	25.697
MNR - MTA	1.455	(1.003)	0.429	(2.056)	2.472
MNR - CDOT	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	1.569	0.000	0.000	0.000
Total Capital and Other Reimbursements	\$1.455	\$0.566	\$0.429	(\$2.056)	\$2.472
<b>Total Receipts</b>	<b>\$55.765</b>	<b>\$16.355</b>	<b>\$11.504</b>	<b>\$9.257</b>	<b>\$14.025</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$16.296	(\$9.969)	(\$2.576)	\$8.903	\$6.941
Overtime	(0.068)	(4.035)	(2.359)	0.332	(0.203)
Health and Welfare	(9.542)	(12.965)	(9.589)	(13.115)	(13.193)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	(0.607)	(0.729)	(0.562)	(0.395)	(0.283)
Other Fringe Benefits	7.999	2.553	3.218	6.766	6.028
Contribution to GASB Fund	0.000	0.000	(3.536)	0.000	0.000
Reimbursable Overhead	(3.172)	(3.668)	(2.128)	(1.634)	(1.301)
<b>Total Labor Expenditures</b>	<b>\$10.906</b>	<b>(\$28.813)</b>	<b>(\$17.533)</b>	<b>\$0.857</b>	<b>(\$2.010)</b>
<b>Non-Labor:</b>					
Electric Power	(\$2.061)	(2.082)	(\$2.082)	(\$2.082)	(\$2.082)
Fuel	0.480	0.490	0.499	0.509	0.520
Insurance	0.881	(0.317)	(0.963)	(0.053)	(0.066)
Claims	(15.628)	(0.498)	(0.648)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(36.069)	(57.048)	(57.642)	(12.404)	0.786
Professional Services Contracts	(13.414)	(11.291)	(13.064)	(2.206)	(1.473)
Materials and Supplies	(10.008)	(9.696)	(6.963)	(2.808)	(2.408)
Other Business Expenses	(17.663)	(22.795)	(18.045)	(16.449)	(16.344)
<b>Total Non-Labor Expenditures</b>	<b>(\$93.483)</b>	<b>(\$103.238)</b>	<b>(\$98.909)</b>	<b>(\$35.640)</b>	<b>(\$21.213)</b>
<b>Other Expenditure Adjustments:</b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$82.576)</b>	<b>(\$132.051)</b>	<b>(\$116.442)</b>	<b>(\$34.783)</b>	<b>(\$23.224)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$26.811)</b>	<b>(\$115.696)</b>	<b>(\$104.937)</b>	<b>(\$25.525)</b>	<b>(\$9.199)</b>
Depreciation	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	11.500	(24.000)	(25.700)	(41.700)	(30.200)
Environmental Remediation	18.307	4.000	4.000	4.000	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$304.631</b>	<b>\$168.810</b>	<b>\$177.869</b>	<b>\$241.281</b>	<b>\$269.108</b>

**MTA METRO-NORTH RAILROAD**  
**2019 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
Scheduled Service	588,595	\$38.483	40.4%
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	556,657	33.381	35.0%
Unscheduled Maintenance	5,102	0.287	0.3%
Vacancy/Absentee Coverage	298,537	16.963	17.8%
Weather Emergencies	101,012	6.143	6.4%
Safety/Security/Law Enforcement	0	0.000	-
Other	0	0.000	0.0%
<b>Subtotal</b>	<b>1,549,903</b>	<b>\$95.257</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>	427,637	\$26.143	
<b>TOTAL OVERTIME</b>	<b>1,977,540</b>	<b>\$121.400</b>	

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2019 - 2022**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

Final Estimate	Adopted Budget			
2018	2019	2020	2021	2022

**RIDERSHIP**

<i>Harlem Line Ridership - Commutation</i>	16.704	16.869	17.028	17.014	17.223
<i>Harlem Line Ridership - Non-Commutation</i>	<u>11.002</u>	<u>11.291</u>	<u>11.358</u>	<u>11.349</u>	<u>11.489</u>
Harlem Line	27.706	28.161	28.386	28.364	28.712
<i>Hudson Line Ridership - Commutation</i>	9.370	9.452	9.689	9.698	9.776
<i>Hudson Line Ridership - Non-Commutation</i>	<u>7.756</u>	<u>7.971</u>	<u>7.898</u>	<u>7.905</u>	<u>7.969</u>
Hudson Line	17.126	17.423	17.587	17.603	17.745
<i>New Haven Line Ridership - Commutation</i>	22.158	22.281	22.671	22.685	22.827
<i>New Haven Line Ridership - Non-Commutation</i>	<u>18.213</u>	<u>18.485</u>	<u>18.348</u>	<u>18.360</u>	<u>18.475</u>
New Haven Line	40.371	40.765	41.019	41.045	41.302
<b>Total Commutation Ridership</b>	<b>48.231</b>	<b>48.602</b>	<b>49.387</b>	<b>49.397</b>	<b>49.826</b>
<b>Total Non-Commutation Ridership</b>	<b><u>36.972</u></b>	<b><u>37.747</u></b>	<b><u>37.605</u></b>	<b><u>37.615</u></b>	<b><u>37.933</u></b>
<b>Total East of Hudson Ridership</b>	<b>85.203</b>	<b>86.349</b>	<b>86.992</b>	<b>87.011</b>	<b>87.759</b>
<b>West of Hudson Ridership</b>	<b>1.599</b>	<b>1.614</b>	<b>1.625</b>	<b>1.638</b>	<b>1.667</b>
<b>Total Ridership</b>	<b>86.802</b>	<b>87.962</b>	<b>88.617</b>	<b>88.650</b>	<b>89.426</b>

**FAREBOX REVENUE**

<i>Harlem Line - Commutation Revenue</i>	112.344	113.139	114.167	114.015	115.610
<i>Harlem Line - Non-Commutation Revenue</i>	<u>101.272</u>	<u>104.042</u>	<u>104.986</u>	<u>104.846</u>	<u>106.313</u>
Harlem Line	\$213.616	\$217.181	\$219.153	\$218.861	\$221.923
<i>Hudson Line - Commutation Revenue</i>	73.715	74.085	76.438	76.464	77.067
<i>Hudson Line - Non-Commutation Revenue</i>	<u>87.481</u>	<u>89.992</u>	<u>89.403</u>	<u>89.434</u>	<u>90.138</u>
Hudson Line	\$161.196	\$164.077	\$165.842	\$165.899	\$167.205
<i>New Haven Line - Commutation Revenue</i>	161.295	161.597	163.717	163.996	165.113
<i>New Haven Line - Non-Commutation Revenue</i>	<u>197.425</u>	<u>200.515</u>	<u>201.002</u>	<u>201.345</u>	<u>202.716</u>
New Haven Line	\$358.720	\$362.113	\$364.719	\$365.340	\$367.828
<b>Total Commutation Revenue</b>	<b>\$347.354</b>	<b>\$348.822</b>	<b>\$354.321</b>	<b>\$354.475</b>	<b>\$357.789</b>
<b>Total Non-Commutation Revenue</b>	<b><u>386.178</u></b>	<b><u>394.549</u></b>	<b><u>395.391</u></b>	<b><u>395.625</u></b>	<b><u>399.167</u></b>
<b>Total East of Hudson Revenue</b>	<b>\$733.532</b>	<b>\$743.371</b>	<b>\$749.713</b>	<b>\$750.100</b>	<b>\$756.956</b>
<b>West of Hudson Revenue</b>	<b>\$14.391</b>	<b>\$14.634</b>	<b>\$14.737</b>	<b>\$14.863</b>	<b>\$15.133</b>
<b>Total Farebox Revenue</b>	<b>\$747.923</b>	<b>\$758.005</b>	<b>\$764.450</b>	<b>\$764.963</b>	<b>\$772.089</b>

Notes: West of Hudson total ridership is both Pascack Valley and Port Jervis lines.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2019 - 2022**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2018 Final Estimate</b>	<b>2019 Adopted Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Administration</b>					
President	3	3	3	3	3
Labor Relations	20	20	20	20	20
Safety	59	59	59	59	59
Security	26	26	26	26	26
Office of the Executive VP	10	10	10	10	10
Corporate & Public Affairs	19	19	19	19	19
Customer Service	69	69	69	69	69
Legal	19	19	19	19	19
Claims	14	14	14	14	14
Environmental Compliance & Svce	8	8	8	8	8
VP Human Resources	51	51	51	51	51
Training	101	101	101	101	101
Employee Relations & Diversity	7	7	7	7	7
VP Planning	2	2	2	2	2
Operations Planning & Analysis	22	22	22	22	22
Capital Planning & Programming	18	18	18	18	18
Long Range Planning	8	8	8	8	8
VP Finance & Info Systems	2	2	2	2	2
Controller	82	82	82	82	82
Information Technology & Project Mgmt	0	0	0	0	0
Budget	23	23	23	23	23
Procurement & Material Management	39	39	39	39	39
Corporate	0	0	0	0	0
<b>Total Administration</b>	<b>602</b>	<b>602</b>	<b>602</b>	<b>602</b>	<b>602</b>
<b>Operations</b>					
Operations Administration	105	106	106	106	106
Transportation	1,637	1,674	1,674	1,683	1,683
Customer Service <sup>1</sup>	294	400	400	400	400
Metro-North West	46	46	46	46	46
<b>Total Operations</b>	<b>2,082</b>	<b>2,226</b>	<b>2,226</b>	<b>2,235</b>	<b>2,235</b>
<b>Maintenance</b>					
Maintenance of Equipment	1,764	1,724	1,724	1,724	1,724
Maintenance of Way <sup>1</sup>	2,416	2,306	2,308	2,308	2,308
Procurement & Material Management	134	141	141	141	141
<b>Total Maintenance</b>	<b>4,314</b>	<b>4,171</b>	<b>4,173</b>	<b>4,173</b>	<b>4,173</b>
<b>Engineering/Capital</b>					
Construction Management	43	43	43	43	43
Engineering & Design	93	93	93	93	93
<b>Total Engineering/Capital</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Total Positions</b>	<b>7,134</b>	<b>7,135</b>	<b>7,137</b>	<b>7,146</b>	<b>7,146</b>
<b>Non-Reimbursable</b>	<b>6,495</b>	<b>6,369</b>	<b>6,388</b>	<b>6,380</b>	<b>6,388</b>
<b>Reimbursable</b>	<b>639</b>	<b>766</b>	<b>749</b>	<b>766</b>	<b>758</b>
<b>Total Full-Time</b>	<b>7,133</b>	<b>7,134</b>	<b>7,136</b>	<b>7,145</b>	<b>7,145</b>
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

<sup>1</sup> Reflects the January 2019 transfer of 109 positions from Maintenance of Way to Customer Service.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2019 - 2022**  
**Total Positions by Functional and Occupational Group**  
**Non-Reimbursable and Reimbursable**

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<b>FUNCTION / OCCUPATIONAL GROUP</b>					
<b>Administration</b>					
Managers/Supervisors	201	201	201	201	201
Professional/Technical/Clerical	401	401	401	401	401
Operational Hourlies	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>602</b>	<b>602</b>	<b>602</b>	<b>602</b>	<b>602</b>
<b>Operations</b>					
Managers/Supervisors	234	236	236	236	236
Professional/Technical/Clerical	236	267	267	267	267
Operational Hourlies	1,612	1,723	1,723	1,732	1,732
<b>Total Operations Headcount</b>	<b>2,082</b>	<b>2,226</b>	<b>2,226</b>	<b>2,235</b>	<b>2,235</b>
<b>Maintenance</b>					
Managers/Supervisors	701	684	684	684	684
Professional/Technical/Clerical	564	540	540	540	540
Operational Hourlies	3,049	2,947	2,949	2,949	2,949
<b>Total Maintenance Headcount</b>	<b>4,314</b>	<b>4,171</b>	<b>4,173</b>	<b>4,173</b>	<b>4,173</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	52	52	52	52	52
Professional/Technical/Clerical	84	84	84	84	84
Operational Hourlies	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Public Safety</b>					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>					
Managers/Supervisors	1,188	1,173	1,173	1,173	1,173
Professional, Technical, Clerical	1,285	1,292	1,292	1,292	1,292
Operational Hourlies	4,661	4,670	4,672	4,681	4,681
<b>Total Positions</b>	<b>7,134</b>	<b>7,135</b>	<b>7,137</b>	<b>7,146</b>	<b>7,146</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$57.378	\$55.522	\$61.002	\$60.707	\$63.834	\$66.340	\$65.548	\$64.716	\$63.905	\$65.586	\$65.943	\$67.523	\$758.005
Other Operating Revenue	4.474	4.349	4.425	4.658	4.411	4.396	4.614	4.368	4.268	4.557	4.897	7.324	56.741
<b>Total Revenues</b>	<b>\$61.852</b>	<b>\$59.872</b>	<b>\$65.428</b>	<b>\$65.365</b>	<b>\$68.245</b>	<b>\$70.736</b>	<b>\$70.162</b>	<b>\$69.084</b>	<b>\$68.173</b>	<b>\$70.143</b>	<b>\$70.839</b>	<b>\$74.847</b>	<b>\$814.746</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$45.570	\$39.735	\$42.257	\$42.764	\$45.727	\$40.231	\$45.221	\$43.927	\$43.053	\$45.361	\$42.973	\$46.128	\$522.948
Overtime	9.155	8.323	8.319	7.414	7.875	6.958	7.868	7.472	7.652	7.134	8.115	8.974	95.257
Health and Welfare	9.992	8.386	9.315	8.968	9.797	8.010	9.696	9.269	8.956	9.615	9.151	10.101	111.256
OPEB Current Payments	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	35.000
Pension	9.230	8.102	8.806	8.539	9.114	7.872	9.018	8.752	8.544	8.955	8.655	9.309	104.897
Other Fringe Benefits	10.899	9.945	10.401	10.117	10.744	9.392	10.654	10.342	10.111	10.587	10.250	10.972	124.413
Reimbursable Overhead	(4.414)	(3.991)	(5.469)	(6.842)	(7.192)	(6.247)	(6.674)	(6.474)	(6.008)	(6.593)	(5.361)	(4.276)	(69.543)
<b>Total Labor Expenses</b>	<b>\$83.349</b>	<b>\$73.416</b>	<b>\$76.545</b>	<b>\$73.877</b>	<b>\$78.981</b>	<b>\$69.132</b>	<b>\$78.699</b>	<b>\$76.205</b>	<b>\$75.225</b>	<b>\$77.975</b>	<b>\$76.700</b>	<b>\$84.125</b>	<b>\$924.228</b>
<b>Non-Labor:</b>													
Electric Power	\$6.666	\$7.052	\$5.837	\$5.157	\$5.172	\$5.505	\$6.055	\$5.947	\$5.879	\$5.500	\$5.559	\$6.565	\$70.894
Fuel	2.189	1.880	1.984	1.868	1.754	1.752	1.727	1.787	1.702	1.812	1.770	2.081	22.306
Insurance	1.523	1.526	1.544	1.544	1.582	1.595	1.570	1.570	1.570	1.570	1.593	1.640	18.828
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	(0.048)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.914	8.666	11.984	9.129	9.399	10.124	9.163	9.104	10.557	9.196	9.317	8.773	114.327
Professional Services Contracts	3.731	3.099	3.213	3.252	3.148	3.822	3.163	3.107	3.329	3.227	3.261	4.007	40.357
Materials and Supplies	8.084	8.410	8.128	8.352	8.519	8.383	8.558	8.589	8.606	8.508	8.592	8.503	101.233
Other Business Expenses	2.652	2.102	2.481	2.188	2.692	2.725	2.922	2.537	2.119	2.574	2.116	1.655	28.762
<b>Total Non-Labor Expenses</b>	<b>\$33.852</b>	<b>\$32.831</b>	<b>\$35.270</b>	<b>\$31.583</b>	<b>\$32.364</b>	<b>\$33.999</b>	<b>\$33.255</b>	<b>\$32.733</b>	<b>\$33.858</b>	<b>\$32.484</b>	<b>\$32.301</b>	<b>\$33.176</b>	<b>\$397.706</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$117.201</b>	<b>\$106.247</b>	<b>\$111.815</b>	<b>\$105.460</b>	<b>\$111.344</b>	<b>\$103.131</b>	<b>\$111.954</b>	<b>\$108.938</b>	<b>\$109.083</b>	<b>\$110.460</b>	<b>\$109.000</b>	<b>\$117.301</b>	<b>\$1,321.934</b>
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
OPEB Liability Adjustment	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	58.000
GASB 68 Pension Expense Adjustment	0.000	0.000	(6.000)	0.000	0.000	(6.000)	0.000	0.000	(6.000)	0.000	0.000	(6.000)	(24.000)
Environmental Remediation	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	4.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$142.910</b>	<b>\$131.956</b>	<b>\$131.523</b>	<b>\$131.169</b>	<b>\$137.053</b>	<b>\$122.840</b>	<b>\$137.663</b>	<b>\$134.646</b>	<b>\$128.792</b>	<b>\$136.168</b>	<b>\$134.709</b>	<b>\$137.010</b>	<b>\$1,606.441</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$81.058)</b>	<b>(\$72.084)</b>	<b>(\$66.096)</b>	<b>(\$65.803)</b>	<b>(\$68.809)</b>	<b>(\$52.104)</b>	<b>(\$67.501)</b>	<b>(\$65.562)</b>	<b>(\$60.619)</b>	<b>(\$66.026)</b>	<b>(\$63.870)</b>	<b>(\$62.163)</b>	<b>(\$791.695)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
Operating/Capital	(6.815)	(8.179)	(6.513)	(5.277)	(5.791)	(10.080)	(8.919)	(8.863)	(8.909)	(10.632)	(7.900)	(12.457)	(100.334)
Other Cash Adjustments	3.638	14.877	11.869	7.922	(0.336)	(41.500)	18.331	(1.077)	8.913	1.293	12.850	(14.142)	22.637
<b>Total Cash Conversion Adjustments</b>	<b>\$17.365</b>	<b>\$27.240</b>	<b>\$25.898</b>	<b>\$23.187</b>	<b>\$14.416</b>	<b>(\$31.037)</b>	<b>\$29.954</b>	<b>\$10.602</b>	<b>\$20.546</b>	<b>\$11.203</b>	<b>\$25.492</b>	<b>(\$6.057)</b>	<b>\$168.810</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$63.693)</b>	<b>(\$44.844)</b>	<b>(\$40.197)</b>	<b>(\$42.617)</b>	<b>(\$54.393)</b>	<b>(\$83.142)</b>	<b>(\$37.547)</b>	<b>(\$54.960)</b>	<b>(\$40.073)</b>	<b>(\$54.823)</b>	<b>(\$38.378)</b>	<b>(\$68.220)</b>	<b>(\$622.885)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	10.206	9.418	10.921	14.372	14.493	14.848	15.409	14.171	13.398	14.561	12.119	11.694	155.610
MNR - CDOT	13.490	17.259	15.878	14.952	14.874	13.417	13.829	14.777	13.540	10.363	8.715	7.673	158.767
MNR - Other	0.457	0.448	0.443	0.422	0.464	0.421	0.454	0.445	0.426	0.441	0.381	0.378	5.179
Capital and Other Reimbursements	24.152	27.125	27.242	29.746	29.831	28.686	29.691	29.393	27.365	25.366	21.215	19.744	319.556
<b>Total Revenues</b>	<b>\$24.152</b>	<b>\$27.125</b>	<b>\$27.242</b>	<b>\$29.746</b>	<b>\$29.831</b>	<b>\$28.686</b>	<b>\$29.691</b>	<b>\$29.393</b>	<b>\$27.365</b>	<b>\$25.366</b>	<b>\$21.215</b>	<b>\$19.744</b>	<b>\$319.556</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$4.130	\$3.709	\$4.603	\$5.352	\$5.657	\$5.168	\$5.497	\$5.384	\$5.056	\$5.701	\$4.381	\$3.747	\$58.386
Overtime	1.399	1.323	1.852	2.718	2.873	2.495	2.695	2.612	2.341	2.484	2.003	1.348	26.143
Health and Welfare	1.294	1.172	1.494	1.838	1.939	1.750	1.867	1.825	1.696	1.888	1.464	1.182	19.409
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.889	0.807	1.024	1.254	1.327	1.197	1.279	1.249	1.160	1.289	1.003	0.818	13.295
Other Fringe Benefits	0.967	0.877	1.120	1.381	1.457	1.315	1.402	1.370	1.272	1.414	1.096	0.883	14.554
Reimbursable Overhead	4.139	3.758	5.207	6.519	6.852	5.960	6.303	6.126	5.684	6.250	5.071	4.005	65.875
<b>Total Labor Expenses</b>	<b>\$12.819</b>	<b>\$11.647</b>	<b>\$15.300</b>	<b>\$19.063</b>	<b>\$20.105</b>	<b>\$17.884</b>	<b>\$19.042</b>	<b>\$18.565</b>	<b>\$17.209</b>	<b>\$19.026</b>	<b>\$15.018</b>	<b>\$11.984</b>	<b>\$197.662</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.281	0.258	0.368	0.483	0.496	0.416	0.431	0.417	0.384	0.431	0.321	0.236	4.523
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.420	6.352	2.432	2.282	1.876	2.181	2.492	3.465	2.491	2.013	2.267	4.265	33.538
Professional Services Contracts	6.937	6.344	6.434	5.229	5.229	5.229	5.090	5.090	5.090	2.136	2.136	2.217	57.162
Materials and Supplies	2.676	2.506	2.689	2.669	2.105	2.956	2.621	1.840	2.175	1.744	1.458	1.027	26.467
Other Business Expenses	0.019	0.019	0.019	0.019	0.019	0.019	0.015	0.015	0.015	0.015	0.015	0.015	0.204
<b>Total Non-Labor Expenses</b>	<b>\$11.333</b>	<b>\$15.479</b>	<b>\$11.942</b>	<b>\$10.683</b>	<b>\$9.725</b>	<b>\$10.802</b>	<b>\$10.649</b>	<b>\$10.827</b>	<b>\$10.156</b>	<b>\$6.340</b>	<b>\$6.197</b>	<b>\$7.761</b>	<b>\$121.894</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$24.152</b>	<b>\$27.125</b>	<b>\$27.242</b>	<b>\$29.746</b>	<b>\$29.831</b>	<b>\$28.686</b>	<b>\$29.691</b>	<b>\$29.393</b>	<b>\$27.365</b>	<b>\$25.366</b>	<b>\$21.215</b>	<b>\$19.744</b>	<b>\$319.556</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$57.378	\$55.522	\$61.002	\$60.707	\$63.834	\$66.340	\$65.548	\$64.716	\$63.905	\$65.586	\$65.943	\$67.523	\$758.005
Other Operating Revenue	4.474	4.349	4.425	4.658	4.411	4.396	4.614	4.368	4.268	4.557	4.897	7.324	56.741
MNR - MTA	10.206	9.418	10.921	14.372	14.493	14.848	15.409	14.171	13.398	14.561	12.119	11.694	155.610
MNR - CDOT	13.490	17.259	15.878	14.952	14.874	13.417	13.829	14.777	13.540	10.363	8.715	7.673	158.767
MNR - Other	0.457	0.448	0.443	0.422	0.464	0.421	0.454	0.445	0.426	0.441	0.381	0.378	5.179
Capital and Other Reimbursements	24.152	27.125	27.242	29.746	29.831	28.686	29.691	29.393	27.365	25.366	21.215	19.744	319.556
<b>Total Revenues</b>	<b>\$86.004</b>	<b>\$86.997</b>	<b>\$92.670</b>	<b>\$95.111</b>	<b>\$98.075</b>	<b>\$99.422</b>	<b>\$99.853</b>	<b>\$98.477</b>	<b>\$95.538</b>	<b>\$95.508</b>	<b>\$92.055</b>	<b>\$94.592</b>	<b>\$1,134.302</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$49.701	\$43.444	\$46.860	\$48.116	\$51.384	\$45.399	\$50.719	\$49.310	\$48.109	\$51.062	\$47.354	\$49.875	\$581.334
Overtime	10.553	9.646	10.170	10.132	10.747	9.453	10.562	10.084	9.993	9.618	10.118	10.322	121.400
Health and Welfare	11.286	9.559	10.809	10.806	11.737	9.759	11.563	11.093	10.652	11.502	10.616	11.283	130.665
OPEB Current Payments	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	35.000
Pension	10.120	8.909	9.830	9.794	10.441	9.069	10.297	10.001	9.704	10.244	9.658	10.127	118.192
Other Fringe Benefits	11.866	10.821	11.520	11.498	12.201	10.707	12.056	11.713	11.383	12.001	11.346	11.855	138.967
Reimbursable Overhead	(0.274)	(0.233)	(0.262)	(0.322)	(0.340)	(0.288)	(0.372)	(0.349)	(0.324)	(0.343)	(0.291)	(0.271)	(3.668)
<b>Total Labor Expenses</b>	<b>\$96.168</b>	<b>\$85.063</b>	<b>\$91.845</b>	<b>\$92.940</b>	<b>\$99.086</b>	<b>\$87.016</b>	<b>\$97.741</b>	<b>\$94.770</b>	<b>\$92.433</b>	<b>\$97.001</b>	<b>\$91.718</b>	<b>\$96.109</b>	<b>\$1,121.890</b>
<b>Non-Labor:</b>													
Electric Power	\$6.666	\$7.052	\$5.837	\$5.157	\$5.172	\$5.505	\$6.055	\$5.947	\$5.879	\$5.500	\$5.559	\$6.565	\$70.894
Fuel	2.189	1.880	1.984	1.868	1.754	1.752	1.727	1.787	1.702	1.812	1.770	2.081	22.306
Insurance	1.804	1.784	1.912	2.027	2.078	2.011	2.000	1.987	1.954	2.001	1.915	1.877	23.351
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	(0.048)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	10.334	15.018	14.417	11.412	11.276	12.306	11.655	12.569	13.048	11.210	11.583	13.038	147.865
Professional Services Contracts	10.668	9.443	9.648	8.481	8.377	9.051	8.253	8.197	8.419	5.363	5.397	6.224	97.519
Materials and Supplies	10.760	10.915	10.817	11.021	10.624	11.339	11.179	10.429	10.781	10.253	10.050	9.531	127.700
Other Business Expenses	2.671	2.121	2.500	2.207	2.711	2.744	2.937	2.551	2.134	2.589	2.131	1.670	28.966
<b>Total Non-Labor Expenses</b>	<b>\$45.185</b>	<b>\$48.310</b>	<b>\$47.212</b>	<b>\$42.266</b>	<b>\$42.089</b>	<b>\$44.801</b>	<b>\$43.904</b>	<b>\$43.560</b>	<b>\$44.014</b>	<b>\$38.824</b>	<b>\$38.498</b>	<b>\$40.937</b>	<b>\$519.600</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$141.353</b>	<b>\$133.373</b>	<b>\$139.057</b>	<b>\$135.206</b>	<b>\$141.175</b>	<b>\$131.817</b>	<b>\$141.646</b>	<b>\$138.330</b>	<b>\$136.447</b>	<b>\$135.825</b>	<b>\$130.216</b>	<b>\$137.046</b>	<b>\$1,641.490</b>
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
OPEB Liability Adjustment	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	58.000
GASB 68 Pension Expense Adjustment	0.000	0.000	(6.000)	0.000	0.000	(6.000)	0.000	0.000	(6.000)	0.000	0.000	(6.000)	(24.000)
Environmental Remediation	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	4.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$167.062</b>	<b>\$159.081</b>	<b>\$158.765</b>	<b>\$160.915</b>	<b>\$166.884</b>	<b>\$151.526</b>	<b>\$167.354</b>	<b>\$164.039</b>	<b>\$156.156</b>	<b>\$161.534</b>	<b>\$155.924</b>	<b>\$156.754</b>	<b>\$1,925.997</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$81.058)</b>	<b>(\$72.084)</b>	<b>(\$66.096)</b>	<b>(\$65.803)</b>	<b>(\$68.809)</b>	<b>(\$52.104)</b>	<b>(\$67.501)</b>	<b>(\$65.562)</b>	<b>(\$60.619)</b>	<b>(\$66.026)</b>	<b>(\$63.870)</b>	<b>(\$62.163)</b>	<b>(\$791.695)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
Operating/Capital	(6.815)	(8.179)	(6.513)	(5.277)	(5.791)	(10.080)	(8.919)	(8.863)	(8.909)	(10.632)	(7.900)	(12.457)	(100.334)
Other Cash Adjustments	3.638	14.877	11.869	7.922	(10.866)	(41.500)	18.331	(1.077)	8.913	1.293	12.850	(14.142)	22.637
<b>Total Cash Conversion Adjustments</b>	<b>\$17.365</b>	<b>\$27.240</b>	<b>\$25.898</b>	<b>\$23.187</b>	<b>\$14.416</b>	<b>(\$31.037)</b>	<b>\$29.954</b>	<b>\$10.602</b>	<b>\$20.546</b>	<b>\$11.203</b>	<b>\$25.492</b>	<b>(\$6.057)</b>	<b>\$168.810</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$63.693)</b>	<b>(\$44.844)</b>	<b>(\$40.197)</b>	<b>(\$42.617)</b>	<b>(\$54.393)</b>	<b>(\$83.142)</b>	<b>(\$37.547)</b>	<b>(\$54.960)</b>	<b>(\$40.073)</b>	<b>(\$54.823)</b>	<b>(\$38.378)</b>	<b>(\$68.220)</b>	<b>(\$622.885)</b>



**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
Farebox Revenue	\$56.329	\$54.371	\$59.821	\$59.496	\$62.651	\$65.002	\$64.125	\$63.735	\$63.081	\$64.718	\$64.862	\$66.412	\$744.603
Other Operating Revenue	6.801	7.318	6.734	6.503	6.184	6.048	7.950	6.258	6.004	8.016	6.838	11.279	85.932
MNR - MTA	13.104	11.291	12.188	10.621	9.931	11.311	14.477	14.458	14.706	15.326	13.965	13.229	154.606
MNR - CDOT	13.490	17.259	15.878	14.952	14.874	13.417	13.829	14.777	13.540	10.363	8.715	7.673	158.767
MNR - Other	0.457	0.448	0.443	0.422	0.464	0.421	0.454	0.445	0.426	0.441	0.381	1.947	6.748
Capital and Other Reimbursements	27.050	28.998	28.509	25.995	25.268	25.149	28.759	29.680	28.673	26.131	23.061	22.849	320.122
<b>Total Receipts</b>	<b>\$90.180</b>	<b>\$90.687</b>	<b>\$95.064</b>	<b>\$91.994</b>	<b>\$94.104</b>	<b>\$96.199</b>	<b>\$100.834</b>	<b>\$99.673</b>	<b>\$97.758</b>	<b>\$98.864</b>	<b>\$94.760</b>	<b>\$100.540</b>	<b>\$1,150.657</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$54.602	\$42.714	\$42.918	\$45.429	\$54.972	\$60.687	\$43.907	\$56.035	\$45.075	\$55.448	\$44.670	\$44.846	\$591.303
Overtime	11.993	9.493	9.411	9.685	11.757	13.215	8.879	11.903	9.467	10.847	9.589	9.197	125.434
Health and Welfare	12.361	10.599	11.871	11.900	12.821	10.817	12.679	12.199	11.747	12.600	11.678	12.360	143.631
OPEB Current Payments	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	2.917	35.000
Pension	10.174	8.957	9.884	9.857	10.508	9.127	10.368	10.069	9.768	10.312	9.716	10.181	118.921
Other Fringe Benefits	13.046	9.984	10.030	10.080	13.112	13.723	9.525	13.544	10.209	13.083	10.164	9.914	136.414
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$105.093</b>	<b>\$84.664</b>	<b>\$87.030</b>	<b>\$89.868</b>	<b>\$106.086</b>	<b>\$110.485</b>	<b>\$88.274</b>	<b>\$106.666</b>	<b>\$89.183</b>	<b>\$105.206</b>	<b>\$88.733</b>	<b>\$89.415</b>	<b>\$1,150.703</b>
<b>Non-Labor:</b>													
Electric Power	\$6.840	\$7.225	\$6.011	\$5.330	\$5.346	\$5.678	\$6.229	\$6.121	\$6.052	\$5.673	\$5.732	\$6.739	\$72.977
Fuel	2.148	1.839	1.943	1.827	1.713	1.712	1.686	1.746	1.661	1.771	1.729	2.040	21.817
Insurance	2.232	0.276	0.388	3.660	0.526	0.440	3.753	1.676	0.412	3.709	3.259	3.336	23.668
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	0.449	1.498
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	9.969	16.341	15.662	11.199	11.857	24.973	15.272	15.883	17.651	15.724	14.917	35.465	204.912
Professional Services Contracts	10.661	8.879	9.256	7.850	7.954	17.042	7.605	7.549	7.771	4.636	4.754	14.854	108.810
Materials and Supplies	11.936	12.070	10.736	10.943	10.546	14.675	11.109	10.356	10.710	11.881	9.974	12.459	137.396
Other Business Expenses	4.902	4.139	4.137	3.840	4.371	4.243	4.356	4.543	4.293	4.989	3.945	4.003	51.761
<b>Total Non-Labor Expenditures</b>	<b>\$48.780</b>	<b>\$50.868</b>	<b>\$48.231</b>	<b>\$44.743</b>	<b>\$42.410</b>	<b>\$68.856</b>	<b>\$50.107</b>	<b>\$47.966</b>	<b>\$48.647</b>	<b>\$48.481</b>	<b>\$44.405</b>	<b>\$79.345</b>	<b>\$622.838</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$153.873</b>	<b>\$135.532</b>	<b>\$135.261</b>	<b>\$134.611</b>	<b>\$148.497</b>	<b>\$179.341</b>	<b>\$138.381</b>	<b>\$154.633</b>	<b>\$137.830</b>	<b>\$153.687</b>	<b>\$133.138</b>	<b>\$168.759</b>	<b>\$1,773.541</b>
<b>Net Cash Balance</b>	<b>(\$63.693)</b>	<b>(\$44.844)</b>	<b>(\$40.197)</b>	<b>(\$42.617)</b>	<b>(\$54.393)</b>	<b>(\$83.142)</b>	<b>(\$37.547)</b>	<b>(\$54.960)</b>	<b>(\$40.073)</b>	<b>(\$54.823)</b>	<b>(\$38.378)</b>	<b>(\$68.220)</b>	<b>(\$622.885)</b>
<b>Subsidies</b>													
MTA Subsidy	\$50.166	\$33.384	\$26.887	\$33.769	\$45.049	\$75.717	\$28.487	\$46.563	\$29.754	\$46.356	\$30.637	\$57.480	\$504.249
CDOT Subsidy	13.527	11.460	13.310	8.848	9.344	7.425	9.060	8.396	10.318	8.467	7.741	10.740	118.636
<b>Total Subsidies</b>	<b>\$63.693</b>	<b>\$44.844</b>	<b>\$40.197</b>	<b>\$42.617</b>	<b>\$54.393</b>	<b>\$83.142</b>	<b>\$37.547</b>	<b>\$54.960</b>	<b>\$40.073</b>	<b>\$54.823</b>	<b>\$38.378</b>	<b>\$68.220</b>	<b>\$622.885</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
Farebox Revenue	(\$1.049)	(\$1.151)	(\$1.181)	(\$1.211)	(\$1.183)	(\$1.338)	(\$1.423)	(\$0.981)	(\$0.824)	(\$0.868)	(\$1.081)	(\$1.112)	(\$13.402)
Other Operating Revenue	2.327	2.969	2.309	1.845	1.773	1.652	3.336	1.890	1.737	3.459	1.941	3.955	29.192
MNR - MTA	2.898	1.873	1.267	(3.751)	(4.562)	(3.537)	(0.932)	0.287	1.308	0.765	1.846	1.536	(1.003)
MNR - CDOT	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.569	1.569
Capital and Other Reimbursements	2.898	1.873	1.267	(3.751)	(4.562)	(3.537)	(0.932)	0.287	1.308	0.765	1.846	3.105	0.566
<b>Total Receipts</b>	<b>\$4.176</b>	<b>\$3.690</b>	<b>\$2.394</b>	<b>(\$3.117)</b>	<b>(\$3.972)</b>	<b>(\$3.223)</b>	<b>\$0.981</b>	<b>\$1.196</b>	<b>\$2.220</b>	<b>\$3.356</b>	<b>\$2.706</b>	<b>\$5.948</b>	<b>\$16.355</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$4.902)	\$0.729	\$3.942	\$2.687	(\$3.588)	(\$15.288)	\$6.812	(\$6.724)	\$3.035	(\$4.386)	\$2.684	\$5.029	(\$9.969)
Overtime	(1.439)	0.153	0.759	0.447	(1.010)	(3.762)	1.684	(1.819)	0.526	(1.228)	0.530	1.125	(4.035)
Health and Welfare	(1.075)	(1.040)	(1.062)	(1.094)	(1.084)	(1.057)	(1.116)	(1.105)	(1.095)	(1.098)	(1.062)	(1.076)	(12.965)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	(0.055)	(0.048)	(0.053)	(0.064)	(0.067)	(0.059)	(0.071)	(0.068)	(0.065)	(0.068)	(0.058)	(0.054)	(0.729)
Other Fringe Benefits	(1.180)	0.837	1.491	1.418	(0.911)	(3.015)	2.531	(1.831)	1.174	(1.082)	1.182	1.941	2.553
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.274)	(0.233)	(0.262)	(0.322)	(0.340)	(0.288)	(0.372)	(0.349)	(0.324)	(0.343)	(0.291)	(0.271)	(3.668)
<b>Total Labor Expenditures</b>	<b>(\$8.925)</b>	<b>\$0.399</b>	<b>\$4.814</b>	<b>\$3.072</b>	<b>(\$7.000)</b>	<b>(\$23.469)</b>	<b>\$9.467</b>	<b>(\$11.896)</b>	<b>\$3.250</b>	<b>(\$8.205)</b>	<b>\$2.984</b>	<b>\$6.694</b>	<b>(\$28.813)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$0.174)	(\$2.082)
Fuel	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.490
Insurance	(0.428)	1.508	1.524	(1.633)	1.552	1.571	(1.752)	0.311	1.543	(1.708)	(1.345)	(1.460)	(0.317)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.498)	(0.498)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.365	(1.323)	(1.246)	0.212	(0.581)	(12.667)	(3.617)	(3.314)	(4.602)	(4.514)	(3.334)	(22.427)	(57.048)
Professional Services Contracts	0.007	0.564	0.391	0.631	0.423	(7.991)	0.648	0.648	0.648	0.727	0.642	(8.630)	(11.291)
Materials and Supplies	(1.176)	(1.155)	0.081	0.078	0.078	(3.336)	0.071	0.073	0.071	(1.629)	0.076	(2.928)	(9.696)
Other Business Expenses	(2.231)	(2.018)	(1.637)	(1.633)	(1.660)	(1.499)	(1.419)	(1.991)	(2.160)	(2.400)	(1.814)	(2.333)	(22.795)
<b>Total Non-Labor Expenditures</b>	<b>(\$3.595)</b>	<b>(\$2.558)</b>	<b>(\$1.019)</b>	<b>(\$2.477)</b>	<b>(\$0.321)</b>	<b>(\$24.055)</b>	<b>(\$6.202)</b>	<b>(\$4.406)</b>	<b>(\$4.633)</b>	<b>(\$9.657)</b>	<b>(\$5.907)</b>	<b>(\$38.408)</b>	<b>(\$103.238)</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$12.520)</b>	<b>(\$2.159)</b>	<b>\$3.795</b>	<b>\$0.595</b>	<b>(\$7.321)</b>	<b>(\$47.523)</b>	<b>\$3.265</b>	<b>(\$16.302)</b>	<b>(\$1.383)</b>	<b>(\$17.862)</b>	<b>(\$2.923)</b>	<b>(\$31.714)</b>	<b>(\$132.051)</b>
<b>Total Cash Conversion before Non-Cash Liability Adj.</b>	<b>(\$8.344)</b>	<b>\$1.531</b>	<b>\$6.190</b>	<b>(\$2.522)</b>	<b>(\$11.293)</b>	<b>(\$50.746)</b>	<b>\$4.245</b>	<b>(\$15.106)</b>	<b>\$0.837</b>	<b>(\$14.506)</b>	<b>(\$0.217)</b>	<b>(\$25.766)</b>	<b>(\$115.696)</b>
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
OPEB Liability Adjustment	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	58.000
GASB 68 Pension Expense Adjustment	0.000	0.000	(6.000)	0.000	0.000	(6.000)	0.000	0.000	(6.000)	0.000	0.000	(6.000)	(24.000)
Environmental Remediation	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$17.365</b>	<b>\$27.240</b>	<b>\$25.898</b>	<b>\$23.187</b>	<b>\$14.416</b>	<b>(\$31.037)</b>	<b>\$29.954</b>	<b>\$10.602</b>	<b>\$20.546</b>	<b>\$11.203</b>	<b>\$25.492</b>	<b>(\$6.057)</b>	<b>\$168.810</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Expenses**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><i>Non-Reimbursable Overtime</i></b>													
Scheduled Service	\$4.024	\$2.934	\$3.223	\$2.788	\$3.439	\$2.527	\$3.338	\$2.836	\$3.245	\$2.699	\$3.554	\$3.875	<b>\$38.483</b>
Unscheduled Service	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
Programmatic/Routine Maintenance	2.856	2.637	2.061	2.876	2.700	2.891	2.800	2.936	2.987	3.028	3.157	2.452	<b>33.381</b>
Unscheduled Maintenance	0.020	0.019	0.017	0.022	0.188	0.007	0.006	0.000	0.000	0.000	0.003	0.007	<b>0.287</b>
Vacancy/Absentee Coverage	1.249	1.316	1.125	1.546	1.384	1.420	1.562	1.642	1.363	1.219	1.317	1.820	<b>16.963</b>
Weather Emergencies	1.005	1.417	1.892	0.182	0.164	0.113	0.162	0.058	0.057	0.188	0.085	0.820	<b>6.143</b>
Safety/Security/Law Enforcement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
<b><i>NON-REIMBURSABLE OVERTIME</i></b>	<b>\$9.155</b>	<b>\$8.323</b>	<b>\$8.319</b>	<b>\$7.414</b>	<b>\$7.875</b>	<b>\$6.958</b>	<b>\$7.868</b>	<b>\$7.472</b>	<b>\$7.652</b>	<b>\$7.134</b>	<b>\$8.115</b>	<b>\$8.974</b>	<b>\$95.257</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	<b>\$1.399</b>	<b>\$1.323</b>	<b>\$1.852</b>	<b>\$2.718</b>	<b>\$2.873</b>	<b>\$2.495</b>	<b>\$2.695</b>	<b>\$2.612</b>	<b>\$2.341</b>	<b>\$2.484</b>	<b>\$2.003</b>	<b>\$1.348</b>	<b>\$26.143</b>
<b>TOTAL OVERTIME</b>	<b>\$10.553</b>	<b>\$9.646</b>	<b>\$10.170</b>	<b>\$10.132</b>	<b>\$10.747</b>	<b>\$9.453</b>	<b>\$10.562</b>	<b>\$10.084</b>	<b>\$9.993</b>	<b>\$9.618</b>	<b>\$10.118</b>	<b>\$10.322</b>	<b>\$121.400</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>RIDERSHIP</b>													
<i>Harlem Line Ridership - Commutation</i>	1.410	1.283	1.435	1.467	1.476	1.386	1.422	1.375	1.365	1.562	1.318	1.371	16.869
<i>Harlem Line Ridership - Non-Commutation</i>	<u>0.817</u>	<u>0.766</u>	<u>0.894</u>	<u>0.902</u>	<u>0.949</u>	<u>0.984</u>	<u>0.979</u>	<u>0.986</u>	<u>0.963</u>	<u>1.013</u>	<u>1.006</u>	<u>1.032</u>	<u>11.291</u>
Total Harlem Line	2.226	2.048	2.329	2.369	2.426	2.370	2.401	2.361	2.328	2.575	2.324	2.404	28.161
<i>Hudson Line Ridership - Commutation</i>	0.783	0.717	0.808	0.830	0.835	0.774	0.798	0.776	0.762	0.865	0.737	0.766	9.452
<i>Hudson Line Ridership - Non-Commutation</i>	<u>0.535</u>	<u>0.504</u>	<u>0.604</u>	<u>0.640</u>	<u>0.696</u>	<u>0.720</u>	<u>0.750</u>	<u>0.729</u>	<u>0.677</u>	<u>0.726</u>	<u>0.700</u>	<u>0.692</u>	<u>7.971</u>
Total Hudson Line	1.318	1.221	1.412	1.470	1.531	1.494	1.548	1.505	1.439	1.591	1.437	1.457	17.423
<i>New Haven Line Ridership - Commutation</i>	1.853	1.667	1.877	1.929	1.960	1.844	1.894	1.830	1.819	2.080	1.748	1.780	22.281
<i>New Haven Line Ridership - Non-Commutation</i>	<u>1.307</u>	<u>1.245</u>	<u>1.471</u>	<u>1.470</u>	<u>1.585</u>	<u>1.662</u>	<u>1.690</u>	<u>1.652</u>	<u>1.516</u>	<u>1.570</u>	<u>1.609</u>	<u>1.707</u>	<u>18.485</u>
Total New Haven Line	3.160	2.912	3.348	3.399	3.545	3.506	3.584	3.482	3.335	3.650	3.357	3.487	40.765
<b>Total Commutation (East of Hudson)</b>	<b>4.046</b>	<b>3.667</b>	<b>4.120</b>	<b>4.226</b>	<b>4.271</b>	<b>4.004</b>	<b>4.114</b>	<b>3.981</b>	<b>3.946</b>	<b>4.506</b>	<b>3.803</b>	<b>3.917</b>	<b>48.602</b>
<b>Total Non-Commutation (East of Hudson)</b>	<b><u>2.659</u></b>	<b><u>2.514</u></b>	<b><u>2.969</u></b>	<b><u>3.013</u></b>	<b><u>3.230</u></b>	<b><u>3.366</u></b>	<b><u>3.419</u></b>	<b><u>3.367</u></b>	<b><u>3.156</u></b>	<b><u>3.309</u></b>	<b><u>3.314</u></b>	<b><u>3.431</u></b>	<b><u>37.747</u></b>
<b>Total East of Hudson Ridership</b>	<b>6.704</b>	<b>6.181</b>	<b>7.089</b>	<b>7.239</b>	<b>7.501</b>	<b>7.370</b>	<b>7.533</b>	<b>7.349</b>	<b>7.101</b>	<b>7.815</b>	<b>7.118</b>	<b>7.348</b>	<b>86.349</b>
<b>West of Hudson Ridership</b>	0.131	0.118	0.141	0.136	0.143	0.140	0.148	0.146	0.135	0.123	0.123	0.130	1.614
<b>Total Ridership</b>	<b>6.835</b>	<b>6.299</b>	<b>7.230</b>	<b>7.374</b>	<b>7.644</b>	<b>7.511</b>	<b>7.681</b>	<b>7.494</b>	<b>7.237</b>	<b>7.938</b>	<b>7.240</b>	<b>7.478</b>	<b>87.962</b>
<b>FAREBOX REVENUE</b>													
<i>Harlem Line Revenue - Commutation</i>	9.387	9.351	9.482	9.302	9.539	9.694	9.296	9.100	9.550	9.664	9.600	9.175	113.139
<i>Harlem Line Revenue - Non Commutation</i>	<u>7.488</u>	<u>6.971</u>	<u>8.139</u>	<u>8.060</u>	<u>8.695</u>	<u>9.257</u>	<u>9.202</u>	<u>9.304</u>	<u>8.832</u>	<u>9.171</u>	<u>9.279</u>	<u>9.644</u>	<u>104.042</u>
Total Harlem Line Revenue	\$16.875	\$16.322	\$17.621	\$17.363	\$18.234	\$18.951	\$18.498	\$18.403	\$18.382	\$18.835	\$18.879	\$18.819	\$217.181
<i>Hudson Line Revenue - Commutation</i>	6.114	6.135	6.267	6.226	6.237	6.291	6.018	5.946	6.264	6.287	6.289	6.012	74.085
<i>Hudson Line Revenue - Non Commutation</i>	<u>6.072</u>	<u>5.698</u>	<u>6.680</u>	<u>7.111</u>	<u>7.725</u>	<u>8.099</u>	<u>8.422</u>	<u>8.179</u>	<u>7.678</u>	<u>8.341</u>	<u>8.029</u>	<u>7.959</u>	<u>89.992</u>
Total Hudson Line Revenue	\$12.186	\$11.833	\$12.947	\$13.337	\$13.962	\$14.389	\$14.440	\$14.125	\$13.942	\$14.628	\$14.318	\$13.970	\$164.077
<i>New Haven Line Revenue - Commutation</i>	13.171	12.976	13.289	13.210	13.374	13.706	13.179	13.162	13.889	14.071	13.931	13.640	161.597
<i>New Haven Line Revenue - Non Commutation</i>	<u>13.981</u>	<u>13.295</u>	<u>15.903</u>	<u>15.638</u>	<u>17.016</u>	<u>17.996</u>	<u>18.092</u>	<u>17.701</u>	<u>16.422</u>	<u>16.967</u>	<u>17.621</u>	<u>19.883</u>	<u>200.515</u>
Total New Haven Line Revenue	\$27.152	\$26.271	\$29.192	\$28.847	\$30.390	\$31.702	\$31.271	\$30.864	\$30.310	\$31.039	\$31.551	\$33.523	\$362.113
<b>Total Commutation Revenue</b>	<b>\$28.672</b>	<b>\$28.462</b>	<b>\$29.038</b>	<b>\$28.738</b>	<b>\$29.150</b>	<b>\$29.691</b>	<b>\$28.493</b>	<b>\$28.208</b>	<b>\$29.702</b>	<b>\$30.023</b>	<b>\$29.819</b>	<b>\$28.826</b>	<b>\$348.822</b>
<b>Total Non-Commutation Revenue</b>	<b><u>27.541</u></b>	<b><u>25.964</u></b>	<b><u>30.722</u></b>	<b><u>30.809</u></b>	<b><u>33.436</u></b>	<b><u>35.351</u></b>	<b><u>35.716</u></b>	<b><u>35.185</u></b>	<b><u>32.931</u></b>	<b><u>34.479</u></b>	<b><u>34.929</u></b>	<b><u>37.486</u></b>	<b><u>394.549</u></b>
<b>Total East of Hudson Revenue</b>	<b>\$56.212</b>	<b>\$54.426</b>	<b>\$59.760</b>	<b>\$59.547</b>	<b>\$62.586</b>	<b>\$65.042</b>	<b>\$64.209</b>	<b>\$63.393</b>	<b>\$62.634</b>	<b>\$64.501</b>	<b>\$64.748</b>	<b>\$66.312</b>	<b>\$743.371</b>
<b>West of Hudson Revenue</b>	\$1.166	\$1.097	\$1.242	\$1.160	\$1.248	\$1.298	\$1.340	\$1.323	\$1.272	\$1.085	\$1.194	\$1.211	\$14.634
<b>Total Farebox Revenue</b>	<b>\$57.378</b>	<b>\$55.522</b>	<b>\$61.002</b>	<b>\$60.707</b>	<b>\$63.834</b>	<b>\$66.340</b>	<b>\$65.548</b>	<b>\$64.716</b>	<b>\$63.905</b>	<b>\$65.586</b>	<b>\$65.943</b>	<b>\$67.523</b>	<b>\$758.005</b>

\* Reflects East of Hudson Service

Notes: West of Hudson total ridership for both Pascack Valley and Port Jervis lines.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function**  
**Non-Reimbursable and Reimbursable**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
President	3	3	3	3	3	3	3	3	3	3	3	3
Labor Relations	17	18	18	18	18	18	18	18	18	18	18	20
Safety	58	58	58	58	58	58	59	59	59	59	59	59
Security	25	26	26	26	26	26	26	26	26	26	26	26
Office of the Executive VP	9	9	9	9	9	9	10	10	10	10	10	10
Corporate & Public Affairs	19	19	19	19	19	19	19	19	19	19	19	19
Customer Service	66	66	67	67	67	69	69	69	69	69	69	69
Legal	13	13	13	13	13	13	13	13	13	13	13	19
Claims	12	12	12	12	12	12	14	14	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7	7	7	7	7	7	8	8
VP Human Resources	52	52	52	52	52	52	52	52	52	52	52	51
Training	87	87	88	90	90	89	90	91	91	92	92	101
Employee Relations & Diversity	6	6	7	7	7	7	7	7	7	7	7	7
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	22	22	21	21	21	21	22	22	22	22	22	22
Capital Planning & Programming	16	16	16	16	16	16	19	19	19	19	18	18
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems	1	1	1	1	1	1	1	1	1	1	1	2
Controller	79	79	79	79	80	80	81	81	81	82	82	82
Information Technology & Project Mgmt	0	0	0	0	0	0	0	0	0	0	0	0
Budget	22	22	22	22	22	22	22	22	22	22	22	23
Procurement & Material Management	26	27	33	33	33	33	35	35	37	37	37	39
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration</b>	<b>550</b>	<b>553</b>	<b>561</b>	<b>563</b>	<b>564</b>	<b>565</b>	<b>577</b>	<b>578</b>	<b>580</b>	<b>582</b>	<b>582</b>	<b>602</b>
<b>Operations</b>												
Operations Admin	91	92	96	97	106	106	106	106	106	106	106	106
Transportation	1,617	1,625	1,629	1,630	1,617	1,622	1,626	1,629	1,625	1,626	1,631	1,674
Customer Service	401	401	401	406	408	409	409	411	413	413	413	400
Metro-North West	38	38	38	38	38	38	38	38	38	38	38	46
<b>Total Operations</b>	<b>2,147</b>	<b>2,156</b>	<b>2,164</b>	<b>2,171</b>	<b>2,169</b>	<b>2,175</b>	<b>2,179</b>	<b>2,184</b>	<b>2,182</b>	<b>2,183</b>	<b>2,188</b>	<b>2,226</b>
<b>Maintenance</b>												
Maintenance of Equipment	1,680	1,688	1,668	1,678	1,702	1,670	1,681	1,688	1,672	1,680	1,678	1,724
Maintenance of Way	2,088	2,094	2,112	2,122	2,133	2,149	2,163	2,170	2,195	2,197	2,193	2,306
Procurement & Material Management	127	131	135	138	143	143	143	143	143	143	143	141
<b>Total Maintenance</b>	<b>3,895</b>	<b>3,913</b>	<b>3,915</b>	<b>3,938</b>	<b>3,978</b>	<b>3,962</b>	<b>3,987</b>	<b>4,001</b>	<b>4,010</b>	<b>4,020</b>	<b>4,014</b>	<b>4,171</b>
<b>Engineering/Capital</b>												
Construction Management	38	38	38	39	39	40	43	43	43	43	43	43
Engineering & Design	82	83	84	85	88	89	91	92	93	93	93	93
<b>Total Engineering/Capital</b>	<b>120</b>	<b>121</b>	<b>122</b>	<b>124</b>	<b>127</b>	<b>129</b>	<b>134</b>	<b>135</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Total Positions</b>	<b>6,712</b>	<b>6,743</b>	<b>6,762</b>	<b>6,796</b>	<b>6,838</b>	<b>6,831</b>	<b>6,877</b>	<b>6,898</b>	<b>6,908</b>	<b>6,921</b>	<b>6,920</b>	<b>7,135</b>
<i>Non-Reimbursable</i>	6,113	6,123	6,038	5,972	5,993	5,962	6,020	6,039	6,075	6,116	6,182	6,369
<i>Reimbursable</i>	599	620	724	825	845	869	857	860	833	805	738	766
<i>Total Full-Time</i>	6,711	6,742	6,761	6,795	6,837	6,830	6,876	6,897	6,907	6,920	6,919	7,134
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1	1	1	1	1	1	1

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2019 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	188	189	192	193	193	192	197	198	200	201	201	201
Professional/Technical/Clerical	362	364	369	370	371	373	380	380	380	381	381	401
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>550</b>	<b>553</b>	<b>561</b>	<b>563</b>	<b>564</b>	<b>565</b>	<b>577</b>	<b>578</b>	<b>580</b>	<b>582</b>	<b>582</b>	<b>602</b>
<b>Operations</b>												
Managers/Supervisors	263	262	266	264	263	263	263	262	267	267	267	236
Professional/Technical/Clerical	233	235	236	241	250	251	251	252	252	252	252	267
Operational Hourlies	1,651	1,659	1,662	1,666	1,656	1,661	1,665	1,670	1,663	1,664	1,669	1,723
<b>Total Operations Headcount</b>	<b>2,147</b>	<b>2,156</b>	<b>2,164</b>	<b>2,171</b>	<b>2,169</b>	<b>2,175</b>	<b>2,179</b>	<b>2,184</b>	<b>2,182</b>	<b>2,183</b>	<b>2,188</b>	<b>2,226</b>
<b>Maintenance</b>												
Managers/Supervisors	652	653	656	659	659	658	662	664	661	661	661	684
Professional/Technical/Clerical	490	499	502	508	515	515	525	527	526	529	529	540
Operational Hourlies	2,753	2,761	2,757	2,771	2,804	2,789	2,800	2,810	2,823	2,830	2,824	2,947
<b>Total Maintenance Headcount</b>	<b>3,895</b>	<b>3,913</b>	<b>3,915</b>	<b>3,938</b>	<b>3,978</b>	<b>3,962</b>	<b>3,987</b>	<b>4,001</b>	<b>4,010</b>	<b>4,020</b>	<b>4,014</b>	<b>4,171</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	49	50	50	51	51	51	51	51	52	52	52	52
Professional/Technical/Clerical	71	71	72	73	76	78	83	84	84	84	84	84
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>120</b>	<b>121</b>	<b>122</b>	<b>124</b>	<b>127</b>	<b>129</b>	<b>134</b>	<b>135</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Public Safety</b>												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>												
Managers/Supervisors	1,152	1,154	1,164	1,167	1,166	1,164	1,173	1,175	1,180	1,181	1,181	1,173
Professional, Technical, Clerical	1,156	1,169	1,179	1,192	1,212	1,217	1,239	1,243	1,242	1,246	1,246	1,292
Operational Hourlies	4,404	4,420	4,419	4,437	4,460	4,450	4,465	4,480	4,486	4,494	4,493	4,670
<b>Total Positions</b>	<b>6,712</b>	<b>6,743</b>	<b>6,762</b>	<b>6,796</b>	<b>6,838</b>	<b>6,831</b>	<b>6,877</b>	<b>6,898</b>	<b>6,908</b>	<b>6,921</b>	<b>6,920</b>	<b>7,135</b>



# ANNUAL OPERATING REPORT

## 2018

## **2018 Annual Operating Report**

Overall OTP performance operated 2.9% below the goal of 93.0% at 90.1%.

Weekend Service operated 1.2% above goal at 94.8%

Hudson Line operated at 90.0%

Harlem Line operated at 91.8%

New Haven Line operated at 88.9%

The below goal OTP performance was primarily due to increased infrastructure work on the Hudson and New Haven Lines that increased train running times that were not included in the Spring Schedule. Train delay minutes increased 53% from 2017 and 61% of late trains were in the 6 to 10 minute range.

Rolling Stock “mean distance between failures” (MDBF) experienced a reduction due to the implementation of new Positive Train Control (PTC) equipment that generated additional failures. 2018 MDBF was 144,017 which is 28 percent below the goal of 200,000 miles. Excluding PTC failures, the adjusted MDBF is near goal at 195,247.

Car availability was also slightly reduced by 0.6% due to installations of PTC Equipment resulting in a 98.5 percent “consist compliance rate” which is the percentage of cars required for service to provide customers seats each day.

### **West of Hudson**

Our West of Hudson OTP performance operated 4.8% below the goal of 93.0% at 90.7%. Pascack Valley operated at 93.8% and Port Jervis operated at 86.5%.

Primarily due to a shortage of locomotive Engineers the number of cancelled West of Hudson trains increased by 88% from 138 in 2017 to 260.

Car availability was reduced by 1.2% from 2017 due to installations of PTC Equipment resulting in a 97.6 percent “consist compliance rate”.



<b>Performance Summary</b>			<b>2018 Data</b>		<b>2017</b>
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>90.1%</b>	<b>93.4%</b>
		AM Peak	93.0%	86.9%	92.6%
		AM Reverse Peak	93.0%	92.8%	94.9%
		PM Peak	93.0%	89.9%	94.3%
		<b>Total Peak</b>	<b>93.0%</b>	<b>89.0%</b>	<b>93.6%</b>
		Off Peak Weekday	93.0%	88.5%	91.7%
		Weekend	93.0%	94.8%	96.0%
	<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>90.0%</b>	<b>93.6%</b>
		AM Peak	93.0%	85.9%	92.6%
		AM Reverse Peak	93.0%	95.1%	96.5%
		PM Peak	93.0%	92.4%	95.8%
		<b>Total Peak</b>	<b>93.0%</b>	<b>89.8%</b>	<b>94.4%</b>
		Off Peak Weekday	93.0%	87.7%	91.4%
		Weekend	93.0%	94.4%	95.9%
	<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>91.8%</b>	<b>94.9%</b>
		AM Peak	93.0%	88.3%	94.3%
		AM Reverse Peak	93.0%	91.7%	96.1%
		PM Peak	93.0%	89.5%	94.7%
		<b>Total Peak</b>	<b>93.0%</b>	<b>89.4%</b>	<b>94.8%</b>
		Off Peak Weekday	93.0%	92.0%	93.9%
		Weekend	93.0%	95.8%	97.1%
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>88.9%</b>	<b>92.1%</b>
		AM Peak	93.0%	86.5%	91.1%
		AM Reverse Peak	93.0%	92.6%	92.9%
		PM Peak	93.0%	88.7%	93.0%
		<b>Total Peak</b>	<b>93.0%</b>	<b>88.3%</b>	<b>92.1%</b>
		Off Peak Weekday	93.0%	86.4%	90.4%
		Weekend	93.0%	94.4%	95.3%
<b>Operating Statistics</b>			<b>Trains Scheduled</b>		<b>229,587</b>
			<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>		12.6
			<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		2,300
			<b>Trains Canceled</b>		596
			<b>Trains Terminated</b>		383
			<b>Percent of Scheduled Trips Completed</b>		99.7%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>99.5%</b>	<b>98.5%</b>	<b>99.1%</b>
		AM Peak	99.0%	96.4%	97.8%
		AM Reverse Peak	99.5%	99.9%	99.7%
		PM Peak	99.0%	96.4%	97.9%
		<b>Total Peak</b>	<b>99.0%</b>	<b>97.2%</b>	<b>97.9%</b>
		Off Peak	99.5%	99.4%	99.4%
		Weekend	99.5%	99.5%	99.8%
	<b>Hudson Line</b>	AM Peak	99.5%	99.5%	99.7%
		PM Peak	99.5%	99.0%	99.9%
	<b>Harlem Line</b>	AM Peak	99.0%	96.0%	97.9%
		PM Peak	99.0%	96.9%	98.5%
	<b>New Haven Line</b>	AM Peak	98.5%	94.5%	96.5%
		PM Peak	98.5%	94.2%	96.1%

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	2018 Data Year Ending Dec 31	2017 Data Year Ending Dec 31	YTD 2018 Vs 2017
Engineering (Scheduled)	13.0%	5,955	5,504	451
Engineering (Unscheduled)	27.3%	12,454	7,958	4,496
Maintenance of Equipment	16.9%	7,704	4,482	3,222
Transportation	2.9%	1,303	1,257	46
Capital Projects	5.7%	2,583	9	2,574
Weather and Environmental	18.0%	8,244	3,632	4,612
Police	6.2%	2,813	3,030	-217
Customers	3.8%	1,728	1,130	598
Other	6.0%	2,727	2,731	-4
3rd Party Operations	0.4%	191	44	147
<b>TOTAL</b>	<b>100.0%</b>	<b>45,702</b>	<b>29,777</b>	<b>15,925</b>

HUDSON LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2018 Vs 2017
Engineering (Scheduled)	16.3%	1,748	1,906	-158
Engineering (Unscheduled)	27.3%	2,931	1,499	1,432
Maintenance of Equipment	18.2%	1,949	1,075	874
Transportation	3.1%	333	234	99
Capital Projects	9.8%	1,051	0	1,051
Weather and Environmental	11.7%	1,258	797	461
Police	4.0%	427	620	-193
Customers	5.5%	587	389	198
Other	3.6%	385	328	57
3rd Party Operations	0.5%	57	15	42
<b>TOTAL</b>	<b>100.0%</b>	<b>10,726</b>	<b>6,863</b>	<b>3,863</b>

HARLEM LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2018 Vs 2017
Engineering (Scheduled)	7.5%	949	1,054	-105
Engineering (Unscheduled)	29.1%	3,695	1,900	1,795
Maintenance of Equipment	15.4%	1,958	1,058	900
Transportation	2.8%	359	306	53
Capital Projects	2.3%	293	0	293
Weather and Environmental	27.5%	3,487	1,564	1,923
Police	6.2%	792	982	-190
Customers	3.7%	470	259	211
Other	5.2%	666	381	285
3rd Party Operations	0.2%	20	0	20
<b>TOTAL</b>	<b>100.0%</b>	<b>12,689</b>	<b>7,504</b>	<b>5,185</b>

NEW HAVEN LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2018 Vs 2017
Engineering (Scheduled)	14.6%	3,258	2,544	714
Engineering (Unscheduled)	26.2%	5,832	4,559	1,273
Maintenance of Equipment	17.0%	3,796	2,349	1,447
Transportation	2.7%	611	718	-107
Capital Projects	5.6%	1,240	9	1,231
Weather and Environmental	15.7%	3,499	1,272	2,227
Police	7.2%	1,594	1,428	166
Customers	3.0%	670	482	188
Other	7.5%	1,676	2,022	-346
3rd Party Operations	0.5%	110	29	81
<b>TOTAL</b>	<b>100.0%</b>	<b>22,286</b>	<b>15,412</b>	<b>6,874</b>

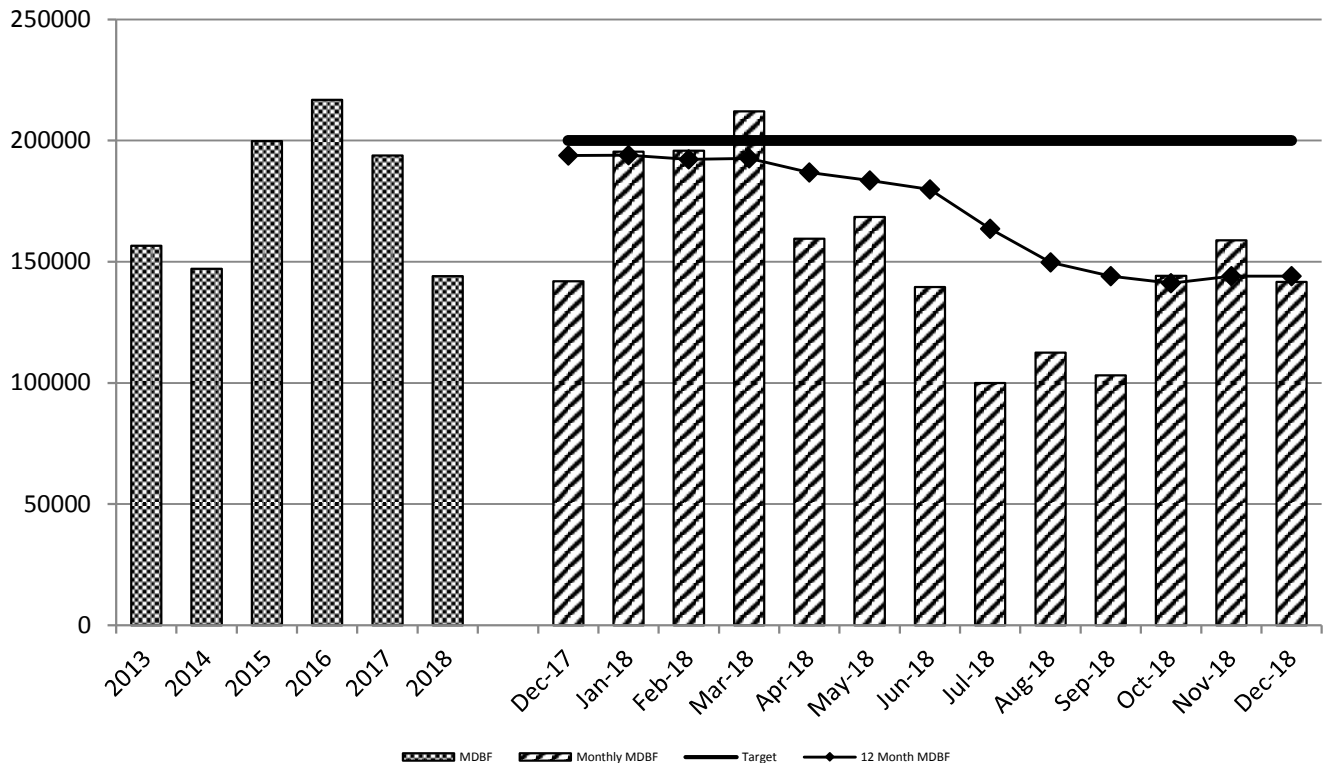


			2018 Data		2017 Data
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	Year Ending as of December-18 (miles)	Year Ending as of December-17 (miles)
<b>Mean Distance Between Failures</b>	M2	20	20,000	56,271	28,136
	M8	405	350,000	213,148	305,221
	M3	138	120,000	72,859	100,188
	M7	334	440,000	317,281	301,533
	Coach	209	260,000	161,188	334,318
	P-32	31	27,000	17,880	25,667
	BL-20	12	13,000	15,721	26,604
	<b>Fleet</b>	<b>1149</b>	<b>200,000</b>	<b>144,017</b>	<b>193,883</b>

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 2013 - 2018



<b>West of Hudson Performance Summary</b>			<b>2018 Data</b>		<b>2017 Data</b>
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>95.5%</b>	<b>90.7%</b>	<b>94.1%</b>
		AM Peak	95.5%	90.2%	92.9%
		PM Peak	95.5%	91.3%	94.1%
		<b>Total Peak</b>	<b>95.5%</b>	<b>90.8%</b>	<b>93.5%</b>
		Off Peak Weekday	95.5%	90.1%	94.5%
		Weekend	95.5%	92.1%	93.9%
	<b>Pascack Valley Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>93.8%</b>	<b>95.7%</b>
		AM Peak	96.5%	93.5%	95.1%
		PM Peak	96.5%	95.0%	95.5%
		<b>Total Peak</b>	<b>96.5%</b>	<b>94.2%</b>	<b>95.3%</b>
		Off Peak Weekday	96.5%	93.4%	95.9%
		Weekend	96.5%	94.1%	95.7%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>86.5%</b>	<b>91.8%</b>
		AM Peak	95.0%	86.2%	90.0%
		PM Peak	95.0%	87.0%	92.6%
		<b>Total Peak</b>	<b>95.0%</b>	<b>86.6%</b>	<b>91.3%</b>
		Off Peak Weekday	95.0%	85.5%	92.6%
		Weekend	95.0%	88.6%	90.9%
<b>Operating Statistics</b>					
<b>Trains Scheduled</b>				<b>19,911</b>	<b>20,237</b>
<b>Avg. Delay per Late Train (min)</b> <i>excluding trains canceled or terminated</i>				20.1	21.2
<b>Trains Over 15 min. Late</b> <i>excluding trains canceled or terminated</i>			300	724	480
<b>Trains Canceled</b>			60	260	138
<b>Trains Terminated</b>			60	67	53
<b>Percent of Scheduled Trips Completed</b>			99.4%	98.4%	99.1%
<b>Consist Compliance*</b> <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	<b>System - AM</b>	<b>Overall</b>	<b>99.0%</b>	<b>97.6%</b>	<b>98.8%</b>
	<b>Pascack Valley - AM</b>		99.0%	97.2%	99.0%
	<b>Port Jervis - AM</b>		99.0%	98.1%	98.5%

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



## ANNUAL 2018 STANDEE REPORT

### East of Hudson

			YTD 2017	YTD 2018
<b>Daily Average</b> <b>AM Peak</b>	Hudson Line	Program Standees	0	0
		Add'l Standees	6	11
		<b>Total Standees</b>	<b>6</b>	<b>11</b>
	Harlem Line	Program Standees	0	3
		Add'l Standees	49	105
		<b>Total Standees</b>	<b>49</b>	<b>108</b>
	New Haven Line	Program Standees	0	2
		Add'l Standees	44	128
		<b>Total Standees</b>	<b>44</b>	<b>130</b>
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>99</b>	<b>248</b>
<b>Daily Average</b> <b>PM Peak</b>	Hudson Line	Program Standees	0	0
		Add'l Standees	1	6
		<b>Total Standees</b>	<b>1</b>	<b>6</b>
	Harlem Line	Program Standees	0	0
		Add'l Standees	19	33
		<b>Total Standees</b>	<b>19</b>	<b>33</b>
	New Haven Line	Program Standees	0	13
		Add'l Standees	117	143
		<b>Total Standees</b>	<b>117</b>	<b>156</b>
	<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>137</b>	<b>195</b>

### West of Hudson

			YTD 2017	YTD 2018
<b>Daily Average</b> <b>AM Peak</b>	Port Jervis Line	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - AM PEAK</b>		<b>0</b>	<b>0</b>

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

### Definitions

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

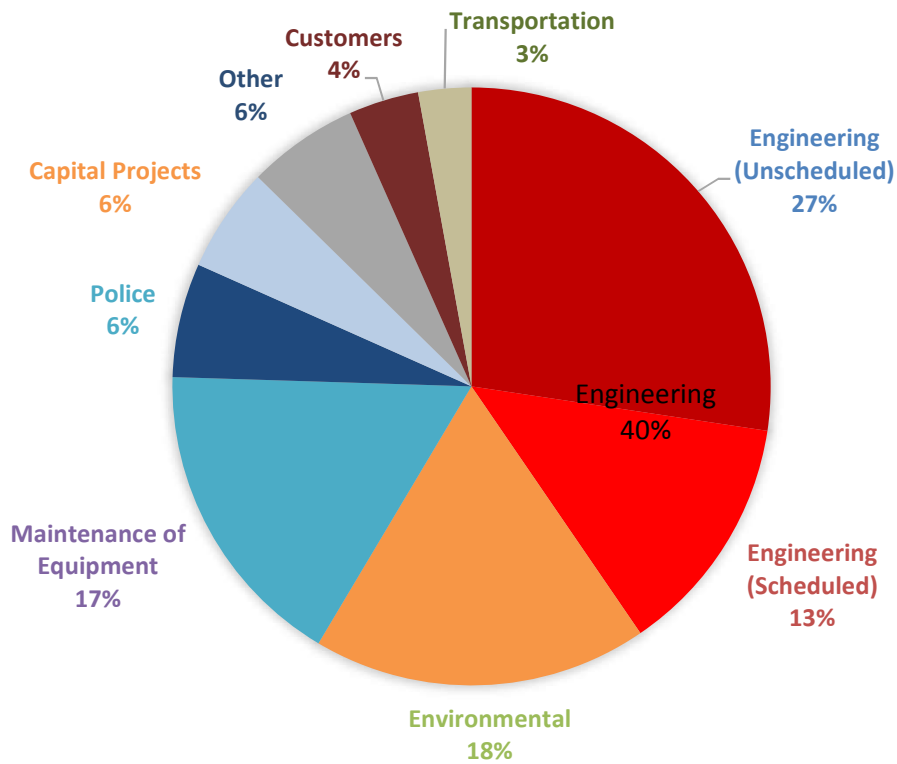
"Program Standees" is the average number of customers in excess of programmed seating capacity.

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

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

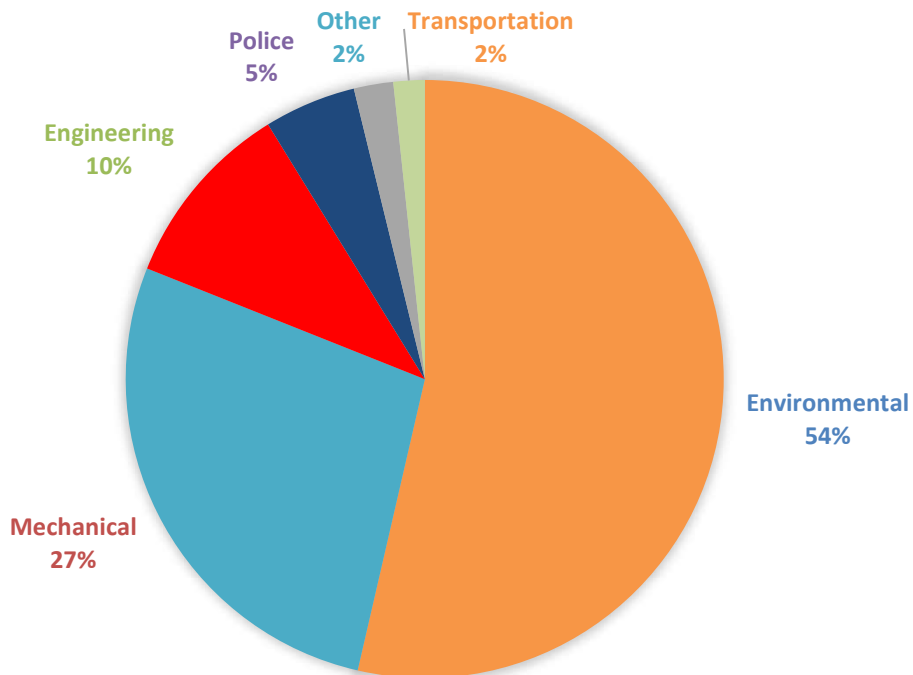
## 2018 MNR DELAY MINUTES

45,694

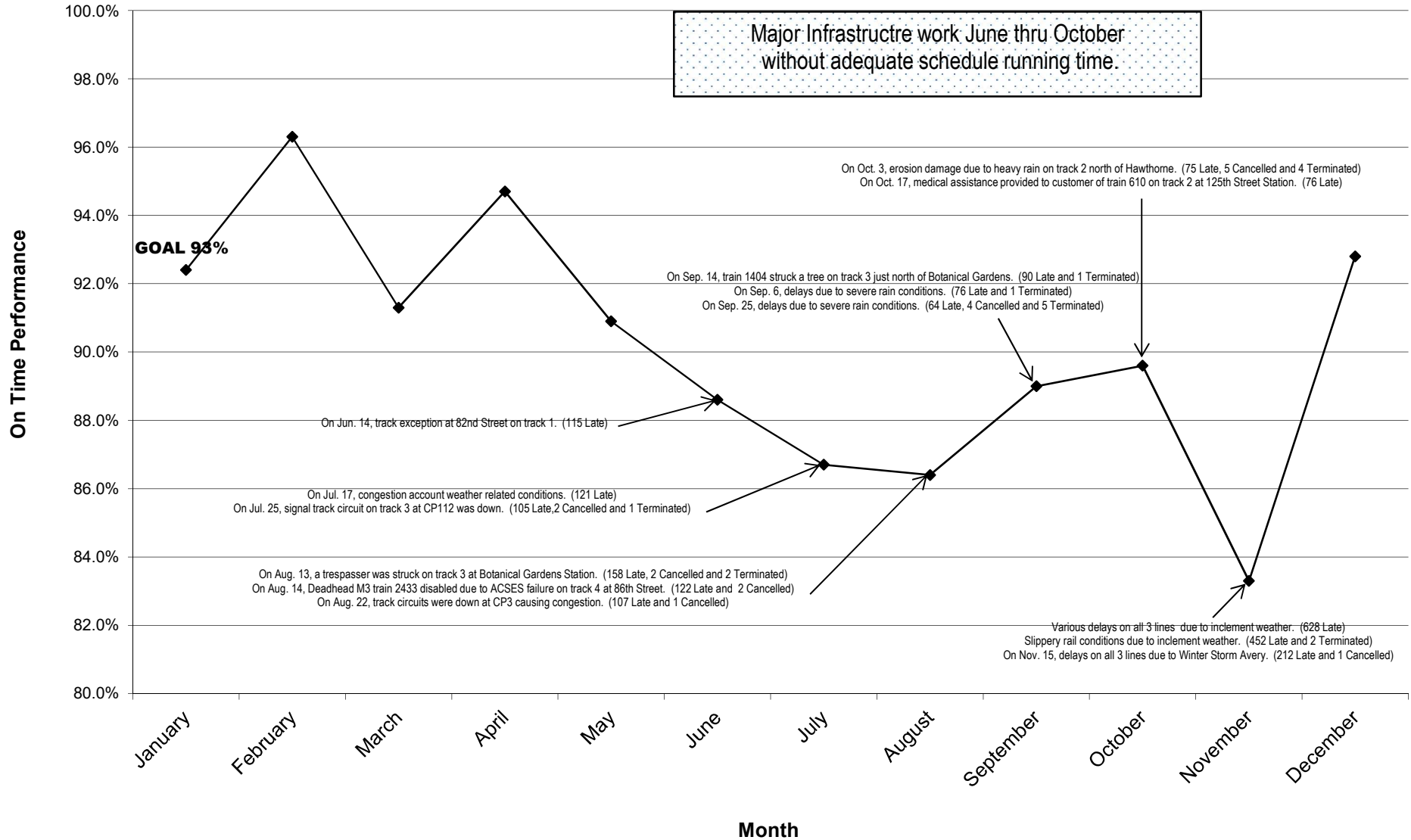


## 2018 MNR CANCELLED / TERMINATED

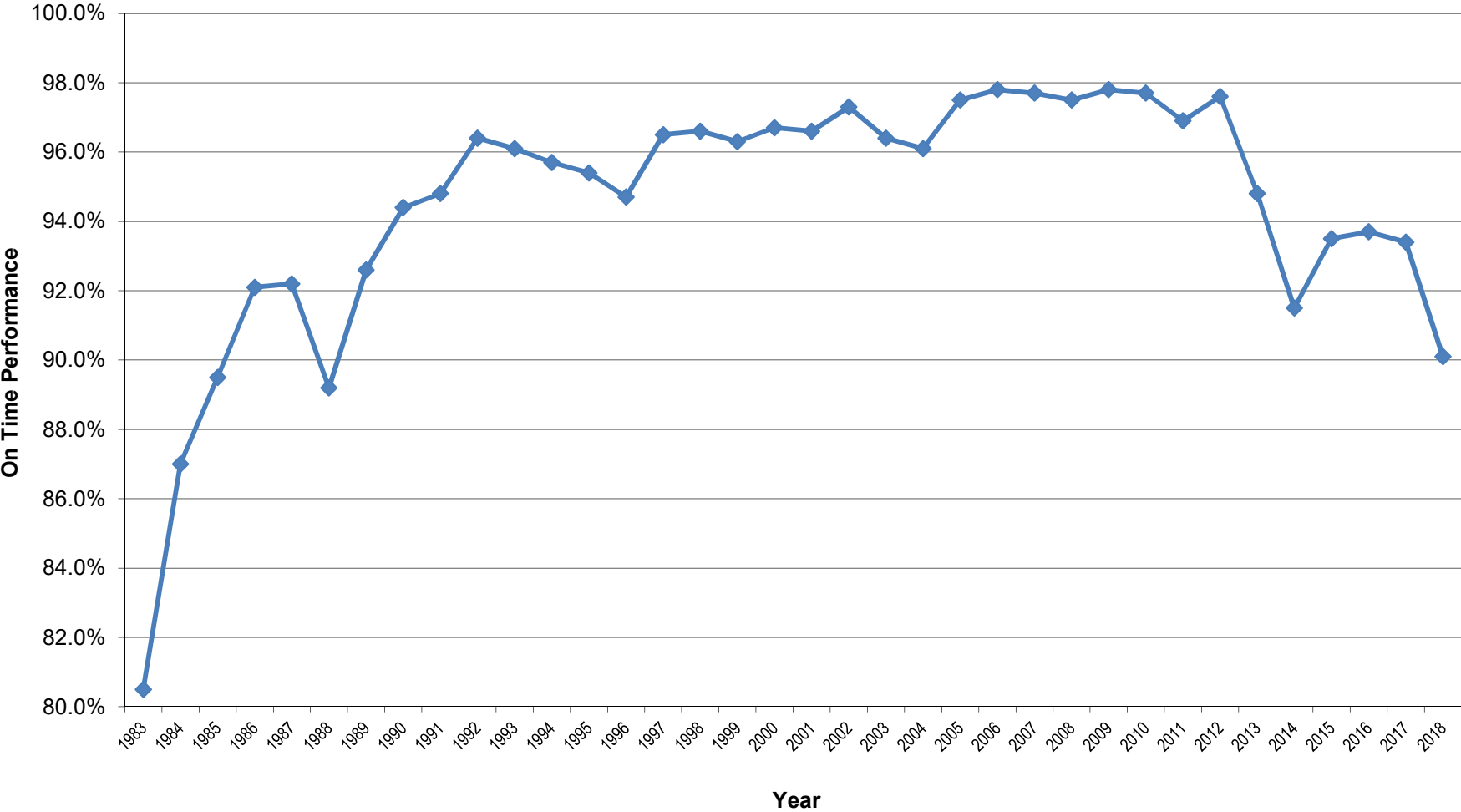
979



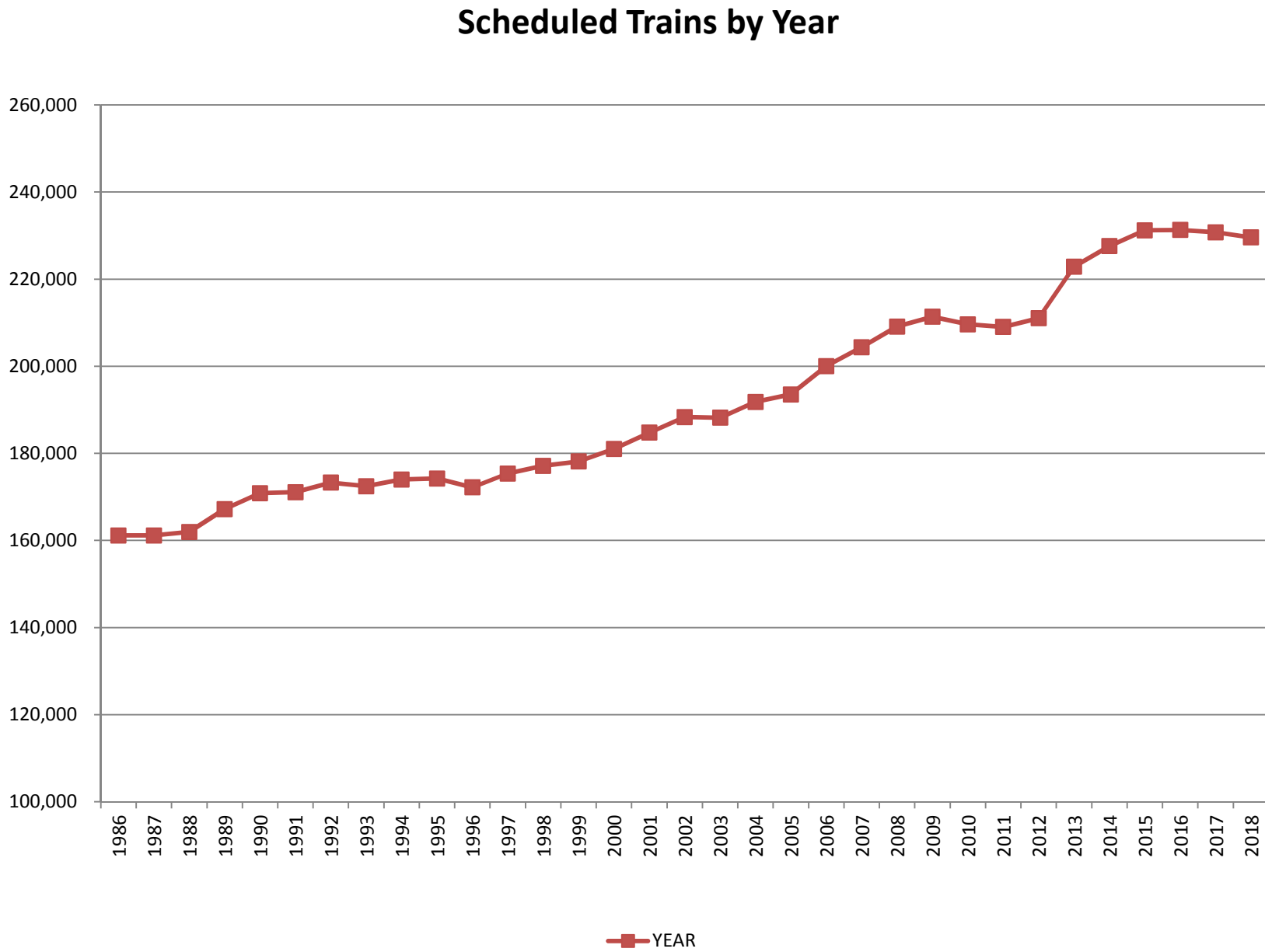
## 2018 On Time Performance and Major Events By Month



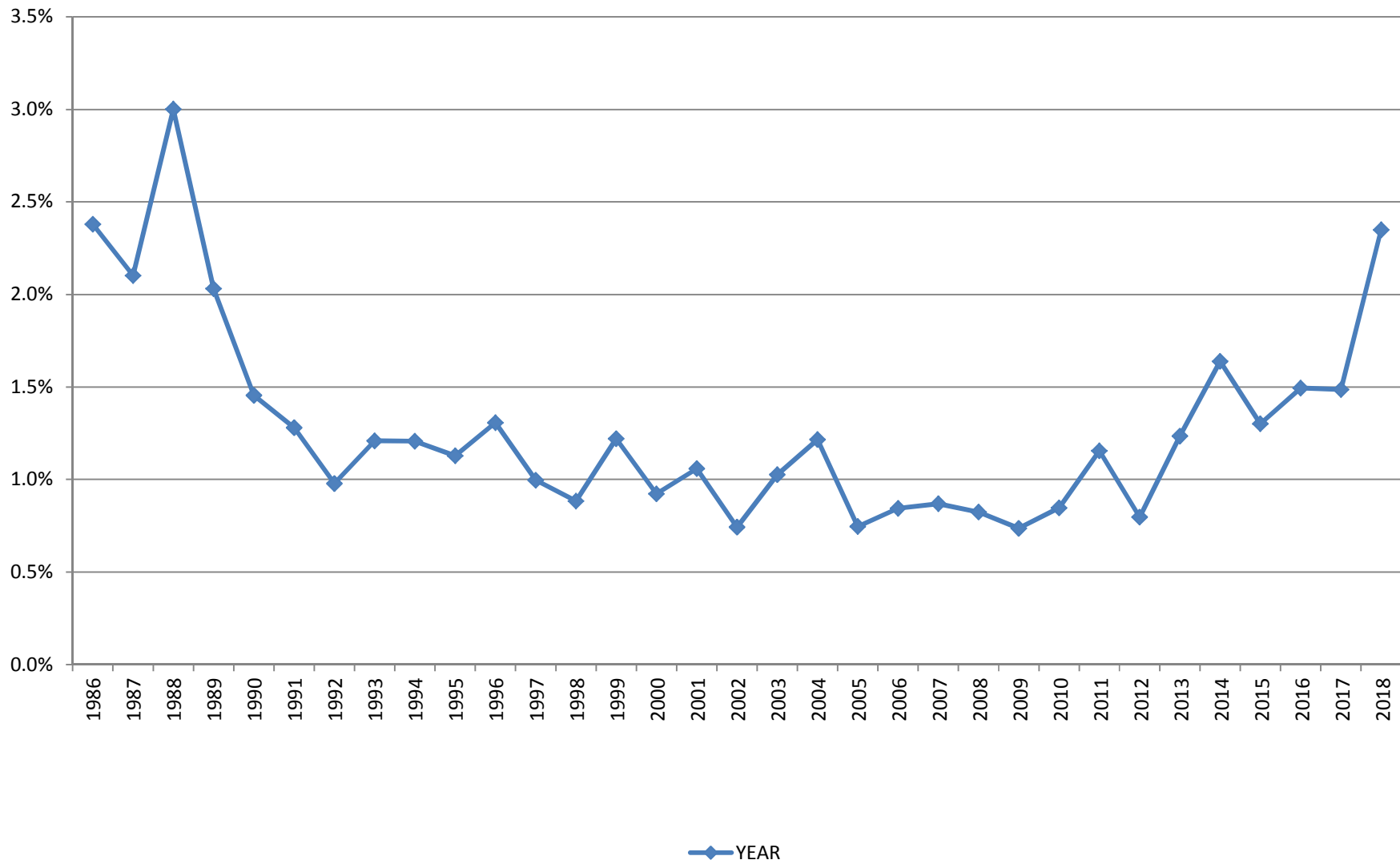
On Time Performance  
By Year  
1983 through 2018







# Percentage of Adversely Impacted Trains (>15' Late, Cancelled, Terminated)



# **MTA Metro-North Railroad**

## **Operations Division**

### **Annual Report on Fleet Maintenance 2018**

# Maintenance of Equipment

The Maintenance of Equipment (M of E) Department is responsible for providing a safe and reliable fleet, available to support the Metro-North Railroad service plan. The Passenger Fleet consists of 1,164 units, including locomotives, diesel hauled coaches and electric multiple units. M of E is organized to achieve this mission.

M of E performs periodic inspections and maintenance events as defined by our Maintenance Plan. In addition, equipment repairs and modifications are performed. These activities ensure rolling stock safety, reliability, availability and compliance with regulatory agencies requirements.

# Maintenance Plan

MofE departmental activities are designed to produce and execute an annualized maintenance plan. This effort supports the 20-Year rolling stock plan.

Each fleet is scheduled for maintenance events at various shop locations. Calendar Day, 45-Day, 92-Day, 184-Day, 368-Day, 1104-Day, 1472Day, 1840-Day, 6-Year through 10-Year, and 12-Year maintenance events are performed at six equipment maintenance facilities and their respective yards, as well as four outlying yards and Grand Central Terminal.

Reliability Centered Maintenance (RCM) and its elements define the maintenance plan.

# Reliability Centered Maintenance

RCM is a process used to determine the maintenance requirements of rolling stock in its operating environment.

RCM at Metro-North Railroad is applied to assure the design level of reliability, safety and regulatory compliance.

Evaluation and adjustment of the Maintenance Plan to improve rolling stock availability and performance is achieved through continuous assessment.

Reliability Centered Maintenance has contributed to the fleets' improved Mean Distance Between Failure (MDBF) and Consist Compliance.

# Maintenance Plan

The Maintenance Plan combines federally mandated safety inspection and air brake requirements with Reliability Centered Maintenance activities e.g. inspections, servicing, or replacements relative to vehicle duty cycles.

The following is an overview of the Plan's elements.

Where practicable, rolling stock receives planned maintenance activities in conjunction with federally mandated inspection intervals. These intervals vary by fleet type, but typically receive Calendar Day Mechanical Inspection (CDMI), Quarterly, Semi-Annual, Annual, and higher-level scopes based on 3, 4, and 5-Year multiples depending on the age and configuration of the vehicle.

The scope of each higher-level interval is cumulative in nature.

## **Calendar Day Mechanical Inspection (CDMI)**

The CDMI is the federally mandated maintenance and inspection activity required once every calendar day for a train consist used in passenger service. The CDMI tests, inspects or validates braking, cab signal, trucks, wheels, lighting, heating ventilation and air conditioning, propulsion and door systems.

## **Quarterly Inspection**

Periodic Inspection (PI) performed on all fleets. It includes an interior and exterior inspection and operational test of all major systems. FRA mandated requirements such as air brake, gauge calibration and cab signal tests are satisfied during PI. Condition based assessments and replacement of brake

shoes, filters, light bulbs, fluids, contactor tips and other consumable items are done during the periodic inspection cycle. Additional maintenance activity, including cleaning electrical components, measuring wheels, and thorough operational inspection of the door systems are addressed during the PI. All work is documented in a comprehensive work packet and federally mandated records.

### **Semi-Annual Inspection**

In addition to the lower level inspection items, this PI includes functional tests of emergency lighting, door operation, and HVAC systems as well as an undercar/pit inspection. A single car brake test may also be performed.

### **Annual Inspection**

In addition to the Quarterly and Semi-Annual PI requirements, specific filters, strainers and valves for the air brake, and air supply systems are renewed, and additional maintenance such as lubrication of specific components is performed during this inspection. Selectively scheduled component renewals such as batteries and motor alternators may also be performed.



# Maintenance Plan

## 3-Year, 4-Year, 5-Year and Higher-Level Scopes

All lower level inspection requirements are satisfied. Higher Level Periodic Inspection (HLPI) complies with federal requirements for brake system component overhaul. During these events additional scope coordinated in multiples of the mandated cycle is performed. These scopes become increasingly comprehensive relative to the vehicle age and expected service requirements to maintain equipment performance, reliability, and to maximize facility utilization. Typical higher level scope includes removal, rebuild and replacement of air brake components, couplers, toilets, trucks and suspension components, pantographs, HVAC compressors, air compressors, motors, propulsion control devices, and blowers assemblies. In addition, expansion valves, condenser fan motors, weather stripping, air bags, glazing, batteries, diaphragms, wheels and other components are renewed.

In addition to the progressive component replacements in the higher level scopes, the maintenance plan addresses broader equipment issues such as passenger convenience upgrades and components with less than acceptable reliability.

# EMU Scheduled Programs

		2019	2020	2021	2022	2023	2024	2025	2026
<b>M3</b>	<b>3 Year</b>	48	46	46	46	46	46	46	46
	<b>AIR COMPRESSOR</b>	15	20	27	23	12	14	16	18
	<b>BATTERY 25- CELLS</b>	11	12	10	16	14	8	9	9
	<b>BLOWER, SEB B-END</b>	21	21	13	11	8	10	7	11
	<b>BLOWER, SEB F-END</b>	43	46	19	21	12	20	17	25
	<b>MOTOR ALTERNATOR</b>	17	21	11	18	15	12	16	13
<b>M7</b>	<b>12 Year</b>						56	56	56
	<b>6 Year</b>	60	56	56	56	56			
<b>M8</b>	<b>8 Year</b>	60	58	56					
	<b>16 Year</b>				50	51	50	51	50

# Diesel Hauled Scheduled Programs

		2019	2020	2021	2022	2023	2024	2025	2026
End Door Coaches	4 Year		1	2	10	1	7	7	8
	8 Year	1		1		22	25	23	18
	12 Year	22	30	34	8			6	7
Center Door Coaches	4 Year	5	1	2	12	10	9	6	8
	8 Year	23	15	8	14	15	8	4	8
	12 Year	1	5	5	8	4	3	6	3
P32ACDM	5 Year	9	8	6	6	6	6	6	6
	16 Year	6	6						
BL20GH	4 Year	1	2	3	3	3	3	3	3
	Overhaul	4	4	4					
BL14	4 Year			2				2	
GP35	4 Year	2	2	2	2				
	8 Year					2	2	2	2
	Overhaul	1							

# Completed Work Scope Activity

FLEET	SCOPE	2011	2012	2013	2014	2015	2016	2017	2018
M2	3 - YEAR	82	58	8	12	20	6	16	10
	BATTERY	12	4		2				
M3	3 - YEAR	46	46	46	48	44	48	46	44
	AIR COMPRESSOR ASSEMBLY	25	17	27	23	12	14	22	38
	BATTERY	8	4	10	16	14	8	9	9
	B END SEB	12	12	13	11	8	10	5	14
	F END SEB	19	18	19	29	12	20	17	25
	MOTOR ALTERNATOR	14	9	11	19	21	9	16	21
M4	3 - YEAR	9	14	20	3				
	9 - YEAR	3							
	BATTERY	9	1						
M6	3 - YEAR	6	6	1	6				
	9 - YEAR	27	3						
	BATTERY	7	1						
M7	5 - YEAR	66	52	2		2			
	6 - YEAR								50
	10 - YEAR		14	58	66	72	64	60	
M8	5 - YEAR				8	14	54	96	59
P32 AC-DM	4 - YEAR		3						
	5 - YEAR	3	7	5	4	7	4	5	6
	8 - YEAR	3	3	2	1	2	1		
	16 - YEAR					2	6	6	5
	BATTERY	11	20	10	14	9	7	8	
BL20GH	4 - YEAR		6	4	1	1	4	4	2
BL14	4 - YEAR			2				2	
GP35	OVERHAUL					2	2	2	1
End Door Coaches	4 - YEAR	16	33	19	36	3			
	8 - YEAR					18	29	27	29
	12 - YEAR		2		4			1	2
Center Door Coaches	4 - YEAR		1	7	21	15	12	10	13
	8 - YEAR	18	18	10	15	10	3	5	20
	12 - YEAR	8		1		6	2		1
TOTAL		404	352	275	339	294	303	357	349

# 2018 Achievements

## Safety Culture

- . Reduced FRA reportable injuries 20% year/year.

## Overall Fleet Performance

- . 144,017 MDBF vs. a goal of 200,000
- . *195,247 MDBF Without PTC/ATC Warrantable Failures*
- . Consist Compliance Overall was 98.5% and Peak was 97.2% against a goal of 99.0%

## MTA Inter-Agency Activities

- . MNR continues under MOU with the LIRR to repair M7 ACCU's, CDS TOD's, Communications Control unit power supplies and destination signs.
- . Joint Task Force with LIRR, knowledge and experience sharing to execute the M7 RCM program,
- . M9A Joint Procurement
- . Enterprise Asset Management (EAM). Software acquisition process identified product. Major business processes and system functions for the "to-be" system documented and reported to MTA IT Project Management.

## Budget Performance - 2018

- . MofE 2018 Operating Budget - \$304,315,886  
Variance:
  - Overall - \$1,270 on budget
- . Non-Payroll - \$4.462M - 5.12% under budget
- . Payroll - (\$4.463)M - 2.05% over budget

## **M8 Fleet**

- . 59 five-year periodic inspections completed in CCO Shop.
- . On-board video package installed on 100% of fleet.

## **M7 Fleet**

- . PTC full package installed on 100% of fleet.
- . 10 Year RCM Maintenance program 100% complete
- . CDS/TOD/MFU replacement program 33% complete
- . Seat replacement program 60% complete.
- . On-board video package installed on 100% of fleet.

## **P32 Locomotives**

- . RCM Phase 1 Overhaul 61% complete
- . PTC on-board package installed on 31 of 31 locomotives
- . On-board video package 27 Units 87% installed

## **GP35 Locomotives**

- . There is currently one GP35 locomotive Switcher undergoing overhaul. 7 Overhauled units are in service and 1 additional unit procured for overhaul. Total fleet after overhaul will be 8 locomotives.
- . PTC 100% installed
- . On-board video package 7 Units installed

## **Shoreliner Coaches**

- . PTC on-board package installed on 100%.
- . On-board video package 46 Cabs installed 91% complete
- . RCM interior improvement scope identified.

## **M3 Fleet**

- . PTC installed on 100% of fleet.
- . On-board video package installed on 100% of fleet.

# 2018 Activities

## **MTA Inter-Agency Activities**

Explore and implement additional inter-agency component repair with LIRR. Partner with LIRR on M7 RCM investigations and maintenance strategies. Actively supporting the EAM program in development of a software application

Partner with LIRR on the CDS MFU software/ hardware procurement. M7 Fleet system upgrades to address Obsolescence

## **Enterprise Asset Management (EAM)**

Software acquisition process identified product. Major business processes and system functions for the “as is” system documented and reported to MTA IT Project Management

## **Fleet Performance**

Continue developing RCM plan for M7 and M8 Fleets. Apply Six Sigma methodologies to Single point failures on all fleets. Expanded Six Sigma training to additional MofE Department Engineers and others as needed.

# **2019 Challenges**

## **Safety Culture**

Continue to develop and support changes in safety culture through consistent focus on workplace safety and a daily commitment for improvement.

## **Positive Train Control**

Continue to develop the PTC onboard system to become reliable and fully functional with wayside systems

## **Harmon Shop Replacement**

Commissioning of the new EMU Consist and Annex Shop P IV Stage1 requires coordination from various groups including Capital Engineering, Maintenance Planning, Material Management and Training and MofE operations. Replacement of Building 6 will continue to cause transitional space constraints for fleet maintenance activities.

## **New Haven Shop Facilities**

Continue to work with CDOT to ensure all yard and shop facilities are fully functional and utilized.

## **Workforce Attrition**

Impacts due to loss of experienced personnel. Train new maintenance and repair employees. Maintaining core of Subject Matter Experts

## **Business Enterprise Systems/Enterprise Asset Management (EAM)**

Obsolescence of existing business systems, Identify and acquire real-time business tools to support cost-effective maintenance of rolling stock.

# 2019 Goals

Description	Target	2018 Actuals
MDBF – All Fleets	165,000	144,017
M-8 MDBF	280,000	213,148
M-3 MDBF	80,000	72,859
M-7 MDBF	330,000	317,281
Shoreliner Coach MDBF	200,000	161,188
P32 Locomotives MDBF	21,000	17,880
BL20 Locomotives MDBF	13,000	15,721
HVAC Compliance:		
Heating	99.9%	99.9%
Air Conditioning	99.5%	99.6%
Consist Compliance:		
Overall System	98.5%	98.5%
Overall Peak	97.0%	97.2%
Off-Peak Weekday	99.5%	99.4%
Weekend	99.5%	99.5%
Hudson Line		
AM Peak	99.0%	99.5%
PM Peak	99.0%	99.0%
Harlem Line		
AM Peak	97.0%	96.0%
PM Peak	97.0%	96.9%
New Haven Line		
AM Peak	95.0%	94.5%
PM Peak	95.0%	94.2%
Car Interior Cleanliness Indicator:	90.0%	86.6%



# Metro-North Railroad MNR

## **EEO Report – 4<sup>th</sup> Quarter 2018**

February 25, 2019



# Executive Summary

## ■ EEO

As of **December 31, 2018**, MNR's workforce included 6,755 total employees. This represents no significant change from the fourth quarter 2017 (4Q17) workforce.

- Females represent 13% (855) of our workforce, remaining constant, when compared to 4Q17 despite current outreach efforts.
- Females were hired above their current representation due to continued outreach efforts and attendance at job fairs.
- Minorities represent 38% (2,602) of our workforce, remaining constant when compared to 4Q17 despite current outreach efforts.
- Minorities were hired above their current representation due to high minority hiring rates in the Service Maintenance/EEO category resulting from outreach efforts. However, due to attrition total MNR minority workforce remained at 38%.



# Executive Summary

MNR conducted a **utilization analysis**\* of females and minorities in its workforce as of December 31, 2018. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

## Females:

- ☐ Officials & Administrators – Whites
- ☐ Professionals – Whites
- ☐ Technicians – Hispanics, Asians, and Whites
- ☐ Paraprofessionals – Blacks, Hispanics, 2+ Races, and Whites
- ☐ Administrative Support – Hispanics, Asians, and Whites
- ☐ Skilled Craft – Hispanics and Whites
- ☐ Service Maintenance – Hispanics and Asians

## Minorities:

- ☐ Technicians – Hispanics and Asians
- ☐ Protective Services – Blacks and Asians
- ☐ Paraprofessionals – Blacks, Hispanics, and 2+ Races
- ☐ Administrative Support – Hispanics and Asians
- ☐ Skilled Craft – Hispanics
- ☐ Service Maintenance – Hispanics and Asians

\*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



# Executive Summary

## ■ Diversity Initiatives to increasing representation

- Initiatives/challenges to **address** underrepresentation for **females** and **minorities**
  - Female - MNR hosted an all female veteran's Lunch & Learn series focused on the topics of mentoring, work/life balance, and promotional opportunities for females in transportation. MNR's HR, C&S and Training department partnered with Non-Traditional Employment for Women to host students in a training class.
  - Minority/Female - HR participated in the Skilled-Craft career fair to attract female and minority applicants.
- Initiatives to **increase** representation for **veterans** and **persons with disabilities**
  - Veteran - HR attended the Veterans Job Mission coalition to establish networking with fortune 500 organizations to attract veteran applicants.
  - Persons with disability - Increased advertising and outreach to organization for people with disabilities.



MNR's

# **Workforce**

as of December 31, 2018



# Definitions of EEO Job Categories

## **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

## **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

## **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

## **Protective Services**

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

## **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

## **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

## **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

## **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



# MNR's Workforce

JOB CATEGORY	TOTAL <sup>1</sup>		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>877</b>		323	37%	554	63%	130	15%	75	9%	78	9%	2	0%	2	0%	36	4%	71	8%
F	209	24%	116	13%	93	11%	49	6%	25	3%	33	4%	1	0%	1	0%	7	1%	3	4%
M	668	76%	207	24%	461	53%	81	9%	50	6%	45	5%	1	0%	1	0%	29	3%	68	96%
<b>Professionals</b>	<b>238</b>		128	54%	110	46%	49	21%	34	14%	32	13%	2	1%	0	0%	11	5%	5	2%
F	85	36%	61	26%	24	10%	26	11%	15	6%	12	5%	2	1%	0	0%	6	3%	1	20%
M	153	64%	67	28%	86	36%	23	10%	19	8%	20	8%	0	0%	0	0%	5	2%	4	80%
<b>Technicians</b>	<b>139</b>		60	43%	79	57%	31	22%	13	9%	9	6%	0	0%	0	0%	7	5%	22	16%
F	14	10%	10	7%	4	3%	6	4%	2	1%	0	0%	0	0%	0	0%	2	1%	3	14%
M	125	90%	50	36%	75	54%	25	18%	11	8%	9	6%	0	0%	0	0%	5	4%	19	86%
<b>Protective Services</b>	<b>12</b>		4	33%	8	67%	0	0%	1	8%	0	0%	0	0%	0	0%	3	25%	0	0%
F	1	8%	0	0%	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	#DIV/0!
M	11	92%	4	33%	7	58%	0	0%	1	8%	0	0%	0	0%	0	0%	3	25%	0	#DIV/0!
<b>Paraprofessionals</b>	<b>27</b>		10	37%	17	63%	5	19%	2	7%	2	7%	0	0%	0	0%	1	4%	0	0%
F	14	52%	6	22%	8	30%	3	11%	2	7%	1	4%	0	0%	0	0%	0	0%	0	#DIV/0!
M	13	48%	4	15%	9	33%	2	7%	0	0%	1	4%	0	0%	0	0%	1	4%	0	#DIV/0!
<b>Administrative Support</b>	<b>397</b>		231	58%	166	42%	144	36%	56	14%	11	3%	0	0%	0	0%	20	5%	18	5%
F	166	42%	127	32%	39	10%	87	22%	27	7%	5	1%	0	0%	0	0%	8	2%	3	17%
M	231	58%	104	26%	127	32%	57	14%	29	7%	6	2%	0	0%	0	0%	12	3%	15	83%
<b>Skilled Craft</b>	<b>2,990</b>		1006	34%	1,984	66%	523	17%	316	11%	47	2%	20	1%	0	0%	100	3%	292	10%
F	50	2%	37	1%	13	0%	28	1%	7	0%	0	0%	0	0%	0	0%	2	0%	1	0%
M	2,940	98%	969	32%	1,971	66%	495	17%	309	10%	47	2%	20	1%	0	0%	98	3%	291	100%
<b>Service Maintenance</b>	<b>2,075</b>		840	40%	1,235	60%	479	23%	246	12%	40	2%	6	0%	0	0%	69	3%	127	6%
F	316	15%	187	9%	129	6%	122	6%	44	2%	5	0%	1	0%	0	0%	15	1%	9	7%
M	1,759	85%	653	31%	1,106	53%	357	17%	202	10%	35	2%	5	0%	0	0%	54	3%	118	93%
<b>Total</b>	<b>6,755</b>		2,602	38%	4,153	62%	1,361	20%	743	11%	219	3%	30	0%	2	0%	247	4%	535	8%



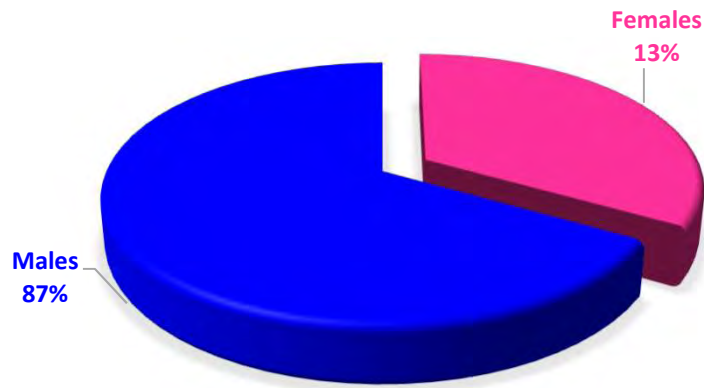
\* American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

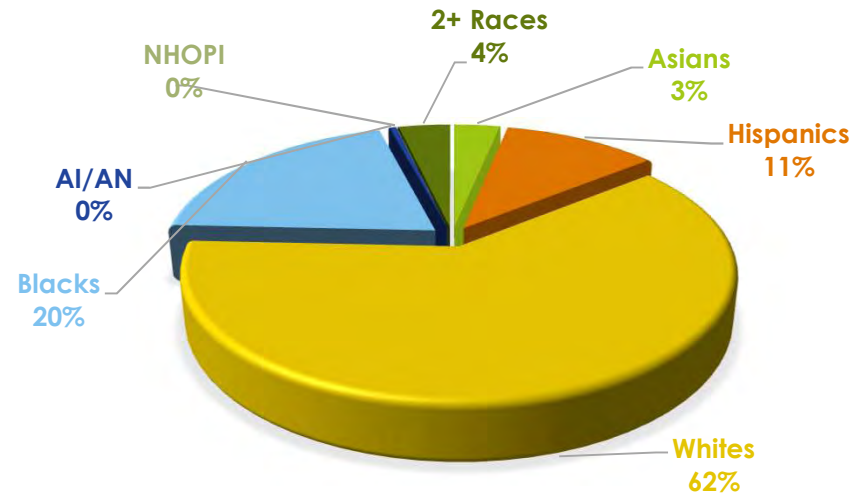
Note: All percentages have been rounded up to the nearest whole number.

# MNR's Workforce

**WORKFORCE BY GENDER**



**WORKFORCE BY RACE/ETHNICITY**



MNR workforce consists of 6,755 employees

- ❑ 13% females, 38% minorities, and 8% veterans.
- ❑ The percentage of females employed remained constant when compared to 4Q17.
- ❑ The percentage of minorities remained constant as it relates to race and ethnicity when compared to 4Q17.





# Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **December 31, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

The following charts provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80 percent of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



# MNR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOP**		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	4%	6%	3%	3%	3%	4%	0%	0%	0%	0%	1%	1%	13%	11%
	M	6%	9%	4%	6%	4%	5%	0%	0%	0%	0%	2%	3%		
Professionals	F	7%	11%	6%	6%	4%	5%	0%	1%	0%	0%	1%	3%	24%	10%
	M	4%	10%	4%	8%	4%	8%	0%	0%	0%	0%	0%	2%		
Technicians	F	4%	4%	2%	1%	1%	0%	0%	0%	0%	0%	1%	1%	4%	3%
	M	13%	18%	8%	8%	5%	6%	0%	0%	0%	0%	3%	4%		
Protective Services	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	8%
	M	4%	0%	6%	8%	1%	0%	0%	0%	0%	0%	4%	25%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



# MNR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Paraprofessionals	F	12%	11%	12%	7%	4%	4%	0%	0%	0%	0%	1%	0%	41%	30%
	M	2%	7%	2%	0%	1%	4%	0%	0%	0%	0%	0%	4%		
Administrative Support	F	11%	22%	11%	7%	4%	1%	0%	0%	0%	0%	0%	2%	30%	10%
	M	4%	14%	5%	7%	2%	2%	0%	0%	0%	0%	0%	3%		
Skilled Craft	F	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
	M	12%	17%	10%	10%	2%	2%	0%	1%	0%	0%	2%	3%		
Service Maintenance	F	4%	6%	6%	2%	1%	0%	0%	0%	0%	0%	0%	1%	5%	6%
	M	14%	17%	18%	10%	2%	2%	0%	0%	0%	0%	1%	3%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



MNR's

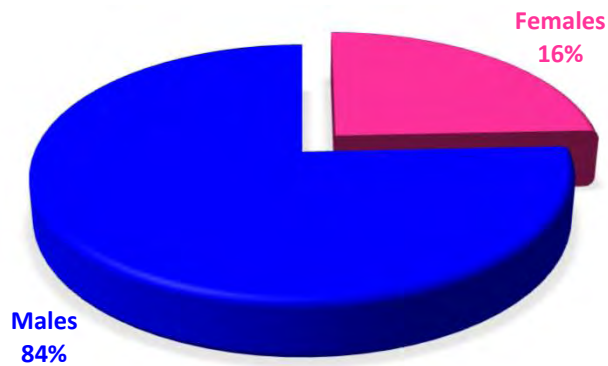
# **New Hires and Veterans**

**January 1, 2018 – December 31, 2018**

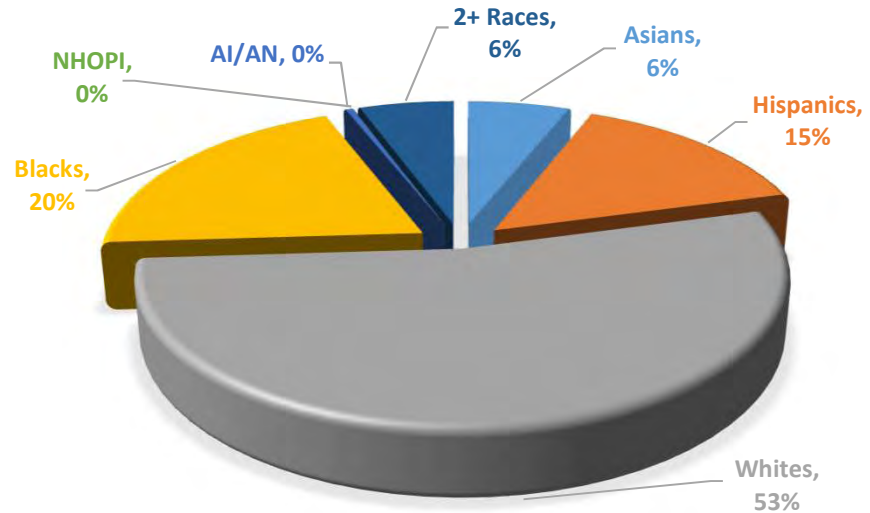


## MNR's New Hires and Veterans

**NEW HIRE BY GENDER**



**NEW HIRE BY RACE/ETHNICITY**



We added 481 employees including 24 veterans

- ❑ 16% females of which 0% were female veterans.
- ❑ Female hires were higher percentage when compared to their current representation in the workforce.
- ❑ 47% minorities of which 3% were minority veterans.
- ❑ Minorities were hired at higher percentage when compared to their current representation in the workforce.



MNR's

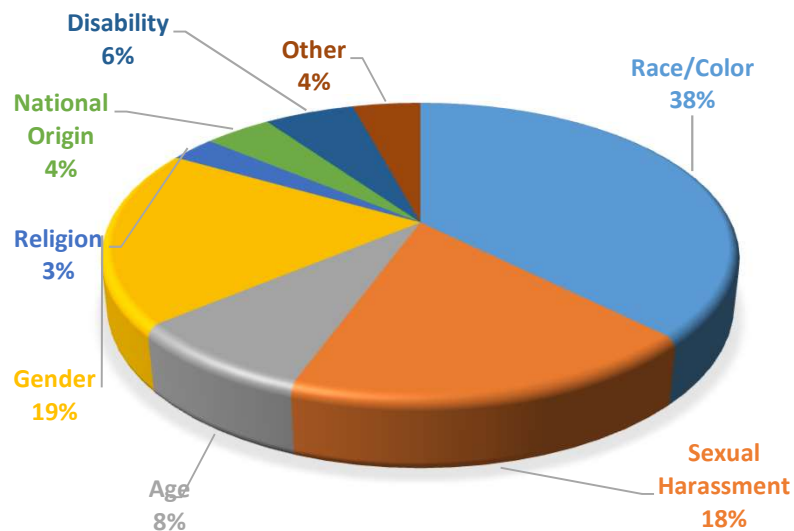
# Complaints and Lawsuits

January 1, 2018 – December 31, 2018

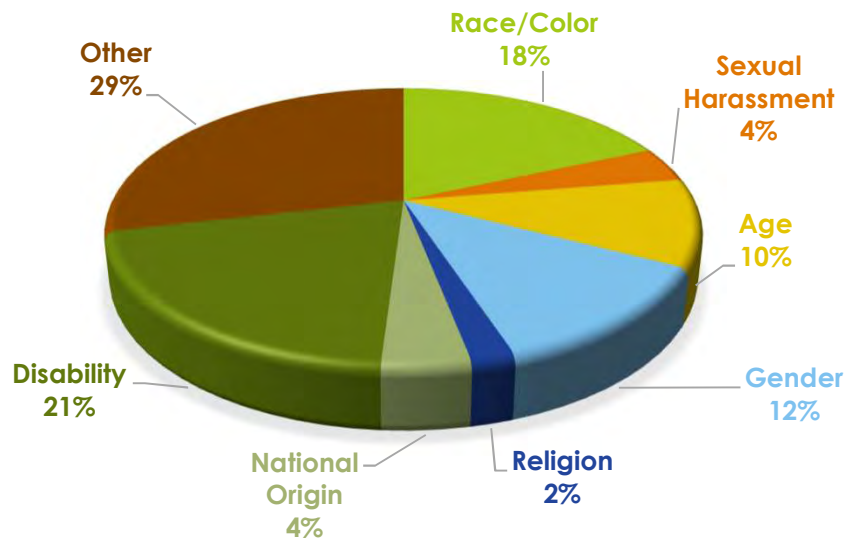


## MNR's Internal/External EEO Complaints and Lawsuits

### INTERNAL EEO COMPLAINTS



### EXTERNAL EEO COMPLAINTS



MNR handled 78 EEO complaints, citing 121 separate allegations, and 11 lawsuits.

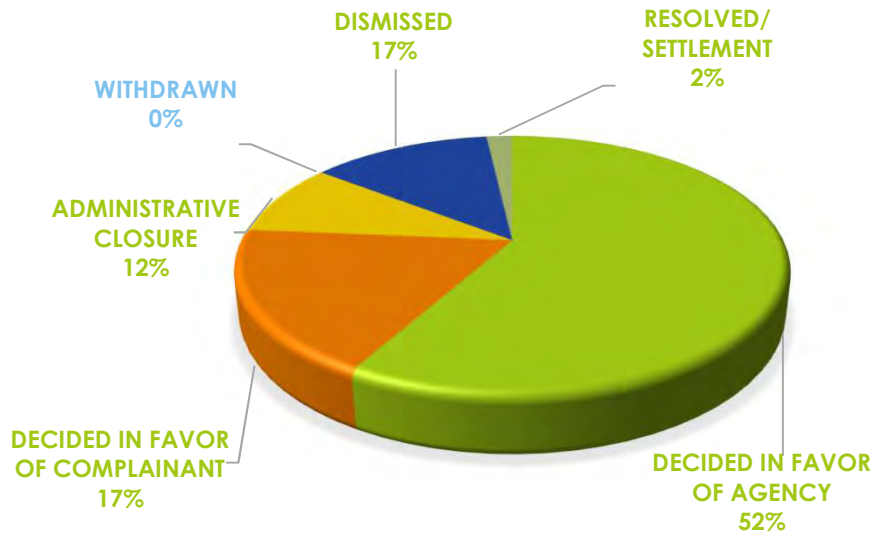
- ❑ 50 handled internal complaints.
- ❑ 28 handled external complaints.
- ❑ The most frequently cited basis internally was race/color and externally was other.



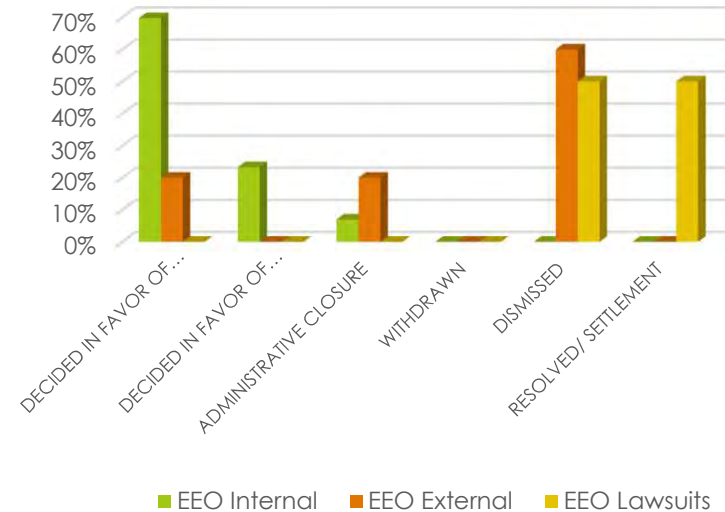
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period.  
**"Other"** contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

## MNR's EEO Complaints and Lawsuits Dispositions

**OVERALL EEO COMPLAINTS AND LAWSUITS  
DISPOSITIONS**



**EEO COMPLAINTS AND LAWSUITS  
DISPOSITIONS**



MNR disposed of 38 EEO complaints and 2 EEO lawsuits.

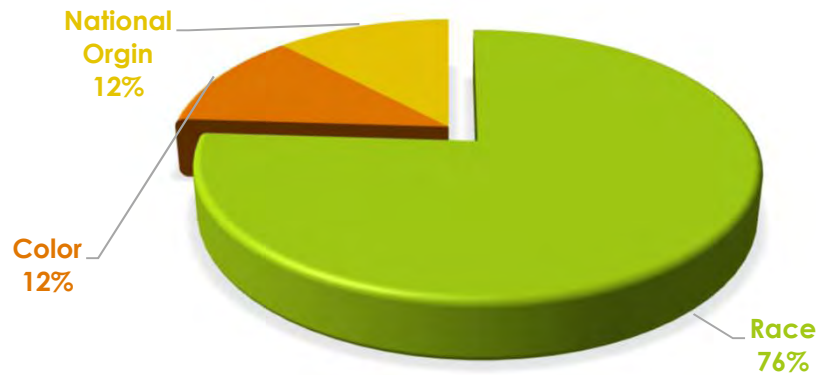
- 52% complaints/lawsuits decided in favor of the agency.
- 17% complaints /lawsuits decided in favor of the complainant.
- 12% complaints/lawsuits were administrative closures.
- 2% complaints/lawsuits were resolved/settled.
- 0% of complaints/lawsuits were withdrawn.



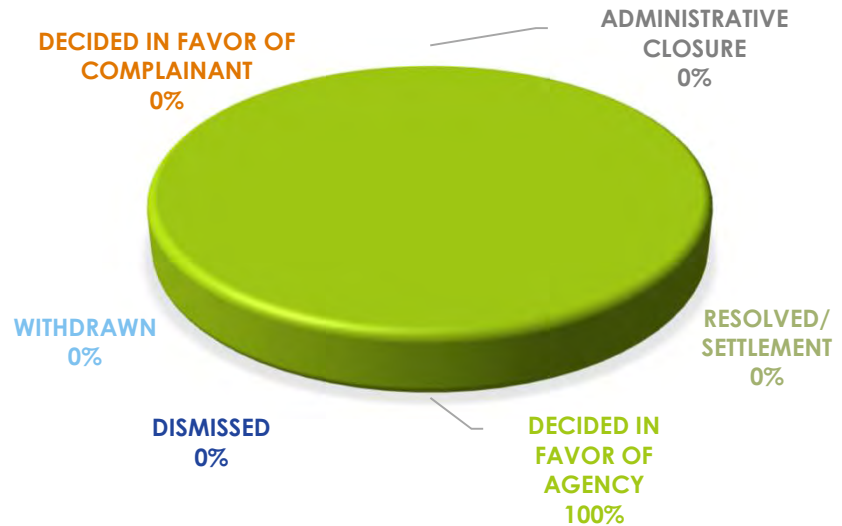


## MNR's Title VI Discrimination Complaints, Lawsuits and Dispositions

**TITLE VI  
DISCRIMINATION COMPLAINTS**



**TITLE VI DISPOSITIONS**



MNR handled 22 Title VI Complaints, citing 25 separate allegations and 0 Title VI lawsuits. Agency disposed of 18 complaints and 0 lawsuits.

- ❑ 100% complaints/lawsuits decided in favor of the agency.
- ❑ 0% complaints/lawsuits decided in favor of the complainant.
- ❑ 0% complaints/lawsuits were administrative closures.
- ❑ 0% complaints/lawsuits were resolved/settled.



# Memorandum



## Metro-North Railroad

**Date** February 19, 2019

**To** Metro-North Committee

**From** Catherine Rinaldi

A handwritten signature in blue ink, appearing to be "CR", next to the name Catherine Rinaldi.

**Re** April 2019 Schedule Changes

---

For your information, schedules will change on the Hudson, Harlem and New Haven lines effective Sunday, April 14, 2019.

The April 2019 schedule reflects changes made to provide reliable schedules to Metro-North customers and are designed to reflect more accurately where and when trackwork and infrastructure projects are occurring along the lines.

On the Hudson Line, there are small adjustments made to the AM Peak service but no changes to the PM Peak service. Off-peak trains have minor schedule adjustments. There are significant adjustments to weekend Upper Hudson Line service at Poughkeepsie and New Hamburg because of two infrastructure projects north of Manitou.

On the Harlem Line, where we made significant adjustments in March 2018, there are minimal changes to the AM and PM Peak service, with minor adjustments to off-peak and weekend trains to accommodate infrastructure projects along the line.

On the New Haven Line, which has the most infrastructure projects and also the densest train volumes, trains in the AM and PM Peak will have schedules lengthened between 2 and 6 minutes, depending on the length of the trip. Off-peak and weekend trains will see schedules lengthened between 2 and 11 minutes, depending on the length of the trip and the time of day.

- **Hudson Line Scope Of Work**

As shown in the January MNR Committee presentation, there are numerous, significant infrastructure renewal projects occurring in 2019. On the Hudson Line, there will be interlocking (track-switching location) replacements at CP 6 and CP 8 in the Bronx and at CP 72 south of Poughkeepsie. The CP 72 replacement requires 14 miles of single-track operation between CP 61-75 and has a significant effect on weekend service. We are continuing the rock-slope remediation between CP 46-53, between Manitou and Cold Spring. A track will be out of service continuously between CP 19-25, between Greystone and Tarrytown, for Superstorm Sandy remediation and related preventive improvements. We will also be replacing crossties and rail between CP 6-10 in the Bronx and will be replacing crossties between CP 12-19, between Spuyten Duyvil and Greystone.

Details of the Hudson Line schedule adjustments are:

- AM Peak, 39 trains will depart their initial station up to 2 minutes earlier and have their schedules lengthened by 1-3 minutes.
- PM Peak, 35 trains have minor adjustments of up to 2 minutes.
- Off-Peak and Nights, 85 trains depart their initial station between 1-5 minutes earlier and have their schedules lengthened by 1-6 minutes.
- Weekends, southbound trains depart their initial station up to 5 minutes earlier and have their schedules lengthened by up to 5 minutes, while northbound trains have their schedules lengthened by up to 5 minutes.
  - Because the two track outages between CP 46-53 (7 miles) and CP 61-75 (14 miles) constrain capacity considerably, weekend Upper Hudson service at Poughkeepsie and New Hamburg is reduced. Every other Poughkeepsie train will terminate and originate at Beacon, reducing service at Poughkeepsie and New Hamburg from hourly to bi-hourly on Saturdays and Sundays, while preserving hourly service at Beacon, Breakneck Ridge, Cold Spring, Garrison, Manitou, Peekskill and Cortlandt. There is no change to weekend service between Croton-Harmon and GCT.
  - Three extra weekend express trains in each direction between Poughkeepsie and GCT are discontinued for the duration of this timetable because of the capacity constraints.
  - Hourly service to Poughkeepsie/New Hamburg and the three extra express trains will resume operation with the June 30, 2019, schedule change.

- **Harlem Line Scope Of Work**

The White Plains Station Enhancement Project continues with its continuous single-track outage between CP 121-123, between Hartsdale and North White Plains. This is the project that drove the significant schedule change in March 2018, and which continues today. There is also a project on the Upper Harlem Line to replace power-line poles, which requires one track to be removed from service.

Details of the Harlem Line schedule adjustment are:

- AM Peak, 46 trains depart their initial station between 1-4 minutes earlier and have their schedules lengthened by 1-2 minutes
- PM Peak, 45 trains are unchanged
- Off-Peak and Nights, 116 trains depart their initial station between 1-4 minutes earlier and have their schedules lengthened by 1-5 minutes
- Weekends, southbound trains depart their initial station up to 4 minutes earlier and have their schedules lengthened by up to 4 minutes, while northbound trains have their schedules lengthened by up to 4 minutes.

- **New Haven Line Scope Of Work**

The New Haven Line has several infrastructure projects in 2019 as shown in the January MNR Committee presentation. A track will be out of service continuously between CP 212-215, between Woodlawn and Pelham, for SMART TRACK work. A track will be out of service between CP 223-229, between Rye and Greenwich, for crosstie replacements. A track will be out of service continuously between CP 229-232, between Cos Cob and Stamford, because of miter-rail replacement on Cos Cob drawbridge and to support the ongoing project to replace overhead bridges at Sound Beach and Tomac Avenues. There is continuous preparation work on the west end of Stamford to support the Atlantic Street bridge replacement, a very large project scheduled for the first week of July. There will be a track out of service continuously between CP 241-248, between South Norwalk and Southport, to support the installation of the new interlocking (track-switching location) at CP 243 near East Norwalk, and also to replace the overhead catenary lines. There will be a track out of service continuously between CP 248-255, between Southport and Bridgeport, for rail replacement. There will be a track out of service continuously between CP 255-261, between Bridgeport and Devon, for trackwork on the Devon drawbridge and for replacement of the overhead catenary lines.

Details of the New Haven Line schedule adjustment are:

- AM Peak, 48 mainline trains depart initial stations between 1-10 minutes earlier and have schedules lengthened by 1-6 minutes, depending on the trip length. New Canaan Branch trains depart New Canaan between 1-4 minutes earlier and have their schedules lengthened by 1-3 minutes. Danbury Branch trains depart Danbury 2-3 minutes earlier and have their schedules lengthened by 1-2 minutes. Waterbury Branch trains depart Waterbury 1-2 minutes earlier and have their schedules lengthened by 2 minutes.
- PM Peak, 42 mainline trains depart GCT at the same time as today and have their schedules lengthened by 1-6 minutes, depending on the trip length. New Canaan Branch trains depart GCT at the same time and have their schedules lengthened by 3 minutes. Danbury Branch trains depart GCT at the same time and have their schedules lengthened by 1-2 minutes. Waterbury Branch trains are unchanged on the branch line.
- Off-Peak and Nights, 83 westbound trains depart their initial station between 10 minutes earlier and 4 minutes later and have their schedules lengthened by 1-11 minutes, depending on the trip length and the time of day, while 53 eastbound trains depart GCT at the same time as today and have their schedules lengthened by 1-11 minutes, depending on trip length and the time of day. New Canaan Branch local trains depart their initial station between 3 minutes earlier and 10 minutes later than today, depending on the schedule of the mainline connection. Danbury Branch trains depart their initial stations between 3 minutes earlier and 2 minutes later than today, depending on the schedule of the mainline connection. Waterbury Branch trains depart their initial stations between 16 minutes earlier and 16 minutes later than today, depending on the schedule of their mainline connection.
- Weekends, westbound trains depart their initial station up to 10 minutes earlier and have their schedules lengthened by 2-10 minutes, depending on the trip length. Eastbound trains depart GCT at the same time as today and have their schedules lengthened by 2-10 minutes, depending on the trip length.

- **Holiday Services and Special Timetables**

- The 2019 Summer Holiday Programs are unchanged from 2018, with the exception of the calendar-day change for Independence Day.
- For Memorial Day weekend, there are 19 early-getaway trains on Friday, May 24: Six on the Hudson Line, three on the Harlem Line and 10 on the New Haven Line. Later in the Peak period, 16 trains are deleted or combined with other trains: Three on the Hudson Line, five on the Harlem Line and eight on the New Haven Line.
- On Memorial Day, May 27, Metro-North will operate a Sunday schedule.

**Impact on the Operating Budget**

The lengthened schedules on the Hudson, Harlem and New Haven Lines will result in an assignment increase of 2 Engineers, 2 Conductors and 4 Assistant Conductors, at a cost of approximately \$1,727,000.

**Upcoming Schedule Changes**

The next schedule change for all three lines will be effective June 30, 2019.

cc: F. Ferrer  
V. Hakim  
S. Doering  
R. Gans  
Y. Hill-Donald  
J. Kennard  
J. Kesich  
M. Shiffer  
M. Mannix



**Long Island Rail Road**

**NO LIRR**

**PROCUREMENT ITEMS**





<b>Subject</b>	Request for Authorization to Award Various Procurements
<b>Department</b>	Procurement and Material Management
<b>Department Head Name</b>	Al Muir, Sr. Director
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	

<b>Date</b>	February 14, 2019
<b>Vendor Name</b>	Various
<b>Contract Number</b>	Various
<b>Contract Manager Name</b>	Various
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm Mtg	2-25-19	X		
2	MTA Board Mtg	2-27-19	X		

Internal Approvals			
	Approval		Approval
X	President	X	V.P. & General Counsel
X	Executive Vice President	X	V.P. Capital Programs
X	Sr. V.P. Operations	X	Executive Director Management & Budget

Internal Approvals (cont.)							
Order	Approval	Order	Approval	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:

# of Actions      \$ Amount

NONE

Schedules Requiring Two-Thirds Vote (or more, where noted)

NONE

Schedules Requiring Majority Vote

SUB TOTAL:



**MNR proposes to award competitive procurements in the following categories:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	2	\$12,451,216
<ul style="list-style-type: none"> <li>• Powell Electric Systems, Inc. \$9,826,216</li> <li>• Loram Maintenance of Way, Inc. \$2,625,000</li> </ul>		
<u>Schedules Requiring Majority Vote</u>	NONE	
SUB TOTAL:	2	\$12,451,216

**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:	2 \$12,451,216

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.

**FEBRUARY 2019**

**METRO-NORTH RAILROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Two-Thirds Vote:**

**C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**  
**(Staff Summaries required for items requiring Board approval)**

**1. Powell Electric Systems, Inc.      \$9,826,216 (not-to-exceed)      Staff Summary Attached**  
**Design & Furnish nine DC Traction Power Switchgear Systems**

Approval is requested to award a 22-month competitively solicited design-build contract (RFP process; 2 proposals received) in the not-to-exceed amount of \$9,826,216 to Powell Electrical Systems, Inc. to design and furnish DC traction power switchgear systems for nine Metro-North Hudson and New Haven Line substations.

MNRs' Power Department is seeking to retain services to design and furnish DC traction power switchgear system at nine substations at MNR's Hudson and New Haven Lines.

This switchgear system will replace the existing low voltage DC metal-enclosed power switchgear, high speed DC low voltage main and feeder circuit breakers, and related equipment which are approximately 25 years old and have exceeded their life cycle. The new switchgear to be installed in the existing substations will maintain capability for a reliable power supply, as well as provide the necessary high-power capacity to meet future requirements.

On July 27, 2018, twenty-five firms were provided the RFP and on September 05, 2018, two proposals were received from Powell Electrical Systems Inc (Powell), and Myers Controlled Power, LLC. A review of the no bid responses indicated that manufacturers did not have the capabilities to meet all elements of this scope of work. The two firms submitted cost proposals in the amount of \$9,928,100 and \$14,210,929 respectively.

After reviewing the proposal packages, the Committee invited both firms in for oral presentations. Following oral presentations that were conducted on October 19, 2018, the Selection Committee requested both firms provide updated technical and commercial proposals. The revised proposals were received in the amount of \$9,892,346 (Powell) and \$13,924,455 (Myers).

The Selection Committee comprised of members representing MNR's Procurement, Power, and Maintenance of Way (MofW) Departments evaluated the final proposals and unanimously selected Powell Electrical Systems, Inc. The Selection Committee determined that the combination of Powell's technical capability, manufacturing capability, rail and power substation experience, and project plan best met MNR's stated selection criteria and presented the highest technical competence and overall best value. The Myers proposal was deemed to be outside of the competitive price range. The Committee further found that Myers approach to the design required extensive mechanical and electrical engineering time, as well as increased fabrication time. This created greater technical risk along with the associated cost of those efforts.

required extensive mechanical and electrical engineering time, as well as increased fabrication time. This created greater technical risk along with the associated cost of those efforts.

On December 13, 2018, MNR's Project Manager, Procurement Contract Manager and Powell engaged in negotiations which resulted in a further reduction of \$66,130 for a final cost of \$9,826,216.

Powell's price proposal is less than the Engineer's estimate of \$10,544,249 and was responsive to MNR's specified technical requirements. The price offered is deemed fair and reasonable.

Board approval is requested in the not-to-exceed amount of \$9,826,216 for the 22-month term and is 100% federally funded.

**2. Loram Maintenance of Way, Inc. \$2,625,000 (not-to-exceed) Staff Summary Attached**  
**Rail Grinding Services**

Metro-North seeks Board approval to award a three-year competitively-negotiated public works contract in the not-to-exceed amount of \$2,625,000 to the firm Loram Maintenance of Way, Inc. ("Loram") to provide self-propelled rail grinding services (equipment and personnel) at various points along MNR's right of way.

Rail grinding is considered the single most effective maintenance practice to control the effects of rolling contact fatigue on the running rail by restoring the rail profile, and maximizing the value from the rail asset. Operating benefits of periodic rail grinding include: reduction of broken rails, extension of rail life, extended track component life, and improved ride quality.

Rail grinding is a seasonal operation with a limited timeframe for its completion. There is limited capacity in the industry, and MNR faces competition for these scarce resources from railroads throughout North America. Prior to the solicitation, a Request for Expression of Interest (RFEI) was sent to 15 firms in the Maintenance of Way industry with respect to upcoming rail grinding needs for MNR territories in New York and Connecticut. These firms were provided with a project overview. As a result of the RFEI, two firms (Loram and RailWorks) expressed interest in submitting a bid for rail grinding.

On October 17, 2018, a single bid was received from Loram in the total amount of \$2,625,000. A discussion with Railworks, who elected to not bid, found that the location and availability of their labor force and equipment made it impractical for Railworks to compete on this project, despite their previously stated interest in bidding. Railworks labor and equipment has been dispatched to other properties including Amtrak.

Loram confirmed that they are providing MNR with their most favored pricing for the rail grinding services. The hourly rates are fixed for all the work to be completed in 2019. The fixed rates include the furnishing of all necessary equipment and labor (operators), consumables (oil), materials, tools, permits and maintenance of equipment for the duration of the three-year contract term. All rates for the subsequent years (2020 and 2021) shall be escalated in accordance with the Bureau of Labor Statistics. Railgrinding activities are conducted at night for safety and to minimize impact to Railroad operations.

Board approval is requested in the not-to-exceed amount of \$2,625,000 for the three-year term. This procurement is to be funded by the MNR Operating Budget.



# Staff Summary

<b>Item Number</b> C					
<b>Dept &amp; Dept Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director					
<b>Division &amp; Division Head Name:</b> Executive Vice President, Susan Doering					
<b>Board Reviews</b>					
Order	To	Date	Approv	Info	Other
1	M-N Comm.Mtg.	2-25-19	x		
2	MTA Board Mtg.	2-27-19	x		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
x	President	x	Executive Director Mgmt. & Budgets		
x	Sr. V.P. Operations				
x	V.P. & General Counsel				
x	V.P. Capital Programs				

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> Powell Electrical Systems, Inc.	<b>Contract Number</b> 128720
<b>Description</b> Design & Furnish nine DC Traction Power Switchgear Systems	
<b>Total Amount</b> \$9,826,216 (not-to-exceed)	
<b>Contract Term (including Options, if any)</b> 22 Months	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

Approval is requested to award a 22-month competitively solicited design-build contract (RFP process; 2 proposals received) in the not-to-exceed amount of \$9,826,216 to Powell Electrical Systems, Inc. to design and furnish DC traction power switchgear systems for nine Metro-North Hudson and New Haven Line substations.

### II. DISCUSSION:

MNR's Power Department is seeking to retain services to design and furnish DC traction power switchgear system at nine substations at MNR's Hudson and New Haven Lines.

This switchgear system will replace the existing low voltage DC metal-enclosed power switchgear, high speed DC low voltage main and feeder circuit breakers, and related equipment which are approximately 25 years old and have exceeded their life cycle. The new switchgear to be installed in the existing substations, will maintain capability for a reliable power supply, as well as provide the necessary high-power capacity to meet future requirements.

The Scope of Work for the DC traction power switchgear systems includes the design and furnishing of:

- new metal-enclosed low-voltage DC traction power switchgear;
- high speed traction circuit breakers and related auxiliary devices; and
- multi-function protective relays, instruments, controls, interconnect wiring and bus work.

In June 2018, MNR received Board approval to use the Request for Proposal (RFP) process. In accordance with MTA Procurement Guidelines, an RFP dated July 30, 2018 was prepared and advertised in the New York State Contract Reporter, New York Post, El Dario, Daily Challenge and posted on MNR's website.

# Staff Summary

The criteria for selection established in the RFP was as follows:

1. Technical Capability;
2. Experience;
3. Cost; and
4. Project Plan.

On July 27, 2018, twenty-five firms were provided the RFP and on September 05, 2018, two proposals were received from Powell Electrical Systems Inc (Powell), and Myers Controlled Power, LLC. A review of the no bid responses indicated that manufacturers did not have the capabilities to meet all elements of this scope of work. The two firms submitted cost proposals in the amount of \$9,928,100 and \$14,210,929 respectively.

After reviewing the proposal packages, the Committee invited both firms in for oral presentations. Following oral presentations that were conducted on October 19, 2018, the Selection Committee requested both firms provide updated technical and commercial proposals. The revised proposals were received in the amount of \$9,892,346 (Powell) and \$13,924,455 (Myers).

The Selection Committee comprised of members representing MNR's Procurement, Power, and Maintenance of Way (MofW) Departments evaluated the final proposals and unanimously selected Powell Electrical Systems, Inc. The Selection Committee determined that the combination of Powell's technical capability, manufacturing capability, rail and power substation experience, and project plan best met MNR's stated selection criteria and presented the highest technical competence and overall best value. The Myers proposal was deemed to be outside of the competitive price range. The Committee further found that Myers approach to the design required extensive mechanical and electrical engineering time, as well as increased fabrication time. This created greater technical risk along with the associated cost of those efforts.

On December 13, 2018, MNR's Project Manager, Procurement Contract Manager and Powell engaged in negotiations which resulted in a further reduction of \$66,130 for a final cost of \$9,826,216.

Powell's price proposal is less than the Engineer's estimate of \$10,544,249 and was responsive to MNR's specified technical requirements. The price offered is deemed fair and reasonable.

MNR completed a responsibility review of Powell Electrical Systems as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

### **III. D/M/WBE INFORMATION:**

In accordance with the Department of Diversity and Civil Rights memo dated 7/3/2018, no goals were assigned.

### **IV. IMPACT ON FUNDING:**

Board approval is requested in the not-to-exceed amount of \$9,826,216 for the 22-month term. This contract is 100% federally funded.

### **V. ALTERNATIVES:**

MNR does not have the requisite manufacturing expertise to provide the required design and manufacturing services.



# Staff Summary

Item Number C					
Dept & Dept Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Susan Doering					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	2-25-19	x		
2	MTA Board Mtg.	2-27-19	x		
Internal Approvals					
Order	Approval	Order	Approval		
x	President	x	Executive Director Mgmt. & Budget		
x	Sr. V.P. Operations				
x	V.P. & General Counsel				
x	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name Loram Maintenance of Way, Inc.	Contract Number 1-80470
Description Rail Grinding Services	
Total Amount \$2,625,000 (not-to-exceed)	
Contract Term (including Options, if any) 3 Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: IFB	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

Metro-North seeks Board approval to award a three-year competitively-negotiated public works contract in the not-to-exceed amount of \$2,625,000 to the firm Loram Maintenance of Way, Inc. ("Loram") to provide self-propelled rail grinding services (equipment and personnel) at various points along MNR's right of way.

### II. DISCUSSION:

Rail grinding is considered the single most effective maintenance practice to control the effects of rolling contact fatigue on the running rail by restoring the rail profile, and maximizing the value from the rail asset. Operating benefits of periodic rail grinding include: reduction of broken rails, extension of rail life, extended track component life, and improved ride quality.

Rail grinding is a seasonal operation with a limited timeframe for its completion. There is limited capacity in the industry, and MNR faces competition for these scarce resources from railroads throughout North America. Prior to the solicitation, a Request for Expression of Interest (RFEI) was sent to 15 firms in the Maintenance of Way industry with respect to upcoming rail grinding needs for MNR territories in New York and Connecticut. These firms were provided with a project overview. As a result of the RFEI, two firms (Loram and RailWorks) expressed interest in submitting a bid for rail grinding.

Following the RFEI, in accordance with MTA All-Agency Procurement Guidelines, an advertisement for this required service was placed in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge, and Minority Commerce Weekly and posted on MNR's website.

On October 17, 2018, a single bid was received from Loram in the total amount of \$2,625,000. A discussion with Railworks, who elected to not bid, found that the location and availability of their labor force and

# Staff Summary

equipment made it impractical for Railworks to compete on this project, despite their previously stated interest in bidding. Railworks labor and equipment has been dispatched to other properties including Amtrak.

Loram confirmed that they are providing MNR with their most favored pricing for the rail grinding services. The hourly rates are fixed for all the work to be completed in 2019. The fixed rates include the furnishing of all necessary equipment and labor (operators), consumables (oil), materials, tools, permits and maintenance of equipment for the duration of the three-year contract term. All rates for the subsequent years (2020 and 2021) shall be escalated in accordance with the Bureau of Labor Statistics. Railgrinding activities are conducted at night for safety and to minimize impact to Railroad operations.

MNR completed a responsibility review of Loram Maintenance of Way Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

### III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) did not assign any DBE goals for this procurement.

### IV. IMPACT ON FUNDING:

Board approval is requested in the not-to-exceed amount of \$2,625,000 for the three-year term. This procurement is to be funded by the MNR Operating Budget.

### V. ALTERNATIVES:

Metro-North does not have the available equipment, expertise or capability to perform the service as specified.

**PROCUREMENT PACKAGE**  
**February 2019**



### PROCUREMENTS

The Procurement Agenda this month includes seven actions for a proposed expenditure of \$50,201,384.

## Staff Summary

<b>Subject</b>	Request for Authorization to Award Various Procurements				
<b>Department</b>	Procurement				
<b>Department Head Name</b> David K. Cannon					
<b>Department Head Signature</b> 					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	MNR & LIRR Joint Committee	2/25/19	X		
2	Board	2/27/19	X		

<b>Date:</b> February 20, 2019			
<b>Vendor Name</b> Various			
<b>Contract Number</b> Various			
<b>Contract Manager Name</b> Various			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
2	Vice President & Chief Financial Officer 	4	President 
1	Vice President, Program Controls 	3	Executive Vice President & General Counsel 

### PURPOSE

To obtain the approval of the Board to award a contract and various modifications and, to inform the Long Island Rail Road Committee of these procurement actions.

### DISCUSSION

MTA Capital Construction proposes to award Competitive Procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule C Competitive Requests for Proposals (Award of Purchase Public Work Contracts)	1	\$10,000,000
<b>SUBTOTAL</b>	<b>1</b>	<b>\$10,000,000</b>
<u>Schedules Requiring Majority Vote</u>		
Schedule H Modifications to Personal Service Contracts	3	\$36,023,169
Schedule I Modifications to Purchase and Public Work Contracts	2	\$ 2,858,157
<b>SUBTOTAL</b>	<b>5</b>	<b>\$38,881,326</b>

MTA Capital Construction proposes to award a Ratification in the following category:

Schedule K Ratification of Completed Procurement Actions	1	\$ 1,320,058
<b>SUBTOTAL</b>	<b>1</b>	<b>\$ 1,320,058</b>
<b>TOTAL</b>	<b>7</b>	<b>\$50,201,384</b>

### Budget Impact:

The approval of the contract and modifications will obligate MTA Capital Construction capital funds in the amounts listed. Funds are available in the capital budget for this purpose.

### Recommendation:

That the contract and modifications be approved as proposed. (The items are included in the resolution of approval at the beginning of the Procurement Section.)

**MTA Capital Construction Company**

**BOARD RESOLUTION**

**WHEREAS**, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All Agency Procurement guidelines, the Board authorizes the award of certain non-competitive purchase and public works 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 service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

**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 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 authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
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. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action 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; 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.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

FEBRUARY 2019

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**Schedule C. Competitive Request for Proposals (Award of Purchase and Public Work Contracts**

(Staff Summaries only required for items requiring Board approval)

<b>1</b>	<b>Sovereign Hydroseal LP Contract No. MC881A Contract Term Five Years</b>	<b>\$10,000,000 (Aggregate)</b>	<b><u>Staff Summary Attached</u></b>
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Pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article and Article IIIB (6) of the All Agency General Contract Procurement Guidelines, MTA Capital Construction is seeking Board approval to enter into competitively solicited zero dollar based on-call contracts with two firms to provide water infiltration mitigation services on an as-needed basis.

**Procurements Requiring Majority Vote:**

**Schedule H. Modification To Personal Services and Miscellaneous Service Contracts Awarded as Contracts for Services**

(Approval/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or duration threshold required for Board approval)

<b>2 &amp; 3.</b>	<b>WSP USA/STV/Parsons Transportation Group, Joint Venture Contract No. 98-0040-01R Mod No. 165 Contract No. 98-0040-01R Mod No. 166</b>	<b>\$ 2,523,169 \$23,000,000</b>	<b><u>Staff Summary Attached</u></b>  ↓ ↓
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In accordance with Article XI of the MTA All-Agency Service Contract Guidelines, MTACC seeks Board approval to modify the Contract to provide staff and services for Project Management and Project Controls and; the continuation of Construction Phase Services through December 2019.

<b>4.</b>	<b>Jacobs/LiRo Joint Venture Contract No. PS819 Modification No. 21</b>	<b>\$10,500,000</b>	<b><u>Staff Summary Attached</u></b>
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In accordance with Article XI of the MTA All-Agency Service Contract Guidelines, MTACC seeks Board approval to extend the contract term through June 30, 2019.

FEBRUARY 2019

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedule I. Modification To Purchase and Public Work Contracts**

(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

- |    |   |                     |                                      |
|----|---|---------------------|--------------------------------------|
| 5. | <b>Tutor Perini Corporation</b><br><b>Contract No. CS179</b><br><b>Modification No. 142</b> | <b>\$ 1,728,157</b> | <u><i>Staff Summary Attached</i></u> |
|----|---|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a contract modification to implement changes in the locations and quantities of Closed Circuit Television System cameras, electronic access control card readers/keypads, and door contacts.

- |    |  |                     |                                      |
|----|--|---------------------|--------------------------------------|
| 6. | <b>Tutor Perini Corporation</b><br><b>Contract No. CQ033</b><br><b>Modification No. 31</b> | <b>\$ 1,130,000</b> | <u><i>Staff Summary Attached</i></u> |
|----|--|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a contract modification for the installation of two catenary structures and associated installation and demolition work.





<b>Item Number</b>	1				
<b>Dept &amp; Dept Head Name: Various</b>					
Various					
<b>Division &amp; Division Head Name:</b>					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	MNR and LIRR Joint Committee	2/25/18	X		
2	Board	2/27/18	X		
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
3	Vice President, Program Controls 	6	President 		
2	VP & Chief Financial Officer 	5	Executive Vice President & General Counsel 		
1	VP & Chief Procurement Officer 				

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
Sovereign Hydroseal LP	MC881A
<b>Description</b>	
Water Infiltration Mitigation Services on an As-Needed Basis.	
<b>Total Amount</b>	
Not-To-Exceed \$10,000,000	
<b>Contract Term</b>	
Five (5) Years	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: State	

## I. PURPOSE/RECOMMENDATION

Pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article and Article IIIB (6) of the All Agency General Contract Procurement Guidelines, MTA Capital Construction ("MTACC") is seeking Board approval to enter into a competitively solicited zero dollar based on-call contract with Sovereign Hydroseal LP ("Sovereign") to provide water infiltration mitigation services on an as-needed basis. The contract term is five (5) years.

## II. DISCUSSION

This procurement will provide MTACC with a contractor with proven expertise to provide water infiltration mitigation services on an as-needed basis primarily for the East Side Access Project but also for other MTA facilities. MTACC will issue "Task Orders" against this contract for specific water infiltration mitigation services as MTA's needs are identified. A Task Order is a written directive from MTACC to perform a detailed scope of work for the services required. These Task Orders will include detailed specifications for the services required.

This contract will be issued as zero-dollar base contract and does not obligate the MTA the payment of a minimum dollar amount to the contractor.



### **III. PROCUREMENT PROCESS**

A Request for Proposal (RFP) was advertised on the MTA Website and in The New York Post, The New York State Contract Reporter, Minority Commerce Weekly and Engineering News-Record. Seven (7) firms requested a copy of the RFP, and proposals were received from two (2) firms, Sovereign and Providence Construction Corporation ("Providence"). A selection committee consisting of representatives from MTACC Program Controls, Procurement, and East Side Access evaluated the proposals based on the following criteria as outlined in the RFP documents and listed in the order of relative importance:

1. Knowledge and experience performing high-quality water infiltration remediation work
2. Technical qualifications
3. Demonstrated understanding of the contract requirements
4. Project Management
5. Safety Records
6. Other relevant matters
7. Quality Assurance Program
8. Performance on other contracts.

The selection committee determined that both proposers possess the capacity, understanding, experience and commitment to provide the required water infiltration mitigation services and recommended that the agency be authorized to enter into contracts with the two proposing firms.

Responsibility checks were performed on both firms and Significant Adverse Information was uncovered regarding Providence. The MTA is investigating the circumstances surrounding Providence's SAI and upon conclusion will decide whether to recommend to the Board award of a contract to Providence. In the interim, however, MTACC needs a contractor to provide on-call water infiltration mitigation services and recommends award of a contract to Sovereign, who was recommended by the selection committee and has no SAI. In addition, MTACC intends to return to the Board shortly for permission to initiate another RFP for water infiltration services, with additional outreach, in order to create a larger pool of water infiltration contractors and create additional competition for this work.

### **IV. D/M/WBE and SDVOB**

The Department of Diversity and Civil Rights reviewed the requirements of the Contract and after undertaking a thorough analysis established the following goals: 20% DBE, or 15% MBE, 15%WBE and 6% SDVOB goals for this contract based on the funding, nature of the work and the availability of Disadvantage/Minority/Women Business Enterprises and Service Disabled Veteran Owned Business capable of performing the work. Sovereign Hydrosel LP has pledged to meet these goals.

### **V. IMPACT ON FUNDING**

The estimated dollar value for this procurement is \$10 million. This value is based upon current projections and is being used for budgeting purposes only. The actual cumulative value of the Task Orders to be awarded may be lower. As noted above, the contract will be issued as a zero-dollar based contract and does not obligate the MTA to commit to the payment of a minimum dollar amount. Task Orders will be written against the contract on an as needed basis.

### **VI. ALTERNATIVES**

There is no alternative to perform these needed services as MTACC does not have the in-house resources to provide them.

### **VII. RECOMMENDATION**

MTACC recommends that the MTA Board approve the award of a competitively solicited zero-dollar based contract to provide water infiltration mitigation services on an as-needed basis to Sovereign Hydrosel LP for a five-year period.



# Schedule H Modifications to Personal and Miscellaneous Service Contracts

Item Numbers 2 & 3



Capital Construction

Page 1 of 2

<b>Vendor Name (&amp; Location)</b> WSP USA/STV/Parsons Transportation Group JV (NY, NY)	
<b>Description</b> General Engineering Consultant Services for the East Side Access Project	
<b>Contract Term (including Options, if any)</b> August 1, 2004 – December 31, 2019	
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, Rob Troup	

Contract Number	AWO/Modification #
98-0040-01R	165 and 166
<b>Original Amount:</b>	
	\$ 140,000,000
<b>Prior Modifications:</b>	
	\$ 379,241,273
<b>Prior Budgetary Increases:</b>	
	\$ -0-
<b>Current Amount:</b>	
	\$ 519,241,273
<b>This Request</b>	
	\$ 25,523,169
<b>% of This Request to Current Amount:</b>	
	5%
<b>% of Modifications (including This Request) to Original</b>	
	289%

## Discussion:

This Contract is for engineering, design and construction phase services for the LIRR East Side Access (ESA) project. In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, Board approval is requested to modify the Contract to provide staff and services for Project Management and Project Controls and; the continuation of Construction Phase Services through December 2019. This procurement item represents the annual modification for Project Management and Project Controls and Construction Phase Services.

## Modification No. 165 – Extension of Project Management and Project Controls

Project Management (“PM”) and Project Controls (“PC”) services are provided on a cost-plus-fixed-fee, level-of-effort, not-to-exceed basis. The PM staff supervises and directs the work of the Consultant, while the PC staff maintains project records for engineering deliverables, configuration management, correspondence, financial accounts and cost expenditures.

In December 2017, the MTA Board approved a modification increasing the amount budgeted for PM and PC services by a total of \$2,729,551, from \$22,626,418 to \$24,143,499 for PM services and from \$13,855,722 to \$15,068,192 for PC services, and to extend these services to the end of 2018. This proposed Modification will provide for the continuation of PM/PC staff and services through December 2019.

The Consultant submitted a cost proposal seeking an increase in the amount for PM and PC services of \$3,427,620. The MTACC estimate totaled \$2,329,998. Negotiations were held and the parties agreed to an increase in the not-to-exceed amount of \$2,523,169, which is considered to be fair and reasonable.

## Modification No. 166 – Construction Phase Services

Construction Phase Services (“CPS”) are provided on a cost-plus-fixed-fee, level-of-effort, not-to-exceed basis. CPS is provided in support of third party and force account construction contracts/packages during construction and may include review of contractor’s submittals, shop drawings and requests for information; site inspections; resolution of technical issues; preparation of supplementary drawings; and preparation of record drawings for force account packages.

In July 2018, the MTA Board approved a Modification increasing the Contract CPS amount by \$28,000,000 to continue CPS through the end of 2018. That Modification implemented a new pricing structure for CPS, whereby target prices were established for certain tasks, with incentives based on shared savings for beating the targets and disincentives based on a reduction of fees for missing the targets. This Modification will continue the target pricing scheme incorporated into the Contract in 2018. To fund the continuation of CPS through the end of 2019, MTACC seeks authorization to increase the not to exceed Contract amount for CPS by \$23 million.





MTACC evaluates PM, PC and CPS services on an annual basis to ensure the MTA is receiving the most efficient and cost-effective service. MTACC intends to return to the Board at the end of 2019 to request funding for these services for 2020 factoring in the results of the new pricing structure authorized above.

# Schedule H Modifications to Personal and Miscellaneous Service Contracts



Item Number 4

Page 1 of 2

<b>Vendor Name (&amp; Location)</b> Jacobs/LiRo Joint Venture (New York, NY)		<b>Contract Number</b> PS819	<b>AWO/Modification #</b> 21
<b>Description</b> Consultant Construction Management Services for the East Side Access Project		<b>Original Contract Amount:</b> \$ 74,550,734	
<b>Contract Term (including Options, if any)</b> January 28, 2008 – January 31, 2019		<b>Prior Modifications:</b> \$ 99,079,582	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A		<b>Prior Budgetary Increases:</b> \$ -0-	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$ 173,630,316	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		<b>This Request</b> \$ 10,500,000	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 6%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, Rob Troup		<b>% of Modifications (including This Request) to Original Amount:</b> 147%	

## Discussion:

This Contract is for consultant construction management services for the East Side Access (“ESA”) project. In accordance Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTA Capital Construction (“MTACC”) requests that the Board approve a contract modification increase to the previously approved amount by \$10,500,000 and extend the contract through June 30, 2019.

This competitively negotiated and Board-approved Contract was awarded to the Jacobs/E&K/LiRo Joint Venture (now known as Jacobs/LiRo Joint Venture) (“Jacobs”) on January 24, 2008 for \$75M and an 84-month duration. The scope of work consists of construction management services for third party and systems integration. These construction management services include, among other things, acting as the MTA’s Authorized Representative on a discrete number of third party contracts; overseeing and inspecting construction work; inspecting worksites for safety and quality requirements; managing the contract schedule and budget; monitoring and coordinating shop drawings and requests for information; conducting progress meetings; reviewing and processing change orders; processing payments; reviewing claims; assisting in securing necessary permits; and overseeing systems installation and testing.

Since 2008, there have been several changes to the ESA project that have, and will continue to, impact the contract scope, value and duration. As such, the project’s construction sequencing has been revised, the construction end date has been extended and additional construction contracts have been added as a result of the re-sequencing of construction work. The scope and duration of the Contract has been expanded to include some of these additional construction contracts and other specialized task order work.

In January 2016, the Board approved a modification extending the overall term under this Contract to December 31, 2017, with a one-year option. It also increased the approved amount of the Contract from \$108,018,570 to a cost not-to-exceed \$173,630,316.

At the end of 2017, MTACC evaluated the benefits and impacts of exercising the one-year option or resoliciting the Contract. After careful evaluation, MTACC determined it was in the agency’s best interest to exercise the option and continue the Contract; however, the agency implemented more stringent contract terms with respect to contract documentation requirements and with performance metrics. To this end, certain fees were re-negotiated and contract terms were revised in order to make Jacobs more accountable. A Performance Evaluation Program was instituted in April 2018, which put an

emphasis on critical construction management areas such as safety, budget, schedule, contractor submissions, claims management, closeouts and identifying and resolving non-conforming and deficient work. Under this Performance Evaluation Program, Jacobs's fees are awarded based on their performance in those critical areas. It is expected that this will save on construction costs to the MTA.

This proposed modification 14 is requesting Board approval to extend the Contract through June 30, 2019 as MTACC will continue to evaluate Jacobs's performance under the Performance Evaluation Program, and the benefits and impacts of continuing the Contract (with additional revisions to further reduce costs and increase accountability) or resoliciting the Contract

Jacobs proposed \$14,954,161 to continue these Contract services through June 30, 2019. MTACC's in-house estimate is for \$13,391,085 through June 30, 2019. Negotiations were held and the parties agreed to a not-to-exceed amount of \$10,500,000 for the period through June 30, 2019. The difference between the negotiated price and MTACC's estimate is primarily due to a \$4,000,000 carry over in the existing contract and the negotiated hourly rates and escalation.

In connection with a previous contract awarded to Jacobs, Jacobs was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in October 2018. No new SAI has been found relating to Jacobs and Jacobs has been found to be responsible<sup>1</sup>.

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<sup>1</sup> While Jacobs has no direct SAI, its acquisition of CH2M Hill Companies Ltd. (CH2M) in December 2017 mandates reporting of CH2M's SAI. CH2M, notwithstanding its SAI, was found responsible by the MTA Chairman in December 2013 – this approval may be relied upon by Jacobs.

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation (Peekskill, New York)		<b>Contract Number</b> CS179	<b>AWO/Modification</b> 142
<b>Description</b> Systems Facilities Package No. 1			
<b>Contract Term (including Options, if any)</b> 75 Months		<b>Original Amount:</b>	\$ 333,588,000
		<b>Prior Modifications:</b>	\$ 37,736,941
		<b>Exercised Options:</b>	\$ 216,800,001
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<b>Current Amount:</b>	\$ 588,124,942
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification			
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:			
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, Rob Troup		<b>This Request</b>	\$ 1,728,157
		<b>% of This Request to Current Amount:</b>	0.3%
		<b>% of Modifications (including This Request) to Original Amount:</b>	11.8%

**Discussion:**

This Contract provides the systems for the East Side Access ("ESA") project, including a Closed Circuit Television System (CCTV) and Access Control System (ACS) as part of the ESA Security System. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a contract modification to implement changes in the locations and quantities of CCTV cameras, electronic access control card reader/keypads, and door contacts.

The CCTV and ACS are elements of the ESA Security System. The CCTV cameras are used for video surveillance of specific ESA areas within the GCT Concourse, GCT Caverns, Manhattan Tunnels & Facilities, and Queens Tunnels & Facilities. The ACS devices are used to monitor and control access to specific ESA spaces within these territories.

When the design for this Contract was developed, it was understood that the ESA safety and security program would undergo certain revisions and improvements over time in order to meet the LIRR's security certification requirements. Since the design packages for these systems were completed (i) various modifications were issued in Contracts CM007 and CS179 that affected the placement and use of the security devices; (ii) LIRR and Federal Transit Authority (FTA) adopted practices in response heightened the security concerns; (iii) LIRR finalized its security certification for the Project with LIRR's security consultant; and (iv) the Project conducted field of view studies for the CCTV cameras. In order to respond to these developments, this Contract modification provides for changes in the locations and quantities of CCTV cameras, electronic access control card reader/keypads, and door contacts throughout the Project in order to obtain LIRR's security certification for the Project.

The Contractor's proposals for this Modification was in the amount of \$2,354,540. MTACC's estimate for this work was in the amount of \$1,799,115. After negotiations, the parties agreed to \$1,728,157 for direct costs, which is deemed to be fair and reasonable. The Contractor has also asserted a claim for time impacts and has sought \$168,249 in overhead costs in excess of the negotiated direct costs. MTACC has not agreed to pay any compensation in connection with these claims. In order to advance the Work without delay, MTACC seeks approval to issue this Modification to provide for the payment of the negotiated Direct Costs, and to address time impacts and additional overhead separately, without prejudice to MTACC's defenses to such claims. This change is being evaluated and, if appropriate, will be addressed in a subsequent E&O claim against the GEC.

In connection with a previous contract award to Tutor Perini Corporation (TPC), TPC was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA General Counsel in February 2017. No new SAI has been found relating to TPC and TPC was found responsible.

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation (Peekskill, New York)	<b>Contract Number</b> CQ033	<b>AWO/Modification #</b> 31
<b>Description</b> Mid-Day Storage Yard		
<b>Contract Term (including Options, if any)</b> 1,217 Days		
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, Rob Troup		

<b>Original Amount:</b>	\$	291,503,430
<b>Prior Modifications:</b>	\$	17,665,480
<b>Exercised Options:</b>	\$	1,873,570
<b>Current Amount:</b>	\$	311,042,480
<b>This Request</b>	\$	1,130,000
<b>% of This Request to Current Amount:</b>		0.3%
<b>% of Modifications (including This Request) to Original Amount:</b>		6.5%

**Discussion:**

This Contract is for the demolition and removal of the existing catenary structures, railroad buildings and the Montauk Cutoff Bridge and Ramp and the construction of the Mid-Day Storage Yard (the “Yard”). In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification for the installation of two catenary structures and associated installation and demolition work.

This modification involves the installation of two catenary poles and their foundations. These catenary structures are needed to relocate cables from catenary structures that are in the footprint of tracks to be installed under this contract and which must therefore be demolished. In addition, multiple guy anchors that are obstructing new track and signal trough to be installed under the Contract must be demolished and relocated. This work was included in, but could not be completed under, predecessor Contracts CH057 and CH061A due to existing Amtrak trackwork and utilities. The trackwork and utilities have since been removed and the work may now proceed. The CQ033 Contractor is mobilized on-site and the work is similar to the work being performed under its contract. Therefore, it was determined it would be in the MTA’s best interest to have the CQ033 Contractor perform the work. MTACC received a credit of \$595,000 for the work deleted from the predecessor Contracts.

The Contractor submitted a cost proposal of \$1,251,686. The MTACC project estimate was \$1,151,381. After negotiations, the parties agreed to a cost of \$1,130,000, which is considered fair and reasonable.

In connection with previous contracts awarded, the Tutor Perini Corporation was found to be responsible, notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2017. No new significant adverse information has been found relating to Tutor Perini Corporation. Therefore, Tutor Perini Corporation has been determined to be responsible.

**FEBRUARY 2019**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule K. Ratification of Completed Procurement Actions (Involving Schedules E-J)**  
(Staff Summaries required for items requiring Board Approval)

- |    |  |                     |                                      |
|----|--|---------------------|--------------------------------------|
| 7. | <b>GCT Constructors Joint Venture<br/>Contract No. CM014B<br/>Modification No. 196</b> | <b>\$ 1,320,058</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|---------------------|--------------------------------------|

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a contract modification for the addition of a cable tray support system throughout the new Concourse.



**Schedule K: Ratification of Completed Procurement Actions**  
**Item No. 7**

<b>Vendor Name (&amp; Location)</b> GCT Constructors Joint Venture (Secaucus, NJ)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>Contract Number</b></td> <td style="width: 50%;"><b>AWO/Modification #</b></td> </tr> <tr> <td>CM014B</td> <td>196</td> </tr> </table>	<b>Contract Number</b>	<b>AWO/Modification #</b>	CM014B	196										
<b>Contract Number</b>	<b>AWO/Modification #</b>														
CM014B	196														
<b>Description</b>  GCT Concourse and Facilities Fit-Out for the ESA Project	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>Original Contract Amount:</b></td> <td style="width: 50%; text-align: right;">\$ 404,622,096</td> </tr> <tr> <td><b>Original Option Amounts:</b></td> <td style="text-align: right;">\$ 24,277,904</td> </tr> <tr> <td><b>Original Board Approved Amount:</b></td> <td style="text-align: right;">\$ 428,900,000</td> </tr> <tr> <td><b>Prior Modifications:</b></td> <td style="text-align: right;">\$ 37,909,025</td> </tr> <tr> <td><b>Exercised Options:</b></td> <td style="text-align: right;">\$ 24,277,904</td> </tr> <tr> <td><b>Prior Budgetary Increases:</b></td> <td style="text-align: right;">\$ -0-</td> </tr> <tr> <td><b>Current Amount:</b></td> <td style="text-align: right;">\$ 466,809,025</td> </tr> </table>	<b>Original Contract Amount:</b>	\$ 404,622,096	<b>Original Option Amounts:</b>	\$ 24,277,904	<b>Original Board Approved Amount:</b>	\$ 428,900,000	<b>Prior Modifications:</b>	\$ 37,909,025	<b>Exercised Options:</b>	\$ 24,277,904	<b>Prior Budgetary Increases:</b>	\$ -0-	<b>Current Amount:</b>	\$ 466,809,025
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<b>Prior Budgetary Increases:</b>	\$ -0-														
<b>Current Amount:</b>	\$ 466,809,025														
<b>Contract Term (including Options, if any):</b>  1,826 Days	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>This Request</b></td> <td style="width: 50%; text-align: right;">\$ 1,320,058</td> </tr> </table>	<b>This Request</b>	\$ 1,320,058												
<b>This Request</b>	\$ 1,320,058														
<b>Option(s) included in Total</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>% of This Request to Current Amount:</b></td> <td style="width: 50%; text-align: right;">0.3%</td> </tr> </table>	<b>% of This Request to Current Amount:</b>	0.3%												
<b>% of This Request to Current Amount:</b>	0.3%														
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>% of Modifications (including This Request) to Original Amount:</b></td> <td style="width: 50%; text-align: right;">9.2%</td> </tr> </table>	<b>% of Modifications (including This Request) to Original Amount:</b>	9.2%												
<b>% of Modifications (including This Request) to Original Amount:</b>	9.2%														
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid   Other: Modification															
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:															
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>  East Side Access, Rob Troup, SVP & Senior Program Executive															

**Discussion:**

Contract CM014B is for the architectural, structural, electrical, plumbing and mechanical fit-out of the new Long Island Rail Road (LIRR) Concourse located in the Madison Yard of Grand Central Terminal. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a contract modification for the addition of a cable tray support system throughout the new Concourse.

Contract CM014B's scope of work included the installation of empty conduits that were designated to support the two-way radio system to be installed by Systems Contract (CS179). At the time of the award of Contract CM014B, Contract CS179 had not yet finalized the design of the two-way radio system. Under its Contract, CS179 was required to conduct a Radio Frequency (RF) study to determine the optimal placement of the system's radio antennas. The RF study established that 7/8-inch coaxial cables should be utilized for the two-way radio system. However, the conduits that are provided for in Contract CM014B cannot accommodate these cables. To resolve this issue, the conduits were deleted from Contract CM014B's scope will be replaced with a cable tray support system, which will support the coaxial cables for the radio system and the recently added Wi-Fi system. Contract CM014B received a credit of \$1,079,189 for the deletion of the original conduits.

Due to the critical nature of this work to the ESA Program's commencement of Integrated Systems Testing, the President approved a Retroactive Memorandum and on January 7, 2019, MTACC directed the Contractor to commence with coordination, submittals, procurement of materials, and installation of the cable trays in public areas of the Concourse, up to a not-to-exceed amount of \$500,000.

The Contractor proposed \$3,983,897 for the work. MTACC's estimate was \$1,397,080. After negotiations, the parties agreed to a cost of \$1,320,058 which is deemed to be fair and reasonable. This modification appears to be the result of a design error or omission on the part of the designer of record and will be pursued as such.

In connection with previous contracts awarded to the joint venture partners who form GCT Constructors Joint Venture, both John P. Picone Inc. ("JPP") and Schiavone Construction Company, LLC ("Schiavone") were found to be responsible notwithstanding Significant Adverse Information ("SAI") pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2014. No new SAI has been found relating to JPP or Schiavone and they have both been found to be responsible.





**Long Island Rail Road**

**OPERATIONS**

**TRANSPORTATION REPORT**



# Long Island Rail Road

## Performance Summary

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Rod Brooks, Senior Vice President – Operations

### **January 2019 Highlights:**

January On-Time Performance (OTP), was below goal at **92.7%**. The AM Peak period OTP was 85.7%, and PM Peak closed at 91.5%. Year to Date (YTD) performance was **92.7%**, which is an 8.8% increase compared to same period last year.

On January 29th, service was impacted by simultaneous broken rails at two locations: Nassau Interlocking and Wantagh Stations. These incidents resulted in 95 late trains, 12 of which were canceled or terminated. Customers were delayed up to 47 minutes. Bus service was secured for Huntington and Ronkonkoma customers.

### **Branches Performance:**

In December **4.4%** of all scheduled trains arrived between 6 and 10 minutes late at their final destinations. The average delay per late train was 12.0 minutes for the month of January.

There were **122** cancelled or terminated or terminated trains in January, which accounts for 0.6% of all scheduled trains for the month.

Both the Montauk, Far Rockaway and West Hempstead branches operated above goal.

### **Consist Compliance:**

**97.0%** during the Peak periods throughout the month. More electric fleet was made available for the weekday AM service in December compared to the previous December.

### **Equipment Performance:**

Fleet MDBF in December operated just above the goal at 212,080 with YTD at 185,217.

All fleets except C3 and DM fleets met the MDBF goal in December. Maintenance of Equipment is analyzing the failures and will adjust its maintenance programs if needed.

**Performance Summary**

			2019 Data			2018 Data	
			Annual	YTD thru		YTD thru	
			Goal	Jan	Jan	Jan	Jan
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>92.7%</b>	<b>92.7%</b>	<b>83.9%</b>	<b>83.9%</b>
		AM Peak		85.7%	85.7%	73.9%	73.9%
		PM Peak		91.5%	91.5%	74.0%	74.0%
		<b>Total Peak</b>		<b>88.4%</b>	<b>88.4%</b>	<b>74.0%</b>	<b>74.0%</b>
		Off Peak Weekday		93.2%	93.2%	85.3%	85.3%
		Weekend		97.2%	97.2%	92.7%	92.7%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>92.7%</b>	<b>92.7%</b>	<b>81.0%</b>	<b>81.0%</b>
		AM Peak		88.7%	88.7%	72.3%	72.3%
		PM Peak		90.9%	90.9%	71.9%	71.9%
		<b>Total Peak</b>		<b>89.7%</b>	<b>89.7%</b>	<b>72.1%</b>	<b>72.1%</b>
		Off Peak Weekday		93.0%	93.0%	85.2%	85.2%
		Weekend		97.6%	97.6%	85.8%	85.8%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>96.6%</b>	<b>96.6%</b>	<b>88.5%</b>	<b>88.5%</b>
		AM Peak		88.3%	88.3%	74.5%	74.5%
		PM Peak		97.0%	97.0%	83.6%	83.6%
		<b>Total Peak</b>		<b>92.4%</b>	<b>92.4%</b>	<b>78.6%</b>	<b>78.6%</b>
		Off Peak Weekday		97.2%	97.2%	90.0%	90.0%
		Weekend		99.8%	99.8%	94.9%	94.9%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>90.4%</b>	<b>90.4%</b>	<b>84.1%</b>	<b>84.1%</b>
		AM Peak		80.9%	80.9%	74.3%	74.3%
		PM Peak		88.6%	88.6%	69.7%	69.7%
		<b>Total Peak</b>		<b>84.5%</b>	<b>84.5%</b>	<b>72.1%</b>	<b>72.1%</b>
		Off Peak Weekday		88.7%	88.7%	84.2%	84.2%
		Weekend		98.5%	98.5%	92.7%	92.7%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>93.4%</b>	<b>93.4%</b>	<b>84.7%</b>	<b>84.7%</b>
		AM Peak		91.4%	91.4%	71.4%	71.4%
		PM Peak		83.8%	83.8%	77.8%	77.8%
		<b>Total Peak</b>		<b>87.8%</b>	<b>87.8%</b>	<b>74.4%</b>	<b>74.4%</b>
		Off Peak Weekday		93.8%	93.8%	85.0%	85.0%
		Weekend		98.2%	98.2%	93.4%	93.4%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>95.0%</b>	<b>95.0%</b>	<b>85.1%</b>	<b>85.1%</b>
		AM Peak		90.2%	90.2%	72.6%	72.6%
		PM Peak		95.0%	95.0%	77.1%	77.1%
		<b>Total Peak</b>		<b>92.5%</b>	<b>92.5%</b>	<b>74.7%</b>	<b>74.7%</b>
		Off Peak Weekday		95.9%	95.9%	85.5%	85.5%
		Weekend		96.3%	96.3%	96.4%	96.4%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>91.3%</b>	<b>91.3%</b>	<b>82.3%</b>	<b>82.3%</b>
		AM Peak		79.0%	79.0%	79.8%	79.8%
		PM Peak		89.2%	89.2%	67.5%	67.5%
		<b>Total Peak</b>		<b>83.8%</b>	<b>83.8%</b>	<b>74.0%</b>	<b>74.0%</b>
		Off Peak Weekday		92.9%	92.9%	84.0%	84.0%
		Weekend		95.0%	95.0%	85.9%	85.9%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>91.9%</b>	<b>91.9%</b>	<b>84.7%</b>	<b>84.7%</b>
		AM Peak		84.4%	84.4%	80.3%	80.3%
		PM Peak		89.4%	89.4%	68.3%	68.3%
		<b>Total Peak</b>		<b>86.7%</b>	<b>86.7%</b>	<b>74.7%</b>	<b>74.7%</b>
		Off Peak Weekday		93.0%	93.0%	86.8%	86.8%
		Weekend		97.0%	97.0%	92.7%	92.7%

<b>Performance Summary</b>		<b>2019 Data</b>			<b>2018 Data</b>	
		Annual	YTD thru		YTD thru	
		Goal	Jan	Jan	Jan	Jan
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>86.8%</b>	<b>86.8%</b>	<b>83.0%</b>	<b>83.0%</b>
	AM Peak		80.1%	80.1%	75.6%	75.6%
	PM Peak		85.7%	85.7%	72.8%	72.8%
	<b>Total Peak</b>		<b>82.7%</b>	<b>82.7%</b>	<b>74.3%</b>	<b>74.3%</b>
	Off Peak Weekday		87.3%	87.3%	81.3%	81.3%
	Weekend		91.2%	91.2%	95.8%	95.8%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>94.1%</b>	<b>94.1%</b>	<b>87.7%</b>	<b>87.7%</b>
	AM Peak		89.9%	89.9%	81.0%	81.0%
	PM Peak		93.7%	93.7%	75.7%	75.7%
	<b>Total Peak</b>		<b>91.8%</b>	<b>91.8%</b>	<b>78.3%</b>	<b>78.3%</b>
	Off Peak Weekday		93.3%	93.3%	87.3%	87.3%
	Weekend		98.5%	98.5%	97.7%	97.7%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>90.6%</b>	<b>90.6%</b>	<b>78.9%</b>	<b>78.9%</b>
	AM Peak		77.6%	77.6%	67.6%	67.6%
	PM Peak		94.8%	94.8%	76.2%	76.2%
	<b>Total Peak</b>		<b>85.2%</b>	<b>85.2%</b>	<b>71.4%</b>	<b>71.4%</b>
	Off Peak Weekday		92.6%	92.6%	80.4%	80.4%
	Weekend		94.5%	94.5%	93.3%	93.3%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>96.5%</b>	<b>96.5%</b>	<b>86.0%</b>	<b>86.0%</b>
	AM Peak		90.0%	90.0%	68.6%	68.6%
	PM Peak		93.9%	93.9%	73.0%	73.0%
	<b>Total Peak</b>		<b>92.1%</b>	<b>92.1%</b>	<b>71.0%</b>	<b>71.0%</b>
	Off Peak Weekday		98.3%	98.3%	89.7%	89.7%
	Weekend		98.1%	98.1%	97.2%	97.2%
<b>Operating Statistics</b>		<b>Trains Scheduled</b>	<b>21,016</b>	<b>21,016</b>	<b>20,759</b>	<b>20,759</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-12.0	-12.0	-15.3	-12.3
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			249	249	808	808
<b>Trains Canceled</b>			65	65	353	353
<b>Trains Terminated</b>			57	57	135	135
<b>Percent of Scheduled Trips Completed</b>			99.4%	99.4%	97.6%	97.6%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	97.4%			
		PM Peak	96.6%			
		<b>Total Peak</b>	<b>97.0%</b>			

System Categories Of Delay	% Total	2018	2019 Data		2018 Data		YTD 2019 Vs 2018
		Dec	Jan	YTD Thru Jan	Jan	YTD Thru Jan	
Engineering (Scheduled)	2.3%	55	36	36	16	16	20
Engineering (Unscheduled)	29.8%	256	457	457	442	442	15
Maintenance of Equipment	10.4%	153	159	159	204	204	(45)
Transportation	2.1%	27	32	32	41	41	(9)
Capital Projects	1.2%	30	19	19	43	43	(24)
Weather and Environmental	12.5%	108	192	192	1,341	1,341	(1,149)
Police	9.2%	128	141	141	181	181	(40)
Customers	16.5%	107	253	253	384	384	(131)
Special Events	0.8%	329	12	12	38	38	(26)
Other	5.9%	109	90	90	190	190	(100)
3rd Party Operations	9.3%	52	142	142	453	453	(311)
<b>Total</b>	<b>100.0%</b>	<b>1,354</b>	<b>1,533</b>	<b>1,533</b>	<b>3,333</b>	<b>3,333</b>	<b>(1,800)</b>

**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-Jan	Thur	Train 1015 with equipment trouble in Jamaica	20		1							20		1
3-Jan	Thur	Track condition at Woodside							14			14		
4-Jan	Fri	Vehicle strike west of Hampton Bays (continued from 1/3)	4			3			3		1	10		1
4-Jan	Fri	Trespasser strike east of Northport Station				3	1		5	1		8	2	
7-Jan	Mon	Slow loading system wide				4			6			10		
7-Jan	Mon	Track condition in Duke Interlocking				7		1	9			16		1
8-Jan	Tue	Track circuit failure west of Woodside	31						3			34		
8-Jan	Tue	Amtrak related signal trouble	6						5			11		
10-Jan	Thur	Amtrak track work in Line 2	12									12		
11-Jan	Fri	No. 109 trespasser strike at Rockville Centre							12		1	12		1
11-Jan	Fri	Signal trouble in Harold Interlocking	8	1					11			19	1	
12-Jan	Sat	Temporary platforms at Woodside							12			12		
18-Jan	Fri	Switch trouble in Jamaica	17						5			22		
21-Jan	Mon	Slow loading due to extreme cold temperatures	5			1			10			16		
21-Jan	Mon	Broken rail east of Cold Spring Harbor	11	2					6			17	2	
21-Jan	Mon	Train 2401 with equipment trouble	10	1								10	1	
22-Jan	Tues	Broken rail within Nassau Interlocking	15	3					23		1	38	3	1
23-Jan	Wed	Train 2735 with equipment trouble	10									10		
23-Jan	Wed	Car accident fouling tracks at Nassau Blvd.				6	1	1	3		2	9	1	3
24-Jan	Thur	Track circuit failure at Nassau							11			11		
29-Jan	Tues	Broken rails at multiple locations	58	8					25	4		83	12	
30-Jan	Wed	Amtrak train disabled in Line 2	20									20		
30-Jan	Wed	Track circuit failure east of Woodside				21			23			44		
31-Jan	Thur	Amtrak related power problems in Lines 2 and 4				22	11		9	2	13	31	13	13
31-Jan	Thur	Slow weather loading	5						10			15		
31-Jan	Thur	Extreme cold weather	5	2		2			10		1	17	2	1
TOTAL FOR MONTH			237	17	1	69	13	2	215	7	19	521	37	22
580														



**Long Island Rail Road**

**OPERATIONS**

**MECHANICAL REPORT**

## Long Island Rail Road

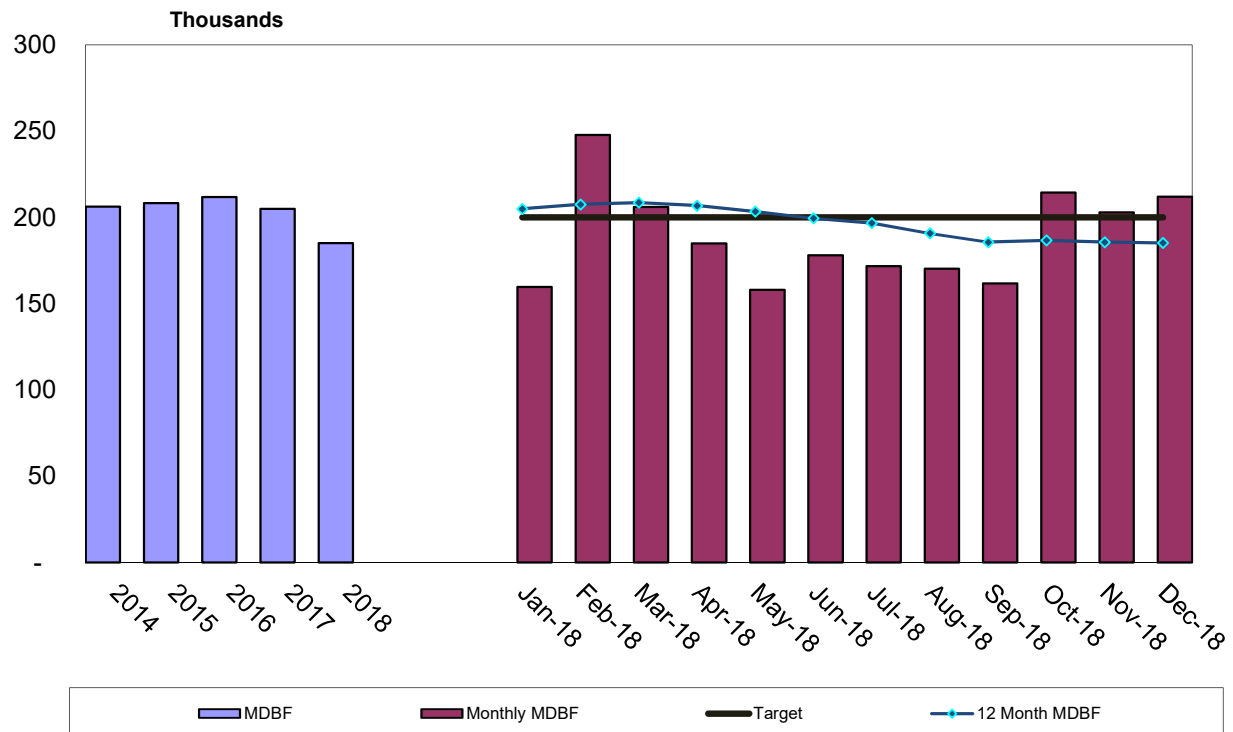
### MEAN DISTANCE BETWEEN FAILURES - DECEMBER 2018

	2018 Data							2017 Data		
	Equip- ment Type	Total Fleet Owned	MDBF Goal (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)	12 month MDBF Rolling Avg (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)
<b>Mean</b>	M-3	142	67,000	117,647	4	74,625	74,625	58,707	8	72,759
<b>Distance</b>	M-7	836	440,000	579,969	9	483,509	483,509	526,489	10	457,913
<b>Between Failures</b>	C-3	134	122,000	72,146	10	107,389	107,389	84,546	8	129,458
	DE	24	22,000	22,071	4	16,884	16,884	21,631	4	19,242
	DM	21	22,000	18,605	4	14,892	14,892	74,812**	0	27,018
	Diesel	179	65,000	49,120	18	51,731	51,731	69,809	12	67,218
	<b>Fleet</b>	<b>1,157</b>	<b>200,000</b>	<b>212,080</b>	<b>31</b>	<b>185,217</b>	<b>185,217</b>	<b>219,075</b>	<b>30</b>	<b>205,270</b>

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

**\*\*Since DM fleet had no primary failures in December 2017, actual miles are shown on the chart above.**

### ALL FLEETS Mean Distance Between Failure 2014 - 2018







### Standee Report

#### East Of Jamaica

			2019 Data	
			January	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	16	12
		<b>Total Standees</b>	<b>16</b>	<b>12</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	8
		<b>Total Standees</b>	<b>0</b>	<b>8</b>
	<b>Huntington Branch</b>	Program Standees	70	0
		Add'l Standees	136	17
		<b>Total Standees</b>	<b>206</b>	<b>17</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	1	62
		<b>Total Standees</b>	<b>1</b>	<b>62</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	2	5
		<b>Total Standees</b>	<b>2</b>	<b>5</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	8	0
		<b>Total Standees</b>	<b>8</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	7	1
		<b>Total Standees</b>	<b>7</b>	<b>1</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	17	126
		<b>Total Standees</b>	<b>17</b>	<b>126</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	49	40
		<b>Total Standees</b>	<b>49</b>	<b>40</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>307</b>	<b>271</b>

#### Definitions

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

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

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

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

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF JANUARY 2019

### Standee Report

#### West Of Jamaica

			2019 Data January	
			AM Peak	PM Peak
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	11	12
		<b>Total Standees</b>	<b>11</b>	<b>12</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	8
		<b>Total Standees</b>	<b>0</b>	<b>8</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	63	112
		<b>Total Standees</b>	<b>103</b>	<b>112</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	1	143
		<b>Total Standees</b>	<b>1</b>	<b>143</b>
	<b>Long Beach Branch</b>	Program Standees	28	0
		Add'l Standees	14	0
		<b>Total Standees</b>	<b>42</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	17	126
		<b>Total Standees</b>	<b>17</b>	<b>126</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	9	20
		<b>Total Standees</b>	<b>9</b>	<b>20</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	39	0
		<b>Total Standees</b>	<b>39</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>223</b>	<b>421</b>

#### Definitions

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

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

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

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

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

## ELEVATOR AND ESCALATOR OPERATING REPORT FOR THE MONTH OF JANUARY 2019

<b>Elevator Availability</b>		<b>2019</b>		<b>2018</b>	
		<b>January</b>	<b>Year to Date</b>	<b>January</b>	<b>Year to Date</b>
<b>Branch</b>	Babylon Branch	99.4%	99.4%	98.6%	98.6%
	Far Rockaway Branch	99.6%	99.6%	99.4%	99.4%
	Hempstead Branch	99.7%	99.7%	99.7%	99.7%
	Long Beach Branch	99.4%	99.4%	99.7%	99.7%
	Port Jefferson Branch	97.3%	97.3%	95.4%	95.4%
	Port Washington Branch	99.6%	99.6%	99.7%	99.7%
	Ronkonkoma Branch	99.1%	99.1%	99.3%	99.3%
	City Terminal Stations	93.8%	93.8%	100.0%	100.0%
	<b>Overall Average</b>	<b>97.8%</b>	<b>97.8%</b>	<b>99.0%</b>	<b>99.0%</b>

<b>Escalator Availability</b>		<b>2019</b>		<b>2018</b>	
		<b>January</b>	<b>Year to Date</b>	<b>January</b>	<b>Year to Date</b>
<b>Branch</b>	Babylon Branch	97.9%	97.9%	89.9%	89.9%
	Far Rockaway Branch	98.9%	98.9%	98.7%	98.7%
	Hempstead Branch	99.1%	99.1%	99.0%	99.0%
	Long Beach Branch	97.5%	97.5%	98.3%	98.3%
	Port Jefferson Branch	98.0%	98.0%	XX	XX
	City Terminal	97.0%	97.0%	99.5%	99.5%
	<b>Overall Average</b>	<b>97.6%</b>	<b>97.6%</b>	<b>95.2%</b>	<b>95.2%</b>

(XX - Hicksville escalators out of service for replacement)



# Long Island Rail Road

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## *Financial Report Highlights*



*A double rainbow sets over Hicksville Station on January 24, 2019.*

*Photo recommended by Ciro Del Pennino, Manager of Operating Budgets*

**LIRR ridership totaled 89.8 million during 2018. This was a modern-day record and represented the highest total since 1949.**



# Long Island Rail Road

## *Financial Report Highlights*

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

### **December YTD 2018 Highlights**

- Total revenue of \$1,291.0 million was \$35.1 million higher than the Final Estimate. This was primarily due to the timing of reimbursements for capital activity.
- Through December, total 2018 ridership was 89.8 million, which was 0.5% above 2017 (adjusted for the same number of work days) and 0.3% above the Final Estimate. Commutation ridership of 50.8 million was 0.1% less than 2017 and 0.1% below the Final Estimate. Non-Commutation ridership of 38.9 million was 1.3% above 2017 and 0.9% above the Final Estimate. Consequently, Farebox Revenue of \$740.4 million was \$0.3 million higher than the Final Estimate.
- Total expenses before non-cash liability adjustments of \$1,986.9 million were \$10.5 million or 0.5% favorable to the Final Estimate. The primary drivers of this favorable variance are the timing of material usage, vacant positions and associated fringe costs, and lower maintenance, partially offset by higher overtime, an increased claims reserve and write-offs of projects that are no longer capital eligible.

Financial Results for Year-to-Date (YTD) December 2018 are presented in the table below and compared to the Final Estimate.

<b><u>Category (\$ in Millions)</u></b>	<b><u>Final Estimate</u></b>	<b><u>Prelim Actual</u></b>	<b><u>Variance</u></b>
<b>Total Revenue</b>	\$1,256.0	\$1,291.0	\$35.1
<b>Total Expenses Before Non-Cash Liabilities</b>	1,997.4	1,986.9	10.5
<b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b>	<b>(\$741.4)</b>	<b>(\$695.9)</b>	<b>\$45.6</b>
<b>Other Non-Cash Liabilities</b>	526.2	532.5	(6.2)
<b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>	<b>(\$1,267.7)</b>	<b>(\$1,228.4)</b>	<b>\$39.3</b>
<b>Cash Adjustments</b>	580.1	528.1	(52.0)
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$687.6)</b>	<b>(\$700.2)</b>	<b>\$(12.6)</b>

**Mark Young**

Vice President, Management and Finance



# Long Island Rail Road

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## *Financial Report Highlights*

### **NON-REIMBURSABLE SUMMARY**

December YTD operating results were favorable by \$39.3 or 3.1% lower than the Final Estimate.

Non-Reimbursable revenues through December were \$2.5 unfavorable to the Final Estimate. Farebox Revenue was favorable as a result of higher ridership. Other Operating Revenues were unfavorable to forecast due to lower advertising, miscellaneous and freight revenue, partially offset by higher rental revenue. Total Non-Reimbursable expenses through December were \$41.9 favorable due to timing of materials and maintenance contracts and lower labor expenses as a result of vacant positions and associated fringe costs, partially offset by higher claims reserves, write-off of projects that are no longer capital eligible and higher other post employee benefits.

YTD capital and other reimbursable expenditures (and reimbursements) were \$37.6 higher than the Final Estimate due to timing of capital and other reimbursements.

### **REVENUE/RIDERSHIP**

Year-to-date December **Total Revenues** (including Capital and Other Reimbursements) of \$1,291.0 were \$35.1 or 2.8% favorable to the Final Estimate.

- **Y-T-D Farebox Revenues** were \$0.3 favorable to the Final Estimate due to higher ridership, partially offset by lower yield per passenger. Ridership through December was 89.8 million. This was 0.5% higher than 2017 (adjusted for same number of calendar work days) and 0.3% higher than the Final Estimate.
- **Y-T-D Other Operating Revenues** were \$2.8 unfavorable to the Final Estimate due to lower advertising, miscellaneous and freight revenue, partially offset by higher rental revenue.
- **Y-T-D Capital and Other Reimbursements** were \$37.6 favorable due to timing of capital activity and interagency reimbursements.

### **EXPENSES**

Year-to-date December **Total Expenses** (including depreciation and other) of \$2,519.4 were favorable to the Final Estimate by \$4.3 or 0.2%.

**Labor Expenses.** \$(1.1) unfavorable Y-T-D.

- **Payroll**, \$10.8 favorable Y-T-D (primarily vacant positions, lower vacation pay and wage claim accruals, higher sick pay law claim credits and lower retiree sick/vacation buyouts payments).
- **Overtime**, \$(13.2) unfavorable Y-T-D (primarily higher capital project activity and scheduled/unscheduled service, partially offset by lower vacancy/absentee coverage and maintenance).
- **Health & Welfare**, \$0.5 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$2.7 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$(4.9) unfavorable YTD (pending final actuarial reports).
- **Other Fringe**, \$3.1 favorable Y-T-D (primarily lower Railroad Retirement Taxes, partially offset by higher meal expenses).



# Long Island Rail Road

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## *Financial Report Highlights*

### **Non-Labor Expenses**, \$11.6 favorable Y-T-D.

- **Electric Power**, \$(0.8) unfavorable Y-T-D (higher rates, partially offset by lower consumption).
- **Fuel**, \$0.3 favorable Y-T-D
- **Insurance**, \$0.9 favorable Y-T-D (lower force account, liability and property insurance expense).
- **Claims**, \$(11.3) unfavorable Y-T-D (actuarial estimated increase to reserves).
- **Maintenance and Other Operating Contracts**, \$6.8 favorable Y-T-D (lower maintenance and repairs, elevator/escalator services, non-revenue vehicle repairs and security services and the timing of vegetation management and other operating and maintenance contracts, partially offset by higher capital project, bussing and joint facilities services).
- **Professional Services**, \$(8.2) unfavorable Y-T-D (Primarily write-off of various projects that are no longer capital eligible and higher capital project activity, partially offset by the timing of payments for enterprise asset management, MTA chargebacks, advertising initiatives and other professional services).
- **Materials and Supplies**, \$25.1 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher capital project activity).
- **Other Business Expense**, \$(1.2) unfavorable Y-T-D (primarily due to bad debt, losses due to the demolition of assets which were not fully depreciated and higher capital project activity, partially offset by higher restitution of property damages, lower travel, and print and stationary supplies).

**Depreciation and Other**, \$(6.2) unfavorable Y-T-D (primarily higher Other Post-Employment Benefits).

### **CASH DEFICIT SUMMARY**

The Cash Deficit through December of \$700.2 was \$(12.6) unfavorable to the Final Estimate due to higher expenditures and lower receipts.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 49.5%, 1.6 percentage points above the Final Estimate resulting from lower expenses.
- Through December, the Adjusted Farebox Operating Ratio was 56.2%, which is above the Final Estimate due to lower expenses.
- Through December, the Adjusted Cost per Passenger was \$15.54, which is lower than the Final Estimate due to lower expenses.
- Through December, the Revenue per Passenger was \$8.25, which was \$0.02 below the Final Estimate.

**MTA LONG ISLAND RAIL ROAD**  
**2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>							
	<b>2018</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>2018 Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$747.341	\$740.170	\$740.426	(\$6.915)	(0.9)	\$0.256	0.0
Vehicle Toll Revenue	\$0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	40.051	46.841	44.039	3.988	10.0	(2.802)	(6.0)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$787.392</b>	<b>\$787.011</b>	<b>\$784.465</b>	<b>(\$2.927)</b>	<b>(0.4)</b>	<b>(\$2.546)</b>	<b>(0.3)</b>
<b>Expenses</b>							
Labor:							
Payroll	\$563.215	\$541.162	\$533.793	\$29.422	5.2	\$7.369	1.4
Overtime	126.221	151.127	150.899	(24.679)	(19.6)	0.228	0.2
Health and Welfare	120.414	110.070	107.953	12.461	10.3	2.117	1.9
OPEB Current Payment	76.107	64.329	61.676	14.431	19.0	2.652	4.1
Pensions	131.163	122.127	126.729	4.434	3.4	(4.602)	(3.8)
Other Fringe Benefits	142.546	156.643	151.133	(8.587)	(6.0)	5.510	3.5
Reimbursable Overhead	(28.924)	(45.498)	(54.690)	25.767	89.1	9.193	20.2
<b>Total Labor Expenses</b>	<b>\$1,130.742</b>	<b>\$1,099.959</b>	<b>\$1,077.492</b>	<b>\$53.249</b>	<b>4.7</b>	<b>\$22.467</b>	<b>2.0</b>
Non-Labor:							
Electric Power	\$95.724	\$88.287	\$89.126	\$6.598	6.9	(\$0.839)	(1.0)
Fuel	17.581	21.167	20.899	(3.318)	(18.9)	0.268	1.3
Insurance	21.508	20.477	19.880	1.628	7.6	0.598	2.9
Claims	4.370	5.039	16.353	(11.983)	*	(11.314)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	89.976	80.228	66.089	23.887	26.5	14.140	17.6
Professional Service Contracts	50.291	38.261	42.073	8.218	16.3	(3.812)	(10.0)
Materials & Supplies	185.413	161.293	133.870	51.543	27.8	27.424	17.0
Other Business Expenses	20.914	13.747	14.571	6.342	30.3	(0.824)	(6.0)
<b>Total Non-Labor Expenses</b>	<b>\$485.776</b>	<b>\$428.500</b>	<b>\$402.860</b>	<b>\$82.916</b>	<b>17.1</b>	<b>\$25.640</b>	<b>6.0</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,616.517</b>	<b>\$1,528.460</b>	<b>\$1,480.353</b>	<b>\$136.165</b>	<b>8.4</b>	<b>\$48.107</b>	<b>3.1</b>
Depreciation	\$340.880	\$384.603	\$384.762	(\$43.881)	(12.9)	(\$0.159)	0.0
Other Post Employee Benefits	90.469	139.644	145.542	(55.072)	(60.9)	(5.898)	(4.2)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	2.000	2.000	2.162	(0.162)	(8.1)	(0.162)	(8.1)
<b>Total Expenses</b>	<b>\$2,049.867</b>	<b>\$2,054.706</b>	<b>\$2,012.818</b>	<b>\$37.049</b>	<b>1.8</b>	<b>\$41.888</b>	<b>2.0</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$1,262.475)</b>	<b>(\$1,267.695)</b>	<b>(\$1,228.353)</b>	<b>\$34.122</b>	<b>2.7</b>	<b>\$39.342</b>	<b>3.1</b>
<i>Cash Depreciation Adjustments</i>							
Depreciation	\$340.880	\$384.603	\$384.762	\$43.881	12.9	\$0.159	0.0
Operating/Capital	(39.265)	(19.938)	(18.387)	20.877	53.2	1.551	7.8
Other Cash Adjustments	93.351	215.406	161.740	68.389	73.3	(53.666)	(24.9)
<b>Total Cash Conversion Adjustments</b>	<b>\$394.967</b>	<b>\$580.070</b>	<b>\$528.114</b>	<b>\$133.147</b>	<b>33.7</b>	<b>(\$51.956)</b>	<b>(9.0)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$867.508)</b>	<b>(\$687.625)</b>	<b>(\$700.239)</b>	<b>\$167.269</b>	<b>19.3</b>	<b>(\$12.614)</b>	<b>(1.8)</b>

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.



**MTA LONG ISLAND RAIL ROAD**  
**2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

<b>REIMBURSABLE</b>							
	<b>2018</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>2018 Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	\$0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	\$0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	397.403	\$468.939	506.548	109.145	27.5	37.609	8.0
<b>Total Revenue</b>	<b>\$397.403</b>	<b>\$468.939</b>	<b>\$506.548</b>	<b>\$109.145</b>	<b>27.5</b>	<b>\$37.609</b>	<b>8.0</b>
<b>Expenses</b>							
Labor:							
Payroll	\$135.654	\$141.795	\$138.356	(\$2.702)	(2.0)	\$3.439	2.4
Overtime	35.444	\$54.355	67.815	(32.372)	(91.3)	(13.461)	(24.8)
Health and Welfare	28.713	\$33.243	34.904	(6.191)	(21.6)	(1.661)	(5.0)
OPEB Current Payment	0.000	\$0.000	0.000	0.000	-	0.000	-
Pensions	46.651	\$50.773	51.085	(4.434)	(9.5)	(0.312)	(0.6)
Other Fringe Benefits	29.362	\$35.109	37.493	(8.131)	(27.7)	(2.384)	(6.8)
Reimbursable Overhead	28.924	\$45.498	54.690	(25.767)	(89.1)	(9.193)	(20.2)
<b>Total Labor Expenses</b>	<b>\$304.747</b>	<b>\$360.773</b>	<b>\$384.344</b>	<b>(\$79.597)</b>	<b>(26.1)</b>	<b>(\$23.571)</b>	<b>(6.5)</b>
Non-Labor:							
Electric Power	\$0.000	\$1.276	\$1.224	(\$1.224)	-	\$0.052	4.1
Fuel	0.000	\$0.042	0.042	(0.042)	-	(0.000)	(0.5)
Insurance	9.600	\$8.778	8.508	1.092	11.4	0.269	3.1
Claims	0.000	\$0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	\$0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	17.097	\$24.564	31.874	(14.777)	(86.4)	(7.309)	(29.8)
Professional Service Contracts	0.857	\$2.977	7.316	(6.459)	*	(4.338)	*
Materials & Supplies	64.704	\$69.616	71.965	(7.261)	(11.2)	(2.349)	(3.4)
Other Business Expenses	0.398	\$0.913	1.276	(0.878)	*	(0.363)	(39.7)
<b>Total Non-Labor Expenses</b>	<b>\$92.656</b>	<b>\$108.166</b>	<b>\$122.204</b>	<b>(\$29.548)</b>	<b>(31.9)</b>	<b>(\$14.038)</b>	<b>(13.0)</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$397.403</b>	<b>\$468.939</b>	<b>\$506.548</b>	<b>(\$109.145)</b>	<b>(27.5)</b>	<b>(\$37.609)</b>	<b>(8.0)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employee Benefits	0.000	\$0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	\$0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$397.403</b>	<b>\$468.939</b>	<b>\$506.548</b>	<b>(\$109.145)</b>	<b>(27.5)</b>	<b>(\$37.609)</b>	<b>(8.0)</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Cash Depreciation Adjustments</b>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

**MTA LONG ISLAND RAIL ROAD**  
**2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

<div style="border: 1px solid black; padding: 2px; text-align: center;">NON-REIMBURSABLE/ REIMBURSABLE</div>	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$747.341	\$740.170	\$740.426	(\$6.915)	(0.9)	\$0.256	0.0
Vehicle Toll Revenue	0.000	\$0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	40.051	\$46.841	44.039	3.988	10.0	(2.802)	(6.0)
Capital and Other Reimbursements	397.403	\$468.939	506.548	109.145	27.5	37.609	8.0
<b>Total Revenue</b>	<b>\$1,184.795</b>	<b>\$1,255.950</b>	<b>\$1,291.013</b>	<b>\$106.218</b>	<b>9.0</b>	<b>\$35.063</b>	<b>2.8</b>
<b>Expenses</b>							
Labor:							
Payroll	\$698.869	\$682.957	\$672.149	\$26.720	3.8	\$10.808	1.6
Overtime	161.665	\$205.482	218.715	(57.050)	(35.3)	(13.233)	(6.4)
Health and Welfare	149.127	\$143.313	142.857	6.270	4.2	0.456	0.3
OPEB Current Payment	76.107	\$64.329	61.676	14.431	19.0	2.652	4.1
Pensions	177.814	\$172.900	177.814	0.000	0.0	(4.914)	(2.8)
Other Fringe Benefits	171.907	\$191.752	188.625	(16.718)	(9.7)	3.126	1.6
Reimbursable Overhead	0.000	\$0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$1,435.489</b>	<b>\$1,460.732</b>	<b>\$1,461.836</b>	<b>(\$26.348)</b>	<b>(1.8)</b>	<b>(\$1.104)</b>	<b>0.0</b>
Non-Labor:							
Electric Power	\$95.724	\$89.563	\$90.350	\$5.374	5.6	(\$0.787)	(0.9)
Fuel	17.581	\$21.208	20.940	(3.359)	(19.1)	0.268	1.3
Insurance	31.108	\$29.255	28.388	2.720	8.7	0.867	3.0
Claims	4.370	\$5.039	16.353	(11.983)	*	(11.314)	*
Paratransit Service Contracts	0.000	\$0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	107.073	\$104.793	97.962	9.111	8.5	6.830	6.5
Professional Service Contracts	51.148	\$41.238	49.388	1.759	3.4	(8.150)	(19.8)
Materials & Supplies	250.117	\$230.909	205.834	44.283	17.7	25.075	10.9
Other Business Expenses	21.311	\$14.661	15.848	5.464	25.6	(1.187)	(8.1)
<b>Total Non-Labor Expenses</b>	<b>\$578.432</b>	<b>\$536.666</b>	<b>\$525.064</b>	<b>\$53.368</b>	<b>9.2</b>	<b>\$11.602</b>	<b>2.2</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$2,013.921</b>	<b>\$1,997.398</b>	<b>\$1,986.901</b>	<b>\$27.020</b>	<b>1.3</b>	<b>\$10.498</b>	<b>0.5</b>
Depreciation	\$340.880	\$384.603	\$384.762	(\$43.881)	(12.9)	(\$0.159)	0.0
Other Post Employee Benefits	90.469	\$139.644	145.542	(55.072)	(60.9)	(5.898)	(4.2)
GASB 68 Pension Expense Adjustment	0.000	\$0.000	0.000	0.000	-	0.000	-
Environmental Remediation	2.000	\$2.000	2.162	(0.162)	(8.1)	(0.162)	(8.1)
<b>Total Expenses</b>	<b>\$2,447.271</b>	<b>\$2,523.645</b>	<b>\$2,519.366</b>	<b>(\$72.096)</b>	<b>(2.9)</b>	<b>\$4.279</b>	<b>0.2</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(\$1,262.475)</b>	<b>(\$1,267.695)</b>	<b>(\$1,228.353)</b>	<b>\$34.122</b>	<b>2.7</b>	<b>\$39.342</b>	<b>3.1</b>
<i>Cash Depreciation Adjustments</i>							
Depreciation	\$340.880	\$384.603	\$384.762	\$43.881	12.9	\$0.159	0.0
Operating/Capital	(39.265)	(\$19.938)	(18.387)	20.877	53.2	1.551	7.8
Other Cash Adjustments	93.351	\$215.406	161.740	68.389	73.3	(53.666)	(24.9)
<b>Total Cash Conversion Adjustments</b>	<b>\$394.967</b>	<b>\$580.070</b>	<b>\$528.114</b>	<b>\$133.147</b>	<b>33.7</b>	<b>(\$51.956)</b>	<b>(9.0)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$867.508)</b>	<b>(\$687.625)</b>	<b>(\$700.239)</b>	<b>\$167.269</b>	<b>19.3</b>	<b>(\$12.614)</b>	<b>(1.8)</b>

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2018 Final Estimate and Preliminary Actual**  
**December 2018 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<b>Revenue</b>				
Farebox Revenue	Non Reimb.	0.256	0.0%	Higher ridership \$2.375, partially offset by lower yield per passenger \$(2.119).
Other Operating Revenue	Non Reimb.	(2.802)	-6.0%	Lower advertising, miscellaneous and freight revenue, partially offset by higher rental revenue.
Capital and Other Reimbursements	Reimb.	37.609	8.0%	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>				
Payroll	Non Reimb.	7.369	1.4%	Vacant positions, lower vacation pay and wage claim accruals, higher sick pay law claim credits and lower retiree sick/vacation buyout payments.
	Reimb.	3.439	2.4%	Primarily due to timing of project activity and interagency reimbursements.
Overtime	Non Reimb.	0.228	0.2%	Lower vacancy/absentee coverage, maintenance and weather-related overtime, partially offset by higher scheduled/unscheduled service.
	Reimb.	(13.461)	-24.8%	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, PTC and Concrete Tie Program.
Health & Welfare	Non Reimb.	2.117	1.9%	Vacant positions.
	Reimb.	(1.661)	-5.0%	Primarily due to timing of project activity and interagency reimbursements.
OPEB Current Payment	Non Reimb.	2.652	4.1%	Fewer retirees/beneficiaries than projected.
Pension	Non Reimb.	(4.602)	-3.8%	Pending final actuarial report.
	Reimb.	(0.312)	-0.6%	Primarily due to timing of project activity and interagency reimbursements.
Other Fringe Benefits	Non Reimb.	5.510	3.5%	Primarily due to lower Railroad Retirement taxes and FELA indemnity reserves.
	Reimb.	(2.384)	-6.8%	Primarily due to timing of project activity and interagency reimbursements.
Reimbursable Overhead	Non Reimb.	9.193	20.2%	Timing of capital project activity.
	Reimb.	(9.193)	-20.2%	Timing of capital project activity.
Electric Power	Non Reimb.	(0.839)	-1.0%	Higher rates, partially offset by lower consumption and the timing of accruals.
	Reimb.	0.052	4.1%	

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2018 Final Estimate and Preliminary Actual**  
**December 2018 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Fuel	Non Reimb.	0.268	1.3%	Timing of accruals, lower consumption and rates.
Insurance	Non Reimb.	0.598	2.9%	Lower Liability and Property Insurance.
	Reimb.	0.269	3.1%	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(11.314)	*	Primarily due to an increase in claim reserves, partially offset by lower non-employee claims.
Maintenance and Other Operating Contracts	Non Reimb.	14.140	17.6%	Lower expenditures in Engineering maintenance repairs, TVM maintenance, elevators/escalators, non-revenue vehicle repairs and security system maintenance, and the timing of vegetation management and other operating & maintenance contracts, partially offset by higher emergency bussing and joint facility maintenance accruals.
	Reimb.	(7.309)	-29.8%	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	(3.812)	-10.0%	Primarily due to the write-off of various projects that are no longer capital eligible, partially offset by the timing of payments for Enterprise Asset Management, MTA chargebacks, marketing initiatives and other professional service contracts.
	Reimb.	(4.338)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	27.424	17.0%	Primarily timing of fleet modification initiatives (MFU, TOD and CDS), C3 & DE/DM Camera software upgrade, DE/DM 15 year Maintenance initiative and other initiatives under the Reliability Centered Maintenance (RCM) program, lower miscellaneous inventory adjustments and Engineering materials usage.
	Reimb.	(2.349)	-3.4%	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	(0.824)	-6.0%	Higher bad debt reserves primarily due to Forest City Ratner settlement and losses due to the demolition of assets which were not fully depreciated, partially offset by higher restitution on property damages, lower travel related costs and print and stationary supplies.
	Reimb.	(0.363)	-39.7%	Primarily due to timing project activity.
Depreciation	Non Reimb.	(0.159)	0.0%	Based on certain assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(5.898)	-4.2%	Pending final actuarial reports.
GASB 68 Pension Expense Adjustment	Non Reimb.	0.000	-	
Environmental Remediation	Non Reimb.	(0.162)	-8.1%	Higher expenses for environmental remediation.

**MTA LONG ISLAND RAIL ROAD**  
**2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
**December Year-to-Date**  
**(\$ in millions)**

	2018			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Preliminary Actual</u>	<u>2018 Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Receipts</b>							
Farebox Revenue	\$765.341	\$757.261	\$763.083	(\$2.258)	(0.3)	\$5.822	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	27.361	33.469	31.130	3.769	13.8	(2.339)	(7.0)
Capital and Other Reimbursements	357.610	499.211	491.745	134.135	37.5	(7.466)	(1.5)
<b>Total Receipts</b>	<b>\$1,150.312</b>	<b>\$1,289.941</b>	<b>\$1,285.958</b>	<b>\$135.646</b>	<b>11.8</b>	<b>(\$3.983)</b>	<b>(0.3)</b>
<b>Expenditures</b>							
Labor:							
Payroll	\$692.252	\$673.583	\$668.506	\$23.746	3.4	\$5.077	0.8
Overtime	161.665	206.182	215.582	(53.917)	(33.4)	(9.400)	(4.6)
Health and Welfare	149.127	140.747	149.992	(0.865)	(0.6)	(9.245)	(6.6)
OPEB Current Payment	76.107	64.329	65.568	10.539	13.8	(1.239)	(1.9)
Pensions	177.814	170.279	169.624	8.190	4.6	0.655	0.4
Other Fringe Benefits	170.908	183.809	180.524	(9.616)	(5.6)	3.285	1.8
GASB Account	1.308	0.000	0.000	1.308	100.0	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$1,429.181</b>	<b>\$1,438.929</b>	<b>\$1,449.797</b>	<b>(\$20.616)</b>	<b>(1.4)</b>	<b>(\$10.868)</b>	<b>(0.8)</b>
Non-Labor:							
Electric Power	\$95.724	\$89.707	\$91.115	\$4.609	4.8	(\$1.408)	(1.6)
Fuel	17.581	21.209	21.386	(3.805)	(21.6)	(0.177)	(0.8)
Insurance	30.784	24.022	27.511	3.273	10.6	(3.489)	(14.5)
Claims	1.747	2.417	2.599	(0.852)	(48.7)	(0.182)	(7.5)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	107.073	114.574	94.825	12.248	11.4	19.749	17.2
Professional Service Contracts	46.305	41.496	36.223	10.082	21.8	5.273	12.7
Materials & Supplies	247.490	211.498	226.430	21.060	8.5	(14.932)	(7.1)
Other Business Expenses	23.935	17.214	16.460	7.475	31.2	0.754	4.4
<b>Total Non-Labor Expenditures</b>	<b>\$570.639</b>	<b>\$522.137</b>	<b>\$516.549</b>	<b>\$54.090</b>	<b>9.5</b>	<b>\$5.588</b>	<b>1.1</b>
Other	\$18.000	\$16.500	\$16.711	\$1.289	7.2	(\$0.211)	(1.3)
<b>Total Other Expenditure Adjustments</b>	<b>\$18.000</b>	<b>\$16.500</b>	<b>\$16.711</b>	<b>\$1.289</b>	<b>7.2</b>	<b>(\$0.211)</b>	<b>(1.3)</b>
<b>Total Expenditures</b>	<b>\$2,017.820</b>	<b>\$1,977.566</b>	<b>\$1,983.058</b>	<b>\$34.762</b>	<b>1.7</b>	<b>(\$5.492)</b>	<b>(0.3)</b>
Cash Timing and Availability Adjustment	0.000	0.000	(3.139)	(3.139)	-	(3.139)	-
<b>Operating Cash Deficit</b>	<b>(\$867.508)</b>	<b>(\$687.625)</b>	<b>(\$700.239)</b>	<b>\$167.269</b>	<b>19.3</b>	<b>(\$12.614)</b>	<b>(1.8)</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2018 Final Estimate and Preliminary Actual Cash Basis**  
**December 2018 Year-to-Date**

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%	
<b>Receipts</b>			
Farebox Revenue	5.822	0.8	Higher advance sales impact \$5.406, higher ridership \$2.375, and higher MetroCard/AirTrain sales \$0.160, partially offset by lower yields \$(2.119).
Other Operating Revenue	(2.339)	(7.0)	Primarily due to the timing of wireless and freight revenues.
Capital and Other Reimbursements	(7.466)	(1.5)	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>			
Labor:			
Payroll	5.077	0.8	Due to vacant positions, higher sick pay law claim credits and lower payments for retiree sick/vacation buyouts, partially offset by the timing of intercompany reimbursements.
Overtime	(9.400)	(4.6)	Primarily due to higher project overtime and scheduled/unscheduled service, partially offset by lower vacancy/absentee coverage and maintenance.
Health and Welfare	(9.245)	(6.6)	Primarily due to the timing of NYSHIP insurance payments, partially offset by vacant positions and intercompany reimbursements.
OPEB Current Payment	(1.239)	(1.9)	Primarily due to the timing of NYSHIP insurance payments, partially offset by fewer retirees/beneficiaries.
Pensions	0.655	0.4	Primarily due to intercompany reimbursements, partially offset by higher contributions.
Other Fringe Benefits	3.285	1.8	Lower Railroad Retirement Tax payments including intercompany reimbursements, partially offset by higher meal and FELA payments.
Non-Labor:			
Electric Power	(1.408)	(1.6)	Higher rates, partially offset by lower consumption.
Fuel	(0.177)	(0.8)	Due to the timing of payments, partially offset by lower consumption and rates.
Insurance	(3.489)	(14.5)	Timing of All Agency Protective Liability Insurance policy renewals and Comprehensive Automobile installments.
Claims	(0.182)	(7.5)	Higher claim payments.
Maintenance and Other Operating Contracts	19.749	17.2	Primarily due to the timing of joint facility and other maintenance service payments, partially offset by higher payments for bussing.
Professional Service Contracts	5.273	12.7	Primarily the timing of MTA Chargeback and other professional service payments.
Material and Supplies	(14.932)	(7.1)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.754	4.4	Primarily higher restitution of property damages, lower payments for travel and print and stationary supplies, partially offset by higher credit/debit card fees.
Other Expenditure Adjustments	(0.211)	(1.3)	Higher MetroCard/AirTrain pass through payments.

**MTA LONG ISLAND RAIL ROAD**  
**2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$18.000	\$17.091	\$22.656	\$4.657	25.9	\$5.565	32.6
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	(12.690)	(13.372)	(12.908)	(0.219)	(1.7)	0.463	3.5
Capital and Other Reimbursements	(39.793)	30.272	(14.803)	24.990	62.8	(45.075)	*
<b>Total Receipts</b>	<b>(\$34.483)</b>	<b>\$33.991</b>	<b>(\$5.055)</b>	<b>\$29.428</b>	<b>85.3</b>	<b>(\$39.046)</b>	<b>*</b>
<b>Expenditures</b>							
Labor:							
Payroll	\$6.617	\$9.374	\$3.642	(\$2.974)	(45.0)	(\$5.732)	(61.1)
Overtime	(0.000)	(0.700)	3.133	3.133	*	3.833	*
Health and Welfare	(0.000)	2.566	(7.135)	(7.135)	*	(9.702)	*
OPEB Current Payment	0.000	(0.000)	(3.892)	(3.892)	*	(3.892)	*
Pensions	(0.000)	2.621	8.190	8.190	*	5.569	*
Other Fringe Benefits	0.999	7.943	8.102	7.103	*	0.159	2.0
GASB Account	(1.308)	0.000	0.000	1.308	100.0	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$6.308</b>	<b>\$21.803</b>	<b>\$12.039</b>	<b>\$5.732</b>	<b>90.9</b>	<b>(\$9.764)</b>	<b>(44.8)</b>
Non-Labor:							
Electric Power	(\$0.000)	(\$0.144)	(\$0.765)	(\$0.765)	*	(\$0.621)	*
Fuel	(0.000)	(0.001)	(0.446)	(0.446)	*	(0.445)	*
Insurance	0.324	5.233	0.877	0.553	*	(4.356)	(83.2)
Claims	2.623	2.622	13.755	11.131	*	11.132	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(9.781)	3.137	3.137	*	12.918	*
Professional Service Contracts	4.843	(0.258)	13.165	8.323	*	13.423	*
Materials & Supplies	2.627	19.411	(20.596)	(23.223)	*	(40.007)	*
Other Business Expenses	(2.624)	(2.553)	(0.612)	2.011	76.7	1.941	76.0
<b>Total Non-Labor Expenditures</b>	<b>\$7.793</b>	<b>\$14.529</b>	<b>\$8.515</b>	<b>\$0.722</b>	<b>9.3</b>	<b>(\$6.014)</b>	<b>(41.4)</b>
Other Expense Adjustments:							
Other	(18.000)	(16.500)	(16.711)	1.289	7.2	(0.211)	(1.3)
<b>Total Other Expenditure Adjustments</b>	<b>(\$18.000)</b>	<b>(\$16.500)</b>	<b>(\$16.711)</b>	<b>\$1.289</b>	<b>7.2</b>	<b>(\$0.211)</b>	<b>(1.3)</b>
<b>Total Expenditures Before Depreciation</b>	<b>(\$3.899)</b>	<b>\$19.832</b>	<b>\$3.843</b>	<b>\$7.742</b>	<b>*</b>	<b>(\$15.989)</b>	<b>(80.6)</b>
Depreciation	\$340.880	\$384.603	\$384.762	<b>\$43.881</b>	<b>12.9</b>	<b>\$0.159</b>	<b>0.0</b>
Other Post Employee Benefits	90.469	139.644	145.542	55.072	60.9	5.898	4.2
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	2.000	2.000	2.162	0.162	8.1	0.162	8.1
<b>Total Expenditures</b>	<b>\$429.451</b>	<b>\$546.079</b>	<b>\$536.308</b>	<b>\$106.858</b>	<b>24.9</b>	<b>(\$9.770)</b>	<b>(1.8)</b>
Cash Timing and Availability Adjustment	0.000	0.000	(3.139)	(3.139)	-	(3.139)	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$394.967</b>	<b>\$580.070</b>	<b>\$528.114</b>	<b>\$133.147</b>	<b>33.7</b>	<b>(\$51.956)</b>	<b>(9.0)</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2018 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	2018 Adopted Budget		2018 Final Estimate		Preliminary Actual		2018 Adopted Budget vs. Actuals		2018 Final Estimate vs. Actuals	
							Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>										
<u>Scheduled Service</u> <sup>1</sup>	421,367	\$26.673	426,781	\$26.968	439,415	\$27.789	(18,048) -4.3%	(\$1.117) -4.2%	(12,634) -3.0%	(\$0.821) -3.0%
<u>Unscheduled Service</u>	104,683	6.937	107,701	6.995	116,328	7.550	(11,646) -11.1%	(0.612) -8.8%	(8,627) -8.0%	(0.555) -7.9%
<u>Programmatic/Routine Maintenance</u>	800,926	47.376	910,681	53.684	879,240	52.191	(78,315) -9.8%	(4.816) -10.2%	31,441 3.5%	1.493 2.8%
<u>Unscheduled Maintenance</u>	5,800	0.347	19,917	1.213	27,729	1.694	(21,929) *	(1.347) *	(7,812) -39.2%	(0.481) -39.6%
<u>Vacancy/Absentee Coverage</u>	584,953	34.634	804,867	48.372	780,149	46.662	(195,195) -33.4%	(12.028) -34.7%	24,718 3.1%	1.710 3.5%
<u>Weather Emergencies</u>	154,714	8.742	181,882	11.321	175,951	11.025	(21,237) -13.7%	(2.284) -26.1%	5,931 3.3%	0.296 2.6%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	-	-	-	-	-	-	-	-	-
<u>All Other</u> <sup>3</sup>	27,616	1.512	25,985	2.574	24,760	3.988	2,855 10.3%	(2.475) *	1,225 4.7%	(1.414) -54.9%
<b>TOTAL NON-REIMBURSABLE OVERTIME</b>	2,100,058	\$126.221	2,477,814	\$151.127	2,443,573	\$150.899	(343,515) -16.4%	(\$24.679) -19.6%	34,241 1.4%	\$0.228 0.2%
<b>REIMBURSABLE OVERTIME</b>	622,636	\$35.444	876,008	\$54.355	1,069,768	\$67.815	(447,131) -71.8%	(\$32.372) -91.3%	(193,760) -22.1%	(\$13.460) -24.8%
<b>TOTAL OVERTIME</b>	<b>2,722,695</b>	<b>\$161.665</b>	<b>3,353,822</b>	<b>\$205.482</b>	<b>3,513,340</b>	<b>\$218.715</b>	<b>(790,646)</b> <b>-29.0%</b>	<b>(\$57.050)</b> <b>-35.3%</b>	<b>(159,518)</b> <b>-4.8%</b>	<b>(\$13.233)</b> <b>-6.4%</b>

<sup>1</sup> Includes Tour Length and Holiday overtime.

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for customer service, material management, other administrative functions and technical adjustments.

\* Exceeds 100%



**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2018 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Var. - Fav./(Unfav)		December 2018 Year-to-Date
	Hours	\$	Explanations
<b>NON-REIMBURSABLE OVERTIME</b>			
<u>Scheduled Service</u> <sup>1</sup>	(12,634)	(\$0.821)	Higher Crew Book overtime and higher holiday coverage in Transportation, Stations and Engineering.
	-3.0%	-3.0%	
<u>Unscheduled Service</u>	(8,627)	(\$0.555)	Additional operational support required to fulfill on time performance.
	-8.0%	-7.9%	
<u>Programmatic/Routine Maintenance</u>	31,441	\$1.493	Lower maintenance efforts within the Equipment department due to less running repair and camera installation less than expected. Partially offset by replacement of defective concrete ties system wide, undercutting track maintenance (removal of contaminated gravel and mud remediation), thermite welding, red flag compliance, Kew Gardens/Forest Hills temporary platform install, Platform stairs rehabilitations(Gibson & Baldwin Stations) and Sperry Rail car inspections within Engineering.
	3.5%	2.8%	
<u>Unscheduled Maintenance</u>	(7,812)	(\$0.481)	Unfavorable due system wide emergencies and PSEG static wire down at Satterie Avenue (Valley Stream).
	-39.2%	-39.6%	
<u>Vacancy/Absentee Coverage</u>	24,718	\$1.710	Primarily driven by fewer tours and higher availability within Transportation, partially offset by lower availability within Stations and Equipment departments.
	3.1%	3.5%	
<u>Weather Emergencies</u>	5,931	\$0.296	Lower than forecasted weather related expenses.
	3.3%	2.6%	
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	-	
<u>All Other</u> <sup>3</sup>	1,225	(\$1.414)	Unfavorable due to variance between actual and forecasted wage rates.
	4.7%	-54.9%	
<b>TOTAL NON-REIMBURSABLE OVERTIME</b>	34,241	\$0.228	
	1.4%	0.2%	
<b>REIMBURSABLE OVERTIME</b>	(193,760)	(\$13.460)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Bridge Program - Structural Inspections (various locations), Jamaica Capacity improvements, Hicksville Station improvements, PSEG transmission pole replacement, PTC, M9 testing, Concrete Tie Program and Annual Track program.
	-22.1%	-24.8%	
<b>TOTAL OVERTIME</b>	<b>(159,518)</b>	<b>(\$13.233)</b>	
	-4.8%	-6.4%	

1 Includes Tour Length and Holiday overtime.

2 Not Applicable

3 Reflects overtime for customer service, material management, other administrative functions and technical adjustments.

\* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2018 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not</u> resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

**MTA LONG ISLAND RAIL ROAD**  
**2018 Final Estimate vs. Preliminary Actual**  
**Total Full-Time Positions & FTEs by Function and Department**  
**December 2018**

	<b>Final Estimate</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Reason For Variance</b>
<b>Administration</b>				
Executive VP	2	2	0	
Enterprise Asset Management	7	6	1	
Sr Vice President - Engineering	2	2	0	
Labor Relations	19	18	1	
Procurement & Logistics (excl. Stores)	80	64	16	
Human Resources	40	34	6	
Sr VP Administration	2	2	0	
Strategic Investments	18	18	0	
President	9	6	3	
VP & CFO	4	2	2	
Controller	45	44	1	
Management and Budget	18	16	2	
BPM, Controls, & Compliance	6	5	1	
Market Dev. & Public Affairs	71	71	0	
Gen. Counsel & Secretary	33	32	1	
Diversity Management	3	3	0	
Security	13	10	3	
System Safety	39	36	3	
Training	68	65	3	
Service Planning	31	26	5	
Rolling Stock Programs	17	10	7	
Sr Vice President - Operations	2	1	1	
<b>Total Administration</b>	<b>529</b>	<b>473</b>	<b>56</b>	
<b>Operations</b>				
Train Operations	2,267	2,314	(47)	
Customer Service	313	306	7	
<b>Total Operations</b>	<b>2,580</b>	<b>2,620</b>	<b>(40)</b>	
<b>Maintenance</b>				
Engineering	2,105	2,056	49	
Equipment	2,153	2,140	13	
Procurement (Stores)	97	94	3	
<b>Total Maintenance</b>	<b>4,355</b>	<b>4,290</b>	<b>65</b>	
<b>Engineering/Capital</b>				
Department of Project Management	155	134	21	
Special Projects/East Side Access	57	41	16	
Positive Train Control	14	13	1	
<b>Total Engineering/Capital</b>	<b>226</b>	<b>188</b>	<b>38</b>	
<b>Baseline Total Positions</b>	<b>7,690</b>	<b>7,571</b>	<b>119</b>	
<i>Non-Reimbursable</i>	6,504	6,498	6	<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 6 positions primarily due to Engineering field forces working on maintenance activity instead of capital activity and vacant positions, partially offset by unfavorable positions within Train Operations.
<i>Reimbursable</i>	1,186	1,073	113	<b>REIMBURSABLE POSITIONS</b> - Favorable 113 positions primarily due to the timing of project activity and vacant positions.
<b>Total Full-Time</b>	<b>7,690</b>	<b>7,571</b>	<b>119</b>	
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**MTA LONG ISLAND RAIL ROAD**  
**2018 Final Estimate vs. Preliminary Actual**  
**Total Positions by Function and Occupational Group**  
**December 2018**

	Final Estimate	Actual	Favorable (unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	273	248	25
Professional, Technical, Clerical	150	121	29
Operational Hourlies	106	104	2
<b>Total Administration</b>	<b>529</b>	<b>473</b>	<b>56</b>
<b>Operations</b>			
Managers/Supervisors	316	306	10
Professional, Technical, Clerical	104	104	0
Operational Hourlies	2,160	2,210	(50)
<b>Total Operations</b>	<b>2,580</b>	<b>2,620</b>	<b>(40)</b>
<b>Maintenance</b>			
Managers/Supervisors	832	772	60
Professional, Technical, Clerical	311	237	74
Operational Hourlies	3,212	3,281	(69)
<b>Total Maintenance</b>	<b>4,355</b>	<b>4,290</b>	<b>65</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	153	127	26
Professional, Technical, Clerical	73	61	12
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>226</b>	<b>188</b>	<b>38</b>
<b>Public Safety</b>			
Managers/Supervisors	0	0	0
Professional, Technical, Clerical	0	0	0
Operational Hourlies	0	0	0
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Baseline Total Positions</b>			
Managers/Supervisors	1,574	1,453	121
Professional, Technical, Clerical	638	523	115
Operational Hourlies	5,478	5,595	(117)
<b>Total Baseline</b>	<b>7,690</b>	<b>7,571</b>	<b>119</b>

**MTA LONG ISLAND RAIL ROAD**  
**2018 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL(December Preliminary)**  
**UTILIZATION**  
(in millions)

	Year-To-Date as of December 2018				Variance Favorable / (Unfavorable)					
	Adopted	Final	Actual	Adjusted*	Budget		Final Estimate		Adjusted*	
	Budget	Estimate	Prelim	2017					2017	
	\$	\$	\$	#	\$	%	\$	%	#	%
<b><u>Farebox Revenue</u></b>										
Monthly	\$363.156	\$357.213	\$355.392		(\$7.764)	(2.1)	(\$1.821)	(0.5)		
Weekly	18.639	18.887	19.561		0.921	4.9	0.674	3.6		
<b>Total Commutation</b>	<b>\$381.795</b>	<b>\$376.099</b>	<b>\$374.953</b>		<b>(\$6.842)</b>	<b>(1.8)</b>	<b>(\$1.147)</b>	<b>(0.3)</b>		
One-Way Full Fare	\$103.130	\$103.987	\$105.195		\$2.065	2.0	\$1.208	1.2		
One-Way Off-Peak	181.239	180.654	180.725		(0.515)	(0.3)	0.071	0.0		
All Other	81.177	79.430	79.554		(1.623)	(2.0)	0.124	0.2		
<b>Total Non-Commutation</b>	<b>\$365.546</b>	<b>\$364.071</b>	<b>\$365.474</b>		<b>(\$0.073)</b>	<b>(0.0)</b>	<b>\$1.403</b>	<b>0.4</b>		
<b>Total Farebox Revenue</b>	<b>\$747.341</b>	<b>\$740.170</b>	<b>\$740.426</b>		<b>(\$6.915)</b>	<b>(0.9)</b>	<b>\$0.256</b>	<b>0.0</b>		
<b><u>Ridership</u></b>										
Monthly	49.898	48.939	48.725	48.984	(1.173)	(2.4)	(0.214)	(0.4)	(0.259)	(0.5)
Weekly	1.902	1.952	2.101	1.890	0.199	10.5	0.149	7.6	0.211	11.1
<b>Total Commutation</b>	<b>51.800</b>	<b>50.891</b>	<b>50.825</b>	<b>50.874</b>	<b>(0.974)</b>	<b>(1.9)</b>	<b>(0.065)</b>	<b>(0.1)</b>	<b>(0.049)</b>	<b>(0.1)</b>
One-Way Full Fare	8.980	9.021	9.258	8.820	0.278	3.1	0.237	2.6	0.438	5.0
One-Way Off-Peak	18.765	18.649	18.638	18.830	(0.126)	(0.7)	(0.010)	(0.1)	(0.192)	(1.0)
All Other	10.873	10.919	11.044	10.788	0.171	1.6	0.126	1.2	0.257	2.4
<b>Total Non-Commutation</b>	<b>38.618</b>	<b>38.588</b>	<b>38.941</b>	<b>38.437</b>	<b>0.323</b>	<b>0.8</b>	<b>0.352</b>	<b>0.9</b>	<b>0.503</b>	<b>1.3</b>
<b>Total Ridership</b>	<b>90.417</b>	<b>89.479</b>	<b>89.766</b>	<b>89.311</b>	<b>(0.651)</b>	<b>(0.7)</b>	<b>0.287</b>	<b>0.3</b>	<b>0.455</b>	<b>0.5</b>

\*Prior year adjusted to reflect current year calendar. Applicable to ridership only.

**MTA LONG ISLAND RAIL ROAD**  
**2018 FINAL ESTIMATE vs PRELIMINARY ACTUALS**  
**MONTHLY PERFORMANCE INDICATORS**  
**December 2018**

		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Preliminary</u> <u>Actual</u>	<u>Final</u> <u>Estimate</u>	<u>2017</u>	<u>vs. Final</u> <u>Estimate</u>	<u>vs.</u> <u>2017</u>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	49.5%	47.8%	50.6%	1.6%	-1.1%
	Adjusted <sup>(2)</sup>	56.2%	54.5%	59.2%	1.7%	-3.0%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$16.70	\$17.30	\$16.18	\$0.61	(\$0.52)
	Adjusted <sup>(2)</sup>	\$15.54	\$16.13	\$14.80	\$0.59	(\$0.74)
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.25	\$8.27	\$8.19	(\$0.02)	\$0.06

(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 Bar Car Services



# Long Island Rail Road

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## Ridership Report Highlights

### **December 2018 vs. 2017**

- December 2018 total ridership increased +3.5% compared to December 2017 (7,582,808 in December 2018 vs. 7,329,341 in December 2017).
- Commutation ridership showed 0.0% change compared to December 2017
- December 2018 Non-Commutation ridership increased +7.5% compared to December 2017
- The factors affecting ridership:
  - The LIRR finished the year with a modern record in ridership, carrying 89.8 million customers compared to the post-war high of 91.8 million customers in 1949.
  - December 2018 Non-Commutation ridership increased significantly +7.5% compared to December 2017; holiday travel and warmer temperatures may have contributed to more off-peak trips, as evidenced by a very strong growth (+37%) in *Leisure Travel*.

### **2018 vs. 2017 YTD**

- Total YTD ridership is +0.5% above 2017 and -0.3% below Mid-Year Forecast
- YTD Commutation ridership is -0.1% below 2017
- YTD Non-Commutation ridership is +1.3% above 2017

*Mark Young*

Vice President

Management & Finance and Chief Financial Officer

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# **MTA LONG ISLAND RAIL ROAD**

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## **MONTHLY RIDERSHIP REPORT**

**December 2018**



**DECEMBER 2018 RIDERSHIP & REVENUE REPORT  
MTA LONG ISLAND RAIL ROAD**

**EXECUTIVE SUMMARY**

**December Ridership and Revenue (millions)**

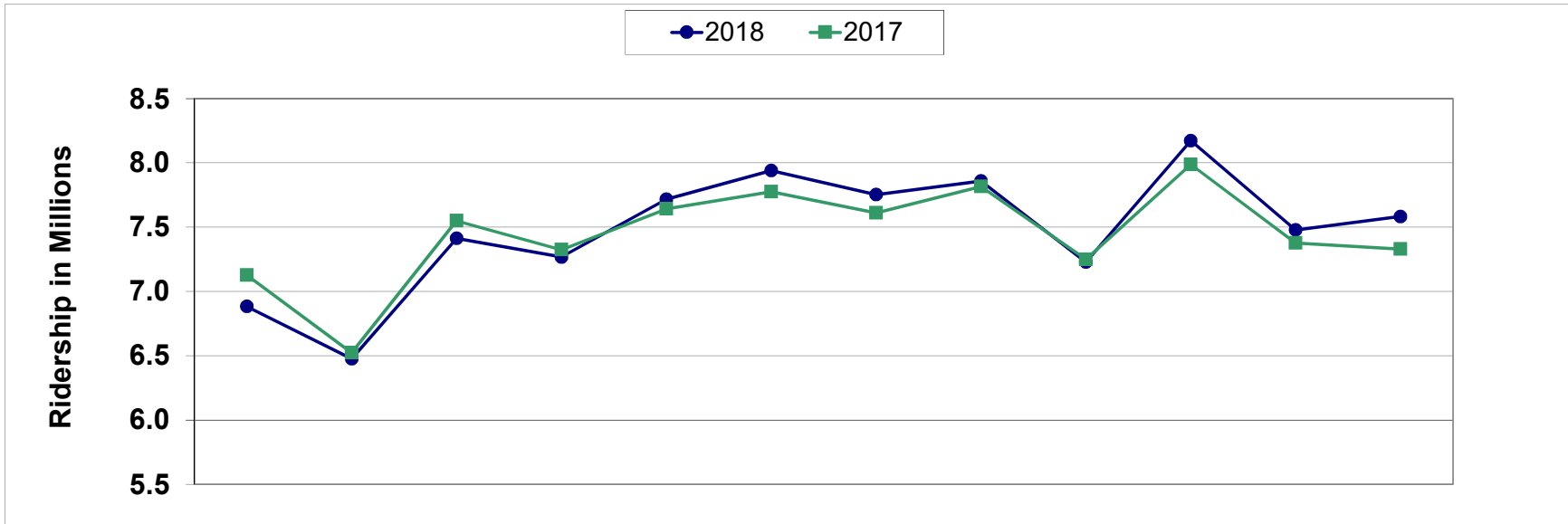
	December 2018	% Change vs. 2017
Total Rail Ridership	7.583	3.5% ▲
Commutation Ridership	3.933	0.0% ▼
Non-Commutation Ridership	3.650	7.5% ▲
Rail Revenue	\$63.5	2.2% ▲

**Year-to-Date through December Ridership and Revenue (millions)**

	December 2018	% Change vs. 2017	Comparison to Mid Year
Total Rail Ridership	89.766	0.5% ▲	-0.3% ▼
Commutation Ridership	50.825	-0.1% ▼	-0.5% ▼
Non-Commutation Ridership	38.941	1.3% ▲	0.1% ▲
Rail Revenue	\$740.4	1.8% ▲	-0.2% ▼

# DECEMBER RIDERSHIP

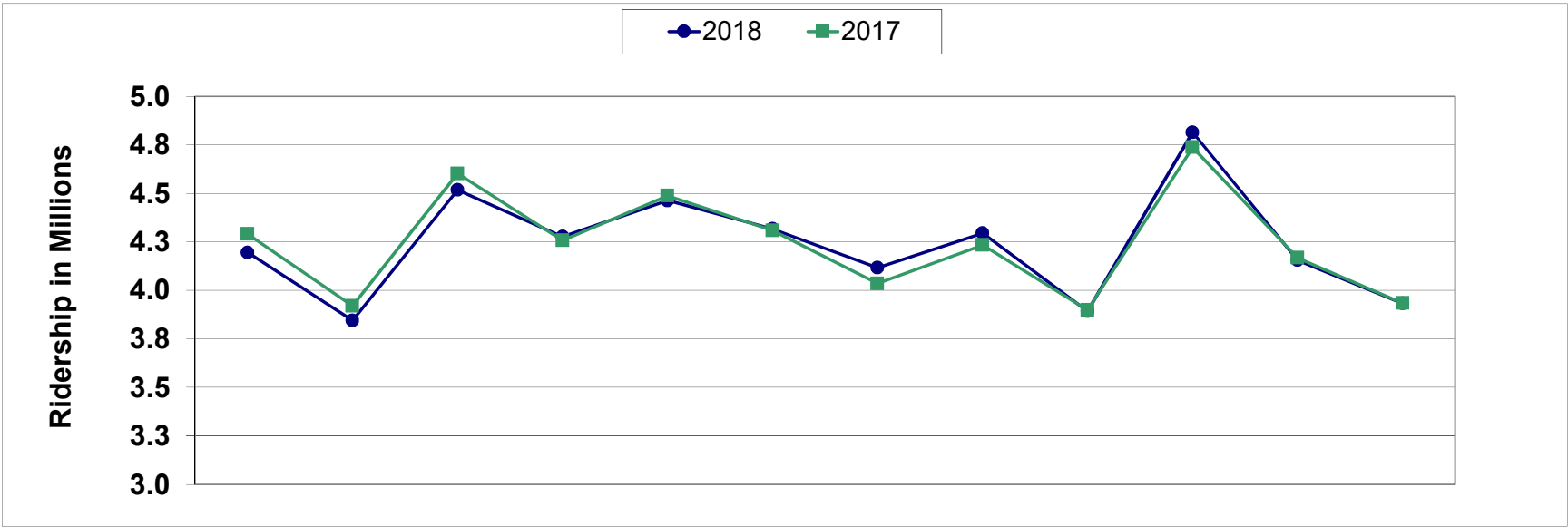
- December Total Ridership was 3.5% above '17 and 0.5% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	6.9	6.5	7.4	7.3	7.7	7.9	7.8	7.9	7.2	8.2	7.5	7.6	89.8
2017	7.1	6.5	7.6	7.3	7.6	7.8	7.6	7.8	7.2	8.0	7.4	7.3	89.3
PCT CHG.	-3.4%	-0.7%	-1.8%	-0.8%	1.0%	2.1%	1.9%	0.5%	-0.3%	2.3%	1.4%	3.5%	0.5%

# DECEMBER COMMUTATION RIDERSHIP

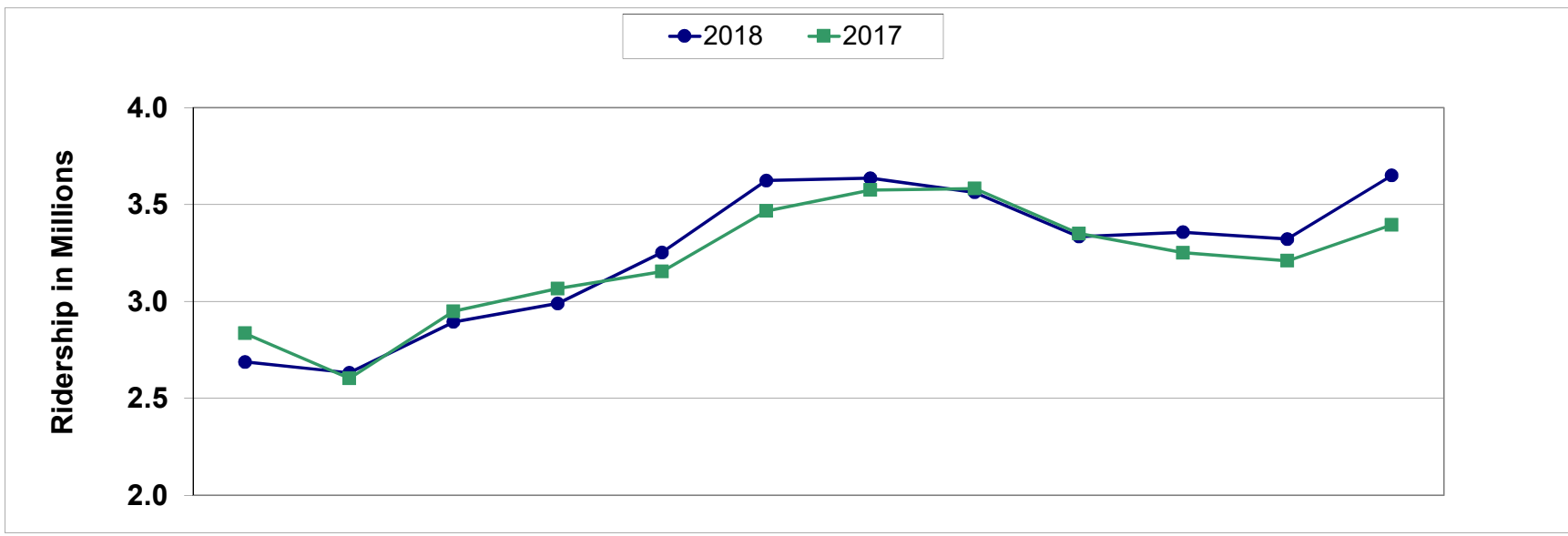
- December Commutation Ridership was 0.0% flat to '17 and -2.8% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	4.2	3.8	4.5	4.3	4.5	4.3	4.1	4.3	3.9	4.8	4.2	3.9	50.8
2017	4.3	3.9	4.6	4.3	4.5	4.3	4.0	4.2	3.9	4.7	4.2	3.9	50.9
PCT CHG.	-2.2%	-1.9%	-1.8%	0.5%	-0.5%	0.2%	2.0%	1.5%	-0.2%	1.6%	-0.3%	0.0%	-0.1%

# DECEMBER NON-COMMUTATION RIDERSHIP

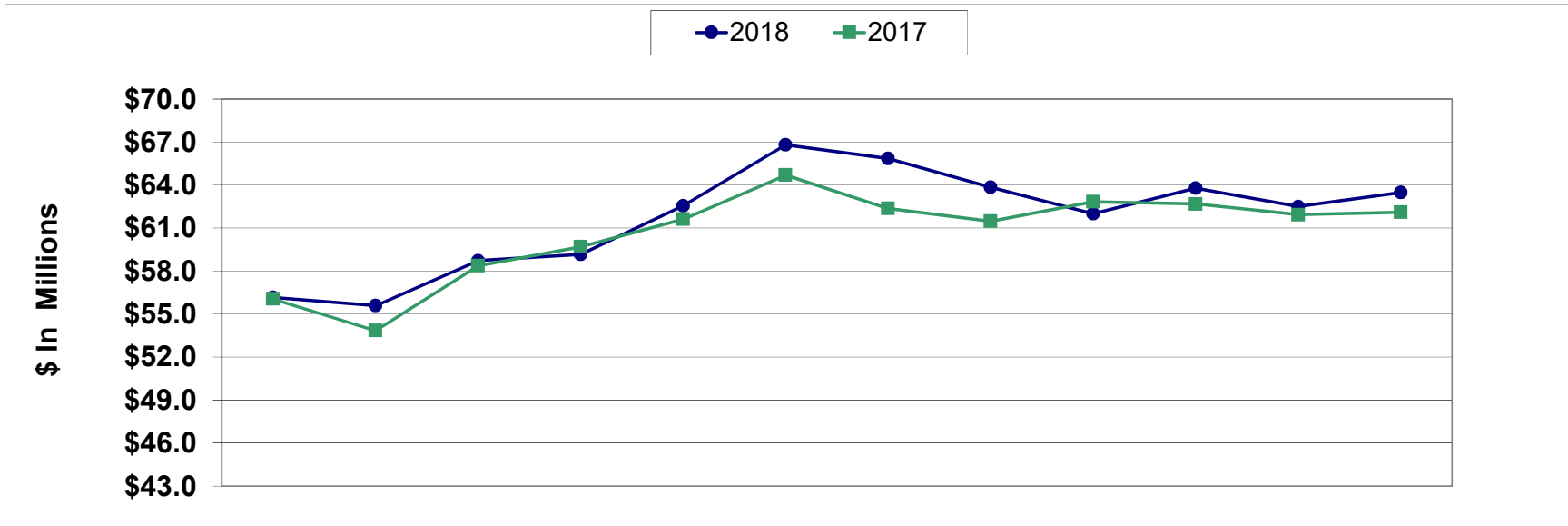
- December Non-Commutation Ridership was 7.5% above '17 and 4.4% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	2.7	2.6	2.9	3.0	3.3	3.6	3.6	3.6	3.3	3.4	3.3	3.7	38.9
2017	2.8	2.6	2.9	3.1	3.2	3.5	3.6	3.6	3.4	3.3	3.2	3.4	38.4
PCT CHG.	-5.2%	1.1%	-1.9%	-2.5%	3.1%	4.5%	1.7%	-0.5%	-0.5%	3.3%	3.5%	7.5%	1.3%

# DECEMBER REVENUE

- December Total Revenue was 2.2% above '17 and -0.8% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	\$56.2	\$55.6	\$58.7	\$59.2	\$62.6	\$66.8	\$65.8	\$63.8	\$62.0	\$63.8	\$62.5	\$63.5	\$740.4
2017	\$56.0	\$53.8	\$58.4	\$59.7	\$61.6	\$64.7	\$62.4	\$61.5	\$62.8	\$62.7	\$61.9	\$62.1	\$727.6
PCT CHG.	0.2%	3.2%	0.6%	-0.9%	1.5%	3.3%	5.6%	3.9%	-1.3%	1.8%	0.9%	2.2%	1.8%

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
December 2018**

TICKET TYPE/SERVICE	December 2018	December 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,932,674	3,934,104	(1,430)	0.0%
NON-COMMUTATION RIDERSHIP	3,650,134	3,395,237	254,897	7.5%
<b>TOTAL RIDERSHIP</b>	<b>7,582,808</b>	<b>7,329,341</b>	<b>253,467</b>	<b>3.5%</b>

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
2018 YEAR-TO-DATE**

TICKET TYPE/SERVICE	December 2018	December 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	50,825,389	50,874,140	(48,751)	-0.1%
NON-COMMUTATION RIDERSHIP	38,940,661	38,437,289	503,372	1.3%
<b>TOTAL RIDERSHIP</b>	<b>89,766,050</b>	<b>89,311,429</b>	<b>454,621</b>	<b>0.5%</b>

*\* 2017 ridership numbers were adjusted using 2018 factors.*

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
December 2018**

REVENUE	December 2018	December 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,066,200	\$30,393,698	(\$327,499)	-1.1%
NON-COMMUTATION REVENUE	\$33,407,947	\$31,711,771	\$1,696,176	5.3%
<b>TOTAL REVENUE</b>	<b>\$63,474,147</b>	<b>\$62,105,469</b>	<b>\$1,368,677</b>	<b>2.2%</b>

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
2018 YEAR-TO-DATE**

REVENUE	December 2018	December 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$374,952,663	\$369,603,773	\$5,348,890	1.4%
NON-COMMUTATION REVENUE	\$365,473,688	\$357,993,461	\$7,480,227	2.1%
<b>TOTAL REVENUE</b>	<b>\$740,426,351</b>	<b>\$727,597,234</b>	<b>\$12,829,116</b>	<b>1.8%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

**LONG ISLAND RAIL ROAD  
CAPITAL PROGRAM HIGHLIGHTS & UPDATES  
JANUARY 2019**

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**L60304TU: JAMAICA CAPACITY IMPROVEMENTS – PHASE I**

**Milestone: Contract Award \$5,152,854**

**Project Budget: \$301.65M**

A Design/Furnish/Delivery Contract for signal equipment associated with the LIRR's new Beaver Interlocking on the Atlantic Branch east of Jamaica, as well as Johnson Avenue Yard located south of Jamaica Station, was awarded to Ansaldo STS, USA for \$5,152,854. The project work under this contract includes progressing the existing 30% signal design to 100% design; and providing wired signal instrument huts, battery huts, signal cases, and necessary vital and non-vital software. The manufactured equipment will be installed in both Johnson Avenue Yard and the new Beaver Interlocking which is under construction. The signalization work will facilitate JCI Phase I Platform-F operational requirements as well as enhance access to/from Jamaica station along the Atlantic Branch east of Jamaica.

**L70501SE: COMMUNICATION POLES**

**Milestone: Beneficial Use**

**Project Budget: \$5.70M**

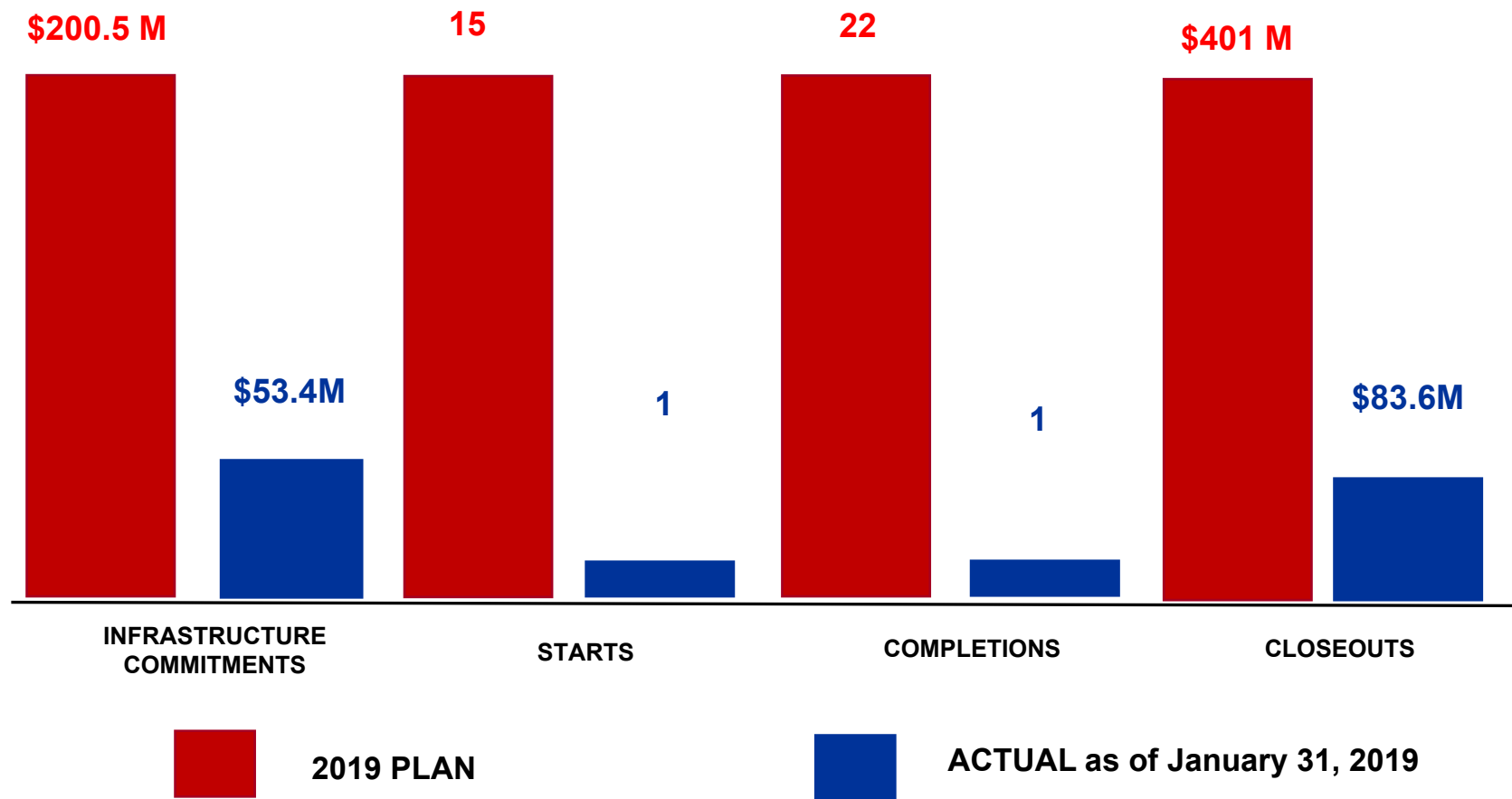
Replacement of poles and associated hardware at various locations systemwide is complete with 451 poles done in this project. The poles carry cable lines including fiber optics, signal, supervisory, and substation control lines that provide these services to the LIRR Communications System. The Communication Poles Replacement project is a cyclical effort to maintain components of the LIRR's Communication network in a State of Good Repair.

**SMALL BUSINESS MENTOR PROGRAM**

- The new contract/s awarded this month:
  - Hempstead Station Fence Replacement awarded for \$598,905.



# 2019 LIRR Capital Program Goals





# Metro-North Railroad

## Operations Report

**John Kesich**

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

## **January 2019 Highlights: Operations Report**

January service delivery operated above goal at 95.9%.

OTP has been operating above 93% since December 8<sup>th</sup> when the 2018 Infrastructure work came to an end. There were no significant winter storms during the month.

### **Hudson Line – 95.6%**

97.9% of trains arrived within 10" of schedule with 9 (0.19%) cancelled or terminated

### **Harlem Line – 96.8%**

98.8% of trains arrived within 10" of schedule with 5 (0.08%) cancelled or terminated

### **New Haven Line – 95.4%**

98.4% of trains arrived within 10" of schedule with 13 (0.16%) cancelled or terminated

In January 2.5% of trains arrived 6-10" late with 27 (0.14%) cancelled or terminated.

Overall, 98.4% of trains arrived within 10" of schedule.

**Consist Compliance:** 98.5% overall with 96.8% during Peak.

We had a reduced number of M8 Single cars available due to on-board video installations that will be completed in February. We also have additional M8 cars out of service due to on-going warranty modifications.

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

**West of Hudson Service** operated below goal at 90.1% due to Weather, equipment failures and disruptions due to accelerated PTC installations.

### **Pascack Valley – 92.2%**

1/31: Delays due to winter weather and Amtrak Catenary failure into PSNY

### **Port Jervis – 87.4%**

1/17-18: MNR signal problems at CP Harriman

### **Cancelled Trains**

4 (0.2%) PVL: 4, PJL: 0

2 - no available Conductor on 2/19

2 - NJT locomotive failures

## **Equipment Performance**

Fleet Availability was good except for a shortage of M8 cars.

Fleet MDBF in December operated below goal at 141,728 with 2018 finishing at 144,017.

We experienced increased failures due to implementation of new PTC equipment.

Excluding PTC System failures, adjusted MDBF for December is 167,836 adjusted YTD is 195,247.

Genesis locomotives operated 34% below goal in 2018. The 31 locomotives are at the end of their useful life and we are proceeding with a RFP for their replacement.

**John Kesich**  
Senior Vice President  
Operations

Performance Summary			2019 Data			2018 Data	
			Annual Goal	January	YTD thru January	January	YTD thru January
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>95.9%</b>	<b>95.9%</b>	<b>92.4%</b>	<b>92.4%</b>
		AM Peak	93.0%	90.6%	90.6%	88.4%	88.4%
		AM Reverse Peak	93.0%	94.3%	94.3%	94.0%	94.0%
		PM Peak	93.0%	97.5%	97.5%	90.1%	90.1%
		<b>Total Peak</b>	<b>93.0%</b>	<b>94.0%</b>	<b>94.0%</b>	<b>89.9%</b>	<b>89.9%</b>
		Off Peak Weekday	93.0%	96.3%	96.3%	91.7%	91.7%
		Weekend	93.0%	98.3%	98.3%	97.2%	97.2%
	<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>95.6%</b>	<b>95.6%</b>	<b>93.0%</b>	<b>93.0%</b>
		AM Peak	93.0%	87.4%	87.4%	90.3%	90.3%
		AM Reverse Peak	93.0%	90.9%	90.9%	97.8%	97.8%
		PM Peak	93.0%	98.2%	98.2%	89.9%	89.9%
		<b>Total Peak</b>	<b>93.0%</b>	<b>92.3%</b>	<b>92.3%</b>	<b>91.1%</b>	<b>91.1%</b>
		Off Peak Weekday	93.0%	96.5%	96.5%	91.6%	91.6%
		Weekend	93.0%	99.3%	99.3%	98.2%	98.2%
	<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>96.8%</b>	<b>96.8%</b>	<b>92.4%</b>	<b>92.4%</b>
		AM Peak	93.0%	91.6%	91.6%	86.0%	86.0%
		AM Reverse Peak	93.0%	95.0%	95.0%	88.7%	88.7%
		PM Peak	93.0%	98.4%	98.4%	90.7%	90.7%
		<b>Total Peak</b>	<b>93.0%</b>	<b>94.9%</b>	<b>94.9%</b>	<b>88.4%</b>	<b>88.4%</b>
		Off Peak Weekday	93.0%	97.5%	97.5%	93.1%	93.1%
		Weekend	93.0%	98.9%	98.9%	98.0%	98.0%
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>95.4%</b>	<b>95.4%</b>	<b>91.9%</b>	<b>91.9%</b>
		AM Peak	93.0%	91.8%	91.8%	89.0%	89.0%
		AM Reverse Peak	93.0%	95.5%	95.5%	96.8%	96.8%
		PM Peak	93.0%	96.4%	96.4%	89.6%	89.6%
		<b>Total Peak</b>	<b>93.0%</b>	<b>94.2%</b>	<b>94.2%</b>	<b>90.4%</b>	<b>90.4%</b>
		Off Peak Weekday	93.0%	95.4%	95.4%	90.8%	90.8%
		Weekend	93.0%	97.3%	97.3%	96.1%	96.1%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>19,408</b>	<b>19,408</b>	<b>19,377</b>	<b>19,377</b>
	<b>Avg. Delay per Late Train (min)</b> <i>excluding trains cancelled or terminated</i>			12.2	12.2	16.0	16.0
	<b>Trains Over 15 min. Late</b> <i>excluding trains cancelled or terminated</i>		2,300	151	151	381	381
	<b>Trains Canceled</b>		230	9	9	108	108
	<b>Trains Terminated</b>		230	18	18	27	27
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.9%	99.3%	99.3%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>98.5%</b>	<b>98.5%</b>	<b>98.5%</b>	<b>98.2%</b>	<b>98.2%</b>
		AM Peak	97.0%	95.6%	95.6%	96.2%	96.2%
		AM Reverse Peak	99.5%	100.0%	100.0%	100.0%	100.0%
		PM Peak	97.0%	97.0%	97.0%	94.8%	94.8%
		<b>Total Peak</b>	<b>97.0%</b>	<b>96.8%</b>	<b>96.8%</b>	<b>96.2%</b>	<b>96.2%</b>
		Off Peak Weekday	99.5%	99.5%	99.5%	99.2%	99.2%
		Weekend	99.5%	99.4%	99.4%	99.7%	99.7%
	<b>Hudson Line</b>	AM Peak	99.0%	99.8%	99.8%	98.8%	98.8%
		PM Peak	99.0%	99.7%	99.7%	96.5%	96.5%
	<b>Harlem Line</b>	AM Peak	97.0%	98.6%	98.6%	94.7%	94.7%
		PM Peak	97.0%	99.1%	99.1%	97.2%	97.2%
	<b>New Haven Line</b>	AM Peak	95.0%	90.0%	90.0%	95.6%	95.6%
		PM Peak	95.0%	93.1%	93.1%	91.6%	91.6%

**SYSTEM Category of Delay**
**Delay Minutes /  
Delay Threshold**

	% Total	December	2019 Data January YTD thru January		2018 Data January YTD thru January		YTD 2019 Vs 2018
Engineering (Scheduled)	5.5%	136	86	86	225	225	-139
Engineering (Unscheduled)	26.2%	1,000	406	406	1,583	1,583	-1,177
Maintenance of Equipment	23.4%	780	363	363	587	587	-224
Transportation	3.3%	106	51	51	55	55	-4
Capital Projects	7.3%	100	113	113	9	9	104
Weather and Environmental	6.6%	73	103	103	729	729	-626
Police	13.9%	144	216	216	242	242	-27
Customers	5.1%	101	79	79	70	70	8
Other	8.5%	438	132	132	74	74	58
3rd Party Operations	0.2%	7	2	2	4	4	-2
<b>TOTAL</b>	<b>100.0%</b>	<b>2,884</b>	<b>1,551</b>	<b>1,551</b>	<b>3,578</b>	<b>3,578</b>	<b>-2,027</b>

HUDSON LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2019 Vs 2018
Engineering (Scheduled)	3.6%	90	16	16	55	55	-39
Engineering (Unscheduled)	17.4%	111	77	77	776	776	-699
Maintenance of Equipment	24.6%	143	109	109	126	126	-17
Transportation	2.7%	21	12	12	12	12	0
Capital Projects	15.3%	52	68	68	8	8	60
Weather and Environmental	7.4%	45	33	33	99	99	-66
Police	11.5%	31	51	51	15	15	36
Customers	4.1%	16	18	18	8	8	10
Other	13.1%	7	58	58	6	6	52
3rd Party Operations	0.2%	2	1	1	2	2	-1
<b>TOTAL</b>	<b>100.0%</b>	<b>518</b>	<b>443</b>	<b>443</b>	<b>1,107</b>	<b>1,107</b>	<b>-664</b>

HARLEM LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2019 Vs 2018
Engineering (Scheduled)	2.6%	12	10	10	79	79	-69
Engineering (Unscheduled)	28.9%	388	112	112	417	417	-305
Maintenance of Equipment	20.7%	260	80	80	205	205	-125
Transportation	3.1%	29	12	12	14	14	-2
Capital Projects	8.0%	14	31	31	0	0	31
Weather and Environmental	14.5%	20	56	56	238	238	-182
Police	14.0%	38	54	54	104	104	-50
Customers	5.9%	42	23	23	32	32	-9
Other	2.3%	102	9	9	9	9	0
3rd Party Operations	0.0%	1	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>906</b>	<b>387</b>	<b>387</b>	<b>1,098</b>	<b>1,098</b>	<b>-711</b>

NEW HAVEN LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2019 Vs 2018
Engineering (Scheduled)	8.3%	34	60	60	91	91	-31
Engineering (Unscheduled)	30.2%	500	218	218	389	389	-171
Maintenance of Equipment	24.2%	376	175	175	257	257	-82
Transportation	3.7%	56	27	27	29	29	-2
Capital Projects	1.9%	34	14	14	0	0	14
Weather and Environmental	1.9%	8	14	14	392	392	-378
Police	15.4%	75	111	111	124	124	-13
Customers	5.3%	43	38	38	30	30	8
Other	9.0%	329	65	65	59	59	6
3rd Party Operations	0.0%	4	0	0	2	2	-2
<b>TOTAL</b>	<b>100.0%</b>	<b>1,459</b>	<b>722</b>	<b>722</b>	<b>1,373</b>	<b>1,373</b>	<b>-651</b>



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

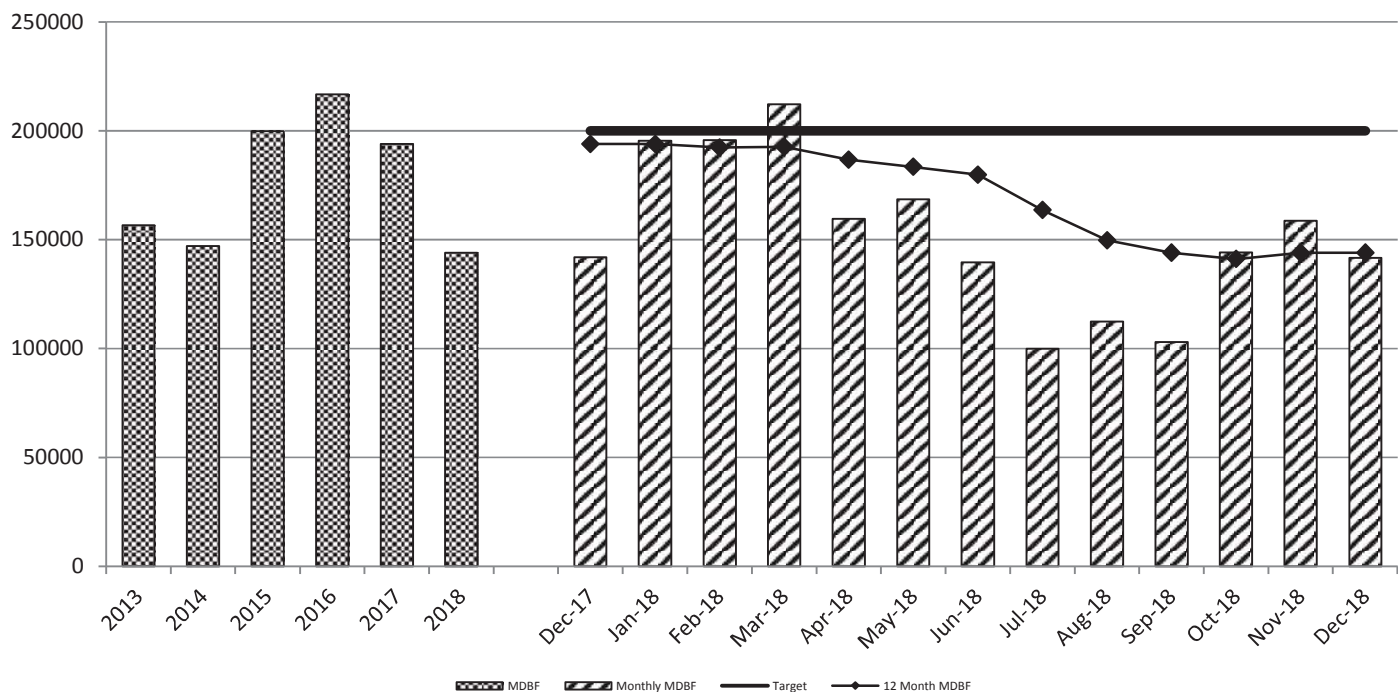
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak					
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
01/10	Thu	Delays due to Capital Work at White Plains Station.	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
01/11	Fri	Track 4 3rd rail damage between CP19 and CP25 due to excavation from the Sandy Capital project.	21	2	1	7	0	0	0	0	0	0	0	0	28	2	1
01/11	Fri	Delays due to track circuit down at CP130 on Track 1.	15	0	1	5	0	0	0	0	0	2	0	0	22	0	1
01/14	Mon	Amtrak 2167 had an engine fire on Track 2 at Cat. 342 approaching Stamford.	0	0	0	0	0	0	2	0	0	21	0	0	23	0	0
01/15	Tue	The 21 Switch at CP72 failed in reverse position.	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
01/17	Thu	Track circuit down on Track 2 at CP12.	14	0	0	5	0	0	0	0	0	2	0	0	21	0	0
01/17	Thu	A broken rail at Cat. 243A near Port Chester.	13	0	0	2	0	0	0	0	0	1	0	0	16	0	0
01/18	Fri	Train 874 struck a deer at CP19, necessary to swap equipment.	0	0	0	0	0	0	8	0	0	6	0	0	14	0	0
01/22	Tue	Disabled train blocking in yard at Poughkeepsie.	15	2	1	0	0	0	0	0	0	1	0	0	16	2	1
01/23	Wed	A local water pipe burst east of CP212 on an overhead bridge resulting with water on tracks.	0	0	0	0	0	0	7	0	0	10	0	0	17	0	0
01/24	Thu	3rd rail failure on Track 2 at Scarsdale.	8	0	0	7	0	0	0	0	0	5	0	0	20	0	0
01/28	Mon	Track circuit down on Track 2 at CP12.	9	0	0	2	0	0	0	0	0	0	0	0	11	0	0
01/30	Wed	Congestion between CP217 and CP223 account an overhead ground on Track 3.	0	0	0	0	0	0	3	0	0	8	0	0	11	0	0
01/31	Thu	A trespasser on tracks north of 125th Street.	66	0	0	14	0	0	0	0	0	2	0	0	82	0	0
<b>TOTAL FOR MONTH</b>			173	4	3	42	0	0	20	0	0	68	0	0	303	4	3
															<b>310</b>		

	Equip- ment Type	Total Fleet Size	2018 Data						2017 Data		
			MDBF Goal (miles)	Dec MDBF (miles)	Primary Failure Goal	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
<b>Mean Distance Between Failures</b>	M2	20	20,000	21,231	2	1	56,271	56,271	38,892	2	28,136
	M8	405	350,000	277,051	7	9	213,148	213,148	209,018	12	305,221
	M3	138	120,000	45,714	3	6	72,859	72,859	39,301	7	100,188
	M7	334	440,000	383,024	4	5	317,281	317,281	164,051	12	301,533
	Coach	209	260,000	161,746	6	9	161,188	161,188	488,485	3	334,318
	P-32	31	27,000	23,331	7	8	17,880	17,880	31,528	6	25,667
	BL-20	12	13,000	4,475	3	7	15,721	15,721	11,802	4	26,604
	<b>Fleet</b>	<b>1149</b>	<b>200,000</b>	<b>141,728</b>	<b>32</b>	<b>45</b>	<b>144,017</b>	<b>144,017</b>	<b>141,990</b>	<b>46</b>	<b>193,883</b>
	M2/8		260,000	251,469	9	10	197,262	197,262	184,714	14	239,651
	M3/7		300,000	199,037	7	11	224,360	224,360	118,091	19	234,987
	Diesel/Coach		110,000	68,829	16	24	75,740	75,740	130,910	13	126,096

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 2013 - 2018





<b>West of Hudson Performance Summary</b>			<b>2019 Data</b>			<b>2018 Data</b>	
			Annual Goal	January	YTD thru January	January	YTD thru January
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>93.0%</b>	<b>90.1%</b>	<b>90.1%</b>	<b>90.7%</b>	<b>90.7%</b>
		AM Peak	93.0%	85.7%	85.7%	86.4%	86.4%
		PM Peak	93.0%	87.2%	87.2%	93.0%	93.0%
		<b>Total Peak</b>	<b>93.0%</b>	<b>86.4%</b>	<b>86.4%</b>	<b>89.6%</b>	<b>89.6%</b>
		Off Peak Weekday	93.0%	91.5%	91.5%	89.8%	89.8%
		Weekend	93.0%	92.8%	92.8%	94.1%	94.1%
	<b>Pascack Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>92.2%</b>	<b>92.2%</b>	<b>92.9%</b>	<b>92.9%</b>
	<b>Valley Line</b>	AM Peak	93.0%	90.5%	90.5%	91.7%	91.7%
		PM Peak	93.0%	89.8%	89.8%	95.9%	95.9%
		<b>Total Peak</b>	<b>93.0%</b>	<b>90.1%</b>	<b>90.1%</b>	<b>93.7%</b>	<b>93.7%</b>
		Off Peak Weekday	93.0%	93.9%	93.9%	90.9%	90.9%
		Weekend	93.0%	91.8%	91.8%	95.5%	95.5%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>87.4%</b>	<b>87.4%</b>	<b>87.6%</b>	<b>87.6%</b>
		AM Peak	93.0%	80.2%	80.2%	79.4%	79.4%
		PM Peak	93.0%	84.1%	84.1%	89.7%	89.7%
		<b>Total Peak</b>	<b>93.0%</b>	<b>82.1%</b>	<b>82.1%</b>	<b>84.5%</b>	<b>84.5%</b>
		Off Peak Weekday	93.0%	88.3%	88.3%	88.3%	88.3%
		Weekend	93.0%	94.5%	94.5%	91.7%	91.7%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>1,675</b>	<b>1,675</b>	<b>1,713</b>	<b>1,713</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			21.1	21.1	22.8	22.8
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		300	78	78	72	72
	<b>Trains Canceled</b>		60	4	4	12	12
	<b>Trains Terminated</b>		60	5	5	4	4
	<b>Percent of Scheduled Trips Completed</b>		99.4%	99.5%	99.5%	99.1%	99.1%
<b>Consist Compliance*</b> <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	<b>System - AM</b>		<b>99.0%</b>	<b>99.2%</b>	<b>99.2%</b>	<b>94.6%</b>	<b>94.6%</b>
	Pascack Valley - AM		99.0%	98.9%	98.9%	93.5%	93.5%
	Port Jervis - AM		99.0%	99.6%	99.6%	95.9%	95.9%

\*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												TOTAL		
			AM Peak			PM Peak			Off Peak			Weekend					
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
01/17	Thu	PJL: Received / complied with Rule 241 account MNR signal problems at CP Harriman.	8	0	0	12	0	0	18	0	0	0	0	0	38	0	0
01/18	Fri	PJL: Received / complied with Rule 241 account MNR signal problems at CP Harriman.	4	0	0	0	0	0	2	0	0	0	0	0	6	0	0
01/31	Thu	Late connections account Amtrak Catenary failure into PSNY.	0	0	0	2	0	0	3	0	0	0	0	0	5	0	0
01/31	Thu	Mechanical delays on NJT impacted WOH service.	5	0	0	0	0	0	3	0	0	0	0	0	8	0	0
01/31	Thu	Delays due to inclement winter weather.	4	0	0	1	0	0	3	0	0	0	0	0	8	0	0
TOTAL FOR MONTH			21	0	0	15	0	0	29	0	0	0	0	0	65	0	0
															65		

## JANUARY 2019 STANDEE REPORT

### East of Hudson

East of Hudson			JAN 2018	YTD 2018	JAN 2019	YTD 2019
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	35	35	5	5
		Total Standees	35	35	5	5
	Harlem Line	Program Standees	0	0	31	31
		Add'l Standees	148	148	33	33
		Total Standees	148	148	64	64
	New Haven Line	Program Standees	0	0	24	24
		Add'l Standees	120	120	228	228
		Total Standees	120	120	252	252
	EAST OF HUDSON TOTAL - AM PEAK		303	303	320	320
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	16	16	0	0
		Total Standees	16	16	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	63	63	4	4
		Total Standees	63	63	4	4
	New Haven Line	Program Standees	0	0	140	140
		Add'l Standees	173	173	215	215
		Total Standees	173	173	355	355
	EAST OF HUDSON TOTAL - PM PEAK		253	253	358	358

### West of Hudson

West of Hudson			JAN 2018	YTD 2018	JAN 2019	YTD 2019
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	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

\* 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 January 2019

Elevator Availability	2019		2018	
	January	Year to Date	January	Year to Date
Grand Central Terminal	86.87%	86.87%	93.75%	93.75%
Harlem	100.00%	100.00%	99.85%	99.85%
Hudson	100.00%	100.00%	99.94%	99.94%
New Haven	100.00%	100.00%	100.00%	100.00%
Overall Average	96.72%	96.72%	98.38%	98.38%

*GCT Availability for January 2019 is impacted by the NE-1 Elevator being Out of Service due to East Side Access construction since February 2017. The T-20 Elevator (leftmost B-Hall elevator) is Out of Service for conversion for Tracking Center Program*

Escalator Availability	2019		2018	
	January	Year to Date	January	Year to Date
Grand Central Terminal	50.58%	50.58%	91.42%	91.42%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	75.29%	75.29%	95.71%	95.71%

*Escalators #3, #4, #5 and #6 (East Side near Market) are all Out of Service for scheduled service upgrade work. Will be excluded from report starting January 7 through July of 2020. Escalator #10 (45th St Cross Passage to West Spine) had been Out of Service since December 27 for repair to the drive, returned to service on Jan 9. Escalator #12 (245 Park Ave) has been Out of Service since October 16 for repairs to the step chain.*

## Finance Report

**Steven Weiss**

Executive Director, Management & Budget



*Since its inception in 1993, the Grand Central Holiday Fair has been a must-shop destination during the holiday season. Holiday Fair organizers make a concerted effort to present unique American-made and handmade products with locally-sourced materials or a socially-conscious business model. The 2018 Holiday Fair ran from November 12th through December 24th, 2018.*



# Metro-North Railroad

## December 2018 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 Budget and key financial performance indicators. This report presents preliminary 2018 results that are compared to the Final Estimate and are subject to change pending final year-end accounting adjustments and audit review. The presentation of the final 2018 results will be reported in April 2019.

### Summary of Non-Reimbursable Year-to-Date (YTD) December 2018 Financial Results

Ridership and accrual results, versus forecast, are summarized as follows:

- Ridership of 86.5 million, which includes East of Hudson ridership of 84.9 million and West of Hudson ridership of 1.6 million, was 0.3% unfavorable vs. forecast. Consequently, farebox revenue of \$740.2 million was \$7.7 million or 1.0% lower than forecast.
- Total revenue of \$791.4 million was \$9.5 million or 1.2% lower than forecast primarily due to lower farebox revenue, advertising revenue and net GCT retail income.
- Total expenses of \$1,324.9 million were \$16.8 million or 1.3% favorable vs. forecast primarily due to lower discretionary contractual spending in the maintenance and other operating contracts and professional services categories.

Financial results for Year-to-Date (YTD) December 2018 are presented in the table below and compared to the forecast.

December 2018 Year-to-Date Results					
(in millions)					
				Fav/(Unfav) Variance	
	Final Estimate	Actual		\$ Var	% Var
<b>Total Revenue</b>	\$800.9	\$791.4		(\$9.5)	-1.2%
<b>Total Expenses before Non-Cash Liability Adjs.</b>	1,341.7	1,324.9		16.8	1.3%
<b>Other Non-Cash Liabilities</b>	331.4	302.9		28.6	8.6%
<b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.</b>	(872.2)	(836.3)		35.9	4.1%
<b>Cash Adjustments</b>	304.6	285.1		(19.6)	-6.4%
<b>Net Cash Surplus/(Deficit)</b>	(\$567.6)	(\$551.2)		\$16.4	2.9%

**Steven Weiss**

Executive Director, Management & Budget

## **NON-REIMBURSABLE and REIMBURSABLE SUMMARY**

Preliminary December 2018 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$836.3 million was \$35.9 million or 4.1% favorable vs. the Final Estimate.

Major drivers of the December 2018 YTD favorable result of \$35.9 million include lower Non-Reimbursable Expenses of \$45.4 million mainly due to favorable maintenance and other operating contracts and timing of non-cash liability adjustments. Partly offsetting these favorable expense results are lower Non-Reimbursable Revenues of \$9.5 million due to lower farebox revenue (\$7.7 million) and other operating revenue (\$1.8 million) primarily driven by lower advertising revenue and net GCT retail income.

December 2018 YTD Reimbursable Expenses of \$244.4 million was \$40.2 million favorable vs. the Final Estimate primarily due to timing for several capital projects including Positive Train Control and the Cyclical Track and Turnout Replacement Programs.

## **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD was \$7.7 million or 1.0% unfavorable vs. the Final Estimate due to lower yield per passenger on the New Haven Line attributed to growth in shorter distance commuter trips as well as lower ridership on the Harlem Line due to station improvement work.
  - YTD Ridership of 86.5 million was 0.3% unfavorable vs. the Final Estimate and 0.2% unfavorable vs. YTD 2017.
- **Other Operating Revenue** – YTD was \$1.8 million or 3.4% unfavorable vs. the Final Estimate primarily due to lower advertising revenue and net GCT retail income.
- **Capital and Other Reimbursements** – YTD was \$40.2 million or 14.1% unfavorable vs. the Final Estimate due to scheduling and timing changes noted above.

## **TOTAL EXPENSES (Non-Reimbursable and Reimbursable)**

**Total Expenses** – YTD expenses of \$1,872.1 million were \$85.6 million or 4.4% favorable vs. the Final Estimate.

**Labor Expenses (including fringes and overhead recoveries)** of \$1,111.5 million YTD were \$11.5 million unfavorable vs. the Final Estimate.

- **Payroll** – YTD was \$5.2 million unfavorable vs. the Final Estimate which primarily reflects higher than forecasted sick and vacation bank reserves as well as higher than anticipated holiday pay for represented employees.
- **Overtime** – YTD was \$9.1 million unfavorable vs. the Final Estimate primarily due to higher Reliability Centered Maintenance and vacancy coverage in Maintenance of Equipment, higher infrastructure repair work in Maintenance of Way as well as higher Reimbursable activity.

**Non-Labor Expenses** of \$457.7 million YTD were \$68.5 million favorable vs. the Final Estimate.

- **Electric Power** – Lower rates yielded favorable YTD results of \$1.8 million vs. the Final Estimate.
- **Fuel** – YTD expenses were \$0.2 million unfavorable vs. the Final Estimate due to a higher diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$24.5 million favorable vs. the Final Estimate primarily due to revised scheduling of Non-Reimbursable expenses for BL-20 Locomotive Overhauls and Bridgeport Derailment M-8 repairs, lower than anticipated expenses for other miscellaneous maintenance and operating contracts, and lower GCT utilities costs as well as lower Reimbursable project activity.

- **Professional Services** – YTD was \$22.6 million favorable vs. the Final Estimate primarily due to lower Reimbursable project activity as well as lower than anticipated Non-Reimbursable expenses for engineering, medical services, consulting, outside audit services, advertising and the Market Share Study.
- **Materials & Supplies** – YTD was \$20.7 million favorable vs. the Final Estimate primarily due to lower Reimbursable project activity.
- **Other Business Expenses** – YTD was \$0.9 million unfavorable vs. the Final Estimate due to write-offs related to capital project activity in addition to higher than anticipated credit card fees.

**Depreciation and Other Non-Cash Liability Adjustments** were \$28.6 million favorable vs. the YTD Final Estimate primarily due to timing.

### **CASH DEFICIT SUMMARY**

December YTD Net Cash Deficit of \$551.2 million was \$16.4 million or 2.9% favorable to the Final Estimate. This is mainly due to revised milestone scheduling of capital projects and timing of payments in several expenditure categories.

### **FINANCIAL PERFORMANCE MEASURES**

- Adjusted Farebox Operating Ratio of 61.5% was 1.4% favorable vs. the Final Estimate.
- Adjusted Cost per Passenger of \$15.04 was \$0.49 favorable vs. the Final Estimate.
- Revenue per Passenger of \$8.56 was (\$0.06) unfavorable vs. the Final Estimate.



**MTA METRO NORTH RAILROAD**  
**2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

SCHEDULE I-A

**NON-REIMBURSABLE**

	2018			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$753.806	\$747.923	\$740.234	(\$13.572)	(1.8)	(\$7.689)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	70.115	52.991	51.185	(18.930)	(27.0)	(1.806)	(3.4)
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$823.920</b>	<b>\$800.913</b>	<b>\$791.419</b>	<b>(\$32.502)</b>	<b>(3.9)</b>	<b>(\$9.495)</b>	<b>(1.2)</b>
<b>Expenses</b>							
<u><b>Labor:</b></u>							
Payroll	\$519.938	\$520.243	\$526.481	(\$6.544)	(1.3)	(\$6.239)	(1.2)
Overtime	95.686	94.715	100.996	(5.309)	(5.5)	(6.280)	(6.6)
Health and Welfare	116.209	111.427	109.760	6.448	5.5	1.667	1.5
OPEB Current Payment	33.000	34.000	36.410	(3.410)	(10.3)	(2.410)	(7.1)
Pensions	104.779	107.206	105.665	(0.886)	(0.8)	1.542	1.4
Other Fringe Benefits	124.221	123.554	121.693	2.528	2.0	1.861	1.5
GASB Account				0.000	-	0.000	-
Reimbursable Overhead	(60.355)	(58.594)	(61.020)	0.665	1.1	2.426	4.1
<b>Total Labor Expenses</b>	<b>\$933.477</b>	<b>\$932.552</b>	<b>\$939.985</b>	<b>(\$6.507)</b>	<b>(0.7)</b>	<b>(\$7.432)</b>	<b>(0.8)</b>
<u><b>Non-Labor:</b></u>							
Electric Power	\$78.975	\$76.069	\$74.100	\$4.875	6.2	\$1.970	2.6
Fuel	18.598	21.452	21.692	(\$3.094)	(16.6)	(\$0.240)	(1.1)
Insurance	18.364	17.635	17.470	\$0.894	4.9	\$0.165	0.9
Claims	1.000	4.716	4.909	(\$3.909)	*	(\$0.193)	(4.1)
Paratransit Service Contracts	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Maintenance and Other Operating Contracts	121.565	122.800	104.527	\$17.038	14.0	\$18.273	14.9
Professional Service Contracts	45.905	39.058	36.168	\$9.737	21.2	\$2.890	7.4
Materials & Supplies	99.566	98.205	95.967	\$3.598	3.6	\$2.238	2.3
Other Business Expenses	21.122	29.224	30.044	(\$8.922)	(42.2)	(\$0.820)	(2.8)
<b>Total Non-Labor Expenses</b>	<b>\$405.095</b>	<b>\$409.159</b>	<b>\$384.878</b>	<b>\$20.217</b>	<b>5.0</b>	<b>\$24.281</b>	<b>5.9</b>
<u><b>Other Expense Adjustments:</b></u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,338.572</b>	<b>\$1,341.712</b>	<b>\$1,324.863</b>	<b>\$13.709</b>	<b>1.0</b>	<b>\$16.849</b>	<b>1.3</b>
Depreciation	\$246.507	\$243.636	\$228.256	\$18.251	7.4	\$15.380	6.3
OPEB Obligation	58.000	58.000	53.590	4.410	7.6	4.410	7.6
GASB68 Pension Adjustment	3.700	11.500	3.671	0.029	0.8	7.829	68.1
Environmental Remediation	4.000	18.307	17.351	(13.351)	*	0.956	5.2
<b>Total Expenses</b>	<b>\$1,650.779</b>	<b>\$1,673.155</b>	<b>\$1,627.731</b>	<b>\$23.048</b>	<b>1.4</b>	<b>\$45.424</b>	<b>2.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$826.858)</b>	<b>(\$872.241)</b>	<b>(\$836.312)</b>	<b>(\$9.454)</b>	<b>(1.1)</b>	<b>\$35.929</b>	<b>4.1</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$246.507	\$243.636	\$228.256	(\$18.251)	(7.4)	(\$15.380)	(6.3)
Operating/Capital	(92.158)	(77.299)	(53.023)	39.135	42.5	24.276	31.4
Other Cash Adjustments	99.428	138.295	109.833	10.405	10.5	(28.462)	(20.6)
<b>Total Cash Conversion Adjustments</b>	<b>\$253.776</b>	<b>\$304.631</b>	<b>\$285.065</b>	<b>\$31.289</b>	<b>12.3</b>	<b>(\$19.566)</b>	<b>(6.4)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$573.082)</b>	<b>(\$567.610)</b>	<b>(\$551.247)</b>	<b>\$21.835</b>	<b>3.8</b>	<b>\$16.363</b>	<b>2.9</b>

**Notes:**  
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD**  
**2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-B

**REIMBURSABLE**

	2018			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	\$			\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
MTA	148.312	134.825	127.093	(21.219)	(14.3)	(7.732)	(5.7)
CDOT	116.634	138.594	105.154	(11.480)	(9.8)	(33.440)	(24.1)
Other	7.955	11.110	12.108	4.153	52.2	0.999	9.0
Capital and Other Reimbursements	272.900	284.529	244.355	(28.545)	(10.5)	(40.174)	(14.1)
<b>Total Revenue</b>	<b>\$272.900</b>	<b>\$284.529</b>	<b>\$244.355</b>	<b>(\$28.545)</b>	<b>(10.5)</b>	<b>(\$40.174)</b>	<b>(14.1)</b>
<b>Expenses</b>							
<b><u>Labor:</u></b>							
Payroll	\$53.697	\$47.782	\$46.791	\$6.906	12.9	\$0.991	2.1
Overtime	25.449	23.993	26.791	(1.342)	(5.3)	(2.797)	(11.7)
Health and Welfare	18.757	16.454	16.514	2.243	12.0	(0.060)	(0.4)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	13.079	11.366	11.515	1.564	12.0	(0.148)	(1.3)
Other Fringe Benefits	13.508	12.448	12.632	0.877	6.5	(0.184)	(1.5)
GASB Account				0.000	-	0.000	-
Reimbursable Overhead	57.600	55.422	57.309	0.291	0.5	(1.887)	(3.4)
<b>Total Labor Expenses</b>	<b>\$182.090</b>	<b>\$167.466</b>	<b>\$171.552</b>	<b>\$10.539</b>	<b>5.8</b>	<b>(\$4.085)</b>	<b>(2.4)</b>
<b><u>Non-Labor:</u></b>							
Electric Power	\$0.000	\$0.000	\$0.188	(\$0.188)	-	(\$0.188)	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	4.064	4.368	4.238	(0.175)	(4.3)	0.130	3.0
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	12.314	29.904	23.655	(11.341)	(92.1)	6.249	20.9
Professional Service Contracts	46.072	38.797	19.110	26.961	58.5	19.687	50.7
Materials & Supplies	28.123	43.715	25.272	2.851	10.1	18.443	42.2
Other Business Expenses	0.237	0.278	0.340	(0.103)	(43.4)	(0.062)	(22.4)
<b>Total Non-Labor Expenses</b>	<b>\$90.809</b>	<b>\$117.062</b>	<b>\$72.803</b>	<b>\$18.006</b>	<b>19.8</b>	<b>\$44.259</b>	<b>37.8</b>
<b><u>Other Expense Adjustments:</u></b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation</b>	<b>\$272.900</b>	<b>\$284.529</b>	<b>\$244.355</b>	<b>\$28.545</b>	<b>10.5</b>	<b>\$40.174</b>	<b>14.1</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$272.900</b>	<b>\$284.529</b>	<b>\$244.355</b>	<b>\$28.545</b>	<b>10.5</b>	<b>\$40.174</b>	<b>14.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

**Notes:**

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD**  
**2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-C

NON-REIMBURSABLE/ REIMBURSABLE	2018			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	\$			\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$753.806	\$747.923	\$740.234	(\$13.572)	(1.8)	(\$7.689)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	70.115	52.991	51.185	(18.930)	(27.0)	(1.806)	(3.4)
MTA	148.312	134.825	127.093	(21.219)	(14.3)	(7.732)	(5.7)
CDOT	116.634	138.594	105.154	(11.480)	(9.8)	(33.440)	(24.1)
Other	7.955	11.110	12.108	4.153	52.2	0.999	9.0
Capital and Other Reimbursements	272.900	284.529	244.355	(28.545)	(10.5)	(40.174)	(14.1)
<b>Total Revenue</b>	<b>\$1,096.820</b>	<b>\$1,085.442</b>	<b>\$1,035.774</b>	<b>(\$61.047)</b>	<b>(5.6)</b>	<b>(\$49.669)</b>	<b>(4.6)</b>
<b>Expenses</b>							
<u><b>Labor:</b></u>							
Payroll	\$573.635	\$568.025	\$573.273	\$0.362	0.0	(\$5.247)	(0.9)
Overtime	121.135	118.709	127.786	(6.651)	(5.5)	(9.077)	(7.6)
Health and Welfare	134.966	127.882	126.274	8.692	6.4	1.607	1.3
OPEB Current Payment	33.000	34.000	36.410	(3.410)	(10.3)	(2.410)	(7.1)
Pensions	117.857	118.573	117.179	0.678	0.6	1.393	1.2
Other Fringe Benefits	137.730	136.002	134.325	3.405	2.5	1.677	1.2
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(2.755)	(3.172)	(3.711)	0.956	34.7	0.539	17.0
<b>Total Labor Expenses</b>	<b>\$1,115.568</b>	<b>\$1,100.019</b>	<b>\$1,111.536</b>	<b>\$4.032</b>	<b>0.4</b>	<b>(\$11.517)</b>	<b>(1.0)</b>
<u><b>Non-Labor:</b></u>							
Electric Power	\$78.975	\$76.069	\$74.287	\$4.688	5.9	\$1.782	2.3
Fuel	18.598	21.452	21.692	(3.094)	(16.6)	(0.240)	(1.1)
Insurance	22.428	22.003	21.708	0.720	3.2	0.295	1.3
Claims	1.000	4.716	4.909	(3.909)	*	(0.193)	(4.1)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	133.879	152.705	128.182	5.697	4.3	24.522	16.1
Professional Service Contracts	91.977	77.855	55.279	36.698	39.9	22.576	29.0
Materials & Supplies	127.689	141.920	121.240	6.449	5.1	20.681	14.6
Other Business Expenses	21.359	29.502	30.384	(9.025)	(42.3)	(0.883)	(3.0)
<b>Total Non-Labor Expenses</b>	<b>\$495.904</b>	<b>\$526.222</b>	<b>\$457.681</b>	<b>\$38.223</b>	<b>7.7</b>	<b>\$68.540</b>	<b>13.0</b>
<u><b>Other Expense Adjustments:</b></u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,611.472</b>	<b>\$1,626.241</b>	<b>\$1,569.218</b>	<b>\$42.254</b>	<b>2.6</b>	<b>\$57.023</b>	<b>3.5</b>
Depreciation	\$246.507	\$243.636	\$228.256	\$18.251	7.4	\$15.380	6.3
OPEB Obligation	58.000	58.000	53.590	4.410	7.6	4.410	7.6
GASB68 Pension Adjustment	3.700	11.500	3.671	0.029	0.8	7.829	68.1
Environmental Remediation	4.000	18.307	17.351	(13.351)	*	0.956	5.2
<b>Total Expenses</b>	<b>\$1,923.679</b>	<b>\$1,957.683</b>	<b>\$1,872.086</b>	<b>\$51.593</b>	<b>2.7</b>	<b>\$85.598</b>	<b>4.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$826.858)</b>	<b>(\$872.241)</b>	<b>(\$836.312)</b>	<b>(\$9.454)</b>	<b>(1.1)</b>	<b>\$35.929</b>	<b>4.1</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$246.507	\$243.636	\$228.256	(\$18.251)	(7.4)	(\$15.380)	(6.3)
Operating/Capital	(92.158)	(77.299)	(53.023)	39.135	42.5	24.276	31.4
Other Cash Adjustments	99.428	138.295	109.833	10.405	10.5	(28.462)	(20.6)
<b>Total Cash Conversion Adjustments</b>	<b>253.776</b>	<b>304.631</b>	<b>285.065</b>	<b>\$31.289</b>	<b>12.3</b>	<b>(\$19.566)</b>	<b>(6.4)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$573.082)</b>	<b>(\$567.610)</b>	<b>(\$551.247)</b>	<b>\$21.835</b>	<b>3.8</b>	<b>\$16.363</b>	<b>2.9</b>

**Notes:**

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**2018 FINAL ESTIMATE VS. ACTUAL**  
**DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)**  
**EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Final Estimate		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$40.174)	(14.1%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
OVERTIME	Non-Reimb	(\$6.280)	(6.6%)	See overtime tables.
	Reimb	(\$2.797)	(11.7%)	See overtime tables.
OPEB CURRENT PAYMENT	Non-Reimb	(\$2.410)	(7.1%)	Reflects additional retirees than estimated.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$18.273	14.9%	Reflects revised scheduling of the BL-20 locomotive overhauls and the Bridgeport Derailment M-8 repairs, lower than anticipated expense for other miscellaneous maintenance and operating contracts, and lower GCT utilities expense resulting from efficient chiller equipment implemented in conjunction with NYPA.
	Reimb	\$6.249	20.9%	Reflects lower activity in the Signal Replacement from Greenwich to South Norwalk and the Hot Bearing and Wheel Impact Projects.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$2.890	7.4%	Primarily due to lower than anticipated expenses for engineering, medical services, outside training, consulting, outside audit, advertising and the Market Share Study.
	Reimb	\$19.687	50.7%	Reflects timing of the Connecticut Positive Train Control Project and the Camera Installations for the M-8 Fleet.
MATERIAL AND SUPPLIES	Reimb	\$18.443	42.2%	Reflects lower activity in the following projects: Interlocking Replacement Projects, Positive Train Control, 2017 Cyclical Track Program focusing on rail purchases for the Harlem River Lift Bridge, Turnouts and Switch Renewal Project throughout the GCT Trainshed, the Connecticut Track Program and Harmon Shop Improvements.
OTHER BUSINESS EXPENSES	Reimb	(\$0.062)	(22.4%)	Reflects higher activity in the installation of Cameras for the M-8 Fleet and Phase Five of the Harmon Shop Replacement, which represents primarily the Design/ Build of the new Consist Shop.
DEPRECIATION	Non-Reimb	\$15.380	6.3%	Reflects lower capitalization of assets than estimated due to timing differences in project completions and assets reaching beneficial use.
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$4.410	7.6%	Reflects an updated actuarial estimate. OPEB obligation will be further adjusted pending the year-end Actuarial Valuation report.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$7.829	68.1%	Pension expenses will be further adjusted pending the year-end Actuarial Valuation report.

**MTA METRO-NORTH RAILROAD**  
**2018 FINAL ESTIMATE VS. ACTUAL**  
**DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)**  
**EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**(\$ in millions)**

		Year to Date vs. Final Estimate		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.956	5.2%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$24.276	31.4%	Reflects lower activity comprised mainly of the following projects: Vehicle Replacements Program, 525 North Broadway Facade Repair, GP35 Locomotive Overhaul, Integrity Testing of GCT Exhaust Ducts, Hot Box/Wheel Impact Load Detector System, Track Geometry Car Purchase, Procurement of two Catenary Maintenance Vehicles, and installation of Cameras for the non-M-8 Fleet.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**Preliminary 2018 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	2018 Adopted Budget		2018 Final Estimate		Preliminary Actual		2018 Adopted Budget vs. Actuals		2018 Final Estimate vs. Actuals	
							Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>										
<u>Scheduled Service</u> <sup>1</sup>	528,337	\$ 37.412	589,628	\$ 37.417	602,569	\$ 36.010	(74,232) -14.1%	\$1.403 3.7%	(12,941) -2.2%	\$1.408 3.8%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	587,708	\$ 34.673	544,680	\$ 32.023	620,140	\$ 35.065	(32,432) -5.5%	(\$0.391) -1.1%	(75,460) -13.9%	(\$3.042) -9.5%
<u>Unscheduled Maintenance</u>	11,981	\$ 0.663	150	\$ 0.009	26	\$ 0.001	11,956 99.8%	\$0.661 99.8%	124 83.0%	\$0.007 84.3%
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	331,571	\$ 18.252	292,464	\$ 16.220	336,423	\$ 17.945	(4,852) -1.5%	\$0.307 1.7%	(43,958) -15.0%	(\$1.725) -10.6%
<u>Weather Emergencies</u>	77,254	\$ 4.673	135,992	\$ 7.728	147,656	\$ 8.253	(70,402) -91.1%	(\$3.580) -76.6%	(11,664) -8.6%	(\$0.525) -6.8%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	222	\$ 0.013	153	\$ 1.319	169	\$ 3.722	53	(\$3.709)	(15)	(\$2.403)
Subtotal	1,537,073	\$ 95.686	1,563,069	\$ 94.715	1,706,981	\$ 100.996	(169,909)	(\$5.309)	(143,913)	(\$6.280)
<b>REIMBURSABLE OVERTIME</b>	420,440	\$ 25.449	401,788	\$ 23.993	464,919	\$ 26.791	(44,480) -10.6%	(\$1.342) -5.3%	(63,131) -15.7%	(\$2.797) -11.7%
<b>TOTAL OVERTIME</b>	<b>1,957,513</b>	<b>\$ 121.135</b>	<b>1,964,857</b>	<b>\$ 118.709</b>	<b>2,171,901</b>	<b>\$ 127.786</b>	<b>(214,388)</b> <b>-11.0%</b>	<b>(\$6.651)</b> <b>-5.5%</b>	<b>(207,044)</b> <b>-10.5%</b>	<b>(\$9.077)</b> <b>-7.6%</b>

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category)

<sup>3</sup> Not Applicable

**MTA Metro-North Railroad**  
**Preliminary 2018 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
**(\$ in millions)**

	Final Estimate December Year-to-Date		
	Var. - Fav/(Unfav)		Explanations
	Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>			
<u>Scheduled Service</u> <sup>1</sup>	(12,941)	\$1.408	Reflects service coverage versus available staff and train dispatchment needs.
	-2.2%	3.8%	
<u>Unscheduled Service</u>	0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(75,460)	(\$3.042)	Higher Reliability Centered Maintenance (RCM) expense in Maintenance of Equipment and higher infrastructure repair work in Maintenance of Way.
	-13.9%	-9.5%	
<u>Unscheduled Maintenance</u>	124	\$0.007	Fewer than planned unscheduled maintenance events.
	83.0%	84.3%	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	(43,958)	(\$1.725)	Higher vacation, sick and vacancy coverage requirements in Maintenance of Equipment.
	-15.0%	-10.6%	
<u>Weather Emergencies</u>	(11,664)	(\$0.525)	More adverse weather events than forecasted.
	-8.6%	-6.8%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	
<u>Other</u>	(15)	(\$2.403)	Reflects timing differences related to payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>(143,913)</b>	<b>(\$6.280)</b>	
<b>REIMBURSABLE OVERTIME</b>	(63,131)	(\$2.797)	Higher activity in the 2018 Cyclical Track Program focused on track maintenance on the Harlem and Hudson lines, Turnouts - Yards & Sidings project focused in Brewster and Harmon, and the Turnouts: Mainline and High Speed interlocking replacement project between the Fordham and Botanical Garden stations.
	-15.7%	-11.7%	
<b>TOTAL OVERTIME</b>	<b>(207,044)</b>	<b>(\$9.077)</b>	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category)

<sup>3</sup> Not Applicable

**MTA METRO-NORTH RAILROAD**  
**2018 Overtime Report**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.



**MTA METRO NORTH RAILROAD**  
**2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

SCHEDULE III

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$			\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$741.604	\$734.880	\$726.616	(\$14.988)	(2.0)	(\$8.264)	(1.1)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	119.281	120.344	125.503	6.222	5.2	5.159	4.3
MTA	168.010	136.280	135.709	(32.301)	(19.2)	(0.571)	(0.4)
CDOT	116.634	138.594	112.768	(3.866)	(3.3)	(25.826)	(18.6)
Other	7.955	11.110	15.191	7.236	91.0	4.081	36.7
Capital & Other Reimbursements	292.598	285.984	263.668	(28.930)	(9.9)	(22.316)	(7.8)
<b>Total Receipts</b>	<b>\$1,153.482</b>	<b>\$1,141.207</b>	<b>\$1,115.787</b>	<b>(\$37.695)</b>	<b>(3.3)</b>	<b>(\$25.420)</b>	<b>(2.2)</b>
<b>Expenditures</b>							
<b><u>Labor:</u></b>							
Payroll	\$584.642	\$551.729	\$569.675	\$14.967	2.6	(\$17.946)	(3.3)
Overtime	123.574	118.776	125.615	(2.041)	(1.7)	(6.839)	(5.8)
Health and Welfare	139.099	137.423	144.002	(4.903)	(3.5)	(6.579)	(4.8)
OPEB Current Payment	33.000	34.000	36.423	(3.423)	(10.4)	(2.423)	(7.1)
Pensions	118.376	119.180	118.967	(0.591)	(0.5)	0.213	0.2
Other Fringe Benefits	135.234	128.003	133.889	1.345	1.0	(5.886)	(4.6)
GASB Account	0.160	0.000	(0.000)	0.160	*	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	100.0	0.000	100.0
<b>Total Labor</b>	<b>\$1,134.085</b>	<b>\$1,089.112</b>	<b>\$1,128.571</b>	<b>\$5.514</b>	<b>0.5</b>	<b>(\$39.459)</b>	<b>(3.6)</b>
<b><u>Non-Labor:</u></b>							
Electric Power	\$80.876	\$78.130	\$79.229	\$1.647	2.0	(\$1.099)	(1.4)
Fuel	\$18.131	\$20.972	\$22.654	(4.523)	(24.9)	(1.682)	(8.0)
Insurance	\$22.641	\$21.122	\$20.949	1.692	7.5	0.173	0.8
Claims	\$3.035	\$20.344	\$19.154	(16.119)	*	1.190	5.8
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	166.444	188.774	146.040	20.404	12.3	42.734	22.6
Professional Service Contracts	116.105	91.269	64.401	51.704	44.5	26.868	29.4
Materials & Supplies	146.752	151.929	144.239	2.513	1.7	7.690	5.1
Other Business Expenditures	38.496	47.165	41.797	(3.301)	(8.6)	5.368	11.4
<b>Total Non-Labor</b>	<b>\$592.480</b>	<b>\$619.705</b>	<b>\$538.463</b>	<b>\$54.017</b>	<b>9.1</b>	<b>\$81.242</b>	<b>13.1</b>
<b><u>Other Expenditure Adjustments:</u></b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$1,726.565</b>	<b>\$1,708.817</b>	<b>\$1,667.034</b>	<b>\$59.531</b>	<b>3.4</b>	<b>\$41.783</b>	<b>2.4</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$573.082)</b>	<b>(\$567.610)</b>	<b>(\$551.247)</b>	<b>\$21.835</b>	<b>3.8</b>	<b>\$16.363</b>	<b>2.9</b>
<b><u>Subsidies</u></b>							
MTA	\$454.701	\$446.586	\$439.182	(\$15.519)	(3.4)	(\$7.404)	(1.7)
CDOT	118.382	121.023	129.830	11.448	9.7	8.807	7.3
<b>Total Subsidies</b>	<b>\$573.082</b>	<b>\$567.610</b>	<b>\$569.012</b>	<b>(\$4.070)</b>	<b>(0.7)</b>	<b>\$1.402</b>	<b>0.2</b>

**Notes:**

-- Results are preliminary and subject to audit review.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**2018 FINAL ESTIMATE vs. ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
**EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND ACTUAL RESULTS**  
**(\$ in millions)**

**\$ Detail**

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2018 vs. 2018 Final Estimate		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
OTHER OPERATING REVENUE	5.159	4.3%	Higher Miscellaneous Revenues combined with higher Amtrak reimbursements.
CAPITAL AND OTHER REIMBURSEMENTS:			
CDOT	(25.826)	(18.6%)	Lower capital related project activity partially offset by higher cash receipts than estimated.
OTHER	4.081	36.7%	Higher reimbursable related project activity combined with higher cash receipts than estimated.
OVERTIME	(6.839)	(5.8%)	Primarily reflects higher programmatic/routine repair work and higher vacation, sick and vacancy coverage requirements.
HEALTH & WELFARE	(6.579)	(4.8%)	Primarily reflects portion for intercompany payroll not included in estimate.
OPEB CURRENT PAYMENT	(2.423)	(7.1%)	Reflects higher number of retirees receiving healthcare insurance.
OTHER FRINGE BENEFITS	(5.886)	(4.6%)	Reflects portion for intercompany payroll not estimated as well as higher labor costs.
FUEL	(1.682)	(8.0%)	Timing of payments combined with higher diesel fuel price per gallon than estimated.
CLAIMS	1.190	5.8%	Timing of passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	42.734	22.6%	Reflects revised milestone scheduling of capital related projects (Vehicle Replacement Program, Signal Replacement Greenwich to South Norwalk, 525 N. Broadway Facade Replacement, Hot Box & Wheel Impact Load Detector), timing delays in payment for MTA Police Services, rescheduling of the BL-20 locomotive overhauls and Bridgeport Derailment M-8 repairs as well as lower other miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	26.868	29.4%	Primarily due to revised milestone scheduling of capital related projects (Positive Train Control, Cameras/Audio for Fleet and Power Control Scada Upgrade) combined with lower than estimated expenses for Engineering Services.

**MTA METRO-NORTH RAILROAD**  
**2018 FINAL ESTIMATE vs. ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
**EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND ACTUAL RESULTS**  
**(\$ in millions)**

**\$ Detail**

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2018 vs. 2018 Final Estimate		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
MATERIALS & SUPPLIES	7.690	5.1%	Primarily due to revised milestone scheduling of capital related projects (Turnouts - Mainline High Speed, Positive Train Control and Cyclical Track Program) partially offset by timing of materials placed into inventory.
OTHER BUSINESS EXPENSES	5.368	11.4%	Reflects lower spend on Miscellaneous Equipment Purchases, Metro Card fees and Travel Meetings & Conventions.
CDOT SUBSIDY RECEIPTS	8.807	7.3%	Higher subsidy payments than estimated.

**MTA METRO NORTH RAILROAD**  
**2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	(\$12.202)	(\$13.043)	(\$13.618)	(\$1.416)	(11.6)	(\$0.575)	(4.4)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	49.166	67.353	74.318	25.152	51.2	6.965	10.3
MTA	19.698	1.455	8.616	(11.082)	(56.3)	7.161	*
CDOT	0.000	0.000	7.614	-	-	7.614	*
Other	0.000	(0.000)	3.083	3.083	-	3.083	*
Capital & Other Reimbursements	19.698	1.455	19.313	(0.385)	(2.0)	17.858	*
<b>Total Receipts</b>	<b>\$56.662</b>	<b>\$55.765</b>	<b>\$80.013</b>	<b>\$23.351</b>	<b>41.2</b>	<b>\$24.248</b>	<b>43.5</b>
<b>Expenditures</b>							
<b><u>Labor:</u></b>							
Payroll	(\$11.007)	\$16.296	\$3.598	\$14.604	*	(\$12.698)	(77.9)
Overtime	(2.439)	(0.068)	2.171	4.610	*	2.239	*
Health and Welfare	(4.133)	(9.542)	(17.728)	(13.595)	*	(8.186)	(85.8)
OPEB Current Payment	0.000	0.000	(0.013)	(0.013)	-	(0.013)	*
Pensions	(0.519)	(0.607)	(1.788)	(1.269)	*	(1.180)	*
Other Fringe Benefits	2.495	7.999	0.436	(2.060)	(82.5)	(7.563)	(94.6)
GASB Account	(0.160)	0.000	0.000	0.160	*	0.000	-
Reimbursable Overhead	(2.755)	(3.172)	(3.711)	(0.956)	(34.7)	(0.539)	(17.0)
<b>Total Labor</b>	<b>(\$18.517)</b>	<b>\$10.906</b>	<b>(\$17.035)</b>	<b>\$1.482</b>	<b>8.0</b>	<b>(\$27.941)</b>	<b>*</b>
<b><u>Non-Labor:</u></b>							
Electric Power	(\$1.901)	(\$2.061)	(\$4.942)	(\$3.041)	*	(\$2.881)	*
Fuel	\$0.467	\$0.480	(\$0.962)	(1.429)	*	(1.442)	*
Insurance	(0.214)	0.881	0.759	0.973	*	(0.122)	(13.9)
Claims	(2.035)	(15.628)	(14.245)	(12.209)	*	1.383	8.9
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(32.565)	(36.069)	(17.858)	14.707	45.2	18.212	50.5
Professional Service Contracts	(24.128)	(13.414)	(9.122)	15.005	62.2	4.292	32.0
Materials & Supplies	(19.064)	(10.008)	(22.999)	(3.936)	(20.6)	(12.991)	*
Other Business Expenditures	(17.137)	(17.663)	(11.413)	5.724	33.4	6.251	35.4
<b>Total Non-Labor</b>	<b>(\$96.576)</b>	<b>(\$93.483)</b>	<b>(\$80.782)</b>	<b>\$15.794</b>	<b>16.4</b>	<b>\$12.701</b>	<b>13.6</b>
<b><u>Other Expenditure Adjustments:</u></b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$58.431)</b>	<b>(\$26.811)</b>	<b>(\$17.803)</b>	<b>\$40.628</b>	<b>69.5</b>	<b>\$9.009</b>	<b>33.6</b>
Depreciation	\$246.507	\$243.636	\$228.256	(\$18.251)	(7.4)	(\$15.380)	(6.3)
OPEB Obligation	58.000	58.000	53.590	(4.410)	(7.6)	(4.410)	(7.6)
GASB68 Pension Adjustment	3.700	11.500	3.671	(0.029)	(0.8)	(7.829)	(68.1)
Environmental Remediation	4.000	18.307	17.351	13.351	*	(0.956)	(5.2)
<b>Total Cash Conversion Adjustments</b>	<b>\$253.776</b>	<b>\$304.631</b>	<b>\$285.065</b>	<b>\$31.289</b>	<b>12.3</b>	<b>(\$19.566)</b>	<b>(6.4)</b>

**Notes:**

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**2018 ADOPTED BUDGET AND FINAL ESTIMATE VS ACTUAL**  
**RIDERSHIP/UTILIZATION**  
**DECEMBER 2018**  
(in millions)

	YTD AS OF DECEMBER				VARIANCE					
	ADOPTED BUDGET	FINAL ESTIMATE	2018	2017 <sup>(A)</sup>	ADOPTED BUDGET		FINAL ESTIMATE	Fav/(Unfav)	2017	
<b>FAREBOX REVENUE</b>										
<i>Harlem Line - Commutation</i>	110.090	112.344	111.605	111.009	1.515	1.4%	(0.739)	-0.7%	0.596	0.5%
<i>Harlem Line - Non-Commutation</i>	107.008	101.272	99.382	101.292	(7.626)	-7.1%	(1.890)	-1.9%	(1.909)	-1.9%
<b>TOTAL HARLEM LINE</b>	<b>\$217.098</b>	<b>\$213.616</b>	<b>\$210.988</b>	<b>\$212.301</b>	<b>(\$6.111)</b>	<b>-2.8%</b>	<b>(\$2.629)</b>	<b>-1.2%</b>	<b>(\$1.313)</b>	<b>-0.6%</b>
<i>Hudson Line - Commutation</i>	81.544	73.715	73.751	72.539	(7.792)	-9.6%	0.036	0.0%	1.212	1.7%
<i>Hudson Line - Non-Commutation</i>	79.261	87.481	87.230	84.843	7.969	10.1%	(0.251)	-0.3%	2.387	2.8%
<b>TOTAL HUDSON LINE</b>	<b>\$160.805</b>	<b>\$161.196</b>	<b>\$160.981</b>	<b>\$157.383</b>	<b>\$0.177</b>	<b>0.1%</b>	<b>(\$0.215)</b>	<b>-0.1%</b>	<b>\$3.598</b>	<b>2.3%</b>
<i>New Haven Line - Commutation</i>	163.081	161.295	158.018	156.827	(5.063)	-3.1%	(3.278)	-2.0%	1.190	0.8%
<i>New Haven Line - Non-Commutation</i>	198.366	197.425	195.673	192.543	(2.692)	-1.4%	(1.752)	-0.9%	3.130	1.6%
<b>TOTAL NEW HAVEN LINE</b>	<b>\$361.447</b>	<b>\$358.720</b>	<b>\$353.691</b>	<b>\$349.371</b>	<b>(\$7.756)</b>	<b>-2.1%</b>	<b>(\$5.029)</b>	<b>-1.4%</b>	<b>\$4.320</b>	<b>1.2%</b>
<b>All Lines - Commutation</b>	<b>354.715</b>	<b>347.354</b>	<b>343.374</b>	<b>340.376</b>	<b>(11.341)</b>	<b>-3.2%</b>	<b>(3.980)</b>	<b>-1.1%</b>	<b>2.998</b>	<b>0.9%</b>
<b>All Lines - Non-Commutation</b>	<b>384.635</b>	<b>386.178</b>	<b>382.286</b>	<b>378.679</b>	<b>(2.349)</b>	<b>-0.6%</b>	<b>(3.892)</b>	<b>-1.0%</b>	<b>3.607</b>	<b>1.0%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$739.350</b>	<b>\$733.532</b>	<b>\$725.660</b>	<b>\$719.055</b>	<b>(\$13.690)</b>	<b>-1.9%</b>	<b>(\$7.872)</b>	<b>-1.1%</b>	<b>\$6.605</b>	<b>0.9%</b>
West of Hudson <sup>(B)</sup>	<u>\$14.456</u>	<u>\$14.391</u>	<u>\$14.574</u>	<u>\$14.382</u>	<u>0.118</u>	<u>0.8%</u>	<u>0.183</u>	<u>1.3%</u>	<u>0.192</u>	<u>1.3%</u>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$753.806</b>	<b>\$747.923</b>	<b>\$740.234</b>	<b>\$733.436</b>	<b>(\$13.572)</b>	<b>-1.8%</b>	<b>(\$7.689)</b>	<b>-1.0%</b>	<b>\$6.797</b>	<b>0.9%</b>
<b>RIDERSHIP</b>										
<i>Harlem Line - Commutation</i>	16.649	16.704	16.643	16.733	(0.007)	0.0%	(0.061)	-0.4%	(0.090)	-0.5%
<i>Harlem Line - Non-Commutation</i>	11.510	11.002	10.808	11.133	(0.701)	-6.1%	(0.194)	-1.8%	(0.325)	-2.9%
<b>TOTAL HARLEM LINE</b>	<b>28.159</b>	<b>27.706</b>	<b>27.451</b>	<b>27.866</b>	<b>(0.708)</b>	<b>-2.5%</b>	<b>(0.255)</b>	<b>-0.9%</b>	<b>(0.415)</b>	<b>-1.5%</b>
<i>Hudson Line - Commutation</i>	10.117	9.370	9.418	9.337	(0.699)	-6.9%	0.048	0.5%	0.081	0.9%
<i>Hudson Line - Non-Commutation</i>	6.994	7.756	7.743	7.591	0.749	10.7%	(0.013)	-0.2%	0.152	2.0%
<b>TOTAL HUDSON LINE</b>	<b>17.111</b>	<b>17.126</b>	<b>17.161</b>	<b>16.928</b>	<b>0.050</b>	<b>0.3%</b>	<b>0.035</b>	<b>0.2%</b>	<b>0.233</b>	<b>1.4%</b>
<i>New Haven Line - Commutation</i>	22.596	22.158	22.086	22.267	(0.511)	-2.3%	(0.072)	-0.3%	(0.181)	-0.8%
<i>New Haven Line - Non-Commutation</i>	17.857	18.213	18.213	17.975	0.356	2.0%	(0.000)	0.0%	0.238	1.3%
<b>TOTAL NEW HAVEN LINE</b>	<b>40.453</b>	<b>40.371</b>	<b>40.299</b>	<b>40.242</b>	<b>(0.154)</b>	<b>-0.4%</b>	<b>(0.072)</b>	<b>-0.2%</b>	<b>0.057</b>	<b>0.1%</b>
<b>Total Ridership East of Hudson</b>										
<b>All Lines - Commutation</b>	<b>49.363</b>	<b>48.231</b>	<b>48.146</b>	<b>48.337</b>	<b>(1.217)</b>	<b>-2.5%</b>	<b>(0.085)</b>	<b>-0.2%</b>	<b>(0.191)</b>	<b>-0.4%</b>
<b>All Lines - Non-Commutation</b>	<b>36.360</b>	<b>36.972</b>	<b>36.764</b>	<b>36.699</b>	<b>0.404</b>	<b>1.1%</b>	<b>(0.207)</b>	<b>-0.6%</b>	<b>0.065</b>	<b>0.2%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>85.723</b>	<b>85.203</b>	<b>84.911</b>	<b>85.036</b>	<b>(0.812)</b>	<b>-0.9%</b>	<b>(0.292)</b>	<b>-0.3%</b>	<b>(0.125)</b>	<b>-0.1%</b>
West of Hudson <sup>(B)</sup>	<u>1.608</u>	<u>1.599</u>	<u>1.611</u>	<u>1.622</u>	<u>0.003</u>	<u>0.2%</u>	<u>0.012</u>	<u>0.8%</u>	<u>(0.011)</u>	<u>-0.7%</u>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>87.331</b>	<b>86.802</b>	<b>86.522</b>	<b>86.658</b>	<b>(0.809)</b>	<b>-0.9%</b>	<b>(0.280)</b>	<b>-0.3%</b>	<b>(0.136)</b>	<b>-0.2%</b>

<sup>(A)</sup> 2017 Ridership figures have been restated to simulate the 2018 calendar.

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

**MTA METRO-NORTH RAILROAD**  
**2018 FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2018**

<u>Department</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	3	3	-	
Labor Relations	20	14	6	A, B
Safety	59	55	4	
Security	26	24	2	
Office of the Executive VP	10	9	1	
Corporate & Public Affairs	19	16	3	
Customer Service	69	61	8	A, B
Legal	19	12	7	B
Claims	14	12	2	
Environmental Compliance & Svce	8	7	1	
Human Resources	51	46	5	
Training	101	86	15	B
Employee Relations & Diversity	7	5	2	
VP Planning	2	2	-	
Operations Planning & Analysis	22	21	1	
Capital Planning & Programming	18	13	5	
Long Range Planning	8	8	-	
VP Finance & Info Systems	2	-	2	
Controller	82	72	10	A
Budget	23	17	6	B
Procurement & Material Management	39	25	14	B
<b>Total Administration</b>	<b>602</b>	<b>508</b>	<b>94</b>	
<b>Operations</b>				
Operations Administration	105	73	32	B
Transportation	1,637	1,639	(2)	C
Customer Service	294	268	26	B
Metro-North West	46	31	15	B
<b>Total Operations</b>	<b>2,082</b>	<b>2,011</b>	<b>71</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,764	1,652	112	B
Maintenance of Way	2,416	2,162	254	B
Procurement & Material Mgmt	134	123	11	
<b>Total Maintenance</b>	<b>4,314</b>	<b>3,937</b>	<b>377</b>	
<b>Engineering/Capital</b>				
Construction Management	43	36	7	
Engineering & Design	93	78	15	B
<b>Total Engineering/Capital</b>	<b>136</b>	<b>114</b>	<b>22</b>	
<b>Total Positions</b>	<b>7,134</b>	<b>6,570</b>	<b>564</b>	
<b>Non-Reimbursable</b>	<b>6,495</b>	<b>6,064</b>	<b>431</b>	
<b>Reimbursable</b>	<b>639</b>	<b>507</b>	<b>133</b>	
<b>Total Full-Time</b>	<b>7,133</b>	<b>6,569</b>	<b>564</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

(A) Variance reflects higher attrition than planned.

(B) Variance reflects delayed hiring of vacant positions.

(C) Variance reflects less attrition than planned

**MTA METRO-NORTH RAILROAD**  
**2018 FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2018**

<b>FUNCTION/OCCUPATION</b>	<b>Final Estimate</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	201	172	29
Professional, Technical, Clerical	401	336	65
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>602</b>	<b>508</b>	<b>94</b>
<b>Operations</b>			
Managers/Supervisors	234	243	(9)
Professional, Technical, Clerical	236	173	63
Operational Hourlies	1,612	1,595	17
<b>Total Operations</b>	<b>2,082</b>	<b>2,011</b>	<b>71</b>
<b>Maintenance</b>			
Managers/Supervisors	701	644	57
Professional, Technical, Clerical	564	501	63
Operational Hourlies	3,049	2,791	258
<b>Total Maintenance</b>	<b>4,314</b>	<b>3,937</b>	<b>377</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	52	47	5
Professional, Technical, Clerical	84	67	17
Operational Hourlies	-	-	-
	<b>136</b>	<b>114</b>	<b>22</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	1,188	1,107	81
Professional, Technical, Clerical	1,285	1,077	208
Operational Hourlies	4,661	4,387	274
<b>Total Positions</b>	<b>7,134</b>	<b>6,570</b>	<b>564</b>

**MTA METRO-NORTH RAILROAD**  
**2018 FINAL ESTIMATE VS. ACTUALS**  
**December 31, 2018**

<b>Agency-wide (Non-Reimbursable and Reimbursable)</b>	<b>Final Estimate</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<i>Functional Classification:</i>				
Administration	602	508	94	Primarily reflects delayed hiring of vacant positions and higher attrition than planned
Operations	2,082	2,011	71	Primarily reflects delayed hiring of vacant positions
Maintenance	4,314	3,937	377	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	136	114	22	
<b>Total Agency-wide Headcount</b>	<b>7,134</b>	<b>6,570</b>	<b>564</b>	
Non-Reimbursable	6,495	6,064	431	
Reimbursable	639	507	133	



**MTA METRO-NORTH RAILROAD**  
**2018 FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>**  
**DECEMBER 2018**

	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>FINAL ESTIMATE</b>	<b>2018 PRELIMINARY ACTUAL</b>	<b>2017</b>	<b>Fav/(Unfav)</b>	
				<b>FINAL ESTIMATE</b>	<b>2017</b>
Farebox Operating Ratio					
Standard <sup>(B)</sup>	54.2%	55.4%	55.9%	1.2%	-0.5%
Adjusted <sup>(C)</sup>	60.1%	61.5%	62.6%	1.4%	-1.1%
Cost per Passenger					
Standard <sup>(B)</sup>	\$15.90	\$15.44	\$15.20	\$0.46	(\$0.25)
Adjusted <sup>(C)</sup>	\$15.53	\$15.04	\$14.83	\$0.49	(\$0.21)
Passenger Revenue/Passenger	\$8.62	\$8.56	\$8.49	(\$0.06)	\$0.06

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

(B) 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, Environmental Remediation (GASB-49), and 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.

## Ridership Report

**Michael Shiffer**

Vice President, Planning



Croton Harmon Bridge on a clear winter's day

*Photo courtesy of Linda Morris*



# Metro-North Railroad

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## February 2018 Highlights: Ridership Report

(Note: December West of Hudson data is not yet available from NJT)

### Annual Ridership: 2018 vs. 2017

- **Total Metro-North annual rail ridership is projected to be approximately 86.5 million, this is slightly below 2017** (approximately 100,000 fewer rides on 86.6 million last year). **2018 was a record-setting year for the Hudson & New Haven Lines**
  - *Please Note: December East of Hudson ridership data is preliminary and December West of Hudson ridership is not yet available from NJT; these results reflect projected WoH ridership for December.*
- **Total annual East of Hudson ridership** was approximately **84.9 million**, (below last year's figures of 85.0 million by approximately 100,000 fewer rides).
  - Annual East of Hudson ridership was 0.1% below 2017 and 0.3% below Forecast
    - Annual Commutation ridership was 0.4% below 2017
    - Annual Non-Commutation ridership was 0.2% above 2017
  - **2018 was a record-setting year for the Hudson & New Haven Lines**
    - Both the Hudson Line the New Haven Line surpassed last year's record with 17.2 and 40.3 million annual rides respectively.
    - The Hudson Line surpassed last's year's record ridership by approximately 200,000 and the New Haven Line increased by approximately 60,000 rides.
    - Ridership on the Harlem Line was 1.5% below 2017 primarily due to a reduced train schedule to accommodate station-enhancement work.
- **West of Hudson annual ridership** was approximately **1.6 million** which is 0.7% below CY 2017 but still 500,000 less than the record set in 2008 of 2.1 million.
- 2018 Connecting Services ridership decreased during CY 2018:
  - Combined ridership on the three MNR Connecting Services was approximately 580,000 (-1.5% vs. 2017)
  - Ridership increased by 0.1% on the Hudson Rail Link; ridership decreased 3.1% on Haverstraw-Ossining Ferry and by 8.4% on the Newburgh-Beacon Ferry.

**Michael Shiffer**  
Vice President  
Planning

**DECEMBER 2018 RIDERSHIP & REVENUE REPORT  
MTA METRO-NORTH RAILROAD**

**RIDERSHIP SUMMARY**

**December Ridership and Revenue (millions)**

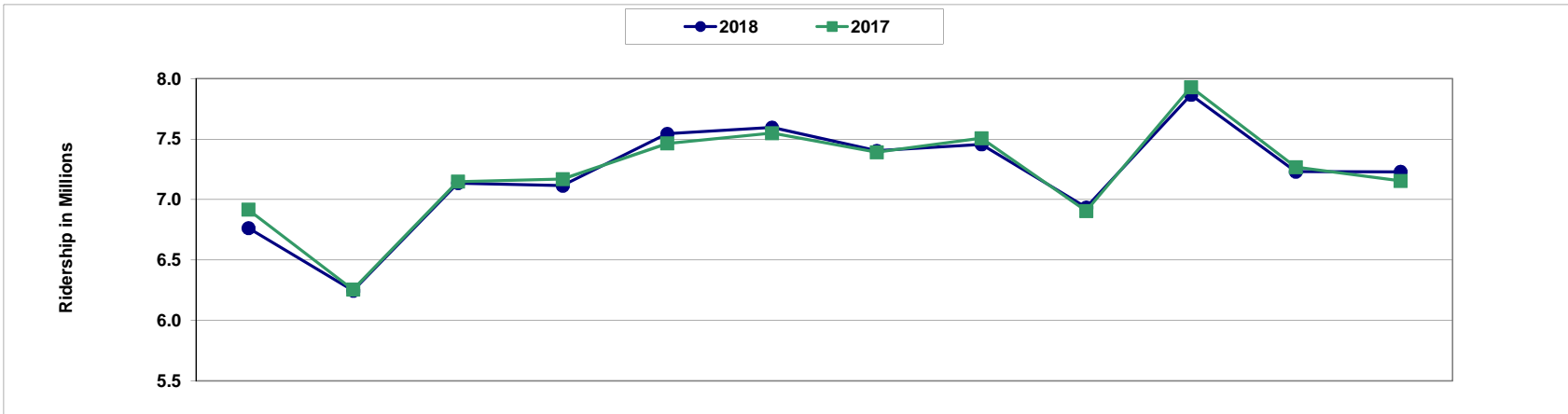
	December 2018	% Change vs. 2017
Total Rail Ridership	7.230	+1.1% ▲
Commutation Ridership	3.733	-1.7% ▼
Non-Commutation Ridership	3.497	+4.1% ▲
Connecting Service Ridership	0.042	-0.2% ▼
Total MNR System Ridership	7.272	+1.0% ▲
Rail Revenue	\$64.6	+2.3% ▲

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

	YTD 2018	% Change vs. 2017	Comparison to Forecast
Total Rail Ridership	86.522	-0.2% ▼	-0.3% ▼
Commutation Ridership	49.027	-0.4% ▼	-0.2% ▼
Non-Commutation Ridership	37.495	+0.2% ▲	-0.5% ▼
Connecting Service Ridership	0.580	-1.5% ▼	+0.0% ▲
Total MNR System Ridership	87.102	-0.2% ▼	-0.3% ▼
Rail Revenue	\$740.2	+0.9% ▲	-1.0% ▼

DECEMBER RAIL RIDERSHIP (1)

- December's Total Rail Ridership was 1.1% above 2017 and 1.3% below forecast.

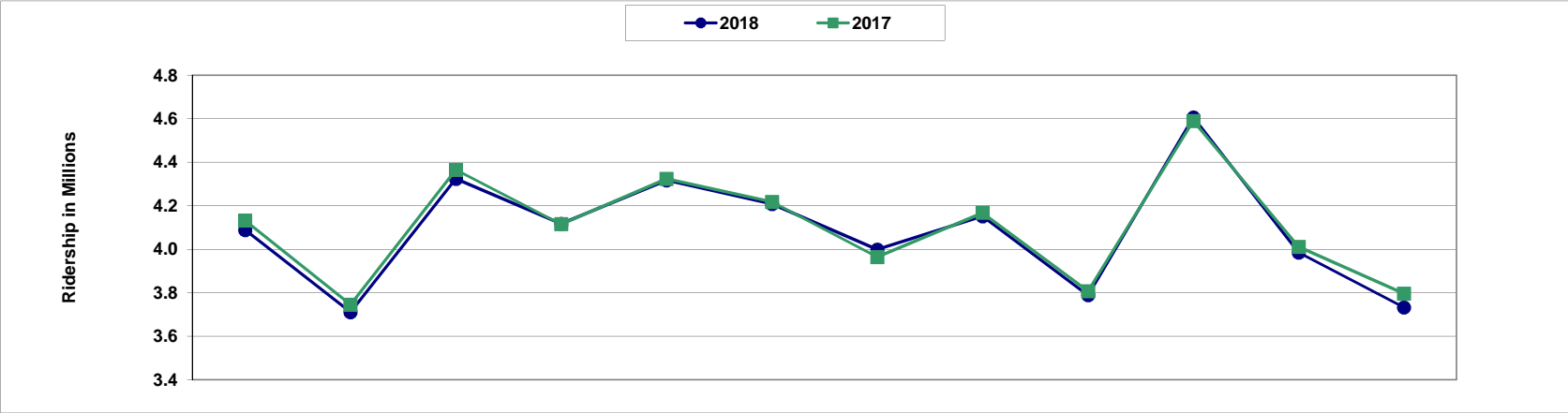


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	6.8	6.2	7.1	7.1	7.5	7.6	7.4	7.5	6.9	7.9	7.2	7.2	86.5
2017	6.9	6.3	7.1	7.2	7.5	7.5	7.4	7.5	6.9	7.9	7.3	7.2	86.7
PCT CHG.	-2.2%	-0.1%	-0.2%	-0.8%	1.1%	0.6%	0.2%	-0.7%	0.4%	-0.8%	-0.5%	1.1%	-0.2%

1) Includes East and West of Hudson.

DECEMBER RAIL COMMUTATION RIDERSHIP (1)

• December's Rail Commutation Ridership was 1.7% below 2017 and 1.8% below forecast.

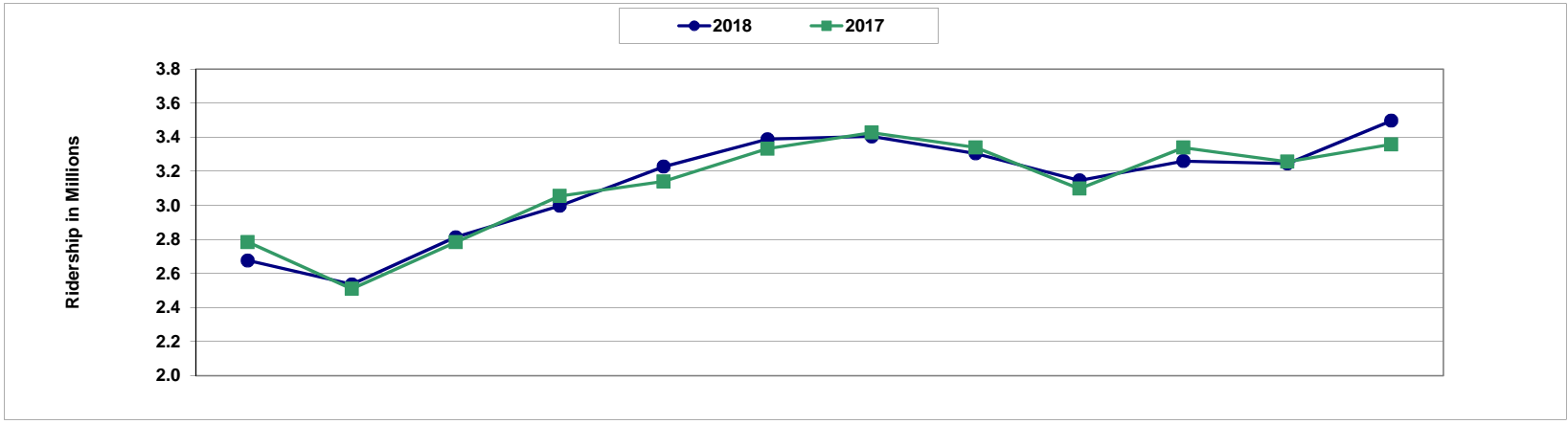


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	4.1	3.7	4.3	4.1	4.3	4.2	4.0	4.2	3.8	4.6	4.0	3.7	49.0
2017	4.1	3.7	4.4	4.1	4.3	4.2	4.0	4.2	3.8	4.6	4.0	3.8	49.2
PCT CHG.	-1.1%	-0.9%	-0.9%	0.1%	-0.2%	-0.2%	0.9%	-0.4%	-0.5%	0.4%	-0.7%	-1.7%	-0.4%

1) Includes East and West of Hudson.

DECEMBER RAIL NON-COMMUTATION RIDERSHIP (1)

• December's Rail Non-Commutation Ridership was 4.1% above 2017 and 0.9% below forecast.

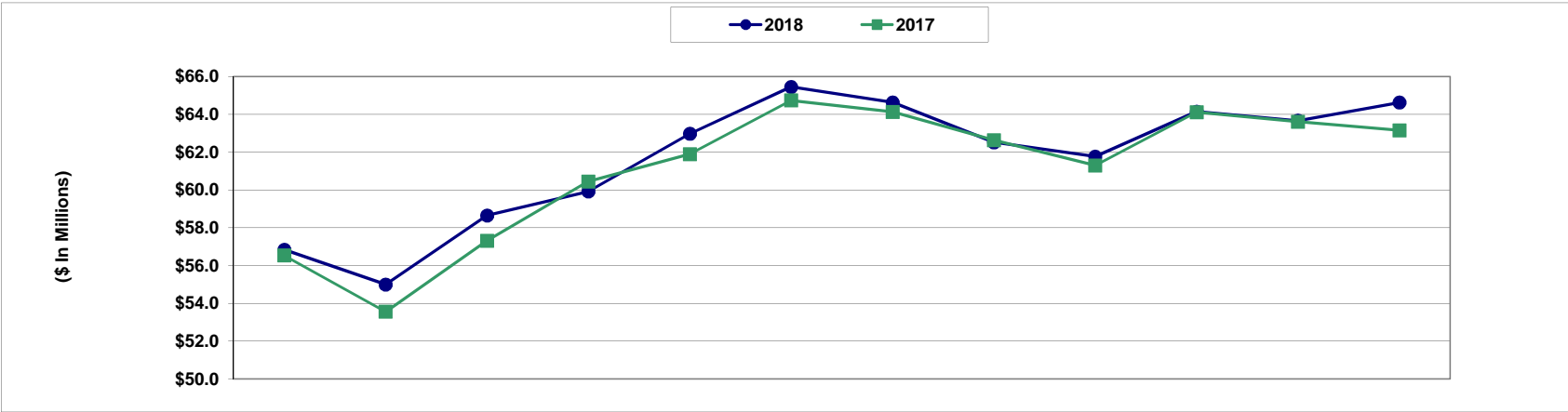


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3	3.1	3.3	3.2	3.5	37.5
2017	2.8	2.5	2.8	3.1	3.1	3.3	3.4	3.3	3.1	3.3	3.3	3.4	37.4
PCT CHG.	-3.9%	1.0%	1.0%	-1.9%	2.8%	1.7%	-0.7%	-1.0%	1.6%	-2.4%	-0.3%	4.1%	0.2%

1) Includes East and West of Hudson.

# DECEMBER RAIL REVENUE (1)

• December's Total Rail Revenue was 2.3% above 2017 and 4.5% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	\$56.8	\$55.0	\$58.6	\$59.9	\$63.0	\$65.5	\$64.6	\$62.5	\$61.8	\$64.2	\$63.7	\$64.6	\$740.2
2017	\$56.5	\$53.6	\$57.3	\$60.4	\$61.9	\$64.7	\$64.1	\$62.6	\$61.3	\$64.1	\$63.6	\$63.2	\$733.4
PCT CHG.	0.5%	2.7%	2.3%	-0.9%	1.7%	1.1%	0.8%	-0.2%	0.8%	0.1%	0.1%	2.3%	0.9%

1) Includes East and West of Hudson.



**MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
DECEMBER 2018**

TICKET TYPE/SERVICE	DECEMBER 2018 ACTUAL	DECEMBER 2018 FORECAST	VARIANCE VS. FORECAST		DECEMBER 2017 RESTATED (1)	CHANGE FROM 2017	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	3,676,429	3,737,719	(61,290)	-1.6%	3,730,695	(54,266)	-1.5%
West of Hudson	56,104	62,820	(6,716)	-10.7%	65,501	(9,397)	-14.3%
<b>Total Rail Commutation Ridership</b>	<b>3,732,533</b>	<b>3,800,539</b>	<b>(68,006)</b>	<b>-1.8%</b>	<b>3,796,196</b>	<b>(63,663)</b>	<b>-1.7%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	3,438,666	3,464,282	(25,616)	-0.7%	3,294,480	144,186	4.4%
West of Hudson	58,301	63,192	(4,891)	-7.7%	63,305	(5,004)	-7.9%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,496,967</b>	<b>3,527,474</b>	<b>(30,507)</b>	<b>-0.9%</b>	<b>3,357,785</b>	<b>139,182</b>	<b>4.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	7,115,095	7,202,001	(86,906)	-1.2%	7,025,175	89,920	1.3%
West of Hudson (2)	114,405	126,012	(11,607)	-9.2%	128,806	(14,401)	-11.2%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,229,500</b>	<b>7,328,013</b>	<b>(98,513)</b>	<b>-1.3%</b>	<b>7,153,981</b>	<b>75,519</b>	<b>1.1%</b>
<b>CONNECTING SERVICES RIDERSHIP (3)</b>	<b>42,694</b>	<b>42,938</b>	<b>(244)</b>	<b>-0.6%</b>	<b>42,785</b>	<b>(91)</b>	<b>-0.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,272,194</b>	<b>7,370,951</b>	<b>(98,757)</b>	<b>-1.3%</b>	<b>7,196,766</b>	<b>75,428</b>	<b>1.0%</b>

Notes:

- 1) 2017 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  
2018 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2018 YTD	2018 YTD	VARIANCE VS. FORECAST		2017 YTD	CHANGE FROM 2017	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	48,146,383	48,231,078	(84,695)	-0.2%	48,336,888	(190,505)	-0.4%
West of Hudson	881,170	874,779	6,391	0.7%	898,541	(17,371)	-1.9%
<b>Total Rail Commutation Ridership</b>	<b>49,027,553</b>	<b>49,105,857</b>	<b>(78,304)</b>	<b>-0.2%</b>	<b>49,235,429</b>	<b>(207,876)</b>	<b>-0.4%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	36,764,326	36,971,585	(207,259)	-0.6%	36,699,026	65,300	0.2%
West of Hudson	730,285	724,423	5,862	0.8%	723,459	6,826	0.9%
<b>Total Rail Non-Commutation Ridership</b>	<b>37,494,611</b>	<b>37,696,008</b>	<b>(201,397)</b>	<b>-0.5%</b>	<b>37,422,485</b>	<b>72,126</b>	<b>0.2%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	84,910,709	85,202,663	(291,954)	-0.3%	85,035,914	(125,205)	-0.1%
West of Hudson	1,611,455	1,599,202	12,253	0.8%	1,622,000	(10,545)	-0.7%
<b>TOTAL RAIL RIDERSHIP</b>	<b>86,522,164</b>	<b>86,801,865</b>	<b>(279,701)</b>	<b>-0.3%</b>	<b>86,657,914</b>	<b>(135,750)</b>	<b>-0.2%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>580,267</b>	<b>580,132</b>	<b>135</b>	<b>0.0%</b>	<b>589,115</b>	<b>(8,848)</b>	<b>-1.5%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>87,102,431</b>	<b>87,381,997</b>	<b>(279,566)</b>	<b>-0.3%</b>	<b>87,247,029</b>	<b>(144,598)</b>	<b>-0.2%</b>

Notes:

1) 2017 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  
DECEMBER 2018**

LINE	DECEMBER 2018 ACTUAL	DECEMBER 2017 RESTATED (1)	CHANGE FROM 2017	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,280,113	2,295,482	(15,369)	-0.7%
Hudson Line	1,427,550	1,378,250	49,300	3.6%
New Haven Line	3,407,432	3,351,443	55,989	1.7%
<b>Total East of Hudson</b>	<b>7,115,095</b>	<b>7,025,175</b>	<b>89,920</b>	<b>1.3%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	65,949	75,712	(9,763)	-12.9%
Pascack Valley Line	48,456	53,094	(4,638)	-8.7%
<b>Total West of Hudson (2)</b>	<b>114,405</b>	<b>128,806</b>	<b>(14,401)</b>	<b>-11.2%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,229,500</b>	<b>7,153,981</b>	<b>75,519</b>	<b>1.1%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	29,870	30,309	(439)	-1.4%
Haverstraw-Ossining Ferry (3)	8,809	8,613	196	2.3%
Newburgh-Beacon Ferry	4,015	3,863	152	3.9%
<b>Total Connecting Services</b>	<b>42,694</b>	<b>42,785</b>	<b>(91)</b>	<b>-0.2%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,272,194</b>	<b>7,196,766</b>	<b>75,428</b>	<b>1.0%</b>

Notes:

- 1) 2017 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 BY LINE  
2018 YEAR-TO-DATE

TICKET TYPE/SERVICE	2018 YTD ACTUAL	2017 YTD RESTATED (1)	CHANGE FROM 2017	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	27,450,985	27,866,089	(415,104)	-1.5%
Hudson Line	17,161,037	16,927,874	233,163	1.4%
New Haven Line	40,298,687	40,241,951	56,736	0.1%
<b>Total East of Hudson</b>	<b>84,910,709</b>	<b>85,035,914</b>	<b>(125,205)</b>	<b>-0.1%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	953,104	969,497	(16,393)	-1.7%
Pascack Valley Line	658,351	652,503	5,848	0.9%
<b>Total West of Hudson</b>	<b>1,611,455</b>	<b>1,622,000</b>	<b>(10,545)</b>	<b>-0.7%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>86,522,164</b>	<b>86,657,914</b>	<b>(135,750)</b>	<b>-0.2%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	399,622	399,362	260	0.1%
Haverstraw-Ossining Ferry	123,936	127,866	(3,930)	-3.1%
Newburgh-Beacon Ferry	56,709	61,887	(5,178)	-8.4%
<b>Total Connecting Services</b>	<b>580,267</b>	<b>589,115</b>	<b>(8,848)</b>	<b>-1.5%</b>
<b>TOTAL MNR SYSTEM</b>	<b>87,102,431</b>	<b>87,247,029</b>	<b>(144,598)</b>	<b>-0.2%</b>

## Notes:

1) 2017 ridership figures have been restated to eliminate calendar impacts on ridership.



# Metro-North Railroad

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## Capital Programs Report

**John Kennard**

Vice President, Capital Program



**Power, C&S Infrastructure Restoration Phase I & II – Sandy (Design-Build)**

South of Hastings – C&S concrete cable trough installation

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**January 31, 2019**

#### ***ROLLING STOCK***

##### **M-8 Procurement Option**

Metro-North, in partnership with Connecticut Department of Transportation, executed an agreement with the manufacturer in January 2017 to purchase 60 additional M-8 cars for the New Haven Line. An additional 6 cars of an up to 34 car option were ordered in June 2018 under the last option which brings the total of additional cars to 66 – 33 “A” Cars and 33 “B” Cars. The new cars will begin to arrive in the fourth quarter 2019. These cars will be fully interoperable and benefit from parts compatibility, reducing operating and future procurement costs with the 405 M-8 cars already purchased. Review and approval of obsolete components replacement continues to ensure specification and performance compliance and backward compatibility with the existing M-8 fleet. Production continues of carbody structural sub-assemblies and assemblies in Japan and shipment continues to Lincoln, Nebraska. 35 car sets of end underframes and 30 car sets of corner and collision posts have been completed to date. Truck frame manufacturing continues in Kawasaki’s Harima, Japan facility.

#### ***GRAND CENTRAL TERMINAL (GCT)***

##### **GCT Utilities (fire suppression system upgrade at lower level of train shed and utility tunnels, and replacement of 49<sup>th</sup> St. existing fire pump)**

*Lower Level* – Continued with installation of heat tracing and fire alarm cables at 43<sup>rd</sup>, 44<sup>th</sup>, 45<sup>th</sup> and 46<sup>th</sup> Street crossings. Complete installation of insulation, commence fire alarm pretesting, patching, labeling and tagging of valves and pipes.

*Upper Level* – Continued with installation of heat tracing and fire alarm cables for 50<sup>th</sup>, 51<sup>st</sup> and 52<sup>nd</sup> Street crossings. Complete installation of fire alarm conduits and cables for tracks 24 and 30. Commence fire alarm pretesting, patching and labeling and tagging of valves and pipes.

*Street Level* – Continued installation of hangers and fire stand pipe for fire department connections, including preparation for final tightness test. Commence fire alarm pretesting, patching and labeling and tagging of valves and pipes.

*Utility Tunnel* – Continue installation of insulation and jacketing for 4” and 6” FSPs. Continue installation of heat trace power feeds. Commence fire alarm pretesting and labeling; and tagging of valves and pipes.

Overall project completion is anticipated in April 2019.

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

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

- Stand alone and integrated testing of RTTDS (Real-Time Train Detection System) and PA/VIS has commenced and preparations for a final Factory Acceptance Testing is underway. The General User Interface (GUI) is being refined through iterations of review for functionality and final acceptance.
- Construction of the Customer Service Equipment Room 7C continues and the GCT cable plant continues. Conduit and cable are being installed to the Big/Information Boards and visual information system (VIS) cabinets.
- Prototype Test Unit Gate Boards and Big Boards were tested for functionality at the integrated factory acceptance testing in November 2018. The units performed as expected with the new head end system. Mass production of Gate Boards and Big Boards is in progress.

## **STATIONS/PARKING/FACILITIES**

### **Harlem-125th Street Improvements**

*Exterior Lighting Improvements & Art Work on the Viaduct (Small Business Mentoring Program Tier I)* – The project achieved substantial completion on January 9, 2019.

### **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 twenty (20) 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 the first group of five stations (Mt. Vernon East, Larchmont, Pelham, Riverdale and North White Plains IT room) and for the second group of stations (Harlem-125<sup>th</sup> St., Rye, Harrison and New Rochelle). 100% design drawings have been submitted and under review for the third group of stations (Mamaroneck, Port Chester, Melrose and Tremont). 75% design development is in progress for the fourth group of stations (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown). Site work including raceway installation continues at Mt. Vernon East, Pelham, Harlem-125th, Wakefield and Riverdale Stations. Mobilization at Harrison Station is underway and contract work at North White Plains IT room continues.

Installation of node houses (48 VDC power plants) at all 33 locations is complete and submission of closeout documents is underway. Design development for facility enhancements continue and Surveys continue at Ossining, Morris Heights, Spuyten Duyvil and Tarrytown Stations. Design development continues for: video, access control, elevator & escalator management and security systems.

### **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 including 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. The Crestwood, Port Chester and Riverdale Stations will receive a new canopy, waiting plaza, and improvements in station overpasses (Riverdale and Crestwood). Harlem-125th Street will receive station building and platform improvements, as well as, an enhanced lighting installation under the viaduct.

The design portion of the contract is progressing with various packages under review by key stakeholders. Site work is also underway as follows:

- White Plains Station – Phase 2 – On-going installation of canopy ceiling, restrooms, and electrical systems and completing installation of the new roof on the island platform. Commence application of protective coating to the Mott Street tunnel. This station is scheduled for completion in March 2021.
- Harlem-125<sup>th</sup> Street Station – Phase 2 – Continued installation of conduits, electrical fixtures, tiling and track dash board. Commence installation of plumbing fixtures, recycling centers and apply paint to walls and ceilings. This station is scheduled for completion in March 2019.
- Port Chester Station – Phase 2 – Continued installation of canopy ceiling and wood ceilings. Commence installation of roof and fascia, and light fixtures at the canopy. Commence installation of metal roofing and lighting at Westchester Avenue. This station is scheduled for completion in March 2019.

There are various interim milestone completion dates at each station, with overall project completion in December 2020.

## **POWER**

### **Power, C&S Infrastructure Restoration Phase I & II – Sandy (Design-Build)**

- *Phase I* – The purpose of this project is to replace and restore to a state of good repair the power and communication and signal (C&S) equipment and infrastructure that were destroyed, damaged and/or compromised by Super Storm Sandy on over 16 miles of railroad along the Hudson Line from CP 19 (Greystone) to CP 35 (Croton-Harmon).



Continued installation of conduits for C&S and signal power, continuity jumpers, laterals and conduits for track 2 crossings; performing ground test on signal power manholes; fiber and communication cable testing and cable termination at different platforms, as well as commissioning of reactors at different platforms. Equipment testing and commissioning are underway.

- *Phase II* – Replace and restore to a state of good repair the power and C&S equipment and infrastructure that were destroyed, damaged and/or compromised by Super Storm Sandy on over 14 miles of railroad along the Hudson Line from CP 5 (Bronx) to CP 19 (Greystone). Work will include replacement of C&S cable, fiber optic cable, equipment and components, with significant work that is at-grade as well as in and around the track bed adjacent to the Hudson River.
  - Continued test pits and surveys for Phase II design finalization. 100% design has been submitted and review by key stakeholders continues.

Overall project completion of Phase I and II is anticipated in the first quarter 2021.

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

- *Tarrytown* – Completed installation and inspection of Con Edison metering. Continued canopy lighting and performing pre-energization testing. Finalization of Supervisory Control and Data Acquisition and energization of the substation power control room are underway.
- *Croton-Harmon* – Continued installation of canopy lights and commence pre-energization testing. Energization of the substation power control room is underway.
- *Riverdale* – Continued plumbing, heat, ventilation and air conditioning work for the crew quarter building. Completed installation and inspection of Con Edison metering. Energization of the substation power control room is underway.

Substantial completion for the three substations is forecasted for April 2019.

### **Harlem & Hudson Lines Power Improvements**

- *Construction of 86<sup>th</sup> Street Substation and 110<sup>th</sup> Street Negative Return Reactors*
  - *110th St. (replacement of negative return reactors in the substation under the viaduct):* Operating as of July 2016.
  - *86th St.* – Demolition and removal of equipment on the east and west platforms continue. Negative Equalizer/Battery Rooms completed on the east platform. Placement of concrete and dowels for wall opening lintel for Power Control Room Emergency Exit completed.

AC and DC Switchgear equipment are currently in storage. Set-up of AC switchgear equipment with the DC switchgear equipment will follow in the second quarter 2019. Substantial completion is scheduled for October 2019.

- *The Brewster Substation* – Continued cable installation and duct bank tie in conduits; and completed concrete work for the base slab of the 15kV manhole. Supervisory Control and Data Acquisition testing is underway. Substantial completion is anticipated in April 2019.

### **Substation Replacement Bridge - 23**

- *Mount Vernon East* – Signal Substation assembly and testing are complete. Functional testing on the relay has been performed and witnessed by Con Edison.
- *Catenary work between Mount Vernon and New Rochelle* - All work is complete.
- *New Rochelle* – Relay switch control to be furnished by March 2019 for Metro-North's use. Final programming of the Integrated Communications Optical Network (ICON) system is scheduled to be completed in February 2019.

Overall project completion is anticipated in March 2019.

## **TRACK AND STRUCTURES**

### **Undergrade Bridge Program (2010 – 2014 Program) – East of Hudson**

Various Load Rating reports continue to be submitted and reviewed by key stakeholders and are at 98% completion.

Inspection and Load Rating project completion is anticipated in March 2019.

### **Undergrade Bridge Program (2015 to 2019 Program) – East of Hudson**

Patterson Bridge Replacements: The construction contract to replace two undergrade bridges located just north of Patterson, NY was advertised in November 2018, bids received in January 2019, with contract award to follow. All permitting from outside agencies are in place to construct this project in an environmentally sensitive area.

### **Overhead Bridge Program (2010 – 2014 Program) – East of Hudson**

- Final design documents are nearing completion for the Fulton Avenue Bridge Replacements.
- 14<sup>th</sup> Avenue Bridge, Mt. Vernon, NY (Design-Build contract) – Completed installation of ground cables and signal wires through conduits along track 3 and 4 between catenary structures. Performed signal wiring testing on cables along track 4. Additional work pertaining to abutment strengthening with drilled micro-piles and tiebacks is ongoing. The bridge will be opened for vehicular traffic by end of June 2019.

### **Overhead Bridge Program (2015 to 2019 Program) – East of Hudson**

- Design-Build of Prospect Hill Road Bridge (Southeast Station) - The contractor achieved substantial completion on November 20, 2018.

- 6th and 10th Avenue Bridge Replacement, Mt. Vernon - Bids were received for the replacement of both 6th and 10th Avenue overhead bridges in October 2018 and are under review. An award is anticipated in February 2019.
- 3rd Avenue Bridge Replacement, Mt. Vernon - Request for Design-build proposals will be solicited in March 2019.

### **Harlem River Lift Bridge (HRLB) Security Upgrades**

Installation work of the following continues: standpipe installation on bridge spans pending track outages; on-going staircase installation and fire suppression devices for communication sheds at Manhattan and Bronx divisions. Vertical fencing fabrication to be installed on four bridge members to protect counterweight blocks.

### **Harlem River Lift Bridge Power Cable Tie**

The purpose of this project is to furnish and install a new Bronx-Manhattan power cable tie system to provide back-up power between the two sides of the Harlem River Lift Bridge. The new power cable will be installed in the existing duct bank/manhole system of the existing tunnel that spans across the Harlem River. Switchgear and transformer equipment has been delivered to site and is being stored to be installed. Substantial completion is scheduled for January 2020.

### **2018 Cyclical Track Program**

The 2018 Cyclical Track Program consists of the replacement of 38,400 wood ties, 10 miles of continuous welded rail (CWR), and surfacing of 140 miles of track. Since the start of the program, Metro-North forces have installed approximately 16,182 ties, 6.01 miles of rail, surfaced 16.09 miles of track, and performed 938 welds for CWR on the Hudson, Harlem, and the New York State portion of the New Haven Lines.

## **COMMUNICATIONS AND SIGNAL**

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

Subsystem designs are being finalized. Software enhancements and corrections continue. Factory Acceptance Testing (FAT) for sub-system level software for On-Board version S3 and Office version 3.3.1 were completed. FAT for integrated system software versions 3.2 and 3.3 were completed. All communication site locations have been approved by the Federal Communications Commission (FCC). Civil Speed Enforcement is available on all lines for use by Amtrak, freight and Metro-North Advanced Civil Speed Enforcement System equipped rolling stock for revenue service. All wayside and on-board PTC equipment installations to support Revenue Service Demonstration (RSD) have been completed. Third party contract work for communications infrastructure installation is complete. Continued Site Acceptance Testing (SAT) on non-pilot segments. Initiated RSD on Pilot line on November 21, 2018. Training of employees continues. Interoperability discussions with Amtrak and Freight carriers continue. The project has met all the Federal Railroad Administration (FRA) requirements for 2018 for PTC compliance and to qualify for a revised schedule. Alternative schedule with updated Implementation Plan which outlines non-pilot segment commissioning plan was submitted to the FRA.

### **West of Hudson Signal Improvements**

The purpose of this project is to install a new 100 Hz Cab Signal system replacing the existing antiquated system on the Port Jervis Line between Suffern, NY (MP 31.3) and Sparrowbush, NY (MP 89.9), with the work divided into five segments. Metro-North forces are continuing to work on installations in preparation for a series of cut overs. Cut over from CP Valley to CP Hudson Junction was complete in January 2019. The next cut over from CP Hall to CP Hudson Junction is scheduled for March 2019.

### **Hudson Line Communication and Express Cable Installation**

The purpose of the project is for the engineering, procurement, installation and the testing of fiber optic and copper cables and related installation materials, enclosures, equipment, conduits and hardware from CP 35 (Harmon) to CP 75 (Poughkeepsie).

Construction submittals phase continues. Field survey, soil testing, and test pits are all on-going at various locations. Continue installing cable trough between CP 35 (Harmon) to CP 53 (Cold Spring) and continue performing test pits between CP 35 (Harmon) to CP 53 (Cold Spring).

### **Harlem Line Wayside Communications & Signal System Infrastructure Improvements**

The purpose of the project is for the engineering, procurement, installation and the testing of fiber optic and copper cables and related installation materials, enclosures, equipment, conduits and hardware along CP 112 (Woodlawn) to CP 154 (Southeast).

Construction submittals phase continues. Field survey, soil testing, and test pits are all on-going at various locations. Installation of pullboxes is ongoing at segment one at CP 117 (Crestwood) and at CP 119 (Scarsdale). Segment one is scheduled for completion in November 2019.

## **SHOPS AND YARDS**

### **Harmon Shop Improvements**

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

- *Consist Shop Facility (CSF)* –Anticipate permanent AC power to be in service in February 2019. DC permanent power is still pending testing.
- *EMU (Electric Multiple Unit) Annex Building* – Anticipate issuance of the Certificate of Occupancy anticipated in February 2019. Coordinating the phased User Department move into the facility beginning with second floor administrative areas and support shops. Continuing final testing and training on industrial equipment.

*Yard Utilities and Miscellaneous* – Mitigated priority AC/DC Power open items in preparation for the application of permanent electric power early next month.

Overall, Phase V, Stage I substantial completion is anticipated in March 2019.

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

- On-going site survey to facilitate the design development of the Running Repair and Support Shop. Submitted the 90% early electrical construction drawings and the 90% Building #6 demolition drawings for Metro-North stakeholder's review. Design development of construction documents for the new Running Repair and Support Shop continues.