



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

April 2019

Joint Metro-North and Long Island Committees Meeting

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

**Monday, 4/15/2019
8:30 - 10:00 AM ET**

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**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, March 25, 2019**

**Meeting held at
2 Broadway – 20th 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. David S. Mack
Hon. Charles G. Moerdler
Hon. Vincent Tessitore, Jr.
Hon. Veronica Vanterpool

The following Members were not present:

Hon. Susan G. Metzger
Hon. Neal Zuckerman

Representing Long Island Rail Road: Phillip Eng, Rod Brooks, Chris Calvagna, 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.

SAFETY PROCEDURES & PUBLIC COMMENTS

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

Kevin Zeng spoke about East Side Access (“ESA”) WiFi and USB retrofit on railcars and the installation of Wi-Fi on M-9 and M-9A cars.

Jason Pineiro spoke about the need for a makeover of the East New York station in Brooklyn and requested that LIRR provide shuttle service from Atlantic Terminal to Jamaica during late night shut-downs of the A and C subway lines.

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council, suggested that LIRR and Metro-North Railroad (“Metro-North”) do a joint procurement regarding Metro-North’s Request for Proposals to purchase dual mode locomotives; that LIRR look into purchasing multi-level coaches with New Jersey Transit (“NJT”); and that LIRR look into purchasing power cars, which can convert multi-level coaches into multiple unit trains

Murray Bodin stated that LIRR grade crossings should be equipped with traffic lights and that the current situation at grade crossings, relying on bells and flashing red lights, had gone on far too long.

Chair Pally responded that the LIRR would be providing a report on grade crossings at the next Safety Committee Meeting.

Omar Vera commended the ESA project and thanked MTA Capital Construction (“MTACC”). He requested Air Train ticket vending machines at Atlantic Terminal and at Grand Central Terminal in light of East Side Access. He also suggested that there be an ESA Public Information Center, like the one for the Second Avenue subway.

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 February 25, 2019 LIC meeting. There were no reported changes to the 2019 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT’S REPORT

President Eng congratulated LIRR Executive Vice President Elisa Picca on her retirement and acknowledged her many valuable contributions to the Railroad during her over 31 years of service.

President Eng stated that the tragic incident on February 26th at the School Street Crossing in Westbury would have been far worse but for the heroism of the locomotive engineer, train crews and the MTA Police Department (“MTAPD”) immediately following the event. They quickly and safely evacuated passengers and kept them calm.

President Eng stated the he could not say enough to acknowledge and thank all the women and men of LIRR whose tireless work under extreme and emotional circumstances. resulted in LIRR safely restoring service along the Main Line and showing what can happen when all levels of our organization work together with a common purpose and direction.

President Eng stated that our LIRR Forward strategy continues to yield positive results. Improved On-Time Performance (“OTP”) for February and into March supports this. Prior to the tragic event at the School Street grade crossing, our OTP for February was 94.17%. We finished February with an OTP of 92.08%. And while March is only ¾ complete, we are trending in the right direction.

Targeted efforts, including switch upgrades, Public Service Electric & Gas (“PSEG”) pole replacements, and new low adhesion protocols, are mitigating the delays and cancellations that crippled LIRR in the past. Our engineering crews are working around the clock to continue infrastructure upgrades and double down on inspections in high priority areas. We are committed to focusing limited resources in those areas that we can control and have the highest value, while being better prepared to respond and mitigate impacts during events that we cannot control.

President Eng stated that he was proud to report that in February we saw ridership increase by over 68,000 more rides. It is impossible not to see the growth happening on Long Island and how this growth is inextricably linked with the need to continue our work improving and modernizing the system. New neighborhoods are developing, and the economy is booming. It reaffirms how vital the LIRR is to continuing and sustaining this growth and why we’re working so hard every day to build for the future.

Under LIRR Forward, customer communications remain a top priority for us. MyLIRR, our new train finding tool, has been well-received by customers, with over 28,000 unique users to date; customers are increasingly using this tool multiple times during the week. Adjustments and improvements are ongoing.

President Eng stated, regarding LIRR’s Customer Conversations initiative, that he and senior staff met last week with customers at Jamaica Station. In April, we will be hosting two more such events at Atlantic Terminal and Penn Station. President Eng encouraged all of our riders to take advantage of our weekly Meet Your Manager program when our Branch Line Managers go to home stations and discuss issues pertaining to each station.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen stated that LIRR’s Safety Performance Report appears on Page 22 of the Committee Book, reporting through the end of January 2019.

Vice President Ebbighausen reported that LIRR’s Customer Reportable Injuries and Employee Lost Time Injuries decreased by 38% and 30%, respectively, during the period of February 2018-January 2019, as compared to February 2017-January 2018.

In partnership with the MTAPD, Together Railroads and Communities Keeping Safe (TRACKS) reached over 8,424 participants through the end of January 2019.

On Wednesday, March 13, 2019 LIRR visited the 2018-2019 School Safety Slogan Contest winners. Approximately 2900 schools in Nassau, Suffolk, Queens, Brooklyn and

Manhattan were invited to participate; LIRR received 71 entries from elementary classes and 146 entries from individual middle school students. Mrs. McAllister's fifth grade class from Lee Avenue School in the Hicksville School District won for their slogan, "It's a Good Sign if You Have Safety on Your Mind". Dominic Lane, from Oregon Middle School in the Patchogue Medford School District won for his slogan, "Doesn't Matter if You are Big or Small, Safety is for All." LIRR greatly appreciates the efforts of its school district partners to promote safety awareness and emphasize the importance of safety in their communities.

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber provided an update on the Third Track Project.

In Floral Park, there has been significant progress on the widening of the viaduct. Adjacent to the viaduct is the South Tyson Street Crossing, where a new bridge will be rolled into place in August.

Preparatory work has begun for the reconstruction of the Plainfield Avenue Bridge. Signal power between Plainfield Avenue and the New Hyde Park Station will be cut over in April. The Covert Avenue grade crossing elimination will follow the Urban Avenue grade crossing elimination.

Demolition work has begun on the Merillon Avenue Station platform. This work is being performed in stages, so that we can avoid closure to the station. Work on the Mineola Harrison Avenue garage continues on what used to be a surface parking lot, and will become a structured parking garage with 500 parking spaces. The excavation and pile driving, which had noise impacts to the area, is largely complete, and is both on-time and on-budget.

The first full bridge replacement of the Third Track project will be at Cherry Lane Avenue and will be completed in June.

In addition, the Carle Place Station will also have phased demolition and phased closure to ensure station access throughout the project. The Urban Avenue grade crossing is now closed to traffic and was the first grade crossing eliminated; when traffic reopens it will be an undergrade crossing.

All Third Track project work is being performed with an effort towards community involvement and communication. In anticipation of the road closures, the neighborhoods are blanketed with flyers with project information. Five thousand flyers were distributed at local schools, door-to-door, and in an e-blast. The flyers are in English, Spanish, and Creole. There is also a project specific website and a separate Long Island Rail Road modernization website. Online, Third Track provides predictive time frames for each phase of the work.

In addition, the contractor can receive an incentive bonus based on community satisfaction. In this regard, the MTA has provided over 1,850 scorecards to the community to grade the contractor work being performed. With over 270 responses from the community

already received, the grades ranged between 82-100 on a scale of 0-100, resulting in the contractor receiving their community satisfaction-based bonus. Separate from the scorecards, the MTA also monitors the contractor's performance in all other areas. For this project, 98% of the submittals were returned within contract limits and there is a nine-day average submittal turnaround. Less than 2% of outages have been canceled by LIRR, for which Phil Eng's team was credited for their incredible support of the Third Track project.

Mr. Lieber next provided an update on the East Side Access Project. He informed the Board that the rebuilding of the Chase building at 270 Park Avenue, Manhattan requires an additional foundation structure that will penetrate the Grand Central train shed and East Side Access concourse down to bedrock. While accommodating an additional structure will have impacts to the ESA project, MTA has been working with Chase for many months to help Chase design a structure that will minimize those impacts. To this end, MTA and Chase have developed a Memorandum of Understanding, which provides for Chase to do its rebuilding work without impacting ESA budget or schedule, and to fully compensate ESA for any cost impacts should they occur. ESA is also obtaining a significant financial benefit from this arrangement as Chase will be helping ESA with the costs of acquiring and creating the 48th Street entrance for the ESA project.

MTA POLICE DEPARTMENT

Chief Monaghan acknowledged the all-hands effort during the School Street grade crossing incident in Westbury and commended LIRR and MTAPD for their outstanding response.

Chief Owen Monaghan reported that for the month of February, total major felony crimes system-wide decreased, 17 v. 18 in 2018; Year-to-Date ("YTD") total major felony crimes system-wide decreased, 37 v. 48 in 2018.

For LIRR in February, total major felony crimes increased: 5 vs. 4 in 2018; YTD, total major felony crimes decreased 15 v. 16 in 2018.

Chair Pally acknowledged and thanked the MTAPD and LIRR for their efforts in keeping LIRR riders safe during the March 16th St. Patrick's Day Parade event.

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

- Annual Strategic Investments & Planning Study
- Annual Elevator/Escalator Report
- Spring Trackwork Programs
- Customer Satisfaction Survey Report
- PTC Status Update
- Penn Station Concourse Improvements – Staff Summary

Chair Pally commented that Metro-North President Catherine Rinaldi will be contacting LIRR regarding information needed for a report she is preparing on elevators and escalators.

Board Member Vincent Tessitore, Jr. commented, regarding the Customer Satisfaction Survey Report and on behalf of LIRR's labor organizations, that we are very proud of all LIRR employees who, every day, earn high marks with their professionalism, responsiveness and courtesy.

Chair Pally thanked Board Member Tessitore and the LIRR labor organizations for making that happen.

Board Member Veronica Vanterpool agreed with Board Member Tessitore's comments. She commended LIRR on the maintenance, condition and cleanliness of train seats and the measurable impact this has on the public's perception of LIRR.

President Eng thanked Board Member Tessitore and Board Member Vanterpool for their praise and stated that that he could not be prouder of LIRR employees who are doing a tremendous amount of extra effort in terms of working through challenging times.

Board Member David S. Mack complimented Chief Monaghan on keeping the railroad safe and keeping crime down.

Chair Pally commented that with the Penn Station improvements project underway, the numbers may increase.

Board Member Charles G. Moerdler recommended that LIRR not only communicate directly with customers through public media, but also maintain a constant line of communication with its labor unions. He added that this was essential for maintaining good labor relations.

President Eng thanked Board Member Moerdler and agreed with his comments.

Board Member Randy Glucksman commented that he found all of the LIRR employees to be helpful.

Chair Pally asked Positive Train Control ("PTC") Executive Director Deborah Chin to give the Committee an update on the Port Washington Branch Testing.

Executive Director Chin stated that as of today, Revenue Service Demonstration ("RSD") was resumed on the Port Washington Branch. LIRR plans to initiate RSD on the second pilot line within the next few weeks. The current software proved to be reliable and LIRR is pleased with the outcome of this release. Moving forward, LIRR is optimistic that the contractor will stay on schedule. LIRR will continue to test the software at the factory and bring it to the field for additional testing.

Chair Pally asked where LIRR is in relation to the timetable for Federal Railroad Administration ("FRA") certification.

Executive Director Chin responded that the certification requires the Safety Plan to be approved and LIRR is on target to submit its Safety Plan in July 2019. On April 8, 2019, LIRR will have a first-page turning exercise with the FRA on the Safety Plan.

Chair Pally commented that the PTC Systems Intergrators attended the February 2019 Joint Committee Meeting to hear the Committee stress the importance of the project and to respond to questions and concerns from the Committee. He asked Executive Director Chin to keep the Committee informed. The Committee will request the Systems Intergrators to attend the Fall 2019 Joint Committee Meeting to assure the Committee of their progress and compliance on behalf of both railroads.

MTA Chief Development Officer Janno Lieber commented that there was a small change in the AECOM contract relating to the Penn Station Concourse Improvement project and that the issue will be addressed at the Finance Committee Meeting.

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 item to the Committee for approval.

Competitive:

- **Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)** – LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal alternative procurement method for best value pursuant to Section 1265-a of the Public Authorities Law to award the construction contract for the Wreck Lead Bridge Rehabilitation Project, Long Beach Branch over Reynolds Channel, between Island Park and Long Beach.

Upon motion duly made and seconded, the procurement item was 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. Those procurement items are as follows:

- Modification to the Mid-Day Storage Yard Contract (CQ033) for the East Side Access Project to furnish and install a new lighting scheme including fixtures, additional steel support members, brackets, channels, and angle plates in the amount of \$1,485,135.
- Ratification of a modification to the Systems Facility Package No. 1 Contract (CS179) for the East Side Access Project to furnish and install cable trays, radio antenna cable, antennas and cable bracket supports, and to provide associated wall penetrations, fire stopping and bonding in the East Side Access Caverns the amount of \$1,568,357.
- Ratification of a modification to the Systems Facility Package No. 1 Contract (CS179) for the East Side Access Project to furnish and install cable trays, radio antenna cable, antennas and cable bracket supports, and to provide associated wall penetrations, fire stopping and bonding in the East Side Access Concourse in the amount of \$766,312.
- Ratification of a modification to the Systems Facility Package No. 1 Contract (CS179) for the East Side Access Project to provide network and critical circuit redundancy with respect to the Public Address and Visual Message Sign (PA/VMS) system throughout the ESA premises, including Grand Central Terminal and the ESA tunnels in the amount of \$2,163,594.
- Ratification of a modification to the GCT Concourse and Facilities Fit-Out Contract (CM014B) for the East Side Access Project to re-orient four chilled water pumps within the Pump Room of the 50th Street Ventilation Facility and reconfigure associated supply and return pipes in the amount of \$1,035,347.

With respect to procurement items two, three and four, Board Member Moerdler asked whether these changes should have been contemplated by the MTA during the original contract bid. In response, ESA Senior Executive Rob Troup explained that ESA is pursuing an errors and omissions determination with respect to items two and three. Rob Troup further explained that for those two items the radio system was originally designed as a conduit system, but once the contractor performed a radio frequency study in the existing space, the team determined that cable tray would provide for better results. Mr. Lieber further noted that when the ESA team performed the radio frequency test, the optimal location for the antennas was different than the contract documents specified. In response, Mr. Moerdler inquired as to whether fire detection,

tunnel ventilation, and facility power should have been addressed before the contract. Mr. Lieber responded that these modifications are related strictly to radio frequency where an incompatibility has been identified between the location of the antennas and the systems they are meant to serve, and that the ESA Project is holding the designers responsible for this incompatibility. Board Member Moerdler replied that as the MTA moves towards a design-build model, it needs to ensure designers understand they need to address the problems in the beginning stages, or identify the areas where they know they cannot. Mr. Lieber agreed.

Next, Board Member Vanterpool asked how successful the ESA Project has been in recouping costs for design errors and commissions. Executive Vice President and General Counsel Evan Eisland explained that there is an ESA panel that evaluates every error and omission to determine where fault is based and explained how the ESA Project team attempts to resolve any such issues with the design team. Mr. Eisland noted that the ESA Project team is in the process of moving errors and omissions issues forward, with fifteen issues currently being reviewed and another fifteen right behind those. He also noted that in 2016, ESA resolved over 200 errors and omissions issues.

Mr. Moerdler inquired as to whether all of the errors and omissions claims relate to the same designer. Mr. Lieber responded that they all stem from the ESA General Engineering Consultant, which is a joint venture of three large design groups, WSP, STV, and PTG. Board Member Moerdler stated that perhaps the MTA should reconsider using these designers in the future.

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

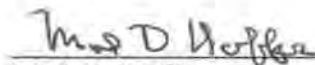
The details of these items are contained in the reports filed with the records of the meeting.

Chair Pally acknowledged LIRR for the substantial increase in non-commutation ridership in January and commented that the increase is a great sign as LIRR is trying to move forward.

Adjournment

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

Respectfully submitted,



Mark D. Hoffer
Secretary

Minutes of the Regular Meeting
Metro-North Committee
Monday, March 25, 2019

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

The following members were present:

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
Hon. Vincent Testitore, Jr.

Not Present:

Hon. Andrew Saul
Hon. Susan G. Metzger, Chair of the Metro-North Committee

Also Present:

Catherine Rinaldi – President, Metro-North Railroad
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
Thomas Mitchell – Vice President, Customer Service and Stations
Owen Monaghan – Chief, MTA Police Department
Michael Shiffer – Vice President, Planning
Justin Vonashek – Vice President, System Safety
Steven Weiss – Executive Director Management and Budget
Anthony Gardner – Acting Senior Director, Procurement
Mayra Bell – Director of Diversity, EEO Officer
James McGovern – Controller
Neil Mastropietro – Deputy Director, Real Estate
David Florio – Director, Leasing, Acquisitions & Operations Real Estate
Anthony Forcina – Executive Director PTC
Jeffrey Olwell – Assistant Director, Market Research

Mr. Pally, as Acting Chair of the Metro-North Committee, called the meeting to order.

PUBLIC COMMENT:

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council ("Commuter Council") thanked President Rinaldi for holding a customer forum at the Nanuet Station on March 12, 2019. He commented that it was a good opportunity for President Rinaldi to meet commuters. Mr. Getz asked Metro-North to coordinate with the Clarkstown police department to ensure the camera system in the new Nanuet Station shelter is compatible. Mr. Getz also commented that he was concerned when he witnessed a cab operate in front of a train on the Port Jervis Line. He asked that Metro-North determine what train equipment running on the West of Hudson Line still needs to be equipped with Positive Train Control ("PTC").

Chris Silvera commented on the need for Metro-North to invest in new equipment, particularly cranes. He also commented on the need for overtime.

Jason Pineiro thanked President Rinaldi for participating in the Metro-North customer forums. He also expressed his concern for the condition of the Mount Vernon West Station.

Murray Bodin discussed his background and asked why Metro-North train whistles sound at the Harlem-125th Street Station.

Lisa Daglian, Executive Director of the Permanent Citizens Advisory Committee ("PCAC") commented on the customer satisfaction survey. She commented that it was great to see there was continued satisfaction with customer service. However, she expressed her concern about West of Hudson service, which continues to decline.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the public comments.

SAFETY PROCEDURES:

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

APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the February 25, 2019 Metro-North Committee meeting.

METRO-NORTH 2019 WORK PLAN:

President Rinaldi reported that as agreed upon during the February 2019 Committee Meeting, the 2019 Metro-North Work Plan was revised to reflect the Accelerated Track Maintenance Special Report to the Committee which will be provided in June. An interim report will be provided to the Committee prior to June.

The details of the Metro-North 2019 Work Plan are contained in the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi's remarks.

METRO-NORTH RAILROAD PRESIDENT'S REPORT:

President Rinaldi reported that Metro-North accomplished a major PTC milestone on March 1, 2019 when Metro-North completed the required 110 Revenue Service Demonstration train runs on the pilot segment between Croton-Harmon and Tarrytown Stations on the Hudson Line that were needed for Federal Railroad Administration ("FRA") approval.

President Rinaldi reported that Metro-North is providing performance and fare evasion metrics to the Metro-North and Finance Committees, as requested by the Board. The service performance improvement and revenue collection improvement metrics are found on page 151 of the Committee Book. Regarding service delivery, President Rinaldi reported that for the second month in a row, service delivery operated above goal at 96.3% overall during the month of February and at 96.1% during peak periods. Hudson Line trains operated at 97.1% with 97.3% during peak periods, Harlem Line trains operated at 97.5% with 96.6% during peak periods, and New Haven Line trains operated at 95.0% with 94.9% during peak periods. Overall, 98.7% of Metro-North's trains arrived within ten minutes of scheduled times.

President Rinaldi reported that West of Hudson service operated below goal at 90.7% due to a combination of Metro-North infrastructure work, New Jersey Transit equipment failures, and New Jersey Transit manpower issues on the Port Jervis Line. The Pascack Valley Line operated at 95.4% and the Port Jervis Line operated at 84.3%. There were six cancelled trains on the Port Jervis Line, which is an improvement.

President Rinaldi reported on the circuit breaker failure that resulted in a fire at an overhead traction power substation located east of the Devon moveable bridge in Connecticut. The fire resulted in significant damage to the cables and wires that support the operations of the power substation and it was determined that the substation could not be repaired. Metro-North crews accelerated work last month to successfully bring a new substation that was under construction into service to provide some of the functionality lost at the Devon substation. Metro-North continues to work towards advanced functionality of a new replacement substation at Devon that was not scheduled to come on line until the fall. Metro-North hopes to have it in operation by the end of March as a balancing substation. The incident has minimally impacted OTP on the New Haven Line.

President Rinaldi reported that consist compliance was high at 99.3% overall with 98.4% during the peak periods as Metro-North completed M8 single car on-board video installations. However, Metro-North has additional M8 cars out of service due to on-going warranty modifications.

President Rinaldi also reported on the progress of Metro-North's Way Ahead initiatives which include recently completed upgrades to the Port Chester Station and the Harlem-125th Street Station. The improved stations are safer, more customer friendly, and provide better access for all commuters. President Rinaldi reported that at the Port Chester Station, an aging ADA ramp was demolished and replaced, supplementing last year's accessibility improvement that brought an elevator to the Station. As part of the station improvements, crews repainted and upgraded the railroad bridge on Westchester Avenue. Port Chester Station customers are now welcomed to the station with new entrance signage and LED lighting, a new "Kiss & Ride" canopy and plaza, and a repaved and restriped parking lot. A raised crosswalk now provides easy travel from the "Kiss & Ride" to the sidewalk on Broad Street, and customers have access to a free Wi-Fi system in the "Kiss & Ride" area. In the spring, crews will perform landscaping work at the station.

The Harlem-125th Street Station is the third busiest station in terms of ridership in Metro-North's system. Station improvements include a new ticket selling facility and Wi-Fi system, a

repainted lobby, renewed floor tiles and customer signage, and renovated the bathrooms. To enhance security, new lighting was installed around the perimeter of the station building. To help customers navigate the station with greater ease, two staircases were constructed on the south side of the station, and two station departure boards were installed above the new staircases. Metro-North added 39 LED fixtures around the perimeter of the building, more than doubling the previous number of lights. The new lights are brighter, more energy efficient, and feature a slight color tint that complements the historic appearance of the station building.

President Rinaldi also reported on the Mount Vernon bridges. Regarding the replacement of the 14th Avenue overhead bridge in Mount Vernon, President Rinaldi reported that over the weekend of March 8th and 9th, almost 200,000 pounds of steel were delivered and erected over the railroad during night outages. At present, final load testing of tiebacks is underway and open excavations are being backfilled and compacted. This week, night work resumes with the installation of the bridge deck concrete forms and new ConEdison gas and electrical utilities. The project is on track for the bridge opening to vehicular traffic by the end of June, with final completion in August. Metro-North also recently awarded a construction contract to replace the 6th and 10th Avenue bridges as Metro-North continues to advance the replacement of bridges in Mount Vernon that traverse over the New Haven Line.

President Rinaldi reported that Metro-North's customer "Connect with Us" forums continue. One forum was held on March 12th at the Nanuet Station. Metro-North will be at the Harriman Station on March 26, 2019 from 6:00 AM to 8:00 AM to meet and greet customers. Additional forums, to be held from 7:00 AM to 8:30 AM are scheduled for:

- Tuesday, April 23, 2019: Mount Vernon East Station;
- Tuesday, May 14, 2019: Grand Central Terminal; and
- Tuesday, June 25, 2019: Bridgeport Station.

President Rinaldi reported that the Metro-North TRACKS team visited Cardinal Hayes High School in the Bronx to recognize the school for winning the high school safety poster contest and to thank them for raising awareness of the importance of rail safety. The contest was a creative way to amplify Metro-North's safety message and help keep all the children who live in the railroad's territory out of harm's way.

President Rinaldi also reported on Information discussed later in the meeting, including the Annual Elevator and Escalator Report and the net-leasing of station buildings. President Rinaldi reported that while the availability of elevators across the system is high, as reflected in the year-end report for 2018, there are two escalators in the North End Access area of Grand Central Terminal that are currently out of service and undergoing repairs. Metro-North's plan is to seek funding in the next capital program to replace the North End Access escalators that have reached their useful life since they were installed in the late 1990s.

Board Member Moerdler asked how long the escalators at Grand Central Terminal had been out of service and expressed concern about the ability of disabled individuals to travel with the outages. Glen Hayden, Vice President, Engineering, responded that escalator number 12 has been out of service since October 16, 2018 and escalator number nine has been out of services since November 9, 2018. Board Member Moerdler commented that the length of time was unacceptable and recommended that elevator service and repair be taken in-house.

Regarding the net-leasing of station buildings, President Rinaldi announced that the Mount Kisco, Purdy's, and Hastings-on-Hudson Stations will be reinvigorated. In March, Locali Kitchen & Bar opened in the Mount Kisco Station building. Locali assumed the lease in 2016 after a request

for proposals process. Customer-friendly renovations to the building include a recently constructed counter and bar area, new seating and fixtures, and upgraded restrooms and heating and air conditioning systems.

President Rinaldi reported that MTA Real Estate is now seeking MTA Board authorization for MTA/Metro-North Railroad to grant leases to two new tenants who will bring dining and shopping options and commuter services to the Hastings-on-Hudson and Purdy's Stations. Since the tenants are responsible for maintaining the buildings, in addition to offering new amenities for Metro-North customers to enjoy, the leases reduce the railroad's operating and maintenance costs. The Purdy's Station building has been vacant since June 2017. There is now a recommendation for Metro-North to lease the property to Hayfields LLC which operates as Hayfields Market. The services offered will include serving beverages and bakery items and a sit down/take-out café. For the Hastings-on-Hudson Station, there is a recommendation to award a lease to the Good Witch LLC to operate a full-service bakery and a "to go" café. The space has been vacant since July 2018.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the President's Opening Remarks and the discussions between President Rinaldi, Board Members, and staff.

METRO-NORTH RAILROAD CUSTOMER SERVICE REPORT:

Thomas Mitchell, Vice President, Customer Service and Stations, reported on the Customer Service Initiative Project. He stated that beginning in April, Metro-North will be replacing the "Big Board" in Grand Central Terminal. The new "Big Board" will have expanded functionality and provide additional information. New gate boards and departure monitors will also be installed in Grand Central Terminal.

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

METRO-NORTH RAILROAD SAFETY REPORT:

Justin Vonashek, Vice President, System Safety, reported that Customer injuries continue to trend less than 1 injury per million customers and are down over 10% versus the previous 12 months. Employee lost time injuries are down nearly 20% over the previous 12 months. Mr. Vonashek reported that Metro-North's community outreach program, TRACKS, reached over 4,700 individuals in January 2019. Metro-North participated in three community events, conducted five school presentations, and held two outreach events at North White Plains and Beacon Stations. Mr. Vonashek also reported that on Tuesday, Metro-North will be kicking off its Question, Persuade, Refer ("QPR") training with its Customer Service Department. The QPR training will provide Metro-North employees the tools to recognize the warning signs that someone may be contemplating suicide.

Acting Chair Pally commented that a complete grade crossing evaluation report will be presented at the next Safety Committee meeting. Board Member Glucksman commented that he has been following legislation introduced in the state legislature to put cameras at grade crossings.

The details of Mr. Vonashek's report are contained in the safety report filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Mr. Vonashek's report and Board Members' comments.

MTAPD REPORT:

Owen Monaghan, Chief of the MTA Police Department, reported on crime statistics, noting that in February 2019 total major felonies system-wide decreased by one when compared to February 2018, 17 versus 18. Year-to-date February 2019, total major felonies system-wide decreased when compared to 2018, 37 versus 48 or a decrease of 23%. In February 2019, total major felonies on the Metro-North system decreased when compared to February 2018, 11 versus 14 or a decrease of 21%. Year-to-date February 2019, total major felonies on the Metro-North system decreased when compared to the comparable period of 2018, 20 versus 31 or a decrease of 35%. Year-to-date February 2019 there have been three hate crimes compared to five during the same period in 2018.

Board Member Moerdler asked why there has been an increase in arrests for drug offenses and theft of services in 2019 when compared to 2018. Chief Monaghan responded that the increase in arrests for drug offenses is due to the increased usage and dealing of "K2." The arrests for theft of services were for fare evasion.

The details of Chief Monaghan's report are contained in the MTAPD report filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Chief Monaghan's report and the discussions between Board Member Moerdler and Chief Monaghan.

METRO-NORTH INFORMATION ITEMS:

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

- Annual Strategic Investments & Planning Studies Report

Board Member Zuckerman commented that the Board Members intended to share their "wish list" for the next capital plan with Metro-North staff.

- Annual Elevator & Escalator Report

Board Member Vanterpool asked who was responsible for maintaining the elevators. Glen Hayden, Vice President, Engineering, responded that Metro-North maintains the elevators along the right-of-way. Mr. Hayden also explained why two elevators were out of service for replacement in Grand Central Terminal in response to questions from Acting Chair Pally and Board Member Moerdler. President Rinaldi offered to provide a memorandum to the Committee on the status and maintenance requirements for the elevators and escalators in Grand Central Terminal, including modified maintenance requirements for the East Side Access elevators. Board Member Brown expressed a preference for Metro-North employees to perform escalator maintenance.

- Customer Satisfaction Survey Results

President Rinaldi acknowledged the retirement of Jeff Olwell, Assistant Director of Market Research, Operations Planning & Analysis, who has been a Metro-North employee for 28 years. Jeff led various market research activities for Metro-North, including surveys, focus groups and various detailed market analyses. Jeff's work informed many of Metro-North's key business decisions and enabled Metro-North to focus its efforts in a manner to more effectively serve its customers.

Board Member Zuckerman expressed his serious concerns about the downward trend in customer satisfaction from 2016 to 2018. He commented that Metro-North has a service delivery problem, which he recognizes Metro-North has been working to improve. He stated that Metro-North's number one priority should be the delivery of consistent service. In response to Board Member Zuckerman's comments, President Rinaldi stated that she was also concerned about the results. Board Members Pally and Zuckerman questioned why the customer satisfaction surveys were taken in June, yet the results were reported nine months later, and requested that the results be reported earlier. President Rinaldi indicated that she would work to obtain answers to their questions. Board Member Vanterpool acknowledged Metro-North's employees for receiving positive survey results.

Board Member Glucksman expressed his concerns about the customer satisfaction survey results for the West of Hudson service, which President Rinaldi acknowledged. He asked Metro-North to prioritize efforts to work with New Jersey Transit to improve service and negotiate a new agreement.

Board Member Brown commented on the likelihood of commuters to report poor service in an effort to improve service. He stated that there is a need to analyze service planning and to concentrate on better commutes rather than just the satisfaction of commuters. Mike Shiffer, Vice President, Planning responded that origin and destination data is collected in a different survey, the most recent of which was performed in 2016-2017.

- PTC Status Report

Board Member Zuckerman asked about how increments of completion status were calculated, about software regression testing, and about the recall of GE Radios. Glen Hayden, Vice President, Engineering, provided explanations and it was noted that the GE Radio recall was not seen as a significant issue at this time. In response to Board Member Pally's question, President Rinaldi confirmed that Metro-North was still on schedule to have full PTC implementation by December 31, 2020.

- Lease Agreement for Hastings-on-Hudson Station
- License Agreement for Purdy's Station

Board Member Zuckerman asked if Metro-North regularly requires licensees to provide personal guarantees. Neil Mastropietro, Deputy Director, Real Estate, responded that Metro-North does ask for guarantees as part of the request for proposals process. In reference to the license to Hayfields LLC at Purdy's Station, he stated that Metro-North was comfortable proceeding without a personal guarantee, utilizing a different form of security, because the licensee was well established in the community.

The details of the above information items are contained in the Committee book filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the discussions between President Rinaldi, Board Members, and staff.

METRO-NORTH PROCUREMENTS:

One non-competitive procurement was presented to the Committee:

- Board approval for a contract modification in the not-to-exceed amount of \$1,300,000 to the firm Swisslog Logistics Inc., for an on-site electro-mechanical technician to maintain Metro-North's industrial Automated Storage and Retrieval System, located in the Metro-North New Haven Central Distribution Warehouse Facility.

Two competitive procurements were presented to the Committee:

- Board approval for a contract modification in the not-to-exceed amount of \$8,856,286 to the firm Judlau-TC Electric Joint Venture for the federally-funded Design/Build Power/C&S Infrastructure Improvements from Mott Haven (CP-5) to Croton-Harmon (CP-35). The additional funds are required for unit price adjustments which reflect actual field conditions.
- Board approval to award a 26-month competitively solicited and negotiated Design-Build contract to Arch Associates, LLC in the not-to-exceed amount of \$33,622,070 to design and construct the Maybrook Trailway section of the Empire Trail Initiative, from Brewster to Hopewell Junction in Putnam and Dutchess Counties, New York, adjacent to Metro-North's Beacon Line. In addition, Board approval for the payment of stipends to shortlisted firms who were not selected to receive the award.

Board Members and staff discussed the Arch Associates, LLC contract in detail. Board Member Vanterpool asked if the Arch Associates, LLC contract was going to be paid in full by New York State and asked who was responsible for maintenance of the Empire Trail. President Rinaldi and Steven Weiss, Executive Director Management and Budget, confirmed that the funding was going to be provided by State tax exempt bonds and that it was planned that Putnam and Dutchess counties would be responsible for maintenance. John Kennard, Vice President, Capital Programs commented that the State set aside \$42 million for Metro-North to fund the Arch Associates, LLC contract and other soft costs related to the project. President Rinaldi also stated that Metro-North has received every assurance from the State that the funding is forthcoming. Board Member Zuckerman asked for written confirmation the State was funding the contract.

Board Member Moerdler took issue with the Empire Trail's location in the Bronx, suggesting that a route along the Hudson was preferable, and asked to defer the vote on the procurement. Mr. Kennard explained the Empire Trail's route and stated that the Hudson River Greenway determined where the Empire Trail would be located.

Board Member Vanterpool stated that the request for proposal was approved in May of 2017 and asked why the procurement was delayed. President Rinaldi responded the preliminary design was finalized during that time and certain work was weather dependent.

Upon request from Acting Chair Pally, and upon motion duly made and seconded, the Committee approved the Arch Associates, LLC procurement to be advanced to the Finance Committee on the condition that President Rinaldi provide documentation to confirm the State was funding the contract and provide information on the Empire Trail's location in the Bronx sufficient to address Board Member Moerdler's concerns. Board Member Moerdler abstained from the vote.

Upon motion duly made and seconded, the Committee approved the Judlau-TC Electric Joint Venture procurement and the Swisslog Logistics Inc. procurement for recommendation to the Board. Board Member Vanterpool recused herself from the vote on Judlau-TC Electric Joint Venture.

Board Member Zuckerman was not present for the vote on procurements. The details of the above procurements are contained in staff summaries filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the discussions between President Rinaldi, Board Members, and staff.

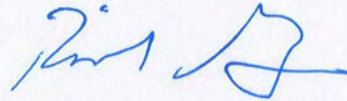
OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

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

ADJOURNMENT:

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

Respectfully submitted,



Richard Gans
Vice President, General Counsel and
Secretary

March 2019 Committee Minutes – FINAL
Legal/Corporate/Committee Minutes Current

2019 Metro-North Railroad Committee Work Plan

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

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
LIRR/MNR PTC Project Update	President

May 2019

Diversity/EEO Report – 1 st Quarter 2019	Diversity and EEO
PTC Status Report	Engineering
Progress on Way Ahead Strategic Plan	Strategic Initiatives Accelerated
Track Maintenance Report	President/Engineering

June 2019 (Joint meeting with LIRR)

LIRR/MNR PTC Project Update	President
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July 2019

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

September 2019

2020 Preliminary Budget (Public Comment)	Finance
2019 Mid-Year Forecast	Finance
2019 Fall Schedule Change	Operations Planning & Analysis

PTC Status Report
Diversity/EEO Report – 2nd Quarter 2019

Engineering
Diversity and EEO

October 2019 (Joint meeting with LIRR)
2020 Preliminary Budget (Public Comment)
LIRR/MNR PTC Project Update
Track Program Quarterly Update

Finance
President
Engineering

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 – 3rd 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

February 2020 (Joint meeting with LIRR)
Adopted Budget/Financial Plan 2020
2019 Annual Operating Results
2019 Annual Fleet Maintenance Report
LIRR/MNR PTC Project Update
Diversity/EEO Report – 4th Quarter 2019
2020 Spring/Summer Schedule Change

Finance
Operations
Operations
President
Diversity and EEO
Operations Planning & Analysis

March 2020
Annual Strategic Investments & Planning Studies
Annual Elevator & Escalator Report
Customer Satisfaction Survey Report
PTC Status Report

Capital Planning
Engineering
Operations Planning & Analysis
Engineering

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2019 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

APRIL 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.

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– 1st 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.

Accelerated Track Maintenance Report

A special report requested by the Metro-North Committee that provides an accelerated plan to complete deferred track maintenance work including the key actions and the incremental cost to complete this plan.

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– 2nd 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.

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– 3rd Quarter 2019

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

LIRR/MNR PTC Project Update

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

JANUARY 2020

Approval of 2020 Committee Work Plan

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

Track Program Quarterly Update

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

PTC Status Report

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

FEBRUARY 2020 (Joint Meeting with LIRR)

Adopted Budget/Financial Plan 2020

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

2019 Annual Operating Results

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

2019 Annual Fleet Maintenance Report

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

LIRR/MNR PTC Project Update

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

Diversity & EEO Report– 4th Quarter 2019

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

2020 Spring/Summer Schedule Change

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

MARCH 2020

Annual Strategic Investments & Planning Studies

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

Annual Elevator/Escalator Report

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

Customer Satisfaction Survey Report

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

PTC Status Report

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

Long Island Rail Road Committee Work Plan

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

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
LIRR/MNR PTC Project Update	President

May 2019

Diversity/EEO Report – 1 st 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	President/Sr. Staff
Track Work Programs	Service Planning
LIRR/MNR PTC Project Update	President

July 2019

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

September 2019

2020 Preliminary Budget (Public Comment)	Management & Budget
2019 Mid-Year Forecast	Service Planning
Fall Trackwork Programs	Engineering
PTC Status Report	Administration/Diversity
Diversity/EEO Report – 2 nd Quarter 2019	

October 2019 (Joint Meeting with MNR)

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

November 2019

Review of Committee Charter	Committee Chair & Members
East Side Access Support Projects Update	President/Sr. Staff
Holiday & Year-End Service & Trackwork Programs	Service Planning
PTC Status Report	Engineering

December 2019 (Joint Meeting with MNR)

2020 Final Proposed Budget	Management & Budget
2020 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2019	Administration/Diversity
LIRR/MNR PTC Project Update	President

January 2020

Approval of 2020 Committee Work Plan	Committee Chair & Members
PTC Status Report	Engineering
Winter Trackwork Programs	Service Planning

February 2020 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2020	Management & Budget
2018 Annual Operating Results	Operations
2018 Annual RCM Fleet Maintenance Report	Operations
Diversity/EEO Report – 4 th Q 2019	Administration/Diversity
2020 Spring Schedule Change	Service Planning
LIRR/MNR PTC Project Update	President

March 2020

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

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2019 Work Plan

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

President's Report

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

Safety Report

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

Capital Construction Report

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

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Operations Report

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

Financial Report

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

Ridership Report

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

Capital Program Report

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

II. SPECIFIC AGENDA ITEMS

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 2019.

Project Update on PTC

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

MAY 2019

Diversity & EEO Report– 1st 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– 2nd Quarter 2019

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

PTC Status Report

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

OCTOBER 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– 3rd Quarter 2019

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

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

2020 Final Proposed Budget

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

Proposed 2020 Committee Work Plan

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

Project Update on PTC

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

JANUARY 2020

Approval of 2020 Committee Work Plan

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

PTC Status Report

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

FEBRUARY 2020 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2020

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

2019 Annual Operating Results

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

2019 Annual Fleet Maintenance Report

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

Project Update on PTC

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

Diversity & EEO Report– 4th Quarter 2019

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

2020 Spring/Summer Construction Schedule Changes

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

MARCH 2020

Annual Strategic Investments & Planning Study

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

Annual Elevator/Escalator Report

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

Spring Trackwork Programs

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

Customer Satisfaction Survey Report

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

PTC Status Report

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



Metro-North Railroad

Offer Help, Save a Life

1 **ASK**

2 **KEEP THEM SAFE**

3 **BE THERE**

4 **HELP THEM CONNECT**

5 **FOLLOW UP**

Text **NEXT2U to 741741**

or call **1-800-273-TALK** (8255)
www.suicidepreventionlifeline.org



CRISIS TEXT LINE |

Metro-North Suicide Prevention Poster



Metro-North Railroad

February 2019 Highlights: Safety Report

The Metro-North Railroad (MNR) TRACKS (Together Railroads And Communities Keeping Safe) Program recently partnered with the Crisis Text Line to enhance MNR's current Suicide Prevention Campaign to introduce text messaging. The Crisis Text Line is a free text messaging service with 24/7 support for those in a mental health crisis. MNR worked with the Crisis Text Line to develop a unique "keyword" and effective messaging for the new poster campaign. Anyone who is experiencing a mental health crisis can text Metro-North's key word, "NEXT2U", to 741741 and connect with a trained Crisis Counselor. These newly designed posters featuring NEXT2U will launch in the second quarter of 2019.

The TRACKS program also strengthened its partnership with Operation Lifesaver, Inc. (OLI), a non-profit public rail safety, education and awareness organization, by certifying Metro-North's Safety Education Program Coordinator as an Operation Lifesaver Authorized Volunteer (OLAV) Coach. With an in-house Coach, Metro-North employees will have the opportunity to become OLAVs and participate in OLI and TRACKS presentations and customer safety initiatives. As of March 2019, Metro-North has a total of 40 employees who are trained OLAVs.

MNR continues to see positive trends in reducing employee lost time injuries. For the current 12-month period (March 2018 – February 2019) versus the previous 12-month period (March 2017 – February 2018), lost time injuries per 200,000 working hours were reduced by 18.5%.

For the current 12-month period (March 2018 – February 2019), the customer reportable injury rate per one million customer rates decreased by 14.0% versus the previous 12-month period (March 2017 – February 2018). In April, MNR launched its system-wide Spring Safety Campaign for customers. The safety message focuses on preventive measures to heighten awareness related to spring weather conditions. The poster will be prominently displayed on trains and informational message boards throughout MNR's operating territory.

Justin R. Vonashek
Vice President
Office of System Safety

February 2019 Safety Report

Performance				
Performance Indicator	12-Month Average			
	March 2016 - February 2017	March 2017 - February 2018	March 2018 - February 2019	
FRA Reportable Customer Accident Rate per Million Customers	1.15	0.87	0.76	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.74	2.98	2.43	
	2018		2019	
	February	Year to Date	February	Year to Date
Grade Crossing Incidents ¹	0	1	0	0
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2018		2019	
	February	Year to Date	February	Year to Date
First Responders Trained	183	227	56	153
Employee Safety Training Courses	128	202	132	172
Employees Trained	1,339	2,478	1,447	2,391
Employee Safety Training Hours	19,581	50,274	30,469	54,373
Customer and Community: Focus on Grade Crossings	2018		2019	
	February	Year to Date	February	Year to Date
Broken Gates	0	5	1	2
MTA Police Details	117	208	74	139
Summons	23	50	79	121
Warnings	0	0	17	20
Community Education and Outreach	8,910	10,095	15,485	20,280
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	948	99.16%	
Passenger Compartment Cameras	1,085	931	85.81%	

Definitions:

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

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

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

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

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

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

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

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

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

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

Safety Report Highlights

PERSONAL HEALTH AND WELLNESS

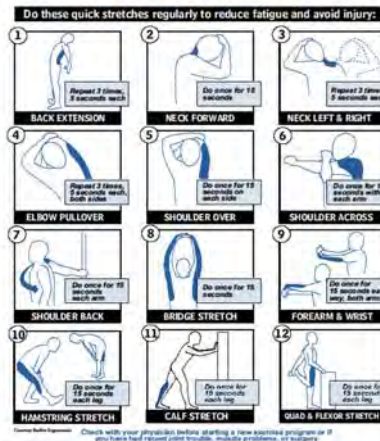


- ✓ **CHOOSE HEALTHY FOODS:** Eat a variety of foods that are low in fat and high in fiber, such as whole grains, vegetables, fruits and lean protein.
- ✓ **STAY ACTIVE:** Get at least 30 minutes of exercise five days a week. Choose a combination of workouts that include weight training.
- ✓ **MANAGE YOUR WEIGHT:** Stay at a healthy weight for your sex, age and body frame.
- ✓ **SLEEP:** Get the recommended hours of sleep per day(7-8) to give your body time to repair and recover

MTA Long Island Rail Road

Safety FOCUS Day Ergonomics

STRETCHES



MTA Long Island Rail Road



ERGO QUICK CHECK

A 10 Point Checklist for Office Workers



MTA Long Island Rail Road



Common Office Workstation Injuries.



Common Office Workstation Injuries.

Eye Strain: Poor lighting can cause eye strain, eye discomfort and headaches.

Back Pain: Poorly adjusted office chair can result in back injury.

Hand and Wrist Pain: Extending to reach keyboards and mouse in the desk.

Neck and Shoulder Pain: Tilted head forward towards the monitor can cause pain.



- ✓ **Head and Neck:** Upright and relaxed, balanced between shoulders.
- ✓ **Hands & Wrists:** Relaxed and straight without bending up/down or sideways.
- ✓ **Knees:** At about 90 degrees - may be slightly higher or lower depending on comfort and preference.
- ✓ **Feet:** Adjust so feet are flat on floor.
- ✓ **Lowback:** Supported by chair's forward curve or lumbar roll.

ERGO QUICK CHECK

A 10 Point Checklist for Office Workers



- ✓ **Arms:** Low enough so arms hang naturally at sides, relaxed close to body.
- ✓ **Primary Work Tools:** Write any reach without leaning forward or hunching.
- ✓ **Monitor:** Centered directly in front, top of screen slightly below eye level.
- ✓ **Document Holder:** Close to torso and at elbow height.
- ✓ **Feet:** Flat on floor or footrest, legs uncrossed. Legs can move freely under desk.

MTA Long Island Rail Road

Soft Tissue Injuries





Safety Report Highlights

For the reporting period ending February 2019, the average Reportable Customer Injury Rate decreased thirty-seven percent from 2.82 injuries per million customers to 1.79 injuries per million customers. Slips, trips, and falls generate most injury reports. In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS) reached over 18,513 participants through the end of February 2019.

During this reporting period, there was a twenty-six percent decrease in the average Reportable Employee Lost Time Injury Rate. The rate decreased from 3.64 injuries per 200,000 hours worked to 2.70 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained. In 2018, sprains and strains accounted for forty-five percent of our FRA Reportable Employee Injuries.

Our Quarterly Safety FOCUS Day on March 26th emphasized ergonomics, stressing the importance of personal health and wellness as well as preparing to perform physically demanding tasks. We launched the Corporate Safety Intranet site devoted to ergonomics and the recognition, prevention, and treatment of soft tissue injuries. In addition, resistance stretch bands were issued to employees to encourage basic stretching throughout the workday. Additionally, the FOCUS Day material provided instructions on how to leverage the information, discounts, and benefits available through our insurance program including weight loss programs, gym memberships, fitness equipment, video coaching, chiropractic and massage services, and wearable fitness tracking and wellness devices. Optimizing personal physical fitness, health, and well-being can reduce the risk of soft tissue injuries.

Lori Ebbighausen
Vice President
Corporate Safety

February Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	March 2016- February 2017	March 2017- February 2018	March 2018 - February 2019	
FRA Reportable Customer Accident Rate per Million Customers	4.28	2.82	1.79	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.26	3.64	2.70	
	2018		2019	
	February	Year to Date	February	Year to Date
Grade Crossing Incidents ¹	0	1	1*	4
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

* One event resulted in 2 FRA required reports.

Leading Indicators				
Focus on Safety Training	2018		2019	
	February	Year to Date	February	Year to Date
First Responders Trained	194	282	43	122
Employee Safety Training Courses	76	146	76	177
Employees Trained	997	1945	1,058	2,195
Employee Safety Training Hours	22,356	41,839	20,938	45,524
Customer and Community:	February	Year to Date	February	Year to Date
Broken Gates	7	14	9	16
MTA Police Details	106	230	70	135
Summons	117	199	162	288
Warnings	37	80	40	92
Arrests	0	0	0	1
Community Education and Outreach	8,540	17,066	10,089	18,513
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		408	48.80
	C3 Cab		23	100.00
	C3 Trailer		50	45.04
	DE/DM		1	2.22

Definitions:

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

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

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

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

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

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

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

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

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Auburndale	0	0	1
Valley Stream	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
No Escalator accidents reported in the month of March 2019		

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.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - April 2019

Expenditures thru March 2019; \$s in million

	April 2018			
	EAC Forecast	Budget	Committed	Expenditures
Construction	\$ 7,054.3	\$ 6,715.1	\$ 6,831.7	\$ 5,773.4
Force Account	\$ 959.8	\$ 821.5	\$ 653.3	\$ 567.3
Soft Costs	\$ 2,192.9	\$ 1,860.5	\$ 1,860.1	\$ 1,759.7
OCIP	\$ 457.4	\$ 379.2	\$ 379.2	\$ 372.6
Rolling Stock†	\$ 202.0	\$ 7.5	\$ 3.2	\$ 0.2
Unallocated & Program Support Contingency	\$ 267.0	\$ 551.2	\$ -	\$ -
Total	\$ 11,133.3	\$ 10,335.1	\$ 9,727.5	\$ 8,473.2

† 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
Manhattan Construction								
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$350.2	\$11.4	\$335.9	Mar-2014	Mar-2014	Nov-2016	Apr-2019
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$484.7	\$466.0	\$18.7*	\$318.8	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	\$412.1	Jul-2015	Apr-2016	Jan-2020	Apr-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$265.4	\$262.2	\$3.2	\$246.8	Aug-2011	Aug-2011	Aug-2014	Jun-2019
CQ033: Mid-Day Storage Yard <i>Tutor Perini Corporation</i>	\$325.0	\$308.0	\$17.0	\$167.0	N/A	Apr-2017	Aug-2020	Feb-2021
Harold Construction								
CH057D: Harold Structures - Part 3, Trackwork <i>Railroad Construction Company</i>	\$29.6	\$22.4	\$7.2	\$19.8	N/A	Apr-2018	Jan-2019	Mar-2019
CH058A: Harold Structures - Part 3A: B/C Approach** <i>Skanska USA Civil Northeast Inc.</i>	\$68.7	\$60.2	\$8.6	\$2.4	Jul-2015	Oct-2018	Mar-2021	Mar-2021
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$582.4	\$24.6***	\$455.1	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	\$14.0	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).

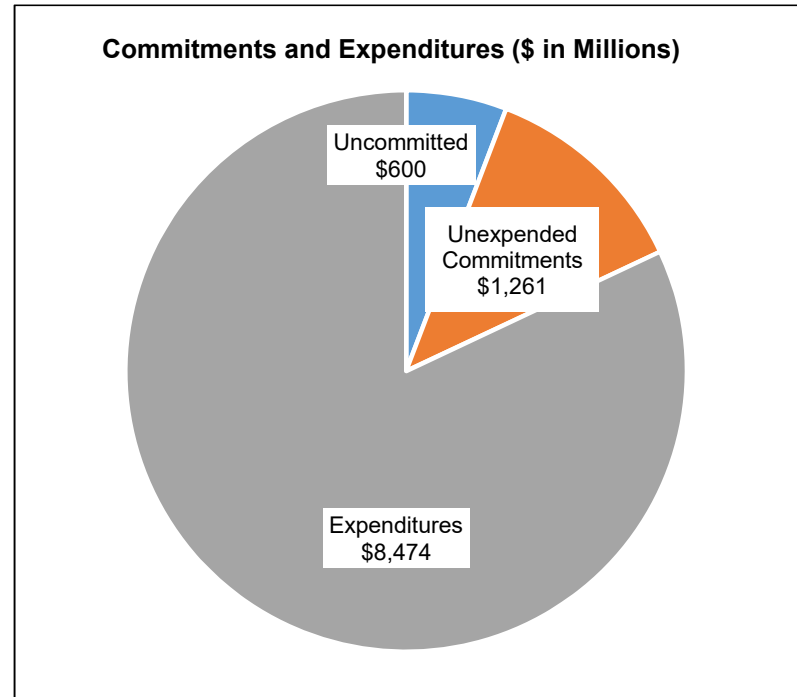
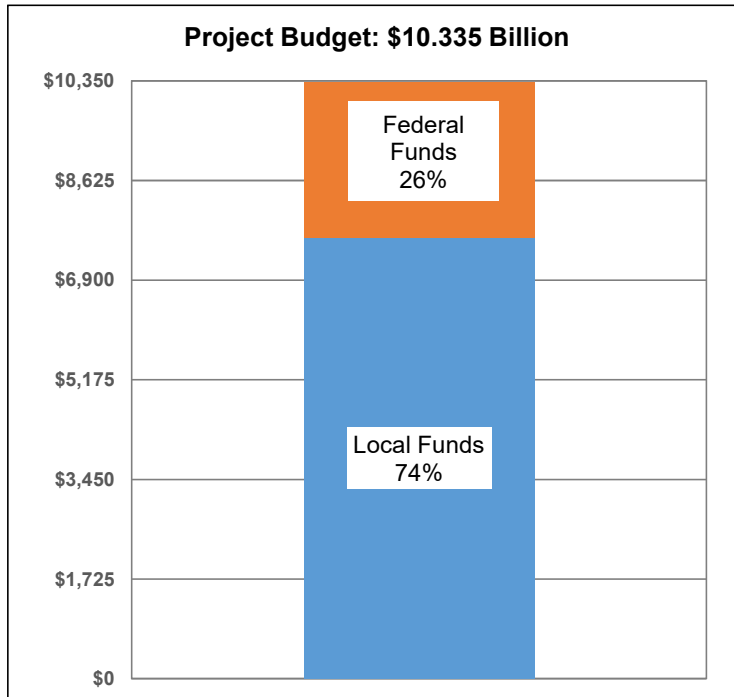
East Side Access Status

Report to the Railroad Committee - April 2019

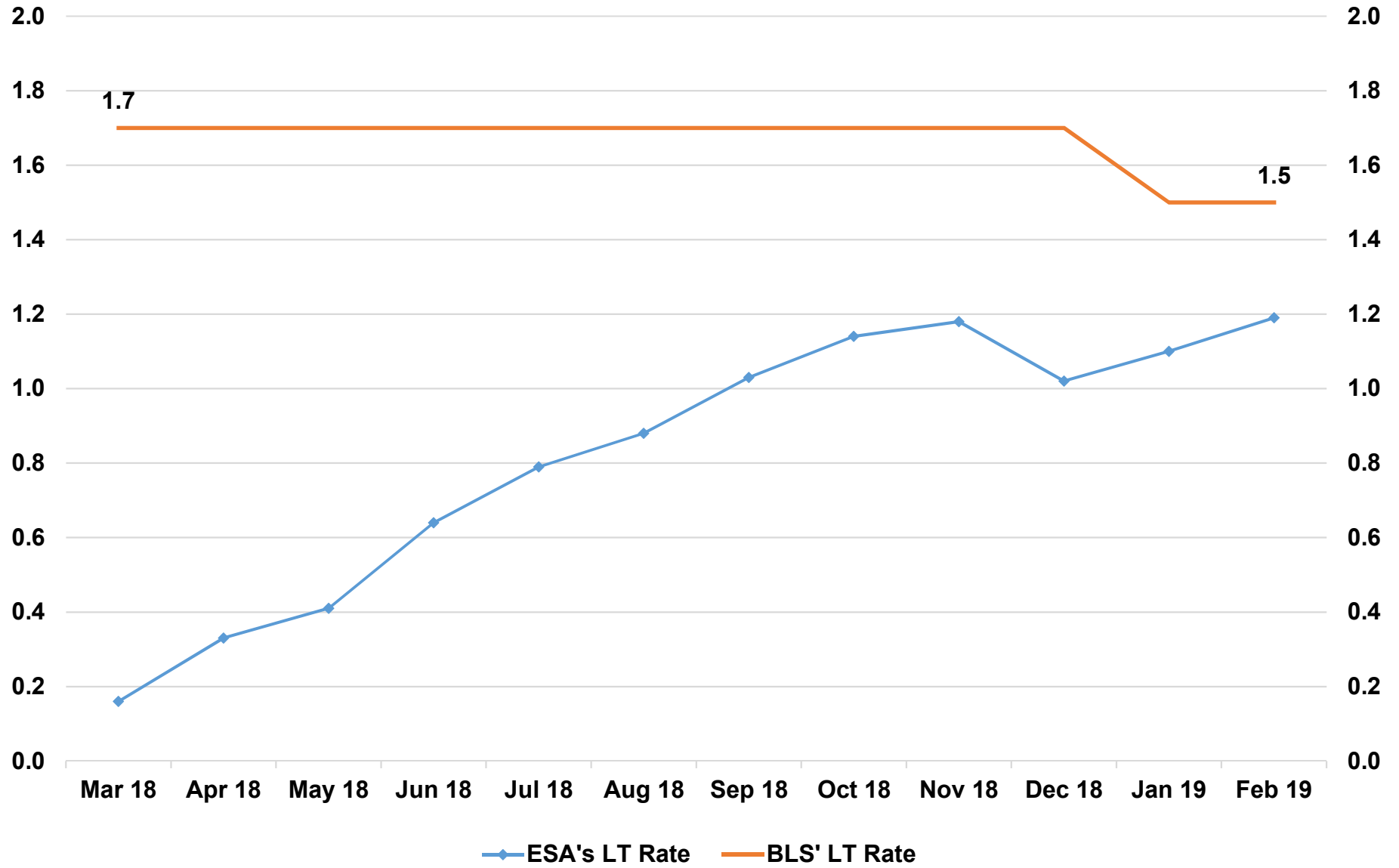
data thru March 2019

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	1	1,528
2005-2009	2,683	1,697	986	986	2,676	7	2,661
2010-2014	3,251	2,399	852	852	3,170	81	2,845
2015-2019	2,710	2,710	-	-	2,198	512	1,281
Total	\$ 10,335 *	\$ 7,636	\$ 2,699	\$ 2,699	\$ 9,735	\$ 600	\$ 8,474

* April 2018 EAC forecast is \$11.133 billion.



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





Police Report



March 2019 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (7 vs 12) for the month of March compared to the same period last year.
- Year to date Metro-North Railroad is down 17 crimes (26 vs 43).
- There were zero Hate Crimes on Metro-North Railroad for the month of March.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

March 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	1	1	0	0%
Burglary	1	0	1	100%
Grand Larceny	5	11	-6	-55%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	7	12	-5	-42%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	3	-1	-33%
Felony Assault	5	6	-1	-17%
Burglary	4	8	-4	-50%
Grand Larceny	14	26	-12	-46%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	26	43	-17	-40%



Long Island Rail Road

March 2019 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (4 vs 12) for the month of March compared to the same period last year.
- Year to date Long Island Rail Road is down 9 crimes (19 vs 28).
- There was (1) Hate Crime on Long Island Rail Road for the month of March.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

March 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	2	1	1	100%
Burglary	0	1	-1	-100%
Grand Larceny	2	10	-8	-80%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	4	12	-8	-67%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	4	6	-2	-33%
Burglary	1	1	0	0%
Grand Larceny	12	19	-7	-37%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	19	28	-9	-32%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

March 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	3	2	1	50%
Burglary	1	1	0	0%
Grand Larceny	7	21	-14	-67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	11	24	-13	-54%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	6	-2	-33%
Felony Assault	9	12	-3	-25%
Burglary	5	9	-4	-44%
Grand Larceny	27	45	-18	-40%
Grand Larceny Auto	2	0	2	100%
Total Major Felonies	47	72	-25	-35%

INDEX CRIME REPORT

Per Day Average

March 2019

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	0	0	0	0
Fel. Assault	3	2	1	0
Burglary	1	0	1	0
Grand Larceny	7	2	5	0
GLA	0	0	0	0
Total	11	4	7	0
Crimes Per Day	0.35	0.13	0.23	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2019 to 3/31/2019

Arrest Classification	Total Arrests	
	2019	2018
Robbery	4	12
Felony Assault	11	14
Burglary	5	8
Grand Larceny	21	15
Grand Larceny Auto	2	1
Aggravated Harassment	2	2
Aggravated Unlicensed Operator	9	8
Assault-Misdemeanor	24	29
Breach of Peace	7	2
Child Endangerment	1	0
Criminal Contempt	4	4
Criminal Impersonation	2	0
Criminal Mischief	15	13
Criminal Possession Stolen Property	3	6
Criminal Tampering	1	0
Criminal Trespass	19	10
Disorderly Conduct	0	2
Drug Offenses	71	11
DUI Offenses	2	4
Falsely Reporting an Incident	4	0
Forgery	7	16
Fraudulent Accosting	5	1
Graffiti	11	2
Identity Theft	1	0
Issue a Bad Check	2	0
Make Terrorist Threat	0	3
Menacing	6	5
Obstruct Government	3	4
Petit Larceny	69	56
Public Lewdness	5	5
Reckless Endangerment	2	0
Resisting Arrest	19	12
Sex Offenses	6	6
Stalking	1	0
Theft of Services	86	63
Warrant Arrest	22	40
Weapons Offenses	2	5
Unauthorized Use Vehicle	1	0
Total Arrests	455	359



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - March 2019)

Motivation	2019	2018	Diff	% Change
Asian	0	0	0	0 %
Black	2	2	0	0 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	1	-1	-100 %
Muslim	0	0	0	0 %
Other	0	1	-1	-100 %
Anti-Semitic	3	2	1	50 %
Sexual Orientation	0	0	0	0 %
White	0	0	0	0 %
Motivation Total	5	6	-1	-16 %

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	1	-1	-100 %
Criminal Mischief #3	1	0	1	0 %
Criminal Mischief #4	3	5	-2	-40 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	5	6	-1	-16 %

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

April 15, 2019

APRIL 2019

Joint MNR/LIRR Committee Meeting

PTC Project Update

April 15, 2019



LIRR/MNR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"><input type="checkbox"/> MNR completed FRA required 110 successful Revenue Service Demonstration (RSD) runs.<input type="checkbox"/> LIRR resumed RSD on the Port Washington pilot line on March 25.<input type="checkbox"/> LIRR initiated RSD on its second pilot segment (Babylon to Patchogue) on April 8.<input type="checkbox"/> Continued quality control issues with certain on-board components and the need for multiple software releases over the next several months have the potential to affect the Railroads' schedules; however, both Railroads remain on target to implement PTC across their respective territories by December 31, 2020.
Budget	<p>\$1.037B (MNR/LIRR)</p> <p>LIRR requires an additional \$30.4M to complete the project due to 2 year extension; MNR EAC under review.</p>

LIRR/MNR Project Risks and Mitigations

- **RISK**: If the SI does not completely resolve the undercar scanner issue and return a sufficient number of repaired units, RSD/ERSD and full PTC deployment will be impacted.
 - Current ERSD schedule requires recall completed in July 2019 for MNR (285 units) and October 2019 for LIRR (976 units).
 - Last week, LIRR re-installed a repaired unit which was found to be defective.
 - Root cause analysis revealed a new QA issue related to the wrong mounting method of a variable capacitor in the undercar scanner antenna assembly.
 - **Realization**: Deliveries of repaired equipment kits are behind schedule; Production was halted pending re-evaluation of manufacturing/testing procedures and results of required environmental testing; updated delivery schedule pending from SI.
 - **Action**: MTA notified the SI that they plan to place an oversight monitor at the SI's manufacturing facility in Pittsburgh at their expense.
 - **Mitigation**: Until the recall process is complete, a joint LIRR/MNR QA team will continue to monitor Siemens' Quality Control Plan to repair, test, and re-tune the undercar equipment kits on a monthly basis. Next trip scheduled May 1-3.
 - LIRR/MNR conducted a joint quality surveillance/audit in Pittsburgh on March 26 with the following observations:
 - SI's recall repair process was not well established.
 - Full staffing of personnel to support the recall repair process was not in place.
 - LIRR/MNR QA report sent to the SI requesting a corrective action plan.



LIRR/MNR Project Risks and Mitigations (cont'd.)

- **RISK**: Delays in the design and implementation for Back-to-Back (b2b) interlockings will impact entry into ERSD on certain non-pilot segments on LIRR.
- **Mitigation**: MNR modified their operations to eliminate (3) b2b locations on their territory.
- LIRR has (22) b2b locations and their complicated operations/infrastructure does not allow the same mitigation approach as MNR.
- **Mitigation**: LIRR formed a joint LIRR/SI tiger team to specifically address and manage the design and delivery of this solution to meet the project schedule.
 - Identification of new transponder packages required for b2b solution.
 - Agreement with AMTRAK and presented to the other NEC Railroads.
 - During technical discussions, it was revealed that b2b locations at line boundaries will require additional time for requirements and design development.
- **Realization/Mitigation**: Move b2b solution for locations with line boundaries to baseline 3.7 to secure timely release of baseline 3.6 in October 2019 and allow ERSD for all LIRR line segments except Harold and Valley.
 - LIRR has requested the SI to re-evaluate their work efforts to keep Valley as part of System Software release 3.6.



LIRR/MNR Project Risks and Mitigations (cont'd.)

■ **RISK**: Interoperability with AMTRAK

- **Mitigation**: Align design of safety server interface with the rest of the NEC Railroads.
 - Although this will require changes to SI's current design this will avoid a one-off design with AMTRAK for MTA (LIRR/MNR).
 - The 100% interface design is under review by LIRR/MNR/AMTRAK and is on target to be delivered as part of Software release 3.7 in January 2020.
- **Mitigation**: The complicated boundary between AMTRAK and LIRR at Harold may be mitigated utilizing a "one database" design for both Railroads.
 - Discussions with AMTRAK/SI are in progress and requires agreement no later than May 2019 for design to be incorporated into release 3.7. Other options are being pursued in parallel.
 - Harold also has b2b locations which are being closely coordinated with AMTRAK and their PTC supplier.
 - Previous LIRR Systems Integrator assigned to lead interoperability efforts at Harold.
- **Mitigation**: MNR will continue to work with their tenants to resolve boundary concerns as they enter MNR territory.
 - Recent testing with AMTRAK/CsX has proven to be successful to support RSD.



LIRR/MNR Project Risks and Mitigations (cont'd)

- **RISK:** The SI has not fully staffed their Systems Integration organization, and any further delays in filling key positions and minimizing shared resources between the Railroads will result in slow resolution of on-going technical issues and impact project timelines.
 - The LIRR contractually required SI position has been conditionally approved. However, this individual is only available on-site 3-4 days/week. Therefore, this position needs to be supplemented with other technical resources.
 - An organization chart with defined roles & responsibilities for full staffing of the project is still pending from the SI.
 - Mitigation: LIRR continues to provide in-house expertise to fill in SI resource gaps.
- **RISK:** Based on the SI's software release plan, multiple OBC software releases will require LIRR to deploy software across the entire fleet at least 2-3 times.
 - Mitigation: LIRR has established a dedicated support team to deploy on-board software in a reduced time frame in lieu of performing this task during the regular 92 day vehicle inspection period.

LIRR/MNR Project Risks and Mitigations (cont'd)

- **RISK**: Unexpected PTC equipment failures and system performance issues not yet encountered will impact train service on the RSD segment and ERSD on the non-pilot segments.
- **Mitigation**: LIRR will continue to perform system performance testing at each phase of system software deployment to identify operational and performance variances as early as possible to allow sufficient time for the SI to correct before full PTC deployment.
- **Mitigation**: LIRR/MNR will track and analyze equipment replacements/failures in real-time to monitor system reliability so as not to delay ERSD on non-pilot segments.



LIRR Monthly Project Update (through March 2019)

- Resumed RSD on the Port Washington branch.
- Witnessed subsystem FATs for System Baseline 3.5 prior to system integration.
- Started Site Performance Testing (SPT) for first non-pilot segment (Hempstead line).
- Completed Site Installation Testing (SIT) on Hempstead, Oyster Bay, Far Rockaway lines.
- Completed 10 required FRA runs on Babylon to Patchogue pilot segment which was a pre-requisite for RSD.
- Completed the first draft of the PTC Safety Plan
 - First review with FRA held on April 8
- Conducted interoperability testing with M7s through Harold and agreed upon the plan to type test LIRR fleet on AMTRAK territory.
- Finalizing agreement with MNR/SI and AMTRAK for design of safety server interface for interoperability.
- Approved the SI's Back-to-Back (b2b) design concept and in the process of reviewing the SI's first set of Use Cases in order to start design work.



LIRR Working Schedule and Sequence

Start RSD on Babylon to Patchogue pilot segment in Apr 2019

Start ERSD in October 2019

Last non-pilot segment in ERSD in Jan 2020

System Integrator's Software release plan

Integrated System Baseline release

3.3

3.4

3.5

3.6

3.7

LIRR Field Testing

Pilot Line 2 - Port Washington Branch

SUP

RSD

SUP

RSD

PTC Operations

Pilot Line 1 - Babylon to Patchogue

SUP

RSD

PTC Operations

Safety Plan - Submission to FRA

Safety Plan - Anticipated FRA Approval

Oyster Bay Branch

SIT

SPT

ERSD

PTC Operations

Hempstead Branch

SIT

SPT

ERSD

PTC Operations

Montauk Branch - ASC Territory (excluding Patchogue to Speonk)

SIT

SPT

ERSD

PTC Operations

Port Jefferson Branch

SIT

SPT

ERSD

PTC Operations

Far Rockaway Branch

SIT

SPT

ERSD

PTC Operations

Long Beach Branch

SIT

SPT

ERSD

PTC Operations

Main Line - KO to Riverhead Dark Territory - Mile Post 49 to 74

SIT

SPT

ERSD

PTC Operations

Main Line - Riverhead to Greenport Dark Territory - Mile Post 74 to 94.3

SIT

SPT

ERSD

PTC Operations

Atlantic Branch

SIT

SPT

ERSD

PTC Operations

Central Branch

SIT

SPT

ERSD

PTC Operations

West Hempstead Branch

SIT

SPT

ERSD

PTC Operations

Montauk Branch - Speonk to Montauk and Patchogue to Speonk

SIT

SPT

ERSD

PTC Operations

Main Line - ASC Territory (Mile Post 3 to 49)

SIT

SPT

ERSD

PTC Operations

Main Line - ASC Territory (Mile Post 0 to 3)

SIT

SPT

ERSD

PTC Operations

Tenant Interoperability

Tenant Interoperability

Oct-1-2018

Nov-1-2018

Dec-1-2018

Jan-1-2019

Feb-1-2019

Mar-1-2019

Apr-1-2019

May-1-2019

Jun-1-2019

Jul-1-2019

Aug-1-2019

Sep-1-2019

Oct-1-2019

Nov-1-2019

Dec-1-2019

Jan-1-2020

Feb-1-2020

Mar-1-2020

Apr-1-2020

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Jul-1-2020

Aug-1-2020

Sep-1-2020

Oct-1-2020

Nov-1-2020

Dec-1-2020

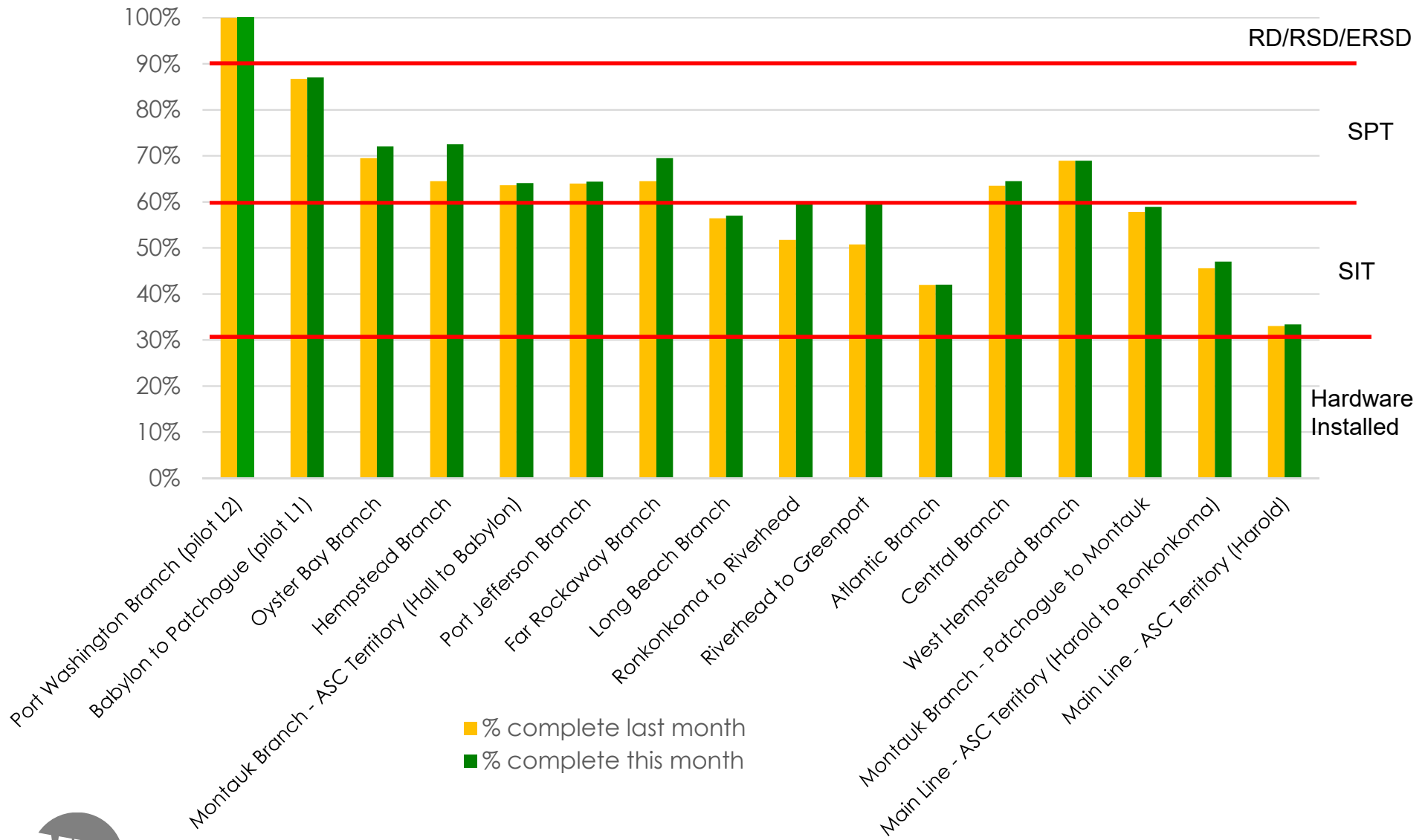
Dec-31-2020

FRA Deadline



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

LIRR Segment RSD Readiness (Previous vs Current Month)



SIT = Site Installation Tests

SPT = Site Performance Testing

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



MNR Project Update as of March 31, 2019

- As of March 1, 2019, MNR completed **110 RSD** successful trips between Tarrytown and Croton-Harmon per FRA requirement – Major milestone accomplished.
- Submitted February/March 2019 RSD Test Reports to the FRA.
- Received FRA Approval of its Alternative Schedule on March 5, 2019.
- Danbury Branch:
 - Completed programing transponders from CSE to Full PTC functionality.
 - Successfully completed transponder Site Integration Testing
 - Continuing Radio Case configuration and Site Integration Testing.
- Hudson Line (Tarrytown – Croton Harmon RSD Segment)
 - Completed transponders upgrades to include interoperability functions for Amtrak/CSX.
 - Completed Radio Cases (Frequency update, Field Mods, Configuration Changes).
 - Successfully completed 3.4.0.1 (OBC - S4B/MCM - 1.8/Office - 3.4.0.1) regression testing.

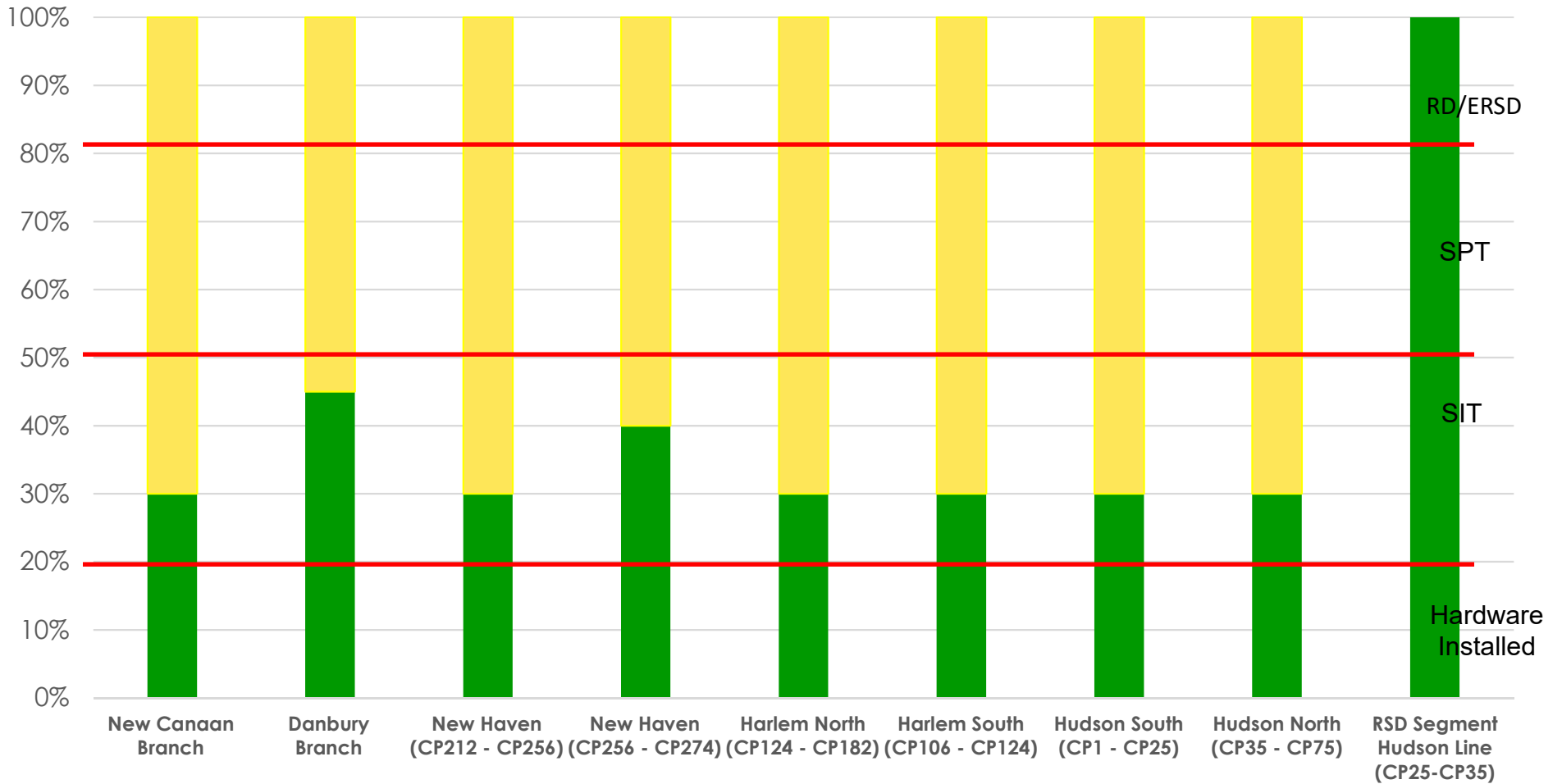


MNR Project Update as of March 31, 2019

- Completed Antenna Testing on the Port Jervis.
- Continues to operate Civil Speed Enforcement (CSE) on all rolling stock.
- Successfully performed interoperability testing with CSX and AMTRAK.
- On target for PTC federal compliance requirements by the end of 2020.
- Acquired additional Spectrum



MNR Segment RSD Readiness

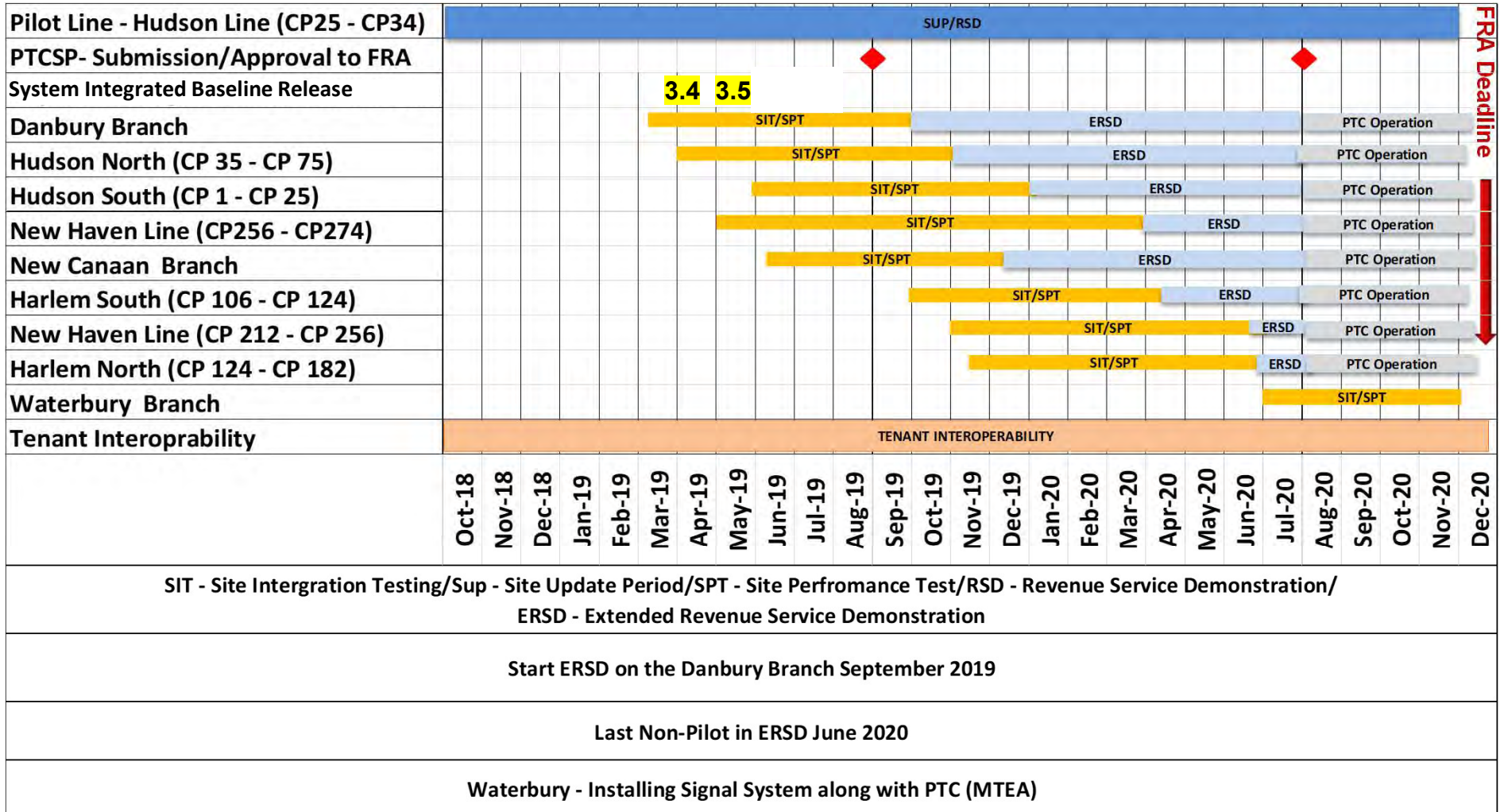


SIT = Site Integration Testing, SPT = Site Performance Testing, (E)RSD/ERSD = (Extended) Revenue Service Demonstration.



■ % complete ■ Remaining

MNR Working Schedule and Sequence



FRA Deadline



LIRR PTC Timeline and Look-ahead

Feb 2019

- ✓ Completed Factory Acceptance Testing (FAT) and Site Update Period (SUP) testing in the field on both pilots with system software baseline 3.4 with no major variances.

Mar 2019

- ✓ Started FRA RSD runs on the Port Washington line.
- ✓ Started Site Performance Test on Non-Pilot lines with software baseline 3.4 (advanced from April).

Apr 2019

- ❑ SI to complete Office 3.5 Factory Acceptance Test (FAT).
- ❑ SI to deliver OBC S5 software for field testing.
- ❑ Start RSD runs on Babylon to Patchogue pilot segment (L1) (advanced from May)

May 2019

- ❑ SI to start OBC S6 software & Baseline 3.5 for field testing.

Jun 2019

- ❑ SI to deliver OBC S6 software & Baseline 3.5 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 (including back-to-back solution) to support ERSD on all lines.

Oct 2019

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

Nov 2019

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

Dec 2019/Jan 2020

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



MNR PTC Timeline and Look-ahead

Feb 2019

- ✓ Started Radio Case Site Integration Testing (SIT) - Danbury Branch (10 locations).
- ✓ Programmed the Transponders full PTC package - Danbury Branch.
 - ✓ Performed civil speed testing for both passenger and freight.
 - ✓ Tested the transponder linking distances, confirmed PTS.
- ✓ Introduced M3's into RSD towards completing the required 110 RSD runs on Hudson line (Tarrytown to Croton-Harmon) for FRA approval.
- ✓ Installed and tested Cellular connectivity on the Hudson Line.
- ✓ Submitted RSD Test Report for the month of January 2019.

March 2019

- ✓ Completed 110 RSD trains on Hudson line (Tarrytown to Croton-Harmon) for FRA approval.
- ✓ Continue to perform Radio Case SIT – Danbury Branch.
- ✓ Continue Installing and testing Cellular connectivity on the Hudson Line.
- ✓ Installed Office 3.4.0.1 on March 12, 2019.
- ✓ Start SUP testing on the RSD segment (Office 3.4.0.1/OBC S4B/MCM 1.8).
- ✓ Updated Transponders on the RSD segment to accommodate Amtrak/CSX interoperability.
- ✓ Performed Amtrak/CSX Rev 10 interoperability testing with the FRA.
- ✓ Submitted RSD Test Reports for February and March 2019.
- ✓ Work with NJT to start SIT on the Port Jervis Line.



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

April 2019

- Start SUP testing between Tarrytown – Harmon segment (Office 3.5/OBC S5).
- Continue Installing and testing Cellular connectivity on the Hudson Line.
- Continue Radio Case configuration and SIT – Danbury Branch.

May 2019

- Continue (E)RSD full PTC functionality between Tarrytown – Harmon.
- Start Site Performance Testing (SPT) – Danbury Branch.
- FRA approval letting Amtrak/CSX running between Tarrytown – Harmon utilizing ACSES Rev 10
- Start Site Performance Testing on the Danbury Line.
- FRA approval to move into ERSD.
- Continue Site Performance Testing on the Danbury Line.
- Start Radio Case Site Integration Testing (SIT) – Upper Hudson Line.



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

June 2019

- ▣ Continue performing SPT on the Danbury Line
- ▣ Continue Start Radio Case Site Integration Testing (SIT) – Hudson Line.
- ▣ Program the Transponders full PTC package – Upper Hudson Line/New Canaan Branch.
- ▣ Start transponder SIT to confirm linking distances, PTS - Upper Hudson Line/New Canaan Branch.

July – December 2019

- ▣ Continue SIT/SPT on remaining segments.
- ▣ Place Danbury, New Canaan Branch, Lower/Upper Hudson Line into ERSD (full PTC functionality).
- ▣ Submit PTC Safety Plan to the FRA for System Certification.





Metro-North Railroad

Information Items

**MTA METRO-NORTH RAILROAD
2018 YEAR-END REPORT
SUMMARY**

Metro-North's overall financial performance in comparison to the 2018 Final Estimate was favorable by 3.2% with an Operating Deficit of \$844.7 million that was \$27.5 million lower than projected. These improvements are driven by lower non-labor and non-cash expenses, particularly in Maintenance and Other Operating Contracts and Depreciation expense. These improvements were partially offset by increased labor expenses, particularly in Payroll and Overtime.

Total Operating Revenue of \$791.3 million was \$9.6 million lower than the Final Estimate. Farebox Revenue of \$740.3 million was \$7.6 million lower reflecting a reduced yield per passenger on the New Haven Line as well as lower ridership on the Harlem Line due in part to station improvement work. Other Operating Revenue of \$51.0 million was \$2.0 million lower than the Final Estimate due to lower revenue from net Grand Central Terminal (GCT) retail operations and decreased advertising revenue.

Total Operating Expenses of \$1,636.0 million not only supported baseline service levels and maintenance programs, but also Metro-North's strategic plan which emphasizes three priority areas, Our People, Our Customers and Our Infrastructure, as well as the continuation of the comprehensive Infrastructure Improvement and Station Enhancement programs.

Favorable non-labor costs were the result of lower expenditures for Maintenance and Other Operating Contracts, lower Materials and Supplies expense due to lower costs for rolling stock parts and supplies for reliability centered maintenance as well as lower obsolete reserves and other inventory adjustments, and scheduling changes impacting Professional Services. These improvements were partially offset by increased Other Business Expenses due to write-offs related to capital project activity and increased credit card fees.

Labor costs for the year were \$10.4 million higher than the Final Estimate, reflecting higher payroll expense of \$7.0 million due to higher than forecasted sick and vacation bank reserves as well as higher than anticipated holiday pay for represented employees and higher overtime expense of \$6.3 million due primarily to higher Reliability Centered Maintenance expense and infrastructure repair work as well as increased vacancy coverage. These increases were partially offset by lower Pension expense driven primarily by lower than anticipated rates as well as improved Reimbursable Overhead recoveries.

Reimbursable revenues (and expenditures) totaling \$248.4 million were \$36.1 million lower than the Final Estimate primarily due to revised scope estimates and delays in several major initiatives that drove lower Professional Service Contracts, and Materials and Supplies. This resulted in lower non-labor expenditures of \$40.2 million partially offset by higher labor expense of \$4.1 million.

The net cash deficit for the year of \$551.2 million was \$16.4 million or 2.9% lower than the Final Estimate. Cash receipts totaling \$1,115.8 million were \$25.4 million or 2.2% lower than the Final Estimate. This was due to \$48.7 million in unfavorable timing variances resulting from the rescheduling of capital related project activity of \$51.2 million partially offset by the timing of Amtrak reimbursements of \$2.6 million. This unfavorable timing variance is partially offset by a real favorable variance of \$23.3 million, which primarily represents reimbursements from the MTA for Inter-agency expenses.

Cash disbursements of \$1,667.0 million were \$41.8 million or 2.4% lower than the Final Estimate, of which \$70.3 million represents a favorable timing difference and \$28.5 million represents an unfavorable real difference. The favorable timing difference is due to the rescheduling of operating and capital activity. The \$28.5 million unfavorable real variance primarily consists of higher inter-agency expenses of \$21.0 million and higher overtime of \$6.8 million.

The cash deficit was funded by operating subsidies of \$569.0 million (MTA share \$439.2 million, CDOT share \$129.8 million) offset with an available cash balance of \$17.8 million.

Detailed explanations for differences between actual results and both the Final Estimate and Adopted Budget are included in the following pages. The financial results included in this document are not yet audited, and thus are subject to change. As always, Metro-North will continue to monitor its financial performance and resource requirements closely and will make appropriate forecast adjustments going forward.

**MTA METRO-NORTH RAILROAD
2018 YEAR-END REPORT
DETAILED EXPLANATIONS OF REVENUE AND EXPENSES VARIANCES
BY GENERIC CATEGORY – ACCRUAL BASIS**

2018 ACTUALS VS FINAL ESTIMATE

NON-REIMBURSABLE

Revenue:

- **Farebox Revenue** of \$740.3 million was \$7.6 million or 1.0% lower than the estimate, reflecting a reduced yield per passenger on the New Haven Line as well as lower ridership on the Harlem Line due to station improvement work.
- **Other Operating Revenue** of \$51.0 million was \$2.0 million or 3.8% below the estimate due to lower advertising revenue resulting from a reduced MNR allocation of the overall MTA contracted advertising revenue as well as lower net GCT retail income.

Expense:

- **Payroll** of \$527.2 million was \$7.0 million or 1.3% above the estimate reflecting higher than forecasted sick and vacation bank reserves as well as higher than anticipated holiday pay for represented employees.
- **Overtime** of \$101.0 million was \$6.3 million or 6.6% higher than the estimate due to increased Reliability Centered Maintenance expense in Maintenance of Equipment and higher infrastructure repair work in Maintenance of Way, higher vacation, sick and vacancy coverage requirements, and timing differences related to payroll and calendar cutoff dates.
- **Health and Welfare** of \$109.0 million was \$2.4 million or 2.2% below the estimate, reflecting lower than forecasted rates partially offset by higher labor costs.
- **OPEB Current Payment** of \$36.4 million was \$2.4 million or 7.1% above the estimate reflecting the impact of a higher number of retirees than forecasted.
- **Pension** expense of \$104.9 million was \$2.3 million or 2.2% below the estimate, reflecting lower than forecasted rates partially offset by higher labor costs.
- **Other Fringe Benefits** expense of \$124.3 million was unfavorable to the estimate by \$0.8 million or 0.6% primarily due to higher labor costs and rates partially offset by lower employee claims.
- **Reimbursable Overhead** reflects a credit of \$60.0 million, which was \$1.4 million or 2.4% favorable to the estimate, reflecting higher activity driven by Cyclical Track Programs which focused on track maintenance on the Harlem and Hudson lines; the Turnouts - Yards & Sidings Project in Brewster and Harmon; and Positive Train Control.
- **Electric Power** of \$75.1 million was \$0.9 million or 1.2% favorable to the estimate primarily due to lower rates.
- **Fuel** of \$21.7 million was \$0.3 million or 1.3% unfavorable to the estimate reflecting a higher diesel fuel price per gallon.

- **Insurance** of \$17.5 million was \$0.2 million or 0.9% favorable to the estimate based on lower premiums for All Agency Excess and Station Liability partially coverage offset by higher Auto premiums.
- **Claims** expense of \$5.2 million was \$0.4 million or 9.5% higher than the estimate due to increases in actuarial based reserve requirements.
- **Maintenance and Other Operating Contracts** of \$105.5 million was favorable to the estimate by \$17.3 million or 14.1%, reflecting 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 New York Power Authority (NYPA).
- **Professional Services** of \$36.7 million was \$2.4 million or 6.0% favorable to the estimate primarily due to lower than anticipated expenses for engineering, medical services, outside training, consulting, outside audit, advertising and the Market Share Study.
- **Materials & Supplies** of \$94.7 million was \$3.5 million or 3.5% favorable to the estimate due to the recognition of scrap sale proceeds as well as lower than anticipated expense for Reliability Centered Maintenance Programs along with obsolete reserves and other inventory adjustments.
- **Other Business Expenses** of \$31.7 million was \$2.5 million or 8.4% higher than the estimate due to write-offs related to capital project activity in addition to higher than anticipated credit card fees resulting from increased usage of MTA eTix®.
- **Depreciation** of \$230.3 million was \$13.3 million or 5.5% favorable to the estimate reflecting lower capitalization of assets than estimated due to timing differences in project completions and assets reaching beneficial use.
- **OPEB Obligation** of \$53.6 million was \$4.4 million or 7.6% lower than the estimate but will be further adjusted pending the year-end Actuarial Valuation report.
- **GASB 68/Pension Adjustment** of \$3.7 million was \$7.8 million or 67.9% lower than the estimate and will be further adjusted pending the year-end Actuarial Valuation report.
- **Environmental Remediation** of \$17.4 million was \$1.0 million or 5.2% lower than the estimate reflecting the timing of projects requiring remediation.

REIMBURSABLE

Capital Program expenses (and reimbursements) of \$248.4 million were \$36.1 million lower than the Final Estimate of \$284.5 million. Labor expenses (including fringes and overhead), totaling \$171.6 million, were \$4.1 million higher than the Final Estimate due to higher activity for the Cyclical Track Program which focused on track maintenance on the Harlem and Hudson lines. Non-Labor expenditures of \$76.9 million were \$40.2 million lower than the 2018 Final Estimate mainly due to lower activity in the Connecticut Positive Train Control Project, the High-Speed Interlocking Project, the Signal Replacement from Greenwich to South Norwalk Project, the Harlem River Lift Bridge Track Program, Hot Bearing and Wheel Impact Load Detection Systems on the New Haven Line, Turnouts and Switch Renewal throughout the Grand Central Terminal (GCT) Trainshed, the installation of Cameras for the M-8 fleet, and the Grade Crossing Renewal Program.

2018 ACTUALS vs. ADOPTED BUDGET

NON-REIMBURSABLE

Total Revenue of \$791.3 million was \$32.6 million lower than the Adopted Budget. Farebox Revenue of \$740.3 million was \$13.5 million lower than the Adopted Budget, reflecting lower yield per passenger on the New Haven Line as well as lower ridership on the Harlem Line due to station improvement work. Other Operating Revenue of \$51.0 million was \$19.1 million lower than the Adopted Budget resulting primarily from the re-timing of reimbursements for the Maybrook Trailway and New York State Grade Crossing Improvement projects, lower advertising revenue, and lower net GCT retail income.

Total Expenses of \$1,636.0 million were \$14.8 million lower than the Adopted Budget. This is driven primarily by lower Depreciation costs due to reduced capitalization of assets, lower Maintenance and Other Operating costs due to revised timing of overhauls and repairs as well as lower expenses, scheduling changes which generated lower Professional Services costs, reduced Health and Welfare costs primarily due to lower rates, lower Materials and Supplies expense, lower OPEB Obligations, and lower electric energy expenses. These improvements were partially offset by higher Environmental Remediation costs, higher Other Business Expenses due primarily to the rescheduling of anticipated recovery from losses related to the 2016 Park Avenue Viaduct Fire, increased Payroll costs related to a higher reserve for sick-bank payouts due to revised agreement contract terms and higher retiree payouts, an overage in Overtime expense due to adverse weather conditions as well as higher claims, OPEB Current Payment and diesel fuel expenses. Further details by specific cost category follow.

NON-REIMBURSABLE

Revenue:

- **Farebox Revenue** of \$740.3 million was \$13.5 million or 1.8% lower than the budget due to a reduced 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, and adverse weather conditions.
- **Other Operating Revenue** of \$51.0 million was \$19.1 million or 27.3% lower than the budget due to the re-timing of reimbursements for the Maybrook Trailway and New York State Grade Crossing Improvements project, lower advertising revenue due to a reduced MNR allocation of MTA contracted advertising revenue, and lower net GCT retail income.

Expense:

- **Payroll** of \$527.2 million was \$7.3 million or 1.4% higher than the budget due to an increase in the reserve for sick-bank payouts resulting from revised agreement contract terms and higher retiree payouts as well as higher than anticipated holiday pay expense.
- **Overtime** of \$101.0 million was \$5.3 million or 5.5% higher than the budget due to more weather events than planned, especially in the first quarter of the year, and timing differences related to payroll and calendar cutoff dates.
- **Health and Welfare** of \$109.0 million was \$7.2 million or 6.2% favorable to the budget due to lower than budgeted rates partially offset by higher labor costs.
- **OPEB Current Payment** of \$36.4 million was \$3.4 million or 10.3% unfavorable to the budget reflecting a higher number of retirees than budgeted.

- **Pension** expense of \$104.9 million was \$0.1 million or 0.1% unfavorable to the budget reflecting higher labor costs partially offset by lower than budgeted rates.
- **Other Fringe Benefits** of \$124.3 million was \$0.1 million unfavorable to the budget primarily due to higher labor costs and rates partially offset by lower employee claims.
- **Reimbursable Overhead** reflects a credit of \$60.0 million, which is \$0.4 million or 0.6% unfavorable to the budget reflecting lower capital project activity.
- **Electric Power** of \$75.1 million was \$3.9 million or 4.9% lower than the budget primarily due to lower rates.
- **Fuel** of \$21.7 million was \$3.1 million or 16.9% unfavorable to the budget reflecting a higher diesel fuel price per gallon.
- **Insurance** of \$17.5 million was \$0.9 million or 4.8% favorable to the budget based on lower premiums for Station Liability, All Agency Property and All Agency Excess.
- **Claims** expense of \$5.2 million was \$4.2 million higher than the budget due to an increase in reserve requirements primarily for a 2009 Hudson Line incident.
- **Maintenance and Other Operating Contracts** of \$105.5 million was \$16.0 million or 13.2% lower than the budget due to 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.
- **Professional Services** of \$36.7 million was \$9.2 million or 20.1% favorable to the budget primarily due to the re-forecast of consulting expense for Enterprise Asset Management and lower than anticipated expenses for engineering, medical services, outside training, consulting, outside audit, advertising and the Market Share Study.
- **Materials & Supplies** of \$94.7 million was \$4.8 million or 4.8% favorable to the budget due to the recognition of scrap sale proceeds as well as lower than anticipated expense for Reliability Centered Maintenance Programs along with obsolete reserves and other inventory adjustments.
- **Other Business Expenses** of \$31.7 million was \$10.6 million or 50.0% higher than the budget due to the rescheduling of anticipated recovery from losses related to the 2016 Park Avenue Viaduct Fire, write-offs related to capital project activity and higher credit card fees partially offset by lower stationery, office supplies, toner and other non-operating equipment expense.
- **Depreciation** of \$230.3 million was \$16.2 or 6.6% favorable to the budget reflecting lower capitalization of assets than estimated due to timing differences in project completions and assets reaching beneficial use.
- **OPEB Obligation** of \$53.6 million was \$4.4 million or 7.6% lower than the budget but will be further adjusted pending the year-end Actuarial Valuation report.
- **GASB 68/Pension Adjustment** of \$3.7 million was essentially on budget but will be further adjusted pending the year-end Actuarial Valuation report.

- **Environmental Remediation** of \$17.4 million was \$13.4 million higher than the budget reflecting the recognition of environmental abatement and disposal costs associated with demolition and excavation activities—part of the Harmon Shop Improvements Capital Project.

REIMBURSABLE

Capital program expenditures (and reimbursements) totaling \$248.4 million were \$24.5 million lower than the Adopted Budget. Labor expenses including fringe and overhead were \$10.5 million lower than the Adopted Budget primarily due to lower activity in the Connecticut Track Program and the High-Speed Interlocking Project. Non-Payroll expenditures were \$13.9 million lower than the Adopted Budget primarily due to the Connecticut Positive Train Control Project and the High-Speed Interlocking Project, and the Waterbury Branch Cab Signaling Project.

MTA METRO NORTH RAILROAD
2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) 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>	
	\$			\$	%	\$	%
Revenue							
Farebox Revenue	\$753.806	\$747.923	\$740.311	(\$13.495)	(1.8)	(\$7.612)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	70.115	52.991	50.988	(19.127)	(27.3)	(2.002)	(3.8)
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	-
Total Revenue	\$823.920	\$800.913	\$791.299	(\$32.622)	(4.0)	(\$9.615)	(1.2)
Expenses							
<u>Labor:</u>							
Payroll	\$519.938	\$520.243	\$527.238	(\$7.300)	(1.4)	(\$6.995)	(1.3)
Overtime	95.686	94.715	100.996	(5.309)	(5.5)	(6.280)	(6.6)
Health and Welfare	116.209	111.427	109.006	7.203	6.2	2.421	2.2
OPEB Current Payment	33.000	34.000	36.410	(3.410)	(10.3)	(2.410)	(7.1)
Pensions	104.779	107.206	104.896	(0.118)	(0.1)	2.310	2.2
Other Fringe Benefits	124.221	123.554	124.338	(0.116)	0.0	(0.783)	(0.6)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(60.355)	(58.594)	(59.971)	(0.384)	(0.6)	1.378	2.4
Total Labor Expenses	\$933.477	\$932.552	\$942.912	(\$9.434)	(1.0)	(\$10.359)	(1.1)
<u>Non-Labor:</u>							
Electric Power	\$78.975	\$76.069	\$75.122	\$3.853	4.9	\$0.948	1.2
Fuel	18.598	21.452	21.736	(3.138)	(16.9)	(0.284)	(1.3)
Insurance	18.364	17.635	17.480	0.884	4.8	0.155	0.9
Claims	1.000	4.716	5.162	(4.162)	*	(0.446)	(9.5)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	121.565	122.800	105.540	16.025	13.2	17.260	14.1
Professional Service Contracts	45.905	39.058	36.698	9.208	20.1	2.360	6.0
Materials & Supplies	99.566	98.205	94.745	4.821	4.8	3.461	3.5
Other Business Expenses	21.122	29.224	31.679	(10.557)	(50.0)	(2.455)	(8.4)
Total Non-Labor Expenses	\$405.095	\$409.159	\$388.161	\$16.934	4.2	\$20.998	5.1
<u>Other Expense Adjustments:</u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation and GASB Adjs.	\$1,338.572	\$1,341.712	\$1,331.073	\$7.499	0.6	\$10.639	0.8
Depreciation	\$246.507	\$243.636	\$230.301	\$16.205	6.6	\$13.334	5.5
OPEB Obligation	58.000	58.000	53.590	4.410	7.6	4.410	7.6
GASB68 Pension Adjustment	3.700	11.500	3.687	0.013	0.4	7.813	67.9
Environmental Remediation	4.000	18.307	17.351	(13.351)	*	0.956	5.2
Total Expenses	\$1,650.779	\$1,673.155	\$1,636.002	\$14.777	0.9	\$37.153	2.2
Net Surplus/(Deficit)	(\$826.858)	(\$872.241)	(\$844.703)	(\$17.845)	(2.2)	\$27.538	3.2
Cash Conversion Adjustments:							
Depreciation	\$246.507	\$243.636	\$230.301	(\$16.205)	(6.6)	(\$13.334)	(5.5)
Operating/Capital	(92.158)	(77.299)	(56.196)	35.963	39.0	21.104	27.3
Other Cash Adjustments	99.428	138.295	119.351	19.923	20.0	(18.944)	(13.7)
Total Cash Conversion Adjustments	\$253.776	\$304.631	\$293.456	\$39.680	15.6	(\$11.175)	(3.7)
Net Cash Surplus/(Deficit)	(\$573.082)	(\$567.610)	(\$551.247)	\$21.835	3.8	\$16.363	2.9

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. FINAL (DRAFT) 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>	<u>Adopted Budget</u>	<u>Final Estimate</u>
				\$	%	\$	%
Revenue							
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	128.112	(20.199)	(13.6)	(6.713)	(5.0)
CDOT	116.634	138.594	108.221	(8.412)	(7.2)	(30.373)	(21.9)
Other	7.955	11.110	12.109	4.155	52.2	1.000	9.0
Capital and Other Reimbursements	272.900	284.529	248.443	(24.457)	(9.0)	(36.086)	(12.7)
Total Revenue	\$272.900	\$284.529	\$248.443	(\$24.457)	(9.0)	(\$36.086)	(12.7)
Expenses							
<u>Labor:</u>							
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	0.000	0.000	-	0.000	-
Reimbursable Overhead	57.600	55.422	57.309	0.291	0.5	(1.887)	(3.4)
Total Labor Expenses	\$182.090	\$167.466	\$171.552	\$10.539	5.8	(\$4.085)	(2.4)
<u>Non-Labor:</u>							
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	26.087	(13.773)	*	3.818	12.8
Professional Service Contracts	46.072	38.797	20.116	25.956	56.3	18.682	48.2
Materials & Supplies	28.123	43.715	25.917	2.206	7.8	17.798	40.7
Other Business Expenses	0.237	0.278	0.346	(0.109)	(45.7)	(0.068)	(24.5)
Total Non-Labor Expenses	\$90.809	\$117.062	\$76.891	\$13.918	15.3	\$40.171	34.3
<u>Other Expense Adjustments:</u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation	\$272.900	\$284.529	\$248.443	\$24.457	9.0	\$36.086	12.7
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	-
Total Expenses	\$272.900	\$284.529	\$248.443	\$24.457	9.0	\$36.086	12.7
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Cash Conversion Adjustments:							
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	-
Total Cash Conversion Adjustments	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

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. FINAL (DRAFT) ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-C

NON-REIMBURSABLE/ REIMBURSABLE	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget	Final Estimate		
	\$	\$	\$	\$	\$	%	%
Revenue							
Farebox Revenue	\$753.806	\$747.923	\$740.311	(\$13.495)	(\$7.612)	(1.8)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	-	-
Other Operating Revenue	70.115	52.991	50.988	(19.127)	(2.002)	(27.3)	(3.8)
MTA	148.312	134.825	128.112	(20.199)	(6.713)	(13.6)	(5.0)
CDOT	116.634	138.594	108.221	(8.412)	(30.373)	(7.2)	(21.9)
Other	7.955	11.110	12.109	4.155	1.000	52.2	9.0
Capital and Other Reimbursements	272.900	284.529	248.443	(24.457)	(36.086)	(9.0)	(12.7)
Total Revenue	\$1,096.820	\$1,085.442	\$1,039.742	(\$57.079)	(\$45.701)	(5.2)	(4.2)
Expenses							
<u>Labor:</u>							
Payroll	\$573.635	\$568.025	\$574.029	(\$0.394)	(\$6.004)	0.0	(1.1)
Overtime	121.135	118.709	127.786	(6.651)	(9.077)	(5.5)	(7.6)
Health and Welfare	134.966	127.882	125.520	9.446	2.362	7.0	1.8
OPEB Current Payment	33.000	34.000	36.410	(3.410)	(2.410)	(10.3)	(7.1)
Pensions	117.857	118.573	116.411	1.446	2.162	1.2	1.8
Other Fringe Benefits	137.730	136.002	136.969	0.761	(0.967)	0.6	(0.7)
GASB Account	0.000	0.000	0.000	0.000	0.000	-	-
Reimbursable Overhead	(2.755)	(3.172)	(2.662)	(0.093)	(0.510)	(3.4)	(16.1)
Total Labor Expenses	\$1,115.568	\$1,100.019	\$1,114.463	\$1.105	(\$14.444)	0.0	(1.3)
<u>Non-Labor:</u>							
Electric Power	\$78.975	\$76.069	\$75.309	\$3.666	\$0.760	4.6	1.0
Fuel	18.598	21.452	21.736	(3.138)	(0.284)	(16.9)	(1.3)
Insurance	22.428	22.003	21.718	0.710	0.285	3.2	1.3
Claims	1.000	4.716	5.162	(4.162)	(0.446)	*	(9.5)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	-	-
Maintenance and Other Operating Contracts	133.879	152.705	131.627	2.252	21.078	1.7	13.8
Professional Service Contracts	91.977	77.855	56.814	35.164	21.042	38.2	27.0
Materials & Supplies	127.689	141.920	120.662	7.027	21.259	5.5	15.0
Other Business Expenses	21.359	29.502	32.025	(10.666)	(2.523)	(49.9)	(8.6)
Total Non-Labor Expenses	\$495.904	\$526.222	\$465.052	\$30.852	\$61.170	6.2	11.6
<u>Other Expense Adjustments:</u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and GASB Adjs.	\$1,611.472	\$1,626.241	\$1,579.516	\$31.956	\$46.725	2.0	2.9
Depreciation	\$246.507	\$243.636	\$230.301	\$16.205	\$13.334	6.6	5.5
OPEB Obligation	58.000	58.000	53.590	4.410	4.410	7.6	7.6
GASB68 Pension Adjustment	3.700	11.500	3.687	0.013	7.813	0.4	67.9
Environmental Remediation	4.000	18.307	17.351	(13.351)	0.956	*	5.2
Total Expenses	\$1,923.679	\$1,957.683	\$1,884.445	\$39.234	\$73.239	2.0	3.7
Net Surplus/(Deficit)	(\$826.858)	(\$872.241)	(\$844.703)	(\$17.845)	\$27.538	(2.2)	3.2
Cash Conversion Adjustments:							
Depreciation	\$246.507	\$243.636	\$230.301	(\$16.205)	(\$13.334)	(6.6)	(5.5)
Operating/Capital	(92.158)	(77.299)	(56.196)	35.963	21.104	39.0	27.3
Other Cash Adjustments	99.428	138.295	119.351	19.923	(18.944)	20.0	(13.7)
Total Cash Conversion Adjustments	253.776	304.631	293.456	\$39.680	(\$11.175)	15.6	(3.7)
Net Cash Surplus/(Deficit)	(\$573.082)	(\$567.610)	(\$551.247)	\$21.835	\$16.363	3.8	2.9

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 YEAR-END REPORT
DETAILED EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES

2018 ACTUALS VS FINAL ESTIMATE

RECEIPTS

- **Farebox Revenue** of \$726.6 million was \$8.3 million or 1.1% lower than the estimate due to a real unfavorable variance of \$7.7 million driven by a lower yield per passenger on the New Haven Line attributed to growth in shorter distance trips as well as lower ridership on the Harlem Line due to station improvement work. This unfavorable real variance was combined with an unfavorable timing difference of \$0.6 million due to the timing of cash receipts.
- **Other Operating Revenue** of \$125.5 million was \$5.2 million or 4.3% higher than the estimate due to a favorable timing variance of \$3.0 million driven by Amtrak reimbursements and advertising receipts. This favorable timing variance was combined with a favorable real variance of \$2.2 million attributable to a refund for overpayment of energy expenses and a reimbursement for legal fees related to Spuyten Duyvil.
- **Capital and Other Reimbursements** of \$263.7 million was \$22.3 million or 7.8% lower than the estimate due to an unfavorable timing variance of \$51.2 million resulting from the rescheduling of capital project activity. This unfavorable timing variance is partially offset by a favorable real variance of \$28.8 million primarily representing reimbursements from the MTA for Inter-agency expenses that are completely offset by labor expenditures as noted below

EXPENDITURES

- **Payroll** of \$569.7 million was \$17.9 million or 3.3% higher than the estimate due to an unfavorable real variance driven by inter-agency payments which are completely reimbursed as noted above in receipts.
- **Overtime** of \$125.6 million was \$6.8 million or 5.8% higher than the estimate representing a real variance due to higher Reliability Centered Maintenance and infrastructure repair work.
- **Health and Welfare** of \$144.0 million was \$6.6 million or 4.8% higher than the estimate representing a real variance due to higher rates than estimated.
- **OPEB Current Payment** of \$36.4 million was \$2.4 million or 7.1% higher than the estimate representing a real difference due to a higher number of retirees receiving health care benefits.
- **Pension** expense of \$119.0 million was \$0.2 million or 0.2% lower than the estimate representing a real variance primarily due to lower rates than estimated.
- **Other Fringe Benefits** of \$133.9 million was \$5.9 million or 4.6% higher than the estimate representing a real variance due to higher rates than estimated.
- **Electric Power** of \$79.2 million was \$1.1 million or 1.4% higher than the estimate representing an unfavorable timing variance of \$2.9 million attributable to 2017 expenses being paid in 2018 partially offset by a favorable real variance of \$1.8 million due to lower rates.

- **Fuel** of \$22.7 million was \$1.7 million or 8.0% higher than the estimate representing an unfavorable timing variance of \$1.4 million attributable to 2017 expenses being paid in 2018 combined with an unfavorable real variance of \$0.2 million due to higher diesel fuel prices per gallon
- **Insurance** of \$20.9 million was \$0.2 million or 0.8% lower than the estimate due to a real variance of \$1.3 million driven by lower premiums for Force Account and Excess Liability partially offset by a timing variance of \$1.2 million for premium policy payments for All Agency Property.
- **Claims** expense of \$19.2 million was \$1.2 million or 5.8% lower than the estimate representing a timing difference attributable to passenger claims incurred in prior years but paid in 2019.
- **Maintenance and Other Operating Contracts** of \$146.0 million was \$42.7 million or 22.6% lower than the estimate predominately reflecting a favorable timing variance of \$42.0 million representing the rescheduling of operating and capital activity.
- **Professional Service Contracts** of \$64.4 million was \$26.9 million or 29.4% lower than the estimate reflecting a favorable timing variance of \$24.8 million which represents the rescheduling of operating and capital activity combined with a favorable real variance of \$2.1 million that represents lower expenditures for Engineering and Professional Services.
- **Materials and Supplies** of \$144.2 million was \$7.7 million or 5.1% lower than the estimate due to a timing variance which represents the rescheduling of operating and capital activity.
- **Other Business Expenses** of \$41.8 million was \$5.4 million or 11.4% lower than the estimate primarily due to a lower real variance of \$5.3 million driven by lower spending on other miscellaneous expenses, travel, meetings & conventions and non-operating equipment purchases.

The cash receipts and disbursements activity noted above resulted in a net cash deficit of \$551.2 million, which is \$16.4 million or 2.9% lower than the Final Estimate. Cash subsidies of \$569.0 million and available cash balances of \$17.8 million were drawn to fund this deficit. Cash subsidy requirements were \$1.4 million or 0.2% higher than the Final Estimate (CDOT share of \$8.8 million offset by an MTA share of \$7.4 million).

2018 ACTUALS vs. ADOPTED BUDGET

RECEIPTS

- **Farebox Revenue** of \$726.6 million was \$15.0 million or 2.0% lower than the budget reflecting the impact of lower than anticipated yield per passenger on the New Haven Line attributable to growth in shorter distance commuter trips, lower ridership on the Harlem Line due to station improvement work, and adverse weather conditions.
- **Other Operating Revenue** of \$125.5 million was \$6.2 million or 5.2% higher than the budget primarily due to unbudgeted third-party insurance reimbursement for passenger injury claims of \$12.6 million relating to the Spuyten Duyvil derailment, higher Amtrak reimbursements of \$2.7 million and higher GCT revenues of \$2.5 million. These increases

are partially offset by Maybrook Trailway reimbursements budgeted but not received due to the delay of the project of \$13.3 million.

- **Capital and Other Reimbursements** of \$263.7 million was \$28.9 million or 9.9% lower than the budget reflecting scheduling changes in capital projects, most notably Positive Train Control, the High-Speed Interlocking Project, and the Connecticut Track Program.

EXPENDITURES

- **Payroll** of \$569.7 million was \$15.0 million or 2.6% lower than the budget primarily due to the under budgeting of employee contributions towards Health & Welfare benefits and the re-timing of Retroactive Wage Adjustment (RWA) budgeted but not paid partially offset by intercompany payroll not budgeted.
- **Overtime** of \$125.6 million was \$2.0 million or 1.7% higher than the budget due to higher Reliability Centered Maintenance and infrastructure repair work.
- **Health & Welfare** of \$144.0 million was \$4.9 million or 3.5% higher than the budget primarily due to under budgeted employee contributions as well as unbudgeted intercompany payroll.
- **OPEB Current Payment** of \$36.4 million was \$3.4 million or 10.4% higher than the budget primarily due to an increased number of retirees receiving healthcare coverage.
- **Pension** expense of \$119.0 million was \$0.6 million or 0.5% higher than the budget primarily due to a higher Actuarially Determined Contribution (ADC) than budgeted.
- **Other Fringe Benefits** of \$133.9 million was \$1.3 million or 1.0% lower than the budget primarily due to the re-timing of RWA payments.
- **Electric Power** of \$79.2 million was \$1.6 million or 2.0% lower than the budget due to lower rates of \$4.7 million partially offset by the timing of payments of \$3.1 million.
- **Fuel** of \$22.7 million was \$4.5 million or 24.9% higher than the budget primarily due to higher diesel fuel prices per gallon totaling \$3.1 million combined with the timing of payments of \$1.4 million.
- **Insurance** of \$20.9 million was \$1.7 million or 7.5% lower than the budget primarily due to lower premiums for Excess and Station Liability of \$1.0 million and \$0.4 million, respectively, combined with the timing of payments for All Agency Property premiums of \$0.3 million.
- **Claims** expense of \$19.2 million was \$16.1 million higher than the budget primarily due to passenger injury settlements of \$12.6 million related to the Spuyten Duyvil derailment and other passenger injury claims of \$3.5 million. Third-party insurance reimbursements of \$12.6 million for Spuyten Duyvil are reflected in the Other Operating Revenue category.
- **Maintenance and Other Operating Contracts** of \$146.0 million was \$20.4 million or 12.3% lower than the budget primarily due to timing delays for the BL-20 locomotive overhaul, Bridgeport Derailment M-8 repairs, other miscellaneous maintenance and operating contracts of \$16.3 million, and the timing of payments for MTA Police Services of \$3.8 million.

- **Professional Services** contracts of \$64.4 million was \$51.7 million or 44.5% lower than the budget primarily due to revised milestone scheduling for capital related projects of \$40.4 million in addition to a variance of \$11.5 million reflecting the re-forecasting of consulting expense for Enterprise Asset Management and lower expenses for Engineering Services.
- **Materials and Supplies** of \$144.2 million was \$2.5 million or 1.7% lower than the budget, which was driven mostly by revised assumptions of 2018 capital project activity.
- **Other Business Expenses** of \$41.8 million was \$3.3 million or 8.6% higher than the budget primarily due to the non-receipt of a budgeted insurance recovery of \$9.7 million from the Park Avenue Viaduct fire partially offset by lower miscellaneous expenses.

The cash receipts and disbursement activity noted above resulted in a net cash deficit of \$551.2 million that was \$21.8 million or 3.8% lower than the Adopted Budget.

MTA METRO NORTH RAILROAD
2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) 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	
				\$	%	\$	%
Receipts							
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)
Total Receipts	\$1,153.482	\$1,141.207	\$1,115.787	(\$37.695)	(3.3)	(\$25.420)	(2.2)
Expenditures							
Labor:							
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
Total Labor	\$1,134.085	\$1,089.112	\$1,128.571	\$5.514	0.5	(\$39.459)	(3.6)
Non-Labor:							
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
Total Non-Labor	\$592.480	\$619.705	\$538.463	\$54.017	9.1	\$81.242	13.1
Other Expenditure Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$1,726.565	\$1,708.817	\$1,667.034	\$59.531	3.4	\$41.783	2.4
Net Cash Surplus/(Deficit)	(\$573.082)	(\$567.610)	(\$551.247)	\$21.835	3.8	\$16.363	2.9
Subsidies							
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
Total Subsidies	\$573.082	\$567.610	\$569.012	(\$4.070)	(0.7)	\$1.402	0.2

Notes:

-- Results are preliminary and subject to audit review.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) 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		
	\$			\$	%	\$	%
Receipts							
Farebox Revenue	(\$12.202)	(\$13.043)	(\$13.695)	(\$1.493)	(12.2)	(\$0.651)	(5.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	49.166	67.353	74.515	25.349	51.6	7.162	10.6
MTA	19.698	1.455	7.597	(12.101)	(61.4)	6.141	*
CDOT	0.000	0.000	4.547	4.547	-	4.547	*
Other	0.000	(0.000)	3.082	3.082	-	3.082	*
Capital & Other Reimbursements	19.698	1.455	15.225	(4.473)	(22.7)	13.770	*
Total Receipts	\$56.662	\$55.765	\$76.045	\$19.383	34.2	\$20.280	36.4
Expenditures							
<u>Labor:</u>							
Payroll	(\$11.007)	\$16.296	\$4.354	\$15.361	*	(\$11.942)	(73.3)
Overtime	(2.439)	(0.068)	2.171	4.610	*	2.239	*
Health and Welfare	(4.133)	(9.542)	(18.482)	(14.349)	*	(8.940)	(93.7)
OPEB Current Payment	0.000	0.000	(0.013)	(0.013)	-	(0.013)	*
Pensions	(0.519)	(0.607)	(2.556)	(2.038)	*	(1.949)	*
Other Fringe Benefits	2.495	7.999	3.080	0.585	23.4	(4.919)	(61.5)
GASB Account	(0.160)	0.000	0.000	0.160	*	0.000	-
Reimbursable Overhead	(2.755)	(3.172)	(2.662)	0.093	3.4	0.510	16.1
Total Labor	(\$18.517)	\$10.906	(\$14.108)	\$4.409	23.8	(\$25.014)	*
<u>Non-Labor:</u>							
Electric Power	(\$1.901)	(\$2.061)	(\$3.920)	(\$2.019)	*	(\$1.859)	(90.2)
Fuel	0.467	0.480	(0.918)	(1.385)	*	(1.398)	*
Insurance	(0.214)	0.881	0.769	0.983	*	(0.112)	(12.7)
Claims	(2.035)	(15.628)	(13.992)	(11.956)	*	1.636	10.5
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(32.565)	(36.069)	(14.413)	18.152	55.7	21.656	60.0
Professional Service Contracts	(24.128)	(13.414)	(7.587)	16.540	68.6	5.827	43.4
Materials & Supplies	(19.064)	(10.008)	(23.577)	(4.513)	(23.7)	(13.569)	*
Other Business Expenditures	(17.137)	(17.663)	(9.772)	7.364	43.0	7.891	44.7
Total Non-Labor	(\$96.576)	(\$93.483)	(\$73.411)	\$23.165	24.0	\$20.072	21.5
<u>Other Expenditure Adjustments:</u>							
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	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$58.431)	(\$26.811)	(\$11.473)	\$46.958	80.4	\$15.338	57.2
Depreciation	\$246.507	\$243.636	\$230.301	(\$16.205)	(6.6)	(\$13.334)	(5.5)
OPEB Obligation	58.000	58.000	53.590	(4.410)	(7.6)	(4.410)	(7.6)
GASB68 Pension Adjustment	3.700	11.500	3.687	(0.013)	(0.4)	(7.813)	(67.9)
Environmental Remediation	4.000	18.307	17.351	13.351	*	(0.956)	(5.2)
Total Cash Conversion Adjustments	\$253.776	\$304.631	\$293.456	\$39.680	15.6	(\$11.175)	(3.7)

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 YEAR-END REPORT
2018 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Favorable/(Unfavorable) Variance				
	Final Estimate	Actual	Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$734.9	\$726.6	(\$8.3)	(\$7.7)	(\$0.6)
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	120.3	125.5	5.2	2.2	3.0
Capital and Other Reimbursements	286.0	263.7	(22.3)	28.8	(51.2)
Total Receipts	1,141.2	1,115.8	(25.4)	23.3	(48.7)
<u>Expenditures</u>					
Labor:					
Payroll	\$551.7	\$569.7	(\$17.9)	(\$17.9)	\$0.0
Overtime	118.8	125.6	(6.8)	(6.8)	0.0
Health and Welfare	137.4	144.0	(6.6)	(6.6)	0.0
OPEB Current Payment	34.0	36.4	(2.4)	(2.4)	0.0
Pensions	119.2	119.0	0.2	0.2	0.0
Other Fringe Benefits	128.0	133.9	(5.9)	(5.9)	0.0
GASB Account	0.0	0.0	0.0	0.0	0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	1,089.1	1,128.6	(39.5)	(39.5)	0.0
Non-Labor:					
Electric Power	\$78.1	\$79.2	(\$1.1)	\$1.8	(\$2.9)
Fuel	21.0	22.7	(1.7)	(0.2)	(1.4)
Insurance	21.1	20.9	0.2	1.3	(1.2)
Claims	20.3	19.2	1.2	(0.0)	1.2
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	188.8	146.0	42.7	0.7	42.0
Professional Service Contracts	91.3	64.4	26.9	2.1	24.8
Materials & Supplies	151.9	144.2	7.7	0.0	7.7
Other Business Expenses	47.2	41.8	5.4	5.3	0.1
Total Non-Labor Expenditures	619.7	538.5	81.2	11.0	70.3
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Expenditures	1,708.8	1,667.0	41.8	(28.5)	70.3
Baseline Net Cash Surplus/(Deficit)	(\$567.6)	(\$551.2)	\$16.4	(\$5.2)	\$21.5

Totals may not agree due to rounding.
Results are subject to audit

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	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	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	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<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> ²	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> ³	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<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) -11.1%	(\$5.309) -5.5%	(143,913) -9.2%	(\$6.280) -6.6%
REIMBURSABLE OVERTIME	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%
TOTAL OVERTIME	1,957,513	\$121.135	1,964,857	\$118.709	2,171,901	\$127.786	(214,388) -11.0%	(\$6.651) -5.5%	(207,044) -10.5%	(\$9.077) -7.6%

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Scheduled Service category)

³ 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	\$	
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u> ¹	(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> ²	(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> ³	0	\$ -	
<u>Other</u>	(15)	(\$2.403)	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	(143,913)	(\$6.280)	
REIMBURSABLE OVERTIME	(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%	
TOTAL OVERTIME	(207,044)	(\$9.077)	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Scheduled Service category)

³ Not Applicable

MTA METRO-NORTH RAILROAD
2018 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<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 YEAR-END REPORT
DETAILED EXPLANATION OF VARIANCES ON
NON-REIMBURSABLE AND REIMBURSABLE POSITIONS
By FUNCTION and DEPARTMENT**

2018 ACTUALS vs. FINAL ESTIMATE

Effective December 31, 2018, Metro-North's staff count was 564 lower than the 2018 Final Estimate. This included 136 employees in an unpaid status and 428 vacant positions. While approximately 638 positions were filled, 433 were external hires, with promotions and transfers accounting for the balance. Retirements and staff turnover totaling 348 offset hiring.

The variances for the functional categories were as followed:

- **Administrative** headcount was 94 fewer than the 2018 Final Estimate primarily due to the delayed hiring of vacant positions and staff turnover in the Training, Procurement, Controllers, Customer Service, Legal, Labor Relations and Budget Departments.
- **Operations** positions paid was 71 fewer than the 2018 Final Estimate primarily due to the delayed hiring of vacant positions in the Operations Administration and Customer Service Departments.
- **Maintenance** positions paid were 377 fewer than 2018 Final Estimate primarily due to vacancies in the Maintenance of Way and Maintenance of Equipment Departments resulting from filling positions with internal transfers as well as retirements.
- **Engineering/Capital** positions were 22 fewer than the 2018 Final Estimate primarily due to retirements and positions being filling internally.

MTA METRO-NORTH RAILROAD
2018 YEAR-END REPORT
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2018

<u>Department</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Fav/(Unfav) Variance</u>
Administration			
President	3	3	-
Labor Relations	20	14	6
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
Legal	19	12	7
Claims	14	12	2
Environmental Compliance & Svce	8	7	1
Human Resources	51	46	5
Training	101	86	15
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
Budget	23	17	6
Procurement & Material Management	39	25	14
Total Administration	602	508	94
Operations			
Operations Administration	105	73	32
Transportation	1,637	1,639	(2)
Customer Service	294	268	26
Metro-North West	46	31	15
Total Operations	2,082	2,011	71
Maintenance			
Maintenance of Equipment	1,764	1,652	112
Maintenance of Way	2,416	2,162	254
Procurement & Material Mgmt	134	123	11
Total Maintenance	4,314	3,937	377
Engineering/Capital			
Construction Management	43	36	7
Engineering & Design	93	78	15
Total Engineering/Capital	136	114	22
Total Positions	7,134	6,570	564
Non-Reimbursable	6,495	6,064	431
Reimbursable	639	507	133
Total Full-Time	7,133	6,569	564
Total Full-Time-Equivalents (of part-time positions)	1	1	-

**MTA METRO-NORTH RAILROAD
2018 YEAR-END REPORT
DETAILED EXPLANATIONS of VARIANCES on
FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
By OCCUPATIONAL GROUP**

2018 ACTUALS vs. FINAL ESTIMATE

Effective December 31, 2018, Metro-North's staff count was 564 lower than the 2018 Final Estimate. This included 136 employees in an unpaid status and 428 vacant positions. While approximately 638 positions were filled, 433 were external hires, with promotions and transfers accounting for the balance. Retirements and staff turnover totaling 348 offset hiring.

The variances for the functional categories were as followed:

- **Administrative** headcount was 94 fewer than the 2018 Final Estimate primarily due to delayed hiring of vacant positions and staff turnover in the Training, Procurement, Controllers, Customer Service, Legal, Labor Relations and Budget Departments.
- **Operations** positions paid was 71 fewer than the 2018 Final Estimate primarily due to Trainmasters, Managers and Specialist positions in the Operations Administration and Transportation Departments in the Professional, Technical, and Clerical category as well as custodial staff within the Customer Service Department in the Operational Hourly category.
- **Maintenance** positions paid were 377 fewer than the 2018 Final Estimate primarily due to Operational Hourly vacancies in the Electrician and Coach Cleaner's crafts that support the right-of-way and rolling stock maintenance. Managers, Technicians, and Specialists in the Professional, Technical, and Clerical category as well as vacant Foreman and Director level staff in the Managers/Supervisors category also contribute to this variance.
- **Engineering/Capital** positions paid were 22 fewer than the 2018 Final Estimate primarily due to retirements and filling positions internally within the Professional, Technical, and Clerical category.

MTA METRO-NORTH RAILROAD
2018 YEAR-END REPORT
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2018

	Final Estimate	Actual	Fav/(Unfav) Variance
Administration			
Managers/Supervisors	201	172	29
Professional, Technical, Clerical	401	336	65
Operational Hourlies	-	-	-
Total Administration	602	508	94
Operations			
Managers/Supervisors	234	243	(9)
Professional, Technical, Clerical	236	173	63
Operational Hourlies	1,612	1,595	17
Total Operations	2,082	2,011	71
Maintenance			
Managers/Supervisors	701	644	57
Professional, Technical, Clerical	564	501	63
Operational Hourlies	3,049	2,791	258
Total Maintenance	4,314	3,937	377
Engineering/Capital			
Managers/Supervisors	52	47	5
Professional, Technical, Clerical	84	67	17
Operational Hourlies	-	-	-
Total Engineering/Capital	136	114	22
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,188	1,107	81
Professional, Technical, Clerical	1,285	1,077	208
Operational Hourlies	4,661	4,387	274
Total Positions	7,134	6,570	564

**MTA METRO-NORTH RAILROAD
2018 YEAR-END REPORT
DETAILED EXPLANATIONS OF VARIANCES ON
RIDERSHIP (UTILIZATION)**

2018 ACTUALS vs. FINAL ESTIMATE

2018 Metro-North rail ridership for East and West of Hudson service totaled 86.6 million rides, a decrease of 0.1 million or 0.1% below 2017.

Total annual East of Hudson ridership was approximately 84.9 million, which was lower than the Final Estimate by 0.3%. Commutation ridership was lower by 0.2% and non-commutation ridership was 0.6% lower than the 2018 Final Estimate.

The Hudson & New Haven Lines had a record-setting year in 2018:

- Both the Hudson Line and the New Haven Line surpassed last year's record with 17.2 and 40.3 million annual rides, respectively.
- The Hudson Line surpassed last 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.

The changes by line vs. 2017 are as follows:

- +1.4% Hudson Line
- +0.1% New Haven Line
- -1.5% Harlem Line

Significant increases occurred in commutation ridership to Manhattan, reverse commutation and weekday off-peak ridership during the past year, due in part to the strong regional economy. However, weekend discretionary ridership was 0.8% below 2017 and Intermediate ridership decreased by 2.3%:

- +0.6% Commutation to Manhattan
- +1.5% Weekday Off-Peak
- - 0.8% Weekend
- +2.9% Reverse Commutation
- - 2.3% Intermediate

West-of-Hudson ridership was 1.6 million for the year, which was 2.7% higher than the 2018 Final Estimate and 1.2% higher than 2017.

2018 ACTUALS vs. ADOPTED BUDGET

2018 Metro-North rail ridership for East and West of Hudson service totaled 86.6 million rides, a decrease of \$0.8 million or 0.9% below 2018 Adopted Budget.

Total annual East of Hudson ridership was approximately 84.9 million. As compared to the Adopted Budget, overall East of Hudson ridership was lower by 0.9%. Commutation ridership was lower by 2.5% and non-commutation ridership was 1.1% higher than the 2018 Adopted Budget.

West-of-Hudson ridership was 1.6 million for the year, which was 2.1% higher than the 2018 Adopted Budget and 1.2% higher than 2017.

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 ^(A)	ADOPTED BUDGET		FINAL ESTIMATE	Fav/(Unfav)	2017	
<u>FAREBOX REVENUE</u>										
<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%
TOTAL HARLEM LINE	\$217.098	\$213.616	\$210.988	\$212.301	(\$6.111)	-2.8%	(\$2.629)	-1.2%	(\$1.313)	-0.6%
<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%
TOTAL HUDSON LINE	\$160.805	\$161.196	\$160.981	\$157.383	\$0.177	0.1%	(\$0.215)	-0.1%	\$3.598	2.3%
<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%
TOTAL NEW HAVEN LINE	\$361.447	\$358.720	\$353.691	\$349.371	(\$7.756)	-2.1%	(\$5.029)	-1.4%	\$4.320	1.2%
All Lines - Commutation	354.715	347.354	343.374	340.376	(11.341)	-3.2%	(3.980)	-1.1%	2.998	0.9%
All Lines - Non-Commutation	384.635	386.178	382.286	378.679	(2.349)	-0.6%	(3.892)	-1.0%	3.607	1.0%
TOTAL EAST OF HUDSON LINES	\$739.350	\$733.532	\$725.660	\$719.055	(\$13.690)	-1.9%	(\$7.872)	-1.1%	\$6.605	0.9%
West of Hudson ^(B)	<u>\$14.456</u>	<u>\$14.391</u>	<u>\$14.651</u>	<u>\$14.382</u>	<u>0.195</u>	<u>1.3%</u>	<u>0.260</u>	<u>1.8%</u>	<u>0.269</u>	<u>1.9%</u>
TOTAL FAREBOX REVENUE	\$753.806	\$747.923	\$740.311	\$733.436	(\$13.495)	-1.8%	(\$7.612)	-1.0%	\$6.874	0.9%
<u>RIDERSHIP</u>										
<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%
TOTAL HARLEM LINE	28.159	27.706	27.451	27.866	(0.708)	-2.5%	(0.255)	-0.9%	(0.415)	-1.5%
<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%
TOTAL HUDSON LINE	17.111	17.126	17.161	16.928	0.050	0.3%	0.035	0.2%	0.233	1.4%
<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%
TOTAL NEW HAVEN LINE	40.453	40.371	40.299	40.242	(0.154)	-0.4%	(0.072)	-0.2%	0.057	0.1%
Total Ridership East of Hudson										
All Lines - Commutation	49.363	48.231	48.146	48.337	(1.217)	-2.5%	(0.085)	-0.2%	(0.191)	-0.4%
All Lines - Non-Commutation	36.360	36.972	36.764	36.699	0.404	1.1%	(0.207)	-0.6%	0.065	0.2%
TOTAL EAST OF HUDSON LINES	85.723	85.203	84.911	85.036	(0.812)	-0.9%	(0.292)	-0.3%	(0.125)	-0.1%
West of Hudson ^(B)	<u>1.608</u>	<u>1.599</u>	<u>1.642</u>	<u>1.622</u>	<u>0.034</u>	<u>2.1%</u>	<u>0.043</u>	<u>2.7%</u>	<u>0.020</u>	<u>1.2%</u>
TOTAL EAST & WEST OF HUDSON LINES	87.331	86.802	86.553	86.658	(0.778)	-0.9%	(0.249)	-0.3%	(0.105)	-0.1%

^(A) 2017 Ridership figures have been restated to simulate the 2018 calendar.

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

MTA METRO-NORTH RAILROAD 2018 YEAR-END REPORT RESULTS OF OPERATIONS

In 2018, Metro-North Railroad (MNR) continued to utilize its resources to sustain current operations and fund strategic investments that further promote safe, secure and reliable transportation service for our customers, a safe and secure working environment for our employees, and constant and impactful improvements in our infrastructure. Over the last several years, Metro-North has taken important steps to develop policies and initiatives to meet these objectives, and that work continues.

Our Strategic Plan: “Our Railroad, Our Vision, Our Future”

In June of 2016, we launched a new five-year Metro-North Strategic Plan, which identified three Priority Areas: Our Customers, Our Infrastructure, and Our People.

Through the three priorities of Our Customers, Our Infrastructure and Our People, an engaged workforce will continue to progress Metro-North Railroad towards fulfilling Our Mission.

- *Our Customers – Consistently meet customer expectations by ensuring safe, reliable, accessible and comfortable service, and by providing timely, accurate and open communication.*
- *Our Infrastructure – Ensure that all assets are in a state of good repair.*
- *Our People – Be an engaged, accountable and high performing workforce.*

Our Plan drivers - Safety, Integrity, and Innovation establish the focus for new initiatives.

- *Safety – Safety guides all our decisions, actions and initiatives.*
- *Integrity – Maintaining the public’s confidence in all that we do and building a sustainable future.*
- *Innovation – Encouraging new ways of thinking and doing business.*

October 2018 saw the launch of Metro-North’s “Way Ahead” Program. This program, which is based upon the same three priority areas as the MNR Strategic Plan, lays out how Metro-North will set the standard for safety, reliability and innovation in the delivery of excellent customer service while identifying ways to operate more efficiently.

Financial Performance Summary

Metro-North’s overall financial performance in comparison to the 2018 Final Estimate was favorable by 3.2% with an Operating Deficit of \$844.7 million that was \$27.5 million lower than projected. These improvements are driven by lower non-labor and non-cash expenses, particularly in Maintenance and Other Operating Contracts and Depreciation expense. These improvements were partially offset by increased labor expenses, particularly in Payroll and Overtime.

Total Operating Revenue of \$791.3 million was \$9.6 million lower than the Final Estimate. Farebox Revenue of \$740.3 million was \$7.6 million lower reflecting a reduced yield per passenger on the New Haven Line as well as lower ridership on the Harlem Line due in part to station improvement work. Other Operating Revenue of \$51.0 million was \$2.0 million lower than the Final Estimate due to lower revenue from net Grand Central Terminal (GCT) retail operations and decreased advertising revenue.

Favorable non-labor costs were the result of lower expenditures for Maintenance and Other Operating Contracts, lower Materials and Supplies expense due to lower costs for rolling stock parts and supplies for reliability centered maintenance as well as lower obsolete reserves and other inventory adjustments, and scheduling changes impacting Professional Services. These improvements were partially offset by increased Other Business Expenses due to write-offs related to capital project activity and increased credit card fees.

The Farebox Operating Ratio (FOR), which calculates the percentage of operating expense covered through Farebox Revenue, was 55.0% for Metro-North. This represents a 0.9% decrease from the previous year, due to expenses growing higher than revenues with ridership marginally lower. However, the 2018 actual FOR was favorable to the Final Estimate level of 54.2% and the Adopted Budget level of 54.1% due to lower than forecasted expenses partially offset by lower than expected revenues. The 2018 operating cost per passenger of \$15.55 was \$0.35 higher than the 2017 level of \$15.20, primarily due to the higher expenses noted above.

Please note that the financial results included in this document are not yet audited and thus are subject to change.

Safety and Security Initiatives

Safety

- Fully implemented Cority, an Enterprise Safety Database Solution System. Cority provides a centralized repository to efficiently document, track, trend and report on safety data.
- Expanded the TRACKS program to include Platform Gap and Bridge Plate Usage Safety as well as Suicide Prevention. Developed in conjunction with Corporate and Public Affairs, we instituted digital social media campaigns for Facebook and Twitter as well as a print campaigns in which flyers were handed out to customers promoting safety on station platforms and when using bridge plates. Additionally, TRACKS partnered with the American Foundation for Suicide Prevention and participated in Out of the Darkness Walks to promote awareness.
- Implemented a Safety Management System (SMS) approach to Metro-North's overall safety program. The SMS approach, which has been endorsed by the Federal Transit Administration (FTA) and Federal Railroad Administration (FRA), brings both management and labor together to work collaboratively to control risks as well as identify and mitigate safety issues while measuring safety performance.
- Partnered with WAZE, a Web community-based GPS Navigation Application, to add Metro-North's grade crossings into the app to notify and alert drivers when approaching a railroad grade crossing.
- Participated in International Level Crossing Awareness Day (ILCAD), an international event focused on promoting safe behaviors at or around railroad grade crossings. The event, which was held on June 7th, focused on seven grade crossings and reached over 1,900 drivers.

- Provided both classroom and field training for police, fire, and EMS workers in Metro-North's travel region on rail safety and emergency incidents. In 2018, the agency trained 2,047 first responders. In October, Metro-North conducted a full-scale joint emergency preparedness exercise in the Park Avenue Tunnel that simulated the derailment and evacuation of a passenger train that included a response from FDNY, Metro-North and MTAPD.

Security

- Achieved a score of 99.43% on the Transportation Security Administration (TSA) B.A.S.E. assessment, (Baseline Assessment for Security Enhancement). This is a voluntary security assessment of national mass transit and passenger rail systems and is performed by TSA's Transportation Security Inspectors. The assessment helps Metro-North prioritize various risk categories and develop risk mitigation strategies as well as assist the TSA in determining the allocation of its resources to various agencies.
- Revised operating rules for crew response to unattended and suspicious items onboard trains, resulting in improved security and reduced train delays. There are now two very specific categories of packages - Unattended and Suspicious. Each has their own very specialized response protocol, which has allowed us to respond immediately and conservatively to suspicious packages while minimizing the disruption of revenue service on more routine unattended packages.
- Implemented a pilot of the VALOR Security Incident Tracking and Analysis System, which is a suite of Incident Management System tools incorporating case and evidence management, field reporting, incident mapping and investigation management. This system will enable Metro-North to better maintain comprehensive records of security incidents and to perform trend analyses, develop reports and measure the cost per incident. The pilot, which will be expanded in 2019 if all goes well, includes the Right of Way Task Force and Workplace Violence Programs.
- As part of Metro-North's "Way Ahead" Strategic Plan, a project was developed to install Help Points and security cameras at ten key stations. These stations, which are mostly in the Bronx, are not slated for upgrades as part of the first phase of the Customer Service Initiative. The cameras and Help Points would be strategically located at entrances to the platforms and provide a direct line to 911. This system will increase security in waiting areas for customers in off-peak hours, provide MNR Security with video surveillance tools, and allow assessment of platform crowding conditions during operational incidents.
- Established Grand Central Terminal Neighborhood Security Consortium, which is a group comprised of the security directors for neighboring properties in the midtown area around Grand Central Terminal. Relationships have been established so people know each other prior to the occurrence of a crisis. Group meetings include intelligence and information sharing.
- Implemented Right of Way Task Force operation in conjunction with the Maintenance of Way Department with dedicated Security and MTA Police personnel. Security now has one full-time employee dedicated to this Task force, who patrols the Right of Way and

addresses issues like fence damage, vandalism, encroachments, and areas with high trespasser crossings.

Operations/Technology

- By early 2018, Civil Speed Enforcement (CSE) was implemented on all lines with revenue service using Advanced Civil Speed Enforcement System (ACSES) equipped rolling stock. This included the installation of all required hardware on the wayside, onboard the trains and in the back office.
- Commenced Revenue Service Demonstration of full Positive Train Control (PTC) system on the Hudson line from Tarrytown to Croton-Harmon. Metro-North also submitted a request for an alternative schedule to the FRA for commissioning of PTC on remaining line segments and interoperability with tenant railroads.
- Installed new PTC equipment on 903 passenger cars and 50 locomotives.
- Developed the SMARTRACK Program, which will improve safety and reliability across Metro-North territory. This program will assist with the completion of critical infrastructure work by strategically shutting down continuous segments of track, giving multiple work groups uninterrupted access to maintain and improve the system.
- Advanced the railroad's track work initiative, a system-wide effort over the last four years. In 2018, Metro-North replaced 40,537 ties, replaced 6.7 miles of continuous welded rail (CWR), replaced 31 switches, renewed seven railroad crossings, surfaced 105 miles, undercut 2.6 miles and welded 2,057 rail joints.
- Continued a range of advanced technology to supplement visual track inspections including:
 - Continued to use Autonomous Geometry Inspection Equipment on three revenue train cars to perform continuous track geometry measurements as the trains move through their regular service routes.
 - Utilization of a specialized car operated by Sperry Rail Service to detect internal rail defects.
 - Utilization of a specialized car operated by GREX that measures rail end alignment and grades wood/concrete ties.
 - Utilization of a track-loading vehicle that measures the lateral strength of the track, track ties, fasteners, and ballast.
- Metro-North is in the process of procuring a state-of-the-art, self-propelled track geometry car, which is now in production and will be tested during 2019 for service in early 2020.
- Progressed the installation of a CCTV camera security system, including a forward-facing cab view, for all Metro-North rolling stock. By the end of 2018, all of the agency's fleet was CCTV equipped, with all "in-cab" and "cab-forward" installations completed.
- Continued to upgrade the railroad's locomotive fleets. One GP35 locomotive was overhauled in 2018, bringing the total number of overhauled GP35s to seven, with one new additional unit scheduled for 2019. Crews also carried out the second Reliability

Centered Maintenance (RCM) overhaul for the P32 Fleet and performed major component changes in the new Croton-Harmon locomotive facility.

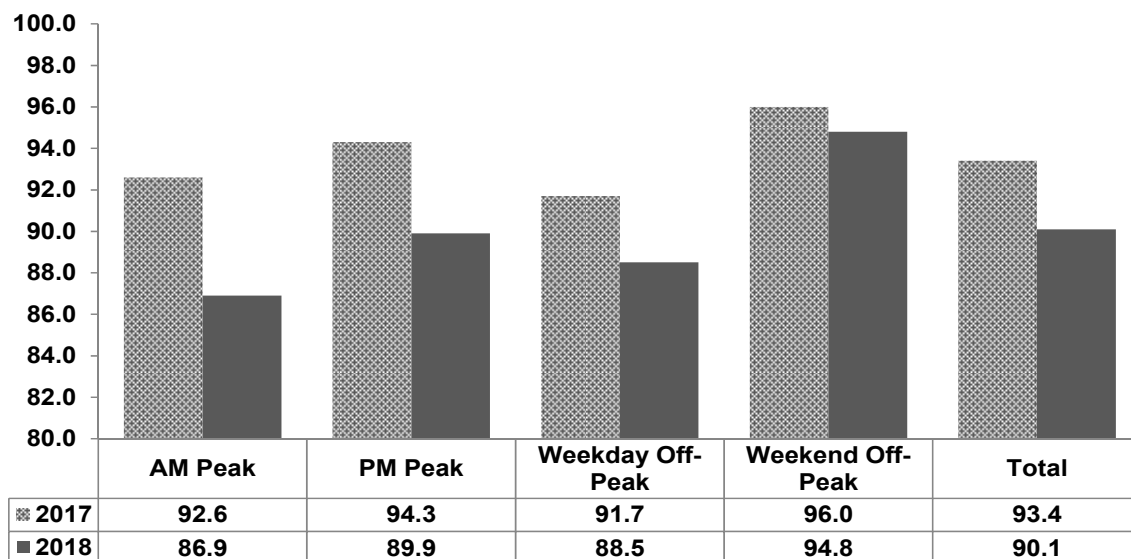
Technology

- Enhanced the accuracy and timeliness of train schedule and status information provided to the public by implementing improvements to existing systems and applications. Various customer-facing applications are now receiving enhanced information from Metro-North's scheduling and train movement systems.
- Deployed a new Weather Emergency Management System to track and manage snow clearing operations at all passenger stations system-wide. This system enhances snow clearing efficiency and effectiveness which ultimately increases the safety and convenience for our passengers.
- In the process of implementing a new Fire/EMS Record Management system for the MNR Office of System Safety. This system streamlines the tracking of fire safety data and EMS Incidents, Occupancy and Inspections Management, and will allow for improved resource allocation and utilization to better protect both our customers and our employees.

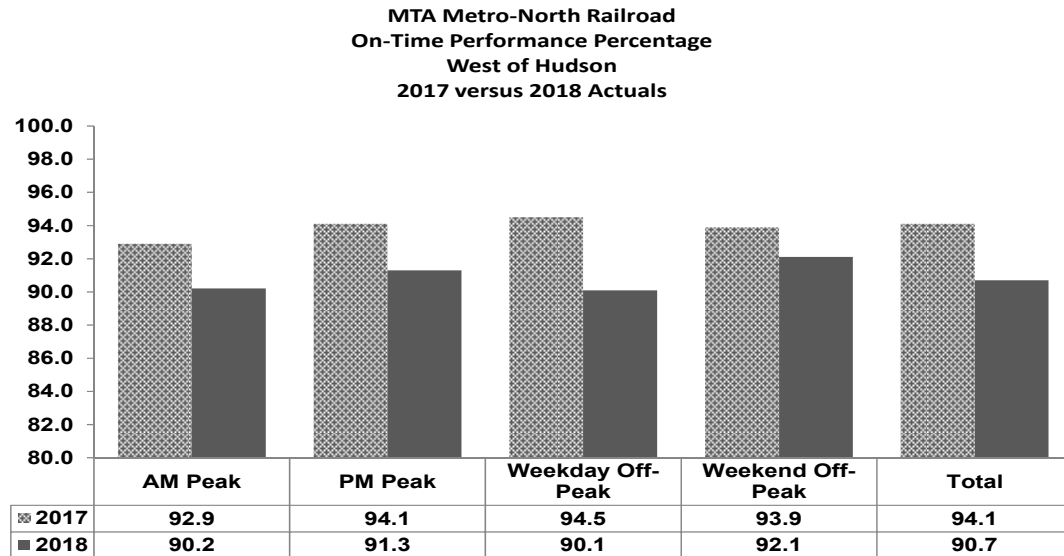
2018 On-Time Performance

- Metro-North's system-wide on-time performance for 2018 totaled 90.1%, down from 93.4% in 2017 and below the railroad's goal of 93.0%. The Harlem Line performed at 91.8%, the Hudson Line at 90.0% and the New Haven Line at 88.9%.

**MTA Metro-North Railroad
On-Time Performance Percentage
East of Hudson
2017 versus 2018 Actuals**

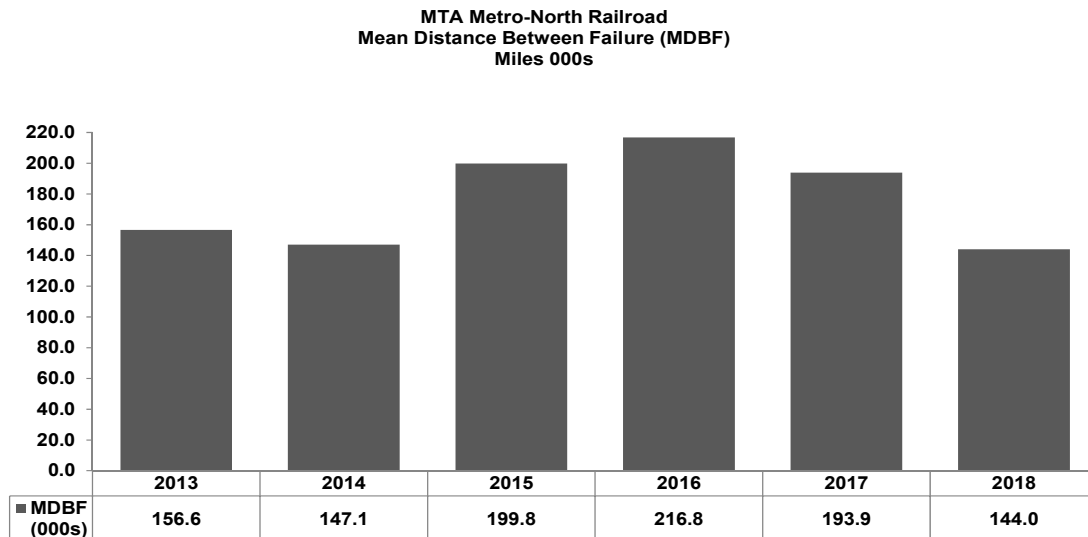


- West-of-Hudson on-time performance totaled 90.7%, a decrease of 3.4 percentage points from 94.1% the previous year.



Equipment Reliability

- Rolling Stock “mean distance between failures” (MDBF) experienced a reduction due to the implementation of new PTC equipment that generated additional failures. 2018 MDBF was 144,017, which is 28% below the goal of 200,000 miles. Excluding PTC failures, the adjusted MDBF is near goal at 195,247. Car availability was also adversely impacted due to installations of PTC Equipment resulting in a 98.5% “consist compliance rate,” which is the percentage of cars required for service and providing seats for customers each day.



Ridership

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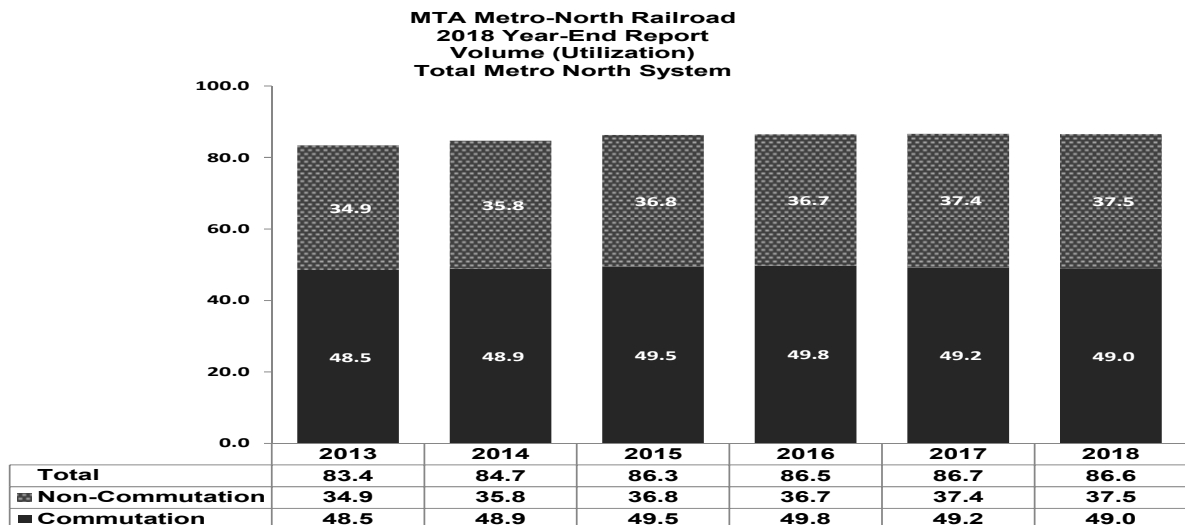
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- 0.6% Commutation to Manhattan
- 1.5% Weekday Off-Peak
- -0.8% Weekend
- 2.9% Reverse Commutation
- -2.3% Intermediate

West-of-Hudson ridership was 1.6 million for the year, which was 2.7% higher than the 2018 Final Estimate and 1.2% higher than 2017.



Customer Service Initiatives

- Continued the successful expansion of Metro-Norths' MTA eTix®, the mobile ticketing app launched on all East of Hudson lines in August of 2016. December 2018 figures show 33% of monthly customers and 43% of weekly customers using MTA eTix®, for a total of 29% of all tickets sold.
- Completed station enhancements at Bronxville on the Harlem Line as part of our ongoing Station Rehabilitation Program. These upgrades included painting, lighting, signage, bench replacement, and many other improvements to customer amenities. Upgrades to lighting and static signage at Fleetwood and Tuckahoe that began in 2017 continued in 2018. Additionally, approximately 135 new station recycling centers were installed as part of a three-year system-wide replacement initiative.
- Installed 57 new Parking Meter Vending Machines (PVMs) at 34 parking facilities operated for Metro-North. These PVMs are credit/debit only and were needed as the older style PVMs no longer met the Payment Card Industry standards and were converted to "cash only" PVMs.
- Continued to roll out new wireless station Liquid Crystal Display (LCD) monitors, which display the next nine train arrivals, their stops, departure times, real-time train status and track information. In 2018, monitors were installed in the Cold Spring, Greystone, Garrison, Glenwood, Philipse Manor, Ardsley-on-Hudson and Wakefield stations, bringing the total number of monitor-equipped stations to 62. Installations will be completed at five more stations in 2019.
- Implemented a project to convert legacy Americans with Disabilities Act (ADA) electronic platform signs at 41 stations to display real-time information. This project will provide real-time status for the next three trains at stations that previously had no real-time communications system.
- Continued work on the roll-out of advertising screens that can be alternatively used for train status information during service disruptions and emergencies. The vendor will also provide us with additional screens for Metro-North's dedicated use for customer communications. These screens have been implemented at the Riverdale and White Plains stations and at Grand Central Terminal in 2018, with several more planned for 2019.
- Allowed Amtrak to use Grand Central Terminal for their Empire Service while they were replacing a bridge in the Bronx. This entailed integrating their schedule into Metro-North's Train Tracking and Communications systems. Metro-North personnel also handled some customer service duties for Amtrak and worked with their personnel to ensure a positive customer experience for Amtrak customers.
- Installed two new elevators in Grand Central Terminal at the entrance on the corner of 42nd Street and Vanderbilt Avenue. This provides expanded ADA access for Grand Central Terminal.

Capital

Major 2018 Commitments

- Rolling Stock
 - An additional six M-8 cars for the New Haven Line from an up to 34-car option were ordered in June 2018 under the last option, which brings the total of additional M-8 cars to 66, in addition to the 405 M-8 cars previously purchased.
- Stations
 - Awarded a contract in December for the design of station enhancements at Port Jervis, Purdy's, Beacon and Southeast. Work at Port Jervis includes the addition of two car lengths of high level platform and one car length of canopy. Work at Purdy's includes the design of a new elevator that provides access from Route 116. Work at Beacon and Southeast includes platform repair and other station enhancements.
- Infrastructure
 - Awarded many contracts including those listed below for the following projects:
 - The installation of communication fiber optic and copper cable on the Hudson Line south of the Croton-Harmon Station to the northerly limits of the Metro-North owned territory in Poughkeepsie.
 - Consultant engineering services for the design of the rehabilitation of four under-grade railroad bridges and replacement of the superstructure of one under-grade bridge on Metro-North's Port Jervis Line located west of the Hudson River.
 - Design-build contract in October for Stage II of the complete replacement of Metro-North's Harmon Yard Main Shop to provide a new running repair and support shop building in Croton-Harmon.

Sustainability/Transit Oriented Development Initiatives

- In September 2018, Metro-North became the first railroad in North America to receive the International Organization for Standardizations' Energy Management System Certification, an internationally recognized framework that guides and supports organizations to manage energy use in the most efficient, cost-effective, and environmentally responsible manner possible. This effort involves a number of energy conservation and fuel metering initiatives aimed at cutting greenhouse gases and other environmental impacts while also reducing energy and fuel costs.
- Continued to progress the installation of an Energy Management System (EMS) software platform that will capture all utility data into a customized interactive system. This system will enable Metro-North to track energy cost and consumption for traction and non-traction electricity, propulsion and non-propulsion diesel fuel, steam, heating fuel, water and gas. The EMS will also provide historical data for benchmarking and budgeting of future energy costs. The software is slated for training and commissioning in the second quarter of 2019.
- Completed installation of the Fuel Monitoring and Leak Detection System at Harmon Yard, which adds to the already installed systems at Brewster and North White Plains. The

system monitors diesel and heating fuel consumption, detects leaks, will report back to an online Energy Management System, and ultimately will lead Metro-North to better control how we monitor, manage and consume fuel. Similar systems are planned for installation at five additional locations.

- Progressed on the replacement of over three hundred 1,000-watt High Pressure Sodium high mast yard lighting fixtures with 500-watt LED fixtures at 4 different Yard locations, which will increase the safety of our workforce, reduce our high mast yard lighting energy consumption by 50%, and reduce maintenance costs. In 2018, approximately 220 light fixtures were replaced with completion expected to be achieved in mid-2019. Metro-North expects this project to fully pay for itself in energy and maintenance savings within five years.
- Developed plans to install a Wayside Energy Storage System (WESS), a four-megawatt battery on Metro-North's Upper Harlem Line to stabilize voltage and correct voltage sags on the third rail. WESS is designed to maintain voltage during peak load requirements, prevent propulsion reductions that cause train delays throughout the Harlem Line, and to solve voltage sags between White Plains and Brewster because of the limited number of substations available.
- Installed LED samples for the new lighting replacement project at Grand Central Terminal (GCT), which will replace the current fluorescent fixtures with LED fixtures for all platforms in GCT. This is a New York Power Authority (NYPA) Customer Installation Commitment (CIC) project, whereby NYPA provides low-cost financing for energy efficiency projects that make it easier to manage capital investment budgets with no upfront capital required. Metro-North expects to have the CIC finalized and executed in the second quarter of 2019 with installation expected to be completed in early 2020.
- The proposed Harrison Station Transit Oriented Development, which was approved by the MTA Board, is anticipated to be ready for groundbreaking in 2019. Located on a 3.3 acre MTA property, the project will construct a mixed-use residential/commercial development with 136 luxury apartments, seven affordable apartments, approximately 29,729 square feet of retail space, two pedestrian plazas, and 756 parking spaces including a 475-space garage for Metro-North customers. This project will nearly double the Metro-North customer parking at the station.
- Acquired the 12 Croton Falls Road property and continued to coordinate the necessary agreements with New York City Department of Environmental Protection and New York State Department of Transportation to construct a new Metro-North parking facility near the Croton Falls Station. The new facility is an eight to ten-minute walk from the station and will add approximately 200 new parking spaces in order to eliminate parking in unauthorized spaces along local roads.

Metro-North—Cost Cutting/Other Revenue Initiatives

Cost Cutting

- Reduced 2018 operating subsidies by \$15.1 million through cost-cutting measures, while continuing the strategic long-term investments needed to ensure safe, secure, and reliable transportation services. Beginning in 2019, MNR will institute additional cost savings efforts to save a total of approximately \$49.0 million on an annual basis.

MTA METRO-NORTH RAILROAD
2018 FINAL ESTIMATE and ADOPTED BUDGET vs. ACTUAL
MONTHLY PERFORMANCE INDICATORS ^(A)
DECEMBER 2018

	YEAR-TO-DATE			VARIANCE	
				Fav/(Unfav)	
	FINAL ESTIMATE	2018 ACTUAL	2017	FINAL ESTIMATE	2017
Farebox Operating Ratio					
Standard ^(B)	54.2%	55.0%	55.9%	0.8%	-0.9%
Adjusted ^(C)	60.1%	61.0%	62.6%	1.0%	-1.6%
Cost per Passenger					
Standard ^(B)	\$15.90	\$15.55	\$15.20	\$0.36	(\$0.35)
Adjusted ^(C)	\$15.53	\$15.15	\$14.83	\$0.39	(\$0.31)
Passenger Revenue/Passenger	\$8.62	\$8.55	\$8.49	(\$0.06)	\$0.06

	YEAR-TO-DATE			VARIANCE	
				Fav/(Unfav)	
	ADOPTED BUDGET	2018 ACTUAL	2017	ADOPTED BUDGET	2017
Farebox Operating Ratio					
Standard ^(B)	54.1%	55.0%	55.9%	0.9%	-0.9%
Adjusted ^(C)	61.1%	61.0%	62.6%	-0.1%	-1.6%
Cost per Passenger					
Standard ^(B)	\$15.96	\$15.55	\$15.20	\$0.41	(\$0.35)
Adjusted ^(C)	\$15.60	\$15.15	\$14.83	\$0.45	(\$0.31)
Passenger Revenue/Passenger	\$8.63	\$8.55	\$8.49	(\$0.08)	\$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.



Metro-North Railroad

2018 Annual Ridership Report

- **Total Metro-North annual rail ridership is 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**
- **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 1.2% or (20,000) above 2017. However, 2018 ridership is 0.5 million less than the record set in 2008 of 2.1 million.
- Connecting Services ridership decreased during 2018:
 - Combined ridership on the three Metro-North Connecting Services was approximately 580,000 (1.5% below 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.
- **Long Term Ridership Trends (1988 – 2018)**
 - Commutation ridership to/from Manhattan has increased by only 23%.
 - Non-Commutation ridership to/from Manhattan has increased by 96%
 - Intermediate ridership has increased by 150%

Michael Shiffer
Vice President
Planning

**2018 RIDERSHIP REPORT
METRO NORTH RAILROAD
EXECUTIVE SUMMARY**

Total Metro-North annual rail ridership was 86.5 million, which was 0.1% below 2017. Ridership has increased by approximately 56% over the past thirty years. This growth continues to be driven by increases in non-traditional markets; i.e., the Non-Commutation, Reverse Commutation and Intermediate markets. Since 1988, Non-Commutation ridership to/from Manhattan has increased by 96% and Intermediate ridership has increased by 150%; over the same time period, Commutation ridership to/from Manhattan has increased by only 23%.

2018 Ridership Summary

- MNR carried approximately 87.1 million customers (Includes Connecting Services)
- Annual East of Hudson ridership was approximately 84.9 million. East of Hudson Ridership decreased 0.1% compared to 2017.
- 2018 was a record-setting year for the Hudson Line and New Haven Line.
- West of Hudson ridership increased 1.2% during 2018.
- Ridership on the Hudson Rail Link and the Haverstraw-Ossining and Newburgh-Beacon ferries was 580,000 (-1.5% vs. 2017).

ANNUAL RIDERSHIP 2018 VS 2017 (in millions)

	Annual Ridership 2018	Annual Ridership 2017	% Change vs. 2017
Total Rail Ridership	86.55	86.65	-0.1% ▼
<i>East of Hudson</i>	<i>84.91</i>	<i>85.03</i>	<i>-0.1% ▼</i>
Harlem Line	27.45	27.86	-1.5% ▼
Hudson Line	17.16	16.93	1.4% ▲
New Haven Line	40.30	40.24	0.1% ▲
<i>West of Hudson</i>	<i>1.64</i>	<i>1.62</i>	<i>1.2% ▲</i>
Port Jervis Line	0.95	0.97	-1.6% ▼
Pascack Valley Line	0.69	0.65	5.4% ▲
Connecting Services	.58	.59	-1.5% ▼
Hudson Rail Link	.40	.40	0.1% ▲
Haverstraw-Ossining Ferry	.12	.13	-3.1% ▼
Newburgh-Beacon Ferry	.06	.06	-8.4% ▼
Total MNR System Ridership	87.13	87.24	-0.1% ▼

Major Factors Affecting Ridership

1. STRONG REGIONAL ECONOMY

- NY City Non-Agricultural employment increased 2.8% during CY 2017
- Financial Activities employment increased 1.0%
- Professional and Business Services employment increased 2.7%
- Education and Health Services employment increased 4.4%
- Leisure and Hospitality employment increased 2.4%

2. ON-TIME PERFORMANCE

- Overall On-time performance for CY 2018 operated 2.9% below the goal of 93.0% at 90.1%. The Harlem Line performed at 91.8%, the Hudson Line performed at 90.0% and the New Haven Line at 88.9%. OTP was adversely impacted due to some weather-related incidents as well as an increased amount of infrastructure work across all 3 East of Hudson lines which resulted in reduced track capacity and longer running times.
- Our West of Hudson OTP performance operated 4.8% below the goal of 93.0% at 90.7%. Contributing factors include shortage of locomotive engineers and the number of cancelled West of Hudson trains which increased by 88% from 138 in 2017 to 260.

3. CUSTOMER SATISFACTION

- 86% of East of Hudson customers were satisfied with the railroad overall in 2018, down from 89% the year before. Hudson and Harlem line satisfaction decreased compared to 2017 from 93% to 88% and 90% to 87% respectively. Satisfaction among New Haven Line customers remained the same at 85%.
- Among West of Hudson AM Peak customers, satisfaction fell to 64% compared to 81% in 2017, principally due to a large decline in satisfaction among Pascack Valley Line customers. This decline was mainly attributable to issues with equipment and crew shortages, and cancellations of one round-trip express train.

4. SEVERE WINTER WEATHER/PLANNED TRACK WORK

- Ridership was negatively affected by four Nor'easters which occurred in March (March 2nd, 7th, 13th & 22nd); the estimated impact of these winter storms was approximately 175,000 fewer rides.
- Effective March 18th the revised Harlem Line timetables with reduced weekday off-peak and weekend service levels were introduced to accommodate White Plains Station Improvements. Harlem Line non-commutation ridership has been adversely impacted by the reduced service levels.

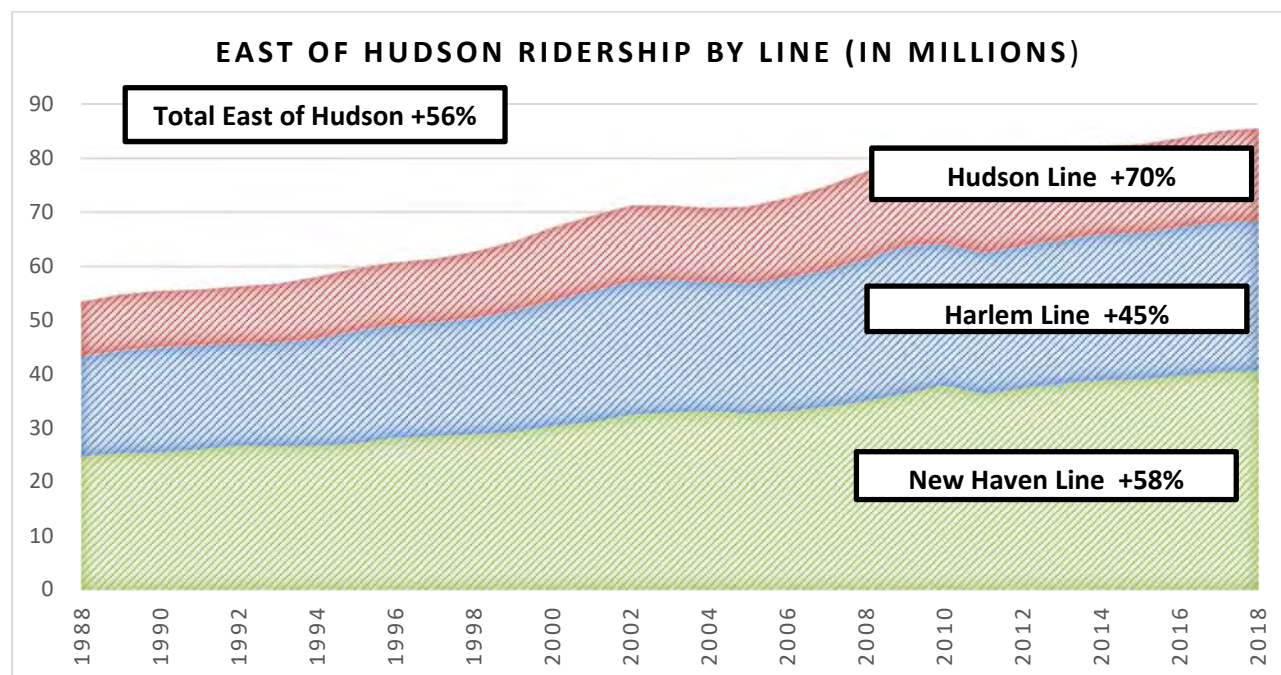
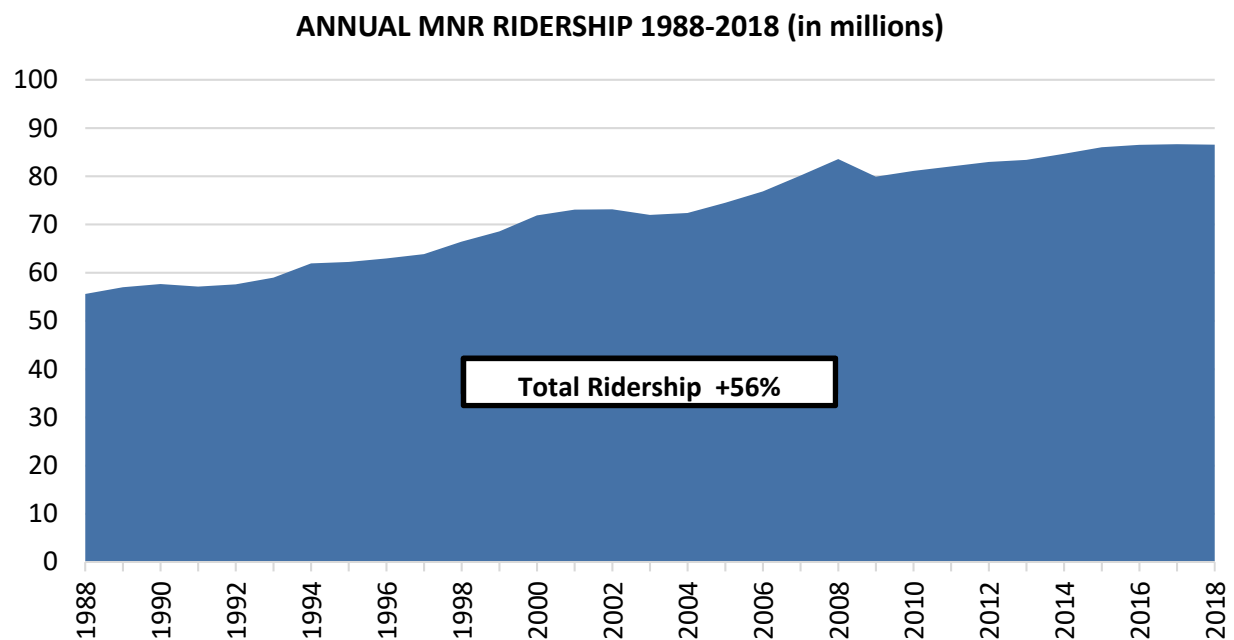
5. OFF-PEAK RIDERSHIP

- Based on GCT passenger counts, off-peak ridership results have been mixed, with increases during the weekday off-peak period and mostly decreases on weekends.
 - Weekday Off-Peak +1.5% above 2018
 - Weekend ridership -0.8% (Saturday +0.1%, Sunday -1.9%) below 2018

Long-Term Ridership Trends

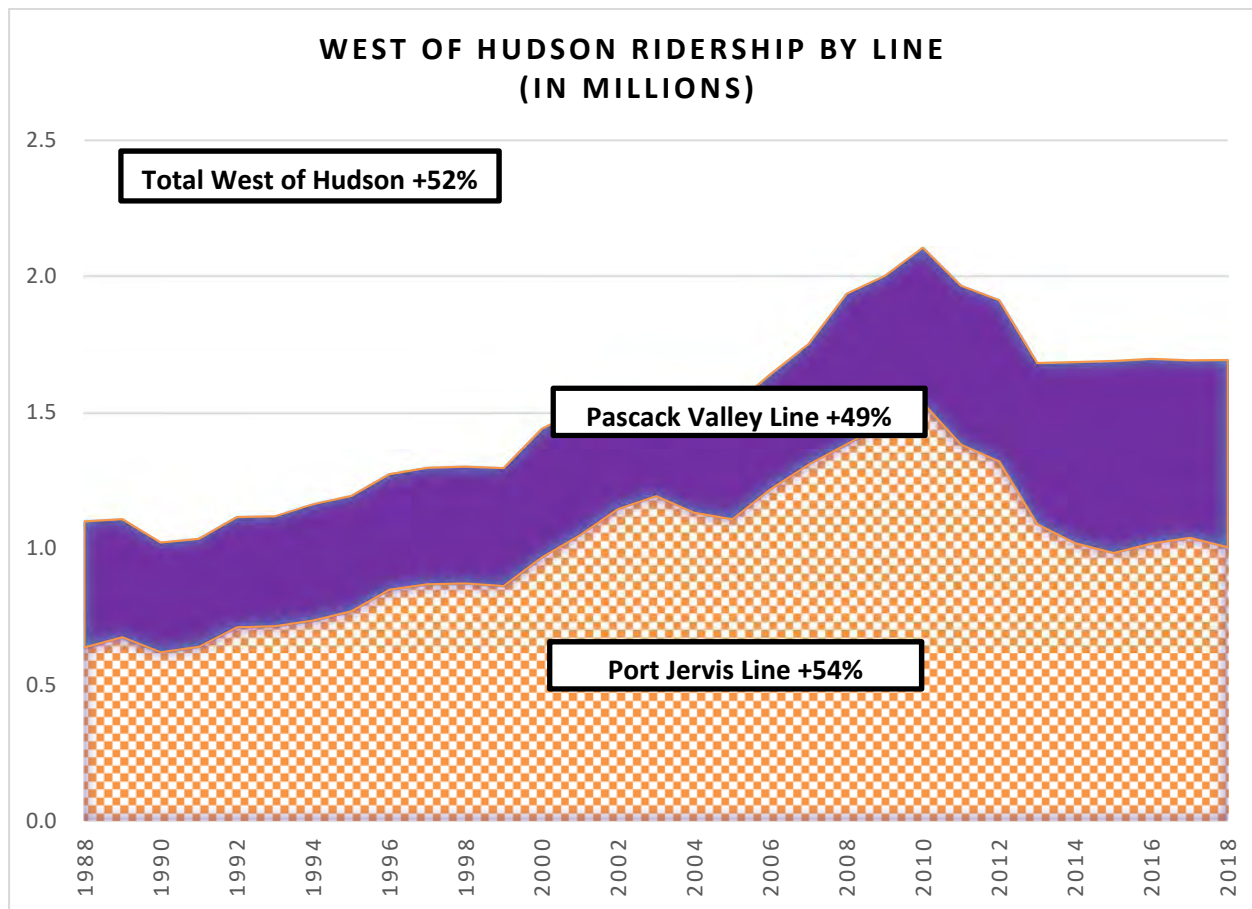
Ridership Trends by Line

System wide ridership over the past 30 years has increased by 56%.



East of Hudson

- Total East of Hudson ridership has increased by 56% from 54.5 million in 1988 to 84.9 million in 2018, an increase of over 30 million annual rides.
- The fastest-growing segments have been the Hudson intermediate (+213% since 1988) and Harlem intermediate (+124% since 1988)

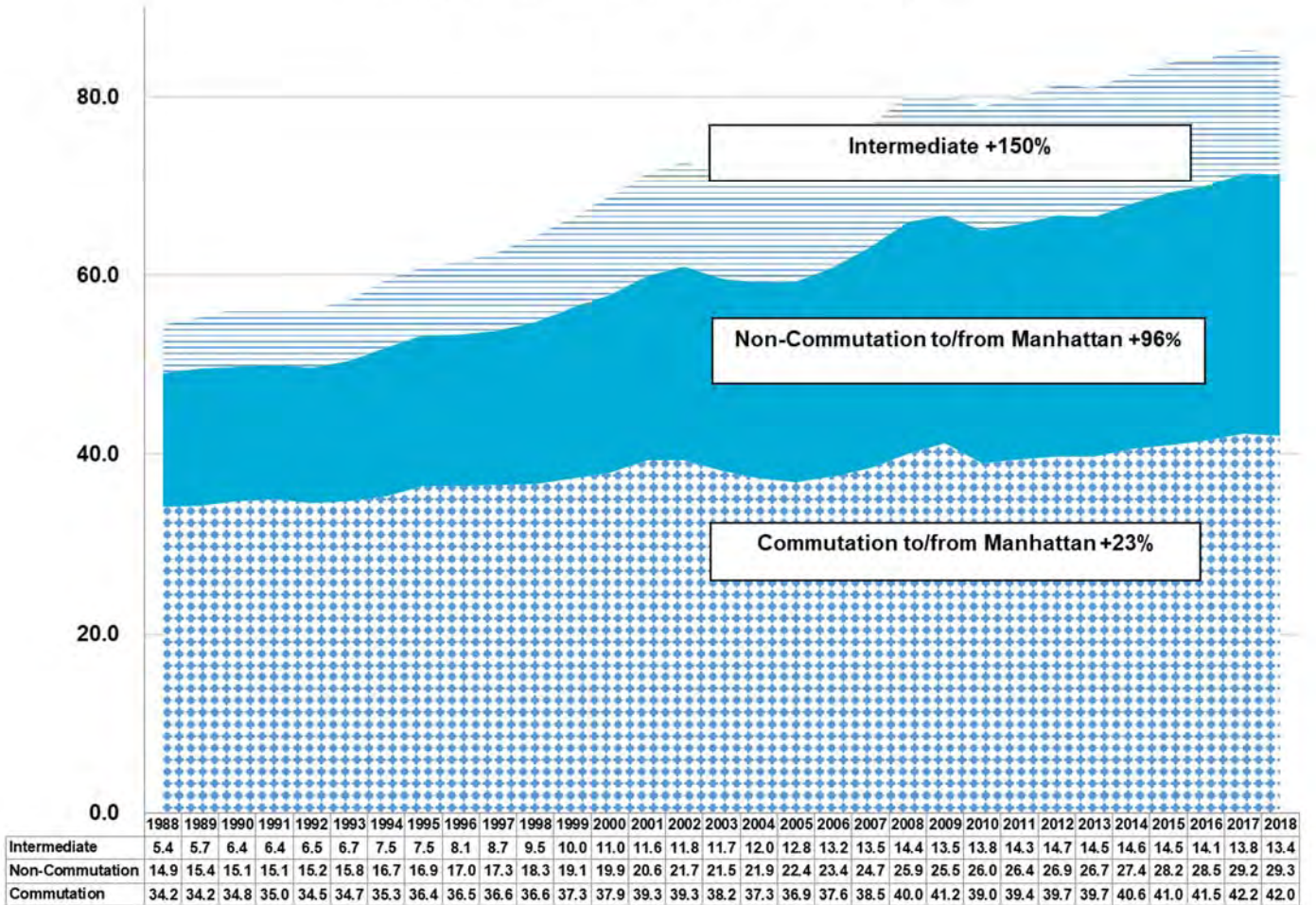


West of Hudson

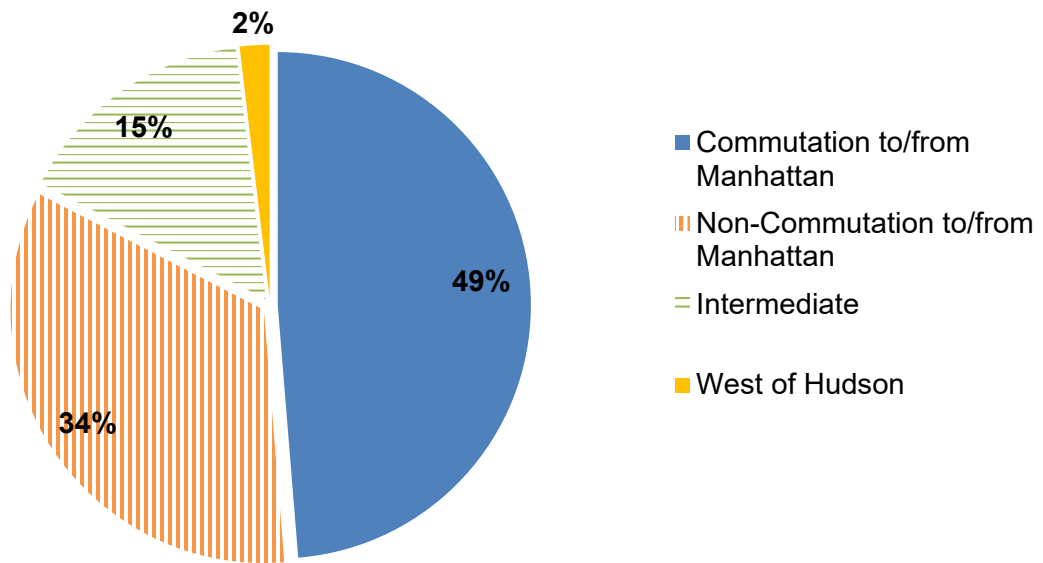
- Total West of Hudson ridership has increased by 52% from 1,082,000 annual rides in 1988 to 1.6 million annual rides in 2018. However, ridership is still 447,000 less than the record year in 2008, due to the combined effects of the regional economic recession and the adverse effects of Hurricane Irene and Superstorm Sandy.
- West of Hudson ridership increased 1.2% during the past year. During CY 2018, Pascack Valley Line ridership increased by 5%, while Port Jervis Line ridership decreased by approximately 2%; this may be due in part to the shortage of equipment availability, as Positive Train Control (PTC) installations and testing was being conducted.
- Port Jervis Line ridership has increased by 54% since 1988 (from 619,000 annual rides to over 954,000 annual rides) but has decreased by 38% since 2008.
- Pascack Valley Line ridership also has increased by 49% since 1988, with most of this increase occurring after the implementation of weekday off-peak and weekend service in 2007.

Ridership Trends by Market

ANNUAL RIDERSHIP BY MARKET 1988-2018 (in millions)



2018 Ridership by Market



- Initially, ridership growth was broad-based, with significant ridership growth occurring in all market segments.
- However, since the early to mid-1990's, the fastest growth has occurred in Non-Commutation and Intermediate markets:
 - Non-Commutation to/from Manhattan (+94% since 1990)
 - Intermediate (+110% since 1990)
- This growth is due largely to a combination of targeted marketing, service, and fare policy initiatives implemented over many years, as well as significant growth in suburban employment, especially in White Plains and Stamford.

Examples of targeted Intermediate markets which have experienced significant ridership growth include the following:

- Bronx-Lower Westchester (e.g., Fordham to White Plains)
- Intra-Connecticut (e.g., East End New Haven Line to Greenwich/Stamford)
- In sharp contrast, Commutation ridership to/from Manhattan, which historically has been MNR's core market, has increased by only about 20% since 1990 and now constitutes less than half of total MNR rail ridership (49% in 2018 compared to 62% in 1988).

Market and Ridership Trend Analysis (2018 vs. 2017)¹

Commutation to/from Manhattan

- Commutation ridership to/from Manhattan increased by 0.3%, reflecting a continuation of the strong regional economic growth (i.e., a 2.8% increase in total New York City

¹ Data is based on a combination of ticket sales and allocated fall passenger counts

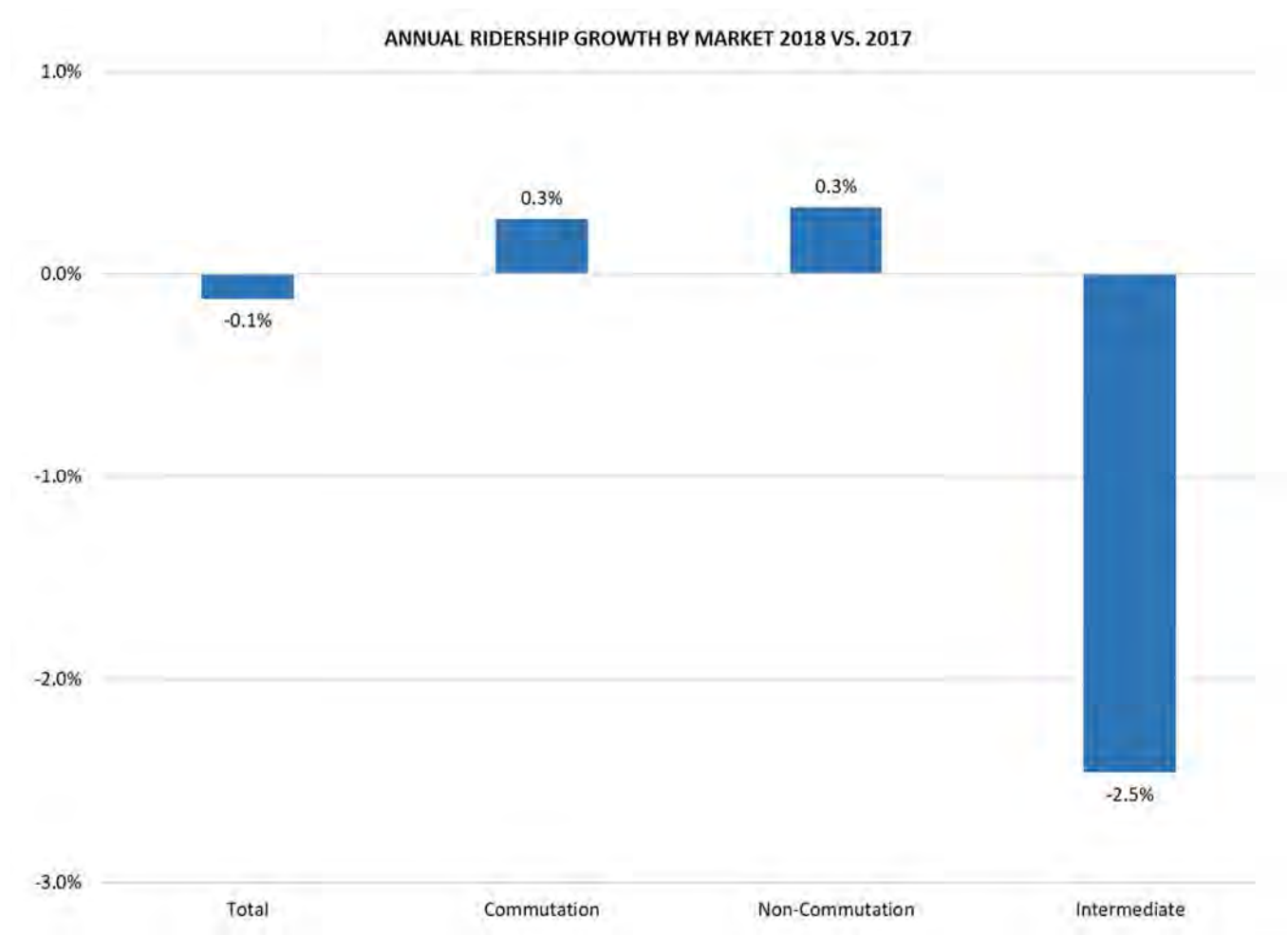
employment, with larger increases in Professional and Business Services, Education and Health Services and Leisure and Hospitality employment).

Non-Commutation to/from Manhattan

- Non-Commutation ridership to/from Manhattan increased 0.3%, reflecting the safe and reliable service during CY 2018.
- Weekday off-peak ridership increased by 1.5%

Intermediate

- Total Intermediate ridership decreased 2.5%:
 - Intermediate Commutation ridership decreased 4.9%
 - Intermediate Non-Commutation ridership decreased by 0.4%
- This trend is in sharp contrast to the rapid historical ridership growth in this market and may be due to relatively low and stable gasoline prices, which, combined with the shorter distance of intermediate trips, encourages greater travel by auto.
- Harlem line intermediate ridership was adversely impacted (6.4%) in part to weekday off-peak and weekend track work that required transfers at Crestwood Station.



Trends by Line/Segment and Branch

East of Hudson

- Record ridership increased on both the Hudson and New Haven Hudson Lines, with the Hudson Line increasing at the fastest rate (+1.4%).
- Ridership increases occurred on some of the major line segments, with modest increases occurring on the Lower Hudson (+1.5%), the Inner New Haven (+0.4%), however, the Lower Harlem decreased by (-0.7%) due to extensive track work and capital improvements.
- The largest ridership increases occurred on Bronx portions of both the Harlem (+3.5%) and Hudson (+3.0%) lines. These increases occurred in both the Commutation and Non-Commutation markets to/from Manhattan. The growth on the Harlem Line was partly attributed to additional train service at Tremont and Melrose stations.

West of Hudson

- Port Jervis Line ridership decreased 1.6%.
- Pascack Valley Line ridership increased 5.4%.
- The increase in West of Hudson ridership of 1.2% is primarily due to Pascack Valley Line Increases in both Commutation (+4.6%) and Non-Commutation (+6.2%) markets.

ANNUAL RIDERSHIP BY LINE/SEGMENT (In Millions)

Line/Segment	Annual Ridership 2018	Annual Ridership 2017	% Change vs. 2017
Hudson Line	17.16	16.92	1.4%▲
Bronx (Hudson)	1.35	1.31	3.0%▲
Lower Hudson	8.57	8.45	1.5%▲
Upper Hudson	5.17	5.12	0.8%▲
Intermediate	2.07	2.04	1.3%▲
Harlem Line	27.45	27.86	-1.5%▼
Bronx (Harlem)	2.06	1.99	3.5%▲
Lower Harlem	14.82	14.92	-0.7%▼
Upper Harlem	6.52	6.63	-1.7%▼
Wassaic Branch	0.45	0.47	-4.5%▼
Intermediate	3.60	3.85	-6.4%▼
New Haven Line	40.29	40.24	0.1%▲
Inner New Haven *	14.79	14.73	0.4%▲
Outer New Haven *	15.72	15.63	0.6%▲
New Canaan Branch	1.39	1.38	0.6%▲
Danbury Branch *	0.50	0.49	2.2%▲
Waterbury Branch *	0.13	0.13	1.9%▲
NY Intrastate	2.29	2.36	-3.2%▼
Interstate	1.29	1.28	1.4%▲
CT Intrastate	4.18	4.24	-1.4%▼
Port Jervis Line	0.95	0.97	-1.6%▼
Pascack Valley Line	0.69	0.65	5.4%▲

Legend: ▲ increase; ▼ decrease; ● no change * Includes travel to/from Manhattan

2019 Outlook

- Metro-North is projecting continued ridership growth in 2019
- 2019 total annual Metro-North system ridership is projected to increase 1.4% to approximately 88 million due to favorable economic forecasts (includes April 2019 MTA fare increase).
- Ridership increases are projected to occur in all markets and on all lines, with the largest growth projected to continue in the Non-Commutation and Intermediate markets.

Appendix

Additional ridership statistics are provided in an online appendix. Listed as an exhibit within the April 2019 Metro-North and LIRR Committee materials, the appendix is available at:

<http://web.mta.info/mta/news/books/>

Procurement & Materials Management

2018 Annual Inventory Report

Metro-North Railroad

Prepared April 2019



MNR Material Mission Statement

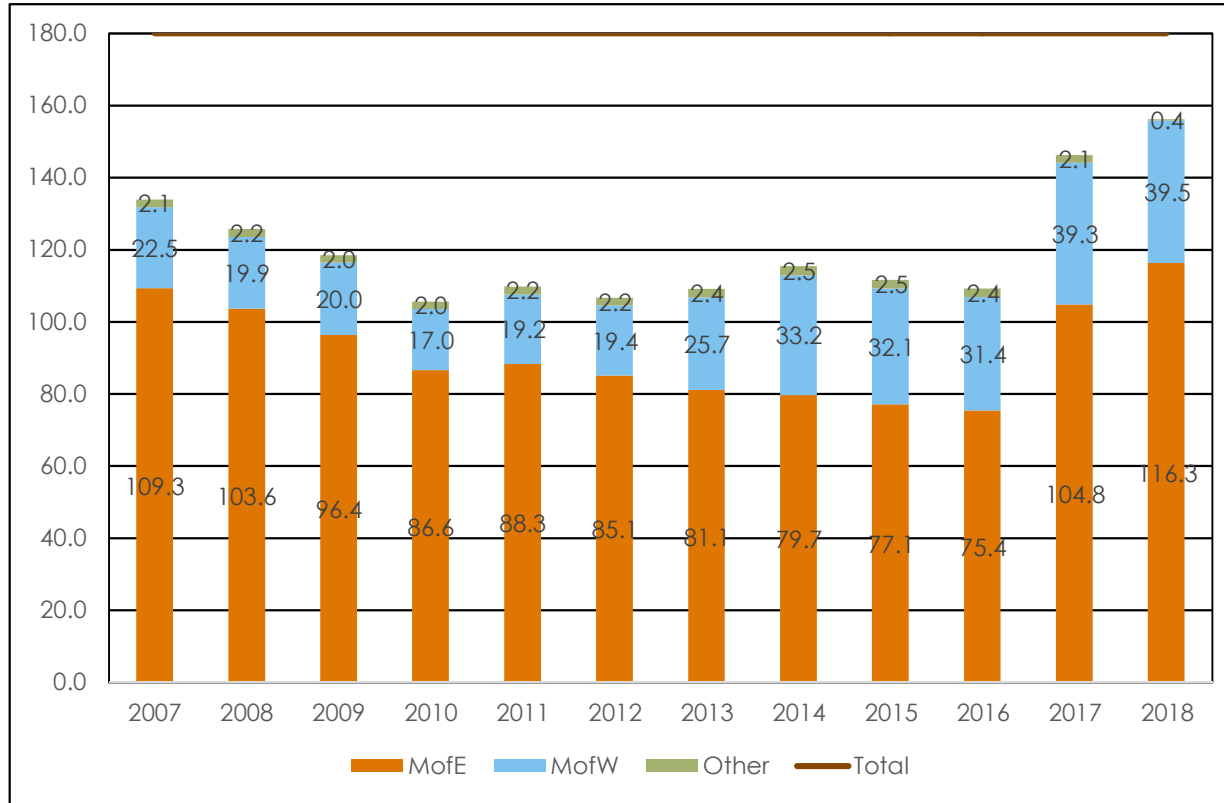


The Material Management and Storeroom Operations subgroup of the Procurement and Material Management Department is tasked with the planning, storage, control and distribution of all inventory material at MNR's storeroom locations. The material stored includes various railcar parts, equipment and support materials.

The subgroup supports and promotes the corporate objective of providing an efficient and safe service to Metro-North's customers by ensuring the appropriate levels of inventory to facilitate scheduled and unscheduled maintenance and repairs, and by working closely with both the Procurement groups and the Operations Division on projected needs and overseeing accurate efforts in forecasting inventory.



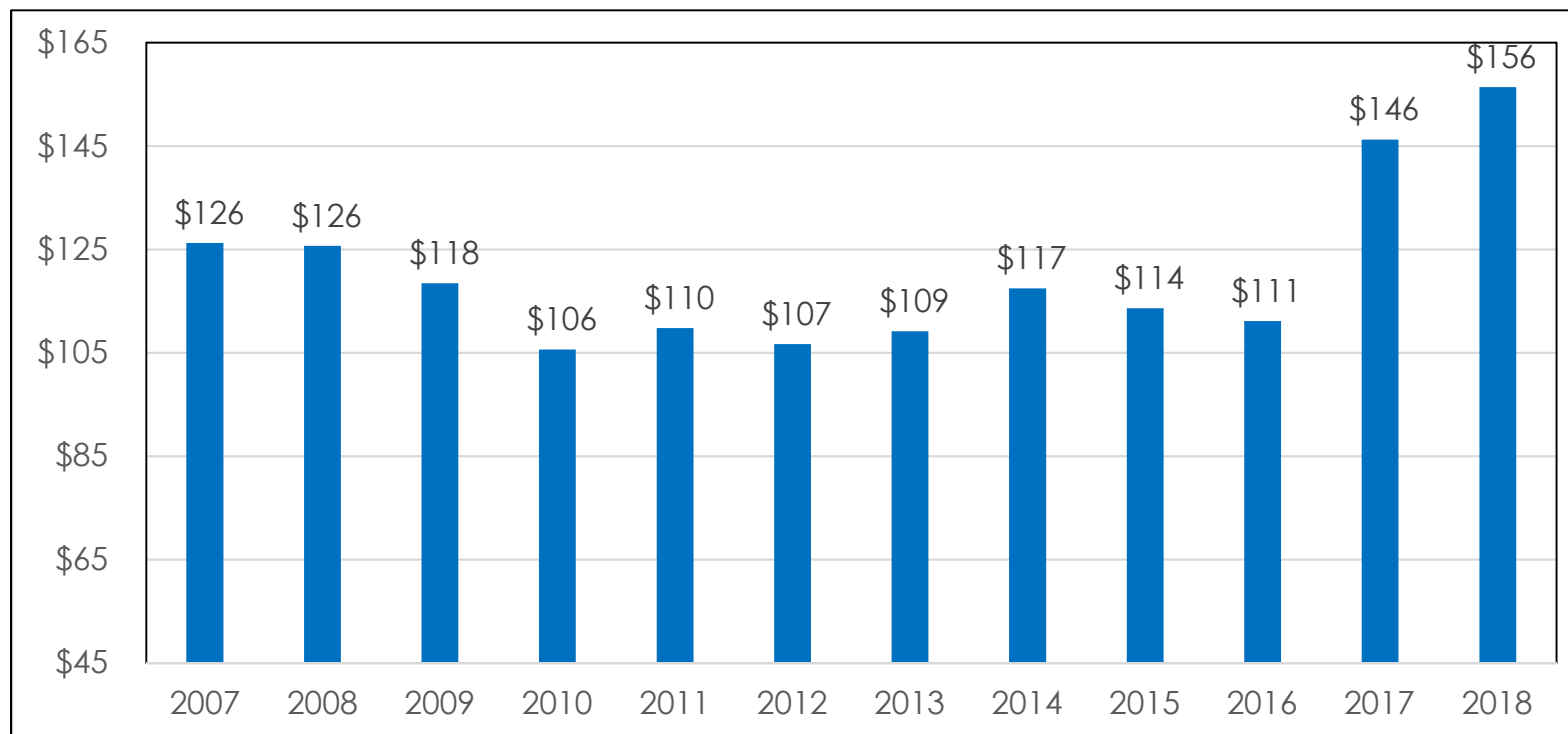
MNR Inventory by Department (Constant 2018 \$'s) In Millions



The graph illustrates the further dissection of inventory value by the three major MTA/MNR categories monitored. Values are: MofE (\$116.8M), which experienced an 11% growth in 2018 compared to 2017 which includes M8, M7, and P32 material; MofW (\$39.5M) experienced an increase in value of \$1.5M due to planned program infrastructure track work. The Other category was reduced to \$.4M due to the closing of the commissary.



MNR Total Historical Inventory Trends (Constant 2018 \$'s) In Millions

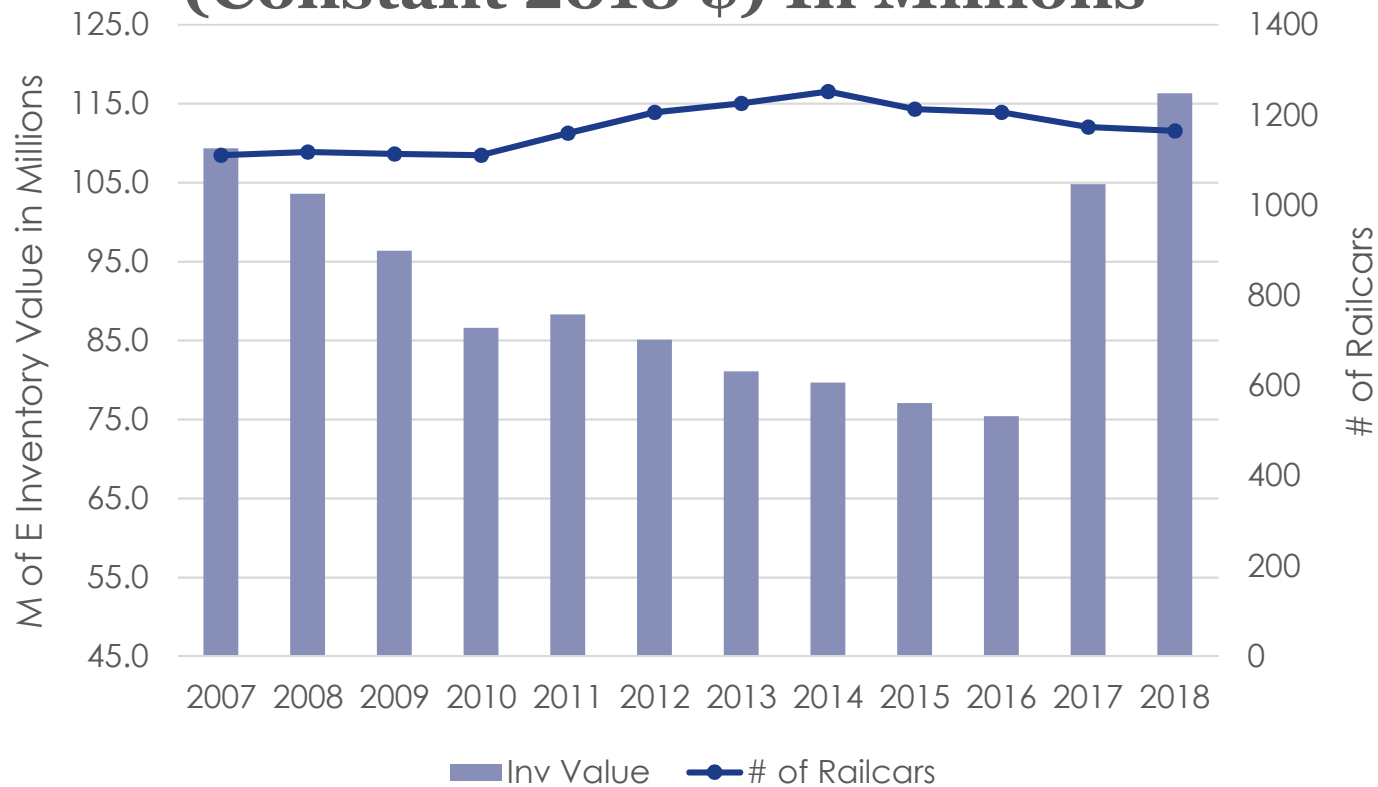


Inventory levels increased over last year due to spares to support PTC initiatives, M7 and M8 fleet support, and MofW maintenance programs including replacement of switches, turnouts and rails.

More M8 fleet maintenance material will be added over the next two years, which will increase the coming year's overall inventory. This will also support the additional 66 car purchase.



MNR MofE Inventory Value vs # of Railcars (Constant 2018 \$) In Millions



In closer examination of the MofE category trend, the graph illustrates the overall increase in MofE inventory since 2014 to support the M8 fleet with the additional upcoming 66 car purchase. A \$20M infusion of Capital spare material was received to support M-8's after 2014. Inventory has increased this year due to M8, M7 and locomotive equipment support. Fleet reduction was due to M2 disposals.



MNR Material Availability 2008 thru Dec. 2018

Year	Service Level
2018	98.40
2017	98.30
2016	98.30
2015	98.90
2014	98.70
2013	98.30
2012	97.80
2011	97.70
2010	97.00
2009	96.80
2008	95.90

MNR Service level is a performance measurement goal of the percent of time a part is available for use when requested by the internal customer. The MNR Service Level goal for 2018 fleet support was 98%. Procurement & Material Management has again exceeded that goal by .4%.



MNR Material 2018 Accomplishments

Strategic Inventory Planning & Procurement

In 2018, Metro-North's Procurement & Material Management Department continued with initiatives to improve service to its customers. These initiatives focused on increase of material to support the M8 fleet, automation of material planning functions, and purchase of inventory to support planned mechanical work to achieve high service levels. Through this effort, our customers achieved a service level of 98.4

The P&MM Department, as well as the MofW Material Management Unit, continued building on the accomplishment previously achieved through the specific initiatives in the 2018 Action Plan. The following charts and graphs illustrate the continued positive nature of the efforts undertaken.

The Warehouse and Distribution department moved two storerooms in New Haven into one automated warehouse facility.

Processed inventory replenishments to the Harmon distribution center in preparation of the demolition of the shop storeroom and the movement of 10,000 SKUs.

Set groundwork and tested for automating the requisitioning process.

2019 Action Plan Summary

Automated Requisition creation in PeopleSoft

Move out of Croton MU Storeroom into temporary off-site Elmsford warehouse and Consist Shop Facility during 5-year construction of new car shop facility.

Optimize economies of space system-wide utilizing the Automated Storage and Retrieval System (ASRS) in New Haven.



MNR 2019 Detailed Action Plan

➤ Challenge	➤ Plan	➤ 2019 Goals
<ul style="list-style-type: none"> ➤ Right-size Stock Inventory investment to support service level and budgetary goals for MofE and MofW operations. 	<ul style="list-style-type: none"> ➤ Continue expanded use of Smart Software to proactively forecast future needs. ➤ Provide strategic look-ahead forecast to allow for multi- year contract solicitation. ➤ Support MofW initiatives for centralized management of inventory. ➤ Meet collaboratively with customer to review ongoing requirements. ➤ Work toward Repair and Return internal core processing. 	<ul style="list-style-type: none"> ➤ Automate requisition replenishments in PeopleSoft using enhanced PIES system ➤ Install Demand Planning module in Forecasting software. ➤ Move Croton-Harmon support shop storeroom to swing space. ➤ Bring in automation tools to allow collection of volume of material at receipt and use that data for optimized storage. ➤ Improve Service Level for certain car part material with long lead times. ➤ Review repair items pool and right-size spare pool inventory.
<ul style="list-style-type: none"> ➤ Optimize Inventory for Inactive and Excess 	<ul style="list-style-type: none"> ➤ Determine disposition of inactive material. ➤ Collaborate with internal customers in validation of excess/inactive stock material for final disposition. 	<ul style="list-style-type: none"> ➤ Continue efforts in identifying disposal of inactive and excess inventory allowing for space reclamation. ➤ Review of inventory for current fleet usage. ➤ Review any M2 parts that may be used on M8 fleet ➤ Review slow moving inventory quarterly.



2019 1st Quarter Maintenance of Way Division

Track, Structures, Stations & Facilities

Metro-North Railroad

April 01,2019



Track Projects Systemwide

■ Production Tie Replacement – 1,758,250 systemwide wood ties (45,600 ties planned)

■	Hudson Line	10,200	ties planned	0	complete	0%
■	New Haven	7,500	ties planned	231	complete	3%
■	Danbury	8,200	ties planned	0	complete	0%
■	Waterbury	4,500	ties planned	0	complete	0%
■	Port Jervis	15,200	ties planned	0	complete	0%
	Total 2019	45,600	ties planned	231	complete	1% complete

■ Rail Vac (Wood Ties) – 4,000 ties planned

■	GCT	184	ties complete		
■	Hudson	300	ties complete		
■	Harlem	86	ties complete		
■	New Haven	127	ties complete		
	Total 2019	697	ties complete	17%	complete

■ Rail Replacement – 1,508 rail miles systemwide (10.2 miles planned)

■	Hudson Line	3.2	miles planned	0.13	completed	4%	complete
■	Harlem	0.2	miles planned	0.18	completed	90%	complete
■	New Haven	6.2	miles planned	2.7	completed	44%	complete
■	Port Jervis	0.6	miles planned	0	completed	0%	complete
	Total 2019	10.2	miles planned	3.01	completed	30%	complete



■ Welds (2,000 joints planned)

■	Hudson Line	171	joints completed		
■	Harlem Line	151	joints completed		
■	New Haven	38	joints completed		
■	West Of Hudson	0	joints completed		
■	Port Jervis	6	joints completed		
	Total 2019	366	joints completed	18%	complete

■ Loram Rail Grinder (62 miles planned)

■	Hudson Line	10	miles planned	0	complete	0%
■	Harlem	30	miles Planned	0	complete	0%
■	New Haven	22	miles planned	0	complete	0%
	Total 2019	62	miles planned	0	complete	0% complete

■ Switch Renewal - 1,500 Switches systemwide (32 switches planned)

■	GCT-	8 switches	planned	7	switches completed	88% complete
■	Hudson-	12 switches	planned	0	switches completed	0% complete
■	New Haven-	6 switches	planned	0	switches completed	0% complete
■	Waterbury-	3 switches	planned	0	switches completed	0% complete
■	Port Jervis-	3 switches	planned	0	switches completed	0% complete
	Total 2019	32 switches	planned	7	switches completed	22% complete



■ Grade Crossing Renewal – 111 Grade Crossings systemwide (10 crossings planned)

■	Hudson Line	1	Crossings planned	0	complete	0%
■	Harlem Line	3	Crossings planned	0	complete	0%
■	New Haven					
	■ Danbury	4	Crossings planned	0	complete	0%
	■ Waterbury	1	Crossings planned	0	complete	0%
■	West of Hudson	1	Crossings planned	0	complete	0%
	Total 2019	10	Crossings planned	0	complete	0% complete

■ Surfacing - 754 track miles systemwide (110 miles planned)

■	Hudson Line	30	miles planned	8.5	completed	28%	complete
■	Harlem Line	10	miles planned	1.0	completed	10%	complete
■	New Haven - NY	8	miles planned	1.2	completed	16%	complete
■	New Haven - CT	16	miles planned	0.0	completed	0%	complete
■	New Haven - WTBV	10	miles planned	0.0	completed	0%	complete
■	New Haven - Danbury	16	miles planned	1.0	completed	6%	complete
■	Port Jervis	20	miles planned	2.0	completed	10%	complete
	Total 2019	110	miles planned	13.8	completed	13%	complete



▣ **Sperry Rail**

- ▣ Defects corrected from 1st run: NY - 7, CT - 7
- ▣ 49% of the NHL is tested
- ▣ 100% of the New Canaan
- ▣ 44% of the Danbury

▣ **Ensco Geometry (2x per year)**

- ▣ Contracted for 6 tests over 3 years
- ▣ 1st run – Survey begins April 14, 2019



- **GCT Station Track Rehabilitation (44 Platforms systemwide, 4 Platforms Planned)**

- Track 14 – (Completed)

- 1,200' rail, 56 bracket ties, 306 block ties

- Track 18 – (Completed)

- 45 bracket ties, 380 block ties

- Track 23 – (In Progress)

- 55 bracket ties, 283 block ties

- Track 112 – (estimated start date April 30, 2019)

- **Direct Fixation Fasteners, Park Ave Viaduct & Trainshed Repairs 31,584 Fasteners systemwide**

- Park Avenue Viaduct – replaced 24,064 fasteners with new fastening system (Tk 4 – 67%, Tk 2 – 71% , Tk 1 – 90%, Tk 3 – 71%, Overall – 75%)

- **GCT Trainshed**

- Completed repoint of brick tunnel and circular arch brick vents (Track 4, 66th street to 95th street)



■ **Overhead Bridge Program (NY)**

- Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements.
 - Hudson 14.43 (0% complete)
 - Hudson 65.34 (0% complete)
 - NH 16.37 Centre Avenue – Flag repairs (10% complete)
 - NH 20.89 North Barry – Flag Repair (35% complete)
 - NH 22.91 Broadway - Steel floorbeam repairs (10% complete)

■ **Bridge Timbers (NY only – 403 Timbers planned)**

■ New Haven – Mamaroneck Ave (MP 20.37, Trk 3, Trk 4)	120	timbers	0%
■ New Haven – Locust Avenue (MP 23.71, Tk2)	43	timbers	0%
■ New Haven – Westchester Ave (MP 25.54, All Tracks)	240	timbers	0%
■ PJ 55.03 JS Moodna Viaduct TkS (spot replacement)		timbers	0%
Total 2019	403	timbers	0% complete



- ▣ **NY Undergrade Bridge Repair Program**

- ▣ New Haven

- ▣ South Main. (MP 25.28) – masonry repairs (0% complete)

- ▣ Port Jervis

- ▣ MP 47.19JS – masonry repairs (0% complete)
 - ▣ MP 47.73JS – super-structure replacement (0% complete)
 - ▣ MP 63.08JS – masonry repairs (0% complete)
 - ▣ MP 66.40JS – steel repair (0% complete)

- ▣ **Bridge Flag Repairs (Harlem, Hudson New Haven-NY/Port Jervis Line)**

- ▣ Completed 12 various steel /or concrete repairs



CT Bridge Projects

■ Bridge Timbers (CT only – 716 ties planned)

■ NH 33.75 Elm St Tk2 & Tk3	104	timbers	0%
■ NH 34.17 East Main Street 1 & 3	184	timbers	0%
■ NH 34.72 Hamilton Ave Trk 3	52	timbers	100%
■ NH 34.72 Hamilton Ave Trk 4	52	timbers	0%
■ NH 40.89 Franklin (Spring Street) Tk1 & TK 2	86	timbers	0%
■ NH 41.28 Washington & Main Tk2	96	timbers	0%
■ NH 53.72 Hancock Ave Tk4	50	timbers	0%
■ NH 53.84 Howard Ave Tk1	53	timbers	0%
■ NH 59.96 East Main Street Tk3	39	timbers	0%
Total 2019	716	Timbers planned	11% complete

■ S-Program (New Haven – CT only)

- Canal St. (NH 33.41) – Steel repairs/masonry repairs (95% complete)
- East Main St. (NH 59.96) – Steel repairs/masonry repairs (80% complete)
- Saugatuck Ave. (NH 43.97) - Steel repairs/masonry repairs (0% complete)
- Park Ave (NH 54.58) - Steel repairs/masonry repairs (0% complete)
- Pembroke St (NH56.35) - Steel repairs/masonry repairs (5% complete)
- Old Mill Rd (DB 11.01) - Masonry and Misc. repairs (10% complete)
- Maple St (WB 21.74) - Steel repairs/masonry repairs (25% complete)
- Jackson St (WB 26.50) - Steel repairs/masonry repairs (0% complete)



- ▣ **Cos Cob NH 29.90 (Greenwich, CT)**

- ▣ Mitre Rail Replacement, bridge timbers and new walkway (Track 3) – (40% complete)
 - ▣ Fabricated/install steel ties, install expansion and thick web miter rails
 - ▣ Install 224 bridge timbers
 - ▣ Install new employee walkway (north side of bridge)

- ▣ **Saga Bridge NH 44.32 (Westport, CT)**

- ▣ Mitre Rail Replacement and bridge timbers (Track 4) – (100% complete)
 - ▣ Fabricated/installed steel ties, install expansion joints and thick web miter rails
 - ▣ Installed 260 bridge timbers

- ▣ **Right of Way Fence**

- ▣ Installed 500ft of fence throughout systemwide

- ▣ **Graffiti Removal Program**

- ▣ Hudson & Harlem - cleaned graffiti off various buildings, bridges, retaining walls & rock cuts





Long Island Rail Road

INFORMATION

ITEMS

MTA LONG ISLAND RAIL ROAD 2018 YEAR-END REPORT SUMMARY

The MTA Long Island Rail Road's financial performance in comparison to the 2018 Final Estimate was favorable. This improvement in the final result was due to the fact that actual 2018 non-reimbursable expenses before Depreciation, Other Post Employee Benefits (OPEB), GASB 68 Pension Expense Adjustment and Environmental Remediation of \$1494.3 million were \$34.1 million lower than the Final Estimate and Operating Revenues of \$789.7 million were \$2.7 million higher than the Final Estimate.

LIRR's Cash Deficit of (\$700.2) million was \$12.6 million higher than the Final Estimate, primarily due to timing of receipts for capital and other reimbursements. Excluding timing-related items, the LIRR cash position was \$3.6 million favorable.

In order to achieve these positive results, the LIRR subjected key cost centers to intensive monitoring and control. It accomplished this while simultaneously providing the resources necessary to provide a high level of operational performance.

Total Non-Reimbursable Revenues were \$2.7 million higher than the Final Estimate as a result of Other Operating Revenue, which was \$2.4 million favorable due to higher rental and miscellaneous revenue, partially offset by lower advertising and freight revenue, and Farebox revenue which was \$0.3 million higher than projected due to higher ridership offset by lower yield per passenger. Overall, ridership was 0.7% higher than 2017 and higher than the Final Estimate by 0.3 million or 0.3%. LIRR ridership totaled 89.8 million which is the highest ridership since the post-war record in 1949.

Total Non-Reimbursable Expenses Before Depreciation and Other were \$34.1 million lower than the Final Estimate. Labor expenses of \$1,080.6 million were \$19.4 million lower than the estimate primarily due to vacant positions and associated fringe costs, lower OPEB Current payments, higher sick pay law claim credits, lower vacancy/absentee coverage and maintenance overtime, and higher Reimbursable Overhead due to increased capital project activity, partially offset by higher pension expense and scheduled/unscheduled service overtime.

Non-labor expenses of \$413.8 million were \$14.7 lower than the Final Estimate due to the timing of fleet modification and Reliability Centered Maintenance (RCM), right of way track work, lower maintenance expenses and lower corporate inventory adjustments, partially offset by higher non-cash items, including legal claim reserves based on latest actuarial estimates, write-off of certain projects that are no longer capital-eligible and demolition of a building that was not fully depreciated.

Depreciation, Other Post Employee Benefits, GASB 68 Pension Adjustment and Environmental Remediation of \$485.1 million were \$41.2 million below the estimate primarily due to lower depreciation, a GASB 68 Pension Expense Adjustment and lower OPEB due to the latest actuarial estimate.

From the year-end preliminary actuals to the final close, adjustments for GASB 68 Pension Expense Adjustment, maintenance and other operating contracts, other operating revenue, professional services, and OPEB were the only significant changes.

Total Reimbursable revenues and expenses were \$41.5 million higher than the Final Estimate primarily resulting from an increase in capital project activity.

Cash Deficit of (\$700.2) million was \$12.6 million higher than the Final Estimate, which consisted of a real favorable variance of \$3.6 million and unfavorable timing variance of \$(16.2) million. Cash Receipts of \$1,286.0 million were lower than the Final Estimate by \$4.0 million, comprised of \$3.6 million in real variances and (\$7.6) million in timing variances. The real variance was due to favorable capital reimbursements resulting from higher project activity and higher Farebox Revenue, partially offset by lower Other Operating Revenue. The timing variance is attributed to higher of receipts for capital and other reimbursements and rental revenues, partially offset by advance ticket sale revenue.

Cash expenditures of \$1,983.1 million were \$5.5 million higher than the Final Estimate, comprised of (\$0.1) million in real unfavorable variances and (\$5.4) million in unfavorable timing variances. Unfavorable real variances are primarily attributed to higher overtime, material and professional services, offset by lower payroll and associated fringe costs due to vacant positions as well as lower maintenance and other operating contracts. The timing variance is primarily attributed to early New York State Health Insurance Program (NYSHIP) health and welfare and OPEB current payments, early delivery of rolling stock materials, delayed intercompany payroll reimbursements and insurance payments, partially offset by maintenance and professional services expenses.

The overall favorable 2018 financial performance reflects the LIRR's continued focus on maximizing scarce financial resources. Heading into 2019, the LIRR will continue to monitor its operations and cost structure in order to operate as cost efficiently as possible.

**MTA LONG ISLAND RAIL ROAD
2018 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2018 Final Estimate vs. Actual

Non-Reimbursable

Revenue:

- **Farebox Revenue** was \$0.3 million above the estimate due to higher ridership, partially offset by lower yields. Ridership of 89.8 million was 0.3% above the estimate as the LIRR experienced its highest ridership since the post-war record in 1949.
- **Other Operating Revenue** was \$2.4 million or 5.1% higher than estimate primarily due to higher rental and miscellaneous revenues, partially offset by lower advertising and freight revenues.

Expenses:

- **Payroll** was \$5.1 million or 0.9% below the estimate primarily due to vacant positions, higher sick pay law claim credits, and lower retiree sick/vacation buyout payments.
- **Overtime** was \$0.1 million below the estimate primarily due to lower vacancy/absentee coverage, maintenance and weather-related overtime, partially offset by higher unscheduled/scheduled service.
- **Health & Welfare** was \$2.1 million or 1.9% below the estimate due to vacant positions.
- **OPEB Current Payment** was \$2.7 million or 4.1% below the estimate due to fewer retirees/beneficiaries than estimated.
- **Pension** was (\$4.7) million or (3.8%) above the estimate due to the latest actuarial projection.
- **Other Fringe Benefits** were \$5.0 million or 3.2% below estimate primarily due to lower Railroad Retirement taxes caused by vacant positions.
- **Reimbursable Overhead** was \$9.1 million or 20.0% below estimate primarily due to timing of project activity.
- **Electric Power** was (\$0.7) million or (0.7%) above the estimate primarily due to higher rates, partially offset by lower consumption and accrual adjustments.
- **Fuel** was \$0.1 million or 0.5% below the estimate primarily due to lower consumption.

- **Insurance** was \$0.6 million or 2.9% below estimate due to lower liability and property insurance.
- **Claims** were (\$8.5) million above estimate primarily due to an increase in reserves based on the latest actuarial estimate.
- **Maintenance and Other Operating Contracts** were \$7.2 million or 8.9% below estimate. This was primarily due to lower maintenance expenditures associated with West End Concourse LED project, transformer maintenance, elevator/escalator maintenance and non-revenue vehicle maintenance, partially offset by higher expenses for emergency bussing and equipment/vehicle rentals.
- **Professional Service Contracts** were (\$8.4) million or (21.9%) above the estimate. This was primarily due to write-offs of various projects that are no longer capital eligible, partially offset by lower Advertising/Marketing initiatives, MTA chargebacks and other professional service contracts.
- **Materials & Supplies** were \$24.8 million or 15.4% below estimate. The savings were primarily due to lower fleet modification initiatives, and other initiatives under RCM program, lower miscellaneous inventory adjustments and right of way track work.
- **Other Business Expenses** were (\$0.4) million or (3.1%) above estimate primarily due to losses on the demolition of a building that was not fully depreciated, union payments for the 3rd Track Agreement, and higher bad debt reserves, partially offset by higher restitution on property damage and lower travel meetings and conventions.
- **Depreciation** was \$22.3 million or 5.8% below estimate due to a year-end review of capital assets.
- **Other Post Employee Benefits** were \$6.4 million or 4.6% below the estimate due to the latest actuarial estimate.
- **GASB 68 Pension Adjustment** was \$12.4 million below the estimate due to latest actuarial estimates.
- **Environmental Remediation** was \$0.06 million or 3.2% below estimate due to latest actuarial estimates.

The impact of 2018 results should not have a substantial impact on the 2019 accrued budget because most of the variances in 2018 are not expected to recur in 2019.

Reimbursable:

Total Capital and Other Reimbursements were higher than estimate by \$41.5 million or 8.8%. This was primarily due to increased Main Line Double Track project activity, Vanderbilt (VD) Yard, West Side Yard Overbuild, East Side Access (ESA) and various other capital project activity.

2018 Adopted Budget vs. Actual

The MTA Long Island Rail Road's financial performance in comparison to the 2018 Adopted Budget was favorable. Actual non-reimbursable 2018 expenses before Depreciation, Other Post Employee Benefits (OPEB), GASB 68 Pension Expense Adjustment and Environmental Remediation of \$1,469.5 million were \$147.0 million or 9.1% lower than the Adopted Budget. The operating cash deficit of (\$700.2) million was \$167.3 million or 19.3% favorable to budget.

Non-Reimbursable:

Revenue:

- **Farebox Revenue** was (\$6.9) million or (0.9%) lower than budget. Ridership of 89.8 million was (0.7%) below the budget. Ridership resulted in a decrease of \$5.4 million and lower yield per passenger resulted in a decrease of \$1.5 million. While ridership was lower than the Adopted Budget, the LIRR experienced its highest ridership since the post-war record in 1949.
- **Other Operating Revenue** was \$9.2 million or 22.9% higher than budget due to higher rentals, miscellaneous, freight, special services and Federal Emergency Management Agency (FEMA) recovery revenues, partially offset by lower advertising revenue.

Expenses:

- **Payroll** was \$27.2 million or 4.8% below budget primarily due to vacant positions, lower rates, higher sick pay law claim credits and lower contractual and wage claim accruals.
- **Overtime** was (\$24.8) million or (19.6%) above budget primarily due to higher vacancy/absentee coverage, maintenance, scheduled/unscheduled service and weather-related overtime.
- **Health & Welfare** was \$12.5 million or 10.3% below budget primarily due to lower headcount and rates.
- **OPEB Current Payment** was \$14.4 million or 19.0% below budget due to lower rates and fewer retirees/beneficiaries than estimated.
- **Pension** was \$4.3 million or 3.3% below budget based on the most recent actuarial report.
- **Other Fringe Benefits** were (\$9.1) million or (6.4%) above budget due to higher Federal Employers Liability Act (FELA) indemnity reserves and meal allowance, partially offset by lower Railroad Retirement Taxes caused by vacant positions.

- **Reimbursable Overhead** was \$25.7 million or 88.7% below budget primarily due to timing of project activity.
- **Electric Power** was \$6.8 million or 7.1% below budget due to lower consumption and rates.
- **Fuel** was (\$3.5) million or (19.8%) above budget due to higher rates, partially offset by lower consumption.
- **Insurance** was \$1.6 million or 7.6% below budget primarily due to lower liability and property insurance.
- **Claims** were (\$9.1) million above budget due to an increase in claims reserves due to the latest actuarial estimate, partially offset by lower non-employee claims.
- **Maintenance and Other Operating Contracts** were \$16.9 million or 18.8% below budget due to lower platform investments, joint facility expenses, escalator and elevator maintenance, engineering maintenance expenses/activities, Maintenance of Equipment West Side Yard facility maintenance, Penn Station signage initiative and various other maintenance and other operating contracts, partially offset by higher expenses for vegetation management, emergency bussing and equipment/vehicle rentals.
- **Professional Service Contracts** were \$3.6 million or 7.2% below budget primarily due to Engineering professional services contracts, the timing of Enterprise Asset Management (EAM) consulting contracts, M-7 propulsion consultant services, Far Rockaway station building demolition initiative, medical services and various other professional services, partially offset by write-offs of various projects that are no longer capital eligible and higher MTA procurement chargebacks.
- **Materials & Supplies** were \$48.9 million or 26.4% below budget. The favorable variance is primarily due to the timing of fleet modifications Central Diagnostics System (CDS), Train Operator Display (TOD) and the Multi-Function Unit (MFU), M7 Observer Seat, C-3 & DE/DM Communication Control Unit and reliability centered maintenance activities (DE/DM 15 yr. RCM, M-7 Wheel set, M-7 propulsion and C-3 Phase 3 Door), corporate inventory adjustments and delayed security initiatives, partially offset by higher charge-outs of track material.
- **Other Business Expense** was \$6.7 million or 32.2% below budget due to higher restitution of property damages as a result of an insurance settlement and miscellaneous other expenses, partially offset by losses on the demolition of a building that was not fully depreciated upon demolition and higher bad debt reserves.
- **Depreciation** was (\$21.5) million or (6.3%) above budget due to certain assets being fully depreciated.
- **Other Post Employee Benefits** were (\$42.8) million or (47.3%) above budget due to the latest actuarial estimate.

- **GASB 68 Pension Adjustment** was \$12.4 million below the budget due to the latest actuarial estimate.
- **Environmental Remediation** was \$0.06 million or 3.2% below budget due to latest reserve estimates for environmental remediation.

Reimbursable:

Total Capital and Other Reimbursements were higher than budget by \$113.0 million or 28.4%. This was primarily due to increased Main Line Double Track project activity, ESA, Positive Train Control, Jamaica Capacity Improvements and various other capital project activity. This was partially offset by lower Operating Funded Capital expenditures primarily for Concrete Tie Replacement.

MTA LONG ISLAND RAIL ROAD
2018 YEAR-END REPORT
2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE							
	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$747.341	\$740.170	\$740.477	(\$6.865)	(0.9)	\$0.307	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	40.051	46.841	49.206	9.156	22.9	2.366	5.1
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$787.392	\$787.011	\$789.683	\$2.291	0.3	\$2.672	0.3
Expenses							
Labor:							
Payroll	\$563.215	\$541.162	\$536.064	\$27.151	4.8	\$5.098	0.9
Overtime	126.221	151.127	151.021	(24.800)	(19.6)	0.106	0.0
Health and Welfare	120.414	110.070	107.952	12.462	10.3	2.118	1.9
OPEB Current Payment	76.107	64.329	61.676	14.431	19.0	2.652	4.1
Pensions	131.163	122.127	126.821	4.342	3.3	(4.694)	(3.8)
Other Fringe Benefits	142.546	156.643	151.612	(9.066)	(6.4)	5.031	3.2
Reimbursable Overhead	(28.924)	(45.498)	(54.575)	25.651	88.7	9.077	20.0
Total Labor Expenses	\$1,130.742	\$1,099.959	\$1,080.571	\$50.171	4.4	\$19.389	1.8
Non-Labor:							
Electric Power	\$95.724	\$88.287	\$88.946	\$6.778	7.1	(\$0.659)	(0.7)
Fuel	17.581	21.167	21.068	(3.487)	(19.8)	0.099	0.5
Insurance	21.508	20.477	19.880	1.628	7.6	0.598	2.9
Claims	4.370	5.039	13.505	(9.135)	*	(8.466)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	89.976	80.228	73.056	16.920	18.8	7.172	8.9
Professional Service Contracts	50.291	38.261	46.658	3.633	7.2	(8.396)	(21.9)
Materials & Supplies	185.413	161.293	136.464	48.949	26.4	24.829	15.4
Other Business Expenses	20.914	13.747	14.178	6.736	32.2	(0.430)	(3.1)
Total Non-Labor Expenses	\$485.776	\$428.500	\$413.753	\$72.022	14.8	\$14.747	3.4
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$1,616.517	\$1,528.460	\$1,494.324	\$122.193	7.6	\$34.136	2.2
Depreciation	\$340.880	\$384.603	\$362.333	(\$21.453)	(6.3)	\$22.270	5.8
Other Post Employee Benefits	90.469	139.644	133.232	(42.763)	(47.3)	6.411	4.6
GASB 68 Pension Expense Adjustment	0.000	0.000	(12.410)	12.410	-	12.410	-
Environmental Remediation	2.000	2.000	1.936	0.064	3.2	0.064	3.2
Total Expenses	\$2,049.867	\$2,054.706	\$1,979.416	\$70.452	3.4	\$75.290	3.7
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$1,262.475)	(\$1,267.695)	(\$1,189.733)	\$72.743	5.8	\$77.963	6.1
Cash Depreciation Adjustments							
Depreciation	\$340.880	\$384.603	\$362.333	\$21.453	6.3	(\$22.270)	(5.8)
Operating/Capital	(39.265)	(19.938)	(19.188)	20.077	51.1	0.750	3.8
Other Cash Adjustments	93.351	215.406	146.349	52.997	56.8	(69.057)	(32.1)
Total Cash Conversion Adjustments	\$394.967	\$580.070	\$489.494	\$94.527	23.9	(\$90.576)	(15.6)
Net Cash Surplus/(Deficit)	(\$867.508)	(\$687.625)	(\$700.239)	\$167.269	19.3	(\$12.614)	(1.8)
Totals may not add due to rounding							
Results are subject to audit							

MTA LONG ISLAND RAIL ROAD
2018 YEAR-END REPORT
2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

REIMBURSABLE							
	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
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	510.390	112.987	28.4	41.452	8.8
Total Revenue	\$397.403	\$468.939	\$510.390	\$112.987	28.4	\$41.452	8.8
Expenses							
Labor:							
Payroll	\$135.654	\$141.795	\$138.072	(\$2.419)	(1.8)	\$3.723	2.6
Overtime	35.444	54.355	67.694	(32.250)	(91.0)	(13.339)	(24.5)
Health and Welfare	28.713	33.243	34.846	(6.133)	(21.4)	(1.603)	(4.8)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	46.651	50.773	50.993	(4.342)	(9.3)	(0.220)	(0.4)
Other Fringe Benefits	29.362	35.109	37.428	(8.066)	(27.5)	(2.319)	(6.6)
Reimbursable Overhead	28.924	45.498	54.575	(25.651)	(88.7)	(9.077)	(20.0)
Total Labor Expenses	\$304.747	\$360.773	\$383.608	(\$78.861)	(25.9)	(\$22.835)	(6.3)
Non-Labor:							
Electric Power	\$0.000	\$1.276	\$1.299	(\$1.299)	-	(\$0.023)	(1.8)
Fuel	0.000	0.042	0.052	(0.052)	-	(0.011)	(25.5)
Insurance	9.600	8.778	8.478	1.122	11.7	0.299	3.4
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	34.502	(17.405)	*	(9.937)	(40.5)
Professional Service Contracts	0.857	2.977	8.473	(7.616)	*	(5.496)	*
Materials & Supplies	64.704	69.616	72.519	(7.815)	(12.1)	(2.903)	(4.2)
Other Business Expenses	0.398	0.913	1.459	(1.061)	*	(0.546)	(59.8)
Total Non-Labor Expenses	\$92.656	\$108.166	\$126.782	(\$34.126)	(36.8)	(\$18.616)	(17.2)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$397.403	\$468.939	\$510.390	(\$112.987)	(28.4)	(\$41.452)	(8.8)
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	-
Total Expenses	\$397.403	\$468.939	\$510.390	(\$112.987)	(28.4)	(\$41.452)	(8.8)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Cash Depreciation Adjustments							
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	-
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding
Results are subject to audit

MTA LONG ISLAND RAIL ROAD
2018 YEAR-END REPORT
2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

<div style="border: 1px solid black; padding: 2px; display: inline-block;"> NON-REIMBURSABLE/ REIMBURSABLE </div>	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$747.341	\$740.170	\$740.477	(\$6.865)	(0.9)	\$0.307	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	40.051	46.841	49.206	9.156	22.9	2.366	5.1
Capital and Other Reimbursements	397.403	468.939	510.390	112.987	28.4	41.452	8.8
Total Revenue	\$1,184.795	\$1,255.950	\$1,300.073	\$115.278	9.7	\$44.124	3.5
Expenses							
Labor:							
Payroll	\$698.869	\$682.957	\$674.137	\$24.732	3.5	\$8.820	1.3
Overtime	161.665	205.482	218.715	(57.050)	(35.3)	(13.233)	(6.4)
Health and Welfare	149.127	143.313	142.798	6.329	4.2	0.515	0.4
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	189.039	(17.132)	(10.0)	2.712	1.4
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$1,435.489	\$1,460.732	\$1,464.179	(\$28.690)	(2.0)	(\$3.447)	(0.2)
Non-Labor:							
Electric Power	\$95.724	\$89.563	\$90.245	\$5.479	5.7	(\$0.682)	(0.8)
Fuel	17.581	21.208	21.120	(3.539)	(20.1)	0.088	0.4
Insurance	31.108	29.255	28.358	2.750	8.8	0.897	3.1
Claims	4.370	5.039	13.505	(9.135)	*	(8.466)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	107.073	104.793	107.558	(0.485)	(0.5)	(2.765)	(2.6)
Professional Service Contracts	51.148	41.238	55.130	(3.983)	(7.8)	(13.892)	(33.7)
Materials & Supplies	250.117	230.909	208.983	41.134	16.4	21.926	9.5
Other Business Expenses	21.311	14.661	15.637	5.675	26.6	(0.976)	(6.7)
Total Non-Labor Expenses	\$578.432	\$536.666	\$540.536	\$37.896	6.6	(\$3.870)	(0.7)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$2,013.921	\$1,997.398	\$2,004.715	\$9.206	0.5	(\$7.316)	(0.4)
Depreciation	\$340.880	\$384.603	\$362.333	(\$21.453)	(6.3)	\$22.270	5.8
Other Post Employee Benefits	90.469	139.644	133.232	(42.763)	(47.3)	6.411	4.6
GASB 68 Pension Expense Adjustment	0.000	0.000	(12.410)	12.410	-	12.410	-
Environmental Remediation	2.000	2.000	1.936	0.064	3.2	0.064	3.2
Total Expenses	\$2,447.271	\$2,523.645	\$2,489.806	(\$42.536)	(1.7)	\$33.839	1.3
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,262.475)	(\$1,267.695)	(\$1,189.733)	\$72.743	5.8	\$77.963	6.1
Cash Depreciation Adjustments							
Depreciation	\$340.880	\$384.603	\$362.333	\$21.453	6.3	(\$22.270)	(5.8)
Operating/Capital	(39.265)	(19.938)	(19.188)	20.077	51.1	0.750	3.8
Other Cash Adjustments	93.351	215.406	146.349	52.997	56.8	(69.057)	(32.1)
Total Cash Conversion Adjustments	\$394.967	\$580.070	\$489.494	\$94.527	23.9	(\$90.576)	(15.6)
Net Cash Surplus/(Deficit)	(\$867.508)	(\$687.625)	(\$700.239)	\$167.269	19.3	(\$12.614)	(1.8)

Totals may not add due to rounding
Results are subject to audit

MTA LONG ISLAND RAIL ROAD
2018 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME

Scheduled Service¹

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement²

All Other³

TOTAL NON-REIMBURSABLE OVERTIME

REIMBURSABLE OVERTIME

TOTAL OVERTIME

						2018 Adopted Budget vs. Actuals		2018 Final Estimate vs. Actuals	
2018 Adopted Budget		2018 Final Estimate		Actual		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
421,367	\$26.673	426,781	\$26.968	439,415	\$27.789	(18,048)	(\$1.117)	(12,634)	(\$0.821)
						-4.3%	-4.2%	-3.0%	-3.0%
104,683	6.937	107,701	6.995	116,328	7.550	(11,646)	(0.612)	(8,627)	(0.555)
						-11.1%	-8.8%	-8.0%	-7.9%
800,926	47.376	910,681	53.684	879,000	52.177	(78,075)	(4.802)	31,681	1.507
						-9.7%	-10.1%	3.5%	2.8%
5,800	0.347	19,917	1.213	27,729	1.694	(21,929)	(1.347)	(7,812)	(0.481)
						*	*	-39.2%	-39.6%
584,953	34.634	804,867	48.372	780,149	46.662	(195,195)	(12.028)	24,718	1.710
						-33.4%	-34.7%	3.1%	3.5%
154,714	8.742	181,882	11.321	175,951	11.025	(21,237)	(2.284)	5,931	0.296
						-13.7%	-26.1%	3.3%	2.6%
-	-	-	-	-	-	-	-	-	-
27,616	1.512	25,985	2.574	24,760	4.123	2,855	(2.611)	1,225	(1.549)
						10.3%	*	4.7%	-60.2%
2,100,058	\$126.221	2,477,814	\$151.127	2,443,333	\$151.021	(343,275)	(\$24.800)	34,481	\$0.106
						-16.3%	-19.6%	1.4%	0.0%
622,636	\$35.444	876,008	\$54.355	1,070,008	\$67.694	(447,371)	(\$32.250)	(194,000)	(\$13.339)
						-71.9%	-91.0%	-22.1%	-24.5%
2,722,695	\$161.665	3,353,822	\$205.482	3,513,340	\$218.715	(790,646)	(\$57.050)	(159,518)	(\$13.233)
						-29.0%	-35.3%	-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
2018 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPTS AND EXPENDITURE VARIANCES**

2018 Final Estimate vs. Actual

The total cash deficit variance of (\$12.6) million, as detailed below, represents a real favorable variance of \$3.6 million and an unfavorable timing variance of (\$16.2) million. The timing variance is primarily associated with New York State Health Insurance Plan, material and insurance payments, and receipts for capital and other reimbursements, partially offset by payments for maintenance and professional service.

Receipts

- **Farebox Revenue** was \$5.8 million or 0.8% above the estimate as a result of higher advanced sales, higher ridership and higher MetroCard/AirTrain sales, partially offset by lower yield per passenger.
- **Other Operating Revenue** was (\$2.3) million or (7.0%) below the estimate primarily due to the timing of wireless and freight revenues.
- **Capital and Other Reimbursements** were (\$7.5) million or (1.5%) below the estimate primarily due to the timing of activity and reimbursement for capital and other reimbursements.

Expenditures

- **Payroll** was \$5.1 million or 0.8% below the estimate due to vacant positions and lower retiree sick/vacation payments, partially offset by the timing of interagency reimbursements.
- **Overtime** was (\$9.4) million or (4.6%) higher than the estimate due to higher capital project activity and scheduled/unscheduled service, partially offset by lower payments for vacancy/absentee coverage and maintenance.
- **Health and Welfare** was (\$9.2) million or (6.6%) higher than estimate due to the timing of NYSHIP payments, partially offset by vacant positions and interagency reimbursements.
- **OPEB Current Payment** was (\$1.2) million or (1.9%) higher than the estimate due to the timing of NYSHIP payments, partially offset by fewer retiree/beneficiaries.
- **Pensions** were \$0.7 million or 0.4% lower than the estimate due to interagency reimbursements, partially offset by higher contributions based on available information prior to the final actuarial report.

- **Other Fringe Benefits** were \$3.3 million or 1.8% lower than the estimate due to lower Railroad Retirement Tax payments, including interagency reimbursements, partially offset by higher meal and FELA payments.
- **Electric Power** was (\$1.4) million or (1.6%) higher than the estimate primarily due to higher rates, partially offset by lower consumption.
- **Fuel** was (\$0.2) million or (0.8%) lower than the estimate primarily due to higher rates, partially offset by lower consumption.
- **Insurance** was (\$3.5) million or (14.5%) higher than estimate due to the timing of payments.
- **Claims** were (\$0.2) million or (7.5%) higher, reflecting higher claim payments.
- **Maintenance and Other Operating Contracts** were \$19.7 million or 17.2% lower than the estimate primarily due to the timing of payments for joint facility and other maintenance services, partially offset by higher bussing payments.
- **Professional Service Contracts** were \$5.3 million or 12.7% lower than estimate due to the timing of MTA chargebacks and other professional service contract payments.
- **Materials and Supplies** were (\$14.9) million or (7.1%) higher than estimate due to advance material purchases and higher program and production plan material and supplies purchases.
- **Other Business Expenses** were \$0.8 million or 4.4% lower than estimate primarily due to higher restitution of property damages and lower payments for travel, print and stationery supplies, partially offset by higher debit/credit card fees.
- **Other Expense Adjustments** were (\$0.2) million or (1.3%) higher than estimate due to higher MetroCard/AirTrain sales pass-through payments.
- **Cash Timing and Availability Adjustment** was (\$3.1) million higher than the estimate.

2018 Adopted Budget vs. Actual

Receipts

- **Farebox Revenue** was (\$2.3) or (0.3%) below the budget due to lower ridership, lower yield per passenger and lower MetroCard/AirTrain sales, partially offset by higher advance sales.
- **Other Operating Revenue** was \$3.8 million or 13.8% above the budget primarily due to higher rental and miscellaneous revenue, and unplanned FEMA and special services revenue, partially offset by the timing of freight revenue.

- **Capital and Other Reimbursements** were \$134.1 million or 37.5% higher than budget due to the timing of activity and reimbursement for capital and other reimbursements, which includes the collection of backlogged 2017 capital project reimbursements.

Expenditures

- **Payroll** was \$23.7 million or 3.4% lower than budget due to vacant positions, lower rates, higher sick pay law claim credits and prior year interagency reimbursements, partially offset by a final 2017 retro wage adjustment payment.
- **Overtime** was (\$53.9) million or (33.4%) higher than budget due to higher payments for project overtime, vacancy/absentee coverage, maintenance, weather-related and scheduled/unscheduled service overtime.
- **Health and Welfare** was (\$0.9) million or (0.6%) lower than budget due to the timing of NYSHIP payments, partially offset by vacant positions, lower rates and interagency reimbursements.
- **OPEB Current Payment** was \$10.5 million or 13.8% lower than budget due to fewer retiree/beneficiaries than estimated and lower rates, partially offset by the timing of NYSHIP payments.
- **Pensions** were \$8.2 million or 4.6% lower than budget due to lower contributions based on the information available prior to the final actuarial report and interagency reimbursements.
- **Other Fringe Benefits** were (\$9.6) million or (5.6%) higher than budget primarily due to by higher FELA claim and meal payments, partially offset by lower Railroad Retirement Tax including interagency reimbursements.
- **GASB Account** was \$1.3 lower than the budget per MTA direction to curtail payment.
- **Electric Power** was \$4.6 million or 4.8% lower than budget due to lower consumption and rates.
- **Fuel** was (\$3.8) million or (21.6%) higher than budget due to higher rates, partially offset by lower consumption.
- **Insurance** was \$3.3 million or 10.6% lower than budget due to lower premium payments for liability and property insurance and the timing of payments.
- **Claims** were (\$0.9) million or (48.7%) higher than budget reflecting higher claim payments.
- **Maintenance and Other Operating Contracts** were \$12.2 million or 11.4% lower than budget primarily due to the timing of payments for joint facility and other maintenance services, partially offset by higher bussing payments.

- **Professional Service Contracts** were \$10.1 or 21.8% lower than budget generally due to the timing of and payment for consulting services and contracts.
- **Materials and Supplies** were \$21.1 million or 8.5% lower than budget primarily due to timing of program initiatives.
- **Other Business Expenses** were \$7.5 million or 31.2% lower than budget primarily due to higher restitution of property damages as a result of an insurance settlement.
- **Other Expense Adjustments** were \$1.3 million or 7.2% lower than budget due to lower MetroCard/AirTrain sales pass-through payments.
- **Cash Timing and Availability Adjustment** was (\$3.1) million higher than budget.

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			
	Adopted Budget	Final Estimate	Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
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)
Total Receipts	\$1,150.312	\$1,289.941	\$1,285.958	\$135.646	11.8	(\$3.983)	(0.3)
Expenditures							
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	-
Total Labor Expenditures	\$1,429.181	\$1,438.929	\$1,449.797	(\$20.616)	(1.4)	(\$10.868)	(0.8)
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
Total Non-Labor Expenditures	\$570.639	\$522.137	\$516.549	\$54.090	9.5	\$5.588	1.1
Other	\$18.000	\$16.500	\$16.711	\$1.289	7.2	(\$0.211)	(1.3)
Total Other Expenditure Adjustments	\$18.000	\$16.500	\$16.711	\$1.289	7.2	(\$0.211)	(1.3)
Total Expenditures	\$2,017.820	\$1,977.566	\$1,983.058	\$34.762	1.7	(\$5.492)	(0.3)
Cash Timing and Availability Adjustment	0.000	0.000	(3.139)	(3.139)	-	(3.139)	-
Operating Cash Deficit	(\$867.508)	(\$687.625)	(\$700.239)	\$167.269	19.3	(\$12.614)	(1.8)

Totals may not add due to rounding

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	Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$18.000	\$17.091	\$22.606	\$4.606	25.6	\$5.515	32.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	(12.690)	(13.372)	(18.076)	(5.387)	(42.5)	(4.705)	(35.2)
Capital and Other Reimbursements	(39.793)	30.272	(18.645)	21.148	53.1	(48.917)	*
Total Receipts	(\$34.483)	\$33.991	(\$14.116)	\$20.368	59.1	(\$48.107)	*
Expenditures							
Labor:							
Payroll	\$6.617	\$9.374	\$5.630	(\$0.987)	(14.9)	(\$3.744)	(39.9)
Overtime	(0.000)	(0.700)	3.133	3.133	*	3.833	*
Health and Welfare	(0.000)	2.566	(7.195)	(7.194)	*	(9.761)	*
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	8.516	7.516	*	0.573	7.2
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	-
Total Labor Expenditures	\$6.308	\$21.803	\$14.382	\$8.074	*	(\$7.421)	(34.0)
Non-Labor:							
Electric Power	(\$0.000)	(\$0.144)	(\$0.870)	(\$0.870)	*	(\$0.726)	*
Fuel	(0.000)	(0.001)	(0.266)	(0.266)	*	(0.265)	*
Insurance	0.324	5.233	0.847	0.523	*	(4.386)	(83.8)
Claims	2.623	2.622	10.906	8.283	*	8.284	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(9.781)	12.733	12.733	*	22.514	*
Professional Service Contracts	4.843	(0.258)	18.907	14.065	*	19.165	*
Materials & Supplies	2.627	19.411	(17.448)	(20.074)	*	(36.858)	*
Other Business Expenses	(2.624)	(2.553)	(0.823)	1.800	68.6	1.730	67.8
Total Non-Labor Expenditures	\$7.793	\$14.529	\$23.986	\$16.193	*	\$9.457	65.1
Other Expense Adjustments:							
Other	(18.000)	(16.500)	(16.711)	1.289	7.2	(0.211)	(1.3)
Total Other Expenditure Adjustments	(\$18.000)	(\$16.500)	(\$16.711)	\$1.289	7.2	(\$0.211)	(1.3)
Total Expenditures Before Depreciation	(\$3.899)	\$19.832	\$21.657	\$25.556	*	\$1.825	9.2
Depreciation	\$340.880	\$384.603	\$362.333	\$21.453	6.3	(\$22.270)	(5.8)
Other Post Employee Benefits	90.469	139.644	133.232	42.763	47.3	(6.411)	(4.6)
GASB 68 Pension Expense Adjustment	0.000	0.000	(12.410)	(12.410)	-	(12.410)	-
Environmental Remediation	2.000	2.000	1.936	(0.064)	(3.2)	(0.064)	(3.2)
Total Expenditures	\$429.451	\$546.079	\$506.749	\$77.298	18.0	(\$39.330)	(7.2)
Cash Timing and Availability Adjustment	0.000	0.000	(3.139)	(3.139)	-	(3.139)	-
Baseline Total Cash Conversion Adjustments	\$394.967	\$580.070	\$489.494	\$94.527	23.9	(\$90.576)	(15.6)

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
2018 YEAR-END REPORT
2018 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

			Favorable/(Unfavorable) Variance		
	Final Estimate	Actual	Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$757.261	\$763.083	\$5.822	\$0.467	\$5.355
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	33.469	31.130	(2.339)	(0.275)	(2.064)
Capital and Other Reimbursements	499.211	491.745	(7.466)	3.451	(10.917)
Total Receipts	\$1,289.941	\$1,285.958	(\$3.983)	\$3.643	(\$7.626)
<u>Expenditures</u>					
Labor:					
Payroll	\$673.583	\$668.506	\$5.077	\$7.782	(\$2.706)
Overtime	206.182	215.582	(9.400)	(9.400)	0.000
Health and Welfare	140.747	149.992	(9.245)	2.998	(12.243)
OPEB Current Payment	64.329	65.568	(1.239)	2.854	(4.094)
Pensions	170.279	169.624	0.655	0.655	0.000
Other Fringe Benefits	183.809	180.524	3.285	3.285	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,438.929	\$1,449.797	(\$10.868)	\$8.175	(\$19.043)
Non-Labor:					
Electric Power	\$89.707	\$91.115	(\$1.408)	(\$1.408)	\$0.000
Traction Power	77.675	77.713	(0.038)	(0.038)	0.000
Non-Traction Power	12.032	13.402	(1.370)	(1.370)	0.000
Fuel	21.209	21.386	(0.177)	(0.177)	0.000
Revenue Vehicle Fuel	16.807	17.112	(0.305)	(0.305)	0.000
Non-Revenue Fuel	4.402	4.274	0.128	0.128	0.000
Insurance	24.022	27.511	(3.489)	(1.891)	(1.598)
Claims	2.417	2.599	(0.182)	(0.182)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	114.574	94.825	19.749	3.633	16.116
Professional Service Contracts	41.496	36.223	5.273	(2.768)	8.040
Materials & Supplies	211.498	226.430	(14.932)	(5.980)	(8.952)
Other Business Expenses	17.214	16.460	0.754	0.754	0.000
Total Non-Labor Expenditures	\$522.137	\$516.549	\$5.588	(\$8.019)	\$13.606
Other Expenditure Adjustments:					
Other	16.500	16.711	(0.211)	(0.211)	0.000
Total Other Expenditure Adjustments	\$16.500	\$16.711	(\$0.211)	(\$0.211)	\$0.000
Total Expenditures	\$1,977.566	\$1,983.058	(\$5.492)	(\$0.055)	(\$5.436)
Cash Timing and Availability Adjustment	0.000	(3.139)	(3.139)	0.000	(3.139)
Baseline Net Cash Deficit	(\$687.625)	(\$700.239)	(\$12.614)	\$3.587	(\$16.201)

Totals may not agree due to rounding.

MTA LONG ISLAND RAIL ROAD
2018 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/ (UTILIZATION)

2018 Final Estimate vs. Actual

Ridership of 89.8 million was 0.3% above the estimate resulting in an increase of \$0.3 million in Farebox Revenue. Commutation ridership was lower than the Final Estimate, offset by higher non-commutation ridership. The LIRR experienced its highest ridership since the post-war record in 1949.

2018 Adopted Budget vs. Actual

In comparison to the Adopted Budget, actual farebox revenue was below budget by (\$6.9) million or (0.9%). The shortfall against the budget was driven by lower ridership and lower yields.

Compared to 2017, ridership levels increased 0.7%. Lower commutation ridership was partially offset by higher non-commutation ridership.

MTA LONG ISLAND RAIL ROAD
2018 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
UTILIZATION
(in millions)

	YEAR-TO-DATE as of DECEMBER 2018				Variance Favorable / (Unfavorable)					
	Adopted Budget	Final Estimate	Actual	Adjusted* 2017	Adopted Budget		Final Estimate		Adjusted* 2017	
	\$	\$	\$	#	\$	%	\$	%	#	%
FAREBOX REVENUE										
Monthly	\$363.156	\$357.213	\$355.442		(\$7.714)	-2.1%	(\$1.771)	-0.5%		
Weekly	\$18.639	\$18.887	\$19.561		\$0.921	4.9%	\$0.674	3.6%		
Total Commutation	\$381.795	\$376.099	\$375.003		(\$6.793)	-1.8%	(\$1.097)	-0.3%		
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%	\$0.125	0.2%		
Total Non-Commutation	\$365.546	\$364.071	\$365.474		(\$0.072)	0.0%	\$1.403	0.4%		
Total	\$747.341	\$740.170	\$740.477		(\$6.865)	-0.9%	\$0.307	0.0%		
RIDERSHIP										
Monthly	49.898	48.939	48.731	48.984	(1.167)	-2.3%	(0.208)	-0.4%	(0.253)	-0.5%
Weekly	1.902	1.952	2.101	1.890	0.199	10.5%	0.149	7.6%	0.211	11.1%
Total Commutation	51.800	50.891	50.832	50.874	(0.968)	-1.9%	(0.059)	-0.1%	(0.042)	-0.1%
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%
Total Non-Commutation	38.618	38.588	38.941	38.437	0.323	0.8%	0.353	0.9%	0.503	1.3%
Total	90.417	89.479	89.773	89.311	(0.645)	-0.7%	0.294	0.3%	0.461	0.5%

*Prior year adjusted to reflect current year calendar. Applicable to ridership only.

**MTA LONG ISLAND RAIL ROAD
2018 YEAR-END REPORT
EXPLANATIONS OF VARIANCES on POSITIONS
By FUNCTION and DEPARTMENT
NON-REIMBURSABLE/ REIMBURSABLE and FULL-TIME/ FULL-TIME
EQUIVALENTS**

2018 Final Estimate vs. Actual

At the end of 2018, the Long Island Rail Road had 7,571 total employees (actual staffing), which consisted of 6,498 non-reimbursable and 1,073 reimbursable employees. Staffing was 119 positions or 1.6% below the Final Estimate of 7,690 positions.

The vacancies were primarily in administrative positions followed by Engineering, Department of Program Management, East Side Access/Special Projects and Maintenance of Equipment Department.

MTA LONG ISLAND RAIL ROAD
2018 YEAR-END REPORT
Non-Reimbursable-Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents
December 2018

			Favorable (Unfavorable) Variance	
	2018 Final Estimate	Actual	Final Estimate Variance	%
Administration				
Executive VP	2	2	0	0.0%
Enterprise Asset Management	7	6	1	14.3%
Sr Vice President - Engineering	2	2	0	0.0%
Labor Relations	19	18	1	5.3%
Procurement & Logistics (excl. Stores)	80	64	16	20.0%
Human Resources	40	34	6	15.0%
Sr VP Administration	2	2	0	0.0%
Strategic Investments	18	18	0	0.0%
President	9	6	3	33.3%
VP & CFO	4	2	2	50.0%
Controller	45	44	1	2.2%
Management and Budget	18	16	2	11.1%
BPM, Controls, & Compliance	6	5	1	16.7%
Market Dev. & Public Affairs	71	71	0	0.0%
Gen. Counsel & Secretary	33	32	1	3.0%
Diversity Management	3	3	0	0.0%
Security	13	10	3	23.1%
System Safety	39	36	3	7.7%
Training	68	65	3	4.4%
Service Planning	31	26	5	16.1%
Rolling Stock Programs	17	10	7	41.2%
Sr Vice President - Operations	2	1	1	50.0%
Total Administration	529	473	56	10.6%
Operations				
Train Operations	2,267	2,314	(47)	-2.1%
Customer Service	313	306	7	2.3%
Total Operations	2,580	2,620	(40)	-1.5%
Maintenance				
Engineering	2,105	2,056	49	2.3%
Equipment	2,153	2,140	13	0.6%
Procurement (Stores)	97	94	3	3.1%
Total Maintenance	4,355	4,290	65	1.5%
Engineering/Capital				
Department of Program Management	155	134	21	13.5%
Special Projects/East Side Access	57	41	16	28.1%
Positive Train Control	14	13	1	7.1%
Total Engineering/Capital	226	188	38	16.8%
Baseline Total Positions	7,690	7,571	119	1.6%
Non-Reimbursable	6,504	6,498	6	0.1%
Reimbursable	1,186	1,073	113	9.6%
Total Full-Time	7,690	7,571	119	1.6%
Total Full-Time-Equivalents				

**MTA LONG ISLAND RAIL ROAD
2018 YEAR-END REPORT
EXPLANATIONS of VARIANCES
By FUNCTION AND OCCUPATION GROUP**

2018 Final Estimate vs. Actual

At the end of 2018, the Long Island Rail Road had 7,571 total employees (actual staffing), which consisted of 1,453 Managers/Supervisors, 523 Professional, Technical & Clerical and 5,595 Operational Hourlies. This was 119 positions or 1.6% below the final estimate of 7,690. Staffing vacancies were primarily found in Managers/Supervisors and Professional titles.

MTA LONG ISLAND RAIL ROAD
2018 YEAR-END REPORT
2018 Final Estimate vs. Actual
Total Positions by Function and Occupational Group
December 2018

			Favorable (unfavorable) Variance	
			Final Estimate	
	2018 Final Estimate	Actual	Variance	%
Administration				
Managers/Supervisors	274	248	26	9.5%
Professional, Technical, Clerical	149	121	28	18.8%
Operational Hourlies	106	104	2	1.9%
Total Administration	529	473	56	10.6%
Operations				
Managers/Supervisors	316	306	10	3.2%
Professional, Technical, Clerical	104	104	0	0.0%
Operational Hourlies	2,160	2,210	(50)	-2.3%
Total Operations	2,580	2,620	(40)	-1.5%
Maintenance				
Managers/Supervisors	832	772	60	7.2%
Professional, Technical, Clerical	311	237	74	23.8%
Operational Hourlies	3,212	3,281	(69)	-2.1%
Total Maintenance	4,355	4,290	65	1.5%
Engineering/Capital				
Managers/Supervisors	153	127	26	17.0%
Professional, Technical, Clerical	73	61	12	16.4%
Operational Hourlies	0	0	0	0.0%
Total Engineering/Capital	226	188	38	16.8%
Public Safety				
Managers/Supervisors	0	0	0	0.0%
Professional, Technical, Clerical	0	0	0	0.0%
Operational Hourlies	0	0	0	0.0%
Total Public Safety	0	0	0	0.0%
Baseline Total Positions				
Managers/Supervisors	1,575	1,453	122	7.7%
Professional, Technical, Clerical	637	523	114	17.9%
Operational Hourlies	5,478	5,595	(117)	-2.1%
Total Baseline	7,690	7,571	119	1.6%

MTA LONG ISLAND RAIL ROAD 2018 YEAR-END REPORT RESULTS OF OPERATIONS

FINANCIAL PERFORMANCE

Actual 2018 non-reimbursable expenses before Depreciation, Other Post Employee Benefits (OPEB), GASB 68 Pension Expense Adjustment and Environmental Remediation of \$1,494.3 million were \$122.2 million or 7.6% lower than the Adopted Budget and \$34.1 million or 2.2% lower than the Final Estimate.

The operating cash deficit of (\$700.2) million was 19.3% favorable to the Adopted Budget and (1.8)% unfavorable to the Final Estimate.

Managing Workforce Levels: Given that payroll spending is the single largest expense category in the budget, it is essential that the LIRR pay close attention to staffing levels. Senior management must ensure that the LIRR is budgeted appropriately for its operation and at the same time make sure that a sufficient number of positions are filled to complete necessary work and avoid the unnecessary use of overtime.

The LIRR's success at controlling labor-related expenses is founded on the development of a realistic and efficient hiring plan for operational positions. The hiring plan links workload (current and projected) to attrition projections and training and recruitment capacity in an effort to set hiring goals over a two-year planning horizon. The LIRR used its 2018 hiring plan to fill critical positions and minimize the number of vacancies in the key operating departments

Controlling Overtime: The LIRR's Overtime Task Force is tasked with strengthening the Rail Road's overtime monitoring and approval process, standardizing procedures, and increasing managerial accountability for overtime usage. The Task Force is a corporate-wide effort that engages high-level senior management and staffing from the four main operating departments and relevant oversight and support departments. The Task Force formally meets on a quarterly basis (monthly with the Engineering Department) to review and discuss progress on strategic overtime initiatives and overall overtime data. Individual working groups met regularly to discuss trends and identify corrective actions plans.

In 2018, the Task Force identified several key areas of strategic focus for the year. Specifically, the Task Force targeted filling vacant operational positions in the Maintenance of Equipment Department, addressing Transportation Department flagging requirements to support Reimbursable projects, establish a clear prioritization of Engineering Department maintenance projects (particularly in the Track discipline) and tightening overtime approval procedures, where necessary.

Despite these efforts, overtime in 2018 exceeded the 2017 level as well as the 2018 adopted budget. The LIRR's decision to expedite capital work along the Right of Way required an unprecedented number of track outages and a significant increase in Force Account Construction and Flagging. Over 200 special programs/outages were required

in 2018. Since most this work was performed during the off-peak, reimbursable overtime requirements within Engineering and Transportation grew. Engineering Maintenance/Modification overtime increased by approximately 7,400 hours (2.6%) over 2017. This was the result of the LIRR's strategic decision to complete critical maintenance work and piggyback off existing outages.

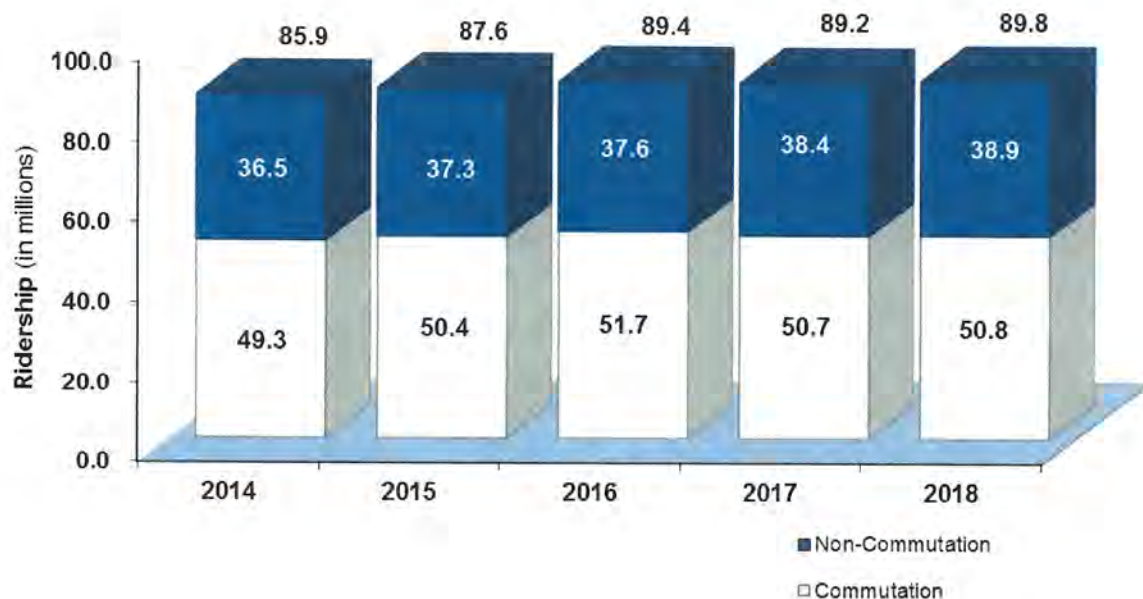
Maintenance of Equipment focused on filling vacant operational positions. Vacant position overtime hours in 2018 were approximately 31,000, (45%) higher than 2017. Part of this increase was due to an overall higher workload in 2018. An aggressive hiring plan was developed to fill positions in anticipation of attrition and in advance of the start of maintenance and modification programs.

Matching Inventory and Material Purchasing with Needs: Materials and Supplies is the largest non-payroll cost category in the budget. Careful management of spending in this area is a very important component in achieving financial control and stability. The goal is to maximize financial resources and ensure that material is available to meet departmental work plans and infrastructure maintenance needs. In 2018, by making better use of existing inventory and better aligning the purchase of materials with the actual need, the LIRR was able to implement a budget reduction initiative that resulted in a \$7.0 million cash savings in material.

One metric used by the MTA to measure financial performance is Farebox Operating Ratio (FOR), which calculates what percent of operating expenses the LIRR covers through farebox revenue. In 2018, the ratio decreased from 50.6% in 2017 to 49.0%. However, the 2018 actual FOR was favorable to the Adopted Budget level of 45.1%. It is important to note that excluding the LIRR's unfunded pension liability expenses, the LIRR's farebox operating ratio would have increased to 52.6% in 2018. The LIRR's operating cost per passenger increased from \$16.18 in 2017 to \$16.86 in 2018.

RIDERSHIP AND REVENUE

The Long Island Rail Road (LIRR) experienced its highest ridership since the post-war record of 91.8 million passengers in 1949. During 2018, the LIRR carried 89.8 million customers, which was a 0.7 percent increase from 89.2 million customers in 2017. LIRR remains the busiest commuter railroad in North America. Strong local economic conditions and continuous growth in non-commutation travel, including trips to entertainment and sports venues, have contributed to these ridership numbers.



The 2018 Non-Commutation market experienced growth of 1.3% when compared to 2017, outpacing the growth of the Commutation market, which increased 0.2%. Two major sporting events occurred in 2018 including the US Open golf tournament in Southampton and the Triple Crown at Belmont Park.

During 2018, several service initiatives impacted ridership. Main Line Second Track work significantly lowered Ronkonkoma branch ridership and on-time performance (OTP). However, with the successful completion of the Main Line Double Track work in the final quarter of 2018, OTP improved and several trains that had originated or ended in Farmingdale were extended to Ronkonkoma. As part of LIRR Forward, the top 20 late trains were identified and schedules and stopping patterns were adjusted. The LIRR also made several individual train service changes based on the recommendation of customers. Additional service was provided to Greenport and a one seat ride was provided to Port Jefferson on weekends.

During June, the LIRR introduced two new fare programs to customers. The Summer Saturdays Program was launched on June 2nd and offered a discount to customers who traveled with an existing monthly ticket holder. The program was later expanded to Sundays until the middle of November and renamed the Autumn Weekends Program. On June 6th the LIRR kicked off the Atlantic Ticket Field Study, a fare discount program for customers traveling between Southeast Queens and Downtown Brooklyn. The LIRR and MTA are jointly assessing the operational, financial, and customer behavior impacts of the Field Study.

In 2016 the Long Island Rail Road launched MTA eTix, the first-ever mobile ticketing application. MTA eTix allows LIRR customers to purchase and display train tickets directly from their mobile devices, including smartphones and tablets.

MTA eTix popularity continues to grow. In 2018, customers gave the mobile ticketing application a high satisfaction score of 92%. The eTix share of all sales channels continues to grow and now represents over 30% of all tickets sold.

SAFETY

An essential element of LIRR's mission is to ensure the safety of its customers, employees, and the communities it serves. LIRR's corporate safety program is designed to engage every employee in promoting the value of safety. It is a collaborative effort between the Corporate Safety Department and all LIRR operating and administrative departments.

"Think Safety / Act Safely: Working towards an accident-free workplace" is LIRR's comprehensive approach to enhance our safety culture and performance. New and revised corporate policies, department goals established by the Safety Goal Implementation Program (SGIP), new and enhanced training, detailed trend analyses, and field observations, are all directed towards engaging all employees in promoting the value of safety while ensuring accountability.

The rate of Federal Railroad Administration (FRA) - reportable employee "lost time" injuries decreased in 2018 by 26%. The highest number of employee accidents continues to be in the "slips, trips, and falls" category with the majority of injuries being soft tissue injuries. Corporate and Department interventions focus on engaging employees to heighten awareness and encourage collaborative problem-solving. This includes a number of Labor Management partnership meetings and initiatives. Departments are seeking to identify the behaviors that contribute to these accidents and address them in their employee awareness campaigns, field observations, and safety meetings.

From 2017 to 2018, the LIRR experienced a decrease of 51% percent in the "customer injury rate." In 2018, the LIRR continued its customer outreach campaign, with its theme of "Let's Travel Safely Together" that includes videos, seat drops, announcements, and social media posts. The campaign, in partnership with Amtrak, New Jersey Transit, and New York City Transit focuses on customer behaviors such as carrying too many packages and luggage, and rushing to trains.

The LIRR accomplished the following in 2018:

- Conducted quarterly "Safety FOCUS (Fatigue, Outside Influences, Communication, Uncertainty, Situational Awareness) Days" across LIRR, each attended by approximately 4,000 employees. The President and Vice President of Corporate Safety also met quarterly with frontline supervisors and managers to discuss how they and their employees are experiencing safety in the field.

- Conducted weeklong Safety, Health, and Wellness Events throughout the property on all tours focusing on seasonal safety trends, personal protective equipment, fire extinguisher safety, physical fitness, fatigue, and electrical safety.
- Continued Confidential Close Call Reporting System (C3RS), a collaborative effort between management, labor, and the FRA, that provides a mechanism for employees to confidentially report “close calls” that could have resulted in operating and safety incidents. The Peer Review Team, consisting of representatives from each of the LIRR’s Labor organizations, management from the Operating Departments and Corporate Safety, and the FRA met several times a month to review reports and brainstorm potential mitigations. Several corrective actions recommended by the Peer Review Team were implemented.
- Continued to work with MTAHQ, New York State Department of Transportation (NYSDOT), Nassau and Suffolk counties, local government authorities to develop improved safety measures at railroad grade crossings. As part of LIRR Forward, installed delineators and pavement markings at all 296 grade crossings. In addition, LIRR partnered with WAZE to alert drivers not to turn on tracks.
- Implemented a new Enterprise Safety System (ESS) to replace LIRR’s existing mainframe-based Accident Control System. In addition to serving as the LIRR’s FRA accident-reporting system (the official repository of accident and incident data), the new ESS has robust Business Intelligence functionality to facilitate trend analysis useful for data-driven decision-making to improve safety performance.
- Continued expansion of a “safety management systems” (SMS) approach to LIRR’s overall safety program. The SMS approach, which has been endorsed by the Federal Transit Administration (FTA), the FRA, the U.S. Department of Transportation and other transportation authorities, supplements an engineering-centered process with increased attention to the “human element,” data sharing, and measurements of safety performance.
- Continued Customer Safety Awareness Days in partnerships with New Jersey Transit, Amtrak, and New York City Transit at Penn Station. Messaging focused on “Let’s Travel Safely Together” highlighting how customer behaviors can help reduce customer accidents and injuries.
- Expanded Labor Management Partnership Committees at the Corporate and Department levels including: Mechanical Safety Partnership Meeting focusing on safety concerns related to Maintenance of Equipment Department responsibilities; Transportation Safety Committee focusing on Transportation Department employee concerns; Corporate Safety Personal Protective Equipment (PPE) Partnership Committee to review corporate needs for PPE, assist in developing specifications, and piloting potential new PPE; and On Track Safety Engineering Department Labor Management Partnership Committee focusing on the right of way safety concerns of Engineering Department employees.
- Expanded the Roadway Worker Field Compliance Division. This Division, comprised of employees who are fully qualified on the LIRR Operating Rules and Physical Characteristics, is engaged full-time with employees in the field. The Roadway Worker Field Compliance Managers conduct observations and testing to ensure

employees and contractors are abiding by all FRA Regulations and LIRR On Track Safety Rules.

- Continued installation of inward- and outward-facing cameras in the cabs of all rail fleets. The outward-facing cameras will be used to record track and wayside activities, and the inward-facing cameras will be used to record the engineer's control area while the train is in operation. Passenger area cameras are also being added to improve passenger and crew safety by acting as a deterrent to crime and providing forensic investigative capability. This initiative responds to a recommendation made by the National Transportation Safety Board (NTSB).

OPERATIONAL PERFORMANCE

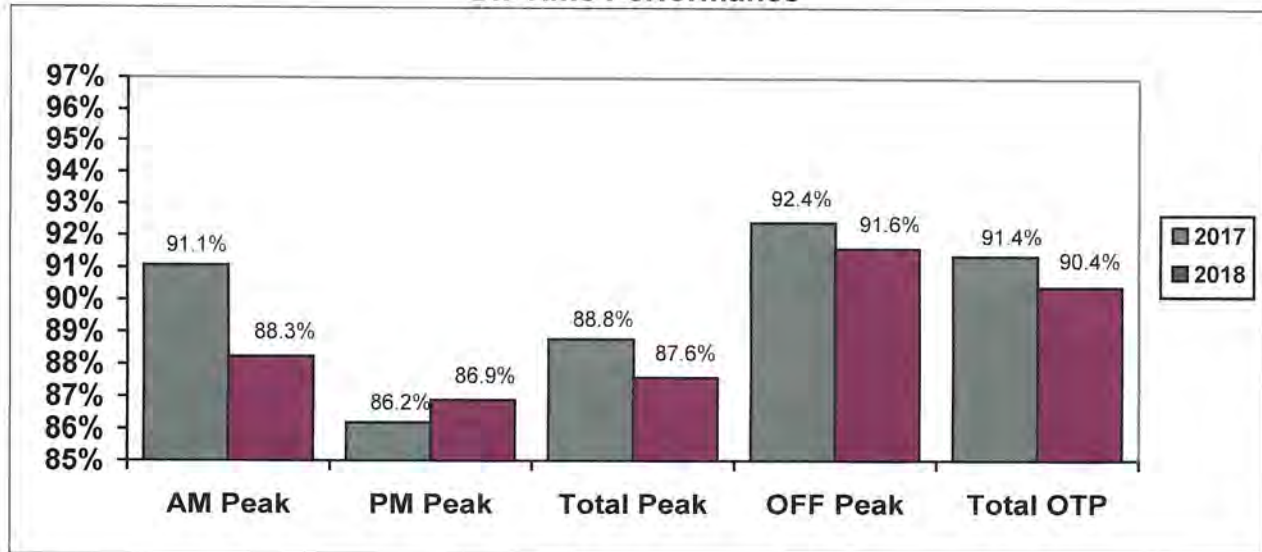
On-Time Performance (OTP): One of the most reliable predictors of customer satisfaction is the ability of the LIRR to deliver passengers to their intended destinations on time. For 2018, the LIRR's OTP was 90.4%, a decline of 1.3% from the 2017 OTP rate of 91.4%. However, OTP improved in the final quarter of the year to 91.2%, as many of the benefits of LIRR Forward began to have a positive impact on performance.

Announced in May 2018, LIRR Forward represents a solve-it-now approach with a reinvigorated customer focus that is being applied to all aspects of the operation, from train service to infrastructure repair asset maintenance, and customer communication to unplanned event response. Further, it prioritizes critical investments and support staff in achieving this mission. Completing work efficiently, effectively and expeditiously is at its core, with the goal of ensuring this happens and that customers experience tangible positive results.

Several accomplishments achieved in 2018 include:

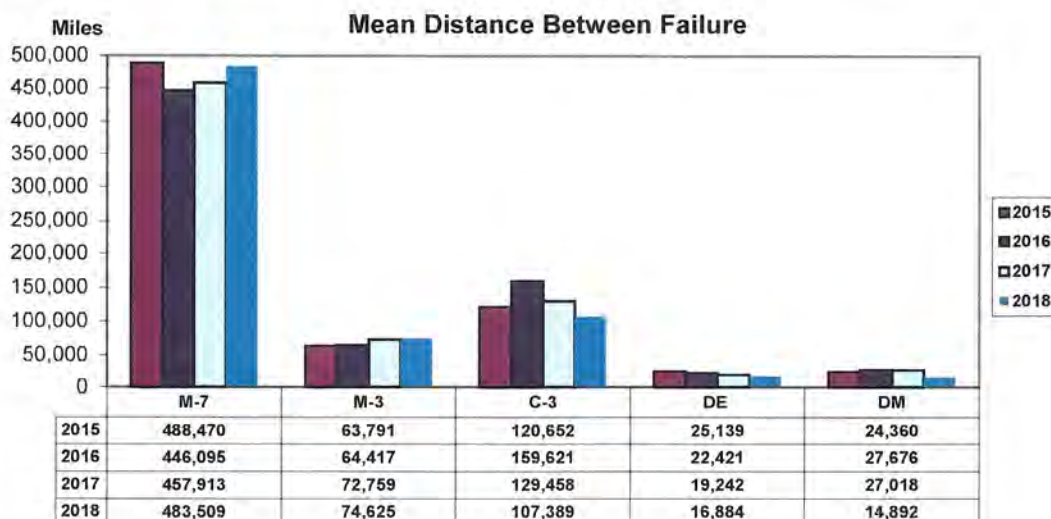
- 141 track circuits upgraded at Harold and Queens Interlockings;
- Completed the installation of 60 new snow switch covers;
- All 10 of our most problematic switches have been upgraded;
- Over 2,000 rail joints welded;
- Over 225 miles of vegetation alongside our right-of-way has been cleared to date; and
- Accelerated rail testing and maintenance programs

On-Time Performance



In 2018, the total number of delays increased by 10% from 21,362 to 23,551. Delays attributed to capital projects increased by 1,199 delays or 227%, while weather-related delays increased by 1,414 delays or 52%. Capital project delays were prevalent in May through September and included those related to Main Line Double Track, North East Corridor and Centralized Interlocking Location work. Weather delays were most prevalent in January and February and again in November and December due to winter storms, additional adverse weather conditions and low adhesion at the end of the year. Additional causes included unscheduled right of way maintenance issues and rolling stock equipment mechanical failures.

Mean Distance Between Failures (MDBF): MDBF is the standard measurement used to gauge fleet reliability. The MDBF for the entire fleet in 2018 was 185,217 miles, which was below the 2018 goal of 200,000 miles by 7.4% and represents a 9.8% decrease from 2017.



The M-7 fleet MDBF continued to be a strong contributor in the LIRR's fleet reliability achievements. With an MDBF of 483,509 miles, the M-7 fleet remains the most reliable fleet type. The RCM program and rigorous maintenance schedules and protocols contributed to its outstanding reliability performance. In addition, as part of LIRR Forward, over 2,400 heated threshold plates were installed/replaced on the M-7 fleet to improve reliability during the winter months.

The Maintenance of Equipment Department's increased maintenance efforts also contributed to a reliable C-3 fleet. While the C-3 MDBF of 107,389 miles fell below the 2018 goal by 12%, it continued to remain in the five best annual C-3 MDBF years since inception. LIRR continues its efforts of optimizing the RCM program, enterprise asset management system implementation, new M-9 fleet preparedness, and initiatives targeting the performance of the entire fleet.

The combined diesel fleet achieved an MDBF of 51,731 miles, which was below the goal by 20.4%. This decline was due to traction motor problems which are being addressed in 2019.

At the end of 2018, the multiple unit (MU) electric fleet consisted of 824 M-7 and 142 M-3 cars available for revenue service. The diesel fleet consisted of 134 C-3 coach cars and 45 diesel locomotives. The MU and diesel (C-3 Coach) spare ratio was 6.3% and 0.8% respectively. The AM peak requirement at year-end was 864 for the MU fleet and 115 for the C-3 coaches.

CUSTOMER COMMUNICATION

Keeping customers fully informed in real time is a high priority of the LIRR, and the Rail Road continues to explore ways to improve in this area. As part of LIRR Forward, the LIRR met regularly with elected officials and members of the public to receive feedback on LIRR services, including "customer conversation" Q&A sessions hosted by the LIRR President and senior staff, "meet the manager" sessions and focus groups. The LIRR PIO improved messaging protocols to provide recovery estimates for service disruptions as well as provide early morning messages in advance of anticipated disruptions. Station signage is more accurate and timely and now includes estimated time of arrivals for all trains. The LIRR worked along with the MTA in developing and testing a new and improved MyMTA application. In January 2019, the LIRR made available a new website/application that allows customers to identify the location of trains, the number of cars on those trains, and potential disruptions

CUSTOMER SATISFACTION

In 2018, LIRR "Overall Customer Satisfaction" remained relatively steady at 76%, which was a slight decrease from 77%, despite a record number of track work programs and signal improvements that contributed to service changes. Overall Train Service Satisfaction decreased (75% in 2018 vs. 76% in 2017). On the positive side, there is a

consistent trend in high satisfaction scores related to employees, including Courtesy and Responsiveness of Conductors which scored 91%. Among all of the survey attributes, customers using mobile ticketing gave the highest satisfaction score to MTA eTix scoring 92% in 2018.

CAPITAL IMPROVEMENTS

The LIRR's 2018 capital commitments totaled over \$389.2 million, or 107 percent of the year's goal. Major commitments for the year included: Long Island City Yard restoration; the 2018 Annual Track Program; rehabilitation of 14 stations; substation component replacement; signal power motor generators for Main Line Double Track; and replacement of the Meadowbrook substation.

The Rail Road's 2018 capital completions totaled over \$380.6 million, or 62 percent of the year's goal. Major completions during the year included: Main Line Double Track; new elevators and improvements at Flushing Main Street Station; rehabilitation of Hicksville Station; platform replacement at Wantagh; the 2018 Annual Track Program; and replacement of Buckram Road Bridge.

With the completion of Main Line Double Track one year early, The LIRR has been able to extend and/or start trains in Ronkonkoma instead of Farmingdale. The additional track has also provided greater flexibility during perturbed situations which has resulted in an improved on-time performance along this branch since the project was completed in September.

In the fourth quarter of 2018, heavy construction began on the LIRR Expansion Project (Main Line Third Track) between Floral Park and Hicksville. Demolition began and utilities relocated at Covert Avenue. Construction began at the Harrison Garage in Mineola. Construction began at Carl Place including utility relocation and demolition of the eastbound platform.

In addition to the above, Positive Train Control (PTC) met statutory requirements for federal compliance in 2018 allowing the LIRR to request an alternative schedule extending the project to December 31, 2020.

**MTA LONG ISLAND RAIL ROAD
2018 YEAR-END REPORT
2018 ADOPTED BUDGET AND FINAL ESTIMATE vs ACTUALS
MONTHLY PERFORMANCE INDICATORS
December 2018**

		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual</u>	<u>Final Estimate</u>	<u>2017</u>	<u>vs. Final Estimate</u>	<u>vs. 2017</u>
Farebox Operating Ratio	Standard ⁽¹⁾	49.0%	47.8%	50.6%	1.6%	-1.6%
	Adjusted ⁽²⁾	52.6%	54.5%	59.2%	1.7%	-6.6%
Cost Per Passenger	Standard ⁽¹⁾	\$16.86	\$17.30	\$16.18	\$0.61	(\$0.68)
	Adjusted ⁽²⁾	\$15.70	\$16.13	\$14.80	\$0.59	(\$0.90)
Passenger Revenue/Passenger ⁽³⁾		\$8.25	\$8.27	\$8.19	(\$0.02)	\$0.06

		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual</u>	<u>Adopted Budget</u>	<u>2017</u>	<u>vs. Adopted Budget</u>	<u>vs. 2017</u>
Farebox Operating Ratio	Standard ⁽¹⁾	49.0%	45.1%	50.6%	3.9%	-1.6%
	Adjusted ⁽²⁾	52.6%	51.3%	59.2%	1.3%	-6.6%
Cost Per Passenger	Standard ⁽¹⁾	\$16.86	\$18.31	\$16.18	\$1.45	(\$0.68)
	Adjusted ⁽²⁾	\$15.70	\$16.99	\$14.80	\$1.29	(\$0.90)
Passenger Revenue/Passenger ⁽³⁾		\$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



2018 ANNUAL RIDERSHIP REPORT

2018 ANNUAL RIDERSHIP REPORT

LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

In 2018, the Long Island Rail Road (LIRR) experienced a new modern record in ridership, carrying 89.8 million passengers compared to the post-war record of 91.8 million passengers in 1949. Total ridership increased 0.7% compared to 2017 (0.5% when adjusted for the same number of calendar workdays comparing 2017 ridership of 89.3 million passengers). Strong local economic conditions and continuous growth in non-commutation travel, including trips to entertainment and sports venues, contributed to these ridership numbers.

2018 Ridership Summary

- In 2018, the LIRR experienced its highest ridership since the post-war record of 91.8 million passengers in 1949
- 2018 Non-Commutation ridership reached a record high of 38.9 million passengers. Non-Commutation ridership increased 1.3%, reflecting a growing trend of discretionary trips.
 - Total Weekend ridership increased 1.4%. Saturday ridership travel increased 1.0% and Sunday ridership travel increased 1.9%. Off-peak weekday travel increased 1.6% compared to last year.
- 2018 Commutation ridership achieved 50.8 million passengers increasing 0.2%. Commutation ridership benefitted from a strong local economy.
 - Reverse Commute ridership increased 1.9% in the AM period and 1.4% in the PM Peak Period compared to 2017

ANNUAL RIDERSHIP 2018 VS 2017 (in millions) *

	Annual Ridership 2018	Annual Ridership 2017	% Change vs. 2017
Total Ridership	89.8	89.3	+0.5% ▲

*Annual ridership is based on a calendar adjustment to reflect same workdays in 2018 and 2017

Legend: ▲ increase; ▼ decrease; ● no change

Major Factors and Initiatives Affecting Ridership

1. STRONG REGIONAL ECONOMY

- NYC Non-Agricultural employment increased 2.8% during CY 2018 vs. 2017
- Education and Health employment increased 4.4%
- Mining, Logging & Construction employment increased 4.4%
- Business and Professional Services employment increased 2.7%
- Leisure and Hospitality employment increased 2.4%
- Financial Sector employment increased 1.0%

2. SERVICE IMPROVEMENTS

- During 2018, the LIRR posted favorable trends in non-commutation ridership. A number of Service Enhancements were implemented:
 - Upon the completion of the Main Line Double Track project, three Farmingdale trains were extended to start out of Ronkonkoma. This allowed for additional connections with the Greenport Scoot, with two reverse peak trains having additional station stops.
 - Implemented in May, a dual-mode train was extended to originate out of Southampton instead of Speonk, providing customers with a one-seat ride to Penn Station.

3. ON-TIME PERFORMANCE

- As the benefits of LIRR Forward took hold, customer experience & satisfaction improved
- While system-wide on-time performance decreased by 1.0%, OTP improved significantly in the 2nd half of the year with ridership gains following suite

4. RIDERSHIP GROWTH OF DISCRETIONARY TRAVEL (SPORTS, ENTERTAINMENT AND LEISURE SEGMENTS)

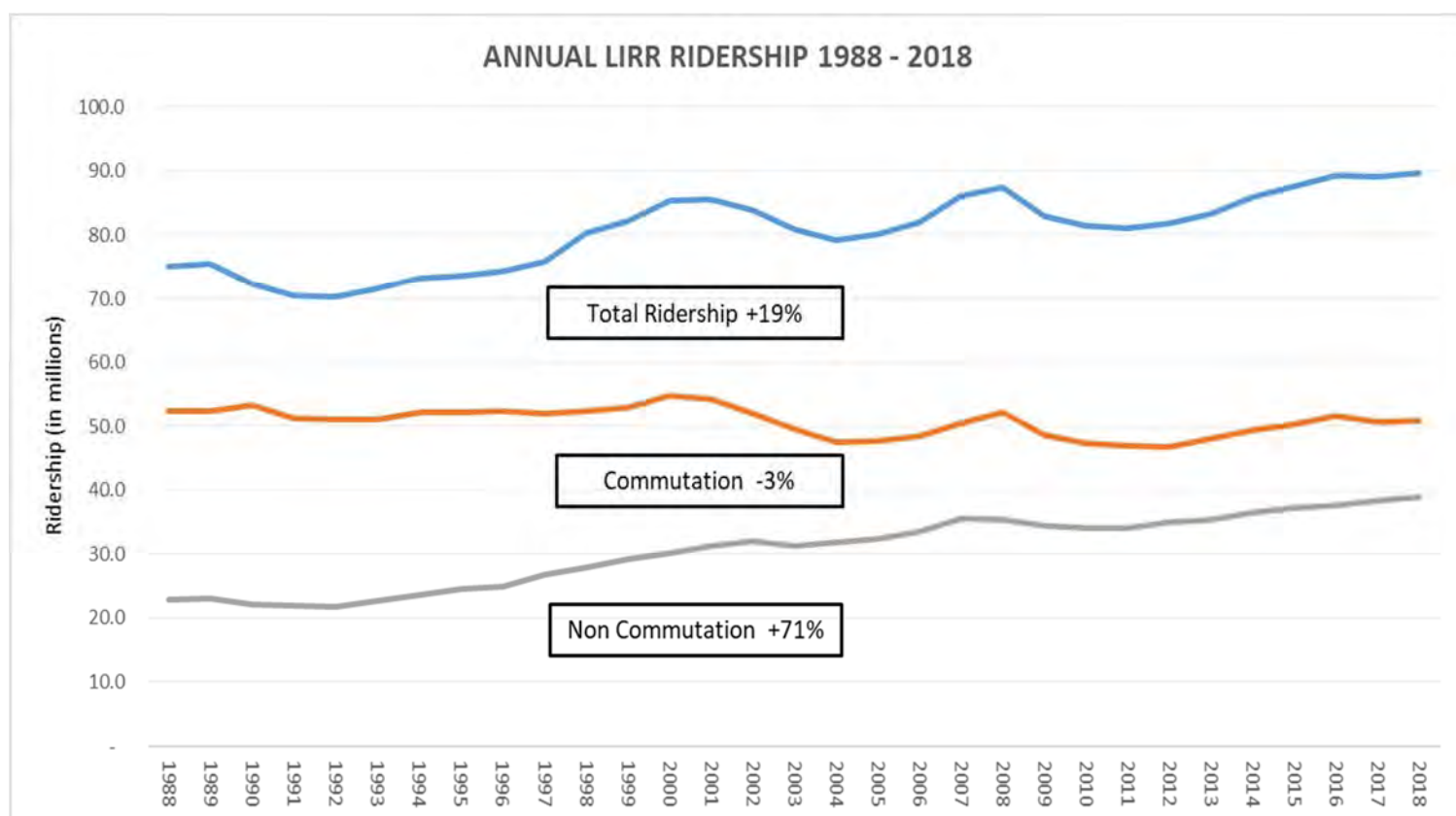
- USGA's 2018 U.S. Open at Shinnecock Hills in Southampton brought 78,000 customers, a new record number of customers compared to previous US Open at Shinnecock Hills
- The 2018 Belmont Stakes held its thirteenth Triple Crown winner bringing 21,000 additional customers
- Introduced and marketed Summer Saturdays and Autumn Weekends, LIRR's special customer appreciation programs
- Launched successfully the MY LIRR LOYALTY Program with over 100 participating vendors
- A new ticket type was introduced, the "Atlantic Ticket", which brought over \$3 million in revenue and 639,000 riders
- Continuing the second year of successful growth for the LIRR Holiday Trains service that was expanded to two branches (from Ronkonkoma and Babylon to Penn Station) with on-board entertainment, giveaways and special discount to an MSG show
- Sales & Promotions programs (deals, getaways and group travel) contributed \$2.1 million to LIRR's 2018 total off-peak business of \$212 million. Growth achieved through expansion of event marketing initiatives, and email marketing (E-blasts) efforts targeting one day-trippers and group travel segments.
- Spearheaded the 6th Annual "Long Island Car Free Day" encouraging Long Islanders to give up their cars and try mass transit, carpooling, walking, and bicycling

- Created a unique three-way partnership with “Discover LI” and “NYC & Co” to position the LIRR as the connecting mode between NYC and LI attracting leisure travelers to the region. Targeted the tourism segment working with travel agents and leisure organizations.

Long-Term Ridership Trends

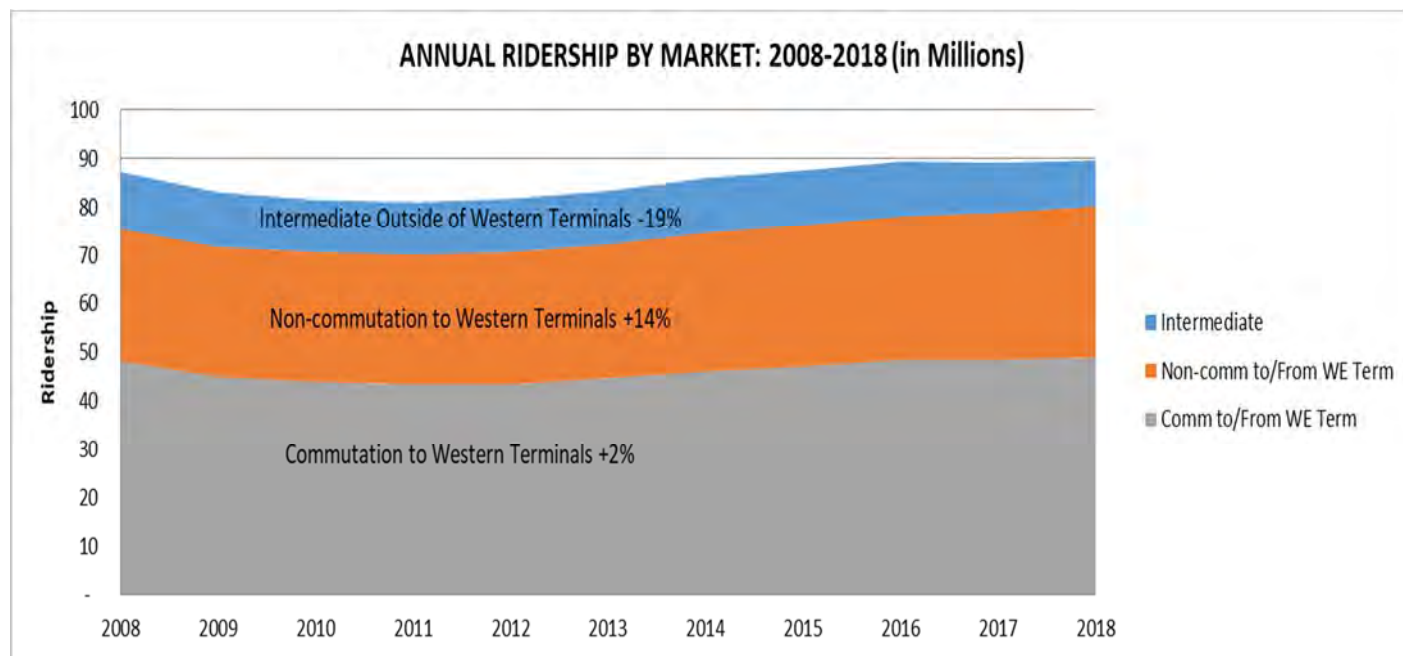
Ridership Trends

- Over the past 30 years, system-wide ridership has grown by 19%
- Non-Commutation ridership has climbed, recording a 71% increase over the 30-year span, while Commutation ridership has shown a slight decrease (-3%)



Ridership Trends by Market

- Over the past 10 years, significant growth has occurred in the Non-Commutation market, which grew 14%
- Commutation ridership to western terminals has increased by 2% since 2008
- Non-Commutation growth increased due to favorable market/economic conditions and aggressive marketing programs/niche market segments (i.e., NYC/LI Getaways, etc.)
- Intermediate ridership outside of western terminals has decreased by 19% over the past 10 years



Notes

Intermediate: passengers traveling outside of the Western Terminals (Penn Station, Atlantic Terminal, and HuntersPoint/LIC)

Non-Comm to/from the Western Terminals: passengers traveling to/from Western Terminals with ticket types other than Weekly & Monthly tickets

Comm to/from Western Terminals: passengers traveling to/from Western Terminals with Weekly & Monthly tickets

2018 vs. 2017 Branch Comparisons

- Most LIRR Branches experienced ridership gains in 2018. The Greenport Branch showed the highest percent increase of 9.8%, as weekday service was added in 2018. Ronkonkoma Branch showed the largest percent decrease of 1.7% due mainly to the impact of several trackwork programs. The Port Jefferson/Huntington Branch has continued to maintain the highest ridership (19.1 million customers), followed by the Babylon Branch servicing 18.3 million compared to 2017.

RIDERSHIP BY BRANCH (in millions) *

Branch	Annual Ridership 2018	Annual Ridership 2017	% Change vs. 2016
Babylon	18,306,985	18,085,955	1.2%▲
City Zone	7,239,713	7,171,230	1.0%▲
Far Rockaway	6,402,693	6,245,366	2.5%▲
Greenport	74,819	68,121	9.8%▲
Hempstead	4,329,862	4,251,182	1.9%▲
Long Beach	4,849,085	4,898,829	1.0%▼
Montauk	2,424,499	2,348,119	3.3%▲
Oyster Bay	1,929,263	1,924,288	0.3%▲
Port Jefferson**	19,114,377	19,086,565	0.1%▲
Port Washington	14,242,594	14,084,690	1.1%▲
Ronkonkoma	9,766,249	9,935,414	1.7%▼
West Hempstead	1,092,420	1,059,082	3.1%▲
Total	89,772,559	89,158,841	0.2%▲

Legend: ▲ increase; ▼ decrease; ● no change

*Ridership data is based on ticket sales

**Port Jefferson Branch includes ridership from Huntington Branch

2019 Outlook

- Throughout the remainder of 2019 (and for multiple years beyond), the LIRR will be engaged in several large-scale projects, resulting in a more modern system well-suited to meet future transportation needs. In the short term, these system upgrades require service changes to allow for construction primarily during the off-peak period, but in some cases even during the peak period.
- 101st PGA Championship in the Bethpage Park is expected to boost discretionary ridership
- To provide better travel coordination for customers to gain better access to businesses in the South Fork region, a South Fork Commuter Connection (SFCC) program was introduced by offering a special rail & bus combination
- The LIRR is expecting to place into revenue service the first M9 cars in the Summer/Fall of 2019
- Continue fostering new opportunities to build on the successful performance of Deals & Getaways and Group Sales in recent years. Introduce attractive NYC & LI value-added packages and capitalize on cross marketing opportunities with regional partners and venues to increase non-commutation ridership.
- Continue promotional partnerships with local sports venues to grow off-peak ridership
- Ridership growth is expected to continue with several opportunities to serve all local airports, building incremental ridership growth of travel through the LIRR
- New sponsorship and revenue initiatives will be undertaken to raise additional funds

2018 LIRR Annual Ridership Report Appendix

Additional ridership statistics are provided in an online appendix. Listed as an exhibit within the April 2018 Metro-North and LIRR Committee materials, the appendix is available at:

<http://web.mta.info/mta/news/books>

Procurement & Materials Management

2018 Annual Inventory Report

Long Island Rail Road

Prepared April 2019



Mission Statement



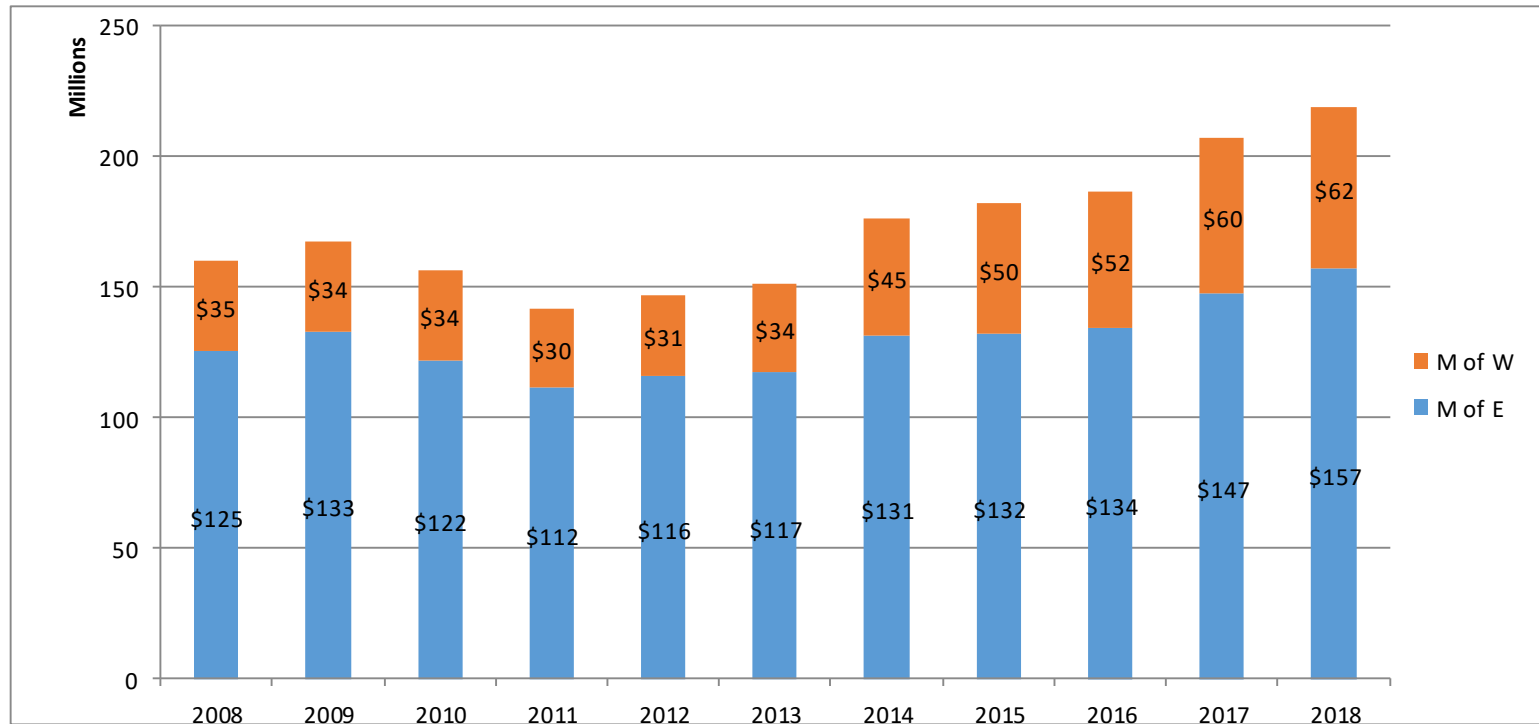
The mission of the Procurement and Logistics Department is to effectively support the LIRR's corporate charter to provide a safe, efficient and on-time rail transportation service. The availability of materials and supplies is critical to this endeavor. P&L is committed to maintaining adequate inventory levels, providing an accurate accounting of all material activity, establishing and maintaining optimal replenishment levels, while ensuring inventory management practices are cost efficient and cost effective.

Inventory Task Force

LIRR established an Inventory Task Force in April 2009. The Task Force established an action plan focused on root cause identification of issues and solutions for controlling inventory. These actions recommended by the Task Force have resulted in a budget-recognized cash saving approaching \$73 M since 2010.



Inventory by Department (Constant 2018 \$'s)



M of E

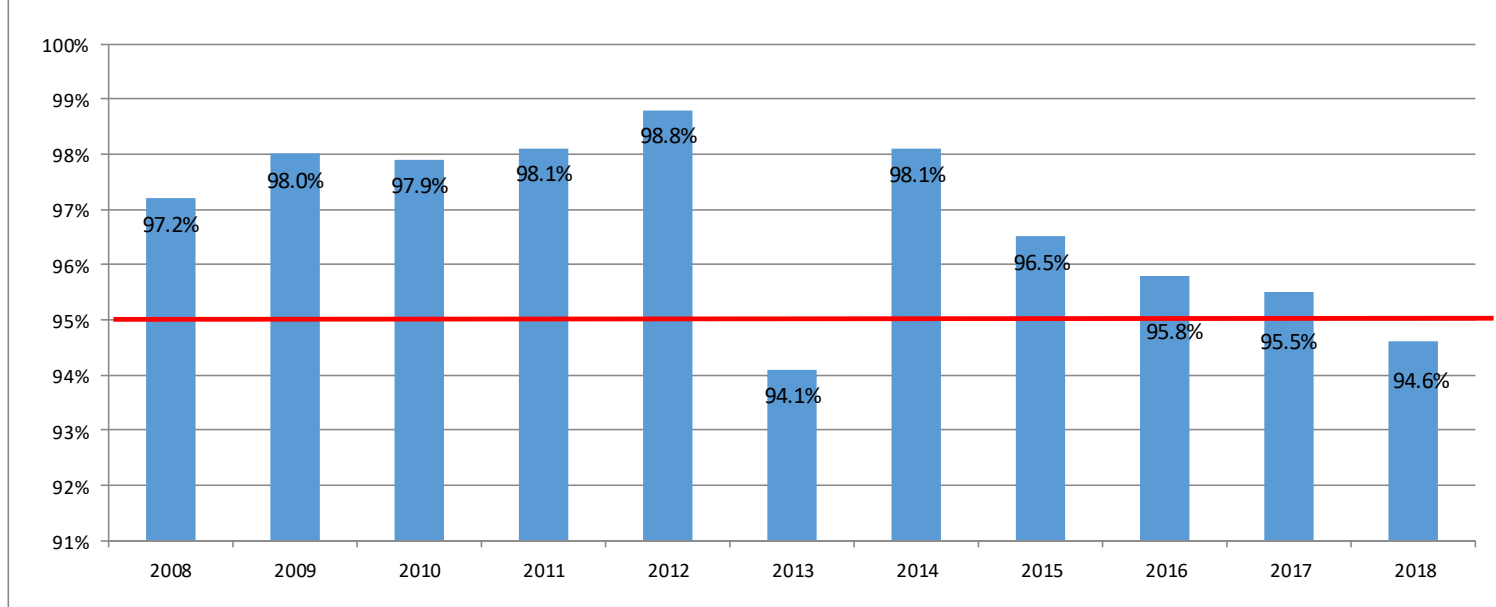
YTD increase of \$10 Million in total inventory value is a direct result of scheduled shipments of planned material to be used in 2019 Production Plan and was receipted for in 2018 to support the annual shop build requirements valued at \$10.5 Million. Introduction of the new M-9 fleet during the next two-2 years will impact inventory values as new material from new sources of supply are included in overall totals.

M of W

The increase in total inventory value of \$1.8 Million is due to early delivery for 2019 Capital work.



Material Availability 2008 thru Dec. 2018



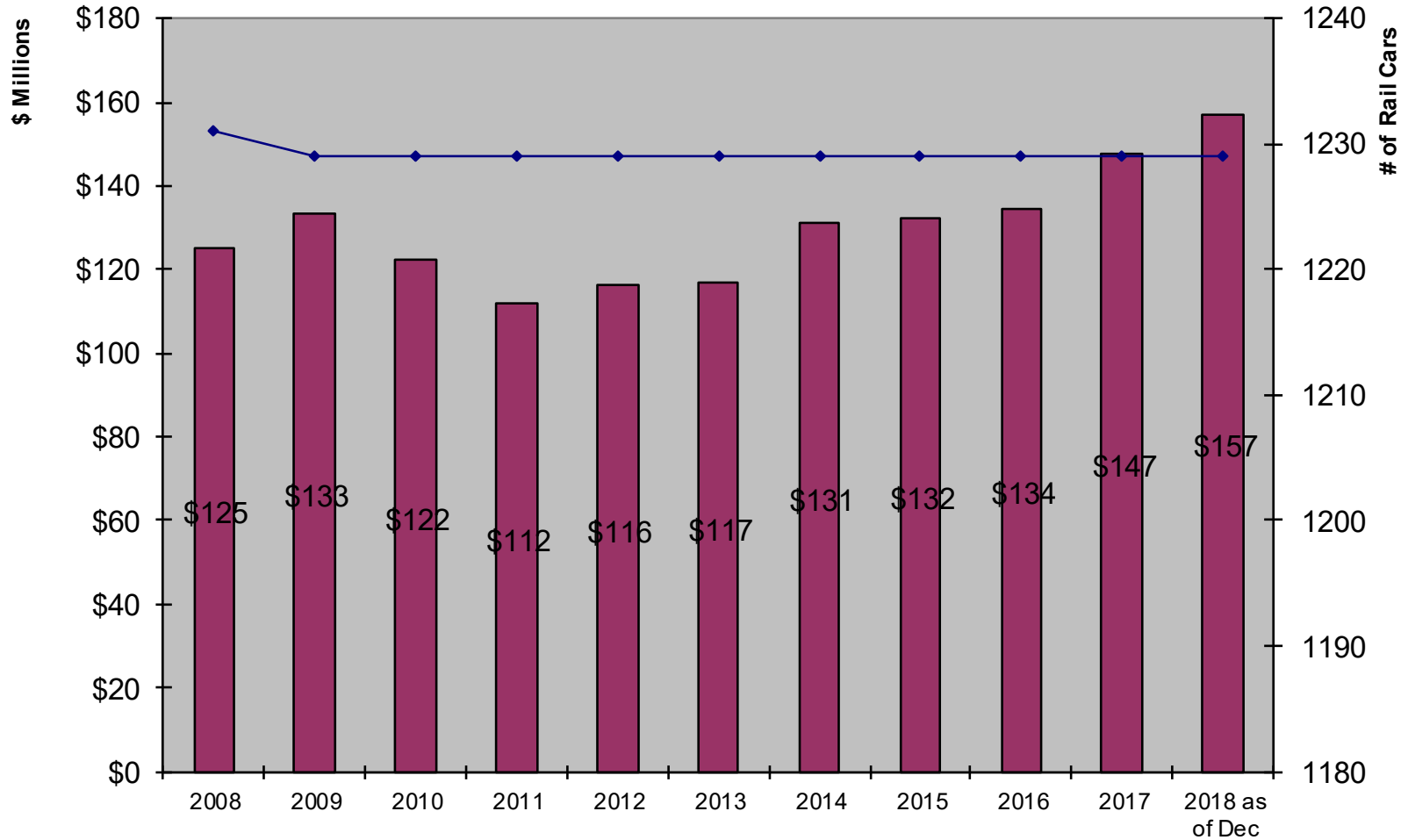
- The LIRR service goal is 95%. This is computed as the percentage of times repair parts (“car part availability”) and working inventory is available when needed. Currently we are averaging 96.8% over the last 10 years.
- Car Part Availability = Commodities on hand for the MU/Diesel Fleet to be placed in service.
- Working Inventory = Inventoried Commodities with Reorder Level assignments that have material on hand and available for use.



LIRR Yearly Inventory by # of Railcars

December 2018

(MofE Only) Constant 2018 \$'s



- Increases in inventory value are driven by (i) significantly higher Average Unit Price (AUP) of components utilized in the RCM program when compared to older (M-3) fleets, and (ii) early delivery of 2019 Production Plan assets.
- The number of commodities in inventory has not significantly increased in the past ten years.



2018 Accomplishments

Challenge	Plan	2018 Goal	2018 YE Accomplishments
Maintain adequate inventory levels to support service level goals	<ul style="list-style-type: none"> Daily review of Reorder Levels Schedule JIT deliveries Improve planning/ coordination with Using Departments 	<ul style="list-style-type: none"> ➤ Reduce Inventory of current items by \$5M by 12/2018 ➤ Ensure Material Availability in support of RCM Program needs ➤ Roll out Task Force initiatives to include M/W assets 	<ul style="list-style-type: none"> ✓ Realized cash savings in excess of \$72.5M over the past 10 years. ✓ Maintained an average material availability - 96.8%
Reduce Excess / Inactive inventory	<ul style="list-style-type: none"> Determine disposition of Inactive Material Coordinate with Using departments tagging of material for sell/scrap or protect status 	<ul style="list-style-type: none"> ➤ Identify appropriate actions for excess / inactive material reduction opportunities ➤ 2018 Goal = \$1.5M Q1 - \$375K Q2 - \$375K Q3 - \$375K Q4 - \$375K 	<ul style="list-style-type: none"> ✓ Task Team continues to review and scrub data to identify areas for excess / inactive materials. YE sale/scrap of \$404K. ✓ Note – Decision to retain a significant portion of the M-3 fleet countered our planned reductions in excess/inactive material.
Non-Inventory Accountability	<ul style="list-style-type: none"> Deploy Task Team to review 2010 non-stock purchases Determine candidate Non-Stock Material that should be established into inventory Review spending patterns for disassociated non-stock purchases 	<ul style="list-style-type: none"> ➤ Reduce annual spend on Operating funded non-stock purchases by 5% Q3 - \$150K Q4 - \$150K ➤ Ensure commodities are properly linked to commodity classifications defined in PeopleSoft to ensure all purchases for same commodities are consolidated 	<ul style="list-style-type: none"> ✓ Annual spend on non-stock purchases continues to trend favorably. ✓ Reductions in non-stock spending, over time, will increase overall inventory values as more items become “stock” and managed through the Task Force process ✓ Over 80,000 items linked to a LIRR stock account
Regular Tracking and Reporting	<ul style="list-style-type: none"> Establish indicators and corresponding reports for regular review and action 	<ul style="list-style-type: none"> ➤ Make proactive corrections prior to procurement process begins to ensure purchases meet actual need 	<ul style="list-style-type: none"> ✓ 100% of replenishment requisitions are analyzed before processing ✓ Key Performance indicators established , reported and tracked monthly








2019 Action Plan

Challenge	Plan	2019 Goal
Maintain adequate inventory levels to support service level goals	<ul style="list-style-type: none"> Daily review of Reorder Levels Schedule JIT deliveries Improve planning/ coordination with Using Departments Address changes to the Production Plan in a timely manner. Review and revise historical delivery schedules to better meet production plan/shop capacity objectives. 	<ul style="list-style-type: none"> ➤ Reduce Inventory of current items by \$2M by 12/2019 ➤ Ensure Material Availability in support of RCM Program needs <ul style="list-style-type: none"> • Expedite Report Updates • Timely Placement of Long Lead Requirements • Timely Placement of Mandated FRA Work ➤ Roll out Task Force initiatives to include M/W assets
Reduce Excess / Inactive inventory	<ul style="list-style-type: none"> Review excess/inactive material and identify commodities for sale/scrap Coordinate with Using departments tagging of material for sell/scrap or protect status 	<ul style="list-style-type: none"> ➤ Identify appropriate actions for excess / inactive material reduction opportunities ➤ 2019 Goal = \$1M <ul style="list-style-type: none"> Q1 - \$250K Q2 - \$250K Q3 - \$250K Q4 - \$250K
Non-Inventory Accountability	<ul style="list-style-type: none"> Task Team continues review of non-stock purchases Determine candidate Non-Stock Material that should be established into inventory Review spending patterns for disassociated non-stock purchases 	<ul style="list-style-type: none"> ➤ Reduce Y/E 2019 annual spend on Operating funded non-stock purchases by 5% <ul style="list-style-type: none"> Q1 - \$150K Q2 - \$150K Q3 - \$150K Q4 - \$150K ➤ Ensure commodities are properly linked to commodity classifications defined in PeopleSoft to ensure all purchases for same commodities are consolidated
Regular Tracking and Reporting	<ul style="list-style-type: none"> Establish indicators and corresponding reports for regular review and action 	<ul style="list-style-type: none"> ➤ Make proactive corrections prior to beginning the procurement process to ensure purchases meet actual need ➤ Reduce/Re-Plan/Reject Requirements
Proper System Utilization	<ul style="list-style-type: none"> Sort out and Identify system enhancements to address needs 	<ul style="list-style-type: none"> ➤ Modify Maximo (Inventory System) to prevent miscoding of material issues.



Staff Summary



Subject MAY TIMETABLE CHANGE & SPECIAL PROGRAMS						Date March 25, 2019			
Departments SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Names R. BROOKS						Contract Number			
Department Head Signature 						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	4/15/19				4	Sr VP – Eng. 	1	President 
						3	VP - Corp. Comm. 		
						2	CTO 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning May 20, 2019, through July 14, 2019.

Projects supported during this timetable include Main Line Concrete Tie Installation, Main Line Expansion, and Atlantic Tunnel Cellular and MTAPD Cable Installation. Continuing projects include Tunnel Lighting, East New York Station Rehabilitation and DOT Atlantic Avenue repairs on the Atlantic Branch, Main Line Expansion, West Side Yard Overbuild, Long Beach Hurricane Sandy Restoration and Lynbrook Station Improvements.

Additionally, a Special Program will support added service for the PGA Championship Tournament at Bethpage Black from May 13 through May 19.

MAY 20 TIMETABLE CHANGE

Construction Activities

- **Main Line, Farmingdale-Deer Park – Concrete Tie Installation** – One of two main tracks will be out of service middays, overnights and weekends between Farmingdale and Deer Park for installation of concrete ties.
 - **Temporary Service Adjustments:** With one of two main tracks out of service, schedule adjustments will occur midday and overnight on weekdays, as well as weekends. On weekdays, midday (and some overnight) Ronkonkoma Branch trains in both directions are adjusted between 15 minutes earlier and 17 minutes later. On weekends, some Ronkonkoma Branch trains in the overnight hours are adjusted between 25 minutes earlier and 16 minutes later. This work takes advantage of our new Main Line Second Track. Prior to the installation of the new track east of Farmingdale, work of this nature would have required several full weekend outages with buses replacing trains, instead of just making adjustments to train schedules.

- **Atlantic Branch, Brook-East New York – Atlantic Tunnel Cellular and MTAPD Cable Installation** – One of two main tracks will be out of service overnights and weekends on the Atlantic Branch between Brook Interlocking at Atlantic Terminal and East New York for Atlantic Tunnel Cellular and MTAPD Cable Installation.
 - **Temporary Service Adjustments:** With one of two main tracks out of service overnights and weekends, trains serving Atlantic Terminal will have their schedules adjusted. During the overnights, Far Rockaway and Hempstead Branch trains will be adjusted between 10 minutes earlier and 15 minutes later, as will connecting trains at Jamaica. On the weekends, Far Rockaway and Hempstead Branch trains are adjusted between 10 minutes earlier and 6 minutes later. In addition, connecting trains on the Long Beach, Ronkonkoma, Port Jefferson and West Hempstead Branches have also been adjusted to preserve connections.
- **Main Line, Queens-Nassau1 – Main Line Expansion** – One of two main tracks will be out of service weekends on the Main Line between Queens Interlocking in Queens Village and Nassau1 Interlocking in New Hyde Park for work related to the Main Line Expansion Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service weekends, trains serving the Main Line Corridor are adjusted as follows: some Ronkonkoma Branch trains are adjusted between 2 minutes earlier and 6 minutes later; Huntington trains and connecting Port Jefferson trains are adjusted between 25 minutes earlier and 11 minutes later; some Hempstead Branch trains are adjusted between 6 minutes earlier and 2 minutes later; and Oyster Bay Branch trains are adjusted up to 10 minutes earlier.

SPECIAL EVENT PROGRAMS

(Short-term event requiring a special program)

- **101st PGA Championship Tournament, Bethpage Black – May 13-19, 2029** – Bethpage Black in Farmingdale, for the first time, will host the PGA Championship Tournament from May 13th through May 19th. This high-profile tournament, recognized throughout the world, is expected to have a positive impact on Long Island's economy. To accommodate the large number of fans expected to attend and to help ease traffic congestion, the Long Island Rail Road will implement a special service plan. The ridership is anticipated to be equivalent to that of the 2009 U.S. Open, during which the Long Island Rail Road carried over 174,000 customers to and from Farmingdale station. This plan is designed to serve the needs of the customer while ensuring that costs are minimized for this week-long event. In addition to our regularly scheduled service, we will add a total of 49 extra trains throughout the week and weekend to accommodate the expected customer flow. There will be up to six additional eastbound trains during the AM Peak period and up to six additional westbound trains during the PM Peak period Monday through Friday. Service will also increase at Farmingdale Station in both directions during Off Peak periods from hourly to half-hourly to accommodate the expected customer flow.
 - **On-Time Performance:** The extra service described above will be added to our already crowded Main Line. This critical area of our operation currently uses both tracks in a single direction during Peak periods. The increased service levels will require the consolidation of trains to one track, resulting in congestion and delays of up to 10 minutes on some trains arriving at their destination. Due to the nature of the event and travel patterns, it is not possible to identify specific trains that could be delayed. Customers will be alerted to the

potential for delays during this special PGA Championship week by various methods leading up to the event. Every effort will be made to mitigate the effect on customers. It is requested that an exception be approved for calculating and reporting on-time performance, excluding any train that arrives at its final terminal up to 10 minutes late from May 13 through May 19, 2019, due to the PGA Championship program. Similar relief was granted during 2002, 2004, and 2009 U.S. Open programs at Farmingdale, as well as the 2014 U.S. Open at Shinnecock Hills.

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, by signing up for E-Alerts at 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

Procurements



Subject Request for Authorization to Award Various Procurements						Date April 8, 2019			
Department Procurement and Material Management						Vendor Name Various			
Department Head Name Anthony Gardner, Acting Sr. Director						Contract Number Various			
Department Head Signature						Contract Manager Name Various			
Project Manager Name						Table of Contents Ref #			
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Approval		Approval	
1	M-N Comm. Mtg.	4-15-19	x			x	President	x	V.P. Capital Programs <i>JS</i>
2	MTA Board Mtg.	4-17-19	x			x	Executive Vice President	x	V.P. & General Counsel <i>RL</i>
						x	Sr. V.P. Operations <i>JH</i>	x	Executive Director Management & Budget <i>SW</i>
								x	V.P. Planning <i>JS</i>
Internal Approvals (cont.)									
Order	Approval	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:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u>NONE</u>	
 <u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	1	\$7,944,232
• Mitsubishi Electric Power Products, Inc. \$7,944,232		
SUB TOTAL:	1	\$7,944,232

MNR proposes to award competitive procurements in the following categories:

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>			
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	TBD
	• Request to Use RFP Process		TBD
Schedule C:	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$23,552,259
	• Ansaldo STS USA, Inc. n/k/a		\$23,552,259
	Hitachi Rail STS USA, Inc.		
<u>Schedules Requiring Majority Vote</u>			
Schedule G:	Miscellaneous Service Contracts	1	\$249,734
	• GPI/Greeman Pedersen Engineering		\$249,734
SUB TOTAL:		3	\$23,801,993

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: 4 \$31,746,225

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

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

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

APRIL 2019

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

**1. Mitsubishi Electric Power Prod, Inc. \$7,944,232 (not-to-exceed) Staff Summary Attached
Service, Repair and Overhaul of M-8 Railcar HVAC Units**

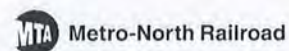
Approval is requested to award a five year (three-year base with (2) one-year options) non-competitive, negotiated miscellaneous service contract in the not-to-exceed amount of \$7,944,232 to Mitsubishi Electric Power Products, Inc. ("Mitsubishi") for the service, repair and overhaul of the M-8 railcar heating ventilation and air conditioning (HVAC) units. The units provide year-round heating and air conditioning to the riding public along Metro-North Railroad's New Haven Line.

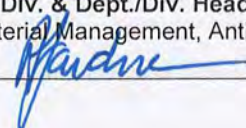
Mitsubishi is the Original Equipment Manufacturer (OEM) of this equipment and the only known material supplier of the M-8 HVAC unit with the capability and requisite bench test equipment, which is vital to perform the functional tests of the HVAC units. As part of the contract, Mitsubishi will support Metro-North's maintenance of the M-8 HVAC units until such time that Metro-North's New Haven facility has the capability of performing maintenance and testing of these units internally, which is anticipated in the next three to five years.

Based on Metro-North's pool of 840 M-8 HVAC units, a strategy was developed to project the estimated servicing needs over the next five years for scheduled service, routine repairs on an as-needed basis and planned overhauls, to maintain high HVAC availability levels. The strategy was negotiated with Mitsubishi and yielded a total not-to-exceed cost of \$7,944,232 over the five-year period which is deemed fair and reasonable compared to similar services for the M-7 HVAC units.

The total not-to exceed amount of \$7,944,232 is to be funded by the MNR Operating Budget (\$2,780,481) and by CDOT (\$5,163,751).

Schedule G: Miscellaneous Service Contracts



Item	G		
Vendor Name (& Location) Mitsubishi Electric Power Products, Inc. Melville, NY		Contract Number 247863	AWO/Modification #
Description Service, Repair and Overhaul of M-8 Railcar HVAC Units		Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Contract Term (including Options, if any) Five Years		Total Amount:	\$7,944,232 (not-to-exceed)
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Anthony Gardner, Acting Sr. Director	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source			

Discussion:

Approval is requested to award a five year (three-year base with (2) one-year options) non-competitive, negotiated miscellaneous service contract in the not-to-exceed amount of \$7,944,232 to Mitsubishi Electric Power Products, Inc. ("Mitsubishi") for the service, repair and overhaul of the M-8 railcar heating ventilation and air conditioning (HVAC) units. The units provide year-round heating and air conditioning to the riding public along Metro-North Railroad's New Haven Line.

Mitsubishi is the Original Equipment Manufacturer (OEM) of this equipment and the only known material supplier of the M-8 HVAC unit with the capability and requisite bench test equipment, which is vital to perform the functional tests of the HVAC units. As part of the contract, Mitsubishi will support Metro-North's maintenance of the M-8 HVAC units until such time that Metro-North's New Haven facility has the capability of performing maintenance and testing of these units internally, which is anticipated in the next three to five years.

Based on Metro-North's pool of 840 M-8 HVAC units, a strategy was developed to project the estimated servicing needs over the next five years for scheduled service, routine repairs on an as-needed basis and planned overhauls, to maintain high HVAC availability levels. The strategy was negotiated with Mitsubishi and yielded a total not-to-exceed cost of \$7,944,232 over the five-year period which is deemed fair and reasonable compared to similar services for the M-7 HVAC units.

In requesting Board authorization, Metro-North has complied with the public advertisement requirements of PAL § 1265-a (3) and PAL § 1265- a (4) (b) and with MTA All-General Contract Procurement for the procurement of sole source items. An advertisement notice was placed in the New York State Contract Reporter, the New York Post, Daily Challenge and El Diario and posted on the Metro-North website, which did not yield interest from other sources.

In connection with a previous contract awarded to the Contractor, the Contractor 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 Managing Director in consultation with the MTA General Counsel on March 11, 2019. No new SAI has been found relating to the Contractor and the Contractor has been found to be responsible.

The MTA Department of Diversity and Civil Rights has reviewed this contract and found that due to insufficient availability of M/WBE firms in the marketplace, no M/WBE goals would be assigned.

The total not-to exceed amount of \$7,944,232 is to be funded by the MNR Operating Budget (\$2,780,481) and by CDOT (\$5,163,751).

APRIL 2019

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries only required for items estimated to be greater than \$1 million)

1. Request to Use RFP Process TBD Staff Summary Attached
Wayside Energy Storage System on the Harlem Line

Metro-North Railroad requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, to solicit proposals for the design, construction and delivery of a Wayside Energy Storage System ("WESS"). This system is included in Metro-North's Way Ahead Initiative to deploy technology to improve power delivery to trains on the Harlem Line. The WESS will provide additional needed traction power for a segment of the Harlem Line between Chappaqua and Mt. Kisco, New York.

Metro-North performed a power study which identified portions of the Harlem Line where third rail voltage levels must be increased to power Metro-North's electric train cars or "electric multiple units" (EMUs). Metro-North has identified the WESS as the most efficient way to address this situation, and plans to place the WESS at one of the most problematic locations, which is between the Chappaqua and Mt. Kisco train stations. The WESS will be located at a site to be acquired in Chappaqua. The terms of the proposed site acquisition will be presented to the Board within the next few months, however, it is imperative to obtain authorization at this time to initiate the RFP process to select a design-build vendor as quickly as possible, for submission to the Board.

In order to ensure the selection of a vendor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and manufacturing capabilities of prospective proposers.

This procurement is to be funded by Metro-North's Operating Budget.

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

2. Ansaldo STS USA, Inc. n/k/a \$23,552,259 Staff Summary Attached
Hitachi Rail STS USA, Inc.

Approval is requested to award an 18 month competitively solicited (RFP process, 2 proposals received) CDOT federally-funded contract in the not-to-exceed-amount of \$23,552,259 to the firm Ansaldo STS USA, Inc., now doing business as Hitachi Rail STS USA Inc., to perform

application engineering (design) prior to fabricating and delivering 39 new pre-wired communications and signal houses and 25 signal cases to be located on the Waterbury Branch from Devon, CT to Waterbury, CT. The period of performance is an accelerated schedule to meet the FRA requirement to install Positive Train Control (PTC) by December 31, 2020.

Metro-North has an immediate requirement to retain a vendor to perform application engineering and final design prior to fabricating and delivering new pre-wired signal houses and signal cases. The houses and cases will be installed by Metro-North forces at locations from Devon, CT to Waterbury, CT. This implementation will satisfy the FRA requirement for PTC compliance.

There are currently three known firms that are qualified to provide cab signaling for PTC (Alstom, Ansaldo & Siemens) of which Siemens did not submit a proposal. The Selection Committee evaluated the two proposals (Ansaldo \$23,552,259 and Alstom \$23,297,945) received in accordance with the selection criteria in the RFP and Metro-North's procedures; both firms were short-listed and invited in for oral presentations.

At this time, Board approval is requested in the amount of \$23,552,259. This project is 100% funded by the Connecticut Department of Transportation (CDOT) using federal funding.

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

**3. GPI/Greenman Pedersen Engineering \$249,734 (not-to-exceed)
Services for a web-based Geographical Information System**

Approval is requested to award a 12-month competitively solicited miscellaneous service contract (RFP process, 12 proposals received, 3 short-listed) in the not-to-exceed amount of \$249,734 to the firm GPI/Greenman Pedersen Engineering (GPI). GPI will provide services related to the review of Metro-North's customer data received from various sources (e.g. ridership, demographic, forecasting, GCT/MNR customer count, fare collection, connecting services, parking) and the design and configuration of a web-based Geographic Information System (GIS) for Metro-North. The proposed system will allow for ease of analysis as well as the standardization of all disparate data elements into a concise and well-defined model of accumulated ridership information.

Metro-North seeks to engage the services of a firm to deliver a consolidated web-based system which will allow for defined and custom visualizations of internally-generated and consultant-sourced ridership data, demographic data, forecasting models, Grand Central Terminal counts data, origin-destination survey data, customer survey data, parking data, fare payment/type data and connecting services. The system will provide for more timely, comprehensive and independent intelligence that will lead to better-informed decision-making in multiple areas such as scheduling, emergency response, service design, market development, staff deployment and capital planning provisions across the different departments of Metro-North. The geographic visualization helps Metro-North stakeholders understand the significance of data by converting it into a visual context related to activity and location within Metro-North's operation. This is

especially important in both service planning and in emergency situations where patterns, trends and correlations that may go undetected in numerical tables are demonstrated and recognized effectively with spatial data visualization.

In accordance with MTA Procurement Guidelines, an advertisement for the above referenced services was publicly placed on August 23, 2018 in the New York State Contract Reporter, New York Post, Daily Challenge, El Diario, and posted on Metro-North's website.

The Selection Committee met and elected to short-list the following three vendors: AppGeo, GPI/ Greenman Pedersen and Image Works to provide oral presentations. The Selection Committee unanimously selected GPI/Greenman Pedersen (GPI) for award. The Selection Committee determined that GPI demonstrated the most thorough understanding of the project scope and its objectives. They possess the relevant design and configuration experience; demonstrated a commitment to provide pertinent resources, both technical as well as project support and provided a detailed project plan which most aligned with Metro-North's selection criteria and best supported the established project purpose. GPI's proposal of \$199,734 was the lowest among the proposers (AppGeo \$249,813, Image Works \$237,500) and lower than the in-house estimate of \$249,120.

GPI is a recognized industry expert in developing geographic information systems for data visualization. For this project, GPI proposes employing a 3-dimensional viewing technology that allows users an enhanced perspective in analyzing large volumes of data in a map-based format. These tools, developed for both data visualization as well as data loading, will provide Metro-North with a robust and cost-effective platform for the display of Critical Ridership patterns.

During the term of the contract, MTA/Metro-North will migrate existing servers from the Metro-North platforms to the MTA IT Enterprise platforms. Accordingly, Metro-North is requesting \$50,000 as contingency in the event additional support is required from the vendor to transfer data and applications between servers.

In connection with a previous contract awarded to the Contractor, the Contractor 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 Chairman/CEO in consultation with the MTA General Counsel on November 20, 2014. No new SAI has been found relating to the Contractor and the Contractor has been found to be responsible.

The not-to-exceed amount of \$249,734 (\$199,734 plus \$50,000 contingency for data migration costs) for this procurement is to be funded by Metro-North's Operating Budget.

Staff Summary

Item Number B					
Dept. & Dept. Head Name: Procurement & Material Management, Anthony Gardner, Acting Sr. Director					
Division & Division Head Name: Executive Vice President, Susan Doering					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	4-15-19	x		
2	MTA Board Mtg.	4-17-19	x		
Internal Approvals					
Order	Approval	Order	Approval		
x	President	x	Executive Director Mgmt. & Budget		
x	Sr. V.P. Operations	x			
x	V.P. & General Counsel	x			
x	V.P. Capital Programs	x			

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Request to use the RFP Process - Wayside Storage System on the Harlem Line	
Total Amount Approx. \$5M-\$6M	
Contract Term (including Options, if any) 24 months	
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 checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
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 Railroad requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, to solicit proposals for the design, construction and delivery of a Wayside Energy Storage System ("WESS"). This system is included in Metro-North's Way Ahead Initiative to deploy technology to improve power delivery to trains on the Harlem Line. The WESS will provide additional needed traction power for a segment of the Harlem Line between Chappaqua and Mt. Kisco, New York.

II. DISCUSSION:

Metro-North performed a power study which identified portions of the Harlem Line where third rail voltage levels must be increased to power Metro-North's electric train cars or "electric multiple units" (EMUs). Metro-North has identified the WESS as the most efficient way to address this situation, and plans to place the WESS at one of the most problematic locations, which is between the Chappaqua and Mt. Kisco train stations. The WESS will be located at a site to be acquired in Chappaqua. The terms of the proposed site acquisition will be presented to the Board within the next few months, however, it is imperative to obtain authorization at this time to initiate the RFP process to select a design-build vendor as quickly as possible, for submission to the Board.

A WESS is comprised of battery banks and supporting equipment, sized to provide sufficient traction power. The WESS has three main functions:

1. To capture, store and regenerate breaking energy discharged from the EMU fleet.
2. To provide voltage support (through the third rail) to the EMU fleet and

Staff Summary

3. To be available to provide temporary emergency power to the third rail, in case of failure of the two adjacent substations.

In order to ensure the selection of a vendor with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and manufacturing capabilities of prospective proposers. The vendor will be selected based on an evaluation of:

- technical capability;
- past performance;
- organizational resources;
- experience of team members;
- cost;

- III. **D/M/WBE INFORMATION:** Goals will be set in consultation with the MTA Department of Diversity and Civil Rights.
- IV. **IMPACT ON FUNDING:** This procurement is to be funded by Metro-North's Operating Budget.
- V. **RECOMMENDATION:** The MTA Board approve the use of the Request for Proposal process to solicit proposals from vendors who can provide the design, construction and delivery of a Wayside Energy Storage System.

Staff Summary

Item Number C					
Dept. & Dept. Head Name: Procurement & Material Management, Anthony Gardner, Acting Sr. Director					
Division & Division Head Name: Executive Vice President, Susan Doering					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	4-15-19	x		
2	MTA Board Mtg.	4-17-19	x		
Internal Approvals					
Order	Approval	Order	Approval		
x	President	(Signature)	Executive Director Mgmt. & Budget		
x	Sr. V.P. Operations	(Signature)			
x	V. P. Capital Programs	(Signature)			
x	V.P. & General Counsel	(Signature)			

SUMMARY INFORMATION	
Vendor Name Ansaldo STS USA, Inc. n/k/a Hitachi Rail STS USA, Inc.	Contract Number 115955
Description New Haven Line Pre-Wired Signal Houses and Signal Cases for the Waterbury Branch	
Total Amount \$ 23,552,259	
Contract Term (including Options, if any) 18 months	
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 checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: CDOT	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award an 18 month competitively solicited (RFP process, 2 proposals received) CDOT federally-funded contract in the not-to-exceed-amount of \$23,552,259 to the firm Ansaldo STS USA, Inc., now doing business as Hitachi Rail STS USA Inc., to perform application engineering (design) prior to fabricating and delivering 39 new pre-wired communications and signal houses and 25 signal cases to be located on the Waterbury Branch from Devon, CT to Waterbury, CT. The period of performance is an accelerated schedule to meet the FRA requirement to install Positive Train Control (PTC) by December 31, 2020.

II. DISCUSSION:

Metro-North has an immediate requirement to retain a vendor to perform application engineering and final design prior to fabricating and delivering new pre-wired signal houses and signal cases. The houses and cases will be installed by Metro-North forces at locations from Devon, CT to Waterbury, CT. This implementation will satisfy the FRA requirement for PTC compliance.

The scope of work includes:

- Detailed engineering/design of all hardware, software, and system configuration requirements;
- Manufacturing and delivering signal equipment with software, control panels, a computer engineering application package, portable diagnostic test equipment, training racks, and spare parts;

Staff Summary

- System servicing and maintenance; and
- Onsite field support during Metro-North's installation of the equipment.

In December 2018, an advertisement was placed in the New York State Contract Reporter, the New York Post and the Daily Challenge and posted on Metro-North's website. In addition, a direct outreach was made by Metro-North Procurement to prospective contractors. In February 2019, two technical and cost proposals were received from the firms Alstom Signaling (Alstom), and Ansaldo STS USA, Inc. (Ansaldo).

The Selection Committee was comprised of members representing Metro-North's Procurement and Material Management, Maintenance of Way, and Communication & Signal Departments.

The selection criteria established in the RFP were listed as follows:

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

There are currently three known firms that are qualified to provide cab signaling for PTC (Alstom, Ansaldo & Siemens) of which Siemens did not submit a proposal. The Selection Committee evaluated the two proposals (Ansaldo \$23,552,259 and Alstom \$23,297,945) received in accordance with the selection criteria in the RFP and Metro-North's procedures; both firms were short-listed and invited in for oral presentations.

Following the oral presentations, the Selection Committee met to discuss the proposals and unanimously selected Ansaldo as the recommended firm over Alstom based on the higher rating of their technical merits to perform the subject work.

The Selection Committee deemed that Ansaldo demonstrated an excellent knowledge of the project and good understanding for managing the initial design, fabrication and testing information of pre-wired houses and cases as outlined in the project scope and specifications. Recent performance issues on other signal projects left the Selection Committee with no confidence in Alstom's ability to perform on-time on this very time sensitive project.

As of April 1, 2019, Ansaldo changed its name to Hitachi Rail STS USA, Inc., but retains the same management and ownership structure. In connection with a previous contract awarded to the Contractor, the Contractor 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 Managing Director in consultation with the MTA General Counsel on January 7, 2018. No new SAI has been found relating to the Contractor and the Contractor has been found to be responsible.

III. CONNECTICUT STATE FUNDED SBE/MBE SUBCONTRACTING REQUIREMENTS:

CDOT recommended a 0% goal for subcontracting to Small/Minority Business Enterprises due to the lack of available certified firms in their database to provide the required manufacturing, related services and or other supplies.

IV. IMPACT ON FUNDING:

At this time, Board approval is requested in the amount of \$23,552,259. This project is 100% funded by the Connecticut Department of Transportation (CDOT) using federal funding.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

April 17, 2019

Staff Summary



Subject: Request for Authorization to Award Various Procurements						Date April 17, 2019			
Department Procurement and Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	4.15.19				1	President		
2	MTA Board	4.17.19							

PURPOSE:

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

DISCUSSION:

LIRR proposes to award Non-Competitive Procurements in the following # of Actions \$ Amount

Schedules Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchases and Public Works	1	\$3,100,000
SUBTOTAL:	1	\$3,100,000

LIRR proposes to award Competitive Procurements in the following # of Actions \$ Amount

None

LIRR proposes to award Ratifications in the following categories: # of Actions \$ Amount

None

TOTAL:	<u>1</u>	<u>\$3,100,000</u>
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BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

APRIL 2019

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchase and Public Works Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source: \$250K Other Non-Competitive)

- | | | | |
|-----------|-------------------------------|----------------------|--------------------------------------|
| 1. | Siemens Mobility, Inc. | \$3,100,000 | <i><u>Staff Summary Attached</u></i> |
| | Sole Source | Not-to-Exceed | |
| | Contract No. TBD | | |

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

Siemens, the Original Equipment Manufacturer (OEM) is the designer of various signals, relays, crossing gates and components installed and operated by LIRR. The LIRR will procure these items on an “as required” basis, in various quantities during the 36-month term of this contract to allow the LIRR to operate and maintain the numerous signal systems designed and manufactured by Siemens that are currently in operation along the LIRR’s right of way.

Staff Summary



Item Number: 1

Page 1 of 2

Vendor Name Siemens Mobility, Inc.– Louisville, KY
Description Various Signals, Crossing Gates and Electronic Components
Contract Term (including Options, if any) 3 Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contact Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$3,100,000 (Not-to-Exceed)	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Way – Christopher Calvagna, Chief Engineer	
Contract Manager: Doug Bartels	

Discussion:

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

Siemens, the Original Equipment Manufacturer (OEM) is the designer of various signals, relays, crossing gates and components installed and operated by LIRR. The LIRR will procure these items on an “as required” basis, in various quantities during the 36-month term of this contract to allow the LIRR to operate and maintain the numerous signal systems designed and manufactured by Siemens that are currently in operation along the LIRR’s right of way.

Siemens is the OEM designer of these components and holds proprietary rights for essential safety critical grade crossing mechanisms. Siemens possess the proprietary software and manufacturing expertise and therefore is the only source able to successfully supply the replacement parts for automatic grade crossing warning systems on behalf of the Railroad. These systems are safety critical and it is imperative that they operate reliably and as designed.

Siemens quoted a 7% discount off the current Siemen’s list price book, as they have in previous contracts. As a result of negotiations, Siemens is no longer charging the LIRR the freight cost to ship the material as they have on prior contracts. Sixteen (16) high dollar/usage items which results in about 70% of the items purchased from Siemens had an average increase of 2.2% from the last purchase price. The PPI industry data for the category “Railroad rolling stock manufacturing - Railway maintenance of way, parts and accessories,” showed an approximate 4.3% increase.

Based on this review, prices are within the acceptable industry increase reported by the PPI. Additionally, Siemens has certified that the prices quoted to the Agencies are not greater than the prices they charge their most favored customers. Based on the above, the prices have been determined to be fair and reasonable. There is no obligation for the Agencies to procure any minimum quantity of parts under these contracts. The parts identified above will be funded via the Agencies Operating or Federal Budgets.

Staff Summary

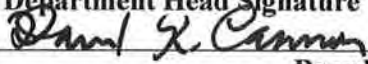



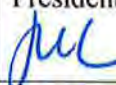

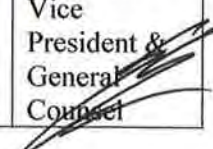
In connection with a previous contract awarded to Siemens, Siemens was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsible finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in August 2016. No new SAI has been found in relation to Siemens and Siemens has been found to be responsible. As an additional step to ensure continued responsibility, a contractor Compliance Program was put into place for Siemens in April 2018.

PROCUREMENT PACKAGE
April 2019

PROCUREMENTS

The Procurement Agenda this month includes five actions for a proposed expenditure of \$128,840,050.

Subject	Request for Authorization to Award Various Procurements				
Department	Procurement				
Department Head Name David K. Cannon					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North and LIRR Joint Committee	4/15/19	X		
2	Board	4/17/19	X		

Date: April 8, 2019			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
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 various modifications and, to inform the Metro-North and Long Island Rail Road Joint 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 Majority Vote</u>		
Schedule I Modifications to Purchase and Public Work Contracts	1	\$ 1,083,840
SUBTOTAL	1	\$ 1,083,840
MTA Capital Construction proposes to award a Ratification in the following category:		
Schedule K Ratification of Completed Procurement Actions	4	\$127,756,210
SUBTOTAL	4	\$127,756,210
TOTAL	5	\$128,840,050

Budget Impact:

The approval of the contracts 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 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.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**Procurements Requiring Majority Vote:****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)

- | | | | |
|----|--|---------------------|--------------------------------------|
| 1. | Skanska USA Civil Northeast Inc.
Contract No. CH058A
Modification No. 2 | \$ 1,083,840 | <u>Staff Summary Attached</u> |
|----|--|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to relocate catenary wire from existing catenary structures to new poles along the Amtrak North Runner Track.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number 1

Vendor Name (& Location) Skanska USA Civil Northeast Inc. (Queens, New York)		Contract Number CH058A	AWO/Modification # 2
Description Harold Structures - B/C Approach		Original Amount:	\$ 60,168,000
Contract Term (including Options, if any) 831 Days		Prior Modifications:	\$ 450,000
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		Options:	\$ 2,200,000
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount:	\$ 62,818,000
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request	\$ 1,083,840
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	2%
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup, SVP & Sr. Program Executive		% of Modifications (including This Request) to Original Amount:	3%

Discussion:

This Contract is for construction of the Tunnel B/C Approach Structure, construction of catenary poles and ductbanks, and the installation of track and special track work. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to relocate catenary wire from existing catenary structures to new poles along the Amtrak North Runner Track.

The CQ033 contract requires the Contractor to demolish ten catenary structures that are presently in the footprint of its track work. Prior to demolishing those catenary structures, Amtrak ET Linemen were to relocate the existing catenary wire from those structures to new catenary poles along the North Runner track. However, Amtrak forces are unavailable to install the catenary due to the unavailability of Amtrak ET linemen capable of performing that work. To avoid delay to the CQ033 Contract that would result from waiting for Amtrak ET linemen to become available, the CH058A Contractor will perform the catenary wire relocation work.

The Contractor submitted a cost proposal of \$1,425,484 to install the catenary wire. After negotiations, both parties agreed to a cost of \$1,083,840, which is considered fair and reasonable.

In connection with previous contracts awarded, the Skanska USA Civil Northeast Inc. was found to be responsible, notwithstanding significant adverse information 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 November 2014. No new significant adverse information has been found relating to Skanska USA Civil Northeast Inc. Therefore, Skanska USA Civil Northeast Inc. has been determined to be responsible.

APRIL 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)

- | | | | |
|----|---|---------------------|--------------------------------------|
| 2. | Tutor Perini Corporation
Contract No. CS179
Modification No. 197 | \$67,000,000 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to (i) resolve with the CS 179 Contractor all outstanding claims of delays and associated impact costs and claims for added costs associated with implementing the new schedule approach, and (ii) implement the new accelerated schedule for work going forward.

- | | | | |
|----|--|---------------------|--------------------------------------|
| 3. | GCT Constructors Joint Venture
Contract No. CM014B
Modification No. 210 | \$54,124,210 | <u>Staff Summary Attached</u> |
|----|--|---------------------|--------------------------------------|

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to (i) resolve with the CM014B Contractor all pending disputes over added work, delay and associated impact costs, (ii) provide a new schedule for work going forward reflecting the resolution of outstanding claims and delays, and, where necessary to timely support the installation and testing of systems under the adjacent CS179 Contract, to accelerate the work, and (iii) delete from the Contract work associated with the North Transfer Station.

- | | | | |
|----|--|---------------------|--------------------------------------|
| 4. | Tutor Perini Corporation
Contract No. CQ033
Modification No. 35 | \$ 5,082,000 | <u>Staff Summary Attached</u> |
|----|--|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to enhance reliability and allow for the more efficient operation of trains within the Yard.

- | | | | |
|----|--|---------------------|--------------------------------------|
| 5. | Tutor Perini Corporation
Contract No. CQ033
Modification No. 36 | \$ 1,550,000 | <u>Staff Summary Attached</u> |
|----|--|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to furnish and install the infrastructure (structural, communication, and low voltage electrical) for closed-circuit television ("CCTV") cameras in the area between the western limits of the Mid-Day Storage Yard at Thomson Avenue and the Arch Street Rail Maintenance Facility.

Schedule K: Ratification of Completed Procurement Actions

Item Numbers 2

Page 1 of 2

Vendor Name (& Location) Tutor Perini Corporation (New Rochelle, New York)	
Description Systems Facilities Package No. 1	
Contract Term (including Options, if any) 75 Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup, SVP & Sr. Program Executive	

Contract Number	AWO/Modification #	
CS179	197	
Original Contract Amount:	\$	333,588,000
Original Option Amounts:	\$	216,800,000
Original Board Approved Amount:	\$	550,388,000
Prior Modifications:	\$	45,644,747
Exercised Options:	\$	216,800,001
Current Amount:	\$	586,008,288
This Request	\$	67,000,000
% of This Request to Current Amount:	11 %	
% of Modifications (including This Request) to Original Amount:	34 %	

Discussion:

This Contract provides the systems for the East Side Access (“ESA”) project, including the fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems.

This Contract has experienced extensive delays arising from, among other things, access delays associated with differing site conditions encountered on adjacent contract CM014B and changed work necessitated by changes in system requirements, design errors and omissions and other factors. Much of this was described by Chief Development Officer Janno Lieber in his April 2018 Board presentation. These changes and delays, left unaddressed, will jeopardize the project schedule. Accordingly, starting in mid-2018, at the direction of the Chief Development Officer, the ESA project team and the Contractor have developed a plan and new schedule to accelerate the work by performing installations in multiple locations simultaneously and by implementing an incremental approach to integrated systems testing. Both the Contractor and the MTA have committed extensive resources and energy to this process and now have a schedule which provides for completion of critical systems work without impacting the planned revenue service date. Accordingly, and in accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to (i) resolve with the CS179 Contractor all outstanding claims of delays and associated impact costs and claims for added costs associated with implementing the new schedule approach, and (ii) implement the new accelerated schedule for work going forward.

More specifically, this Modification provides for:

1. The settlement of the outstanding claims and disputes for Excusable Delay and Impact Costs and, claims for additional resources and overhead required to create and implement the revised accelerated schedule and incremental integrated systems testing.
2. The creation by the Contractor of a revised, resource loaded, accelerated schedule for the completion of all work in accordance with revised dates. The resource loaded schedule will detail the manpower and work effort required to accomplish all work within the time required by the schedule and the Contract.

3. The creation of a series of new Milestones, specifying dates by which certain work needs to be completed with Contract payments and incentives tied to those milestones and a penalty formula for forfeiting payments for certain missed milestones, as described below.
4. The creation of a series of access restraints, reflecting the revised and accelerated dates in the adjacent CM014B Contract and dates in certain other contracts by which areas to work will become available to the CS179 Contractor.
5. The creation of a series of stipulations creating an obligation by and between the CS179 Contractor and the MTA to engage in best practices to facilitate the new schedule, such as over-the-shoulder reviews of submittals and shop drawings and approving discrete portions of submittals when feasible.

Negotiations were held and both parties agreed to a cost of \$67,000,000 for the impact costs, equitable adjustment, acceleration and milestone incentives. The payment provided for in this Modification will be made as follows:

- \$23,000,000 will be paid upon execution and delivery of the Modification by all parties and the delivery of the Contractor of a revised, approved, resource loaded schedule for the Contract work;
- \$37,000,000 will be paid in installments for the timely completion of certain milestones, including accelerated milestones (if a Milestone is not completed by its due date, half of that payment will be paid only when that Milestone is achieved, and the remaining half will be withheld until Substantial Completion with the proviso that if Substantial Completion is not timely achieved, that payment will be permanently forfeited by the Contractor); and
- \$7,000,000 to be paid in installments upon the timely completion of each of certain major milestones (each milestone must be achieved on time or the payment associated with that milestone will be forfeited by the Contractor).

In order to maintain the new accelerated schedule, the President approved a Retroactive Memorandum and on April 9, 2019 the Contractor was directed to proceed with the work in accordance with the new schedule.

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.

Schedule K: Ratification of Completed Procurement Actions

Item Number 3

Vendor Name (& Location)	
GCT Constructors Joint Venture (Secaucus, New Jersey)	
Description	
GCT Concourse and Facilities Fit-Out for the ESA Project	
Contract Term (including Options, if any):	
1,726 Days	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
East Side Access, Rob Troup, SVP & Senior Program Executive	

Contract Number	AWO/Modification #
CM014B	210
Original Contract Amount:	
\$ 404,622,096	
Original Option Amounts:	
\$ 24,277,904	
Original Board Approved Amount:	
\$ 428,900,000	
Prior Modifications:	
\$ 41,485,608	
Exercised Options:	
\$ 24,277,904	
Current Amount:	
\$ 470,385,608	
This Request	
\$ 54,124,210	
% of This Request to Current Amount:	
12%	
% of Modifications (including This Request) to Original Board Approved Amount:	
23%	

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 constructing the new Concourse within the existing Madison Yard, the CM014B contractor encountered numerous unforeseen conditions that resulted in changed work and extensive delays. Many of these issues were discussed in Chief Development Officer Janno Lieber's presentation to the MTA Board in April 2018. Yet, the timely completion of the CM014B work is critical to maintaining the overall ESA Project Schedule because significant aspects of work under the CM014B Contract are required for the installation and testing of critical systems under the CS179 Contract. Consequently, and in accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to (i) resolve with the CM014B Contractor all pending disputes over added work, delay and associated impact costs, (ii) provide a new schedule for work going forward reflecting the resolution of outstanding claims and delays, and, where necessary to timely support the installation and testing of systems under the adjacent CS179 Contract, to accelerate the work, and (iii) delete from the Contract work associated with the North Transfer Station.

More specifically, this Modification provides for:

1. The settlement of all outstanding claims and disputes to date, including claims for Excusable Delay and Impact Costs (except for the impact cost claim of the subcontractor Five Star Electric Corp. which will be dealt with separately). The Contractor has experienced delay to date, which the Contractor claims is a result of a variety of causes but, most significantly, consisting of differing site conditions within Madison Yard leading to issues concerning the fabrication and installation of steel components necessary for the work (the "Steel Clashes") and lack of force account support and available track outages. The Contractor will be awarded 678 days of Excusable Delay, of which 526 days will constitute Compensable Delay and all outstanding claims to date (and any future claim for delay arising from Steel Clashes) will be settled.

2. The creation by the Contractor of a revised, resource loaded, accelerated schedule for the completion of all work in accordance with revised dates. The resource loaded schedule will detail the manpower and work effort required to accomplish all work within the time required by the schedule and the Contract.
3. The creation of a series of fourteen new Milestones in the Contract, specifying dates by which certain work needs to be completed to support the CS179 schedule with Contract payments and incentives tied to those milestones and a penalty formula for forfeiting payments for certain missed milestones, as described below.
4. The postponement of the completion of the "Biltmore Room" area until after Substantial Completion, necessitated by the availability of Metro-North Railroad ("Metro-North") track outages.
5. The deletion of the work to construct the "North Transfer Station," which scope has been deleted from the East Side Access Project. In consultation between Metro-North and the LIRR, alternative means were found to fulfill the functions intended for the North Transfer Station, rendering its construction unnecessary.

Negotiations were held and both parties agreed to a cost of \$67,124,210 for the impact costs, equitable adjustment, acceleration and milestone incentives and a net credit of \$13,000,000 for the deletion of the North Transfer Station. Thus, the net cost of this Modification will be \$54,124,210. The payment provided for in this Modification will be made as follows:

- \$30 million will be paid upon execution and delivery of the Modification by all parties and the delivery by the Contractor of a revised, approved, resource loaded schedule for the Contract work;
- \$6,000,000 payable in equal monthly installments of \$500,000, from March 2019 through February 2020;
- \$21,952,499 will be paid in installments for the timely completion of each new milestone, including accelerated milestones (if a Milestone is not completed by its due date, half of that payment will be paid only when that Milestone is achieved and the remaining half will be withheld until Substantial Completion with the proviso that if Substantial Completion is not timely achieved, that payment will be permanently forfeited by the Contractor); and
- \$9,171,711 to be paid in installments upon the timely completion of each of the 9 milestones created by this Modification that involve accelerated work (each milestone must be achieved on time or the payment associated with that milestone will be forfeited by the Contractor); and

In order to maintain the new accelerated schedule, the President approved a Retroactive Memorandum and on April 1, 2019 the Contractor was directed to proceed with the work in accordance with the new schedule.

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.

Schedule K: Ratification of Completed Procurement Actions

Item Number 4

**Capital Construction**

Page 1 of 2

Vendor Name (& Location) Tutor Perini Corporation (New Rochelle, New York)	
Description Mid-Day Storage Yard for the East Side Access Project	
Contract Term (including Options, if any) 1,217 Days	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup, SVP & Sr. Program Executive	

Contract Number	AWO/Modification #
CQ033	35
Original Amount:	
	\$ 291,503,430
Prior Modifications:	
	\$ 21,073,482
Options:	
	\$ 1,873,570
Current Amount:	
	\$ 314,450,482
This Request	
	\$ 5,082,000
% of This Request to Current Amount:	
	2%
% of Modifications (including This Request) to Original Amount:	
	9%

Discussion:

This Contract is for the demolition and removal of the existing catenary structures, railroad buildings and Montauk Cutoff Bridge and Ramp and the construction of the Mid-Day Storage Yard ("Yard") for the East Side Access Project. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to enhance reliability and allow for the more efficient operation of trains within the Yard.

During the final phase of design for the CQ033 scope of work, ESA and LIRR agreed to make certain design changes in the west end of the Yard to enhance reliability and increase the efficiency of train operations by providing for remote operation of switches, adding redundancy to certain equipment to prevent interruption of service in case of equipment failure and implementing the sectionalizing of traction power, allowing any failure in traction power to be isolated to a section of track and allowing continued operation in unaffected areas. The work necessary to provide these enhanced capabilities involve adding a feeder from the C10 Substation to provide additional traction power, signaling switches to provide for remote and automated operation, providing for redundant microprocessors at Central Instrument Locations (CILs) to allow continued remote and automated operation of switches in the event of microprocessor failure, realigning trackwork, accelerating switch fabrication, and updating the associated civil and electrical infrastructure.

These changes could not be incorporated into the CQ033 Contract Documents prior to the solicitation of the Contract without causing delays to the Harold Program and ESA revenue service. To avoid these delays, the CQ033 solicitation was released without the addition of these West End Changes

The Contractor's proposal was in the amount of \$6,756,820. Negotiations were held and the parties agreed to a cost of \$5,082,000 which is deemed fair and reasonable. Adding this work to the CQ033 Contract will not extend the Contract duration and the current Harold program schedule will be maintained.

In order to take advantage of a scheduled track outage that runs through May 12, 2019, and maintain the CQ033 schedule, the President approved a Retroactive Memorandum and, on November 14, 2018, the Contractor was directed to, among other things, procure the material required for this work with long lead times up to an amount not to exceed \$1,000,000.



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.

Schedule K: Ratification of Completed Procurement Actions

Item Number 5

Vendor Name (& Location) Tutor Perini Corporation (New Rochelle, New York)	
Description Mid-Day Storage Yard for the East Side Access Project	
Contract Term (including Options, if any) 1,217 Days	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup, SVP & Sr. Program Executive	

Contract Number	AWO/Modification #
CQ033	36
Original Amount:	
	\$ 291,503,430
Prior Modifications:	
	\$ 21,073,482
Options:	
	\$ 1,873,570
Current Amount:	
	\$ 314,450,482
This Request	
	\$ 1,550,000
% of This Request to Current Amount:	
	.5%
% of Modifications (including This Request) to Original Amount:	
	8 %

Discussion:

This Contract is for the demolition and removal of existing catenary structures, railroad buildings and the Montauk Cutoff bridge and ramp and for the construction of the Mid-Day Storage Yard for the East Side Access Project ("ESA"). In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a Modification to the Contract to furnish and install the infrastructure (structural, communication, and low voltage electrical) for closed-circuit television ("CCTV") cameras in the area between the western limits of the Mid-Day Storage Yard at Thomson Avenue and the Arch Street Rail Maintenance Facility.

CCTV cameras are required for safety and security within the Mid-Day Storage Yard and are being install under the CS179 Contract. The structural, communication, and electrical infrastructure for these cameras was previously installed in most areas of the yard under predecessor contracts. However, the infrastructure for the cameras in the west end of the Yard was not included as part of the scope of work of any ESA contract and, accordingly, that infrastructure must be installed now. The CQ033 Contractor is mobilized, on site and has the necessary experience and equipment to perform the work. This issue has been marked as a potential design omission and is being pursued with the designer of record.

The Contractor's proposal was in the amount of \$1,720,585. The MTA and the Contractor held negotiations and agreed to cost of \$1,550,000 which is deemed fair and reasonable.

In order to take advantage of a scheduled track outage that runs through May 12, 2019 and maintain the CQ033 schedule, the President approved a Retroactive Memorandum and, on April 3, 2019, the Contractor was directed to proceed with the work up to an amount not to exceed \$700,000.

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.

Operations Report

John E. Kesich

Senior Vice President,
Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

March 2019 Highlights: Operations Report

March service delivery operated above goal at 95.2% overall with 93.5% in peak periods. YTD OTP is 95.8% with 94.5% in peak periods.

Hudson Line – 97.0% with 96.3% in peak

98.9% of trains arrived within 10" of schedule with 1 (0.02%) cancelled or terminated

Harlem Line – 96.3% with 94.4% in peak

98.5% of trains arrived within 10" of schedule with 8 (0.13%) cancelled or terminated

New Haven Line – 93.4% with 91.0% in peak

97.4% of trains arrived within 10" of schedule with 11 (0.13%) cancelled or terminated

In March 2.9% of trains arrived 6-10" late with 30 (0.15%) cancelled or terminated. Overall, 98.1% of trains arrived within 10" of schedule.

Consist Compliance: 99.6% overall with 99.1% during Peak.

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

Due to significant ridership increases on the New Haven we have the minimum number of 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 92.5% due to MNR Infrastructure Work, MNR Switch/Signal Failures, NJT equipment failures and NJT manpower issues on the Port Jervis Line.

Pascack Valley – 95.6%

Port Jervis – 88.2%

Cancelled Trains

9 (0.5%) PVL: 4, PJL: 5

6 - no available Engineers on 3/4 due to snow

1 - no available Crew on 3/7

2 - NJT equipment failures

Equipment Performance

Fleet Availability was good during March.

Fleet MDBF in February operated above goal at 166,435 against the 2019 goal of 165,000 with YTD above goal at 176,973.

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

Performance Summary			2019 Data			2018 Data	
			Annual Goal	March	YTD thru March	March	YTD thru March
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	95.2%	95.8%	91.3%	93.2%
		AM Peak	93.0%	92.1%	92.4%	89.9%	91.1%
		AM Reverse Peak	93.0%	95.3%	95.6%	93.7%	95.3%
		PM Peak	93.0%	94.3%	96.3%	89.9%	92.3%
		Total Peak	93.0%	93.5%	94.5%	90.5%	92.2%
		Off Peak Weekday	93.0%	95.1%	95.6%	90.6%	92.3%
		Weekend	93.0%	98.1%	98.2%	93.7%	96.4%
	Hudson Line	Overall	93.0%	97.0%	96.6%	93.1%	93.8%
		AM Peak	93.0%	95.2%	92.7%	87.9%	90.6%
		AM Reverse Peak	93.0%	96.1%	94.6%	97.8%	98.1%
		PM Peak	93.0%	97.6%	98.3%	93.8%	93.5%
		Total Peak	93.0%	96.3%	95.2%	91.7%	92.8%
		Off Peak Weekday	93.0%	97.8%	96.7%	91.7%	92.3%
		Weekend	93.0%	96.8%	98.4%	97.6%	97.9%
	Harlem Line	Overall	93.0%	96.3%	96.9%	89.4%	93.0%
		AM Peak	93.0%	93.0%	93.3%	92.1%	91.7%
		AM Reverse Peak	93.0%	96.2%	96.2%	91.2%	92.5%
		PM Peak	93.0%	95.2%	96.9%	86.3%	91.2%
		Total Peak	93.0%	94.4%	95.3%	89.6%	91.6%
		Off Peak Weekday	93.0%	96.9%	97.4%	89.9%	93.2%
		Weekend	93.0%	98.6%	98.7%	88.3%	94.9%
	New Haven Line	Overall	93.0%	93.4%	94.6%	91.6%	93.1%
		AM Peak	93.0%	89.4%	91.5%	89.5%	90.8%
		AM Reverse Peak	93.0%	94.1%	95.5%	93.8%	96.3%
		PM Peak	93.0%	91.5%	94.5%	90.2%	92.4%
		Total Peak	93.0%	91.0%	93.3%	90.4%	92.3%
		Off Peak Weekday	93.0%	92.4%	93.8%	90.4%	91.7%
		Weekend	93.0%	98.4%	97.9%	95.3%	96.6%
Operating Statistics							
	Trains Scheduled			19,485	56,461	19,243	56,194
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			11.0	11.4	14.2	14.7
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	168	406	394	911
	Trains Canceled		230	8	21	155	273
	Trains Terminated		230	12	59	70	105
	Percent of Scheduled Trips Completed		99.8%	99.9%	99.9%	98.8%	99.3%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	98.5%	99.6%	99.2%	99.0%	98.8%
		AM Peak	97.0%	99.0%	97.8%	97.7%	97.2%
		AM Reverse Peak	99.5%	100.0%	100.0%	100.0%	100.0%
		PM Peak	97.0%	99.0%	98.3%	97.3%	96.5%
		Total Peak	97.0%	99.1%	98.3%	97.9%	98.0%
		Off Peak Weekday	99.5%	99.8%	99.7%	99.5%	99.4%
		Weekend	99.5%	99.7%	99.6%	99.8%	99.7%
	Hudson Line	AM Peak	99.0%	99.9%	99.9%	99.9%	99.3%
		PM Peak	99.0%	100.0%	99.9%	97.6%	97.6%
	Harlem Line	AM Peak	97.0%	98.9%	98.7%	96.0%	96.0%
		PM Peak	97.0%	98.7%	98.8%	98.1%	97.9%
	New Haven Line	AM Peak	95.0%	98.4%	95.5%	97.6%	96.9%
		PM Peak	95.0%	98.7%	96.8%	96.5%	94.5%

SYSTEM Category of Delay
**Delay Minutes /
Delay Threshold**

	% Total	February	2019 Data March	YTD thru March	2018 Data March	YTD thru March	YTD 2019 Vs 2018
Engineering (Scheduled)	6.5%	169	108	363	281	622	-259
Engineering (Unscheduled)	45.6%	228	764	1,401	999	3,062	-1,661
Maintenance of Equipment	18.8%	301	315	978	333	1,111	-133
Transportation	2.7%	46	46	143	138	258	-115
Capital Projects	7.7%	56	129	298	33	83	215
Weather and Environmental	0.5%	72	9	184	1,231	1,970	-1,786
Police	8.3%	79	139	434	209	554	-120
Customers	5.8%	33	97	208	123	253	-45
Other	3.9%	153	65	350	116	489	-139
3rd Party Operations	0.2%	0	3	4	2	7	-3
TOTAL	100.0%	1,137	1,675	4,363	3,464	8,408	-4,045
HUDSON LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2019 Vs 2018
Engineering (Scheduled)	6.7%	35	17	68	59	156	-88
Engineering (Unscheduled)	45.1%	26	115	218	63	973	-755
Maintenance of Equipment	20.4%	66	52	227	82	293	-66
Transportation	1.6%	4	4	21	38	71	-50
Capital Projects	16.1%	7	41	116	25	67	49
Weather and Environmental	0.0%	20	0	54	246	346	-292
Police	5.1%	12	13	76	19	63	13
Customers	2.4%	11	6	36	33	55	-19
Other	2.4%	11	6	76	26	76	0
3rd Party Operations	0.4%	0	1	2	2	3	-1
TOTAL	100.0%	192	255	894	593	2,103	-1,209
HARLEM LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2019 Vs 2018
Engineering (Scheduled)	2.4%	3	10	24	82	173	-149
Engineering (Unscheduled)	43.0%	81	180	374	582	1,124	-750
Maintenance of Equipment	24.8%	94	104	277	74	322	-45
Transportation	5.7%	9	24	45	57	78	-33
Capital Projects	0.5%	4	2	37	3	10	27
Weather and Environmental	0.0%	30	0	86	479	722	-636
Police	10.0%	21	42	117	36	154	-37
Customers	6.7%	4	28	55	28	74	-19
Other	6.9%	34	29	71	21	94	-23
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	280	419	1,086	1,362	2,751	-1,665
NEW HAVEN LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2019 Vs 2018
Engineering (Scheduled)	8.1%	131	81	272	140	292	-20
Engineering (Unscheduled)	46.9%	121	469	809	354	964	-155
Maintenance of Equipment	15.9%	141	159	473	176	496	-23
Transportation	1.7%	34	17	78	44	109	-31
Capital Projects	8.6%	45	86	146	4	6	140
Weather and Environmental	0.8%	22	8	44	506	902	-858
Police	8.4%	46	84	241	153	336	-95
Customers	6.3%	17	63	118	62	124	-6
Other	3.0%	108	30	202	69	319	-117
3rd Party Operations	0.2%	0	2	2	0	4	-2
TOTAL	100.0%	665	999	2,385	1,508	3,552	-1,167



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

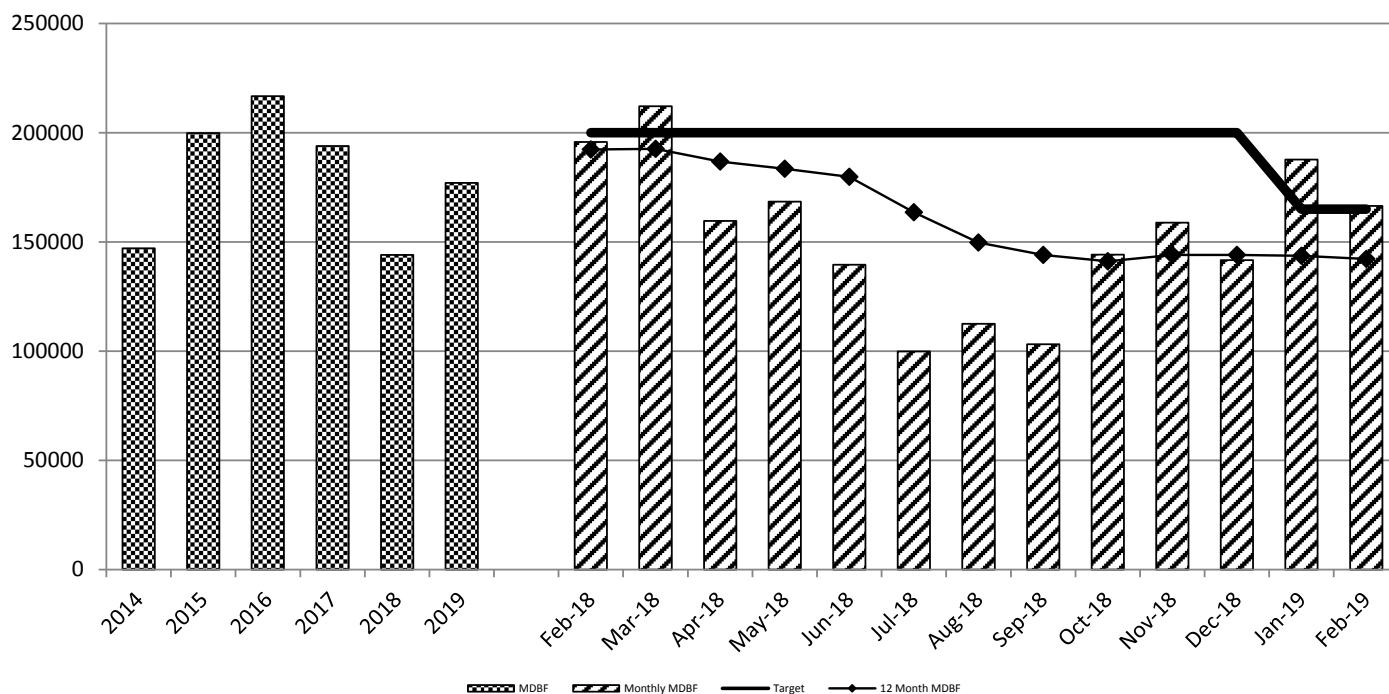
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak					
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
03/01	Fri	A truck struck the bridge at Fenimore Road in Mamaroneck (MP 20.11), restricted speed is in effect on all tracks until inspected.	11	0	0	4	0	0	0	0	0	0	0	0	15	0	0
03/04	Mon	Engineer of Train 1517 reported displaying a red pantograph alarm on track 1 at Harrison.	14	0	1	1	0	0	2	0	0	0	0	0	17	0	1
03/05	Tue	Train 316 was terminated at Crestwood due to multiple cab signal flips in head car.	12	0	1	1	0	0	0	0	0	0	0	0	13	0	1
03/05	Tue	Track Circuit down on track 1 at CP1.	32	0	0	5	0	0	0	0	0	2	0	0	39	0	0
03/06	Wed	Deadhead Train 2772 lost power on track 4 at CP3.	0	0	0	0	0	0	1	0	0	21	0	0	22	0	0
03/07	Thu	Police assistance requested at Stamford Station for 2 unattended children on train 1513.	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
03/07	Thu	Congestion account broken rail near 72nd Street on track 1 in the Park Avenue Tunnel.	0	0	0	0	0	0	55	0	0	48	0	0	103	0	0
03/12	Tue	Delays account the 24 Switch at CP229 was stuck on center.	0	0	0	0	0	0	14	0	0	5	0	0	19	0	0
03/15	Fri	Track condition on track 4 at Cat. 317 near CP230.	0	0	0	0	0	0	20	0	0	16	0	0	36	0	0
03/22	Fri	A broken rail on track 2 between 77th and 78th Street in the Park Avenue Tunnel.	62	0	0	7	0	0	0	0	0	3	0	0	72	0	0
03/25	Mon	Train 326 was terminated at 125th Street account an air brake fault.	15	0	1	2	0	0	0	0	0	2	0	0	19	0	1
03/25	Mon	Train 956 struck a Dump Trailer at Corbin Road north of Pawling Station.	0	0	0	0	0	0	4	0	0	8	0	1	12	0	1
03/25	Mon	A broken rail joint bar on track 3 at CAT. 96.	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0
03/29	Fri	Delays due to power transformer failure at the Sasco Creek substation near Green Farms Station.	5	0	0	1	0	0	12	1	0	14	2	0	32	3	0
TOTAL FOR MONTH			162	0	3	21	0	0	108	1	0	130	2	1	421	3	4
															428		

	Equip- ment Type	Total Fleet Size	2019 Data						2018 Data		
			MDBF Goal (miles)	Feb MDBF (miles)	Primary Failure Goal	Feb No. of Primary Failures	YTD MDBF thru Feb (miles)	12 month MDBF Rolling Avg (miles)	Feb MDBF (miles)	Feb No. of Primary Failures	YTD MDBF thru Feb (miles)
Mean Distance Between Failures	M8	405	280,000	169,205	9	14	205,965	203,760	259,080	9	285,293
	M3	138	80,000	92,849	4	3	149,461	79,097	90,281	3	78,318
	M7	334	330,000	180,455	6	10	198,726	272,156	618,378	3	556,327
	Coach	209	200,000	446,211	8	3	255,518	158,363	442,909	3	311,002
	P-32	31	21,000	34,205	9	5	36,307	19,520	15,672	11	17,517
	BL-20	12	13,000	30,027	4	1	22,876	15,235	42,499	1	27,729
	Fleet	1129	165,000	166,435	40	36	176,973	142,179	195,786	31	195,595
	M8		280,000	169,205	9	14	205,965	189,570	239,976	10	278,949
	M3/7		229,000	160,238	10	13	190,158	208,298	354,329	6	317,322
	Diesel/Coach		80,000	168,666	21	9	134,196	78,278	102,908	15	98,487

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

ALL FLEETS

Mean Distance Between Failures 2014 - 2019



West of Hudson Performance Summary			2019 Data			2018 Data	
			Annual Goal	March	YTD thru March	March	YTD thru March
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	93.0%	92.5%	91.1%	89.8%	91.8%
		AM Peak	93.0%	87.5%	88.7%	85.4%	88.7%
		PM Peak	93.0%	94.9%	89.9%	93.3%	92.4%
		Total Peak	93.0%	91.2%	89.3%	89.2%	90.5%
		Off Peak Weekday	93.0%	93.1%	90.8%	91.7%	92.1%
		Weekend	93.0%	93.0%	94.2%	87.2%	93.1%
	Pascack Line	Overall	93.0%	95.6%	94.4%	91.9%	94.5%
	Valley Line	AM Peak	93.0%	96.6%	94.4%	89.4%	92.7%
		PM Peak	93.0%	94.6%	93.2%	95.0%	96.4%
		Total Peak	93.0%	95.6%	93.8%	92.0%	94.4%
		Off Peak Weekday	93.0%	96.0%	94.6%	93.8%	94.5%
		Weekend	93.0%	95.1%	94.8%	89.0%	94.4%
	Port Jervis Line	Overall	93.0%	88.2%	86.7%	86.4%	87.9%
		AM Peak	93.0%	77.0%	82.0%	79.8%	83.3%
		PM Peak	93.0%	95.2%	86.1%	91.2%	87.6%
		Total Peak	93.0%	86.1%	84.0%	85.5%	85.5%
		Off Peak Weekday	93.0%	89.2%	85.8%	88.5%	88.6%
		Weekend	93.0%	89.4%	93.3%	83.5%	90.7%
Operating Statistics							
	Trains Scheduled			1,673	4,860	1,640	4,899
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			20.9	24.9	20.2	21.0
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		300	55	193	59	159
	Trains Canceled		60	9	19	36	53
	Trains Terminated		60	4	15	7	17
	Percent of Scheduled Trips Completed		99.4%	99.2%	99.3%	97.4%	98.6%
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	99.3%	98.6%	99.3%	97.6%
	Pascack Valley - AM		99.0%	99.3%	98.3%	99.1%	97.1%
	Port Jervis - AM		99.0%	99.2%	98.9%	99.5%	98.2%

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



WEST OF HUDSON

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T
03/04	Mon	Cancellations account no engineer available due to snow.	1	1	0	0	0	0	0	4	0	0	0	0
03/13	Wed	Rule 241 and slow signals account MNR programmed maintenance at West Hall switch.	4	0	0	0	0	0	4	0	0	0	0	0
03/14	Thu	Train 44 was terminated at CP BC account NJT Engine 4030 had mechanical problems.	3	0	1	0	0	0	3	0	0	0	0	0
03/16	Sat	Rule 241 and slow signals due to MNR West Hall Switch not working as intended.	0	0	0	0	0	0	1	0	0	6	0	0
TOTAL FOR MONTH			8	1	1	0	0	0	8	4	0	6	0	0
												28		

MARCH 2019 STANDEE REPORT

East of Hudson

			MAR 2018	YTD 2018	MAR 2019	YTD 2019
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	9	17	3	3
		Total Standees	9	17	3	3
	Harlem Line	Program Standees	0	0	31	10
		Add'l Standees	97	118	28	25
		Total Standees	97	118	59	35
	New Haven Line	Program Standees	0	0	24	8
		Add'l Standees	30	68	44	116
		Total Standees	30	68	68	124
	EAST OF HUDSON TOTAL - AM PEAK		136	203	130	163
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	2	6	0	0
		Total Standees	2	6	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	16	30	9	9
		Total Standees	16	31	10	10
	New Haven Line	Program Standees	0	0	140	47
		Add'l Standees	110	127	41	112
		Total Standees	110	127	181	159
	EAST OF HUDSON TOTAL - PM PEAK		128	164	191	169

West of Hudson

			MAR 2018	YTD 2018	MAR 2019	YTD 2019
Daily Average AM Peak	Port Jervis Line	Program Standees	*	*	*	*
		Add'l Standees	*	*	*	*
		Total Standees	*	*	*	*
	Pascack Valley Line	Program Standees	*	*	*	*
		Add'l Standees	*	*	*	*
		Total Standees	*	*	*	*
	WEST OF HUDSON TOTAL - AM PEAK		*	*	*	*

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

Definitions

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

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

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

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

Operations Planning and Analysis/jc

ELEVATOR AND ESCALATOR OPERATING REPORT

FOR MONTH OF March 2019

Elevator Availability	2019		2018	
	March	Year to Date	March	Year to Date
Grand Central Terminal	85.06%	86.48%	93.75%	93.75%
Harlem	100.00%	99.97%	99.18%	99.68%
Hudson	99.50%	99.81%	99.13%	99.69%
New Haven	100.00%	99.90%	98.85%	99.62%
Overall Average	96.14%	96.54%	97.72%	98.18%

GCT Availability for March 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	
	March	Year to Date	March	Year to Date
Grand Central Terminal	77.75%	65.32%	99.75%	95.75%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	88.87%	82.66%	99.88%	97.88%

Escalator #9 (East Spine to 48th Street and Park) had been Out of Service since January 13 for repair to the brake coil and motor. Escalator #12 (245 Park Ave) has been Out of Service since October 16 for repairs to the step chain. Was returned to service on March 25.

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



Metro-North Report On Metrics and Fare Evasion



March 2019

Service Performance Improvement Metrics

Service Metric	Change from 2018	2019 Goal	YTD Target	YTD Actual	Difference	
OTP	2.9%	93.0%	93.0%	95.8%	2.8%	Higher
SHORT TRAINS	-10%	1,138	285	187	-34.4%	Lower
SWITCH/SIGNAL DELAYS	-15%	1,896	474	216	-54.4%	Lower

Revenue Collection Improvement Metrics

Fare Metric	Change from 2018	2019 Goal	YTD Target	YTD Actual	Difference	
FARE NOT COLLECTED RATE	-10%	2.6%	2.6%	3.7%	1.1%	Higher
INCORRECT FARE COLLECTED RATE	-10%	12.5%	12.5%	16.4%	3.9%	Higher
CREDIT CARD CHARGEBACK RATE	-10%	0.045%	0.045%	0.085%	0.040%	Higher
e-TIX REFUNDS PROCESSED	-10%	25,413	6,354	6,787	6.8%	Higher

MTA METRO-NORTH RAILROAD		
PAYMENT FRAUD / FARE EVASION STRATEGY REPORT		
ACTION ITEMS		
March 2019		
	2019	
	TARGET	
Action Items:	DATE	STATUS
<u>PAYMENT / CREDIT CARD FRAUD</u>		
1. Deploy "Chip" Credit/Debit Card Acceptance at Ticket Selling Machines	4th Qtr.	In Progress
2. Deploy Visa Anti-Fraud Tool	1st Qtr.	In Progress
3. Shift Monthly Pre-Sale Dates from 20th to 25th Day of Month	2nd Qtr.	Implemented / May ticket
4. Eliminate Check Payment for New Mail&Ride Accounts	1st Qtr.	Implemented
<u>ON BOARD TICKET COLLECTION / VALIDATION</u>		
1. Enhance Train Crew/Customer Education Efforts (focus on MTA eTix)	2nd Qtr.	In Progress
2. Charge On-Board Fare if a Customer has not pre-purchased an e-Ticket	1st Qtr.	In Progress
3. Reduce the Time Flag for Recently Activated e-Tickets from 5 to 2 Minutes.	1st Qtr.	Implemented
4. Reduce the e-Tix Refund Fee Waiver Period from 5 Minutes to 2 Minutes	1st Qtr.	Implemented
5. Request that MTA Audit Services Re-Assess Its On Board Compliance Program and Evaluate Whether a Redesign or Expansion, Performed Either In-House or by a Third Party, Would Be Beneficial	2nd Qtr.	In Progress



Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



Improving communications to our customers is an integral part of the Metro-North Way Ahead strategic plan. Upgraded real-time train information monitors show the standard three-train display that will change to a one-train display as the train approaches the station. Information will include the train's scheduled time, destination, track, expected time of arrival, and scrolling stops when the one train is displayed.



Metro-North Railroad

February 2019 Highlights: Financial Report

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

Summary of Non-Reimbursable Year-to-Date (YTD) February 2019 Financial Results

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

- Ridership of 13.1 million, which includes East of Hudson ridership of 12.8 million and West of Hudson ridership of 0.2 million, was 0.6% unfavorable vs. budget. Consequently, farebox revenue of \$112.9 million was flat to budget.
- Total revenue of \$122.2 million was \$0.4 million or 0.4% higher than budget primarily due to higher net GCT retail income.
- Total expenses of \$215.2 million were \$8.2 million or 3.7% favorable vs. budget primarily due to favorable reimbursable overhead, lower discretionary contractual spending in the professional services and maintenance and other operating contracts categories as well as the timing of invoices for electric power.

Financial results for Year-to-Date (YTD) February 2019 are presented in the table below and compared to the Adopted Budget.

February 2019 Year-to-Date Results
(\$ in Millions)

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$121.7	\$122.2	\$0.4	0.4%
Total Expenses before Non-Cash Liability Adjs.	223.4	215.2	8.2	3.7%
<i>Other Non-Cash Liabilities</i>	<i>51.4</i>	<i>47.8</i>	<i>3.6</i>	<i>7.0%</i>
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(153.1)	(140.9)	12.2	8.0%
<i>Cash Adjustments</i>	<i>44.6</i>	<i>50.8</i>	<i>6.2</i>	<i>13.8%</i>
Net Cash Surplus/(Deficit)	(\$108.5)	(\$90.1)	\$18.4	17.0%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

February 2019 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$140.9 million was \$12.2 million or 8.0% favorable vs. the Adopted Budget.

Major drivers of the February 2019 YTD favorable result of \$12.2 million include lower Non-Reimbursable Expenses of \$11.8 million mainly due to favorable reimbursable overhead, professional services, maintenance contracts, electric power, the timing of non-cash liability adjustments as well as favorable Non-Reimbursable Revenues of \$0.4 million primarily due to higher net GCT retail income.

February 2019 YTD Reimbursable Expenses of \$34.8 million was \$16.5 million favorable vs. the Adopted Budget primarily due to the timing of several capital projects including Connecticut Positive Train Control, the Signal Replacement from Greenwich to South Norwalk and the Waterbury Branch Cab Signal System Installation.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were flat vs. the Adopted Budget.
 - YTD Ridership of 13.1 million was 0.6% unfavorable vs. the Adopted Budget and 0.4% favorable vs. YTD 2018.
- **Other Operating Revenue** – YTD was \$0.5 million or 5.3% favorable vs. the Adopted Budget primarily due to higher net GCT retail income.
- **Capital and Other Reimbursements** – YTD was \$16.5 million or 32.1% unfavorable vs. the Adopted Budget due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$297.9 million were \$28.3 million or 8.7% favorable vs. the Adopted Budget.

Labor Expenses (including fringes and overhead recoveries) of \$184.0 million YTD were \$2.8 million unfavorable vs. the Adopted Budget.

- **Payroll** – YTD was \$1.6 million unfavorable vs. the Adopted Budget which primarily reflects higher than anticipated retiree reserve requirements.
- **Overtime** – YTD was \$1.2 million unfavorable vs. the Adopted Budget primarily due to higher Reimbursable activity in various projects. This Reimbursable activity was partially offset by lower Non-Reimbursable Overtime due to lower coverage needs for scheduled service and train dispatching.

Non-Labor Expenses of \$66.0 million YTD were \$27.5 million favorable vs. the Adopted Budget.

- **Electric Power** – YTD results were \$1.2 million favorable vs. the Adopted Budget due to the timing of invoices.
- **Fuel** – YTD expenses were \$0.3 million favorable vs. the Adopted Budget due to a lower diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$8.7 million favorable vs. the Adopted Budget due to lower Reimbursable project activity primarily for the Signal Replacement from Greenwich to South Norwalk Project and the timing of Non-Reimbursable expenses for GCT utilities and other various expenses.
- **Professional Services** – YTD was \$15.0 million favorable vs. the Adopted Budget due to lower Reimbursable project activity primarily for the Connecticut Positive Train Control and Waterbury Branch Cab Signal System Installation Projects as well as lower than anticipated Non-Reimbursable expenses for consulting and engineering services.

- **Materials & Supplies** – YTD was \$0.9 million favorable vs. the Adopted Budget due to lower Reimbursable project activity primarily for the Connecticut Positive Train Control Project, lower obsolete reserves and other inventory adjustments, partially offset by increased usage for Infrastructure Repairs.
- **Other Business Expenses** – YTD was \$0.8 million favorable vs. the Adopted Budget primarily due to a recovery from Norfolk Southern related to track maintenance on the Port Jervis Line in 2016 and 2017.

Depreciation and Other Non-Cash Liability Adjustments were \$3.6 million favorable vs. the YTD Adopted Budget primarily due to timing.

CASH DEFICIT SUMMARY

February YTD Net Cash Deficit of \$90.1 million was \$18.4 million or 17.0% favorable to the Adopted Budget. 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 59.7% was 5.3% favorable vs. the Adopted Budget.
- Adjusted Cost per Passenger of \$15.84 was \$1.39 favorable vs. the Adopted Budget.
- Revenue per Passenger of \$8.64 was \$0.05 favorable vs. the Adopted Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2019
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$55,522	\$54,994	(\$0,529)	(1.0)	\$0,000	\$0,000	\$0,000	-	\$55,522	\$54,994	(\$0,529)	(1.0)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	4,349	4,550	0,201	4.6	0,000	0,000	0,000	-	4,349	4,550	0,201	4.6
<i>Capital & Other Reimbursements:</i>												
MTA	0,000	0,000	0,000	-	9,418	11,639	2,221	23.6	9,418	11,639	2,221	23.6
CDOT	0,000	0,000	0,000	-	17,259	7,077	(10,182)	(59.0)	17,259	7,077	(10,182)	(59.0)
Other	0,000	0,000	0,000	-	0,448	0,599	0,151	33.7	0,448	0,599	0,151	33.7
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	27,125	19,315	(7,810)	(28.8)	27,125	19,315	(7,810)	(28.8)
Total Revenue/Receipts	\$59,872	\$59,543	(\$0,328)	(0.5)	\$27,125	\$19,315	(\$7,810)	(28.8)	\$86,997	\$78,859	(\$8,138)	(9.4)
Expenses												
<i>Labor:</i>												
Payroll	\$39,735	\$40,078	(\$0,343)	(0.9)	\$3,709	\$3,925	(\$0,216)	(5.8)	\$43,444	\$44,003	(\$0,559)	(1.3)
Overtime	8,323	7,773	0,550	6.6	1,323	2,360	(1,037)	(78.4)	9,646	10,133	(0,487)	(5.0)
Health and Welfare	8,386	8,186	0,201	2.4	1,172	1,352	(0,180)	(15.3)	9,559	9,538	0,021	0.2
OPEB Current Payment	2,917	2,987	(0,070)	(2.4)	0,000	0,000	0,000	-	2,917	2,987	(0,070)	(2.4)
Pensions	8,102	7,910	0,192	2.4	0,807	0,959	(0,152)	(18.8)	8,909	8,869	0,040	0.4
Other Fringe Benefits	9,945	9,689	0,255	2.6	0,877	1,070	(0,193)	(22.0)	10,821	10,759	0,062	0.6
Reimbursable Overhead	(3,991)	(5,648)	1,657	41.5	3,758	5,374	(1,615)	(43.0)	(0,233)	(0,274)	0,041	17.7
Total Labor	\$73,416	\$70,975	\$2,442	3.3	\$11,647	\$15,040	(\$3,393)	(29.1)	\$85,063	\$86,014	(\$0,952)	(1.1)
<i>Non-Labor:</i>												
Electric Power	\$7,052	\$7,685	(\$0,634)	(9.0)	\$0,000	\$0,002	(\$0,002)	-	\$7,052	\$7,688	(\$0,636)	(9.0)
Fuel	1,880	1,955	(0,075)	(4.0)	0,000	0,000	0,000	-	1,880	1,955	(0,075)	(4.0)
Insurance	1,526	1,326	0,200	13.1	0,258	0,238	0,020	7.8	1,784	1,563	0,220	12.4
Claims	0,098	0,077	0,020	20.9	0,000	0,000	0,000	-	0,098	0,077	0,020	20.9
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	8,666	7,966	0,700	8.1	6,352	0,293	6,059	95.4	15,018	8,259	6,759	45.0
Professional Service Contracts	3,099	2,691	0,408	13.2	6,344	0,316	6,028	95.0	9,443	3,007	6,436	68.2
Materials & Supplies	8,410	8,061	0,348	4.1	2,506	3,409	(0,903)	(36.0)	10,915	11,470	(0,555)	(5.1)
Other Business Expenses	2,102	1,817	0,285	13.5	0,019	0,018	0,001	6.6	2,121	1,835	0,286	13.5
Total Non-Labor	\$32,831	\$31,579	\$1,252	3.8	\$15,479	\$4,276	\$11,203	72.4	\$48,310	\$35,855	\$12,455	25.8
<i>Other Adjustments:</i>												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Non-Cash Liability Adj.	\$106,247	\$102,554	\$3,693	3.5	\$27,125	\$19,315	\$7,810	28.8	\$133,373	\$121,869	\$11,503	8.6
Depreciation	20,542	18,849	1,693	8.2	0,000	0,000	0,000	-	20,542	18,849	1,693	8.2
OPEB Obligation	4,833	5,013	(0,180)	(3.7)	0,000	0,000	0,000	-	4,833	5,013	(0,180)	(3.7)
GASB68 Pension Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,333	0,302	0,031	9.3	0,000	0,000	0,000	-	0,333	0,302	0,031	9.3
Total Expenses	\$131,956	\$126,719	\$5,238	4.0	\$27,125	\$19,315	\$7,810	28.8	\$159,081	\$146,034	\$13,048	8.2
Net Surplus/(Deficit)	(\$72,084)	(\$67,175)	\$4,909	6.8	\$0,000	\$0,000	\$0,000	-	(\$72,084)	(\$67,175)	\$4,909	6.8
<i>Cash Conversion Adjustments:</i>												
Depreciation	20,542	18,849	(1,693)	(8.2)	0,000	0,000	0,000	-	20,542	18,849	(1,693)	(8.2)
Operating/Capital	(8,179)	(1,363)	6,816	83.3	0,000	0,000	0,000	-	(8,179)	(1,363)	6,816	83.3
Other Cash Adjustments	14,877	22,040	7,163	48.1	0,000	0,000	0,000	-	14,877	22,040	7,163	48.1
Total Cash Conversion Adjustments	\$27,240	\$39,526	\$12,286	45.1	\$0,000	\$0,000	\$0,000	-	\$27,240	\$39,526	\$12,286	45.1
Net Cash Surplus/(Deficit)	(\$44,844)	(\$27,649)	\$17,195	38.3	\$0,000	\$0,000	\$0,000	-	(\$44,844)	(\$27,649)	\$17,195	38.3

Notes:

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

— Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
February Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$112,900	\$112,867	(\$0,034)	(0.0)	\$0,000	\$0,000	\$0,000	-	\$112,900	\$112,867	(\$0,034)	(0.0)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	8,823	9,290	0,467	5.3	0,000	0,000	0,000	-	8,823	9,290	0,467	5.3
<i>Capital & Other Reimbursements:</i>												
MTA	0,000	0,000	0,000	-	19,624	21,598	1,974	10.1	19,624	21,598	1,974	10.1
CDOT	0,000	0,000	0,000	-	30,749	11,570	(19,179)	(62.4)	30,749	11,570	(19,179)	(62.4)
Other	0,000	0,000	0,000	-	0,905	1,660	0,755	83.5	0,905	1,660	0,755	83.5
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	51,278	34,828	(16,450)	(32.1)	51,278	34,828	(16,450)	(32.1)
Total Revenue/Receipts	\$121,723	\$122,157	\$0,433	0.4	\$51,278	\$34,828	(\$16,450)	(32.1)	\$173,001	\$156,984	(\$16,017)	(9.3)
Expenses												
<i>Labor:</i>												
Payroll	\$85,305	\$86,723	(\$1,418)	(1.7)	\$7,840	\$7,973	(\$0,133)	(1.7)	\$93,144	\$94,696	(\$1,551)	(1.7)
Overtime	17,478	16,954	0,524	3.0	2,722	4,411	(1,689)	(62.1)	20,200	21,365	(1,165)	(5.8)
Health and Welfare	18,378	18,244	0,135	0.7	2,466	2,678	(0,212)	(8.6)	20,845	20,922	(0,077)	(0.4)
OPEB Current Payment	5,833	5,888	(0,055)	(0.9)	0,000	0,000	0,000	-	5,833	5,888	(0,055)	(0.9)
Pensions	17,332	17,076	0,256	1.5	1,696	1,907	(0,211)	(12.4)	19,028	18,983	0,045	0.2
Other Fringe Benefits	20,844	20,673	0,171	0.8	1,844	2,113	(0,269)	(14.6)	22,688	22,786	(0,098)	(0.4)
Reimbursable Overhead	(8,405)	(11,305)	2,900	34.5	7,898	10,703	(2,805)	(35.5)	(0,508)	(0,602)	0,094	18.6
Total Labor	\$156,765	\$154,253	\$2,512	1.6	\$24,466	\$29,785	(\$5,319)	(21.7)	\$181,231	\$184,037	(\$2,807)	(1.5)
<i>Non-Labor:</i>												
Electric Power	\$13,718	\$12,486	\$1,232	9.0	\$0,000	\$0,002	(\$0,002)	-	\$13,718	\$12,489	\$1,230	9.0
Fuel	4,069	3,772	0,296	7.3	0,000	0,000	0,000	-	4,069	3,772	0,296	7.3
Insurance	3,049	2,663	0,386	12.6	0,539	0,429	0,110	20.5	3,588	3,092	0,496	13.8
Claims	0,190	0,095	0,095	50.2	0,000	0,000	0,000	-	0,190	0,095	0,095	50.2
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	17,580	16,242	1,338	7.6	7,772	0,400	7,373	94.9	25,352	16,641	8,711	34.4
Professional Service Contracts	6,830	4,605	2,225	32.6	13,281	0,525	12,756	96.1	20,111	5,129	14,982	74.5
Materials & Supplies	16,494	17,092	(0,598)	(3.6)	5,182	3,654	1,528	29.5	21,676	20,746	0,930	4.3
Other Business Expenses	4,753	4,005	0,748	15.7	0,038	0,033	0,005	12.8	4,792	4,038	0,753	15.7
Total Non-Labor	\$66,683	\$60,960	\$5,723	8.6	\$26,812	\$5,043	\$21,769	81.2	\$93,495	\$66,003	\$27,492	29.4
<i>Other Adjustments</i>												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Non-Cash Liability Adjs.	\$223,448	\$215,213	\$8,235	3.7	\$51,278	\$34,828	\$16,450	32.1	\$274,726	\$250,040	\$24,686	9.0
Depreciation	41,084	37,721	3,363	8.2	0,000	0,000	0,000	-	41,084	37,721	3,363	8.2
OPEB Obligation	9,667	9,612	0,055	0.6	0,000	0,000	0,000	-	9,667	9,612	0,055	0.6
GASB68 Pension Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,667	0,503	0,163	24.5	0,000	0,000	0,000	-	0,667	0,503	0,163	24.5
Total Expenses	\$274,866	\$263,049	\$11,817	4.3	\$51,278	\$34,828	\$16,450	32.1	\$326,144	\$297,877	\$28,267	8.7
Net Surplus/(Deficit)	(\$153,142)	(\$140,893)	\$12,250	8.0	\$0,000	\$0,000	\$0,000	-	(\$153,142)	(\$140,893)	\$12,250	8.0
<i>Cash Conversion Adjustments:</i>												
Depreciation	41,084	37,721	(3,363)	(8.2)	0,000	0,000	0,000	-	41,084	37,721	(3,363)	(8.2)
Operating/Capital	(14,993)	(3,853)	11,140	74.3	0,000	0,000	0,000	-	(14,993)	(3,853)	11,140	74.3
Other Cash Adjustments	18,514	16,911	(1,603)	(8.7)	0,000	0,000	0,000	-	18,514	16,911	(1,603)	(8.7)
Total Cash Conversion Adjustments	\$44,605	\$50,779	\$6,173	13.8	\$0,000	\$0,000	\$0,000	-	\$44,605	\$50,779	\$6,173	13.8
Net Cash Surplus/(Deficit)	(\$108,537)	(\$90,114)	\$18,423	17.0	\$0,000	\$0,000	\$0,000	-	(\$108,537)	(\$90,114)	\$18,423	17.0

Notes:

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

— Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
FEBRUARY 2019
(\$ in millions)

Revenue Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.201	4.6%		\$0.467	5.3%	Higher net GCT retail income partially offset by lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$7.810)	(28.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$16.450)	(32.1%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	(\$0.216)	(5.8%)	Reflects higher activity in the Cos Cob Bridge Project to replace miter and expansion rails and the West of Hudson Signal Project.	(\$0.133)	(1.7%)	
OVERTIME	Non-Reimb	\$0.550	6.6%	See overtime tables.	\$0.524	3.0%	See overtime tables.
	Reimb	(\$1.037)	(78.4%)	See overtime tables.	(\$1.689)	(62.1%)	See overtime tables.
HEALTH AND WELFARE	Reimb	(\$0.180)	(15.3%)	Higher activity in the Turnouts and Switch Renewal Project throughout the GCT Trainshed, the West of Hudson Signal Improvement Project, the Cos Cob Bridge Project to replace miter and expansion rails, and the Harlem and Hudson Lines Cyclical Track Program.	(\$0.212)	(8.6%)	Reflects increased activity in the Positive Train Control Project and the Harlem and Hudson Lines Cyclical Track Program.
PENSIONS	Reimb	(\$0.152)	(18.8%)	Higher activity in the Turnouts and Switch Renewal Project throughout the GCT Trainshed, the West of Hudson Signal Improvement Project, the Cos Cob Bridge Project to replace miter and expansion rails, Harlem and Hudson Lines Cyclical Track Program, and the Connecticut Catenary Replacement Project to install a new catenary system along 42 track miles.	(\$0.211)	(12.4%)	Reflects increased activity in the Positive Train Control Project, the Harlem and Hudson Lines Cyclical Track Program, and the West of Hudson Signal Improvement Project.
OTHER FRINGE BENEFITS	Reimb	(\$0.193)	(22.0%)	Higher activity in the Turnouts and Switch Renewal Project throughout the GCT Trainshed, the West of Hudson Signal Improvement Project, the Cos Cob Bridge Project to replace miter and expansion rails, and the Harlem and Hudson Lines Cyclical Track Program.	(\$0.269)	(14.6%)	Reflects increased activity in the Positive Train Control Project, the Harlem and Hudson Lines Cyclical Track Program, and the West of Hudson and Harlem Wayside Signal Improvement Projects.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
FEBRUARY 2019
(\$ in millions)

Revenue Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	\$1.657	41.5%	The non-reimbursable and reimbursable variances reflect higher activity as well as unbudgeted overhead rates for several projects which will be corrected in the Mid-Year Forecast.	\$2.900	34.5%	The non-reimbursable and reimbursable variances reflect higher activity as well as unbudgeted overhead rates for several projects which will be corrected in the Mid-Year Forecast.
	Reimb	(\$1.615)	(43.0%)		(\$2.805)	(35.5%)	
ELECTRIC POWER	Non-Reimb	(\$0.634)	(9.0%)	Primarily due to timing of invoices.	\$1.232	9.0%	Primarily due to timing of invoices.
FUEL	Non-Reimb	(\$0.075)	(4.0%)		\$0.296	7.3%	Reflects lower diesel fuel price per gallon.
INSURANCE	Non-Reimb	\$0.200	13.1%	Reflects lower than budgeted premiums for Station Liability and All Agency Excess.	\$0.386	12.6%	Reflects lower than budgeted premiums for Station Liability and All Agency Excess.
	Reimb	\$0.020	7.8%	Reflects lower activity in the West of Hudson Signal Improvement Project and the Signal Replacement from Greenwich to South Norwalk Project.	\$0.110	20.5%	Reflects lower activity in the following projects: West of Hudson and Croton-Harmon to Poughkeepsie Signal Improvements, Insulated Joint Replacement, Signal Replacement from Greenwich to South Norwalk, and Phase Five of the Harmon Shop Replacement, which represents primarily the Design/ Build of the new Consist Shop.
CLAIMS	Non-Reimb	\$0.020	20.9%	Reflects a lower passenger claims provision than budgeted.	\$0.095	50.2%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.700	8.1%	Reflects the timing of billing for GCT utilities expenses and M7 software support as well as lower than anticipated expenses for miscellaneous maintenance and operating contracts, partially offset by timing of payment for maintenance of Ticket Vending Machines (TVM).	\$1.338	7.6%	Reflects the timing of billing for GCT utilities expense and M7 software support as well as lower than anticipated expenses for miscellaneous maintenance and operating contracts, partially offset by a lease payment to Amtrak for two P42 Locomotives.
	Reimb	\$6.059	95.4%	Reflects lower activity in the Signal Replacement from Greenwich to South Norwalk Project and the Transformer Rehabilitation Project, which replaces components that are at the end of their useful life.	\$7.373	94.9%	Reflects lower activity in the Signal Replacement from Greenwich to South Norwalk Project and the Transformer Rehabilitation Project, which replaces components that are at the end of their useful life.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.408	13.2%	Primarily due to lower than anticipated consulting and engineering services.	\$2.225	32.6%	Primarily due to lower than anticipated consulting and engineering services.
	Reimb	\$6.028	95.0%	Reflects timing of the Connecticut Positive Train Control Project and lower activity in the Waterbury Branch Cab Signal System Installation Project.	\$12.756	96.1%	Reflects timing of the Connecticut Positive Train Control Project and lower activity in the Waterbury Branch Cab Signal System Installation Project.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
FEBRUARY 2019
(\$ in millions)

Revenue Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIALS AND SUPPLIES	Reimb	(\$0.903)	(36.0%)	Reflects increased activity in the Connecticut and Cyclical Track Programs partially offset by timing of the Connecticut Positive Train Control Project and lower activity in the Waterbury Branch Cab Signal System Installation Project.	\$1.528	29.5%	Reflects timing of the Connecticut Positive Train Control Project as well as lower activity in the Waterbury Branch Cab Signal System Installation Project and Connection of the East End Component Change Out Shop to MNR's mainline tracks partially offset by higher activity in the Connecticut Track Program.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.285	13.5%	Primarily due to recovery of expense from Norfolk Southern related to track maintenance on the Port Jervis line in 2016 and 2017 in addition to lower travel, office supplies, memberships and subscriptions, and other miscellaneous expenses partially offset lower Amtrak recoveries.	\$0.748	15.7%	Primarily due to recovery of expense from Norfolk Southern related to track maintenance on the Port Jervis line in 2016 and 2017 in addition to lower travel, office supplies, memberships and subscriptions, and other miscellaneous expenses partially offset lower Amtrak recoveries.
	Reimb	\$0.001	6.6%	Reflects lower activity in the Harlem & Hudson Lines Power Improvements Project.	\$0.005	12.8%	Reflects lower activity in the Harlem & Hudson Lines Power Improvements Project.
DEPRECIATION	Non-Reimb	\$1.693	8.2%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	\$3.363	8.2%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.031	9.3%	Reflects timing of projects requiring remediation.	\$0.163	24.5%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$6.816	83.3%	Reflects lower activity primarily in the following projects: Track Geometry Car Purchase, GCT Fire Suppression in A & B Halls, Renovation of the GCT Training Facility, Maybrook Trailway, GCT Escalators Replacement, Upper Harlem Pole Replacement, Vehicle Replacement, Power Control Scada Upgrade, Integrity Testing of GCT Exhaust Ducts, and the Purchase and Installation of Three Staff Shelters.	\$11.140	74.3%	Reflects lower activity primarily in the following projects: Track Geometry Car Purchase, Renovation of the GCT Training Facility, GCT Escalators Replacement, GCT Fire Suppression in A & B Halls, Maybrook Trailway, Upper Harlem Pole Replacement, Power Control Scada Upgrade, Integrity Testing of GCT Exhaust Ducts, Installation of Cameras for the non-M-8 Fleet, the redesign of the GCT Station Masters Office (SMO), and the Purchase and Installation of Three Staff Shelters.

* Variance exceeds 100%.

MTA Metro-North Railroad
February Financial Plan - 2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	February						Year To Date(February)					
	Adopted Budget		Actual		Var. - Fav/(Unfav)		Adopted Budget		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>uled Service</u>	45,123	\$ 2.934	44,813	\$ 2.673	310	\$0.261	108,005	\$ 6.959	113,885	\$ 6.742	(5,880)	\$0.217
					0.7%	8.9%					-5.4%	3.1%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	44,271	\$ 2.637	44,666	\$ 2.560	(395)	\$0.077	92,219	\$ 5.493	97,011	\$ 5.563	(4,791)	(\$0.070)
					-0.9%	2.9%					-5.2%	-1.3%
<u>Unscheduled Maintenance</u>	350	\$ 0.019	0	\$ -	350	\$0.019	724	\$ 0.039	10	\$ 0.001	715	\$0.038
					100.0%	100.0%					98.7%	98.7%
<u>cy/Absentee Coverage</u>	23,259	\$ 1.316	21,785	\$ 1.193	1,474	\$0.124	45,195	\$ 2.566	48,667	\$ 2.656	(3,473)	(\$0.090)
					6.3%	9.4%					-7.7%	-3.5%
<u>Weather Emergencies</u>	23,219	\$ 1.417	20,449	\$ 1.133	2,770	\$0.284	39,892	\$ 2.421	50,728	\$ 2.851	(10,836)	(\$0.429)
					11.9%	20.0%					-27.2%	-17.7%
<u>/Security/Law Enforcement</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	16	\$ 0.214	(16)	(\$0.214)	0	\$ -	16	\$ (0.858)	(16)	\$0.858
Subtotal	136,222	\$ 8.323	131,729	\$ 7.773	4,493	\$0.550	286,035	\$ 17.478	310,317	\$ 16.954	(24,282)	\$0.524
					3.3%	6.6%					-8.5%	3.0%
REIMBURSABLE OVERTIME	21,265	\$ 1.323	38,429	\$ 2.360	(17,164)	(\$1.037)	43,707	\$ 2.722	72,159	\$ 4.411	(28,452)	(\$1.689)
					-80.7%	-78.4%					-65.1%	-62.1%
TOTAL OVERTIME	157,487	\$ 9.646	170,158	\$ 10.133	(12,671)	(\$0.487)	329,742	\$ 20.200	382,476	\$ 21.365	(52,734)	(\$1.165)
					-8.0%	-5.0%					-16.0%	-5.8%

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Includes T&E crew coverage (included in Scheduled Service category).

³ Not applicable.

Also reflects timing differences related to payroll and calendar cutoff dates.

MTA Metro-North Railroad
February Financial Plan - 2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	February			Year To Date(February)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	310	\$0.261	Reflects service coverage versus available staff and train dispatchment needs.	(5,880)	\$0.217	Reflects service coverage versus available staff and train dispatchment needs.
	0.7%	8.9%		-5.4%	3.1%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(395)	\$0.077	Lower infrastructure repairs partially offset by higher Reliability Centered Maintenance.	(4,791)	(\$0.070)	Higher Reliability Centered Maintenance partially offset by lower infrastructure repairs.
	-0.9%	2.9%		-5.2%	-1.3%	
<u>Unscheduled Maintenance</u>	350	\$0.019		715	\$0.038	
	100.0%	100.0%		98.7%	98.7%	
<u>Vacancy/Absentee Coverage</u> ²	1,474	\$0.124	Lower vacation, sick and vacancy coverage requirements.	(3,473)	(\$0.090)	Higher vacation, sick and vacancy coverage requirements.
	6.3%	9.4%		-7.7%	-3.5%	
<u>Weather Emergencies</u>	2,770	\$0.284	Fewer winter storms than budgeted in February.	(10,836)	(\$0.429)	Higher right-of-way repairs due to extremely cold weather partially offset by fewer than budgeted February winter storms.
	11.9%	20.0%		-27.2%	-17.7%	
<u>ment</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	(16)	(\$0.214)	Reflects timing differences related to payroll and calendar cutoff dates.	(16)	\$0.858	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	4,493	\$0.550		(24,282)	\$0.524	
	3.3%	6.6%		-8.5%	3.0%	
REIMBURSABLE OVERTIME	21,265	(\$1.037)	Reflects higher activity in the following projects: Turnouts and Switch Renewal throughout the GCT Trainshed, New Haven Line Interlocking, West of Hudson Signal Improvements and the Harlem and Hudson Lines Cyclical Track Program.	43,707	(\$1.689)	Reflects higher activity in the following projects: Turnouts and Switch Renewal throughout the GCT Trainshed, New Haven Line Interlocking, both the Harlem Wayside and West of Hudson Signal Improvements, Cyclical Track Program, and Connecticut Catenary Replacement.
	100.0%	-78.4%		100.0%	-62.1%	
TOTAL OVERTIME	25,758	(\$0.487)		19,426	(\$1.165)	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

* Exceeds 100%

¹ Tour Length related overtime.

² ge (included in Scheduled Service category)

³

MTA METRO-NORTH RAILROAD
2019 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<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 not 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 METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	February 2019				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Receipts	\$54.371	\$55.254	\$0.883	1.6	\$110.700	\$114.260	\$3.560	3.2
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	7.318	10.570	3.252	44.4	14.119	26.210	12.091	85.6
<i>Capital & Other Reimbursements:</i>								
MTA	11.291	26.301	15.010	*	24.395	28.251	3.856	15.8
CDOT	17.259	6.631	(10.628)	(61.6)	30.749	12.483	(18.266)	(59.4)
Other	0.448	1.191	0.743	*	0.905	2.125	1.220	*
Total Capital and Other Reimbursements	28.998	34.123	5.125	17.7	56.049	42.859	(13.190)	(23.5)
Total Receipts	\$90.687	\$99.947	\$9.260	10.2	\$180.867	\$183.329	\$2.462	1.4
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$42.714	\$44.064	(\$1.350)	(3.2)	\$97.317	\$97.890	(\$0.573)	(0.6)
Overtime	9.493	9.743	(0.250)	(2.6)	21.486	22.392	(0.906)	(4.2)
Health and Welfare	10.599	11.094	(0.495)	(4.7)	22.959	21.845	1.114	4.9
OPEB Current Payment	2.917	3.333	(0.416)	(14.3)	5.833	6.188	(0.355)	(6.1)
Pensions	8.957	9.911	(0.954)	(10.7)	19.131	20.886	(1.755)	(9.2)
Other Fringe Benefits	9.984	12.202	(2.218)	(22.2)	23.030	25.435	(2.405)	(10.4)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.000)	0.000	(0.000)	(100.0)	(0.000)	0.000	(0.000)	(100.0)
Total Labor	\$84.664	\$90.347	(\$5.683)	(6.7)	\$189.756	\$194.636	(\$4.880)	(2.6)
<i>Non-Labor:</i>								
Electric Power	7.225	\$5.536	\$1.689	23.4	\$14.065	\$12.723	\$1.342	9.5
Fuel	1.839	1.538	0.301	16.4	3.987	3.091	0.896	22.5
Insurance	0.276	0.000	0.276	100.0	2.508	0.000	2.508	100.0
Claims	0.098	0.159	(0.061)	(63.0)	0.190	0.788	(0.598)	*
Paratransit Service Contracts	-	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	16.341	11.056	5.285	32.3	26.310	26.988	(0.678)	(2.6)
Professional Service Contracts	8.879	3.952	4.927	55.5	19.540	6.938	12.602	64.5
Materials & Supplies	12.070	11.980	0.090	0.7	24.007	23.870	0.137	0.6
Other Business Expenditures	4.139	3.028	1.111	26.8	9.041	4.409	4.632	51.2
Total Non-Labor	\$50.868	\$37.249	\$13.619	26.8	\$99.648	\$78.807	\$20.841	20.9
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$135.532	\$127.596	\$7.936	5.9	\$289.404	\$273.443	\$15.961	5.5
Net Cash Deficit (excludes Opening Cash Balance)	(\$44.844)	(\$27.649)	\$17.195	38.3	(\$108.537)	(\$90.114)	\$18.423	17.0
<u>Subsidies</u>								
MTA	33.384	14.583	(18.801)	(56.3)	83.551	66.818	(16.733)	(20.0)
CDOT	11.460	11.910	0.450	3.9	24.987	24.410	(0.577)	(2.3)
Total Subsidies	\$44.844	\$26.493	(\$18.351)	(40.9)	\$108.537	\$91.228	(\$17.309)	(15.9)
Cash Timing and Availability Adjustment	\$0.000	(\$12.041)	(\$12.041)	-	\$0.000	(\$2.289)	(\$2.289)	-

Notes:

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	February Month vs Budget			Year-to-Date as of February 28, 2019 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	0.883	1.6%	Timing of cash in transit partially offset by lower non-commutation ridership on the East of Hudson Lines and lower commutation ridership on the Harlem Line.	3.560	3.2%	Timing of cash in transit combined with higher non-commutation ridership on the New Haven Line partially offset by lower non-commutation ridership on the Harlem Line.
OTHER OPERATING REVENUE	3.252	44.4%	Reflects higher GCT retail net income, timing of reimbursements from Amtrak and the reimbursement from a third party insurance carrier for passenger injury settlements relating to Spuyten Duyvil.	12.091	85.6%	Reflects the timing of PRIIA reimbursements from prior year, higher GCT retail net income and the reimbursement from a third party insurance carrier for passenger injury claims relating to Spuyten Duyvil.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	15.010	*	Higher cash receipts than budgeted partially offset by lower capital related project activity.	3.856	15.8%	Higher cash receipts than budgeted partially offset by lower capital related project activity.
CDOT	(10.628)	(61.6%)	Lower capital related project activity combined with lower cash receipts than budgeted.	(18.266)	(59.4%)	Lower capital related project activity partially offset by higher cash receipts than budgeted.
OTHER	0.743	*	Higher cash receipts than budgeted.	1.220	*	Higher cash receipts than budgeted combined with higher reimbursable related project activity.
PAYROLL	(1.350)	(3.2%)	Reflects inter-agency payroll and other miscellaneous payouts.	(0.573)	(0.6%)	Reflects inter-agency payroll partially offset by timing of pay periods.
OVERTIME	(0.250)	(2.6%)	Reflects higher activity in the following projects: Turnouts and Switch Renewal throughout the GCT Trainshed, New Haven Line Interlocking, West of Hudson Signal Improvements and the Cyclical Track Program focusing on track maintenance on the Harlem and Hudson lines partially offset by fewer weather events than budgeted .	(0.906)	(4.2%)	Reflects higher activity in the following projects: Turnouts and Switch Renewal throughout the GCT Trainshed, New Haven Line Interlocking, both the Harlem Wayside and West of Hudson Signal Improvements, Cyclical Track Program, and Connecticut Catenary Replacement partially offset by timing of payments.
HEALTH & WELFARE	(0.495)	(4.7%)	Timing of payments combined with inter-agency payroll partially offset by lower rates.	1.114	4.9%	Timing of payments combined with lower rates partially offset by inter-agency payroll.
OPEB CURRENT PAYMENT	(0.416)	(14.3%)	Reflects timing of payments combined with higher number of retirees receiving healthcare premiums than budgeted.	(0.355)	(6.1%)	Reflects timing of payments combined with higher number of retirees receiving healthcare premiums than budgeted.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	February Month vs Budget			Year-to-Date as of February 28, 2019 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
PENSIONS	(0.954)	(10.7%)	Timing of payments.	(1.755)	(9.2%)	Timing of Final Actuarially Determined Contribution (ADC) payment for 2018.
OTHER FRINGE BENEFITS	(2.218)	(22.2%)	Reflects timing of payments, higher employee injury claims, higher rates and inter-agency payroll.	(2.405)	(10.4%)	Reflects higher employee injury claims, inter-agency payroll and higher rates than budgeted.
ELECTRIC POWER	1.689	23.4%	Timing of payments.	1.342	9.5%	Timing of payments.
FUEL	0.301	16.4%	Timing of payments.	0.896	22.5%	Timing of payments combined with lower diesel fuel prices than budgeted.
INSURANCE	0.276	100.0%	No payments made in February for insurance premiums.	2.508	100.0%	No YTD payments made for insurance premiums.
CLAIMS	(0.061)	(63.0%)	Timing of passenger injury settlements.	(0.598)	*	Timing of payments relating to passenger injury claims relating to Spuyten Duyvil.
MAINTENANCE & OTHER OPERATING CONTRACTS	5.285	32.3%	Reflects timing of capital related projects (Signal Replacement - Greenwich to South Norwalk and the Transformer Rehabilitation Project) partially offset by timing of Auto & Other Vehicle Purchases.	(0.678)	(2.6%)	Reflects timing of payments for MTA Police Services and Auto & Other Vehicle Purchases partially offset by the timing of capital related projects (Signal Replacement - Greenwich to South Norwalk and the Transformer Rehabilitation Project).
PROFESSIONAL SERVICE CONTRACTS	4.927	55.5%	Timing of engineering services relating to Connecticut Positive Train Control and the Waterbury Branch Cab Signal System Installation Project.	12.602	64.5%	Timing of engineering services relating to Connecticut Positive Train Control and the Waterbury Branch Cab Signal System Installation Project.
OTHER BUSINESS EXPENSES	1.111	26.8%	Timing of operating capital projects (GCT 7B Renovation, Installation of Staff Shelters and Track Geometry Car Storage and Support Vehicles), lower New Jersey Transit subsidy and Travel, Meetings & Conventions.	4.632	51.2%	Timing of New Jersey Transit subsidy combined with the timing of operating capital projects (GCT 7B Renovation, Installation of Staff Shelters and Track Geometry Car Storage and Support Vehicles).
MTA SUBSIDY RECEIPTS	(18.801)	(56.3%)	Lower cash deficit combined with available cash balance and higher CDOT subsidy.	(16.733)	(20.0%)	Lower cash deficit partially offset by available cash balance and lower CDOT subsidy.

ance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	February 2018				Year-to-Date			
	<div><div>Favorable</div><div>(Unfavorable)</div></div>				<div><div>Favorable</div><div>(Unfavorable)</div></div>			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$1.151)	\$0.260	\$1.412	*	(\$2.200)	\$1.393	\$3.594	*
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.969	6.020	3.051	*	5.295	16.920	11.625	
Capital & Other Reimbursements:		0.000			0.000	0.000		
MTA	1.873	14.662	12.789	*	4.771	6.653	1.883	39.5
CDOT	0.000	(0.446)	(0.446)	-	0.000	0.913	0.913	-
Other	0.000	0.592	0.592	-	0.000	0.465	0.465	-
Total Capital and Other Reimbursements	1.873	14.808	12.935	*	4.771	8.031	3.261	68.3
Total Revenue/Receipts	\$3.690	\$21.088	\$17.398	*	\$7.866	\$26.345	\$18.479	*
Expenditures								
<i>Labor:</i>								
Payroll	\$0.729	(\$0.061)	(\$0.790)	*	(\$4.172)	(\$3.194)	\$0.978	23.4
Overtime	0.153	0.390	0.237	*	(1.287)	(1.027)	0.259	20.1
Health and Welfare	(1.040)	(1.556)	(0.516)	(49.6)	(2.115)	(0.923)	1.191	56.3
OPEB Current Payment	0.000	(0.346)	0.000		0.000	(0.300)	(0.300)	-
Pensions	(0.048)	(1.042)	(0.995)	*	(0.102)	(1.903)	(1.801)	*
Other Fringe Benefits	0.837	(1.443)	(2.280)	*	(0.343)	(2.649)	(2.307)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.233)	(0.274)	(0.041)	(17.7)	(0.508)	(0.602)	(0.094)	(18.6)
Total Labor	\$0.399	(\$4.333)	(\$4.731)	*	(\$8.526)	(\$10.599)	(\$2.073)	(24.3)
<i>Non-Labor:</i>								
Electric Power	(\$0.174)	\$2.152	\$2.325	*	(\$0.347)	(\$0.234)	\$0.113	32.5
Fuel	0.041	0.417	0.376	*	0.082	0.681	0.600	*
Insurance	1.508	1.563	0.056	3.7	1.080	3.092	2.013	*
Claims	0.000	(0.082)	(0.082)	-	0.000	(0.693)	(0.693)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.323)	(2.797)	(1.474)	*	(0.958)	(10.347)	(9.389)	*
Professional Service Contracts	0.564	(0.945)	(1.509)	*	0.571	(1.809)	(2.380)	*
Materials & Supplies	(1.155)	(0.510)	0.645	55.8	(2.331)	(3.124)	(0.793)	(34.0)
Other Business Expenses	(2.018)	(1.193)	0.825	40.9	(4.249)	(0.371)	3.879	91.3
Total Non-Labor	(\$2.558)	(\$1.394)	\$1.164	45.5	(\$6.153)	(\$12.804)	(\$6.651)	*
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.								
	(\$2.159)	(\$5.727)	(\$3.568)	*	(\$14.678)	(\$23.403)	(\$8.724)	(59.4)
Depreciation	20.542	18.849	(1.693)	(8.2)	41.084	37.721	(3.363)	(8.2)
OPEB Obligation	4.833	5.013	0.180	(3.7)	9.667	9.612	(0.055)	0.6
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.333	0.302	(0.031)	(9.3)	0.667	0.503	(0.163)	24.5
Total Expenditures Adjustments	\$23.550	\$18.438	(\$5.112)	(21.7)	\$36.739	\$24.434	(\$12.306)	(33.5)
Total Cash Conversion Adjustments	\$27.240	\$39.526	\$12.286	45.1	\$44.605	\$50.779	\$6.173	13.8

Notes:

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

— Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
FEBRUARY 2019
(in millions)

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED BUDGET	2019	2018 ^(A)	ADOPTED BUDGET	2019	2018 ^(A)		ADOPTED BUDGET	2019	2018 ^(A)	ADOPTED BUDGET	2019	2018 ^(A)	
FAREBOX REVENUE														
Harlem Line - Commutation	9.351	9.153	9.285	(0.198)	-2.1%	(0.132)	-1.4%	18.738	18.424	18.606	(0.314)	-1.7%	(0.182)	-1.0%
Harlem Line - Non-Commutation	6.971	6.774	6.912	(0.197)	-2.8%	(0.138)	-2.0%	14.459	14.232	14.336	(0.226)	-1.6%	(0.104)	-0.7%
TOTAL HARLEM LINE	\$16.322	\$15.927	\$16.197	(\$0.395)	-2.4%	(\$0.270)	-1.7%	\$33.196	\$32.656	\$32.942	(\$0.540)	-1.6%	(\$0.286)	-0.9%
Hudson Line - Commutation	6.135	6.191	6.104	0.056	0.9%	0.087	1.4%	12.249	12.450	12.188	0.201	1.6%	0.262	2.2%
Hudson Line - Non-Commutation	5.698	5.665	5.528	(0.033)	-0.6%	0.137	2.5%	11.770	11.748	11.418	(0.022)	-0.2%	0.330	2.9%
TOTAL HUDSON LINE	\$11.833	\$11.856	\$11.632	\$0.023	0.2%	\$0.224	1.9%	\$24.019	\$24.198	\$23.606	\$0.179	0.7%	\$0.592	2.5%
New Haven Line - Commutation	12.976	12.961	12.951	(0.014)	-0.1%	0.010	0.1%	26.146	26.164	26.098	0.017	0.1%	0.066	0.3%
New Haven Line - Non-Commutation	13.295	13.135	13.131	(0.160)	-1.2%	0.004	0.0%	27.276	27.571	26.941	0.295	1.1%	0.631	2.3%
TOTAL NEW HAVEN LINE	<u>\$26.271</u>	<u>\$26.097</u>	<u>\$26.083</u>	<u>(\$0.174)</u>	<u>-0.7%</u>	<u>\$0.014</u>	<u>0.1%</u>	<u>\$53.423</u>	<u>\$53.735</u>	<u>\$53.038</u>	<u>\$0.312</u>	<u>0.6%</u>	<u>\$0.697</u>	<u>1.3%</u>
All Lines - Commutation	28.462	28.306	28.341	(0.156)	-0.5%	(0.035)	-0.1%	57.133	57.037	56.891	(0.096)	-0.2%	0.146	0.3%
All Lines - Non-Commutation	25.964	25.575	25.571	(0.390)	-1.5%	0.003	0.0%	53.505	53.551	52.695	0.046	0.1%	0.857	1.6%
TOTAL EAST OF HUDSON LINES	<u>\$54.426</u>	<u>\$53.880</u>	<u>\$53.912</u>	<u>(\$0.546)</u>	<u>-1.0%</u>	<u>(\$0.032)</u>	<u>-0.1%</u>	<u>\$110.638</u>	<u>\$110.589</u>	<u>\$109.586</u>	<u>(\$0.050)</u>	<u>0.0%</u>	<u>\$1.002</u>	<u>0.9%</u>
West of Hudson ^(B)	<u>\$1.097</u>	<u>\$1.113</u>	<u>\$1.088</u>	<u>0.017</u>	<u>1.5%</u>	<u>0.025</u>	<u>2.3%</u>	<u>\$2.262</u>	<u>\$2.278</u>	<u>\$2.259</u>	<u>0.016</u>	<u>0.7%</u>	<u>0.019</u>	<u>0.8%</u>
TOTAL FAREBOX REVENUE	<u>\$55.522</u>	<u>\$54.994</u>	<u>\$55.000</u>	<u>(\$0.529)</u>	<u>-1.0%</u>	<u>(\$0.007)</u>	<u>0.0%</u>	<u>\$112.900</u>	<u>\$112.867</u>	<u>\$111.845</u>	<u>(\$0.034)</u>	<u>0.0%</u>	<u>\$1.021</u>	<u>0.9%</u>
RIDERSHIP														
Harlem Line - Commutation	1.283	1.248	1.270	(0.034)	-2.7%	(0.022)	-1.7%	2.692	2.632	2.666	(0.061)	-2.3%	(0.034)	-1.3%
Harlem Line - Non-Commutation	0.766	0.745	0.760	(0.021)	-2.7%	(0.015)	-2.0%	1.582	1.555	1.571	(0.028)	-1.7%	(0.017)	-1.1%
TOTAL HARLEM LINE	2.048	1.993	2.030	(0.055)	-2.7%	(0.037)	-1.8%	4.274	4.186	4.237	(0.088)	-2.1%	(0.050)	-1.2%
Hudson Line - Commutation	0.717	0.723	0.711	0.006	0.9%	0.013	1.8%	1.500	1.521	1.487	0.020	1.4%	0.034	2.3%
Hudson Line - Non-Commutation	0.504	0.500	0.491	(0.003)	-0.7%	0.010	2.0%	1.038	1.036	1.011	(0.002)	-0.2%	0.025	2.5%
TOTAL HUDSON LINE	1.221	1.224	1.201	0.003	0.2%	0.022	1.9%	2.539	2.557	2.498	0.018	0.7%	0.059	2.4%
New Haven Line - Commutation	1.667	1.654	1.658	(0.013)	-0.8%	(0.004)	-0.2%	3.520	3.498	3.500	(0.022)	-0.6%	(0.002)	-0.1%
New Haven Line - Non-Commutation	1.245	1.227	1.231	(0.018)	-1.4%	(0.004)	-0.3%	2.552	2.571	2.523	0.019	0.7%	0.048	1.9%
TOTAL NEW HAVEN LINE	<u>2.912</u>	<u>2.881</u>	<u>2.889</u>	<u>(0.031)</u>	<u>-1.1%</u>	<u>(0.008)</u>	<u>-0.3%</u>	<u>6.072</u>	<u>6.069</u>	<u>6.023</u>	<u>(0.004)</u>	<u>-0.1%</u>	<u>0.045</u>	<u>0.8%</u>
Total Ridership East of Hudson														
All Lines - Commutation	3.667	3.625	3.638	(0.041)	-1.1%	(0.013)	-0.4%	7.713	7.650	7.653	(0.063)	-0.8%	(0.003)	0.0%
All Lines - Non-Commutation	2.514	2.472	2.482	(0.042)	-1.7%	(0.009)	-0.4%	5.173	5.162	5.106	(0.011)	-0.2%	0.056	1.1%
TOTAL EAST OF HUDSON LINES	6.181	6.098	6.120	(0.083)	-1.3%	(0.022)	-0.4%	12.886	12.812	12.758	(0.073)	-0.6%	0.054	0.4%
West of Hudson ^(B)	<u>0.118</u>	<u>0.102</u>	<u>0.118</u>	<u>(0.016)</u>	<u>-13.5%</u>	<u>(0.015)</u>	<u>-13.1%</u>	<u>0.249</u>	<u>0.248</u>	<u>0.248</u>	<u>(0.001)</u>	<u>-0.4%</u>	<u>0.000</u>	<u>0.0%</u>
TOTAL EAST & WEST OF HUDSON LINES	6.299	6.200	6.238	(0.099)	-1.6%	(0.038)	-0.6%	13.135	13.060	13.006	(0.074)	-0.6%	0.054	0.4%

^(A) 2018 Ridership figures have been restated to simulate the 2019 calendar.

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

MTA METRO-NORTH RAILROAD
2019 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
February 28, 2019

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	3	-	
Labor Relations	18	14	4	
Safety	58	54	4	A,B
Security	26	24	2	
Office of the Executive VP	9	9	-	
Corporate & Public Affairs	19	15	4	A
Customer Service	66	59	7	A, B
Legal	13	12	1	
Claims	12	11	1	
Environmental Compliance & Svce	7	7	0	
Human Resources	52	45	7	A, B
Training	87	84	3	
Employee Relations & Diversity	6	5	1	
VP Planning	2	2	-	
Operations Planning & Analysis	22	21	1	
Capital Planning & Programming	16	13	3	
Long Range Planning	8	8	-	
VP Finance & Info Systems	1	-	1	
Controller	79	74	5	A, B
Budget	22	17	5	B
Procurement & Material Management	27	27	(0)	
Total Administration	553	504	49	
Operations				
Operations Support	92	75	17	B
Transportation	1,625	1,638	(13)	C
Customer Service	401	364	37	B
Metro-North West	38	29	9	
Total Operations	2,156	2,106	50	
Maintenance				
Maintenance of Equipment	1,688	1,657	31	B
Maintenance of Way	2,094	2,062	32	B
Procurement & Material Mgmt	131	118	13	
Total Maintenance	3,913	3,837	76	
Engineering/Capital				
Construction Management	38	36	2	
Engineering & Design	83	77	6	B
Total Engineering/Capital	121	113	8	
Total Positions	6,743	6,560	183	
Non-Reimbursable	6,123	5,947	176	
Reimbursable	620	613	7	
Total Full-Time	6,742	6,559	183	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

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

MTA METRO-NORTH RAILROAD
2019 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
February 28, 2019

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	189	172	17
Professional, Technical, Clerical	364	332	32
Operational Hourlies	-	-	-
Total Administration	553	504	49
Operations			
Managers/Supervisors	262	246	16
Professional, Technical, Clerical	235	203	32
Operational Hourlies	1,659	1,657	2
Total Operations	2,156	2,106	50
Maintenance			
Managers/Supervisors	653	640	13
Professional, Technical, Clerical	499	464	35
Operational Hourlies	2,761	2,733	28
Total Maintenance	3,913	3,837	76
Engineering/Capital			
Managers/Supervisors	50	46	4
Professional, Technical, Clerical	71	66	5
Operational Hourlies	-	-	-
	121	113	8
Total Positions			
Managers/Supervisors	1,154	1,105	49
Professional, Technical, Clerical	1,169	1,066	103
Operational Hourlies	4,420	4,390	30
Total Positions	6,743	6,560	183

MTA METRO-NORTH RAILROAD
2019 ADOPTED BUDGET VS. ACTUALS
February 28, 2019

Agency-wide (Non-Reimbursable and Reimbursable)	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Administration	553	504	49	Primarily reflects delayed hiring of vacant positions and higher attrition than planned
Operations	2,156	2,106	50	Primarily reflects delayed hiring of vacant positions
Maintenance	3,913	3,837	76	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	121	113	8	
Total Agency-wide Headcount	6,743	6,560	183	
Non-Reimbursable	6,123	5,947	176	
Reimbursable	620	613	7	

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
FEBRUARY 2019

	MONTH			VARIANCE	
				Fav/(Unfav)	
	BUD	2019	2018	BUD	2018
Farebox Operating Ratio					
Standard ^(B)	50.0%	54.5%	54.0%	4.6%	0.5%
Adjusted ^(C)	55.9%	61.5%	61.0%	5.6%	0.4%
Cost per Passenger					
Standard ^(B)	\$17.64	\$16.27	\$16.30	\$1.37	\$0.03
Adjusted ^(C)	\$17.20	\$15.81	\$15.84	\$1.40	\$0.04
Passenger Revenue/Passenger	\$8.81	\$8.87	\$8.81	\$0.06	\$0.06

	YEAR-TO-DATE			VARIANCE	
				Fav/(Unfav)	
	BUD	2019	2018	BUD	2018
Farebox Operating Ratio					
Standard ^(B)	48.7%	53.1%	52.9%	4.4%	0.2%
Adjusted ^(C)	54.4%	59.7%	59.7%	5.3%	0.0%
Cost per Passenger					
Standard ^(B)	\$17.65	\$16.27	\$16.25	\$1.38	(\$0.02)
Adjusted ^(C)	\$17.23	\$15.84	\$15.82	\$1.39	(\$0.02)
Passenger Revenue/Passenger	\$8.60	\$8.64	\$8.60	\$0.05	\$0.05

(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.



Metro-North Railroad

Ridership Report

Michael Shiffer

Vice President, Planning



M8 traveling by Botanical Garden Station on a snowy weekend in March.

Photo courtesy of Linda Morris



Metro-North Railroad

April 2019 Highlights: Ridership Report

(Note: February West of Hudson data is not yet available from NJT)

February 2019 vs. 2018

- East of Hudson ridership decreased 0.4% vs. February 2018 and was 1.3% below Budget
 - Commutation ridership decreased 0.4%
 - Non-Commutation ridership decreased 0.4%
- East of Hudson ridership by line:
 - Hudson Line ridership increased 1.9%
 - Harlem Line ridership decreased 1.8%
 - New Haven Line ridership decreased 0.3%
- Non-Commutation ridership results were mixed with the Hudson Line increasing by 2.0%, while the Harlem and New Haven line were down 2.0% and 0.3% respectively. The Hudson Line increases in the non-commutation market was due to To/From Manhattan ridership of +2.7% over last year.

2019 vs. 2018 YTD

- Total YTD ridership is 0.4% above 2018 and 0.6% below Budget
 - YTD Commutation ridership is unchanged vs. 2018
 - YTD Non-Commutation ridership is 1.1% above 2018

Michael Shiffer
Vice President
Planning

**FEBRUARY 2019 RIDERSHIP & REVENUE REPORT
MTA METRO-NORTH RAILROAD**

RIDERSHIP SUMMARY

February Ridership and Revenue (millions)

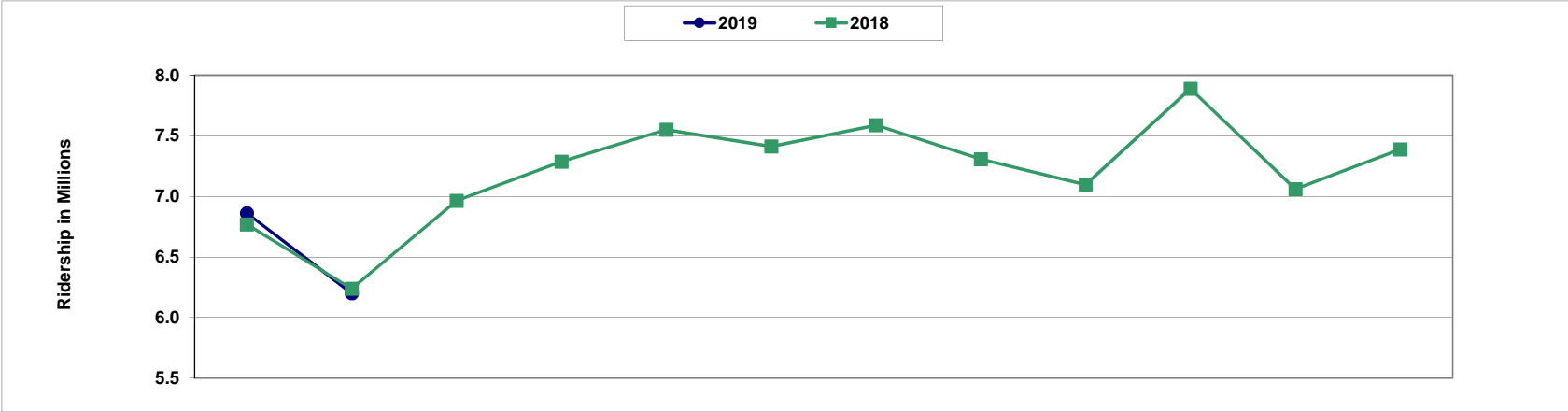
	February 2019	% Change vs. 2018
Total Rail Ridership	6.200	-0.6% ▼
Commutation Ridership	3.684	-0.6% ▼
Non-Commutation Ridership	2.516	-0.6% ▼
Connecting Service Ridership	0.043	+5.6% ▲
Total MNR System Ridership	6.243	-0.6% ▼
Rail Revenue	\$55.0	+0.0% ▼

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

	YTD 2019	% Change vs. 2018	Comparison to Budget
Total Rail Ridership	13.060	+0.4% ▲	-0.6% ▼
Commutation Ridership	7.793	-0.0% ▼	-0.8% ▼
Non-Commutation Ridership	5.267	+1.1% ▲	-0.2% ▼
Connecting Service Ridership	0.094	+8.0% ▲	+0.8% ▲
Total MNR System Ridership	13.154	+0.5% ▲	-0.6% ▼
Rail Revenue	\$112.9	+0.9% ▲	-0.0% ▼

FEBRUARY RAIL RIDERSHIP (1)

• February's Total Rail Ridership was 0.6% below 2018 and 1.6% below budget.

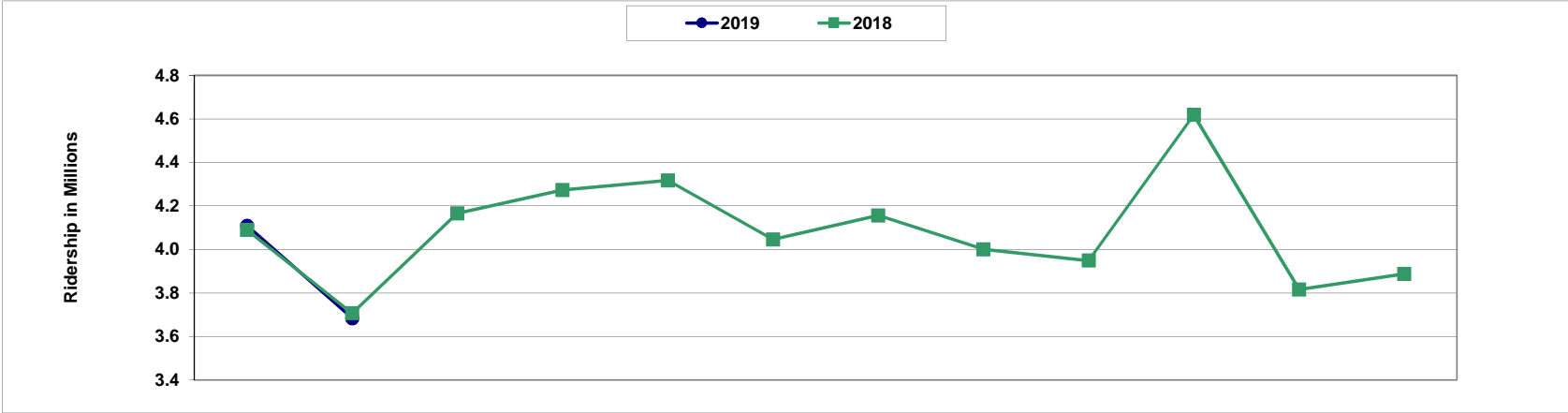


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	6.9	6.2											13.1
2018	6.8	6.2	7.0	7.3	7.5	7.4	7.6	7.3	7.1	7.9	7.1	7.4	13.0
PCT CHG.	1.4%	-0.6%											0.4%

1) Includes East and West of Hudson.

FEBRUARY RAIL COMMUTATION RIDERSHIP (1)

- February's Rail Commutation Ridership was 0.6% below 2018 and 1.4% below budget.

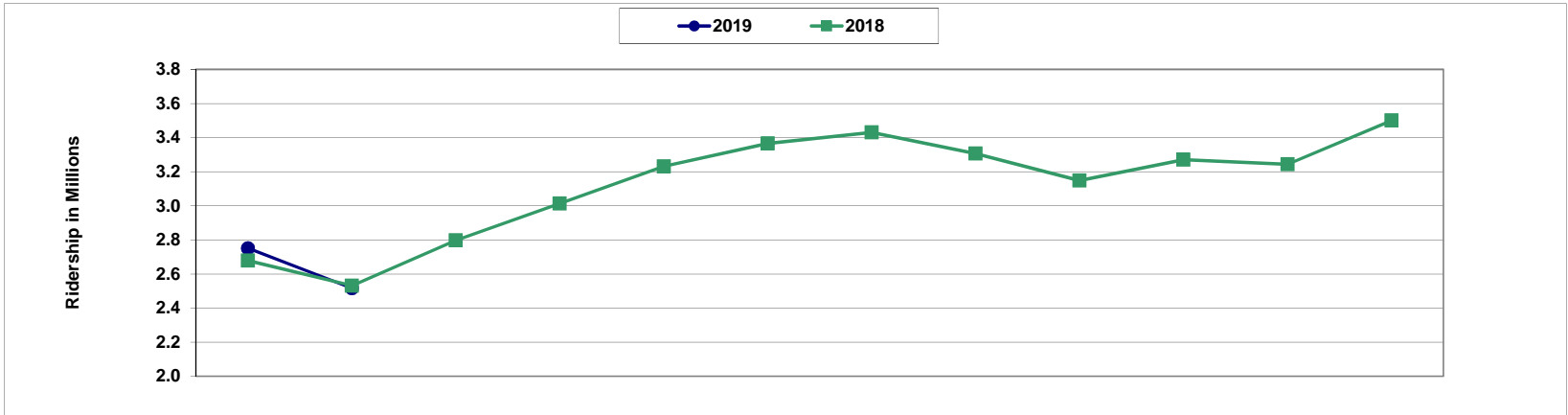


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.1	3.7											7.8
2018	4.1	3.7	4.2	4.3	4.3	4.0	4.2	4.0	3.9	4.6	3.8	3.9	7.8
PCT CHG.	0.5%	-0.6%											0.0%

1) Includes East and West of Hudson.

FEBRUARY RAIL NON-COMMUTATION RIDERSHIP (1)

• February's Rail Non-Commutation Ridership was 0.6% below 2018 and 1.9% below budget.

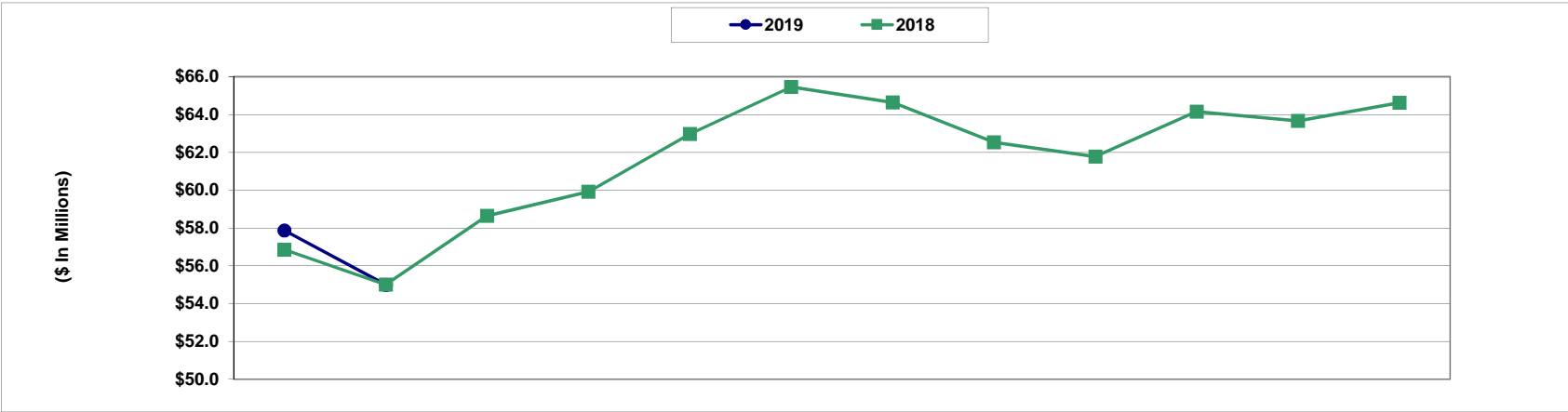


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.8	2.5											5.3
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3	3.1	3.3	3.2	3.5	5.2
PCT CHG.	2.7%	-0.6%											1.1%

1) Includes East and West of Hudson.

FEBRUARY RAIL REVENUE (1)

• February's Total Rail Revenue was unchanged vs. 2018 and 1.0% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	\$57.9	\$55.0											\$112.9
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	\$111.8
PCT CHG.	1.8%	0.0%											0.9%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
FEBRUARY 2019**

TICKET TYPE/SERVICE	FEBRUARY 2019 ACTUAL	FEBRUARY 2019 BUDGET	VARIANCE VS. BUDGET		FEBRUARY 2018 RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,625,427	3,666,862	(41,435)	-1.1%	3,638,263	(12,836)	-0.4%
West of Hudson	58,422	68,731	(10,309)	-15.0%	68,361	(9,939)	-14.5%
Total Rail Commutation Ridership	3,683,849	3,735,593	(51,744)	-1.4%	3,706,624	(22,775)	-0.6%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,472,453	2,514,377	(41,924)	-1.7%	2,481,761	(9,308)	-0.4%
West of Hudson	43,742	49,311	(5,569)	-11.3%	49,203	(5,461)	-11.1%
Total Rail Non-Commutation Ridership	2,516,195	2,563,688	(47,493)	-1.9%	2,530,964	(14,769)	-0.6%
TOTAL RAIL RIDERSHIP							
East of Hudson	6,097,880	6,181,239	(83,359)	-1.3%	6,120,024	(22,144)	-0.4%
West of Hudson (2)	102,164	118,042	(15,878)	-13.5%	117,564	(15,400)	-13.1%
TOTAL RAIL RIDERSHIP	6,200,044	6,299,281	(99,237)	-1.6%	6,237,588	(37,544)	-0.6%
CONNECTING SERVICES RIDERSHIP (3)	43,449	42,955	494	1.2%	41,131	2,318	5.6%
TOTAL MNR SYSTEM RIDERSHIP	6,243,493	6,342,236	(98,743)	-1.6%	6,278,719	(35,226)	-0.6%

Notes:

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

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

TICKET TYPE/SERVICE	2019 YTD ACTUAL	2019 YTD BUDGET	VARIANCE VS. BUDGET		2018 YTD RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	7,650,055	7,712,699	(62,644)	-0.8%	7,652,604	(2,549)	0.0%
West of Hudson	143,131	144,923	(1,792)	-1.2%	144,138	(1,007)	-0.7%
Total Rail Commutation Ridership	7,793,186	7,857,622	(64,436)	-0.8%	7,796,742	(3,556)	0.0%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	5,162,269	5,172,974	(10,705)	-0.2%	5,105,834	56,435	1.1%
West of Hudson	104,901	104,084	817	0.8%	103,848	1,053	1.0%
Total Rail Non-Commutation Ridership	5,267,170	5,277,058	(9,888)	-0.2%	5,209,682	57,488	1.1%
TOTAL RAIL RIDERSHIP							
East of Hudson	12,812,324	12,885,673	(73,349)	-0.6%	12,758,438	53,886	0.4%
West of Hudson	248,032	249,007	(975)	-0.4%	247,986	46	0.0%
TOTAL RAIL RIDERSHIP	13,060,356	13,134,680	(74,324)	-0.6%	13,006,424	53,932	0.4%
CONNECTING SERVICES RIDERSHIP (2)	93,998	93,255	743	0.8%	87,034	6,964	8.0%
TOTAL MNR SYSTEM RIDERSHIP	13,154,354	13,227,935	(73,581)	-0.6%	13,093,458	60,896	0.5%

Notes:

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

2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
FEBRUARY 2019**

LINE	FEBRUARY 2019 ACTUAL	FEBRUARY 2018 RESTATED (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	1,993,046	2,030,072	(37,026)	-1.8%
Hudson Line	1,223,780	1,201,364	22,416	1.9%
New Haven Line	2,881,054	2,888,588	(7,534)	-0.3%
Total East of Hudson	6,097,880	6,120,024	(22,144)	-0.4%
WEST OF HUDSON				
Port Jervis Line	57,862	68,119	(10,257)	-15.1%
Pascack Valley Line	44,302	49,445	(5,143)	-10.4%
Total West of Hudson (2)	102,164	117,564	(15,400)	-13.1%
TOTAL RAIL RIDERSHIP	6,200,044	6,237,588	(37,544)	-0.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	32,746	31,026	1,720	5.5%
Haverstraw-Ossining Ferry	7,629	7,709	(80)	-1.0%
Newburgh-Beacon Ferry	3,074	2,396	678	28.3%
Total Connecting Services	43,449	41,131	2,318	5.6%
TOTAL MNR SYSTEM	6,243,493	6,278,719	(35,226)	-0.6%

Notes:

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

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE
2019 YEAR-TO-DATE

TICKET TYPE/SERVICE	2019 YTD ACTUAL	2018 YTD RESTATED (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	4,186,347	4,236,774	(50,427)	-1.2%
Hudson Line	2,557,295	2,498,466	58,829	2.4%
New Haven Line	6,068,682	6,023,198	45,484	0.8%
Total East of Hudson	12,812,324	12,758,438	53,886	0.4%
WEST OF HUDSON				
Port Jervis Line	144,862	143,808	1,054	0.7%
Pascack Valley Line	103,170	104,178	(1,008)	-1.0%
Total West of Hudson	248,032	247,986	46	0.0%
TOTAL RAIL RIDERSHIP	13,060,356	13,006,424	53,932	0.4%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	68,973	66,788	2,185	3.3%
Haverstraw-Ossining Ferry	18,002	15,396	2,606	16.9%
Newburgh-Beacon Ferry	7,023	4,850	2,173	44.8%
Total Connecting Services	93,998	87,034	6,964	8.0%
TOTAL MNR SYSTEM	13,154,354	13,093,458	60,896	0.5%

Notes:

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



March 2019 Highlights: Capital Program Status Report



Station Improvement Initiative Project

Ticket Selling Facility at Harlem-125th Street Station

John Kennard
Vice President
Capital Programs



Metro-North Railroad

March 2019 Highlights: Capital Program Status Report

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

In the month of March, Metro-North awarded project tasks totaling \$26 million including the Purchase and Installation of the DC Switchgear project. Metro-North had no substantial completion. Metro-North had closeouts totaling \$4.6 million including the Harlem-125th Street Station Stairs Rehabilitation project.

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

	(\$ in Millions)			
	<u>Annual Planned</u>	<u>Planned thru 3/31</u>	<u>Achieved thru 3/31</u>	<u>% thru 3/31</u>
Design Awards*	\$39.1	\$10.7	\$0.2	1%
Construction Awards*	\$228.2	\$34.1	\$22.8	67%
Substantial Completions	\$428.3	\$9.2	\$63.7	692%
Closeouts*	\$31.5	\$3.6	\$4.6	128%

*Does not include support costs

John Kennard
Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

March 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 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 truck frame assemblies in Japan and shipment continues to Lincoln, Nebraska. Preparations are in-process to set-up M8 car shell assembly line and place production tooling in same at Kawasaki's Lincoln, Nebraska (KMM) facility. Shipments of closed-circuit television (CCTV) and Positive Train Control (PTC) – MCP Kits have been finalized for use in production of the additional 66 cars and shipments will commence in early April 2019.

GRAND CENTRAL TERMINAL (GCT)

GCT Utilities (fire suppression system upgrade at lower level of train shed and utility tunnels, and replacement of 49th St. existing fire pump)

Lower Level – Continued with installation of fire stand pipe, heat tracing, fire alarm cables, power feeds and seismic piping at 43rd, 44th, 45th and 46th Street crossings. Complete installation of insulation, commence fire alarm pretesting, patching, labeling and tagging of valves and pipes.

Upper Level – Continued fire alarm pretesting, patching and labeling and tagging of valves and pipes.

Street Level – Continued fire alarm pretesting, patching and labeling and tagging of valves and pipes.

Utility Tunnel – Completed pretesting of fire alarm panel in Area PT01 and installation of heat trace cables and power feeds at East Tunnel. Continued fire alarm pretesting, patching 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.

- The final updates to the RTTDS (Real Time Train Detection System) is in progress. The shipment of GCT headend equipment to the installation contractor has been received. Shipment of station equipment is on-going.
- Construction of the Customer Service Equipment Room 7C and the GCT cable plant continues. Conduit and cable are being installed to the Big Board, Information Board, Gate Board, and VIS cabinets.
- Installation of one Big Board has been substantially complete. Final testing is in progress. Phased installation will continue in April.

STATIONS/PARKING/FACILITIES

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); second group of four stations (Harlem-125th St., Rye, Harrison and New Rochelle); third group of four stations (Mamaroneck, Port Chester, Melrose and Tremont); and 100% design development is in progress for the fourth group of stations (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown). Site work including raceway and conduit installation continues at Mt. Vernon East, Pelham, Harlem-125th, Wakefield, Harrison and Riverdale Stations. Raceway and conduit installation at North White Plains IT room continues. Anticipate completion of construction at the Pelham & Mount Vernon East Station in June 2019.

Installation of node houses (48 VDC power plants) and closeout at all 33 locations is complete. Three additional locations (Bridgeport, Green Farms and Fairfield station node houses) are under review and consideration. 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 – Installation of island platform canopy ceiling, restrooms, and electrical systems is on-going. Structural, crack and spall repairs are ongoing in the Mott Street stairs. This station is scheduled for completion in February 2021.
- Riverdale – Work has been completed as of September 2018.
- Harlem-125th Street Station – Phase 2 – Completed installation of Wi-Fi cabinet, access point, doors and framing for the platform stairwell. Commenced installation of wayfinding signs at the new platform portion. This station is scheduled for completion in April 2019.
- Port Chester Station – Phase 2 – Achieved substantial completion on February 28, 2019.

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). Continue installation of conduits for communication and signal power; and snowmelters and sectionalizing switches. Continue installation of conduits for communication and signal power; fencing at different platforms; continuity jumper, snowmelters and track crossing cables; positive/negative feeders and termination of cables. Track 2 has been returned to service and Track 1 continuous outage is on-going. 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; performing non-outage work such as: installation of trough, duct bank and manhole; temporary platforms and cable pulling. 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* – Continued finalizing Supervisory Control and Data Acquisition (SCADA). Commenced energization of the substation power control room. This substation is scheduled for completion in May 2019.
- *Croton-Harmon* – Installation of the 15 kV feeders and substation power control energization is underway. This substation is scheduled for completion in June 2019.
- *Riverdale* – Continued with installation of bathroom fixtures and plumbing, heat, ventilation and air conditioning (HVAC) system at the Crew Quarters Building. Energization of the substation power control room is underway. This substation is scheduled for completion in April 2019.

Harlem & Hudson Lines Power Improvements

- *Construction of 86th Street Substation and 110th 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 continues. Completed the Negative Equalizer/Battery Rooms on the east platform. Placed concrete 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 conduits tie-in; communication cable pulling and 15kV manhole work. Supervisory Control and Data Acquisition testing is underway. Substantial completion is anticipated in October 2019.

Substation Replacement Bridge - 23

- *Mount Vernon East* – Con Edison approved meter pan was installed and will be wired in April 2019. Signal Substation operating training to be provided to Metro-North personnel by the end of May 2019.
- *Catenary work between Mount Vernon and New Rochelle* - All work is complete.

- *New Rochelle* – Relay switch control to be furnished by May 2019 for Metro-North's use. Final programming of the Integrated Communications Optical Network (ICON) system is complete.

Overall project completion is anticipated in May 2019.

TRACK AND STRUCTURES

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, received bid in January 2019, with contract award anticipated in April 2019. 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. Supplementary boring near the proposed bridge pier, the design of the historical plaques to be installed on the new bridge and coordination for the relocation of existing C&S conduits are on-going.
- 14th Avenue Bridge, Mt. Vernon, NY (Design-Build contract) – Erection of steel is complete as of March 8, 2019. Installation of tiebacks on the south abutment is underway. The bridge will be opened for vehicular traffic by end of August 2019.

Overhead Bridge Program (2015 to 2019 Program) – East of Hudson

- 6th and 10th Avenue Bridge Replacement, Mt. Vernon - The construction contract was awarded in February 2019; and the construction supervision and inspection services contract was awarded in March 2019. Site mobilization is underway.
- 3rd Avenue Bridge Replacement, Mt. Vernon - Request for design-build proposals will be solicited in April 2019.

Harlem River Lift Bridge (HRLB) Security Upgrades

Construction submittals are on-going. Installation work of the following continues: on-going standpipe installation on bridge spans pending track outages; vertical fencing fabrication to be installed on four bridge members to protect counterweight blocks; on-going staircase installation and door installation at the communication sheds at Manhattan and Bronx divisions. Project is anticipated to achieve substantial completion in April 2019.

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. Construction submittal phase continues. Switchgear and transformer equipment are in storage and 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 16.79 miles of track, and performed 1,140 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. Successfully completed FRA required 110 RSD runs on Pilot Line for FRA to review and provide approval to move extended RSD testing to the non-pilot segments. 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 approved by 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. Cut over from CP Hall to CP Hudson Junction was complete in March 2019. Next cut over from CP Hall to CP Howells is scheduled for June 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 is on-going. Continued installation of cable trough and conduit along segment one near the Peekskill, Croton-Harmon, and Manitou Station. Segment one is scheduled for completion in December 2020.

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 is on-going. Field survey, soil testing, and test pits are all on-going at various locations. Installation of pullboxes is on-going at segment one near the Crestwood, Scarsdale, Hartsdale, Mount Vernon West, Fleetwood and White Plains Station. Segment one is scheduled for completion in December 2019.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- *Consist Shop Facility (CSF)* – Design and installation of an enhanced carbon monoxide detection system is underway. Permanent DC power is anticipated to be applied in May 2019.
- *EMU (Electric Multiple Unit) Annex Building* – Design and installation of an enhanced carbon monoxide detection system is underway. The move plan has been changed from a phased move to a full move-in when all industrial equipment has completed functional testing.

Yard Utilities and Miscellaneous – DC substation component factory testing continues.

Overall, Phase V, Stage I substantial completion is anticipated in June 2019.

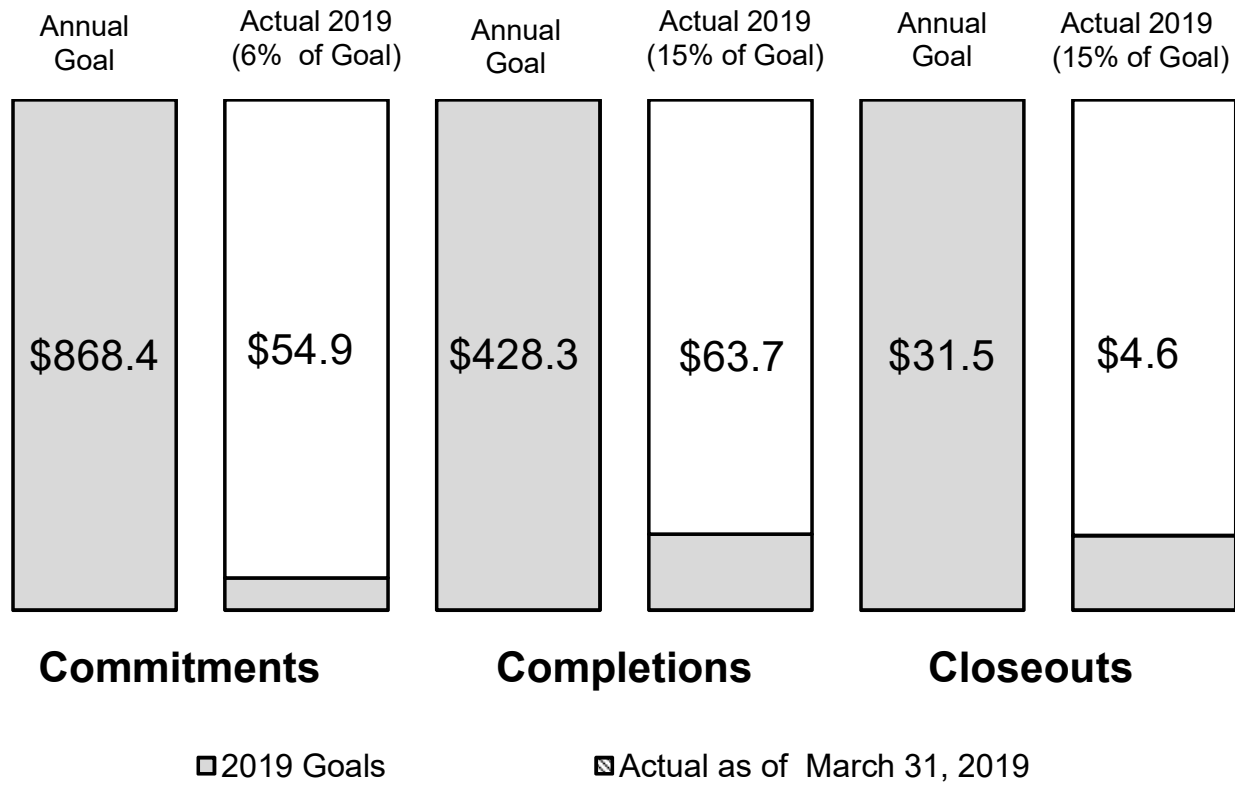
Phase V, Stage II Preliminary Design - The scope of this work includes the demolition of the remainder of Building 6 as well as the associated Building 5 storeroom and the construction of the balance of the Phase V Electric Car Shop and Support Shop facilities.

- Completed the site survey to facilitate the design development of the Running Repair and Support Shop. Metro-North stakeholders also completed the review of the 90% early electrical construction drawings and the 90% Building #6 demolition drawings. Design development of construction documents for the new Running Repair and Support Shop continues. The Release for Construction (RFC) Bldg. 6 demolition drawings and RFC early electrical drawings were submitted in March for MNR stakeholders' review, and MNR review comments are due in April 2019.

2019 MNR Capital Program Goals

As of March 31, 2019

In Millions





Long Island Rail Road

March 2019 Performance Summary

Rod Brooks, Senior Vice President – Operations



Montauk Station: On Sunday, March 24, 2019 we provided three additional trains to Montauk to accommodate the over 1,000 parade goers who traveled from western stations to attend the 57th Annual Montauk Friends of Erin St. Patrick's Day Parade.



Long Island Rail Road

March 2019 Performance Summary

Highlights

For the month, On-Time Performance (OTP) surpassed our monthly goal at **94.6%**. The AM Peak period OTP registered at **92.9%**, with PM Peak closing at **93.2%**. Year to Date (YTD) performance is **93.2%**, which is a **4.9%** increase compared to same period last year.

On March 25th, downed power lines west of Hicksville Station severely impacted the PM Peak Rush. The event delayed 119 trains and negatively impacted our March On-Time Performance by **0.6%**.

Branch Performances

Throughout March, **3.3%** of all scheduled trains arrived between 6 and 10 minutes late at their final terminal. The average delay per late train was 11.7 minutes for the month. There were 99 cancelled or terminated trains in March, which accounts for **0.5%** of all scheduled trains for the month.

All branches, excluding the Hempstead and Port Jefferson branches, met or exceeded their goal for the month of March.

Consist Compliance

During March **98.7%** of our trains met established consist requirements during the Peak periods.

Equipment Performance

February MDBF shown significant fleet-wide improvements. With February improvements, the entire fleet MDBF exceeded the goal by 5%, and same-period last year by 1%.

Performance Summary

			2019 Data			2018 Data	
			Annual	YTD thru		YTD thru	
			Goal	Mar	Mar	Mar	Mar
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	94.6%	93.2%	88.1%	88.3%
		AM Peak		92.9%	88.8%	88.9%	85.3%
		PM Peak		93.2%	91.0%	81.1%	80.4%
		Total Peak		93.1%	89.8%	85.3%	83.0%
		Off Peak Weekday		94.7%	93.2%	89.1%	89.3%
		Weekend		96.2%	97.0%	89.4%	92.6%
	Babylon Branch	Overall	93.9%	94.7%	93.4%	87.9%	87.2%
		AM Peak		92.8%	90.8%	88.3%	84.5%
		PM Peak		93.0%	89.6%	78.7%	78.2%
		Total Peak		92.9%	90.3%	83.8%	81.6%
		Off Peak Weekday		94.8%	93.9%	88.9%	89.3%
		Weekend		97.3%	97.5%	92.9%	91.5%
	Far Rockaway Branch	Overall	96.6%	97.6%	96.8%	93.8%	92.8%
		AM Peak		94.3%	90.4%	89.7%	85.9%
		PM Peak		98.4%	97.1%	90.9%	89.2%
		Total Peak		96.2%	93.6%	90.2%	87.4%
		Off Peak Weekday		97.7%	97.0%	93.9%	93.7%
		Weekend		98.7%	99.4%	97.5%	96.2%
	Huntington Branch	Overall	92.5%	93.5%	90.5%	86.4%	87.2%
		AM Peak		93.3%	86.0%	87.9%	85.3%
		PM Peak		89.7%	85.5%	77.6%	76.0%
		Total Peak		91.7%	85.8%	83.1%	81.0%
		Off Peak Weekday		93.0%	88.4%	86.0%	87.7%
		Weekend		95.5%	97.1%	90.0%	91.8%
	Hempstead Branch	Overall	96.5%	94.3%	94.1%	88.1%	88.3%
		AM Peak		94.3%	92.4%	85.5%	82.6%
		PM Peak		90.5%	87.5%	77.3%	80.1%
		Total Peak		92.5%	90.1%	81.6%	81.4%
		Off Peak Weekday		95.6%	94.8%	90.0%	89.5%
		Weekend		93.6%	96.7%	90.9%	92.6%
	Long Beach Branch	Overall	95.9%	95.9%	95.3%	92.0%	90.3%
		AM Peak		95.6%	92.2%	91.3%	84.4%
		PM Peak		96.5%	95.3%	86.4%	84.9%
		Total Peak		96.1%	93.7%	88.9%	84.6%
		Off Peak Weekday		96.4%	96.1%	92.3%	90.9%
		Weekend		94.8%	95.7%	95.3%	96.0%
	Montauk Branch	Overall	90.8%	91.8%	91.6%	90.4%	88.7%
		AM Peak		87.5%	84.1%	84.7%	86.9%
		PM Peak		93.4%	90.4%	83.9%	79.1%
		Total Peak		90.3%	87.1%	84.3%	83.3%
		Off Peak Weekday		91.5%	91.5%	90.3%	89.0%
		Weekend		93.6%	95.5%	95.7%	92.5%
	Oyster Bay Branch	Overall	94.1%	96.1%	93.9%	85.0%	87.5%
		AM Peak		93.9%	89.2%	91.6%	90.1%
		PM Peak		93.7%	90.6%	67.4%	71.2%
		Total Peak		93.8%	89.8%	80.4%	81.4%
		Off Peak Weekday		96.1%	94.4%	86.8%	89.2%
		Weekend		99.1%	98.4%	87.4%	91.7%

Performance Summary		2019 Data			2018 Data	
		Annual	YTD thru		YTD thru	
		Goal	Mar	Mar	Mar	Mar
Port Jefferson Branch	Overall	90.9%	89.9%	88.8%	83.5%	85.0%
	AM Peak		89.3%	84.7%	86.9%	84.5%
	PM Peak		89.1%	86.6%	74.7%	76.7%
	Total Peak		89.2%	85.6%	81.2%	80.9%
	Off Peak Weekday		88.8%	88.2%	81.6%	83.1%
	Weekend		92.6%	93.7%	90.5%	93.7%
Port Washington Branch	Overall	95.3%	95.6%	94.1%	88.0%	90.2%
	AM Peak		97.6%	91.9%	97.1%	91.8%
	PM Peak		91.0%	92.1%	86.4%	84.7%
	Total Peak		94.3%	92.0%	91.9%	88.3%
	Off Peak Weekday		94.9%	93.1%	92.1%	91.0%
	Weekend		97.9%	98.1%	73.3%	90.6%
Ronkonkoma Branch	Overall	91.6%	93.7%	90.6%	83.8%	84.3%
	AM Peak		88.7%	82.8%	83.7%	80.8%
	PM Peak		95.6%	92.5%	81.5%	79.7%
	Total Peak		91.7%	87.1%	82.8%	80.3%
	Off Peak Weekday		94.0%	90.6%	83.4%	84.7%
	Weekend		95.7%	96.0%	88.3%	91.9%
West Hempstead Branch	Overall	95.8%	97.7%	96.7%	90.3%	90.0%
	AM Peak		92.4%	89.7%	90.0%	81.9%
	PM Peak		96.8%	95.7%	84.1%	82.0%
	Total Peak		94.8%	93.0%	86.8%	82.0%
	Off Peak Weekday		98.5%	98.0%	94.7%	93.5%
	Weekend		99.4%	98.6%	83.8%	92.7%
Operating Statistics		Trains Scheduled	20,818	60,624	20,840	60,390
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-11.7	-11.9	-14.7	-14.6
Trains Over 15 min. Late excluding trains canceled or terminated			151	618	433	1,422
Trains Canceled			52	297	399	823
Trains Terminated			47	194	278	453
Percent of Scheduled Trips Completed			99.5%	99.2%	96.8%	97.9%
Consist Compliance (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	99.1%			
		PM Peak	98.3%			
		Total Peak	98.7%			

System Categories Of Delay	% Total	2019	2019 Data		2018 Data		YTD 2019 Vs 2018
		Feb	Mar	YTD Thru Mar	Mar	YTD Thru Mar	
Engineering (Scheduled)	2.1%	28	24	88	21	48	40
Engineering (Unscheduled)	16.4%	242	183	882	99	718	164
Maintenance of Equipment	12.5%	115	140	414	155	546	(132)
Transportation	1.6%	17	18	65	46	101	(36)
Capital Projects	4.5%	38	50	107	59	184	(77)
Weather and Environmental	4.7%	75	53	320	996	2,396	(2,076)
Police	6.7%	526	75	742	258	735	7
Customers	29.3%	217	328	800	341	1,000	(200)
Special Events	2.3%	8	26	46	68	118	(72)
Other	5.1%	62	57	209	275	544	(335)
3rd Party Operations	14.7%	161	165	468	168	701	(233)
Total	100.0%	1,489	1,119	4,141	2,486	7,091	(2,950)

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
1-Mar	Fri	Train 1258 with equipment trouble in Penn Station				8	2		11			19	2	
7-Mar	Thur	Amtrak related switch trouble	11									11		
14-Mar	Thur	Switch trouble in West Side Yard				6	10		6	1		12	11	
15-Mar	Fri	Train 1256 equipment trouble in Penn Station				12			1			13		
18-Mar	Mon	Simultaneous on-board medical emergencies at both East New York and Westbury	17	2	2				11			28	2	2
22-Mar	Fri	Track circuit failure in Farmingdale	11									11		
25-Mar	Mon	Downed power lines across tracks west of Hicksville Station				33	15	15	42	10	4	75	25	19
26-Mar	Tue	Switch trouble in Jamaica	20									20		
28-Mar	Thur	Switch trouble in Farmingdale Interlocking	14	1								14	1	
28-Mar	Thur	Switch trouble in Atlantic Terminal							14	1		14	1	
TOTAL FOR MONTH			73	3	2	59	27	15	85	12	4	217	42	21
												280		

Long Island Rail Road

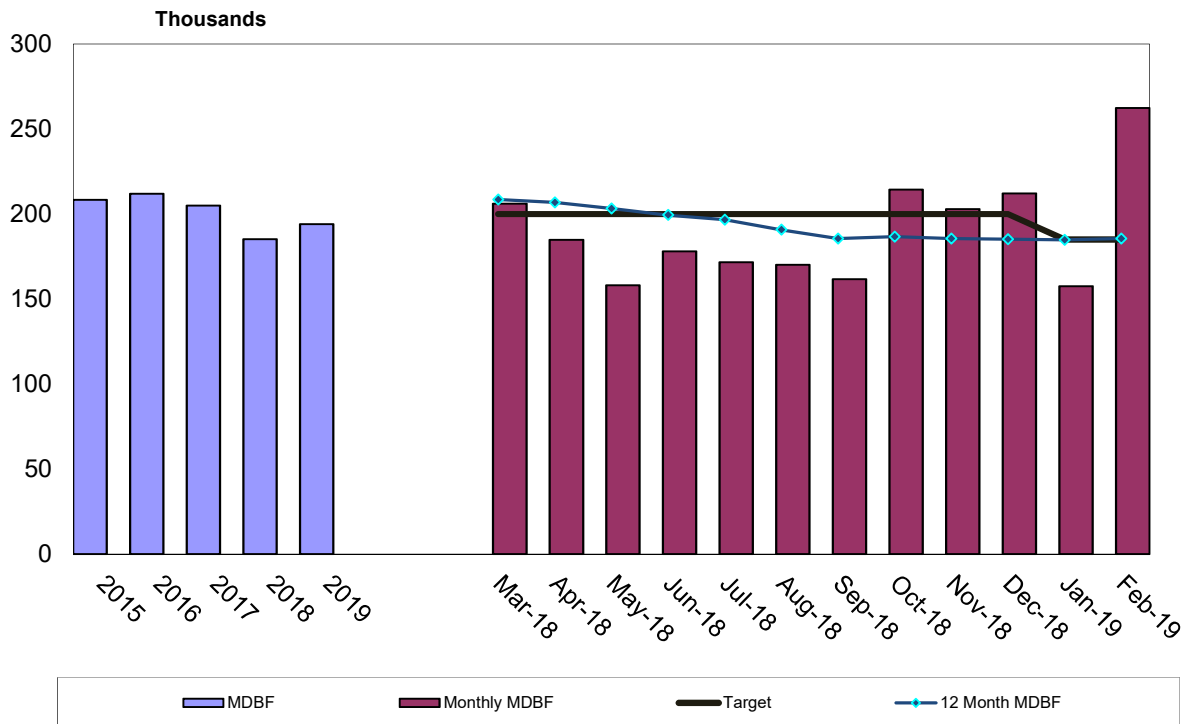
MEAN DISTANCE BETWEEN FAILURES - FEBRUARY 2019

	2019 Data							2018 Data		
	Equip- ment Type	Total Fleet Owned	MDBF Goal (miles)	February MDBF (miles)	February No. of Primary Failures	YTD MDBF thru February (miles)	12 month MDBF Rolling Avg (miles)	February MDBF (miles)	February No. of Primary Failures	YTD MDBF thru February (miles)
Mean	M-3	142	60,000	65,160	7	53,770	70,636	106,380	5	75,800
Distance	M-7	836	378,000	681,228	7	462,483	471,442	464,728	10	544,962
Between Failures	C-3	134	103,000	165,939	4	108,296	118,873	155,207	4	65,486
	DE	24	19,000	80,266	1	42,511	17,970	18,402	5	20,798
	DM	21	19,000	17,025	4	14,544	13,847	**54,691	0	31,001
	Diesel	179	51,000	90,236	9	63,827	53,785	85,281	9	49,118
	Fleet	1,157	185,000	262,471	23	194,122	185,536	247,780	24	192,176

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 February 2018, actual miles are shown on the chart above.**

ALL FLEETS Mean Distance Between Failure 2015 - 2019





Standee Report

East Of Jamaica

			2019 Data March	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	3	11
		Total Standees	3	11
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	7
		Total Standees	0	7
	Huntington Branch	Program Standees	60	0
		Add'l Standees	35	5
		Total Standees	95	5
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	38
		Total Standees	0	38
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	15	0
		Total Standees	15	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	1	48
		Total Standees	1	48
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	22	7
		Total Standees	22	7
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			139	115

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 MARCH 2019

Standee Report

West Of Jamaica

			2019 Data March	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	8	21
		Total Standees	8	21
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	7
		Total Standees	0	7
	Huntington Branch	Program Standees	30	0
		Add'l Standees	3	17
		Total Standees	33	17
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	100
		Total Standees	0	100
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	12	4
		Total Standees	40	4
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	1	48
		Total Standees	1	48
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	7	5
		Total Standees	7	5
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	7	0
		Total Standees	7	0
System Wide PEAK			97	202

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 MARCH 2019

Elevator Availability		2019		2018	
		March	Year to Date	March	Year to Date
Branch	Babylon Branch	99.5%	99.5%	96.8%	98.3%
	Far Rockaway Branch	98.7%	97.4%	99.0%	99.2%
	Hempstead Branch	99.4%	99.4%	99.4%	99.5%
	Long Beach Branch	99.2%	99.5%	99.5%	99.3%
	Port Jefferson Branch	99.2%	98.6%	99.3%	98.1%
	Port Washington Branch	99.1%	99.4%	99.5%	99.6%
	Ronkonkoma Branch	99.6%	99.3%	99.1%	99.3%
	City Terminal Stations	99.2%	97.3%	99.5%	99.5%
	Overall Average	99.3%	98.8%	98.7%	99.0%

Escalator Availability		2019		2018	
		March	Year to Date	March	Year to Date
Branch	Babylon Branch	98.7%	98.0%	97.7%	95.3%
	Far Rockaway Branch	99.0%	99.2%	79.5%	92.6%
	Hempstead Branch	98.9%	98.9%	98.0%	98.5%
	Long Beach Branch	98.3%	97.6%	97.3%	97.6%
	Port Jefferson Branch	97.2%	98.3%	97.4%	98.7%
	City Terminal	96.3%	97.1%	97.4%	98.9%
	Overall Average	97.7%	97.7%	97.0%	97.2%

Long Island Rail Road Performance Metrics Report



On Time Performance and Number of Short Trains are important metrics to customers. The LIRR has shown marked improvement in these two areas through March 2019.



Long Island Rail Road

Executive Summary

The Long Island Rail Road has developed a robust performance management program enabling it to measure whether goals are being achieved and to guide investment decisions. The MTA Board requested that the LIRR report monthly on the following three key metrics: Systemwide On Time Performance (OTP), the Number of Short Trains, and the Number of Track Circuit Incidents Causing At Least One Delay. Highlights through March 2019 include:

- Year-to-date through March the LIRR's 2019 OTP is 93.2%, including a 94.6% OTP in March 2019, which was just over 6% better than March 2018. The 2019 annual goal is 94%.
- Year-to-date through March the number of short trains dropped by almost 17% when compared to the same period in 2018 (919 versus 1,102). The annual goal is a 10% reduction.
- Year-to-date through March, the LIRR experienced 21 track circuit failures that caused at least one delay. This was eight more incidents more than the same period in 2018 and represented an approximate 62% increase from the same period in 2018. The annual goal is a 16% reduction versus 2018.

Additionally, the LIRR has embarked on an anti-fare evasion strategy that focuses on reducing credit card fraud and improving on-board fare collection. Some highlights in 2019 include:

- The key initiative to reducing credit card fraud is the deployment of special chip readers on ticket selling machines. The installation is scheduled to begin during Q2 2019 and be completed by the end of the year. Through February 2019, the LIRR's Credit Card Chargeback Rate was 0.77% versus a year-end goal of 0.10%.
- Effective February 12th, 2019, the LIRR is no longer accepting checks for payment on new Mail & Ride accounts.
- The Transportation Department has strategically deployed train crews to increase its ability to collect fares onboard. The LIRR's Fare Not Collected Rate as of February 2019 was 6.1%, which was less than the 2018 annual rate of 6.9%. The 2019 goal is 5%. The LIRR's Incorrect Fare Collected Rate year-to-date as of February 2019 was 10.8%, which was less than the 2018 rate during the same time frame of 13.2%. The 2019 goal is 10%.

The LIRR has established ambitious goals for 2019 and the leadership team is reviewing performance monthly to assess the impact that its activities and investments are having on the customer experience. It will use this information to shape decisions as the year progresses.

Mark Young

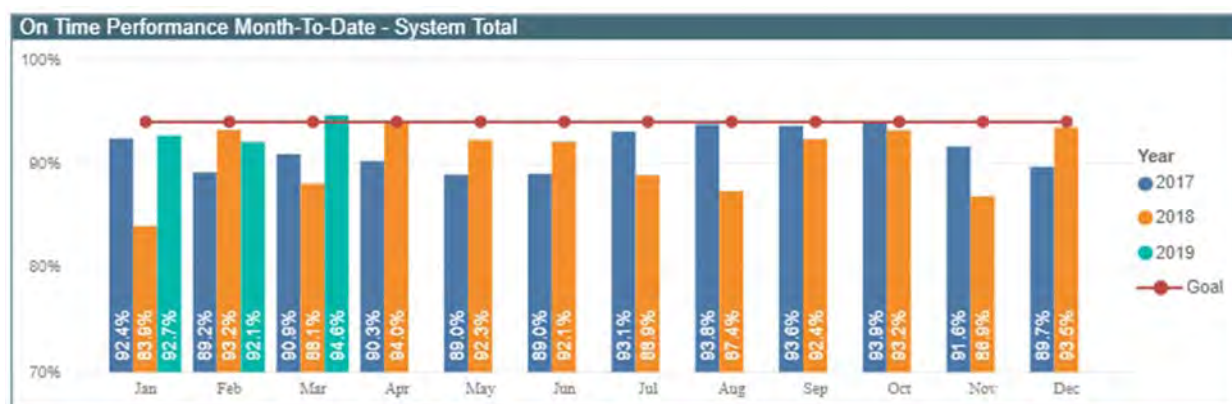
Vice President – Management & Finance and Chief Financial Officer

On Time Performance (OTP)

Systemwide OTP represents the average on time performance of all LIRR trains. The national commuter railroad industry standard defines “on time” as a train that arrives at its final destination within 5 minutes and 59 seconds of its scheduled time. OTP provides the best overall picture of the Rail Road’s operating performance and surveys have revealed that it is the single most important factor affecting customer satisfaction.

The LIRR’s 2019 OTP goal is 94%, which is significantly better than the five-year average of 91.6%. While the LIRR has not achieved an annual 94% OTP since 2009, it continues to strive to achieve that level of performance even though there will be at least 209 scheduled track work programs during 2019 (including significant efforts related to Penn Station, Mainline Expansion, East Side Access and other projects) with a potential for more. There were 67 track work programs in 2009.

Performance						
Performance Indicator	Yearly Performance					
	2017	2018	2018 YTD	2019 YTD	YTD Increase	OTP Goal
OTP	91.4%	90.5%	88.3%	93.2%	4.9%	94%



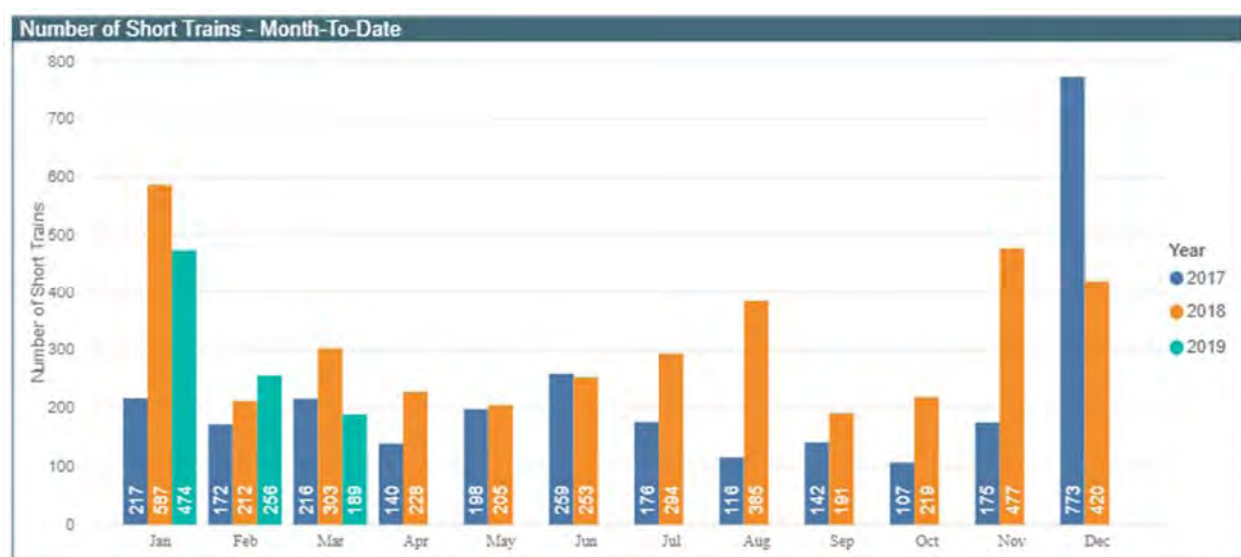
OTP for March 2019 was robust at 94.6% and was the first month since April 2018 during which OTP was greater than 94%. Additionally, it was the highest single month OTP since May 2016 when OTP was 94.7%. This elevates the LIRR’s YTD OTP to 93.2% (from 92.4% in February 2019), bringing the Rail Road closer to its annual goal of 94.0%. Lastly, when compared with the YTD total from 2018 (January, February and March) this represents an increase of 4.9%.

Much of this improvement is due to the continued progress of *LIRR Forward*, which has improved key facets of performance and service. Some examples of these service improvements include a reduction in failures at our addressed switch locations, and the complete elimination of cars turning onto the right of way at our grade crossings, PSEG poles falling onto the right of way, and bridge strikes at Buckram Road and Post Avenue Bridges after their replacement.

Number of Short Trains

The number of short trains is defined as the total number of AM and PM peak trains that operate with fewer cars than planned. This is an important metric because operating with fewer cars than planned can result in overcrowding and produce delays. It is one of the most important indicators of customer satisfaction and short trains can result in standees. The LIRR's 2019 goal for this metric is 3,397 short trains, which represents an 10% reduction from 2018's number.

Performance							
Performance Indicator	Yearly Performance						
	2017	2018	2018 YTD	2019 YTD	YTD Reduction	Reduction Goal	Short Trains Goal
Number of Short Trains	2691	3774	1102	919	17%	10%	3397



For March 2019, LIRR customers experienced 189 short trains. When compared to the number of short trains in March 2018 (303), this represents an almost 38% reduction. Year to date, the LIRR has reduced the number of short trains by almost 17% when compared to the same period in 2018.

This reduction year to date is due to a few initiatives. The LIRR increased its wheel truing capacity by 30%; it adopted an aggressive vegetation management campaign along the right of way, clearing over 220 miles of trees and shrubbery that could negatively impact performance with their leaf fall; and it proactively reduced the speed of trains in strategic locations, which mitigates the risk of flat wheels. Going forward in 2019, the LIRR will continue with these initiatives to mitigate the number of short trains.

Number of Track Circuit Failures

The LIRR is committed to addressing those issues that cause the most train delays. Because of their location at major interlockings, track circuits are a critical piece of the infrastructure and their failure can cause significant delays. Improved performance in this area will have a dramatic impact on the customer experience and the Rail Road's performance. The LIRR's 2019 goal is to reduce the number of track circuit failures that cause at least one train delay to 72 incidents, which is the midpoint between the Rail Road's best year since 2014 (59 failures in 2016) and its worst year (86 failures in 2018) and would also represent an approximate 16% reduction from 2018.

Through the first three months of 2019, the LIRR has experienced 21 track circuit failures causing at least one delay. This was 8 more incidents than the same period in 2018 and represents a YTD increase from 2018 of approximately 62%. These failures occurred at several different interlockings throughout the LIRR's system and the causes varied. LIRR Engineering Department is carefully reviewing the nature of these failures and determining what actions it can take to reduce this number going forward.

Performance							
Performance Indicator	Yearly Performance						
	2017	2018	2018 YTD	2019 YTD	YTD Increase	Reduction Goal	Incident Goal
Circuit Failures	61	86	13	21	62%	16%	72

Anti-Fare Evasion Strategy

The LIRR has developed a two-pronged approach to its anti-fare evasion strategy:

1. Address Payment/Credit Card Fraud
2. Enhance onboard ticket collection/validation

Credit Card Fraud Strategy

1. Deploy “Chip” Credit/Debit Card Acceptance at Ticket Selling Machines
 - Deployment will begin in Q2 2019 and be complete by the end of 2019.
2. Deploy Visa Anti-Fraud Tool
 - Deployment will take place in Q2 2019.
3. Shift Monthly Pre-Sale dates from 20th to 25th Day of Month
 - Implementation scheduled for the May monthly ticket - April 25, 2019.
4. Eliminate Check Payment for New Mail and Ride Accounts
 - Status: Implemented on February 12, 2019. Existing accounts will be migrated in phases through July 2019.



While the LIRR's chargeback rate is trending upward, once chip readers are deployed, full responsibility for fraud will shift to credit card companies and this rate will drop dramatically.

On Board Strategy

1. Enhance Train Crew/Customer Education Efforts
 - The LIRR has launched a more robust education campaign through customer communications (public announcements, social media, etc.) and internal communications to train crews (bulletin boards, FAQs, notices, etc.). Phase 1 will be completed in Q2 2019.
2. Charge On-Board Fare if a Customer has not Pre-Purchased an e-Ticket
 - LIRR is considering the best approach to addressing this issue.
3. Reduce the Time Flag for Recently Activated e-Tickets from 5 to 2 Minutes.
 - This will be applicable to LIRR once e-Ticket electronic scanning begins in Q2 2019.
4. Reduce the e-Tix Refund Fee Waiver Period from 5 Minutes to 2 Minutes
 - Implemented on February 12th, 2019.
5. Request that MTA Audit Services Re-Assess Its On-Board Compliance Program and evaluate whether a redesign or expansion, performed either in-house or by a third party, would be beneficial.
 - Will launch in Q2 2019.



The data shows progress with regard to the Fare Not and Incorrect Fare Collected rate in recent months. The LIRR expects continued improvement as the year progresses and the initiatives take hold.



Long Island Rail Road

Financial Report Highlights



Colorful flowers and plants greet the arrival of Spring at Long Beach Station.



Long Island Rail Road

Financial Report Highlights

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

February YTD 2019 Highlights

- Total revenue of \$181.5 million was \$11.9 million higher than the budget. This was primarily due to the timing of reimbursements for capital activity, and higher rental and farebox revenue.
- Through February 2019 ridership was 13.7 million, which was 2.6% above 2018 (adjusted for the same number of work days) and 3.4% above the budget. Commutation ridership of 8.1 million was 0.8% above 2018 and 1.0% above the budget. Non-Commutation ridership of 5.6 million was 5.4% above 2018 and 7.0% above the budget. Consequently, farebox revenue of \$113.9 million was \$2.9 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$315.0 million were \$20.2 million or 6.0% favorable to the budget. The primary drivers of this favorable variance are vacant positions and associated fringe costs, the timing of material usage and maintenance services and lower OPEB current expenses, partially offset by higher project and maintenance overtime and FELA indemnity reserves.

Financial results for Year-to-Date (YTD) February 2019 are presented in the table below and compared to the budget.

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$169.6	\$181.5	\$11.9
Total Expenses Before Non-Cash Liabilities	335.2	315.0	20.2
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$165.6)	(\$133.5)	\$32.1
Other Non-Cash Liabilities	89.0	87.3	1.7
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$254.6)	(\$220.8)	\$33.8
Cash Adjustments	71.3	90.4	19.1
Net Cash Surplus/(Deficit)	(\$183.3)	(\$130.4)	\$52.9

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

February YTD operating results were favorable by \$33.8 or 13.3% lower than the budget.

Non-Reimbursable revenues through February were \$6.0 favorable to the budget. Farebox Revenue was favorable as a result of higher ridership. Other Operating Revenues were favorable to budget due to higher rental revenues. Total Non-Reimbursable expenses were \$27.8 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, timing of maintenance services and materials, lower OPEB current expenses and lower depreciation, partially offset by higher FELA indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$5.9 higher than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date February **Total Revenues** (including Capital and Other Reimbursements) of \$181.5 were \$11.9 or 7.0% favorable to the budget.

- **Y-T-D Farebox Revenues** were \$2.9 favorable to the budget due to higher ridership, partially offset by lower yield per passenger. Ridership through February was 13.7 million. This was 2.6% higher than 2018 (adjusted for same number of calendar work days) and 3.4% higher than the budget.
- **Y-T-D Other Operating Revenues** were \$3.0 favorable to the budget due to higher rental revenue, partially offset by the timing of advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$5.9 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date February **Total Expenses** (including depreciation and other) of \$402.3 were favorable to the budget by \$21.9 or 5.2%.

Labor Expenses, \$6.4 favorable Y-T-D.

- **Payroll**, \$7.9 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(3.3) unfavorable Y-T-D (primarily higher capital project activity, maintenance, scheduled/unscheduled service and vacancy/absentee coverage, partially offset by lower weather-related overtime).
- **Health & Welfare**, \$3.2 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$2.4 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(3.8) unfavorable Y-T-D (primarily higher FELA indemnity reserves and Railroad Retirement Taxes).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$13.7 favorable Y-T-D.

- **Electric Power**, \$0.2 favorable Y-T-D (lower consumption and rates).
- **Fuel**, \$0.4 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$0.3 favorable Y-T-D (primarily lower liability insurance).
- **Claims**, \$0.6 favorable Y-T-D (lower reserves).
- **Maintenance and Other Operating Contracts**, \$4.7 favorable Y-T-D (timing of Atlantic terminal wireless installation, TVM, joint facilities and other maintenance and operating contracts).
- **Professional Services**, \$0.2 favorable Y-T-D (Primarily timing of rolling stock decommissioning and other professional service activities, partially offset by the write-off of various projects that are no longer capital eligible).
- **Materials and Supplies**, \$7.2 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and capital project material, partially offset by higher right of way material).

Depreciation and Other, \$1.7 favorable Y-T-D (lower depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through February of \$130.4 was \$52.9 favorable to the budget due to the timing of capital and other reimbursements and rental revenues, higher farebox revenue, and lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 44.2%, 5.2 percentage points above the budget resulting from lower expenses and higher farebox revenue.
- Through February Adjusted Farebox Operating Ratio was 50.9%, which is above the budget due to lower expenses and higher farebox revenue.
- Through February Adjusted Cost per Passenger was \$17.53, which is lower than the budget due to lower expenses and higher ridership.
- Through February Revenue per Passenger was \$8.31, which was \$0.06 below the budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$54,830	\$55,653	\$0,823	1.5	\$0,000	\$0,000	\$0,000	-	\$54,830	\$55,653	\$0,823	1.5
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	3,302	5,332	2,030	61.5	0,000	0,000	0,000	-	3,302	5,332	2,030	61.5
Capital & Other Reimbursements	0,000	0,000	0,000	-	25,663	29,237	3,574	13.9	25,663	29,237	3,574	13.9
Total Revenue	\$58,132	\$60,985	\$2,853	4.9	\$25,663	\$29,237	\$3,574	13.9	\$83,795	\$90,222	\$6,427	7.7
Expenses												
Labor:												
Payroll	\$49,652	\$45,643	\$4,009	8.1	\$9,213	\$9,275	(\$0,062)	(0.7)	\$58,865	\$54,918	\$3,946	6.7
Overtime	11,954	12,231	(0,277)	(2.3)	2,048	3,834	(1,786)	(87.2)	14,001	16,064	(2,063)	(14.7)
Health and Welfare	11,684	9,644	2,039	17.5	1,883	2,464	(0,581)	(30.9)	13,567	12,108	1,458	10.7
OPEB Current Payment	6,078	4,847	1,230	20.2	0,000	0,000	0,000	-	6,078	4,847	1,230	20.2
Pensions	11,714	11,335	0,379	3.2	3,059	3,438	(0,379)	(12.4)	14,773	14,773	0,000	0.0
Other Fringe Benefits	13,514	12,688	0,827	6.1	1,925	2,529	(0,603)	(31.3)	15,440	15,216	0,223	1.4
Reimbursable Overhead	(1,760)	(3,420)	1,660	94.4	1,760	3,420	(1,660)	(94.4)	0,000	0,000	0,000	-
Total Labor Expenses	\$102,836	\$92,968	\$9,868	9.6	\$19,887	\$24,960	(\$5,073)	(25.5)	\$122,723	\$117,928	\$4,795	3.9
Non-Labor:												
Electric Power	\$7,571	\$6,848	\$0,722	9.5	\$0,021	\$0,114	(\$0,093)	*	\$7,592	\$6,963	\$0,629	8.3
Fuel	1,723	1,528	0,195	11.3	0,000	0,003	(0,003)	-	1,723	1,531	0,192	11.1
Insurance	1,797	1,671	0,126	7.0	0,542	0,546	(0,004)	(0.7)	2,339	2,217	0,122	5.2
Claims	0,374	(0,034)	0,408	*	0,000	0,000	0,000	-	0,374	(0,034)	0,408	*
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	7,526	3,559	3,967	52.7	1,678	1,559	0,120	7.1	9,204	5,117	4,087	44.4
Professional Service Contracts	2,850	3,056	(0,206)	(7.2)	0,047	0,053	(0,006)	(12.0)	2,897	3,108	(0,211)	(7.3)
Materials & Supplies	12,401	10,042	2,359	19.0	3,462	2,027	1,435	41.4	15,863	12,070	3,793	23.9
Other Business Expenses	1,456	1,280	0,177	12.1	0,026	(0,024)	0,050	*	1,483	1,255	0,227	15.3
Total Non-Labor Expenses	\$35,697	\$27,949	\$7,748	21.7	\$5,777	\$4,278	\$1,499	25.9	\$41,474	\$32,227	\$9,247	22.3
Other Expense Adjustments:												
Other	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$138,534	\$120,917	\$17,616	12.7	\$25,663	\$29,237	(\$3,574)	(13.9)	\$164,197	\$150,155	\$14,043	8.6
Depreciation	\$32,343	\$31,495	\$0,848	2.6	\$0,000	\$0,000	\$0,000	-	\$32,343	\$31,495	\$0,848	2.6
Other Post Employment Benefits	11,986	12,004	(0,018)	(0.2)	0,000	0,000	0,000	-	11,986	12,004	(0,018)	(0.2)
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,167	0,167	0,000	0.0	0,000	0,000	0,000	-	0,167	0,167	0,000	0.0
Total Expenses	\$183,030	\$164,584	\$18,446	10.1	\$25,663	\$29,237	(\$3,574)	(13.9)	\$208,693	\$193,821	\$14,872	7.1
Net Surplus/(Deficit)	(\$124,898)	(\$103,599)	\$21,299	17.1	\$0,000	\$0,000	\$0,000	-	(\$124,898)	(\$103,599)	\$21,299	17.1
Cash Conversion Adjustments												
Depreciation	\$32,343	\$31,495	(\$0,848)	(2.6)	\$0,000	\$0,000	\$0,000	-	32,343	\$31,495	(\$0,848)	(2.6)
Operating/Capital	(1,226)	(1,248)	(0,022)	(1.8)	0,000	0,000	0,000	-	(1,226)	(1,248)	(0,022)	(1.8)
Other Cash Adjustments	6,996	16,434	9,438	*	0,000	0,000	0,000	-	6,996	16,434	9,438	*
Total Cash Conversion Adjustments	\$38,113	\$46,681	\$8,568	22.5	0,000	\$0,000	\$0,000	-	\$38,113	\$46,681	\$8,568	22.5
Net Cash Surplus/(Deficit)	(\$86,785)	(\$56,918)	\$29,867	34.4	\$0,000	\$0,000	\$0,000	-	(\$86,785)	(\$56,918)	\$29,867	34.4

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$110.960	\$113.908	\$2.948	2.7	\$0.000	\$0.000	\$0.000	-	\$110.960	\$113.908	\$2.948	2.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.379	8.409	3.030	56.3	0.000	0.000	0.000	-	5.379	8.409	3.030	56.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	53.233	59.166	5.932	11.1	53.233	59.166	5.932	11.1
Total Revenue	\$116.340	\$122.317	\$5.978	5.1	\$53.233	\$59.166	\$5.932	11.1	\$169.573	\$181.483	\$11.910	7.0
Expenses												
Labor:												
Payroll	\$104.083	\$96.034	\$8.049	7.7	\$19.260	\$19.425	(\$0.164)	(0.9)	\$123.344	\$115.459	\$7.885	6.4
Overtime	24.854	25.296	(0.442)	(1.8)	4.313	7.151	(2.838)	(65.8)	29.168	32.447	(3.279)	(11.2)
Health and Welfare	23.159	18.767	4.392	19.0	3.935	5.090	(1.155)	(29.4)	27.094	23.858	3.237	11.9
OPEB Current Payment	12.156	9.742	2.414	19.9	0.000	0.000	0.000	-	12.156	9.742	2.414	19.9
Pensions	23.153	22.449	0.704	3.0	6.393	7.097	(0.704)	(11.0)	29.546	29.546	0.000	0.0
Other Fringe Benefits	26.208	30.838	(2.630)	(9.3)	4.024	5.209	(1.185)	(29.5)	32.232	36.048	(3.815)	(11.8)
Reimbursable Overhead	(3.682)	(7.020)	3.338	90.7	3.682	7.020	(3.338)	(90.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$211.932	\$196.106	\$15.826	7.5	\$41.608	\$50.993	(\$9.385)	(22.6)	\$253.540	\$247.099	\$6.441	2.5
Non-Labor:												
Electric Power	\$14.805	\$14.470	\$0.335	2.3	\$0.042	\$0.193	(\$0.151)	*	\$14.848	\$14.663	\$0.185	1.2
Fuel	3.676	3.269	0.407	11.1	0.000	0.003	(0.003)	-	3.676	\$3.272	0.404	11.0
Insurance	3.593	3.342	0.252	7.0	1.161	1.127	0.035	3.0	4.755	\$4.469	0.286	6.0
Claims	0.749	0.196	0.552	73.8	0.000	0.000	0.000	-	0.749	\$0.196	0.552	73.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	13.939	9.595	4.344	31.2	3.391	3.053	0.337	10.0	17.329	\$12.648	4.681	27.0
Professional Service Contracts	5.469	5.228	0.241	4.4	0.093	0.174	(0.080)	(86.2)	5.562	\$5.402	0.161	2.9
Materials & Supplies	24.814	21.011	3.802	15.3	6.884	3.531	3.352	48.7	31.697	\$24.543	7.155	22.6
Other Business Expenses	2.977	2.647	0.331	11.1	0.055	0.092	(0.037)	(68.7)	3.032	\$2.739	0.293	9.7
Total Non-Labor Expenses	\$70.022	\$59.758	\$10.264	14.7	\$11.626	\$8.173	\$3.453	29.7	\$81.648	\$67.931	\$13.717	16.8
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$281.954	\$255.864	\$26.090	9.3	\$53.233	\$59.166	(\$5.932)	(11.1)	\$335.188	\$315.030	\$20.158	6.0
Depreciation	\$64.686	\$62.991	1.695	2.6	\$0.000	\$0.000	\$0.000	-	\$64.686	\$62.991	\$1.695	2.6
Other Post Employment Benefits	23.972	23.961	0.011	0.0	0.000	0.000	0.000	-	23.972	23.961	0.011	0.0
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.333	0.333	0.000	0.0	0.000	0.000	0.000	-	0.333	0.333	0.000	0.0
Total Expenses	\$370.946	\$343.160	\$27.796	7.5	\$53.233	\$59.166	(\$5.932)	(11.1)	\$424.179	\$402.316	\$21.864	5.2
Net Surplus/(Deficit)	(\$254.606)	(\$220.833)	\$33.774	13.3	\$0.000	\$0.000	\$0.000	-	(\$254.606)	(\$220.833)	\$33.774	13.3
Cash Conversion Adjustments												
Depreciation	\$64.686	\$62.991	(\$1.695)	(2.6)	\$0.000	\$0.000	\$0.000	-	64.686	\$62.991	(\$1.695)	(2.6)
Operating/Capital	(2.453)	(1.661)	0.792	32.3	0.000	0.000	0.000	-	(2.453)	(1.661)	0.792	32.3
Other Cash Adjustments	9.089	29.095	20.006	*	0.000	0.000	0.000	-	9.089	29.095	20.006	*
Total Cash Conversion Adjustments	\$71.322	\$90.424	\$19.102	26.8	\$0.000	\$0.000	\$0.000	-	\$71.322	\$90.424	\$19.102	26.8
Net Cash Surplus/(Deficit)	(\$183.284)	(\$130.408)	\$52.876	28.8	\$0.000	\$0.000	\$0.000	0.0	(\$183.284)	(\$130.408)	\$52.876	28.8

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

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

February 2019					Year-to-Date February 2019		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.823	1.5	Higher ridership \$1.362, partially offset by lower yield per passenger \$(0.539).	2.948	2.7	Higher ridership \$3.774, partially offset by lower yield per passenger \$(0.826).
Other Operating Revenue	Non Reimb.	2.030	61.5	Primarily due to higher rental revenue, partially offset by the timing advertising revenue.	3.030	56.3	Primarily due to higher rental revenue, partially offset by the timing of advertising revenue.
Capital & Other Reimbursements	Reimb.	3.574	13.9	Timing of capital project activity and interagency reimbursements.	5.932	11.1	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	4.009	8.1	Primarily vacant positions.	8.049	7.7	Primarily vacant positions.
	Reimb.	(0.062)	(0.7)	Primarily due to timing of project activity.	(0.164)	(0.9)	Primarily due to timing of project activity.
Overtime	Non Reimb.	(0.277)	(2.3)	Primarily higher due to higher maintenance and scheduled/unscheduled service, partially offset by lower weather-related overtime.	(0.442)	(1.8)	Primarily higher due to higher maintenance, scheduled/unscheduled service and vacancy/absentee coverage, partially offset by lower weather-related overtime.
	Reimb.	(1.786)	(87.2)	Over-run attributed to East Side Access, Annual Track Program, East Rail Yard and Main Line Double Track.	(2.838)	(65.8)	Over-run attributed to East Side Access, Annual Track Program, East Rail Yard, Hicksville North Siding and Main Line Double Track.
Health and Welfare	Non Reimb.	2.039	17.5	Vacant positions.	4.392	19.0	Vacant positions.
	Reimb.	(0.581)	(30.9)	Primarily due to timing of project activity.	(1.155)	(29.4)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.230	20.2	Fewer retirees/beneficiaries.	2.414	19.9	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.379	3.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.704	3.0	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.379)	(12.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.704)	(11.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

February 2019				Year-to-Date February 2019			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	0.827	6.1	Timing of FELA indemnity reserves and lower Railroad Retirement Taxes.	(2.630)	(9.3)	Higher FELA indemnity reserves and Railroad Retirement Taxes.
	Reimb.	(0.603)	(31.3)	Primarily due to timing of project activity.	(1.185)	(29.5)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.660	94.4	Primarily due to timing of project activity.	3.338	90.7	Primarily due to timing of project activity.
	Reimb.	(1.660)	(94.4)	Primarily due to timing of project activity.	(3.338)	(90.7)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.722	9.5	Primarily lower consumption and rates.	0.335	2.3	Primarily lower consumption and rates.
	Reimb.	(0.093)	*	VD Yard	(0.151)	*	YD Yard
Fuel	Non Reimb.	0.195	11.3	Primarily lower rates and consumption.	0.407	11.1	Primarily lower rates and consumption.
	Reimb.	(0.003)	-		(0.003)	-	
Insurance	Non Reimb.	0.126	7.0	Lower liability insurance, partially offset by higher property insurance.	0.252	7.0	Lower liability insurance, partially offset by higher property insurance.
	Reimb.	(0.004)	(0.7)	Force Account Insurance associated with project activity.	0.035	3.0	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.408	*	Decrease in public liability reserves.	0.552	73.8	Decrease in public liability reserves.
Maintenance & Other Operating Contracts	Non Reimb.	3.967	52.7	Prior year accrual reversals for vegetation management, HVAC maintenance and hazardous waste clean-up, the timing of Atlantic terminal wireless installation and TVM, equipment and joint facility maintenance, partially offset by prepayment of leases.	4.344	31.2	Timing of Atlantic terminal wireless installation, TVM, joint facility and other maintenance services, partially offset by prepayment of leases.
	Reimb.	0.120	7.1	Primarily due to timing of project activity.	0.337	10.0	Primarily due to timing of project activity.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

February 2019				Year-to-Date February 2019			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	(0.206)	(7.2)	Primarily higher write-off of projects that are no longer capital eligible, partially offset by the timing of rolling stock decommissioning, bank processor conversion and other outside services.	0.241	4.4	Primarily timing of payments/activities for rolling stock decommissioning, bank processor conversion and other outside services, partially offset by higher write-offs of projects that are no longer capital eligible.
	Reimb.	(0.006)	(12.0)	Primarily due to timing of project activity.	(0.080)	(86.2)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.359	19.0	Primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material.	3.802	15.3	Primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material.
	Reimb.	1.435	41.4	Primarily due to timing of project activity.	3.352	48.7	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.177	12.1	Primarily lower miscellaneous and travel meeting/convention expenses, and higher restitution of property damages.	0.331	11.1	Primarily higher restitution of property damages, lower miscellaneous expenses and credit card fees, partially offset by the timing of employee tuition reimbursement.
	Reimb.	0.050	*	Primarily due to timing of project activity.	(0.037)	(68.7)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.848	2.6	Based on certain capital assets being fully depreciated.	1.695	2.6	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.018)	(0.2)	Latest actuarial estimates	0.011	0.0	Latest actuarial estimates

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
February 2019								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$56,205	\$58,874	\$2,669	4.7	\$113,710	\$120,417	\$6,707	5.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1,453	12,533	11,080	*	2,938	11,764	8,826	*
Capital & Other Reimbursements	19,160	55,909	36,749	*	43,419	64,295	20,876	48.1
Total Receipts	\$76.818	\$127.315	\$50.497	65.7	\$160.067	\$196.476	\$36.409	22.7
Expenditures								
<i>Labor:</i>								
Payroll	\$58,494	\$55,169	\$3,325	5.7	\$123,087	\$112,582	\$10,505	8.5
Overtime	14,001	15,573	(1,572)	(11.2)	30,772	32,954	(2,182)	(7.1)
Health and Welfare	13,567	24,537	(10,970)	(80.9)	27,095	23,547	3,548	13.1
OPEB Current Payment	6,078	9,334	(3,256)	(53.6)	12,156	10,185	1,971	16.2
Pensions	14,773	14,768	0,005	0.0	29,546	28,925	0,621	2.1
Other Fringe Benefits	15,505	14,463	1,042	6.7	31,900	28,866	3,034	9.5
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$122.418	\$133.844	(\$11.426)	(9.3)	\$254.556	\$237.059	\$17.497	6.9
<i>Non-Labor:</i>								
Electric Power	\$7,592	\$9,873	(\$2,281)	(30.0)	\$14,848	\$13,707	\$1,141	7.7
Fuel	1,723	1,830	(0.107)	(6.2)	3,676	3,392	0,284	7.7
Insurance	0.000	0.000	0.000	-	9,839	4,105	5,734	58.3
Claims	0.291	0.081	0.210	72.2	0.582	0.186	0.396	68.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9,204	14,972	(5,768)	(62.7)	17,329	24,775	(7,446)	(43.0)
Professional Service Contracts	1,679	5,711	(4,032)	*	3,127	9,064	(5,937)	*
Materials & Supplies	17,556	14,099	3,457	19.7	33,071	29,454	3,617	10.9
Other Business Expenses	1,765	1,873	(0.108)	(6.1)	3,573	3,898	(0.325)	(9.1)
Total Non-Labor Expenditures	\$39.810	\$48.439	(\$8.629)	(21.7)	\$86.045	\$88.581	(\$2.536)	(2.9)
<i>Other Expenditure Adjustments:</i>								
Other	\$1,375	\$1,319	\$0,056	4.0	\$2,750	\$2,801	(\$0,051)	(1.9)
Total Other Expenditure Adjustments	\$1.375	\$1.319	\$0.056	4.0	\$2.750	\$2.801	(\$0.051)	(1.9)
Total Expenditures	\$163.603	\$183.603	(\$20.000)	(12.2)	\$343.351	\$328.442	\$14.909	4.3
Cash Timing and Availability Adjustment	0.000	(0.630)	(0.630)	-	0.000	1.557	1.557	-
Net Cash Deficit (excludes opening balance)	(\$86.785)	(\$56.918)	\$29.867	34.4	(\$183.284)	(\$130.408)	\$52.876	28.8
Subsidies								
MTA	86.785	51.979	(34.806)	(40.1)	183.284	130.408	(52.876)	(28.8)

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	February 2019			Year-to-Date as of February 28, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	2.669	4.7	Higher ridership \$1.362 and advance sales impact \$1.990, partially offset by lower yields \$(0.539) and lower MetroCard/AirTrain sales \$(0.144).	6.707	5.9	Higher ridership \$3.774 and advance sales impact \$3.962, partially offset by lower yields \$(0.826) and lower MetroCard/AirTrain sales \$(0.203).
Other Operating Revenue	11.080	*	Primarily due to an early PSEG payment for annual power, pole and wire rent and a prior year Amtrak payment for retroactive wireless rental revenue.	8.826	*	Primarily due to an early PSEG payment for annual power, pole and wire rent and a prior year Amtrak payment for retroactive wireless rental revenue, partially offset by the return of 2018 wireless rental revenue which was received in error.
Capital and Other Reimbursements	36.749	*	Timing of activity and reimbursement for capital and other reimbursements, including a catch-up of reimbursements that were held due to the Federal Government shutdown.	20.876	48.1	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	3.325	5.7	Primarily due to vacant positions, partially offset by the timing of intercompany reimbursements.	10.505	8.5	Primarily due to vacant positions.
Overtime	(1.572)	(11.2)	Primarily due to higher project overtime, maintenance and scheduled/unscheduled service, partially offset by lower weather-related overtime.	(2.182)	(7.1)	Primarily due to higher maintenance, project overtime, scheduled/unscheduled service and vacancy/absentee coverage, partially offset by lower weather-related overtime.
Health and Welfare	(10.970)	(80.9)	Primarily due to the timing of payments, partially offset by vacant positions.	3.548	13.1	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	(3.256)	(53.6)	Primarily due to the timing of payments, partially offset by fewer retirees/beneficiaries.	1.971	16.2	Primarily due to fewer retirees/beneficiaries.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	February 2019			Year-to-Date as of February 28, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Pensions	0.005	0.0	Due to intercompany reimbursements.	0.621	2.1	Due to intercompany reimbursements.
Other Fringe Benefits	1.042	6.7	Primarily due to the timing of FELA payments, partially offset by higher meal payments.	3.034	9.5	Primarily due to the timing of FELA payments and lower Railroad Retirement Tax payments which include intercompany reimbursements, partially offset by higher meal payments.
Non-Labor:						
Electric Power	(2.281)	(30.0)	Primarily due to a catch-up PSEG traction payment.	1.141	7.7	Primarily due to lower usage and rates.
Fuel	(0.107)	(6.2)	Primarily due to the timing of payments, partially offset by lower rates and usage.	0.284	7.7	Primarily due to lower rates and usage.
Insurance	0.000	-		5.734	58.3	Timing of insurance premium payments and lower station liability installment payment.
Claims	0.210	72.2	Timing of payment for claims.	0.396	68.0	Timing of payment for claims.
Maintenance and Other Operating Contracts	(5.768)	(62.7)	Primarily timing of prior year joint facilities and maintenance payments, partially offset by the timing of wireless installation in Atlantic terminal tunnels.	(7.446)	(43.0)	Primarily timing of prior year maintenance and joint facilities payments, partially offset by the timing of wireless installation in Atlantic terminal tunnels.
Professional Service Contracts	(4.032)	*	Primarily payment for prior year MTA Chargeback and other consulting services.	(5.937)	*	Primarily payment for prior year MTA Chargeback and other consulting services.
Materials and Supplies	3.457	19.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.	3.617	10.9	Primarily the timing of program, production plan, and operating funded capital material and supplies.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	February 2019			Year-to-Date as of February 28, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Other Business Expenses	(0.108)	(6.1)	Primarily higher credit/debit card fees payments, partially offset by higher restitution of property damages and lower miscellaneous expenses.	(0.325)	(9.1)	Primarily higher credit/debit card fees payments, partially offset by higher restitution of property damages and lower miscellaneous expenses.
Other Expenditure Adjustments	0.056	4.0	Lower MetroCard/AirTrain pass through payments.	(0.051)	(1.9)	Higher MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
February 2019								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
Variance			Percent	Variance			Percent	
Receipts								
Farebox Revenue	\$1.375	\$3.221	\$1.846	*	\$2.750	\$6.509	\$3.760	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.849)	7.201	9.049	*	(2.441)	3.355	5.797	*
Capital & Other Reimbursements	(6.503)	26.672	33.175	*	(9.814)	5.129	14.943	*
Total Receipts	(\$6.977)	\$37.093	\$44.071	*	(\$9.506)	\$14.993	\$24.500	*
Expenditures								
<i>Labor:</i>								
Payroll	\$0.371	(\$0.250)	(\$0.621)	*	\$0.257	\$2.877	\$2.621	*
Overtime	0.000	0.492	0.492	*	(1.604)	(0.507)	1.098	68.4
Health and Welfare	(0.000)	(12.429)	(12.429)	*	(0.001)	0.310	0.311	*
OPEB Current Payment	(0.000)	(4.486)	(4.486)	*	(0.000)	(0.443)	(0.443)	*
Pensions	0.000	0.005	0.005	*	0.000	0.621	0.621	*
Other Fringe Benefits	(0.065)	0.753	0.818	*	0.332	7.181	6.849	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$0.305	(\$15.916)	(\$16.222)	*	(\$1.016)	\$10.040	\$11.056	*
<i>Non-Labor:</i>								
Electric Power	(\$0.000)	(\$2.910)	(\$2.909)	*	(\$0.000)	\$0.956	\$0.956	*
Fuel	(0.000)	(0.300)	(0.299)	*	(0.000)	(0.121)	(0.120)	*
Insurance	2.339	2.217	(0.122)	(5.2)	(5.084)	0.364	5.448	*
Claims	0.083	(0.115)	(0.198)	*	0.167	0.010	(0.157)	(93.8)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(9.855)	(9.855)	*	0.000	(12.127)	(12.127)	*
Professional Service Contracts	1.218	(2.603)	(3.821)	*	2.435	(3.662)	(6.098)	*
Materials & Supplies	(1.693)	(2.029)	(0.336)	(19.9)	(1.374)	(4.911)	(3.537)	*
Other Business Expenses	(0.282)	(0.618)	(0.335)	*	(0.541)	(1.160)	(0.619)	*
Total Non-Labor Expenditures	\$1.664	(\$16.213)	(\$17.877)	*	(\$4.397)	(\$20.650)	(\$16.253)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.375)	(\$1.319)	\$0.056	4.0	(\$2.750)	(\$2.801)	(\$0.051)	(1.9)
Total Other Expenditure Adjustments	(\$1.375)	(\$1.319)	\$0.056	4.0	(\$2.750)	(\$2.801)	(\$0.051)	(1.9)
Total Expenditures before Depreciation	\$0.594	(\$33.448)	(\$34.043)	*	(\$8.163)	(\$13.412)	(\$5.248)	(64.3)
Depreciation Adjustment	\$32.343	\$31.495	(\$0.848)	(2.6)	\$64.686	\$62.991	(\$1.695)	(2.6)
Other Post Employment Benefits	11.986	12.004	0.018	0.2	23.972	23.961	(0.011)	(0.0)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.333	0.333	0.000	0.0
Total Expenditures	\$45.090	\$10.218	(\$34.872)	(77.3)	\$80.828	\$73.874	(\$6.954)	(8.6)
Cash Timing and Availability Adjustment	0.000	(0.630)	(0.630)	-	0.000	1.557	1.557	-
Total Cash Conversion Adjustments	\$38.113	\$46.681	\$8.568	22.5	\$71.322	\$90.424	\$19.102	26.8

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

	February 2019						February Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	36,863	\$2.357	42,985	\$2.737	(6,123)	(\$0.380)	84,907	\$5.338	93,367	\$5.899	(8,460)	(\$0.560)
					-16.6%	-16.1%					-10.0%	-10.5%
<u>Unscheduled Service</u>	3,989	\$0.261	5,844	\$0.387	(1,855)	(\$0.126)	7,202	\$0.475	12,652	\$0.837	(5,450)	(\$0.362)
					-46.5%	-48.1%					-75.7%	-76.2%
<u>Programmatic/Routine Maintenance</u>	47,312	\$2.798	73,807	\$4.477	(26,495)	(\$1.678)	111,487	\$6.560	155,859	\$9.272	(44,372)	(\$2.712)
					-56.0%	-60.0%					-39.8%	-41.3%
<u>Unscheduled Maintenance</u>	289	\$0.017	1,998	\$0.120	(1,709)	(\$0.103)	887	\$0.053	4,833	\$0.291	(3,946)	(\$0.237)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	53,754	\$3.170	52,317	\$3.132	1,437	\$0.037	94,441	\$5.621	97,288	\$5.845	(2,847)	(\$0.224)
					2.7%	1.2%					-3.0%	-4.0%
<u>Weather Emergencies</u>	56,102	\$3.229	19,650	\$1.157	36,452	\$2.071	114,735	\$6.563	47,854	\$2.898	66,881	\$3.665
					65.0%	64.2%					58.3%	55.8%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> ³	2,261	\$0.122	1,962	\$0.220	298	(\$0.099)	4,522	\$0.243	4,823	\$0.254	(301)	(\$0.011)
					13.2%	-81.2%					-6.7%	-4.5%
NON-REIMBURSABLE OVERTIME	200,568	\$11.954	198,563	\$12.231	2,005	(\$0.277)	418,181	\$24.854	416,676	\$25.296	1,505	(\$0.442)
					1.0%	-2.3%					0.4%	-1.8%
REIMBURSABLE OVERTIME	35,354	\$2.048	58,946	\$3.834	(23,592)	(\$1.786)	74,949	\$4.313	108,414	\$7.151	(33,465)	(\$2.838)
					-66.7%	-87.2%					-44.6%	-65.8%
TOTAL OVERTIME	235,923	\$14.001	257,509	\$16.064	(21,587)	(\$2.063)	493,130	\$29.168	525,090	\$32.447	(31,960)	(\$3.279)
					-9.1%	-14.7%					-6.5%	-11.2%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

³ Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

* Exceeds 100%

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

	February 2019			February Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(6,123)	(\$0.380)	Higher Crew book overtime within Transportation.	(8,460)	(\$0.560)	Higher Crew book overtime within Transportation and higher Holiday overtime within Stations, partially offset by lower Holiday overtime within Equipment.
	-16.6%	-16.1%		-10.0%	-10.5%	
<u>Unscheduled Service</u>	(1,855)	(\$0.126)	Additional operational support required to fulfill on time performance.	(5,450)	(\$0.362)	Additional operational support required to fulfill on time performance.
	-46.5%	-48.1%		-75.7%	-76.2%	
<u>Programmatic/Routine Maintenance</u>	(26,495)	(\$1.678)	Higher Sperry rail car inspections along the Main Line, Port Washington/Montauk Branches and timber replacement (Kew Gardens & Jamaica). Higher running repair on M3s and additional cleaning efforts within Equipment.	(44,372)	(\$2.712)	Higher Sperry rail car inspections along the Main Line, Port Washington/Montauk Branches, timber replacement between Kew Gardens & Jamaica and Higher running repair on M3s and additional cleaning efforts within Equipment.
	-56.0%	-60.0%		-39.8%	-41.3%	
<u>Unscheduled Maintenance</u>	(1,709)	(\$0.103)	Due to system wide emergencies.	(3,946)	(\$0.237)	Due to system wide emergencies.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	1,437	\$0.037		(2,847)	(\$0.224)	Open jobs within the Equipment Department and lower availability in Stations, partially offset higher availability within Transportation.
	2.7%	1.2%		-3.0%	-4.0%	
<u>Weather Emergencies</u>	36,452	\$2.071	Favorable weather patterns.	66,881	\$3.665	Favorable weather patterns.
	65.0%	64.2%		58.3%	55.8%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	298	(\$0.099)		(301)	(\$0.011)	
	13.2%	-81.2%		-6.7%	-4.5%	
NON-REIMBURSABLE OVERTIME	2,005	(\$0.277)		1,505	(\$0.442)	
	1.0%	-2.3%		0.4%	-1.8%	
REIMBURSABLE OVERTIME	(23,592)	(\$1.786)	Over-run attributed to East Side Access, Annual Track Program, East Rail Yard and Main Line Double Track.	(33,465)	(\$2.838)	Over-run attributed to East Side Access, Annual Track Program, East Rail Yard, Hicksville North Siding and Main Line Double Track.
	-66.7%	-87.2%		-44.6%	-65.8%	
TOTAL OVERTIME	(21,587)	(\$2.063)		(31,960)	(\$3.279)	
	-9.1%	-14.7%		-6.5%	-11.2%	

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2019 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<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 LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH FEBRUARY 2019

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Enterprise Asset Management	7	6	1
Sr. Vice President - Engineering	2	2	0
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	75	64	11
Human Resources	44	34	10
Sr VP Administration	2	2	0
Strategic Investments	18	18	0
President	9	6	3
VP & CFO	3	2	1
Information Technology	0	-	0
Controller	45	44	1
Management & Budget	18	16	2
BPM, Controls & Compliance	6	5	1
Market Dev. & Public Affairs	71	72	(1)
Gen. Counsel & Secretary	33	32	1
Diversity Management	3	3	0
Security	14	10	4
System Safety	42	36	6
Training	68	65	3
Service Planning	31	26	5
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
Total Administration	530	475	55
Operations			
Transportation Services - Train Operations	2,340	2,363	(23)
Customer Services	308	305	3
Total Operations	2,648	2,668	(20)
Maintenance			
Engineering	2,080	2,057	23
Equipment	2,209	2,135	74
Procurement (Stores)	95	96	(1)
Total Maintenance	4,384	4,288	96
Engineering/Capital			
Department of Program Management	152	132	20
Special Projects/East Side Access	57	40	17
Positive Train Control	14	13	1
Total Engineering/Capital	223	185	38
Baseline Total Positions	7,785	7,616	169
<i>Non-Reimbursable</i>	6,637	6,527	110
<i>Reimbursable</i>	1,147	1,089	58
Total Full-Time	7,785	7,616	169
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH FEBRUARY 2019**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 110 positions due to vacancies in Maintenance of Equipment, Engineering and administrative departments.
REIMBURSABLE POSITIONS - Favorable 58 positions primarily due to vacancies within the Department of Project Management, East Side Access/Special Projects, Maintenance of Equipment and Procurement and Logistics.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH FEBRUARY 2019

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	275	248	27
Professional, Technical, Clerical	151	120	31
Operational Hourlies	104	107	(3)
Total Administration	530	475	55
Operations			
Managers/Supervisors	317	306	11
Professional, Technical, Clerical	100	100	0
Operational Hourlies	2,231	2,262	(31)
Total Operations	2,648	2,668	(20)
Maintenance			
Managers/Supervisors	848	770	78
Professional, Technical, Clerical	295	234	61
Operational Hourlies	3,241	3,284	(43)
Total Maintenance	4,384	4,288	96
Engineering/Capital			
Managers/Supervisors	152	124	28
Professional, Technical, Clerical	71	61	10
Operational Hourlies	0	0	0
Total Engineering/Capital	223	185	38
Total Positions			
Managers/Supervisors	1,592	1,448	144
Professional, Technical, Clerical	617	515	102
Operational Hourlies	5,576	5,653	(77)
Total Positions	7,785	7,616	169

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
RIDERSHIP
(In Millions)

	FEBRUARY 2019							FEBRUARY YEAR TO DATE 2019						
	Month			Variance				YTD			Variance			
	Adopted	Actual	Adjusted*	Adopted		Adjusted*		Adopted	Actual	Adjusted*	Adopted		Adjusted*	
	Budget	2019	2018	Budget		2018		Budget	2019	2018	Budget		2018	
RIDERSHIP				#	%	#	%				#	%	#	%
Monthly	3.700	3.685	3.722	(0.015)	-0.4%	(0.037)	-1.0%	7.737	7.759	7.782	0.022	0.3%	(0.023)	-0.3%
Weekly	0.141	0.175	0.122	0.033	23.4%	0.052	42.6%	0.284	0.345	0.258	0.061	21.4%	0.087	33.6%
Total Commutation	3.842	3.860	3.844	0.018	0.5%	0.015	0.4%	8.021	8.104	8.040	0.083	1.0%	0.064	0.8%
One-Way Full Fare	0.605	0.679	0.621	0.074	12.2%	0.058	9.4%	1.228	1.422	1.240	0.195	15.8%	0.182	14.7%
One-Way Off-Peak	1.199	1.228	1.234	0.030	2.5%	(0.006)	-0.5%	2.527	2.587	2.524	0.060	2.4%	0.063	2.5%
All Other	0.741	0.778	0.777	0.037	5.0%	0.001	0.1%	1.485	1.598	1.555	0.113	7.6%	0.043	2.7%
Total Non-Commutation	2.544	2.685	2.632	0.141	5.5%	0.053	2.0%	5.239	5.607	5.319	0.368	7.0%	0.288	5.4%
Total	6.386	6.544	6.476	0.159	2.5%	0.068	1.1%	13.260	13.711	13.359	0.451	3.4%	0.352	2.6%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
February 2019**

		MONTH			VARIANCE	
		Actual 2019	Adopted Budget	Actual 2018	vs. Budget	vs. 2018
Farebox Operating Ratio						
	Standard ⁽¹⁾	45.6%	39.2%	45.4%	6.4%	0.2%
	Adjusted ⁽²⁾	53.7%	44.8%	52.2%	8.9%	1.5%
Cost Per Passenger						
	Standard ⁽¹⁾	\$18.67	\$21.89	\$18.96	\$3.22	\$0.29
	Adjusted ⁽²⁾	\$17.35	\$20.32	\$17.41	\$2.97	\$0.06
Passenger Revenue/Passenger ⁽³⁾		\$8.50	\$8.59	\$8.61	(\$0.09)	(\$0.11)
		YEAR-TO-DATE			VARIANCE	
		Actual 2019	Adopted Budget	Actual 2018	vs. Budget	vs. 2018
Farebox Operating Ratio						
	Standard ⁽¹⁾	44.2%	39.0%	44.4%	5.2%	-0.2%
	Adjusted ⁽²⁾	50.9%	44.0%	49.6%	6.9%	1.3%
Cost Per Passenger						
	Standard ⁽¹⁾	\$18.78	\$21.45	\$18.91	\$2.67	\$0.13
	Adjusted ⁽²⁾	\$17.53	\$19.95	\$17.60	\$2.42	\$0.07
Passenger Revenue/Passenger ⁽³⁾		\$8.31	\$8.37	\$8.39	(\$0.06)	(\$0.08)

(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

Ridership Report Highlights

February 2019 vs. 2018

- February 2019 total ridership increased +1.1% compared to February 2018 (6,544,351 in February 2019 vs. 6,476,251 in February 2018).
- Commutation ridership increased 0.4% compared to February 2018
- February 2019 Non-Commutation ridership increased +2.0% compared to February 2018
- The factors affecting Non-Commutation ridership this February:
 - Warmer temperatures, less rain and snow fall in February this year compared to last year, contributed in part to the growth in Non-Commutation ridership.

2019 vs. 2018 YTD

- Total YTD ridership is +2.6% above 2018 and +2.7% above Budget
- YTD Commutation ridership is +0.8% above 2018
- YTD Non-Commutation ridership is +5.4% above 2018

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

February 2019

**February 2019 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

February Ridership and Revenue (millions)

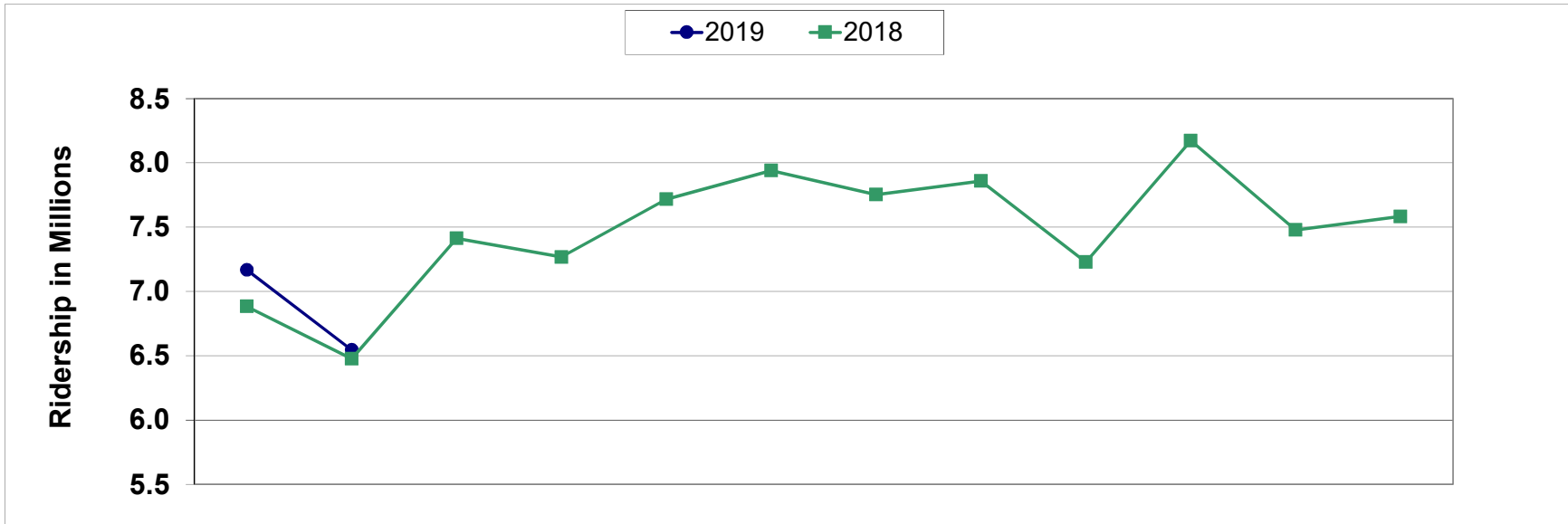
	February 2019	% Change vs. 2018
Total Rail Ridership	6.544	1.1% ▲
Commutation Ridership	3.860	0.4% ▲
Non-Commutation Ridership	2.685	2.0% ▲
Rail Revenue	\$55.7	0.1% ▲

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

	February 2019	% Change vs. 2018	Comparison to Budget
Total Rail Ridership	13.711	2.6% ▲	3.4% ▲
Commutation Ridership	8.104	0.8% ▲	1.0% ▲
Non-Commutation Ridership	5.607	5.4% ▲	7.0% ▲
Rail Revenue	\$113.9	1.9% ▲	2.7% ▲

FEBRUARY RIDERSHIP

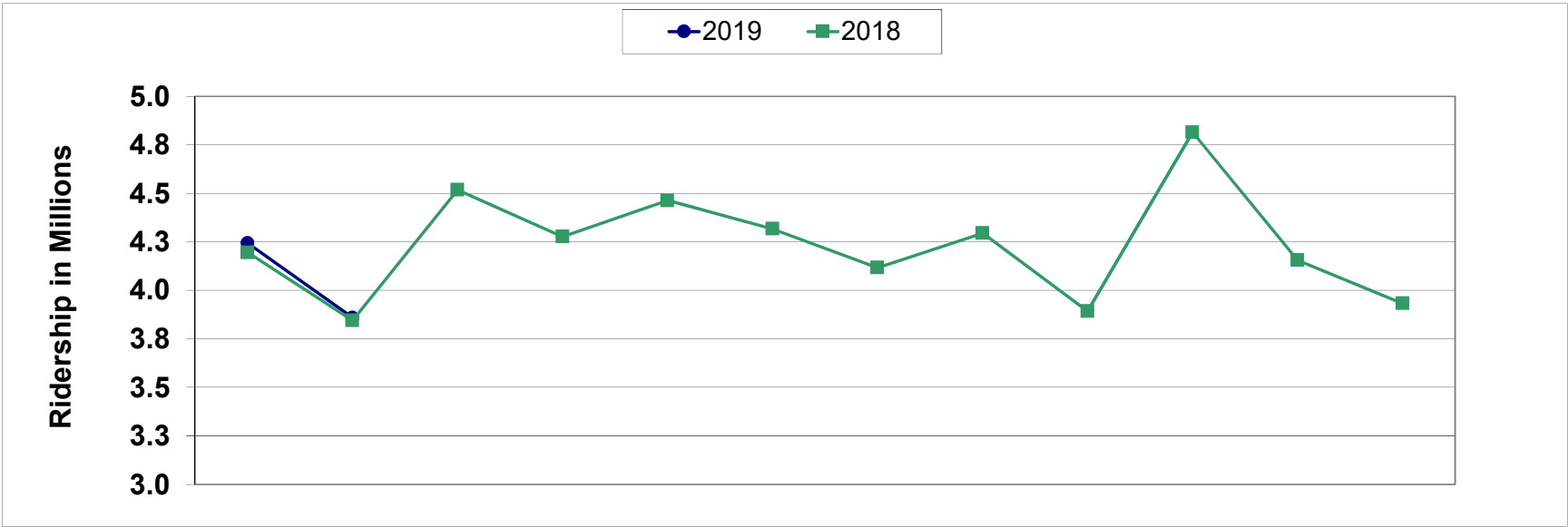
- February Total Ridership was 1.1% above '18 and 2.5% above 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	7.2	6.5											13.7
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	13.4
PCT CHG.	4.1%	1.1%											2.6%

FEBRUARY COMMUTATION RIDERSHIP

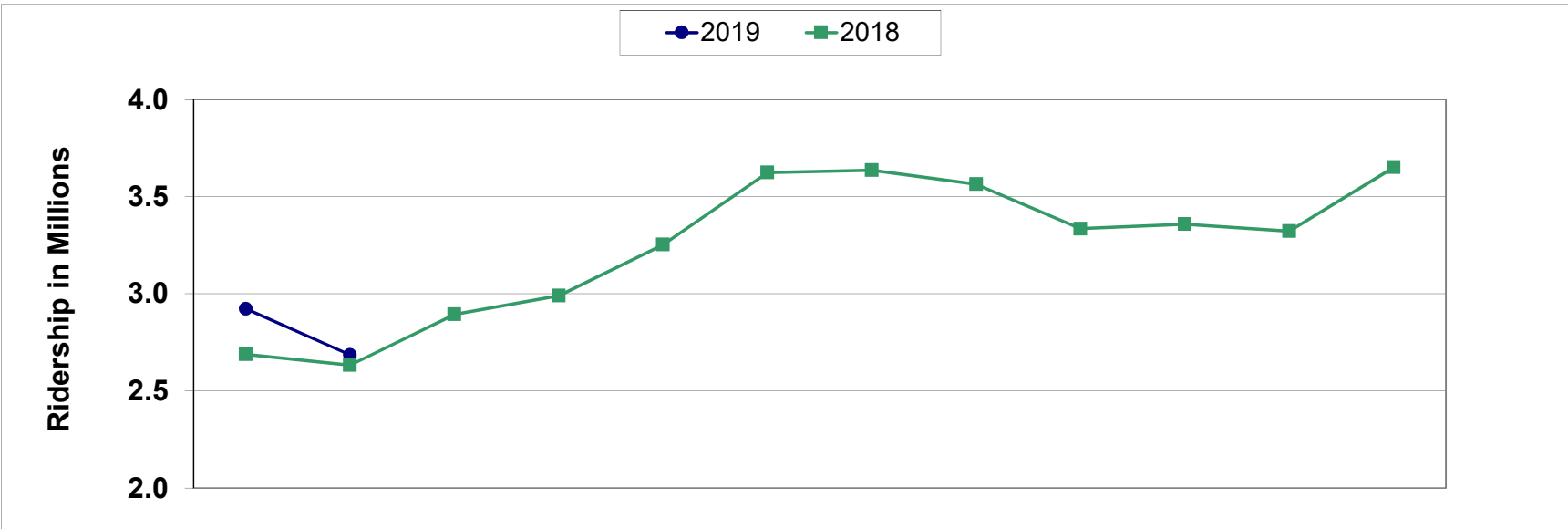
- February Commutation Ridership was 0.4% above '18 and 0.5% above 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.2	3.9											8.1
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	8.0
PCT CHG.	1.2%	0.4%											0.8%

FEBRUARY NON-COMMUTATION RIDERSHIP

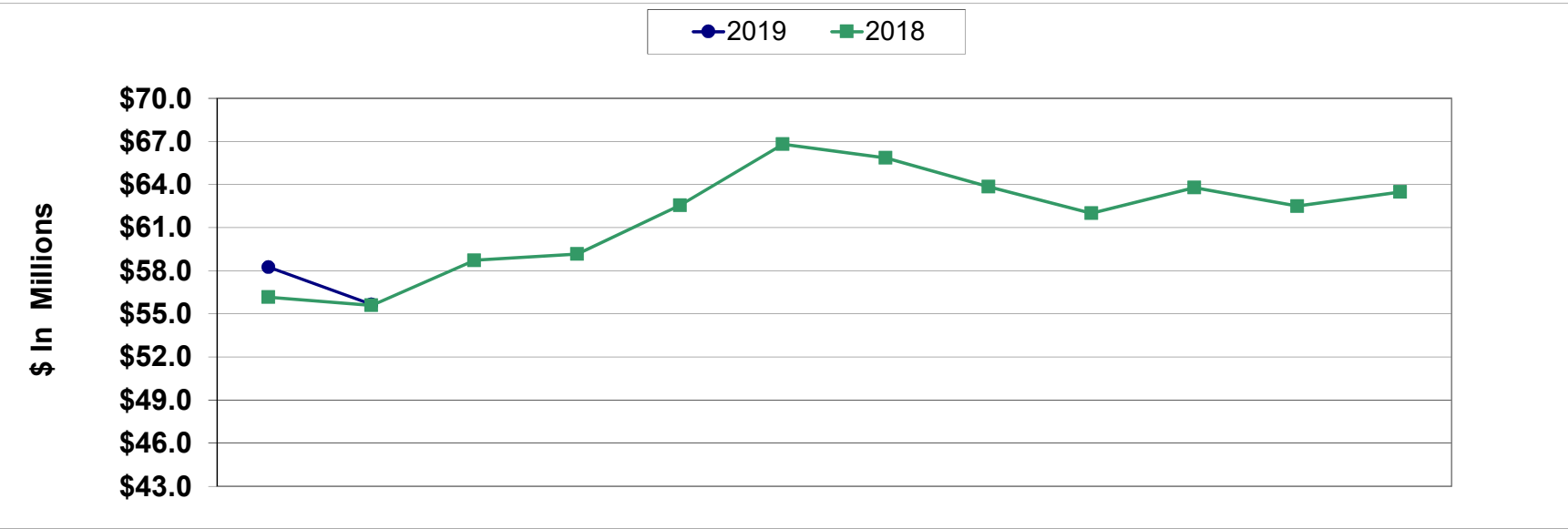
- February Non-Commutation Ridership was 2.0% above '18 and 5.5% above 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.9	2.7											5.6
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	5.3
PCT CHG.	8.8%	2.0%											5.4%

FEBRUARY REVENUE

- February Total Revenue was 0.1% above '18 and 1.5% above 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	\$58.3	\$55.7											\$113.9
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	\$111.7
PCT CHG.	3.7%	0.1%											1.9%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
February 2019**

TICKET TYPE/SERVICE	February 2019	February 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,859,629	3,844,285	15,344	0.4%
NON-COMMUTATION RIDERSHIP	2,684,722	2,631,966	52,756	2.0%
TOTAL RIDERSHIP	6,544,351	6,476,251	68,100	1.1%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2019 YEAR-TO-DATE**

TICKET TYPE/SERVICE	February 2019	February 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	8,103,681	8,040,010	63,671	0.8%
NON-COMMUTATION RIDERSHIP	5,607,363	5,319,189	288,174	5.4%
TOTAL RIDERSHIP	13,711,044	13,359,199	351,845	2.6%

** 2018 ridership numbers were adjusted using 2019 factors.*

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
February 2019**

REVENUE	February 2019	February 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,113,725	\$31,119,513	(\$5,788)	0.0%
NON-COMMUTATION REVENUE	\$24,539,116	\$24,464,479	\$74,638	0.3%
TOTAL REVENUE	\$55,652,841	\$55,583,991	\$68,850	0.1%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2019 YEAR-TO-DATE**

REVENUE	February 2019	February 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$62,279,137	\$62,135,865	\$143,272	0.2%
NON-COMMUTATION REVENUE	\$51,629,064	\$49,601,477	\$2,027,588	4.1%
TOTAL REVENUE	\$113,908,201	\$111,737,342	\$2,170,860	1.9%



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
MARCH 2019**

CENTRALIZED TRAIN CONTROL [CTC]

Milestone: Beneficial Use

Project Budget: \$18.90M

The architectural fit-out and the construction of the Jamaica Central Control Theater [CTC] facility in Jamaica is complete. The relocation of the LIRR's Movement Bureau, Signal Desk, Engineering Systems Operations, and Incident Command Center to the JCC Building are critical elements in the railroad's strategy to exercise centralized control of all aspects of train operations. CTC will streamline the current process of train operations that involves numerous radio, telephone, and internet communications with multiple remote towers, field crews, and response teams. Systems Migration for full implementation of CTC will be incremental and will be funded in a future Capital Program.

L70502LK: POSITIVE TRAIN CONTROL [PTC] – PURCHASE OF RADIO SPECTRUM

Milestone: Purchase \$3,625,000

Project Budget: \$166.00M

The LIRR partnered equally with MNR for the purchase of a license for additional Radio Spectrum, to support PTC wireless radio communications. LIRR's share of the additional bandwidth is \$3,625,000. The implementation of PTC requires an extensive communications infrastructure to support transmission of train control based data communications and interoperability among rail carriers. The purchase of additional bandwidth will provide a further buffer from interference and will address contingency needs and future growth.

L70204UQ: BABYLON STATION PLATFORM REPLACEMENT

Milestone: Contract Award \$1,196,425

Project Budget: \$4.00M

A Design Contract for replacement of Babylon's two elevated center island 12-car platforms was awarded to Dewberry Engineers Inc for \$1,196,425. The Design also includes the two platform waiting rooms, canopy roofing system, lighting, staircases, escalators, elevators, and improvements to the station site. Replacement and rehabilitation of Babylon's platforms will be undertaken in a future Capital Program.

2019 LIRR Capital Program Goals

