



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

May 2019

Members

K. Law

S. Metzger

A. Albert

N. Brown

R. Glucksman

R. Herman

D. Mack

V. Tessitore, Jr.

V. Vanterpool

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

2 Broadway
20th Floor Board Room
New York, NY

Monday, 5/20/2019
9:00 - 10:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. Approval of Minutes - April 15, 2019

LIRR Minutes

Approval of LIRR Minutes - April 15, 2019 - Page 5

MNR Minutes

Approval of MNR Minutes - April 15, 2019 - Page 16

3. 2019 WORK PLAN

LIRR Work Plan

LIRR Work Plan - Page 24

MNR Work Plan

MNR Work Plan - Page 31

4. PRESIDENT'S REPORTS

LIRR Report

- **LIRR Safety Report**

LIRR Safety Report - Page 38

MNR Report

- **MNR Safety Report**

MNR Safety Report - Page 42

MTA Capital Construction Report

MTA Capital Construction Report - Page 45

MTA Police Report

MTA Police Report - Page 49

5. AGENCY ACTION ITEMS

MTA Capital Construction

- **East Side Access & Regional Investments Budget Transfer**

East Side Access & Regional Investments Budget Transfer - Page 58

6. AGENCY INFORMATION ITEMS

Joint Information Item

- **LIRR-MNR PTC Project Update**
LIRR-MNR PTC Project Update - Page 61

LIRR Information Items

- **Summer Service & TrackWork Programs**
Summer Service & Trackwork Programs - Page 85
- **Lease Agreement For Lawrence Station**
Lease Agreement For Lawrence Station - Page 89

MNR Information Items

MNR Information Items - Page 91

- **Progress on Way Ahead Strategic Plan**
Progress on Way Ahead Strategic Plan - Page 92
- **Lease with Xarupa LLC at the Bronxville Station**
Lease with Xarupa LLC at the Bronxville Station - Page 115
- **Lease with The Coiffure Clique LLC at the Bronxville Station**
Lease with The Coiffure Clique LLC at the Bronxville Station - Page 117

7. PROCUREMENTS

LIRR Procurements

LIRR PROCUREMENTS - Page 119

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

MNR Procurements

MNR Procurements - Page 120

- **MNR Non-Competitive (None)**
- **MNR Competitive**
MNR Competitive - Page 123
- **MNR Ratifications (None)**

MTA CC Procurements

MTA CC Procurements - Page 127

- **MTACC Non-Competitive (None)**
- **MTACC Competitive**
MTA CC Competitive - Page 131
- **MTACC Ratifications**
MTA CC Ratifications - Page 136

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

LIRR Performance Summaries

- **LIRR Operations Report**
LIRR Operations Report - Page 139
- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 149
- **LIRR Financial Report**
LIRR Financial Report - Page 154
- **LIRR Ridership Report**
LIRR Ridership Report - Page 176
- **LIRR Capital Program Report**
LIRR Capital Program Report - Page 183

MNR Performance Summaries

- **MNR Operations Report**
MNR Operations Report - Page 186
- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 196
- **MNR Finance Report**
MNR Finance Report - Page 200
- **MNR Ridership Report**
MNR Ridership Report - Page 222
- **MNR Capital Program Report**
MNR Capital Program Report - Page 233

Next Meeting: Joint with MNR Monday, June 24, 2019 at 8:30 am

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, April 15, 2019**

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

The following Board Members were present:

Hon. Kevin Law, Co-Chair
Hon. Susan G. Metzger, Co-Chair
Hon. David Mack, Vice Chair
Hon. Rhonda Herman, Vice Chair
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Vincent Tessitore, Jr.

The following Board Member participated by teleconference:

Hon. Neal Zuckerman

The following Board Member was not present:

Hon. Veronica Vanterpool

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 Cannon and Peter Kohner

Representing MTA Police: Chief Joseph McGrann

Metro-North Committee Chair Susan G. Metzger called the Joint Meeting of the Metro-North Committee and Long Island Rail Road Committee (“LIC”) to order.

In addition to MTA Long Island Rail Road (“LIRR”) President Phillip Eng and members of the LIRR staff noted above, MTA Metro-North Railroad (“MNR”) Executive Vice President Susan J. Doering and members of the MNR staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of April 15, 2019 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

SAFETY PROCEDURES

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

PUBLIC COMMENT

Richard L. Gans, MNR Vice President – General Counsel & Secretary introduced the six (6) public speakers. Mr. Gans requested each speaker to limit his or her comments to two minutes, and to only address matters on the agenda for the meeting.

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council, spoke about matters pertaining to MNR.

Jason A. Pineiro commented that he has observed an increase in the homeless population at LIRR stations, particularly Merrick Station, and expressed his concern for the condition of MNR's Mount Vernon West Station.

H.P. Schroer, Executive Director of U and Me Become We and a World War II veteran, urged that veterans and their spouses receive the same transportation discounts as senior citizens.

Murray Bodin stated that today's comment will be town hall style, public participation, not public comment. He then commented about matters pertaining to MNR.

Lisa Daglian, Executive Director of Permanent Citizens Advisory Committee ("PCAC") commented on the budget agreement, PCAC's support of congestion pricing, Board Member terms, and terminal On-Time Performance ("OTP"). She requested that the Committee Books be made available earlier on the Friday before the Committee meetings.

Victor Andrews commented on the lack of assistance for handicapped riders when traveling in the early morning to Atlantic Terminal and Penn Station.

APPROVAL OF MINUTES AND 2019 WORK PLAN CHANGES

Co-Chair Susan Metzger commented that Board Member Neal Zuckerman, Chair of the Positive Train Control ("PTC") Committee, will be participating in today's meeting via teleconference and that his participation will not be counted towards a quorum. She then introduced the new Board Members, Hon. Kevin Law, Hon. David Mack and Hon. Rhonda Herman.

Upon motion duly made and seconded, the Committee approved the minutes of the March 25, 2019 Long Island Rail Road Committee Meeting. There were no reported changes to the 2019 Work Plan.

MNR Executive Vice President Susan J. Doering commented that the Joint Committee Homeless Outreach Report will be no longer be presented at the Joint Committee meeting. The

report is being consolidated and will be presented at the July Safety Committee meeting. The MNR accelerated track maintenance report has been moved from June to May when the internal MNR analysis will be presented to the Committee.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Eng first thanked former LIC Chair Mitchell Pally for all his contributions and years of service to the MTA. He then welcomed the new MTA Board Members to the Metro North and Long Island Railroad Committees, Vice Chairs Rhonda Herman and David Mack and new LIC Chair Kevin Law. President Eng stated that he is looking forward to working with everyone to make sure LIRR continues to meet the demands of a growing and thriving region.

President Eng reported that LIRR carried over 7.5 million customers in March, 270,000 more riders or a 3.8% increase from March 2018. Year- to- date (“YTD”), we have seen an increase of 3% over the same time period in 2018, which itself represented a modern day LIRR record.

Revenue generated from ridership is a key piece of the LIRR’s budget and our increase in ridership helps the bottom line. Since it is only one component, it is imperative for LIRR to continue to identify ways to operate more efficiently and cost effectively. At the request of MTA Chairman and CEO Pat Foye, each month we will be reporting LIRR’s YTD financial performance in the form of our operating loss/deficit. Through the end of March, the LIRR generated \$282 million in revenue and spent \$468 million, resulting in a net operating loss of \$186 million. With higher than expected revenues and lower than expected expenditures, our net operating loss through March is lower than what was assumed in the Adopted Budget.

President Eng reported that LIRR’s OTP is also up and trending in the right direction. Last month we exceeded our performance goal and reached 94.6% OTP. The last time we met or exceeded 94% was September 2016. Since we have been keeping records from 1979, March was our 8th best March. President Eng stated that he is thankful to our employees and our labor partners as we “get it done” under *LIRR Forward*, delivering improved and more timely situational responses, planned maintenance and critical modernization projects.

President Eng stated that while we did not see the snow totals this winter that can impact service, we faced many wind events. In March of 2018 high winds brought down many utility poles and trees, delaying our customers. This March, we have been able to mitigate the effects of strong winds, with no downed poles and/or trees on our Right-of-Way (“ROW”) and countless delays avoided.

President Eng stated that we’ve received positive feedback from customers with the new *MyLIRR* feature which provides real time train location information. We are seeing growing usage each month and now have 55,000 distinct users that have taken advantage of *MyLIRR* since it launched in January. As we receive feedback, we will continue to improve this tool and are sharing information with MNR.

Our Branch Line Managers and Stations staff continue to meet with riders every week across the system to answer their questions and address concerns. This week we will be at Westbury and Sayville.

In the past year, we've hosted nine Customer Conversations across Nassau, Suffolk, Manhattan and most recently in Queens and Brooklyn, making senior staff available to discuss with riders all the modernization work underway to improve their ride and experience.

Our partnership and communication with local communities continue to prove fruitful, including on the Lefferts Boulevard Bridge deck rehab and Lynbrook station infrastructure improvements.

President Eng stated that he is very proud of the LIRR Care Program. When we started last year, LIRR's Call Ahead program fielded only 16 requests in 2017. With a more streamlined protocol, easy to remember number, and our new ambassadors, we have fielded over 1,200 requests since LIRR Care was initiated.

President Eng stated that we will be continuing the Summer Saturdays Program initiated last year, where Monthly Ticket Holders can bring up to four guests for \$1 each on Saturdays during the summer. It helped to get people out of their cars and encourages them to use the Rail Road and visit destinations. President Eng stated that LIRR's modernization projects include elevating the bridges most prone to bridge strikes, such as Post Avenue and Buckram Road. Later this year, Nassau Boulevard and Accobonac Road and North Main Street on the Montauk Branch will be replaced with higher vertical clearances of 14 feet and although bridge replacements have been successful with zero strikes since replaced, we know that we cannot rest and wait for all of our susceptible bridges to be replaced. So last year we started a new initiative starting with a select few critical locations and began a thorough structural analysis to categorize these bridges and taking action now to mitigate delays from bridge strikes. With the analysis complete we are piloting the use of cameras, markers and accelerometers allowing our staff to more quickly assess and verify on a more timely basis the level of impact to our infrastructure and our ability to safely run trains. We are sharing this information with our partners at MNR.

In response to a question from Board Member Neal Zuckerman about why the *MyLIRR* app is not being applied to MNR, President Eng responded that LIRR has been working and meeting with MNR on a regular basis to implement this app for MNR.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Performance Report appears on Page 40 of the Committee Book, reporting through the end of February 2019.

She reported that LIRR's reportable customer injury rate decreased 37% from 2.82 injuries per million customers for the period March 2017 through February 2018 to 1.79 injuries per million customers for the period March 2018 through February 2019.

In partnership with the MTA Police Department (“MTAPD”), Together Railroads and Communities Keeping Safe (TRACKS) reached over 18,500 participants through the end of February 2019.

LIRR’s Employee Lost Time injury rate decreased by 26% from 3.64 injuries per 200,000 hours worked during the period March 2017 through February 2018 to 2.70 injuries per 200,000 worked from the period March 2018 through February 2019. Soft tissue injuries are the greatest type of injury sustained. In 2018, sprains and strains accounted for 45% of FRA Reportable Injuries.

On March 26th LIRR launched its Corporate Safety Intranet site devoted to providing LIRR employees with additional resources to enhance on the job safety so they can prepare to work safely

MTA CAPITAL CONSTRUCTION

After welcoming the new MTA Board members, MTA Chief Development Officer, Janno Lieber, advised that he would be using this opportunity to discuss the highlights of MTA Capital Construction projects and that the more specific details as to the progress of those projects would be discussed at the CPOC meeting in the afternoon.

Mr. Lieber first provided an update on the Third Track Project. He began his update by providing a brief overview of the project, advising that Third Track is a design-build project, with a \$2.6B budget that spans over two capital plan programs. The scope of the project includes ten miles of track, seven-and-a-half miles of retaining walls, seven grade crossings, seven bridges, six stations, and multiple parking facilities. Once complete, this project will benefit 300,000 daily LIRR customers along all eleven LIRR branches, and, together with the East Side Access Project, will enable a 45% increase in LIRR peak capacity.

Mr. Lieber reported that Third Track has made great progress since the Notice to Proceed was issued in October of 2018 --one bridge widening has been completed in Floral Park, work is ongoing on two more bridges, two grade crossing eliminations are underway, two stations are under construction, they are raising track at three locations, and they are currently installing fiber on four backbones.

Mr. Lieber also noted that the project remains on schedule and under budget, with less than \$0.5M having been allocated from the project’s current contingency of \$140.6M. With respect to scheduling, Mr. Lieber reported that the agency is working to advance the Willis Avenue Grade Crossing and School Street Grade Crossing at Westbury early, which will be advantageous to the project and to the public. With respect to budgeting, Mr. Lieber stated that the project will borrow money from the existing contingency, which will be replenished when the next capital program is approved and will result in no change to the overall project cost.

Regarding the work at Covert Avenue in New Hyde Park, Mr. Lieber reported that the street was closed to vehicular traffic and that this is the second-grade crossing that will be

eliminated on this project. He further noted that when Covert Avenue reopens to traffic again in the fourth quarter of 2019 it will be an under-grade crossing.

With respect to the excavation of the Cherry Lane Bridge in Carle Place, Mr. Lieber reported that this is the first bridge that will be replaced on this project -- the steel upper-structure will be replaced, and the existing concrete abutment will be extended to support the wider steel structure, capable of accommodating three tracks. Mr. Lieber noted that the new bridge is scheduled to be rolled in in June of 2019. He further noted that the excavation for the bridge is complete, and that the concrete substructure to accommodate the new bridge is expected to be completed in May.

Mr. Lieber also reported great progress since the west end of the Carle Place Station was closed in March. He pointed out that the design-builder has completed demolition of the west ends of both platforms, and that the station is being fully reconstructed to make room for new third track. He also noted that the Urban Avenue Grade Crossing in Westbury was closed to traffic in March of 2019, and when it reopens to traffic again in the third quarter of 2019 it will be an undergrade crossing.

At the end of his update on the Third Track Project, Mr. Lieber took a moment to remind the Board that there are over 600 community commitments relating to this project, and that the agency's fulfillment of those commitments is being closely monitored by its design-builder and project management teams. Mr. Lieber offered the example of the design-builder providing free pedestrian shuttle service during the closure of the Urban Avenue Grade Crossing in Westbury, noting that the shuttle has been used by about fifty people each day. He also noted that, as part of this unprecedentedly robust public outreach program, the project team has hosted over fifty stakeholder meetings in 2019 alone, and has established seven dashboards that monitor trends for over fifty various leading and lagging indicators associated with the performance of all entities involved on the project, including the design-builder, the project management team, Long Island Rail Road and force account work. Mr. Lieber went on to provide examples of the key performance indicators, such as the over 3,000 submittals and RFIs processed to date, the fact that 98% of all submittals are on time with a nine-day average submittal turnaround, and that there have been less than 3% of the outages cancelled by LIRR, resulting in no operational delays to date.

Chairperson Metzger commented that she is especially pleased that the Third Track Project is expediting the grade crossings.

Mr. Lieber next provided an update on the East Side Access Project. He reminded the Board that a little over a year ago he reported on the hard look that he had undertaken, and the results of that review were not good. Issues that had plagued this project for years were threatening to push out the completion date and explode the budget. Mr. Lieber reported that significant progress has been made over the past year and that the project budget that the agency set in April is still holding as is the 2022 revenue service date.

Mr. Lieber illustrated the progress of the East Side Access Project by showing a photo montage. When the montage ended, Mr. Lieber advised the Board that a lot of effort was

required to reach this more solid ground for this project. He noted that the agency has made organizational changes to ensure that we keep on schedule and budget. He further noted that the agency has created a Project Management Organization to prioritize issues and a Change Management Group to drive the change process to resolution, advising that these newly created teams are using a new more detailed 57,000 activity schedule (up from 15,000 activities) to establish priorities and issues. He also made clear that all of these changes are in support of a new integrated systems testing program that will ensure that we are integrating the twenty-nine different systems (including the 30,000 devices) to deliver the promised 2022 completion date.

Mr. Lieber reported that these changes have resulted in significant successes for the East Side Access Project. He noted that the time to resolve and execute change orders is down by more than 45% since 2017 and 70% in the past several years; the backlog of some 500 change orders that he reported on in April 2018 has been reduced by 91%; and that at this time last year, the agency had hundreds of submittals waiting for review more than 30 days but this April the agency has seen an 81% reduction in overdue submittals.

Mr. Lieber also reported that, owing to our engagement with Amtrak and taking ownership of the regional construction schedule, Amtrak resource delivery has improved, noting that the progress in Harold Interlocking reflects that effort. Recognizing the increased support from Amtrak and continued support from LIRR, Mr. Lieber reported that the project has experienced a nearly flawless year of productivity in Harold, with \$225M in construction placement (which is 35% more than the average of the previous four years), fourteen track switches installed, five signal huts cut over (both at five times the pace of the previous four years) and the activation and placement into service of the project's first substation.

Mr. Lieber acknowledged both LIRR and Amtrak for the success of the 2018 Harold Program, and took the opportunity to recognize the MTACC Harold construction team led by Mike Kaleda, who Mr. Lieber noted will be retiring.

Commissioner Law commented that "on time and under budget" was a welcome statement to the Board. He also commented that he has been down to the East Side Access Project three times and that it is incredible and complex.

Chairperson Metzger suggested a trip to the site and invited all the other committee members to join the CPOC meeting for Mr. Lieber's presentation.

MTA POLICE DEPARTMENT

Chief Joseph McGrann reported that YTD, system-wide crime has decreased 35% compared to 2018. Since the MTAPD was formed, by the combination of the police forces of LIRR and MNR, MTAPD has seen a continuous decline in crime, particularly over the past two years.

For LIRR, in March, total major felony crimes decreased 67%; 4 compared to 12 in 2018, consisting of 2 felony assaults and 2 grand larcenies.

YTD system-wide there was an increase in MTAPD arrests and grade crossing activities, particularly in light of the Westbury incident.

YTD system-wide there has been a decrease in hate crimes.

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

LONG ISLAND RAIL ROAD and METRO NORTH RAILROAD JOINT INFORMATION ITEMS

One joint information item was presented to the Committee:

- LIRR/MNR PTC Project Update

Chair Metzger summarized the PTC project for the new Board Members. At the end of 2018, the Joint Committee was not satisfied with the progress of PTC and formed a working group, which is chaired by Board Member Zuckerman. This working group meets regularly to discuss the railroads' progress. At the February Joint Committee Meeting, the Systems Integrators, Siemens and Bombardier addressed the Committee regarding their quality control issues. At the Tuesday, April 9th PTC working group meeting, the railroad learned of another problem which the group felt jeopardized PTC compliance by the December 2020 deadline.

Chair Metzger asked the following individuals, who attended the Committee meeting as representatives of the PTC Systems Integrators, to introduce themselves and take seats at the table in order to respond to questions from the Committee:

Representing Bombardier: Ronald Birkelbach - VP, Head of Rail Control Solutions Region Americas and Anthony DeFrancisco - Senior Project Director, Rail Control Solutions.

Representing Siemens: John Paljug – President, Siemens Mobility Management; Eryn Devola – VP Operations, Siemens Mobility Management; Jeff Balogh – VP Engineering, Siemens Mobility Management; and Paul Eliea – Senior Program Manager, Siemens Mobility Management

LIRR Executive Director-PTC Deborah Chin provided an overview of the March 2019 Joint Metro-North/LIRR Committee Meeting PTC Project Update. She discussed project risks and mitigations; working schedule and sequence; budget; software delays; LIRR placement of an oversight monitor at the System Integrator's facility in Pittsburgh; and the establishment of a joint LIRR/MNR Quality Assurance team to monitor Siemens' Quality Control Plan.

The Board then engaged in a dialogue with representatives of the Systems Integrators in attendance, asking questions about (among other things) equipment manufacturing and failures, quality assurance and control, software recall, lack of resources, accountability for delays, and

the fact that the Systems Integrators' level of commitment to helping the Railroads achieve full PTC compliance by the December 2020 deadline will be a critical factor in determining the future of their business relationship with the State of New York and the MTA.

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

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

- Final Review of 2018 Operating Budget Results
- 2018 Annual Ridership Report
- Annual Inventory Report
- May Timetable Change & Spring Trackwork Programs

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

MTA LONG ISLAND RAIL ROAD

Procurement

Non- Competitive:

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

Due to the circumstances surrounding the PTC System Integrator, Siemens Mobility, Inc., Chair Law suggested, and it was agreed by the Committee, that the above procurement item should be withdrawn from today's agenda.

MTA CAPITAL CONSTRUCTION

Procurement

Before the MTA Capital Construction Company procurements were presented, Mr. Lieber advised the Board that the large sum procurement items stem from the overhaul of the East Side Access Project, including a revamp of the project schedule, budget and integrated systems testing, which required extensive negotiations with the contractors.

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) to enhance reliability and allow for more efficient operation of trains within the yard in the amount of \$5,082,000.
- Modification to the Harold Structures Part 4 – B/C Approach Structure for the East Side Access Project Contract (CH058A) to relocate catenary wire from the existing catenary structures to new poles along the Amtrak North Runner Track in the amount of \$1,083,840.
- Modification to the Harold Track Work Part 3 for the East Side Access Project Contract (CH057D) for additional payment to the contractor because of delays experienced during the performance of Northeast Quadrant work in the amount of \$750,000.
- Ratification of a modification to the Systems Facility Package No. 1 for the East Side Access Project Contract (CS179) to (1) resolve with the contractor all pending disputes over added work, delay, and associated impact costs, and (2) provide a new schedule for work going forward reflecting the resolution of outstanding claims and delays in the amount of \$67,000,000.
- Ratification of a modification to the GCT Concourse and Facilities Fit-Out Contract for the East Side Access Project (CM014B) to (1) resolve with the contractor all pending disputes over added work, delay, and associated impact costs, and (2) 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 (3) delete from the Contract work associated with the North Transfer Station in the amount of \$54,124,210.
- Ratification of a modification to the Mid-Day Storage Yard for the East Side Access Project Contract (CQ033) to furnish and install the infrastructure for closed circuit television cameras in the area between the western limits of the

Mid-Day Storage Yard at Thomson Avenue and the Arch Street Rail Maintenance Facility in the amount of \$1,550,000.

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

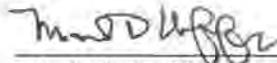
LIRR Reports on Operations, Safety, Finance, Ridership, and Capital Program

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

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, April 15, 2019

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

The following Board Members were present:

Hon. Susan Metzger
Hon. Kevin Law
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Rhonda Herman
Hon. Vincent Testitore, Jr.
Hon. David Mack

The following Board Member participated by teleconference:

Hon. Neal Zuckerman

The following Board Member was not present:

Hon. Veronica Vanterpool

Also Present:

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
Joseph McGrann – Chief, MTA Police Department
Michael Shiffer – Vice President, Planning
Justin Vonashek – Vice President, System Safety
Steven Weiss – Executive Director Management and Budget
Anthony Gardner – Acting Senior Director, Procurement
Janno Lieber – MTA Chief Development Officer

The members of the Metro-North Committee met jointly with the members of the Long Island Rail Road Committee. Susan Metzger, as Chair of the Metro-North Committee, called the joint meeting to order. In addition to the Metro-North Executive Vice President and Metro-North staff noted above, President Eng and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Rail Road Committee for the meeting of April 15, 2019 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

SAFETY PROCEDURES:

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

PUBLIC COMMENT:

Orrin Getz, Vice Chairman of the Metro-North Railroad Commuter Council, commented that West of Hudson service has improved with no recent cancellations of the morning express train. Mr. Getz recommended that all of the Metro-North Committee Members ride all of Metro-North's Lines. Mr. Getz commented that New Jersey Transit ("NJT") has not yet indicated when the Pascack Valley Line express train service will be reinstated. Mr. Getz also commented on the need for a status update from NJT on the installation of Positive Train Control ("PTC") on the West of Hudson Line equipment.

Jason Pineiro recommended that each Board Member ride Metro-North's Lines and commented on the need for improvements to the Mount Vernon West Station.

H.P. Schroer, Director of "U and ME Become WE," commented on his repeated requests for a fare discount for veterans. Mr. Schroer also commented on the progress made by City and State legislatures towards a veterans' discount.

Murray Bodin stated that today's public comments will be town hall style with public participation. He then asked the Board why Metro-North trains sound their horns at 125th Street.

Lisa Daglian, Executive Director of the Permanent Citizens Advisory Committee ("PCAC") commented on recent legislation to implement congestion pricing, restructure the MTA, change Board Member terms, and implement new performance metrics. Regarding OTP, she commented that trains will only be considered on-time if they arrive at their destinations early, on-time, or no more than two minutes late. Ms. Daglian expressed concern over some of the new performance metrics and requested that rider representatives from each commuter council be allowed to provide input as they are implemented. Ms. Daglian also requested that Committee and Board materials be made available to the public earlier.

Additional details of the comments made by the public speakers are contained in the minutes of the Long Island Rail Road Committee for the meeting of April 15, 2019. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the public comments.

APPROVAL OF MINUTES:

Chair Metzger commented that Board Member Zuckerman was unable to attend the meeting but was participating telephonically. Participating telephonically, Board Member Zuckerman could not vote. Chair Metzger also introduced new Board Members David Mack, Rhonda Herman, and Kevin Law.

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

Chair Metzger commented that the March 25, 2019 minutes mentioned Board requests for information related to elevators and that the information had been provided to the Committee. Chair

Metzger also commented that there will be a change to the Metro-North Work Plan in response to a request from Board Member Zuckerman to address planning of future outages.

METRO-NORTH 2019 WORK PLAN:

Executive Vice President ("VP") Susan Doering reported on two changes to the Metro-North Work Plan. First, the MTA Homeless Outreach report will no longer be presented at the Joint Committee meetings and will instead be reported at the Safety Committee meetings. The report is being consolidated into one report which will be presented at the Safety Committee meeting in July. Second, the Accelerated Track Maintenance Report has been moved up one month from June to May when the internal Metro-North analysis will be presented to the Committee.

The 2019 Work Plan is filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Executive VP Doering's remarks.

METRO-NORTH RAILROAD PRESIDENT'S REPORT:

Executive VP Susan Doering presented the President's report on behalf of President Rinaldi who was absent. On behalf of President Rinaldi and the entire Metro-North family, Executive VP Doering welcomed new Board Members Rhonda Herman and Kevin Law.

Executive VP Doering reported on Metro-North's service delivery, which operated above goal for the third consecutive month in March with 95.2% OTP overall and 93.5% during the peak periods. The Hudson Line operated at 97.0% with 96.3% during the peak periods. The Harlem Line operated at 96.3% with 94.4% during the peak periods. The New Haven Line operated at 93.4% with 91.0% during the peak periods. Year to date, OTP remains steady at 95.8% with 94.5% during the peak periods. The West of Hudson Service operated below goal at 92.5% due to Metro-North infrastructure work, switch and signal failures, and NJT equipment failures and manpower issues on the Port Jervis Line. The Pascack Valley Line operated at 95.6% and the Port Jervis Line operated at 88.2%. Executive VP Doering reported that Consist Compliance was good during the month of March at 99.6% overall with 99.1% during the peak periods. Metro-North continues to have additional M8 cars out of service due to on-going warranty modifications.

Executive VP Doering reported on the Devon substation on the New Haven Line that could not be repaired following a fire in February. At the end of March, Metro-North crews successfully accelerated bringing a new replacement substation on-line at Devon that was not scheduled to go into operation until the fall. Because of the extraordinary efforts of Metro-North crews, Metro-North is back to the power configuration before the fire at Devon. On behalf of President Rinaldi, Executive VP Doering thanked the Metro-North and CTDOT teams for all their work in successfully bringing the substation into operation with minimal impact to train service.

Executive VP Doering also reported on Metro-North infrastructure work. Metro-North crews began work this past weekend to replace the entire interlocking south of Poughkeepsie. This track work involves the removal and replacement of five track switches that allow trains to move from one track to another and is crucial to safe and efficient service. To accommodate this line upgrade, trains are operating on weekends on a single-track between Beacon and Poughkeepsie for a distance of approximately 14 miles, which requires a special weekend schedule. This infrastructure work will continue through the end of June.

Executive VP Doering reported that on April 14, 2019 the new timetables for all three East of Hudson Lines went into effect. The schedules are designed to reflect more accurately how the

railroad's progressive infrastructure improvement plan affects train running times, resulting in more reliable, dependable, and safe service for Metro-North's customers. Executive VP Doering reported that most customers will experience minor adjustments of one to six minutes to their train schedules. In designing this schedule, Metro-North took into account a busy infrastructure improvement schedule that includes upgrades, continued PTC installation, and the actual running times of trains. The slightly-lengthened schedules allow Metro-North to fulfill its mission of safely transporting 285,000 daily riders while performing critical track work and capital construction projects to maintain a safe and efficient railroad. As with every schedule change, Metro-North will continue to monitor its service and consider input from train crew observations, customer feedback, and actual customer counts to continue to improve schedules.

Executive VP Doering also reported on Metro-North's Way Ahead Initiatives and station improvements. At the White Plains Station, major work is halfway completed and progressing on time and on budget. Two weeks ago, Metro-North reopened the northern end of the island platform and the staircase leading from the Mott Street tunnel to the island platform. The newly upgraded north-end platform has a new wood ceiling, lighting, and benches with USB chargers. A glass enclosed stairway leads to the Mott Street tunnel and County Center parking facility. Executive VP Doering reported that improvements are now underway to the interior space of the island platform that include expansion of the waiting room and renovated restrooms. Metro-North appreciates customers' patience while the work continues to progress at the White Plains Station and have taken steps to minimize the impacts on customers during construction.

At the Nanuet Station, Executive VP Doering reported that last fall Metro-North made repairs to the Station entrance road and surface of Metro-North's parking facility. Repair work began last week to the ADA access ramp, which will be followed by repainting of the Station platform canopy and installation of new bird netting. The ADA station ramp is expected to be completed in May. The painting and new bird netting will take place this year, and the replacement of the passenger shelter will be designed this year and replaced next year.

Executive VP Doering reported that one of today's procurements seeks approval to solicit proposals for the design, construction, and delivery of a Wayside Energy Storage System. This system is a Way Ahead Initiative where Metro-North is continuing to invest in its infrastructure by deploying technology to improve power delivery to trains. This system would provide additional needed traction power for a segment of the Harlem line between Chappaqua and Mount Kisco.

Executive VP Doering reported that MTA Chairman and CEO Patrick Foye requested that each agency President provide a verbal report on his or her agency's financial performance in the form of its operating loss or deficit. Through the end of March, Metro-North generated \$241 million in revenue and spent \$374 million, resulting in a net operating loss of \$133 million. Due to lower than expected revenues more than offset by lower than expected expenditures, the net operating loss through March is lower than what was assumed to be in the adopted budget.

After President Eng's remarks on the Long Island Rail Road's development of an application ("app") for mobile devices that delivers real-time train location information, Board Member Zuckerman remarked that both railroads should be using the same technology and asked if the same app was in development for Metro-North. President Eng commented that the Long Island Rail Road and Metro-North have been working together to deliver the app. Thomas Mitchell, Vice President, Customer Service and Stations responded that Metro-North plans to launch a similar app in sixty days or less. Chair Metzger requested a status update on Metro-North's implementation of the app at the next Committee meeting.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Executive VP Doering's remarks and the discussions between President Eng, Board Members, and staff.

METRO-NORTH RAILROAD CUSTOMER SERVICE REPORT:

Thomas Mitchell, Vice President, Customer Service and Stations, reported on Metro-North Customer Way Ahead Initiatives. Mr. Mitchell reported that Metro-North reorganized its custodian forces to be better positioned during the AM and PM peak rush hours. Mr. Mitchell also reported on the start of Spring cleaning activities such as the utilization of power-washing equipment to clean stations and remove ice melting product off platforms and stairs. Metro-North crews also clean bathrooms, windows, and remove brush and weeds. Stations are cleaned on a cyclical schedule to ensure optimal utilization throughout the cleaning season. Chair Metzger commented that she observed the custodial group at the Beacon Station last week.

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

METRO-NORTH RAILROAD SAFETY REPORT:

Justin Vonashek, Vice President, System Safety, reported that customer injuries continue to trend less than one injury per million customers and are down over 12% versus the previous 12 months. Employee lost time injuries are down nearly 19% over the previous 12 months. There were zero grade crossing incidents, derailments or collisions during February.

Mr. Vonashek reported that on March 25, 2019, a grade crossing incident occurred at Corbin Road in Pawling involving Train #956 and a tractor trailer. The tractor trailer had a possible mechanical failure resulting in the dump trailer detaching and occupying the Corbin Road grade crossing. As a result, Train #956 struck the dump trailer. One customer and three employees sustained injuries as a result. Mr. Vonashek reported that Metro-North will be providing an update on grade crossing safety at the Safety Committee meeting.

Mr. Vonashek also reported that Metro-North's community outreach program, TRACKS, reached over 15,000 individuals in February bringing the total individuals reached for the year to over 20,000.

Board Member Glucksman commented that the train cars involved in the grade crossing incident were severely damaged and asked if Metro-North was in a position to receive funding for repairs. John Kesich, Senior Vice President, Operations, responded that Metro-North will be filing a claim with the individual's insurance company to recover costs. Metro-North is going to repair the cab car and is still evaluating whether the damage to the second coach is repairable. Mr. Kesich commended the Metro-North train crew for their efforts and professionalism during the incident.

Mr. Vonashek's full safety report is filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the remarks made by Mr. Vonashek and the discussion between Mr. Kesich, and Board Member Glucksman.

MTA CAPITAL CONSTRUCTION REPORT:

Janno Lieber, MTA Chief Development Officer, reported on the Long Island Rail Road's East Side Access Project and Floral Park to Hicksville Expansion (Third Track) Project. Chair

Metzger recommended that the Board Members attend the CPOC meeting to hear Mr. Lieber's thorough report on both projects as well as the Penn Station Access Project.

Mr. Lieber's full report is filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the remarks made by Mr. Lieber and Board Member discussions.

MTAPD REPORT:

Joseph McGrann, Chief of the MTA Police Department ("MTAPD"), reported on crime statistics. Chief McGrann reported that crime continues to decline system-wide. Year-to-date 2019 compared to 2018, total major felonies were reduced by 35%. In March 2019, total major felonies on the Metro-North system decreased when compared to March 2018, seven versus 12 or a decrease of 42%. Chief McGrann provided details about the felony assault, the burglary, and the grand larcenies.

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

JOINT INFORMATION ITEMS:

One joint information item was presented to the Committee:

- LIRR/MNR PTC Project Update

Chair Metzger summarized the PTC project for the new Board Members. At the end of 2018, the Joint Committee was not satisfied with the progress of PTC and formed a working group, chaired by Board Member Zuckerman. The working group meets regularly to discuss the Railroads' progress. At the February Joint Committee meeting, the PTC Systems Integrator, Siemens and Bombardier, came before the Committee to address quality control issues. At the April 9, 2019 PTC working group meeting, the Railroads learned of another problem which the group felt jeopardized PTC compliance by the December 2020 deadline.

Chair Metzger asked the following individuals, who attended the Committee meeting as representatives of the PTC Systems Integrator, to introduce themselves and take seats at the table to respond to questions from the Committee:

Representing Bombardier: Ronald Birkelbach – VP, Head of Rail Control Solutions Region Americas and Anthony DeFrancisco – Senior Project Director, Rail Control Solutions.

Representing Siemens: John Paljug – President, Siemens Mobility Management; Eryn Devola – VP Operations, Siemens Mobility Management; Jeff Balogh – VP Engineering, Siemens Mobility Management; and Paul Eliea – Senior Program Manager, Siemens Mobility Management.

Long Island Rail Road Executive Director-PTC Deborah Chin provided an overview of the March 2019 Joint Metro-North/Long Island Rail Road Committee Meeting PTC Project Update. She discussed project risks and mitigations; working schedule and sequence; budget; software delays; Long Island Rail Road placement of an oversight monitor at the System Integrator's facility in

Pittsburgh; and the establishment of a joint Long Island Rail Road/Metro-North Quality Assurance team to monitor Siemens' Quality Control Plan.

The Board then engaged in a dialogue with representatives of the Systems Integrator in attendance, asking questions about (among other things) equipment manufacturing and failures, quality assurance and control, software recalls, resources and staffing levels, and accountability for delays. Board Members stressed that the Systems Integrator's level of commitment to helping the Railroads achieve full PTC compliance by the December 2020 deadline will be a critical factor in determining the future of their business relationship with the State of New York and the MTA.

The details of the Project Update on PTC are contained in a 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 Executive Director Chin's remarks and the discussion between Board Members and representatives of the Systems Integrator.

METRO-NORTH INFORMATION ITEMS:

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

- Final Review of 2018 Operating Budget Results
- 2018 Annual Ridership Report
- Annual Inventory Report
- Track Program Quarterly Update

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

METRO-NORTH PROCUREMENTS:

One non-competitive procurement was presented to the Committee:

- Board approval to award a five-year (three-year base with two 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. for the service, repair and overhaul of the M-8 railcar heating ventilation and air conditioning (HVAC) units.

Three competitive procurements were presented to the Committee:

- Board adoption of 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.
- Board approval to award an 18-month competitively solicited CTDOT 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 PTC by December 31, 2020.

- Board approval to award a 12-month competitively solicited miscellaneous service contract 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, and design and configure a web-based Geographic Information System (GIS) for Metro-North.

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

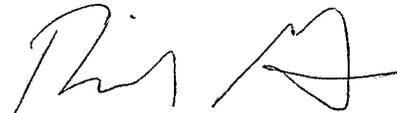
OPERATIONS, PERFORMANCE METRICS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

The details of the Operations, Performance Metrics, 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

April 2019 Committee Minutes –FINAL

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>May 2019</u>	
Summer Service & Track Work Programs	Service Planning
PTC Status Report	Engineering
<u>June 2019</u>	
Diversity/EEO Report – 1 st Q 2019	Administration/Diversity
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Track Work Programs	Service Planning
LIRR/MNR PTC Project Update	President
<u>July 2019</u>	
Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
September Timetable & Trackwork Programs	Service Planning
PTC Status Report	Engineering
<u>September 2019</u>	
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	Administration/Diversity
<u>October 2019</u>	
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	President
November Timetable Change & Trackwork Programs	Service Planning

November 2019

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

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

December 2019

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

Management & Budget
Committee Chair & Members
Administration/Diversity
President

January 2020

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

Committee Chair & Members
Engineering
Service Planning

February 2020

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

Management & Budget
Operations
Operations
Administration/Diversity
Service Planning
President

March 2020

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

Strategic Investments
Engineering
Service Planning
Public Affairs
Engineering

April 2020

Final Review of 2019 Operating Budget Results
2019 Annual Ridership Report
Annual Inventory Report
May Timetable Change & Spring Trackwork Programs
LIRR/MNR PTC Project Update

Management & Budget
Finance/Marketing
Procurement
Service Planning
President

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

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

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

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

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

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.

APRIL 2019

Final Review of 2019 Operating Results

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

2019 Annual Ridership Report

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

2020 Summer Schedule Change

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

MTA Homeless Outreach

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

Project Update on PTC

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

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

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May 2019

PTC Status Report	Engineering
Progress on Way Ahead Strategic Plan	Strategic Initiatives
Accelerated Track Maintenance Report	President/Engineering

June 2019

LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 1 st Quarter 2019	Diversity and EEO

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	Engineering
Diversity/EEO Report – 2 nd Quarter 2019	Diversity and EEO

October 2019

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

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

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

April 2020

Final Review of 2019 Operating Budget Results
2019 Annual Ridership Report
Annual Inventory Report
Track Program Quarterly Update
LIRR/MNR PTC Project Update

Finance
Operations Planning & Analysis
Procurement
Engineering
President

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

MAY 2019

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

LIRR/MNR PTC Project Update

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

Diversity & EEO Report– 1st Quarter 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.

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

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

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.

APRIL 2020 (Joint Meeting with LIRR)

Final Review of 2019 Operating Results

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

2019 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 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.



Long Island Rail Road

Safety Report Highlights

Covert Avenue Grade Crossing Elimination





Long Island Rail Road

Safety Report Highlights

For the reporting period ending March 2019, the average Reportable Customer Injury Rate decreased thirty-four percent from 2.64 injuries per million customers to 1.75 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 25,200 participants through the end of March 2019.

During this reporting period, there was a twenty-two percent decrease in the average Reportable Employee Lost Time Injury Rate. The rate decreased from 3.52 injuries per 200,000 hours worked to 2.74 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

In April, the Covert Avenue Grade Crossing was closed and construction commenced. This is the second of seven grade crossings being eliminated as part of the Mainline Expansion Third Track Project. Urban Avenue Grade Crossing is already closed and under construction. These two crossings are being replaced with two-way grade separated underpasses with pedestrian sidewalks. Five other crossings will be eliminated in this corridor. Main Street and South 12th Street Grade Crossings will be permanently closed. New Hyde Park Road, School Street, and Willis Avenue Grade crossings will be grade separated. The elimination of these seven crossings will enhance safety along this corridor in addition to improving vehicle traffic flow and railroad operations.

Lori Ebbighausen
Vice President
Corporate Safety

March Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019		
FRA Reportable Customer Accident Rate per Million Customers	4.44	2.64	1.75		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.37	3.52	2.74		
	2018		2019		
	March	Year to Date	March	Year to Date	
Grade Crossing Incidents ¹	1	2	0	3*	
Mainline FRA Reportable Train Derailments	0	0	0	0	
Mainline FRA Reportable Train Collisions	1	1	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	
	March	Year to Date	March	Year to Date
First Responders Trained	253	535	217	339
Employee Safety Training Courses	96	242	92	269
Employees Trained	991	2,936	1,356	3,551
Employee Safety Training Hours	27,283	69,122	27,533	73,057
Customer and Community: Focus on Grade Crossings	March	Year to Date	March	Year to Date
Broken Gates	4	18	11	27
MTA Police Details	106	336	232	367
Summons	116	315	271	559
Warnings	48	128	66	158
Arrests	0	0	1	2
Community Education and Outreach	7,936	25,002	6,694	25,207
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		444	53
	C3 Cab		23	100
	C3 Trailer		56	50
	DE/DM		4	9

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.

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

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

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

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Babylon A	0	0	1
Jamaica	0	1	0
Mineola #1	0	0	1
Mineola #2	0	0	1
Woodside 418X	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
Babylon A	0	1
Penn Station	0	2

Definitions:

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



Metro-North Railroad

ENS Emergency Notification System

In case of emergency, look for this blue sign that shows an emergency phone number.



- **Call the number** and give the DOT (*Department of Transportation*) **crossing number** found on the sign to identify your location.
- The sign may be **located** on the crossbuck post or signal post.
- If you cannot locate the ENS sign, **call 911** or **the local police.**

Public Communication for Emergency Notification System



Metro-North Railroad

March 2019 Highlights: Safety Report

On March 25, 2019, Metro-North (MNR) had a grade crossing incident at Corbin Road in Pawling, New York between MNR Train 956 and a tractor trailer. The tractor trailer had a possible mechanical failure resulting in the dump trailer detaching from the truck, causing it to occupy the Corbin Road grade crossing. This resulted in Train 956 striking the dump trailer. As a result of this incident, MNR has increased its customer messaging surrounding the blue Emergency Notification System (ENS) signs found at all grade crossings. The ENS signs provide drivers with emergency information allowing them to immediately notify the railroad for unsafe conditions at grade crossings, such as a vehicle stuck on the tracks. Each grade crossing has a unique U.S. Department of Transportation identifier with an emergency telephone number to call.

The TRACKS (Together Railroads and Communities Keeping Safe) program also continued its partnership with Operation Lifesaver, Inc. (OLI), a non-profit public rail safety, education and awareness organization, by certifying MNR's Safety Education Program Coordinator as an Operation Lifesaver Authorized Volunteer (OLAV) Coach. With an in-house Coach, MNR employees now have the opportunity to become OLAVs directly through MNR and provide TRACKS presentations to our customers. This will help MNR further advance its safety message to our customers and the general public.

MNR continues to see positive trends in reducing employee lost time injuries. For the current 12-month period (April 2018 – March 2019) versus the previous 12-month period (April 2017 – March 2018), lost time injuries per 200,000 working hours were reduced by 14.0%.

MNR also continues to see positive trends in reducing customer reportable injuries. For the current 12-month period (April 2018 – March 2019), the customer reportable injury rate per one million customer rates decreased by 9.4% versus the previous 12-month period (April 2017 – March 2018). The FRA reportable accident rate continues to remain below one reportable injury per million customers (0.77).

Justin R. Vonashek
Vice President
Office of System Safety

March 2019 Safety Report

Performance				
Performance Indicator	12-Month Average			
	April 2016 -March 2017	April 2017 -March 2018	April 2018 -March 2019	
FRA Reportable Customer Accident Rate per Million Customers	1.09	0.85	0.77	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.88	2.85	2.45	
	2018		2019	
	March	Year to Date	March	Year to Date
Grade Crossing Incidents ¹	0	1	1	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2018		2019	
	March	Year to Date	March	Year to Date
First Responders Trained	112	339	141	294
Employee Safety Training Courses	125	236	144	209
Employees Trained	1,293	3,103	1,526	3,156
Employee Safety Training Hours	24,732	75,549	23,350	78,015
Customer and Community: Focus on Grade Crossings	2018		2019	
	March	Year to Date	March	Year to Date
Broken Gates	1	6	1	3
MTA Police Details	128	336	74	213
Summons	31	46	44	165
Warnings	5	5	9	29
Community Education and Outreach	8,505	18,600	1,735	22,015
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	948	99.16%	
Passenger Compartment Cameras	1,085	949	87.47%	

Definitions:

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

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

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

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

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

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

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

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

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

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

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts
Report to the Railroad Committee - May 2019
 Expenditures thru April 2019; \$ in millions

	April 2018			
	EAC Forecast	Budget	Committed	Expenditures
Construction	\$ 7,054.3	\$ 6,880.6	\$ 6,844.7	\$ 5,706.5
Force Account	\$ 959.8	\$ 824.0	\$ 773.5	\$ 683.6
Soft Costs	\$ 2,192.9	\$ 1,892.2	\$ 1,873.8	\$ 1,769.1
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	\$ 351.5	\$ -	\$ -
Total	\$ 11,133.3	\$ 10,335.1	\$ 9,874.4	\$ 8,532.1

† 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	\$471.8	\$12.9*	\$342.3	Dec-2014	Feb-2015	Aug-2018	Jun-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$709.3	\$666.8	\$42.5	\$428.3	Jul-2015	Apr-2016	Jan-2020	Apr-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$265.4	\$263.6	\$1.8	\$247.4	Aug-2011	Aug-2011	Aug-2014	Apr-2019
CQ033: Mid-Day Storage Yard <i>Tutor Perini Corporation</i>	\$326.1	\$313.0	\$13.1	\$177.1	N/A	Apr-2017	Aug-2020	Feb-2021
Harold Construction								
CH058A: Harold Structures - Part 3A: B/C Approach** <i>Skanska USA Civil Northeast Inc.</i>	\$68.7	\$62.8	\$5.9	\$3.1	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	\$597.4	\$9.5***	\$467.1	Mar-2014	Mar-2014	Dec-2019	Jun-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	\$20.2	\$1.7	\$15.2	Jun-2014	Jun-2014	Dec-2019	Feb-2021
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$73.8	\$6.0	\$30.5	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).

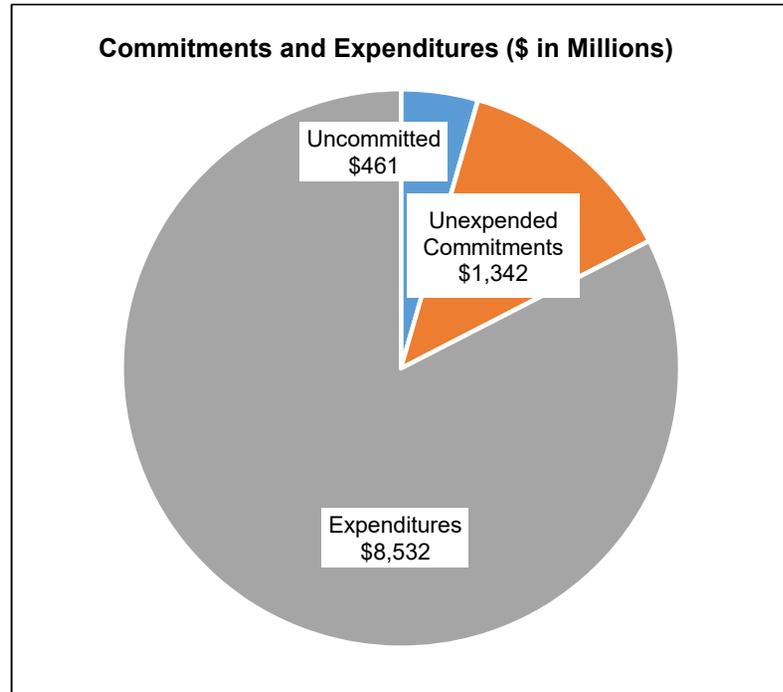
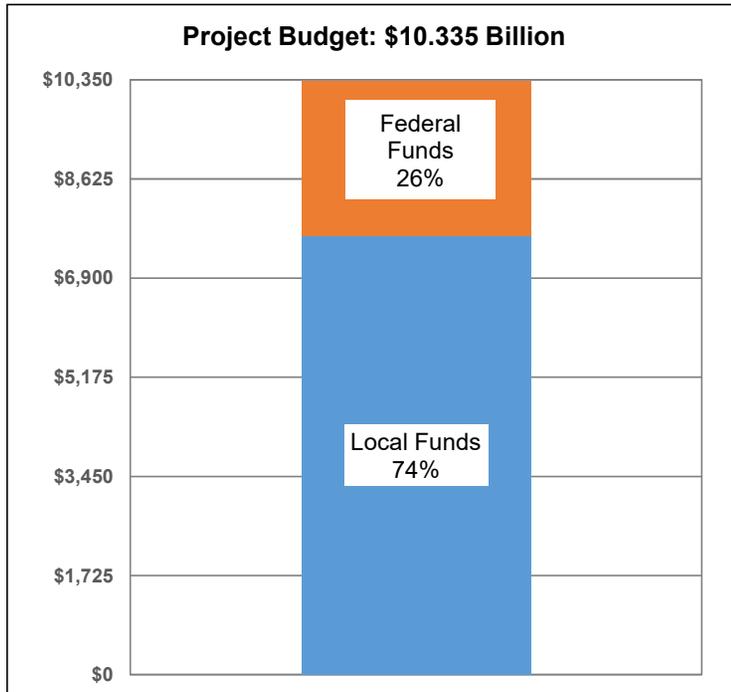
East Side Access Status

Report to the Railroad Committee - May 2019

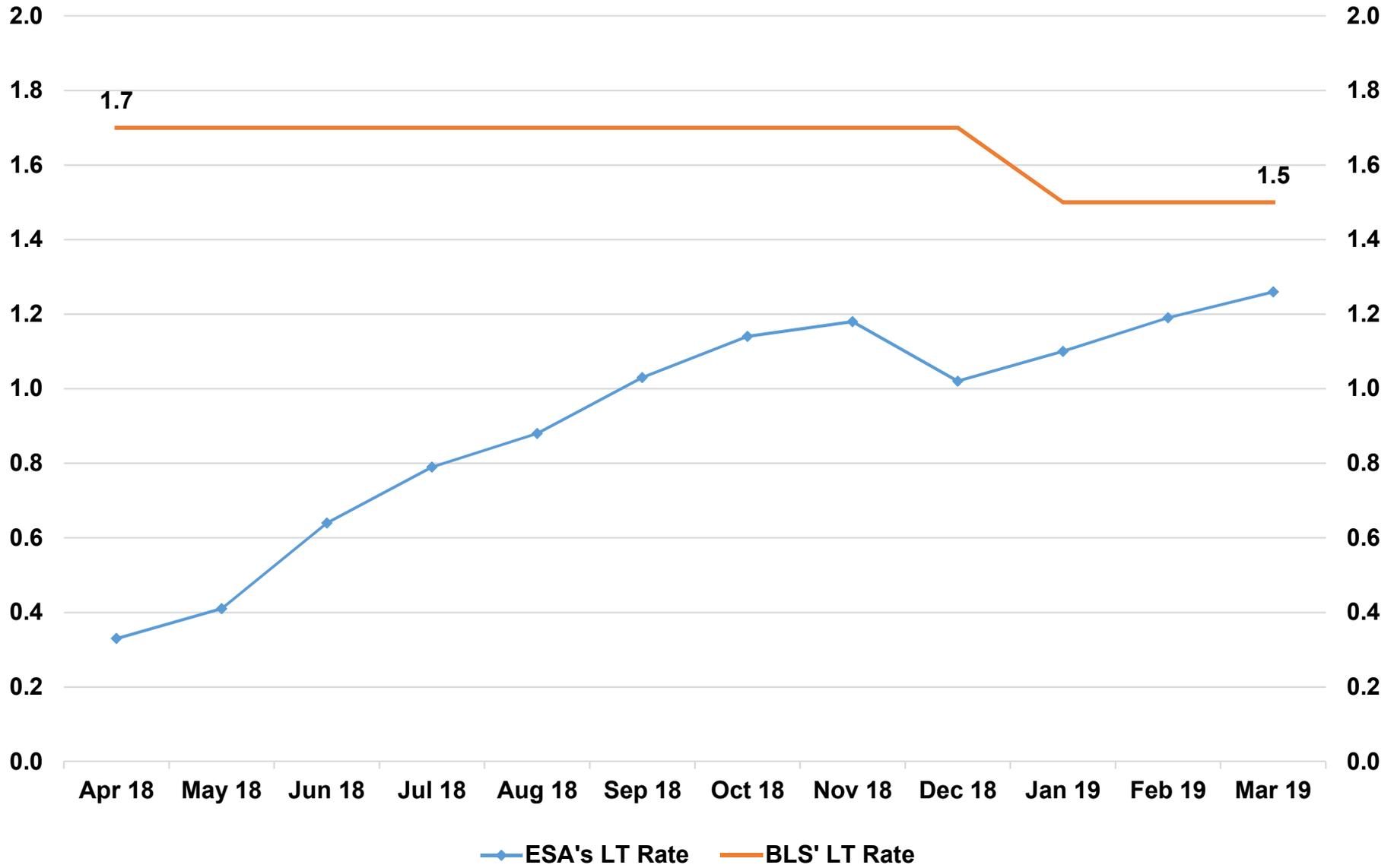
data thru April 2019

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	1,532	1	1,528
2005-2009	2,683	1,697	986	986	2,676	7	2,662
2010-2014	3,251	2,399	852	852	3,160	91	2,883
2015-2019	2,710	2,710	-	-	2,348	362	1,302
Total	\$ 10,335 *	\$ 7,636	\$ 2,699	\$ 2,699	\$ 9,874	\$ 461	\$ 8,532

* April 2018 EAC forecast is \$11.133 billion.



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





POLICE REPORT



Long Island Rail Road

April 2019 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (7 vs 6) for the month of April compared to the same period last year.
- Year to date Long Island Rail Road is down 9 crimes (25 vs 34).
- There were (4) Hate Crimes on Long Island Rail Road for the month of April.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

April 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	1	2	-1	-50%
Burglary	2	0	2	100%
Grand Larceny	2	4	-2	-50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	7	6	1	17%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	2	1	50%
Felony Assault	4	8	-4	-50%
Burglary	3	1	2	200%
Grand Larceny	14	23	-9	-39%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	25	34	-9	-26%



Metro-North Railroad

April 2019 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (9 vs 13) for the month of April compared to the same period last year.
- Year to date Metro-North Railroad is down 21 crimes (35 vs 56).
- There were zero Hate Crimes on Metro-North Railroad for the month of April.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

April 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	2	2	0	0%
Burglary	1	3	-2	-67%
Grand Larceny	3	7	-4	-57%
Grand Larceny Auto	2	0	2	100%
Total Major Felonies	9	13	-4	-31%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	4	-1	-25%
Felony Assault	7	8	-1	-13%
Burglary	5	11	-6	-55%
Grand Larceny	17	33	-16	-48%
Grand Larceny Auto	3	0	3	100%
Total Major Felonies	35	56	-21	-38%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

April 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	1	2	200%
Felony Assault	4	5	-1	-20%
Burglary	3	3	0	0%
Grand Larceny	5	11	-6	-55%
Grand Larceny Auto	2	0	2	100%
Total Major Felonies	17	20	-3	-15%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	7	0	0%
Felony Assault	12	17	-5	-29%
Burglary	8	12	-4	-33%
Grand Larceny	32	56	-24	-43%
Grand Larceny Auto	4	0	4	100%
Total Major Felonies	63	92	-29	-32%

INDEX CRIME REPORT
Per Day Average
April 2019

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	2	1	0
Fel. Assault	4	1	2	1
Burglary	3	2	1	0
Grand Larceny	5	2	3	0
GLA	2	0	2	0
Total	17	7	9	1
Crimes Per Day	0.57	0.23	0.30	0.03



MTA Police Department Arrest Summary: Department Totals

1/1/2019 to 4/30/2019

Arrest Classification	Total Arrests	
	2019	2018
Robbery	6	14
Felony Assault	16	17
Burglary	7	12
Grand Larceny	27	16
Grand Larceny Auto	2	1
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	11	10
Assault-Misdemeanor	32	33
Breach of Peace	8	5
Child Endangerment	2	0
Criminal Contempt	5	4
Criminal Impersonation	6	0
Criminal Mischief	18	18
Criminal Possession Stolen Property	3	8
Criminal Tampering	1	0
Criminal Trespass	23	14
Disorderly Conduct	0	2
Drug Offenses	85	23
DUI Offenses	3	4
Falsely Reporting an Incident	5	0
Forgery	13	21
Fraudulent Accosting	6	1
Graffiti	13	3
Identity Theft	1	0
Issue a Bad Check	2	0
Make Terrorist Threat	0	3
Menacing	6	6
NYC Admin Code	0	2
Obstruct Government	5	4
Petit Larceny	91	66
Public Lewdness	13	6
Reckless Endangerment	2	1
Resisting Arrest	23	15
Sex Offenses	6	6
Stalking	1	0
Theft of Services	100	82
Warrant Arrest	30	50
Weapons Offenses	2	6
Unauthorized Use Vehicle	1	0
Total Arrests	578	456



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - April 2019)

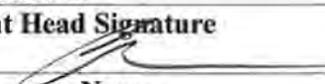
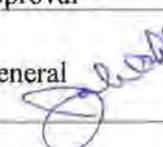
Motivation	2019	2018	Diff	% Change
Asian	0	0	0	0 %
Black	4	3	1	33 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	1	-1	-100 %
Muslim	0	0	0	0 %
Other	0	1	-1	-100 %
Anti-Semitic	5	2	3	150 %
Sexual Orientation	1	0	1	0 %
White	0	0	0	0 %
Motivation Total	10	7	3	42 %

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	1	1	0	0 %
Felony Assault	1	0	1	0 %
Misdemeanor Assault	0	1	-1	-100 %
Criminal Mischief #3	1	0	1	0 %
Criminal Mischief #4	7	5	2	40 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	10	7	3	42 %



CAPITAL CONSTRUCTION

ACTION ITEM

Subject East Side Access and Regional Investments Budget Transfer						Date May 9, 2019			
Department Finance						Vendor Name NA			
Department Head Name Adam Rosenbloom						Contract Number NA			
Department Head Signature 						Contract Manager Name NA			
Project Manager Name						Table of Contents Ref # NA			
Board Action									
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LIRR & MNR Joint Committee	5/20/19	X			2	EVP & General Counsel 	3	 President
2	MTA Board	5/22/19	X			1	Chief Operating Officer		

Background

The New York State Department of Transportation (NYSDOT) and MTA, as its subgrantee, has a \$763,870,448 Regional High-Speed Intercity Passenger Rail Project (“HSIPR”) grant (FR-HSR-0065-11-01-03, as amended on June 13, 2017) with the FRA, of which \$294,781,579 was FRA funding. The East Side Access Project (“ESA”) funded the construction in support of the Westbound Bypass and Eastbound Reroute, consisting of the construction of retaining walls, the Westbound Bypass bridge and signal system as well as associated support costs, as 100% locally funded expenditures, utilizing funds from the ESA 2000-2004, 2005-2009 and 2010-2014 ESA Capital Programs.

It was subsequently determined, after a review by MTACC and its funding partners (FTA, FRA and NYSDOT), as well as MTA Headquarters, that the Westbound Bypass and Eastbound support work was eligible for FRA funding from the HSIPR grant. The expenditures were, therefore, linked to the HSIPR grant (and the grant was spent down to reflect these expenditures).

Proposed Action

MTACC is seeking approval to transfer \$110.651M of East Side Access (“ESA”) Project budget (and associated expenditures) under the 2000-2004, 2005-2009 and 2010-2014 Capital Programs to the Regional Investments Project 2015-2019 Capital Program, to reflect the funding of the work through the HSIPR grant. At the same time, to reimburse ESA for the reductions in its earlier Capital Program budgets, the same amount, \$110.651M, will be transferred from the Regional Investments Project 2015-2019 Capital Program budget to the ESA Project’s current 2015-2019 Capital Program budget.

This will accomplish two goals: (1) The \$110.651M used to fund the Westbound Bypass and Eastbound Reroute work will now be recorded as an expenditure under the Regional Investments Project, funded by the HSIPR grant, and (2) the \$110.651M in locally sourced funds, previously budgeted in earlier ESA Capital Program budgets to fund this work will now be available in the current ESA Capital Program budget to fund other ESA activities.

As a result of these transfers, there will be a net zero change to the budgets of both the ESA and Regional Investments Project, a net zero change to the approved local funding of both the East Side Access Project and the Regional Investments Project, and the share of federal funding of each project will be unchanged.

Impact on Capital Programs

The specific transfers to be made are set forth below:

East Side Access	Total Budget	Transfer	Revised Budget
2000-2004	\$1,500.00M	(\$0.230M)	\$1,499.77M
2005-2009	\$2,672.28M	(\$51.968M)	\$2,620.31M
2010-2014	\$3,251.36M	(58.451M)	\$3,192.91M
2015-2019	\$2,709.81M	+\$110.651M	\$2,820.46M

Regional Investments	Total Budget	Transfer	Revised Budget
2000-2004	\$0.00M	\$0.00M	\$0.00M
2005-2009	\$0.00M	\$0.00M	\$0.00M
2010-2014	\$397.78M	\$0.00M	\$397.78M
2015-2019	\$203.13M	+\$110.651M: From ESA (\$110.651M): To ESA	\$203.13M
		\$0.0M	



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

May 2019
Joint MNR/LIRR Committee Meeting
PTC Project Update

May 20, 2019



Status of Railroad Demands on Consortium

- Leadership
 - SI made several leadership changes
 - SI project team reorganization

- Additional resources
 - SI conducted a non-advocate review to meet the deadline.
 - The SI is boosting systems integration expertise June 1st start date

- Executive assurance of mutual cooperation within the Consortium

- Third party systems integrator to review the SI's work (June timeframe)

- Public reporting of project progress
 - Monthly PTC project dashboard with weekly updates
 - Probability figures showing SI's confidence in meeting the 2020 deadline
 - May progress report posted on the MTA website



Status of Railroad Demands on Consortium (cont'd.)

- Immediate correction of QA/QC issue with undercar antenna scanner assembly
 - SI increased QA and manufacturing staff in the factory; full staffing will be in place by end of May
 - SI added field staff to support Railroad installations
 - SI committed to an equipment delivery schedule approved by the Railroads – currently on track.
 - Placement of third party QA monitor in manufacturing facility – target at end of May
 - SI agreed to perform additional environmental testing
- FRA conducting weekly NEC update meetings
 - Organized a meeting with Siemens and all NEC Railroads affected by recall
 - MNR, LIRR, MBTA, Amtrak, SEPTA, Pan Am, NJT



LIRR/MNR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"> <li data-bbox="464 524 1896 613">❑ LIRR successfully completed FRA required 135 RSD runs on the Port Washington branch. <li data-bbox="464 678 1917 768">❑ MNR successfully completed FRA required 110 RSD runs between Tarrytown and Croton-Harmon. <li data-bbox="464 833 1917 979">❑ The deliveries of system software releases due in May (MNR) and June (LIRR) remain on schedule. No impact to meeting the PTC deadline anticipated pending the successful field testing of this release. <li data-bbox="464 1044 1864 1182">❑ Future software releases still have the potential to impact the Railroads' schedules; however, both Railroads remain on target to implement PTC across their respective territories by December 31, 2020.
Budget	<p data-bbox="464 1214 863 1263">\$1.037B (MNR/LIRR)</p> <p data-bbox="464 1287 1906 1385">Due to the 2 year extension, LIRR requires an additional \$30.4M, and MNR requires an additional \$12M to complete the project.</p>



Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	SI Delivery of System Software Release 3.5	May(MNR)/ June(LIRR) 2019	<p>Issues:</p> <ul style="list-style-type: none"> This release is required to successfully exit RSD on the Port Washington pilot line (LIRR) and Hudson pilot Line (MNR) to go into ERSD. <ul style="list-style-type: none"> Provides proper implementation of TSRs Improves braking profile to allow precision stopping at red signals Corrects specific software variances for FRA compliance and operational efficiency <p>Impacts:</p> <ul style="list-style-type: none"> Delays in the delivery of this software release will delay ERSD on Hempstead, Port Jefferson, Far Rockaway, Long Beach for LIRR and Danbury and Hudson lines for MNR Delays risk the timely delivery of System Software Release 3.6 Potential to impact full PTC deployment by deadline on December 31, 2020. <p>Drivers: The SI,</p> <ul style="list-style-type: none"> Requires an OBC update Requires an office subsystem update to correct performance Requires Systems Integration/PM Requires System Software FAT Requires better variance tracking/management <p>Mitigations:</p> <ul style="list-style-type: none"> Utilize approved LIRR Signal Engineer to support testing/RSD to ensure proper functionality Test on multiple shifts/weekends to get ahead of the schedule

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



Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	<p style="text-align: center;">Complete Design for Back to Back Interlockings and Delivery of System Software Release 3.6 (LIRR only)</p>	<p style="text-align: center;">Sept 2019</p>	<p>Issues:</p> <ul style="list-style-type: none"> This software release includes the design for back-to-back (b2b) interlockings which supports ERSD on non-pilot segments with the exception of Harold and Valley. This impacts 22 locations on LIRR. <p>Impacts:</p> <ul style="list-style-type: none"> Delays in the delivery of this software release will delay ERSD Risk to full PTC deployment by deadline on December 31, 2020 <p>Drivers: The SI,</p> <ul style="list-style-type: none"> Requires finalization of b2b requirements to start design Requires updated Transponder designs Requires additional resources Requires updated OBC Software Requires dedicated technical staff and leadership <p>Mitigations:</p> <ul style="list-style-type: none"> LIRR's complex infrastructure does not allow them to eliminate b2b locations (MNR had three b2b locations and modified their operations to eliminate this technical risk). Incremental development and testing of OBC software to identify issues earlier in the development phase.

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



Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<p style="text-align: center;">Complete Design for Interoperability and Delivery of System Software Release 3.7</p>	<p style="text-align: center;">Jan 2020</p>	<p>Issues:</p> <ul style="list-style-type: none"> This software release includes the design for a safety server interface for interoperability with Amtrak at Harold for LIRR and New Haven, New Rochelle, Spuyten Duyvil, Poughkeepsie for MNR. Also includes the design for b2b interlockings to support ERSD for Valley and Harold. <p>Impacts:</p> <ul style="list-style-type: none"> Delays in the delivery of this software release will delay interoperability with Amtrak Risk to full PTC deployment by the PTC deadline on December 31, 2020. LIRR will not have the necessary test data to support the full FRA approval of their PTC safety plan. <p>Drivers:</p> <ul style="list-style-type: none"> Revise STS safety server design Develop wayside design for Harold Shared operations of Harold area with Amtrak <p>Mitigations:</p> <ul style="list-style-type: none"> Obtain early agreement with Amtrak to incorporate their database into LIRR safety server to eliminate line boundary issues and allow sufficient time for software development. Modify STS-STS safety server interface design with Amtrak to align with the rest of the NEC Corridor so as not to have a one-off design. Return of former SI LIRR Lead Systems Integrator to specifically focus on interoperability design efforts.

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



Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Change in Leadership and Additional Resources	Sept 2019	<p>Issues:</p> <ul style="list-style-type: none"> The aggressive working schedules for both Railroads requires additional resources and leadership to ensure that the SI meets their schedule commitments to meet PTC deadline. <p>Impacts:</p> <ul style="list-style-type: none"> Without appropriate leadership, project priorities and areas of concern are not being properly attended to, and this delays timely decisions. Failure to add resources will delay the progress of design, software development, testing, V&V, Safety, and other support functions to ensure that the project stays on schedule to meet the PTC deadline. <p>Drivers:</p> <ul style="list-style-type: none"> Both Railroads require dedicated staff and leadership due to diverging needs Contractually filled positions approved by the Railroads are not being properly utilized to support the project due to scope of supply issues within Consortium MNR requires onsite Systems Engineering support to troubleshoot failures. Dedicated staff should be allocated to interoperability, b2b design Co-locating Siemens and BT in the Integrated System Lab would streamline troubleshooting and decision making. Phased delivery of software requires the Railroads to plan ERSD based on availability of software <p>Mitigations:</p> <ul style="list-style-type: none"> Railroads are filling in gaps in expertise in areas of signaling and railroad operations to support factory and field testing.

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



Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Deployment of on-board software across the fleet multiple times	June 2019	<p>Issues:</p> <ul style="list-style-type: none"> Based on the SI's software release plan, multiple OBC software releases will require LIRR/MNR to deploy software across the entire fleet at least 2-3 times. <p>Impacts:</p> <ul style="list-style-type: none"> The time it takes to upload software will inhibit the Railroads' ability to test and deploy PTC system-wide without impacting the project schedule. This has potential to impact the PTC deadline. <p>Drivers:</p> <ul style="list-style-type: none"> The time it takes to load software is about 4 hours per car based on current procedures. <p>Mitigations:</p> <ul style="list-style-type: none"> SI to provide support to Railroads to deploy OBC/MCM software across fleet SI to streamline the Communications software upload procedure with a script to allow Railroad staff to perform the software uploads more efficiently. 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. SI to provide additional laptops so Railroad staff can support the upload process to support the project schedule while a faster method is implemented.

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



Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	<p style="text-align: center;">Timely and reliable repair of all undercar antenna scanners</p>	<p style="text-align: center;">Sep 2019</p>	<p>Issues:</p> <ul style="list-style-type: none"> The SI may not have fully resolved the undercar antenna scanner issue and may not be able to deliver the required number of repaired units to MNR & LIRR to support their ERSD schedule. <p>Impacts:</p> <ul style="list-style-type: none"> Delays in the delivery of the units will require MNR & LIRR to perform installations under a more aggressive schedule putting a strain on internal resources. Impact full PTC deployment by the PTC deadline on December 31, 2020. Limit the opportunity to identify any reliability problems prior to the deadline. <p>Drivers:</p> <ul style="list-style-type: none"> Siemens to re-evaluate all their manufacturing, assembly, testing, QA procedures to avoid repeat situation. Siemens to increase the number of test stations and ramp up to full staff by third week of May. Siemens to meet their delivery commitments on a weekly basis to provide sufficient time for Railroads to perform re-installations. <p>Mitigations:</p> <ul style="list-style-type: none"> Placement of a third party QA monitor at SI's expense in their manufacturing facility in Pittsburgh to conduct a deep dive of the process/procedural improvements implemented by Siemens, and establish an audit program to ensure procedures are being followed. Joint LIRR/MNR QA oversight/surveillance and tracking will closely monitor equipment failures to ensure system level reliability/functionality of repairs.

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



LIRR/MNR Undercar Delivery Progress

Long Island Rail Road

	April	May	Jun	Jul	Aug	Sept	Oct	TOTAL
Delivery Forecast	40	125	100	175	280	140	116	976
Delivery Actuals	40	38						
Cum Delivery Total	40							

Metro North Railroad

	April	May	Jun	Jul	TOTAL
Delivery Forecast	40	120	120	96	376
Delivery Actuals	40	13			
Cumulative Delivery Total	40				

LIRR Monthly Project Update (thru April 2019)

- Completed the required 135 RSD runs on the Port Washington branch.
- Completed subsystem FATs prior to systems integration for Release 3.5.
- Started System Software Release 3.5 Pre-FAT and on target to start FAT on May 20th.
- Completed Site Performance Testing (SPT) for Oyster Bay and Hempstead.
- Completed Site Installation Testing (SIT) on Hempstead, Oyster Bay, Far Rockaway lines.
- Commenced RSD on Babylon to Patchogue pilot segment.
- Completed first review of PTC Safety Plan with FRA on April 8.
- Continue to prepare for type testing of LIRR fleet on AMTRAK territory for interoperability.
- Finalized safety server interface for interoperability between MTA and Amtrak.
- Continued discussions with AMTRAK and their PTC supplier on an interoperability design. Still on target to finalize a way forward by end of May.
- RRs approved the SI's Back-to-Back (b2b) Use Cases. The SI commenced design of these segments.

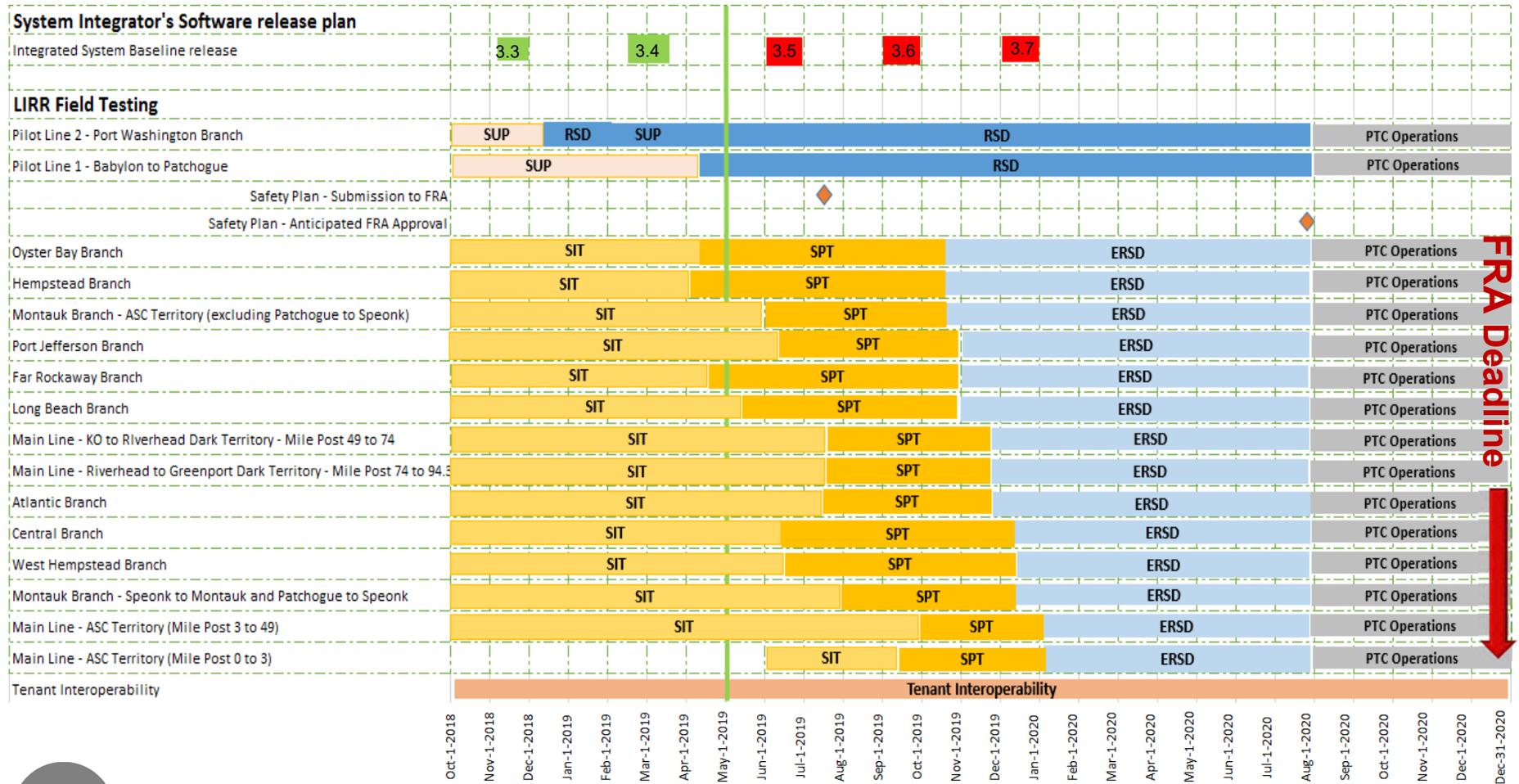


LIRR Working Schedule and Sequence

Started RSD on Babylon to Patchogue pilot segment in Apr 2019

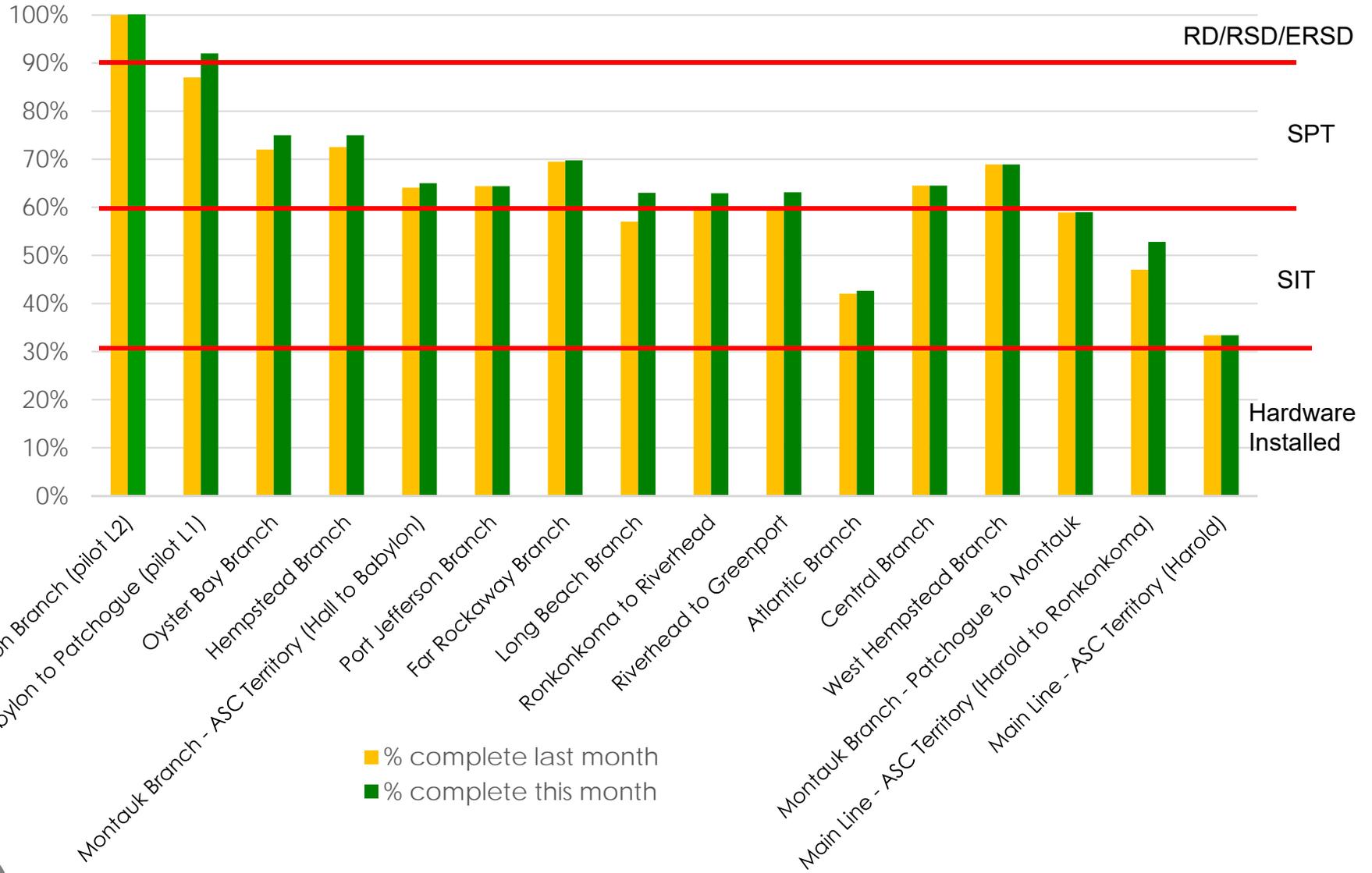
Start ERSD in October 2019

Last non-pilot segment in ERSD in Jan 2020



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

LIRR Segment RSD Readiness (Previous vs Current Month)



■ % complete last month
■ % complete this month

SIT = Site Installation Tests
 SPT = Site Performance Testing
 RD/RSD/ERSD = Repeatability Demonstration/Revenue Service Demonstration/Extended RSD



MNR Monthly Project Update (thru April 30, 2019)

- As of March 1, 2019, MNR completed 110 RSD successful trips between Tarrytown and Croton-Harmon per FRA requirement – Major milestone accomplished.
- Danbury Branch:
 - Completed Radio Case and Site Installation Testing.
 - Started Site Performing Testing (SPT)
- Hudson Line (Tarrytown – Croton Harmon RSD Segment)
 - Completed transponder upgrades to include interoperability functions for Amtrak/CSX.
 - Completed Radio Cases (Frequency update, Field Mods, Configuration Changes).
 - Successfully completed System Integration regression testing with software release 3.5.1

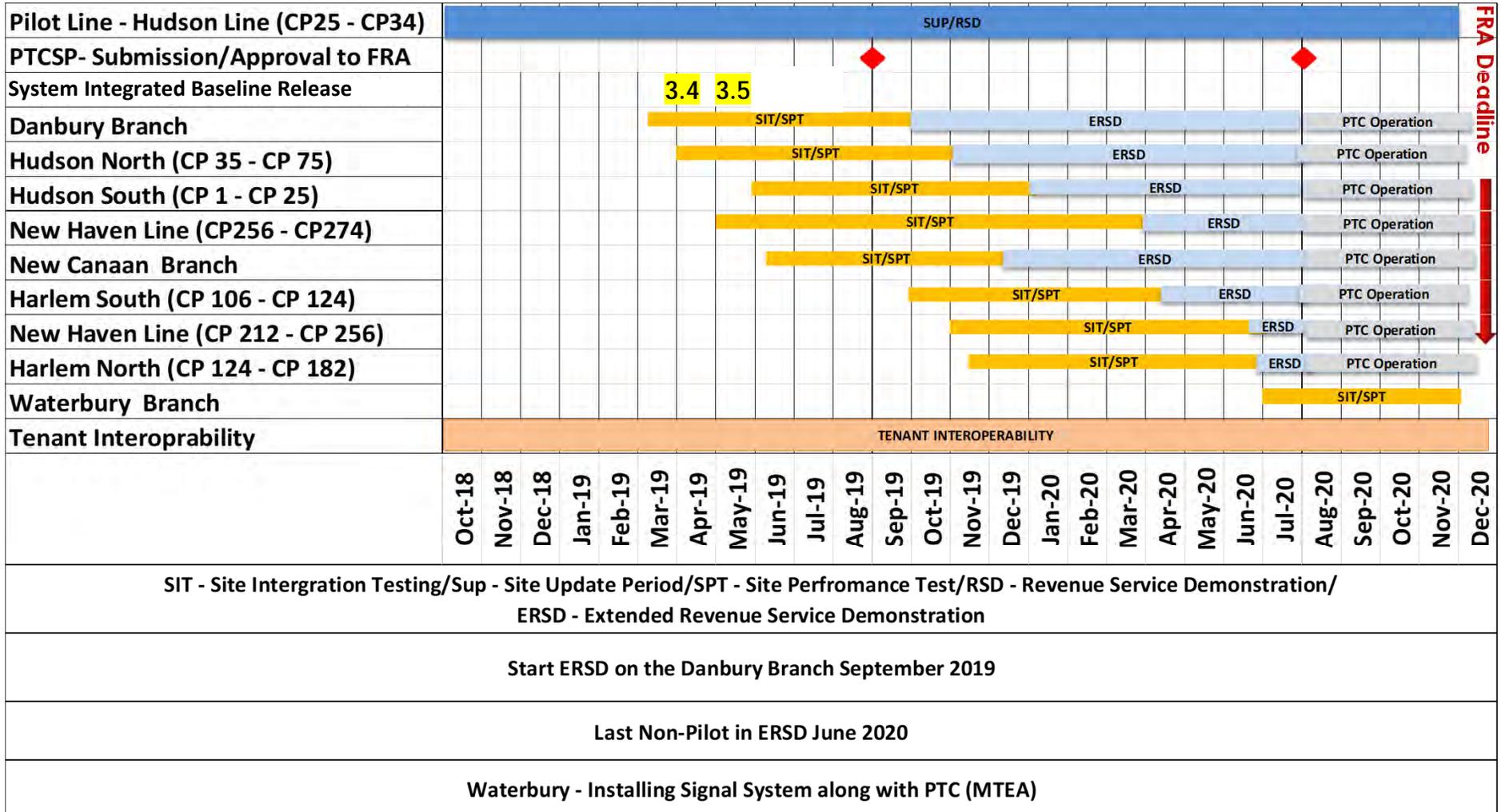


MNR Monthly Project Update (thru April 30, 2019)

- Working with NJT to perform Site Performance testing in multiple segments on the Port Jervis.
- Continues to operate Civil Speed Enforcement (CSE) on all rolling stock.
- Successfully performed interoperability testing with CSX and AMTRAK to operate in the RSD segment.
- Acquired additional Spectrum and filed for the necessary waivers with FCC.
- Received a complete draft of the PTCSP and under review.



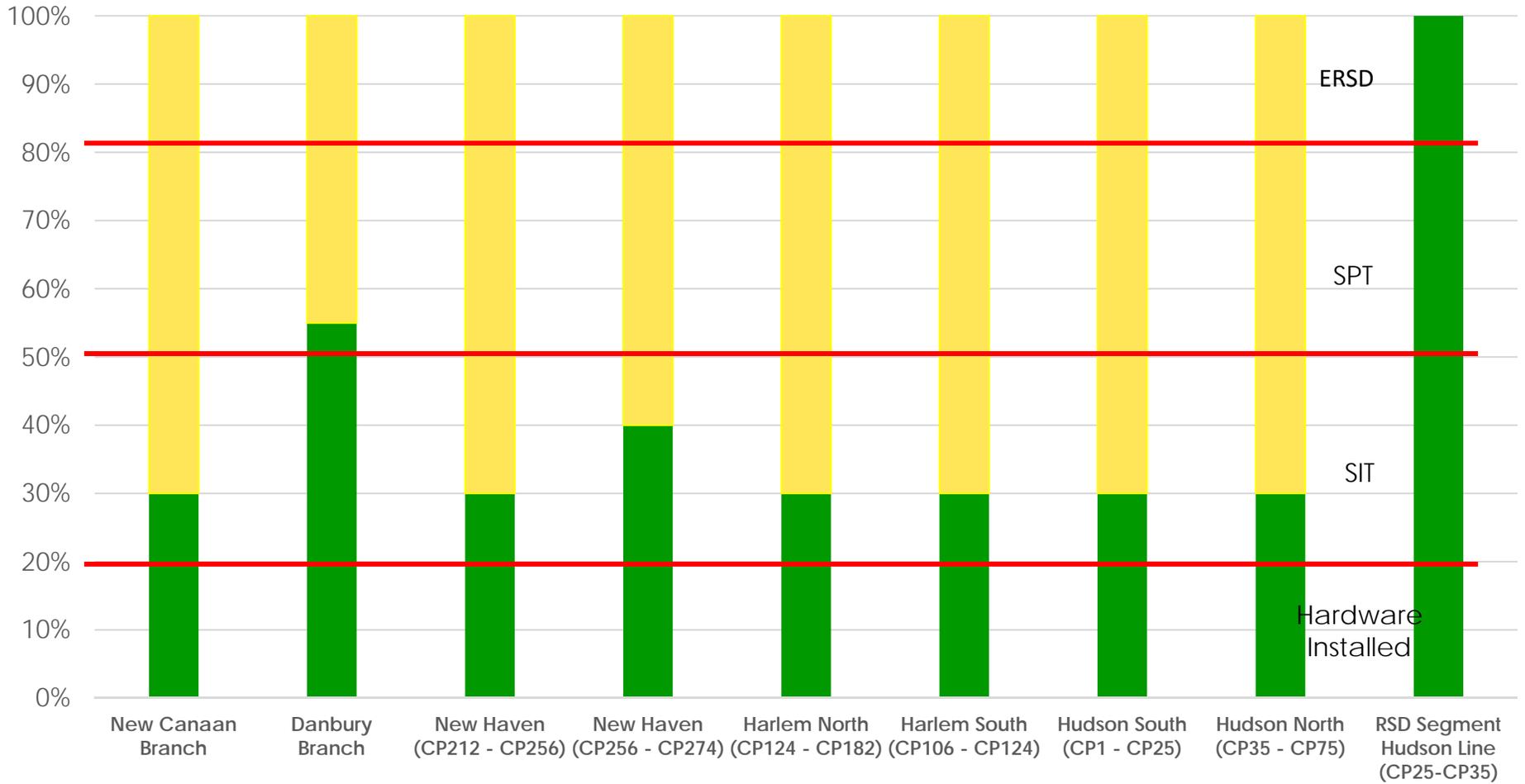
MNR Working Schedule and Sequence



FRA Deadline



MNR Segment RSD Readiness



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



■ % complete ■ Remaining

Slide 18

AA1

LIRR slide says RSD Readiness. MNR slide says PTC Readiness

Arenth, Andrew, 2/13/2019

LIRR PTC Timeline and Look-ahead

Apr 2019

- ✓ SI completed Office 3.5 Factory Acceptance Test (FAT).
- ✓ SI delivered OBC S5 software for field testing.
- ✓ Started RSD runs on Babylon to Patchogue pilot segment (L1)
- ✓ Completed required FRA runs on Port Washington pilot.
- ✓ Completed Site Performance Tests on Oyster & Hempstead branches

May 2019

- ❑ SI to start OBC S5B regression test, OBC S6 software & Baseline 3.5 FATs and field testing.
- ❑ Complete RSD runs on Babylon to Patchogue pilot segment (L1)

Jun 2019

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

Jul 2019

- ❑ Submit PTC Safety Plan to FRA for approval.



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

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 (cont'd.)

April 2019

- ✓ System baseline 3.5 Factory Acceptance Testing (FAT) regression testing completed
- ✓ Completed SUP/SPT testing between Tarrytown – Harmon segment (Office 3.5/OBC S5A).
- ✓ Continue Installing and testing Cellular connectivity on the Hudson Line.
- ✓ Completed Radio Case configuration and SIT – Danbury Branch.

May 2019

- Resume ERSD 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
- Program Civil Speed Transponders to full PTC package – Hudson Line (Harmon – Poughkeepsie).
- Schedule interoperability testing with P&W on the Danbury Branch



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

June 2019

- Continue performing SPT on the Danbury Branch
- Begin Radio Case Site installation Testing (SIT) – Hudson Line (Harmon – Poughkeepsie).
- Complete programming Civil Speed Transponders full PTC package – Hudson Line (Harmon– Poughkeepsie)
- Perform transponder SIT to confirm linking distances, PTS - Hudson Line (Harmon – Poughkeepsie).

July 2019

- Program Civil Speed Transponders to full PTC package – New Canaan Branch.
- Perform transponder SIT to confirm linking distances, PTS - New Canaan Branch.
- Begin Radio Case Site installation Testing (SIT) – New Canaan Branch.

August – 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.





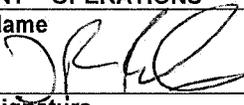
Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



Subject SUMMER SERVICE & TRACKWORK PROGRAMS						Date April 26, 2019			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name 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	5/20/19				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 implement seasonal Summer service improvements, and to adjust schedules to support trackwork programs.

SUMMER SERVICE CHANGES

Annual Summer Service Schedule Adjustments

- While summer service partially resumed on May 4 with the seasonal restoration of one additional weekend roundtrip to Montauk and two additional weekend Ronkonkoma-Greenport roundtrips, full summer service resumes starting May 24, 2019. Key changes include the following:
 - Extra Friday getaway trains, including the famed *Cannonball* from Penn Station to Montauk along with three additional extra trains to Montauk, and one additional service opportunity to Greenport. The Greenport extra, the *Cannonball* and two other of these extra Montauk trains will also operate on Wednesday, July 3, for the Independence Day holiday.
 - An extra Friday night train from Greenport, making stops from Greenport to Ronkonkoma, then Jamaica, where connections to Western terminals will be available. This train will also run on Wednesday, July 3.
 - On Fridays, two extra trains will operate to Patchogue, operating in advance of two through Montauk trains. The extra trains will make stops at Bay Shore, Sayville and Patchogue and provide relief of crowding on the through trains to Montauk. The first extra will depart Jamaica at 8:08 AM for Patchogue after receiving connections from Western terminals. After operating to Patchogue, the train will then return to Babylon, where it will connect with an extra train from Penn Station and make another trip to Patchogue at 12:02 PM. On Fridays when these two extra relief trains operate, the Montauk through trains will **not** stop at Bay Shore or Sayville.

Customers wishing to travel from Bay Shore or Sayville to points east on either of those trains will use the extra train from their station and transfer at Patchogue to the through Montauk train.

- Five additional westbound service opportunities from the Hamptons/Montauk on Sundays and Holidays, including the Westbound *Cannonball* to Penn Station, and one train serving Hunterspoint Avenue and Long Island City on Sunday & Holiday evenings.
- One additional midday weekday service opportunity to and from Speonk.
- One additional westbound service opportunity on Monday mornings from Montauk to Hunterspoint Avenue. This additional train will also operate on Tuesday, May 28th and Tuesday, September 3rd.
- Three extra weekend beach roundtrips between Penn Station and Long Beach.
- Weekend Freeport extra trains, serving dual-purpose as Jamaica connections to/from Montauk Branch diesels, and allowing transfer to buses for Jones Beach.
- The South Fork Commuter Connection, three roundtrips operating on the East End of the Montauk Branch, begins Summer Schedules, with no service on Fridays, May 24 through August 30, or on Wednesday, July 3.
- An early morning weekday eastbound train from Ronkonkoma to Greenport, which operates as an equipment train during the off-season, will carry passengers for the summer travel season, allowing an additional service opportunity for those going out to the fishing boats or spending a morning on the North Fork.

SPECIAL EVENT PROGRAM

(Short-term event requiring a special program)

- **Belmont Stakes Race – Belmont Park, June 8, 2019** – The Belmont Stakes, the third race in the series that makes up racing’s famed “Triple Crown,” takes place on Saturday, June 8, at Belmont Park, a special event station on the LIRR. The event brings in very large crowds, with the LIRR typically carrying up to 35,000 customers when the possibility of a Triple Crown exists, and a still-robust 15,000-20,000 when there is no Triple Crown possibility. The LIRR will run more than 20 extra trains in each direction to serve patrons of the event, taking cars off the road and making for a great day out for horse racing fans. In order to accommodate the staging and operation of these extra trains, some service changes on our Hempstead Branch are necessary. Hempstead Branch service will be reduced from hourly to two-hourly on the afternoon and evening of June 8 to allow single track operation on the branch, with the other track used for the staging of Belmont Stakes trains. Similarly, eastbound train service at Hollis and Queens Village will be replaced with buses during this time frame as the eastbound local track will be used for Belmont Stakes operations.

TRACK WORK PROGRAMS

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

- **Main Line Expansion Project: Cherry Lane Bridge Replacement** – On the weekend of June 1-2, both Main Tracks of the Main Line between Mineola and Hicksville will be out of service for a period

of approximately 48 hours to support the replacement of the Cherry Lane Bridge as part of the Main Line Expansion Project.

○ **Service Impacts:**

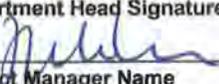
- Eastbound, hourly MU service will operate between Penn Station and Mineola, and two-hourly Oyster Bay Branch diesel service will operate between Jamaica and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Bethpage through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington and Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson.
- Westbound, hourly electric MU service will operate between Mineola and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and Jamaica. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Bethpage, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals.
- *Extra trains have been added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
- *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, Hempstead, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*
- *Carle Place and Westbury customers will be accommodated by train service at Mineola on this weekend.*

Public timetables and other informational material will be issued providing details of service.

IMPACT ON FUNDING

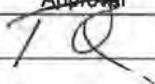
Funding for these projects is contained in the Long Island Rail Road Operating and Capital budgets.

Staff Summary

Subject LEASE AGREEMENT FOR LAWRENCE STATION
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name RAYMOND SMYTH

Date MAY 20, 2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	5/20/19	X		
2	Board	5/22/19	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Development Officer		
3	Chief of Staff		
4	Chief Financial Officer		

AGENCY: MTA Long Island Rail Road ("LIRR")
 LESSEE: Off the Diet LLC
 LOCATION: Lawrence Station, Far Rockaway Branch, Nassau County
 ACTIVITY: Lease of station building for a restaurant
 ACTION REQUESTED: Authorization to enter into lease agreement
 TERM: Ten years
 SPACE: 1,280± square feet
 COMPENSATION: \$21,600 for lease year 1 with 3% annual increases through lease year 10

COMMENTS:

On July 27th, 2018, a Request for Proposals (RFP) was issued for the leasing of LIRR station buildings in Woodmere, Riverhead, Douglaston, and Lawrence. The RFP solicited interested parties seeking to re-purpose the station buildings into retail use. Respondents could submit proposals on one, multiple, or all the locations.

One proposal was received for the Lawrence Station building. Off the Diet LLC proposed a base term of 10 years with starting rent of \$21,600 (\$16.88 per square foot) with 3% annual increases. At a 7% discount rate, the net present value of the rent proposed by Off the Diet LLC is \$171,081. In addition, Off the Diet LLC has proposed to make capital improvements costing \$433,000 to the station building. While the fair market rental value estimated by an independent appraisal for the entire station building was higher than the base rent proposed by Off the Diet LLC, the MTARED has determined that the proposed transaction will yield to LIRR the fair market value, which takes into account the immediate and continuing value to LIRR of certain permanent improvements, including upgrades to the utility systems and the renovation of the current waiting room that the tenant will pay for.

Baruch Tanami, the co-owner of Off the Diet, LLC, owns and operates Tanami's Falafel located in downtown Lawrence. He plans to relocate his restaurant to the Lawrence station building. Mr. Tanami has a strong local following and a substantial catering clientele. Irving Langer, Mr. Tanami's business partner in the venture, will provide a limited guaranty of tenant's obligations under the lease.

Mr. Tanami and Mr. Langer propose to re-purpose the station building into a full-service restaurant serving breakfast, lunch, and dinner. Menu items include shawarma, falafel, and schnitzel. Minimum hours of operation will be 6am-4pm

Staff Summary

FINANCE COMMITTEE MEETING

LEASE AGREEMENT FOR LAWRENCE STATION BUILDING (Cont'd.)

from Sunday through Thursday although the tenant expects to extend its hours of operation until 10pm on those days. The tenant will not be required to operate on Fridays or Saturdays. The proposed capital investment includes full renovation of the current waiting room and installation of kosher kitchens within the building. Off the Diet LLC will be responsible for maintaining a waiting room for LIRR customers within the building during weekdays. In addition to the rent, the tenant will have maintenance responsibilities within the building.

Based on the foregoing, MTA Real Estate requests authorization for LIRR to enter into a lease agreement with Off the Diet LLC on the above-described terms and conditions.



Metro-North Railroad

Information Items

MNR & LIRR Committee Meeting
May 20, 2019

Way Ahead **MOVING FORWARD TOGETHER**

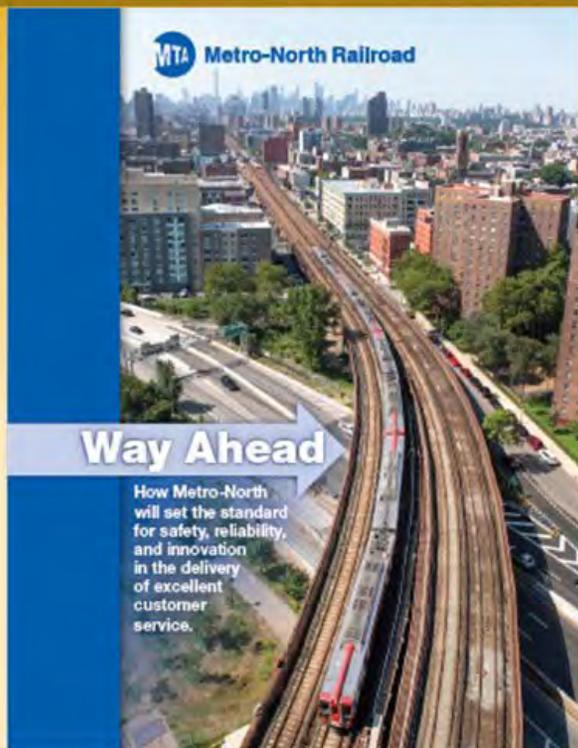
6 Month Progress Report



Metro-North Railroad



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



see the plan at mta.info/mnr

We are realizing this vision through the following strategies:

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

Way Ahead

Putting Customer & Employee Safety First

If you need to talk, we're here to listen.

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

With **Help**, Comes **Hope**

SUICIDE PREVENTION
TRACKS
CRISIS TEXT LINE

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

SUICIDE PREVENTION
TRACKS
CRISIS TEXT LINE

- ✓ Expanding our TRACKS Program
 - Over 100,000 reached in 2018
 - 105,000 goal for 2019
- ✓ All 103 MNR railroad crossings now identified in WAZE app
- ✓ Enhanced grade crossings with LEDs
- ✓ Continued PTC roll-out and progress
- ✓ Strengthened Employee PPE Program
- ✓ Expanded Communications Skills Training
 - Trained 1100+ operations employees

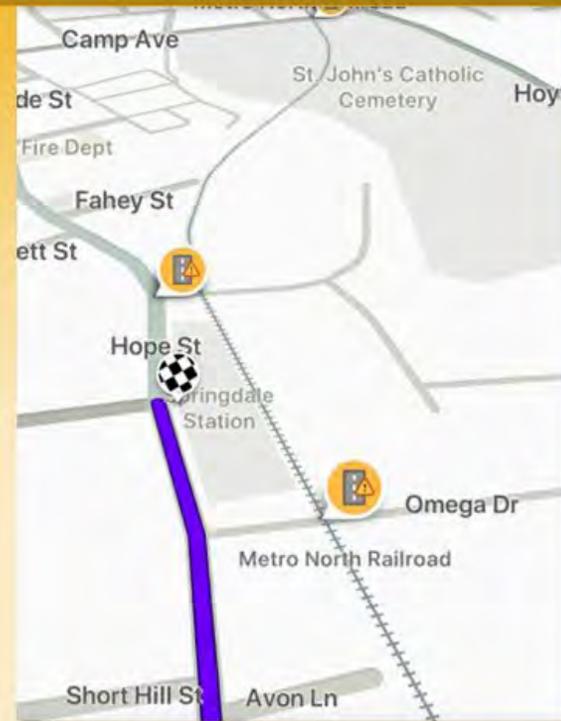
Way Ahead

Launched *TRACKS* Safety Poster Contest



Way Ahead

Improved Grade Crossing Safety



✓ 78 of 81 active crossings now have LEDs and all 103 crossings are in WAZE

Way Ahead

Improving Our Customers' Day-to-Day Experience

- ✓ Station Ambassadors at 6 busiest stations
- ✓ Cleaner stations
- ✓ Fordham Station stop for New Haven Line trains
- ✓ Major station improvements
- ✓ Accessibility improvements
- ✓ Right-of-Way clean-up in the Bronx



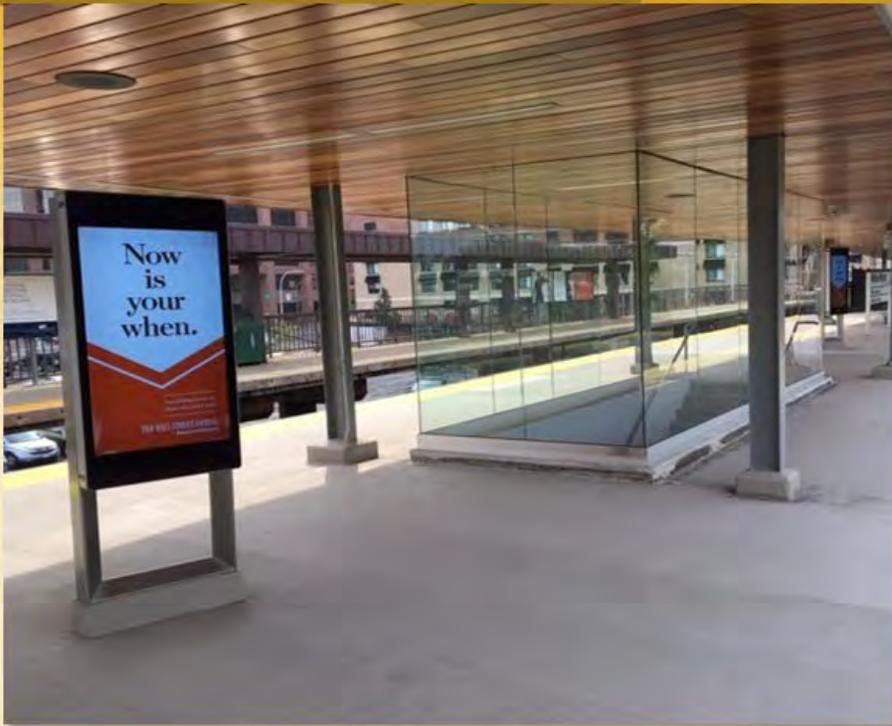
Way Ahead

Cleaner Stations – Increased focus on the AM rush



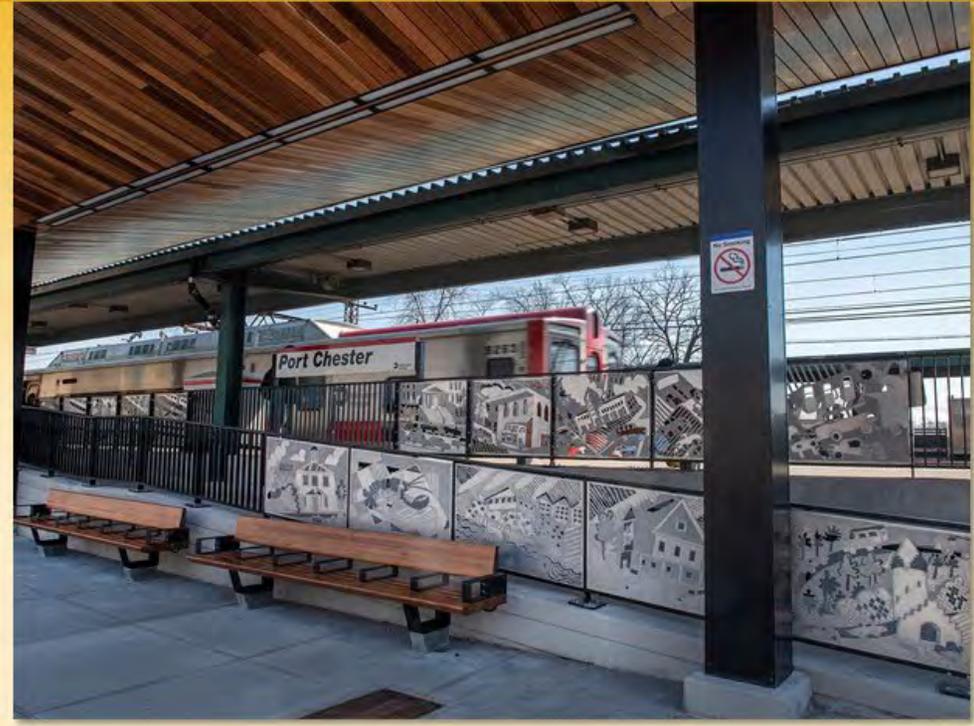
Way Ahead

White Plains Station Improvements



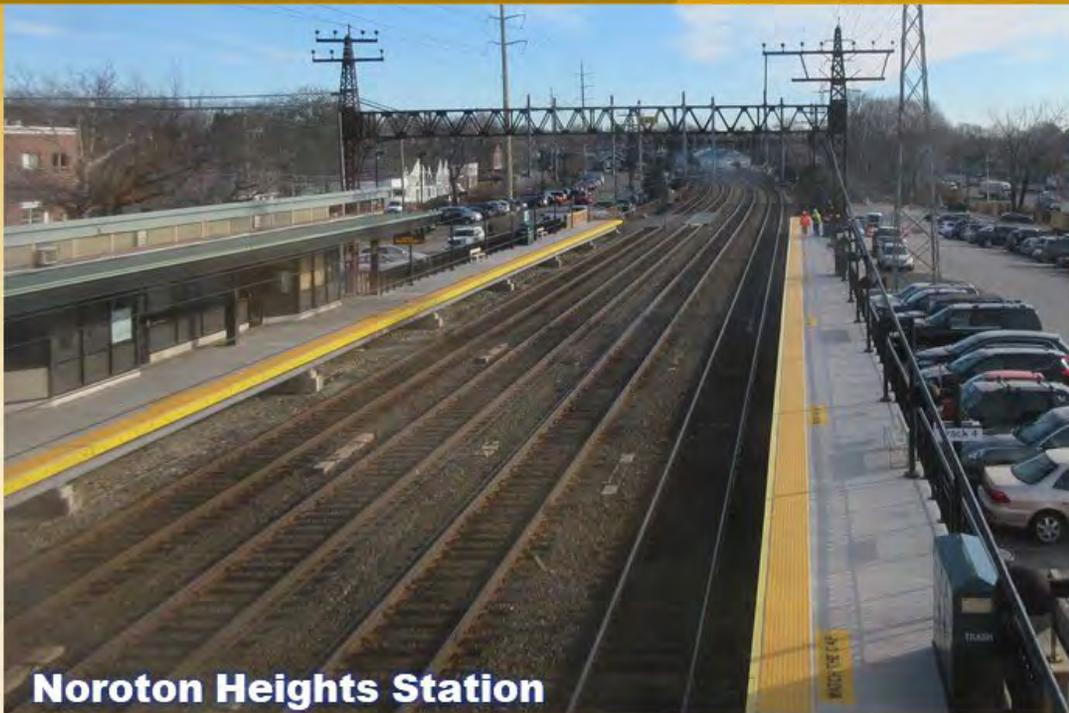
Way Ahead

Harlem -125th Street & Port Chester Improvements



Way Ahead

Connecticut Station & Power Improvements



Noroton Heights Station



Devon Substation

Way Ahead

Accessibility Improvements



Way Ahead

Right-of-Way Clean-Up in the Bronx



✓ 47 tons of waste removed

Way Ahead

Improving Customer Communications

- ✓ 38 more stations with real-time monitors
 - 16 on Hudson line
 - 10 on Harlem line
 - 12 on New Haven line
- ✓ New “Big Board” in Grand Central
- ✓ More digital screens in Grand Central
- ✓ New Public Address system
- ✓ Monthly *Connect with Us!* Events



Way Ahead

38 Additional Stations with Real-Time Monitors



Before



After

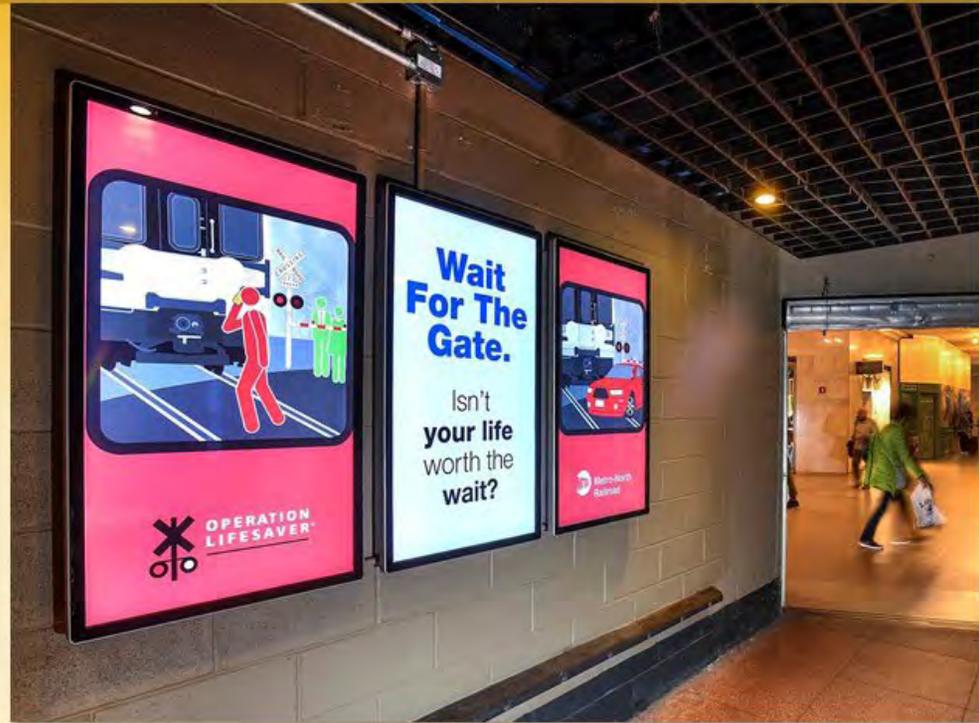
Way Ahead

New, State-of-the-Art Big Board in Grand Central Terminal



Way Ahead

More Digital Screens in Grand Central Terminal



Way Ahead

Ongoing “Connect with Us!” Customer Forums



- ✓ Monthly outreach events began in 2014
- ✓ 11 *Connect with Us!* events since launching *Way Ahead*
- ✓ More to come:
 - Bridgeport June 25
 - Woodlawn July 23
 - South Norwalk August 20

Way Ahead

Investing in Our Infrastructure



- ✓ Bridge replacements
- ✓ SMARTRACK Program
- ✓ GCT Track replacements
- ✓ Sandy Hudson Line work
- ✓ Wayside Energy Storage System

Way Ahead

Bridge Replacements in Southeast & Mount Vernon



Prospect Hill Road Bridge



14th Avenue Bridge

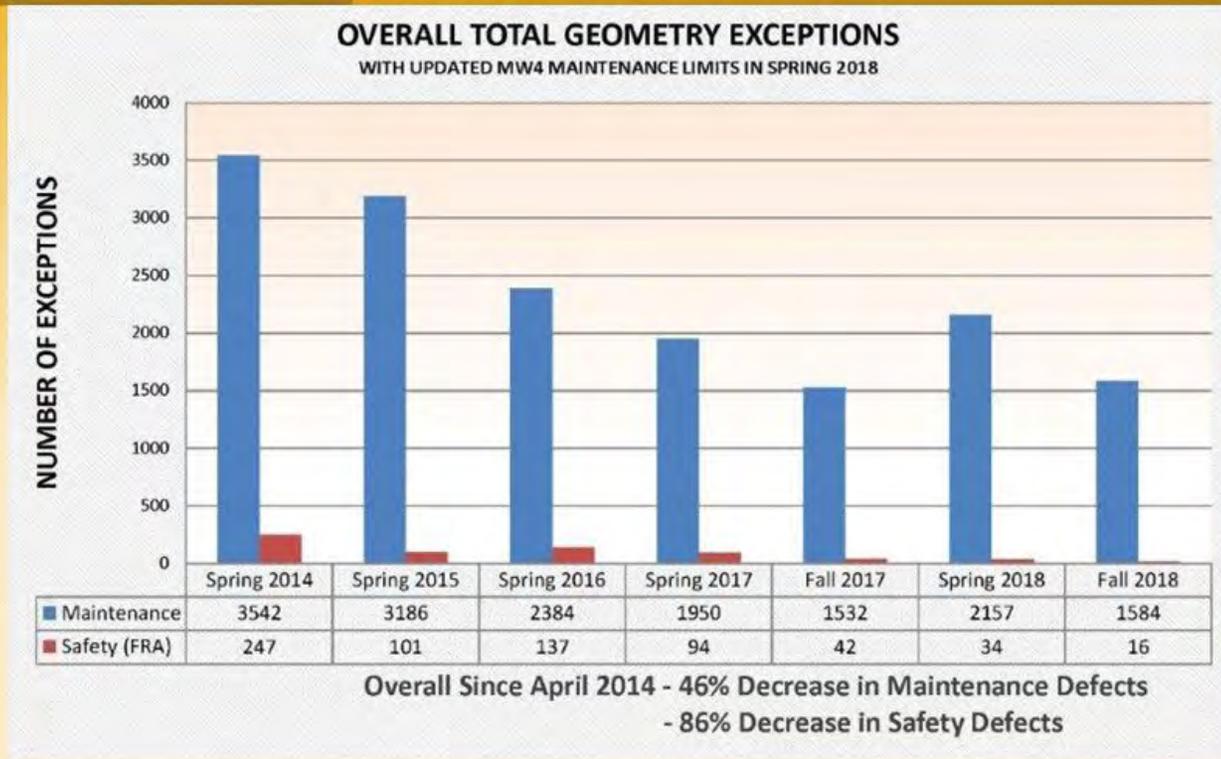
Way Ahead

SMARTTRACK Program – Mt. Vernon East to Pelham



Way Ahead

Reduction in Track Defects



Way Ahead

Supporting Our People



- ✓ Attracting and retaining a diverse workforce
- ✓ Women Engineers Group
- ✓ Increasing bench strength and knowledge transfer
- ✓ Employee facility improvements – Brewster employee parking lot

Way Ahead

Focusing on the Future

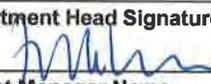


- ▶ Customer Service Initiative
- ▶ Arrival of more M-8s
- ▶ Station and accessibility improvements
- ▶ GCT Gate Boards and Departure Boards
- ▶ Digital screen advertising on-board trains
- ▶ Continuing Right-of-Way clean-up effort
- ▶ Summer SMARTRACK work
- ▶ Continuing the rollout of PTC
- ▶ Complete NHL catenary replacement
- ▶ 2020-2024 Capital Program

#MNRWayAhead mta.info/mnr WayAhead@mnr.org

Way Ahead

Staff Summary

Subject LEASE AGREEMENT FOR BRONXVILLE STATION
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name ALICIA BIGGS

Date MAY 20, 2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	5/20/19		X	
2	Finance Committee	5/20/19	X		
3	Board	5/22/19	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Development Officer		
3	Chief of Staff		
4	Chief Financial Officer		

AGENCY: Metropolitan Transportation Authority ("MTA") and MTA Metro-North Railroad ("Metro-North")

LESSEE: Xarupa LLC

LOCATION: Bronxville Station, Harlem Line, Westchester County

ACTIVITY: Lease for a café and bar/lounge

ACTION REQUESTED: Authorization to enter into a lease agreement

TERM: Eight years from rent commencement date plus two consecutive five-year options

SPACE: 2,595 sq. ft. (±) portion of the station building, together with a license to use 6 dedicated parking spaces adjacent to the station building

COMPENSATION: \$58,704 for lease year 1 with 3% annual increases through lease year 8

COMMENTS:

Pursuant to Metro-North and MTA Real Estate's station leasing program, a request for proposals ("RFP") was issued in October 2018 seeking proposals to utilize and maintain the Bronxville Station Building (the "Building"), consisting of a café area, vacant retail space, waiting room and restrooms.

In response to the RFP, two proposals were received. One from Xarupa LLC for a café and bar/lounge and the second from Winfield Street Concessions for a coffee shop/café. Xarupa proposed a base term of 8 years with two consecutive 5-year options. Xarupa proposed to pay \$58,704 (\$22.62 per square foot) in the first year with 3% annual increases. At a 7% discount rate, Xarupa's proposal yields a net present value of \$385,580.10 over the 8-year term. Winfield Street Concessions proposed a 10-year term with rent starting at \$36,000 (\$14.72 per square foot) and 3% annual increases over the term. At a 7% discount rate, the Winfield Street Concessions proposal yields a net present value of \$285,138.87 over the 10-year term.

While the fair market rental value estimated by an independent appraisal for the entire station building was 2 dollars higher than the base rent proposed by both proposers, the MTARED has determined that Xarupa's proposal will yield to the MTA and Metro-North the fair market value when taking into account the residual value of certain permanent improvements, including electrical upgrades, recognizing that the proposals were the result of a competitive process between two or more willing potential tenants and are more likely to reflect the actual fair market value of the leased premises.

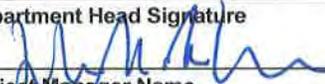
Staff Summary

FINANCE COMMITTEE MEETING LEASE AGREEMENT FOR BRONXVILLE STATION (Cont'd.)

Xarupa plans to utilize the existing waiting area and newsstand for morning coffee service and to transform the vacant unit at the north end of the station into a bar/lounge in the evenings. Xarupa's improvements will be done in two phases. Phase 1 will include the renovation of the newsstand and waiting area for the morning coffee service, while renovation work for the bar/lounge will be part of Phase 2 and commence after the Phase 1 renovation work is completed. The renovation work for Phase 2 is projected to take approximately 6 months after Phase 1 is complete. The MTA will have the right to terminate the lease upon 180 days' notice for corporate or transportation purposes. Metro-North will reserve rights for use of the waiting area and restrooms for its customers during the hours of 6:00am to 2:00pm on business days and at any other time that the café is open. Xarupa will maintain the interior of the station building, with the exception of the ticket office and the retail space on the west side of the station building that has its own direct exterior entrance. Xarupa will take possession of the space subject to an existing tenancy of Answer Vending Machines which expires on December 31, 2019.

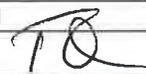
Based on the foregoing, MTA Real Estate requests authorization for MTA and Metro-North to enter into a lease agreement with Xarupa LLC on the above-described terms and conditions.

Staff Summary

Subject LEASE AGREEMENT FOR BRONXVILLE STATION
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name ALICIA BIGGS

Date MAY 20, 2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	5/20/19		X	
2	Finance Committee	5/20/19	X		
3	Board	5/22/19	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal 		
2	Chief Development Officer 		
3	Chief of Staff 		
4	Chief Financial Officer 		

AGENCY: Metropolitan Transportation Authority ("MTA") and MTA Metro-North Railroad ("Metro-North")

LESSEE: The Coiffure Clique LLC

LOCATION: Bronxville Station, Harlem Line, Westchester County

ACTIVITY: Lease of vacant retail space for a hair salon

ACTION REQUESTED: Authorization to enter into lease agreement

TERM: Ten years from rent commencement date

SPACE: 239± sq. ft. retail space, together with a license to use 2 dedicated parking spaces adjacent to the station building

COMPENSATION: \$13,580 for lease year 1 with 3% annual increases through lease year 10

COMMENTS:

In response to a request for proposals ("RFP") in January 2019 for vacant retail space on the west side of the Bronxville station building, two proposals were received: one from The Coiffure Clique LLC for the operation of a high-end hair salon, and the other from Green Grass Realty for the operation of a real estate office.

The Coiffure Clique LLC proposed a base term of 10 years with a starting rent of \$13,580 (\$56.82 per square foot) with 3% annual increases. At a 7% discount rate, The Coiffure Clique LLC proposal yields a net present value of \$107,560.22 over the 10-year term. Green Grass Realty proposed a term of 5 years with a 5-year extension option at a proposed base annual rent starting at \$8,365 (\$35.00 per square foot) with 3% annual increases. The Green Grass Realty proposal would yield a net present value of \$66,255.20 over the 10-year term. The proposed rent equals or exceeds the estimated annual fair market rental value as determined by an independent appraisal for the entire station building.

Carmine Gargano, the owner of The Coiffure Clique, has been a hair stylist for 25 years and has developed a substantial clientele. His plan is to provide high quality haircuts, blowouts and hair coloring, and to offer midrange retail products for sale. His proposal includes a plan to raise the ceiling, upgrade the restroom while keeping the existing fixtures, cover the floors with laminate flooring and install custom shelving. Mr. Gargano will have the exclusive use of 2 parking spaces south of the building as part of his lease agreement. Mr. Gargano will provide a limited personal guaranty of the tenant's

Staff Summary

FINANCE COMMITTEE MEETING LEASE AGREEMENT FOR BRONXVILLE STATION (Cont'd.)

lease obligations. MTA will have the right to terminate the lease upon 180 days' notice for corporate or transportation purposes.

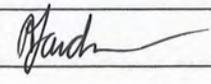
Based on the foregoing, MTA Real Estate requests authorization for MTA and Metro-North to enter into a lease agreement with The Coiffure Clique LLC on the above-described terms and conditions.



Long Island Rail Road

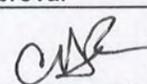
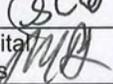
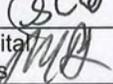
NO LIRR

PROCUREMENT ITEMS

Subject	Request for Authorization to Award Various Procurements
Department	Procurement and Material Management
Department Head Name	Anthony Gardner, Acting Sr. Director
Department Head Signature	
Project Manager Name	

Date	May 8, 2019
Vendor Name	Various
Contract Number	Various
Contract Manager Name	Various
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm Mtg	5-20-19	X		
2	MTA Board Mtg	5-22-19	X		

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

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:

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

DISCUSSION:

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

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

SUB TOTAL:

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>	<u>NONE</u>	
 <u>Schedules Requiring Majority Vote</u>		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$780,276
• MotivePower, Inc. \$780,276		
Schedule I: Modifications to Purchase and Public Work Contracts	1	\$6,000,000
• Ducci Electrical Contractors, Inc. \$6,000,000		
SUB TOTAL:	2	\$6,780,276

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u>NONE</u>	
 <u>Schedules Requiring Majority Vote</u>		
	<u>NONE</u>	
SUB TOTAL:		
TOTAL:	2	\$6,780,276

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.

MAY 2019

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

H. Modifications to Personal/Miscellaneous Service Contracts

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed monetary or durational threshold required for Board approval)

**1. MotivePower, Inc. \$780,276 (not-to-exceed) Staff Summary Attached
Contract modification for the Overhaul of 12 BL20GH Locomotives**

Approval is requested for a contract modification in the not-to-exceed amount of \$780,276 under the current miscellaneous service contract with the firm MotivePower, Inc. ("MPI"). This contract modification is for the design, manufacturing, supply, and testing of 12 FRA compliant locomotive fuel tanks for the 12 BL20GH locomotives ("Locomotives") being overhauled by MPI as part of its current contract awarded in February 2017.

During the overhaul of the Locomotives, it was discovered that the fuel tanks should be replaced to ensure current FRA code compliance and to further safeguard passenger safety. Five of the new fuel tanks will be installed by Metro-North forces once delivered to the Croton Harmon facility by MPI. The remaining seven fuel tanks will be installed by MPI at its Boise, ID location on the Locomotives that are scheduled in the future to enter into the locomotive overhaul program.

The MPI cost proposal for this change, was reviewed by Metro-North's consultant STV and Procurement & Material Management, and found to be fair and reasonable. All original contract terms and conditions with MPI per the contract remain unchanged. This total not-to-exceed amount of \$780,276 is to be funded by the MNR Operating Budget.

I. Modifications to Purchase and Public Work Contracts

(Approvals/Staff Summaries required for individual change orders greater than \$250K. Approvals without Staff Summaries required for change orders greater than 15% of previously approved amount which are also at least \$50K)

**2. Ducci Electrical Contractors, Inc. \$6,000,000 (not-to-exceed) Staff Summary Attached
Modification to Harlem Line Express Cable Contract**

Approval is requested for a contract modification in the not-to-exceed amount of \$6,000,000 under the current contract with the firm Ducci Electrical Contractors, Inc. (Ducci). This contract modification is for the installation of required Positive Train Control (PTC) fiber optic cable between Fordham (CP-109) and Woodlawn (CP-112). This installation will also support required

communication systems for the Customer Service Initiatives (CSI) station upgrades and future substations. This contract modification is 100% federally funded.

The work included in the subject contract modification was previously an optional bid item in the PTC Radio Installation Project, a separate contract with the firm TC Electric, but the option was not able to be implemented timely due to ongoing track maintenance work. Metro-North now seeks to include the subject work as a contract modification to the Harlem Line Express Cable contract. During the summer of 2019, Ducci will be performing express cable installation at the Woodlawn (CP-112) location, which will enable Ducci to perform this extra work utilizing the same scheduled track outages. Use of the existing track outage will be efficient with less impact to our customers than having the work rebid with a separate mobilization for track outages.

The funding for this contract modification in the not-to-exceed amount of \$6,000,000 is included in the MTA Capital Program through the FTA funded PTC Program.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts



Item Number: H

Vendor Name (& Location) MotivePower, Inc. (Boise, ID)
Description Contract modification for the Overhaul of 12 BL20GH Locomotives
Contract Term (including Options, if any) N/A
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement <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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Anthony Gardner, Acting Sr. Director

Contract Number 01-852	AWO/Modification # TBD
Original Amount:	\$15,572,869
Prior Modifications:	\$280,258
Prior Budgetary Increases:	\$0.00
Current Amount:	\$15,583,127
This Request:	\$780,276 (not-to-exceed)
% of This Request to Current Amount:	5.0%
% of Modifications (including This Request) to Original Amount:	6.8%

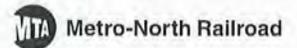
Discussion:

Approval is requested for a contract modification in the not-to-exceed amount of \$780,276 under the current miscellaneous service contract with the firm MotivePower, Inc. ("MPI"). This contract modification is for the design, manufacturing, supply, and testing of 12 FRA compliant locomotive fuel tanks for the 12 BL20GH locomotives ("Locomotives") being overhauled by MPI as part of its current contract awarded in February 2017.

During the overhaul of the Locomotives, it was discovered that the fuel tanks should be replaced to ensure current FRA code compliance and to further safeguard passenger safety. Five of the new fuel tanks will be installed by Metro-North forces once delivered to the Croton Harmon facility by MPI. The remaining seven fuel tanks will be installed by MPI at its Boise, ID location on the Locomotives that are scheduled in the future to enter into the locomotive overhaul program.

The MPI cost proposal for this change, was reviewed by Metro-North's consultant STV and Procurement & Material Management, and found to be fair and reasonable. All original contract terms and conditions with MPI per the contract remain unchanged. This total not-to-exceed amount of \$780,276 is to be funded by the MNR Operating Budget.

Schedule I: Modifications to Purchase and Public Works Contracts



Item Number: I

Vendor Name (& Location) Ducci Electrical Contractors, Inc. Farmington, CT 06032	Contract Number 1000082137	AWO/Modification # 8
Description Modification to Harlem Line Express Cable Contract	Original Phase 1	\$45,467,791
Contract Term (including Options, if any) 24 Months	Prior Modifications:	\$819,039
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Option – Phase 2	\$
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Prior Budgetary Increases:	\$0.00
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	Current Amount:	\$46,286,830
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	This Request:	\$6,000,000 (not-to-exceed)
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Anthony Gardner, Acting Sr. Director	% of This Request to Current Amount:	13%
	% of Modifications (including This Request) to Original Amount:	15%

Approval is requested for a contract modification in the not-to-exceed amount of \$6,000,000 under the current contract with the firm Ducci Electrical Contractors, Inc. (Ducci). This contract modification is for the installation of required Positive Train Control (PTC) fiber optic cable between Fordham (CP-109) and Woodlawn (CP-112). This installation will also support required communication systems for the Customer Service Initiatives (CSI) station upgrades and future substations. This contract modification is 100% federally funded.

Under the current contract, Ducci provides for the installation of express cable on the Harlem Line from interlocking CP-112 (Woodlawn Station) to CP-154 (Southeast Station) which was competitively bid and awarded in March 2018 in the amount of \$45,467,791.

The work included in the subject contract modification was previously an optional bid item in the PTC Radio Installation Project, a separate contract with the firm TC Electric, but the option was not able to be implemented timely due to ongoing track maintenance work. Metro-North now seeks to include the subject work as a contract modification to the Harlem Line Express Cable contract. During the summer of 2019, Ducci will be performing express cable installation at the Woodlawn (CP-112) location, which will enable Ducci to perform this extra work utilizing the same scheduled track outages. Use of the existing track outage will be efficient with less impact to our customers than having the work rebid with a separate mobilization for track outages.

The fiber optic cable will connect the radio cases and antenna for PTC situated along the right of way. This will allow on board transmission from the train and transmit speed and location of the train to the Central Instrument Location (CIL). It is essential that this work be done now to support timely PTC implementation to meet the December 2020 deadline. An Engineer's estimate in the amount of \$5,490,667 was prepared, and a cost proposal in the amount of \$5,994,042 was received from Ducci on April 18, 2019. Negotiations for finalization of the cost is on-going. Ducci has delivered satisfactory projects in the past and is capable of performing this time sensitive work.

In connection with the review of the Contractor's responsibility pursuant to the All-Agency Responsibility Guidelines, the Contractor was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel.

The funding for this contract modification in the not-to-exceed amount of \$6,000,000 is included in the MTA Capital Program through the FTA funded PTC Program.

PROCUREMENT PACKAGE
May 2019

PROCUREMENTS

The Procurement Agenda this month includes three actions for a proposed expenditure of \$196,408,244.

Staff Summary

Subject						Request for Authorization to Award Various Procurements					
Department						Procurement					
Department Head Name						David K. Cannon					
Department Head Signature						<i>David K. Cannon</i>					
Board Action											
Order	To	Date	Approval	Info	Other						
1	LIRR and Metro-North Joint Committee	5/20/19	X								
2	Board	5/22/19	X								

Date: May 9, 2019			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
2	Vice President & Chief Financial Officer <i>AR</i>	4	President <i>Ju</i>
1	Vice President, Program Controls <i>AM</i>	3 & <i>JCA</i>	Executive Vice President & General Counsel

PURPOSE

To obtain the approval of the Board to award various modifications and, to inform the Long Island Rail Road and Metro-North Joint Committee of these procurement actions.

DISCUSSION

MTA Capital Construction proposes to award Competitive Procurements in the following category:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule H Modifications to Purchase and Public Work Contracts	2	\$195,169,344
SUBTOTAL	2	\$195,169,344

MTA Capital Construction proposes to award a Ratification in the following category:

Schedule K Ratification of Completed Procurement Actions	1	\$ 1,238,900
SUBTOTAL	1	\$ 1,238,900
TOTAL	3	\$196,408,244

Budget Impact:

The approval of the 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.

MAY 2019

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. | URS Corporation – New York
Contract No. 98-0001-01
Modification No. 45 | \$116,196,859 | <u>Staff Summary Attached</u> |
|-----------|---|----------------------|--------------------------------------|

In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board approve a contract modification to extend this contract from July 1, 2019 to December 31, 2020 with an option to extend the contract for two additional years to December 31, 2022.

- | | | | |
|-----------|---|----------------------|--------------------------------------|
| 2. | Jacobs/LiRo Joint Venture
Contract No. PS819
Modification No. 22 | \$ 78,972,485 | <u>Staff Summary Attached</u> |
|-----------|---|----------------------|--------------------------------------|

In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board approve a contract modification to extend this contract from July 1, 2019 to December 31, 2020 with an option to extend the contract for two additional years to December 31, 2022.

Schedule H Modifications to Personal and Miscellaneous Service Contracts

Item Number 1

Vendor Name (& Location) URS Corporation – New York (New York, NY)
Description Program Management Consultant Services
Contract Term (including Options, if any): October 5, 1998 – January 31, 2019
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 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 98-0001-01	AWO/Modification # 45
Original Contract Amount:	\$ 28,556,710
Original Option Amounts:	\$ 135,535,290
Original Board Approved Amount:	\$ 164,092,000
Prior Modifications (includes exercised Options):	\$ 789,369,765
Prior Budgetary Increases:	\$ -0-
Current Amount:	\$ 817,926,475
This Request	\$ 116,196,859
% of This Request to Current Amount:	14%
% of Modifications (including This Request) to Original Amount:	3,171%

Discussion:

Under this Contract, URS Corporation – New York (“URS”) provides essential personnel to supplement the approximately twenty (20) MTA Capital Construction (“MTACC”) employees dedicated full time to the East Side Access project to perform program management services, such as design management, procurement and contract administration, project controls such as cost and schedule control, operational readiness and office administration. URS also provides the construction management staff that serves as the Authorized Representative for designated third party contracts and management of force account planning and coordination and project-wide services in support of safety, quality, code compliance, environmental testing and third-party coordination, and construction support (such as site access control and security, provision of work trains to support contractor needs, geotechnical instrumentation, and survey work). In addition, URS maintains key contracts that include rental of a warehouse and contracts to maintain the information network (switches, servers, etc.) from the main ESA office to each site, copiers, software licenses, etc. All these services were combined under this contract for better control and efficiency reasons given the number of contractors occupying the same or adjoining work sites simultaneously and sequentially.

URS also provides non-ESA related program and construction management services for MTAHQ and other MTACC projects under this Contract. These services include the provision of key personnel to supplement MTACC staff in the areas of project cost estimating, scheduling, risk, quality, safety, community relations, contract compliance, and claims analysis. Funding for non-ESA work comes from either MTACC’s administrative budget or from the MTACC project receiving the service.

In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board approve a contract modification to extend this contract from July 1, 2019 to December 31, 2020 with an option to extend the contract for two additional years to December 31, 2022.

In late 2018, MTACC conducted a top to bottom review of the URS contract, examining whether it remains in the best interest of the agency to seek an extension of the contract through the end of the project, with certain re-negotiated terms, or to re-solicit the contract. The review has been concluded and has determined that, subject to URS agreeing to certain modifications and concessions to the terms of the Contract discussed below, primarily related to costs savings, having URS continue to

provide its services under the Contract from July 1, 2019 through December 31, 2022 would provide the greatest benefit to the MTA and the Project. The continuation of these services during this critical juncture in the East Side Access program helps assure that the remaining contracts, systems integration and testing is completed in the most timely and efficient manner, and without disruption, to meet the scheduled revenue service date.

URS proposed \$143,600,581 for the period of July 1, 2019 through December 31, 2022. MTACC demanded that URS reduce their fixed fee for Program Management and non-ESA services and that URS eliminate their fee for General Condition Services. MTACC further demanded that URS reduce salary escalation for 2020 and 2021 and eliminate salary escalation for 2019 (retroactive to January 1, 2019) and 2022. To increase efficiency while lowering labor costs, MTACC also demanded that URS consolidate several staff positions, eliminating others, to provide for a leaner organization while maintaining required services. MTACC also eliminated some Scope, including IT services which will be handled in-house by MTA IT.

As a result of discussions and negotiations, the parties agreed to a not-to-exceed cost of \$116,196,859 (a reduction of \$27,403,722 or 19% from the URS proposal) which is considered to be fair and reasonable and meets the MTA-wide consultant cost reduction goal. It should be noted that this amount includes funds totaling \$9,102,490 that will be provided by a third party in connection with an expense reimbursement agreement under which MTACC will provide engineering and support services connected with the redevelopment of 270 Park Avenue.

This modification will include an 18-month base extension (July 1, 2019 through December 31, 2020) for a not-to-exceed cost \$82,408,190 with an option to extend the contract for two additional years to December 31, 2022 for an amount not-to-exceed \$33,788,669. MTACC intends to exercise the Option upon approval of the 2020-2024 Capital Program.

In connection with previous contracts awarded to URS and its parent, AECOM, URS and AECOM were found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Director in consultation with the MTA General Counsel in April 2013 (URS) and MTA Managing Director in consultation with the MTA General Counsel in November 2017 (AECOM). No new SAI has been found relating to URS or AECOM and they are found to be responsible. A Contractor Compliance Program was put in place for AECOM in September 2018.

Schedule H Modifications to Personal and Miscellaneous Service Contracts

Item Number 2

Vendor Name (& Location) Jacobs/LiRo Joint Venture (New York, NY)
Description Consultant Construction Management Services for the East Side Access Project
Contract Term (including Options, if any) January 28, 2008 – January 31, 2019
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" 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 PS819	AWO/Modification # 22
Original Contract Amount:	\$ 74,550,734
Prior Modifications:	\$ 107,479,582
Prior Budgetary Increases:	\$ -0-
Current Amount:	\$ 182,030,316
This Request	\$ 78,972,485
% of This Request to Current Amount:	43%
% of Modifications (including This Request) to Original Amount:	250%

Discussion:

This Contract is for construction management services for third party and systems integration the East Side Access (“ESA”) Project. These construction management services include, among other things, acting as the MTA Capital Construction's (“MTACC”) Authorized Representative with respect to a number of third party contracts; overseeing and inspecting construction work; inspecting worksites for safety and quality requirements; managing the contract schedule and budget; monitoring and coordinating shop drawings and requests for information; conducting progress meetings; reviewing and processing change orders; processing payments; reviewing claims; assisting in securing necessary permits; and overseeing systems installation and testing.

In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board approve a contract modification to extend this contract from July 1, 2019 to December 31, 2020 with an option to extend the contract for two additional years to December 31, 2022.

In late 2018, MTACC conducted a top to bottom review of the Jacobs/LiRo Joint Venture (“Jacobs/LiRo”) Contract, examining whether it remains in the best interest of the agency to seek an extension of the contract through the end of the project or to re-solicit the contract.

The review has been completed and has determined that, subject to Jacobs/LiRo agreeing to certain modifications and concessions regarding the terms of the Contract discussed below, primarily related to cost savings, having Jacobs/LiRo continue to provide its services under the Contract from July 1, 2019 through December 31, 2022 would provide the greatest benefit to the MTA and the Project. The continuation of these services during this critical juncture in the East Side Access program helps assure that the remaining contracts, systems integration and testing is completed in the most timely and efficient manner, and without disruption, to meet the scheduled revenue service date.

Jacobs/LiRo proposed a total of \$87,399,036 for the period of July 1, 2019 through December 31, 2022. MTACC demanded that Jacobs/LiRo reduce their fixed fee under the contract and to eliminate the contract specified salary escalation for the remainder of the Contract. In addition, to increase efficiency while lowering labor costs, MTACC required that staffing requirements be reduced.

As a result of discussions and negotiations, the parties agreed to a not-to-exceed cost of \$78,972,485 (a reduction of \$8,426,551 or 10% from Jacobs/LiRo's proposal) which is considered to be fair and reasonable and meets the MTA-wide consultant cost reduction goal.

This modification will include an 18-month base extension (July 1, 2019 through December 31, 2020) for a not-to-exceed cost of \$46,467,594 and a two-year option (January 1, 2021 through December 31, 2022) for the not-to-exceed cost of \$32,504,891. MTACC intends to exercise the Option upon approval of the 2020-2024 Capital Program.

In connection with a previous contract awarded to Jacobs, Jacobs was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in October 2018. No new SAI has been found relating to Jacobs and Jacobs has been found to be responsible¹.

¹ While Jacobs has no direct SAI, its acquisition of CH2M Hill Companies Ltd. (CH2M) in December 2017 mandates reporting of CH2M's SAI. CH2M, notwithstanding its SAI, was found responsible by the MTA Chairman in December 2013 – this approval may be relied upon by Jacobs.

MAY 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)

- | | | | |
|-----------|---------------------------------|---------------------|--------------------------------------|
| 3. | Tutor Perini Corporation | \$ 1,238,900 | <u>Staff Summary Attached</u> |
| | Contract No. CS179 | | |
| | Modification No. 206 | | |

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 implement redesigned layouts for certain communication rooms and equipment in the new Grand Central Terminal (GCT).

Schedule K: Ratification of Completed Procurement Actions

Item No. 3

Page 1 of 2

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, 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	206
Original Amount:	\$ 333,588,000
Prior Modifications:	\$ 48,609,931
Exercised Options:	\$ 216,800,001
Current Amount:	\$ 598,997,932
This Request	\$ 1,238,900
% of This Request to Current Amount:	2%
% of Modifications (including This Request) to Original Amount:	15%

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. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a contract modification to implement redesigned layouts for certain communication rooms and equipment in the new Grand Central Terminal (GCT).

The CS179 Contractor is responsible for installing the communication equipment for the Public Address/Visual Messaging Service and the Security, Telephone, and Two-Way Radio systems in the communication rooms and closets within the GCT Caverns. The CM007 Contractor is responsible for the construction of these communication rooms and closets and the installation of certain infrastructure, such as the mechanical, electrical and UPS equipment and conduits.

As required by their respective contracts, the CM007 and CS179 Contractors jointly performed room and equipment layout coordination studies and determined that the necessary equipment for these systems will not fit in the rooms as shown on the Contract Documents. The General Engineering Consultant (GEC) confirmed that the equipment as shown on the drawings cannot fit and also determined that no smaller sized equipment is available that meets the Contract’s technical requirements.

The GEC conducted room-by-room assessments to coordinate the changes required of both CM007 and CS179 in order to accommodate the specified equipment and issued revised Contract Documents for each contract. To fit all of the required equipment, the GEC changed the dimensions of some of the rooms, the equipment designated for each room and closet and the layout of the equipment within each room and closet, as well as changing the requirements for the electrical panels and power supplies to support the equipment. The necessary CM007 changes were incorporated through two modifications executed in January and February of 2019. This Modification will incorporate the necessary CS179 changes and included additional engineering and furnishing and installing additional conduit, cable and amplifiers. This issue has been marked as a potential design error or omission and is being pursued with the designer of record.

To avoid potential delay to the Contractor’s Recovery Schedule, the President authorized a retroactive modification and on May 2, 2018, the Contractor was directed to proceed with the full scope of work associated with this change up to a Not-To-Exceed value of \$1,000,000.

The Contractor’s proposal was in the amount of \$1,661,686 and the parties agreed to \$1,238,900 for the costs of all work under this Modification, which is deemed to be fair and reasonable.

In connection with previous contracts awarded, the Tutor Perini Corporation was found to be responsible, notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in 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.



Long Island Rail Road

April 2019 Performance Summary

Rod Brooks, Senior Vice President – Operations



Mets Willets Point: On Thursday, April 4, 2019 , over 6,400 riders utilized the Long Island Rail Road to attend the Mets home opener at Citi Field.



Long Island Rail Road

April 2019 Performance Summary

Highlights

For the month, On-Time Performance (OTP) surpassed our monthly goal at **95.3%**. The AM Peak period OTP registered at **94.5%**, with PM Peak closing at **96.5%**. Year to Date (YTD) performance is **93.7%**, which is a **4.0%** increase compared to same period last year.

Branch Performances

Throughout April, **3.1%** of all scheduled trains arrived between 6 and 10 minutes late at their final terminal. The average delay per late train was **10.6** minutes for the month. There were **35** cancelled or terminated trains in April, which accounts for **0.2%** of all scheduled trains for the month.

All branches, excluding the Hempstead branch, met or exceeded their goal for the month of April.

Consist Compliance

During April **99.3%** of our trains meet established consist requirements during the Peak periods.

Equipment Performance

MDBF performed above expectations in March, and exceeded the monthly/yearly targets. The year-to-date performance is also slightly better than the same period last year.

Performance Summary			2019 Data			2018 Data	
			Annual	YTD thru		YTD thru	
			Goal	Apr	Apr	Apr	Apr
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	95.3%	93.7%	94.0%	89.7%
		AM Peak		94.5%	90.3%	93.7%	87.5%
		PM Peak		96.5%	92.4%	92.4%	83.4%
		Total Peak		95.5%	91.3%	93.1%	85.6%
		Off Peak Weekday		94.7%	93.6%	94.0%	90.5%
		Weekend		96.3%	96.9%	95.0%	93.1%
	Babylon Branch	Overall	93.9%	95.8%	94.0%	94.7%	89.0%
		AM Peak		95.6%	92.1%	94.8%	87.1%
		PM Peak		94.8%	91.0%	91.5%	81.6%
		Total Peak		95.2%	91.6%	93.2%	84.5%
	Off Peak Weekday		95.6%	94.3%	94.6%	90.6%	
	Weekend		97.4%	97.5%	97.5%	92.9%	
Far Rockaway Branch	Overall	96.6%	97.4%	97.0%	97.0%	93.8%	
	AM Peak		93.2%	91.1%	95.2%	88.3%	
	PM Peak		99.0%	97.6%	96.8%	91.2%	
	Total Peak		95.9%	94.2%	96.0%	89.6%	
	Off Peak Weekday		97.4%	97.1%	96.9%	94.5%	
	Weekend		99.2%	99.3%	98.3%	96.7%	
Huntington Branch	Overall	92.5%	94.6%	91.5%	92.5%	88.4%	
	AM Peak		96.4%	88.7%	94.0%	87.5%	
	PM Peak		95.1%	88.0%	94.1%	80.6%	
	Total Peak		95.8%	88.4%	94.0%	84.3%	
	Off Peak Weekday		93.0%	89.6%	92.9%	89.0%	
	Weekend		95.8%	96.8%	89.6%	91.4%	
Hempstead Branch	Overall	96.5%	94.4%	94.2%	94.5%	89.9%	
	AM Peak		95.0%	93.1%	95.2%	85.8%	
	PM Peak		98.0%	90.2%	88.4%	82.2%	
	Total Peak		96.4%	91.7%	92.0%	84.1%	
	Off Peak Weekday		93.6%	94.5%	96.0%	91.2%	
	Weekend		93.8%	96.0%	93.8%	92.9%	
Long Beach Branch	Overall	95.9%	96.5%	95.6%	95.1%	91.5%	
	AM Peak		95.8%	93.2%	95.2%	87.1%	
	PM Peak		97.9%	96.0%	93.1%	87.0%	
	Total Peak		96.8%	94.5%	94.2%	87.1%	
	Off Peak Weekday		96.5%	96.2%	94.9%	91.9%	
	Weekend		96.1%	95.8%	96.8%	96.2%	
Montauk Branch	Overall	90.8%	91.9%	91.7%	94.7%	90.2%	
	AM Peak		89.2%	85.4%	92.9%	88.4%	
	PM Peak		95.6%	91.7%	92.3%	82.2%	
	Total Peak		92.2%	88.4%	92.6%	85.6%	
	Off Peak Weekday		89.4%	91.0%	96.0%	90.8%	
	Weekend		96.7%	95.7%	94.1%	92.9%	
Oyster Bay Branch	Overall	94.1%	94.8%	94.2%	93.2%	88.9%	
	AM Peak		96.1%	91.0%	93.9%	91.0%	
	PM Peak		90.9%	90.7%	88.9%	75.7%	
	Total Peak		93.7%	90.8%	91.6%	84.0%	
	Off Peak Weekday		94.8%	94.5%	93.3%	90.3%	
	Weekend		96.6%	98.0%	95.5%	92.6%	

Performance Summary		2019 Data			2018 Data	
		Annual	YTD thru		YTD thru	
		Goal	Apr	Apr	Apr	Apr
Port Jefferson Branch	Overall	90.9%	93.2%	89.9%	90.6%	86.4%
	AM Peak		94.3%	87.2%	89.3%	85.7%
	PM Peak		95.5%	88.9%	89.1%	79.9%
	Total Peak		94.8%	88.0%	89.2%	83.0%
	Off Peak Weekday		92.2%	89.3%	89.0%	84.6%
	Weekend		92.9%	93.5%	96.6%	94.3%
Port Washington Branch	Overall	95.3%	95.6%	94.4%	93.1%	90.9%
	AM Peak		97.0%	93.3%	95.2%	92.7%
	PM Peak		97.2%	93.5%	90.2%	86.1%
	Total Peak		97.1%	93.4%	92.8%	89.5%
	Off Peak Weekday		94.3%	93.4%	92.2%	91.3%
	Weekend		96.8%	97.8%	96.3%	91.7%
Ronkonkoma Branch	Overall	91.6%	95.3%	91.8%	92.1%	86.4%
	AM Peak		92.1%	85.2%	91.2%	83.5%
	PM Peak		98.8%	94.1%	96.5%	83.9%
	Total Peak		95.1%	89.2%	93.6%	83.7%
	Off Peak Weekday		95.8%	92.0%	91.8%	86.5%
	Weekend		94.6%	95.7%	90.3%	91.4%
West Hempstead Branch	Overall	95.8%	96.9%	96.7%	96.1%	91.5%
	AM Peak		88.2%	89.3%	88.6%	83.6%
	PM Peak		98.5%	96.4%	96.0%	85.5%
	Total Peak		93.8%	93.2%	92.6%	84.7%
	Off Peak Weekday		97.6%	97.9%	97.5%	94.5%
	Weekend		100.0%	98.9%	97.5%	93.9%
Operating Statistics	Trains Scheduled		20,452	81,076	19,870	80,260
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-10.6	-11.7	-10.6	-14.0
	Trains Over 15 min. Late excluding trains canceled or terminated		124	742	138	1,560
	Trains Canceled		16	313	34	857
	Trains Terminated		19	213	45	498
	Percent of Scheduled Trips Completed		99.8%	99.4%	99.6%	98.3%
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>	AM Peak		99.6%			
	PM Peak		99.0%			
	Total Peak		99.3%			

System Categories Of Delay	% Total	2019	2019 Data		2018 Data		YTD 2019 Vs 2018
		Mar	Apr	YTD Thru Apr	Apr	YTD Thru Apr	
Engineering (Scheduled)	4.6%	24	45	132	31	79	53
Engineering (Unscheduled)	10.0%	168	97	940	150	868	72
Maintenance of Equipment	11.3%	140	109	523	206	752	(229)
Transportation	3.8%	18	37	100	25	126	(26)
Capital Projects	9.1%	65	88	234	99	283	(49)
Weather and Environmental	8.5%	53	82	402	91	2,487	(2,085)
Police	8.8%	75	85	828	94	829	(1)
Customers	26.7%	328	258	1,060	302	1,302	(242)
Special Events	5.5%	26	53	99	54	172	(73)
Other	8.3%	57	80	289	59	603	(314)
3rd Party Operations	3.5%	165	34	502	89	790	(288)
Total	100.0%	1,119	968	5,109	1,200	8,291	(3,182)

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	Cxtd	Term
15-Apr	Mon	High wind conditions	40						14			54		
16-Apr	Tues	Bridge Strike west of Forest Hills Station	8						9			17		
17-Apr	Wed	Train 817 with equipment trouble	6	1					3			9	1	
29-Apr	Mon	Animal strike at Baldwin				9	1		3			12	1	
TOTAL FOR MONTH			54	1	0	9	1	0	29	0	0	92	2	0
												94		

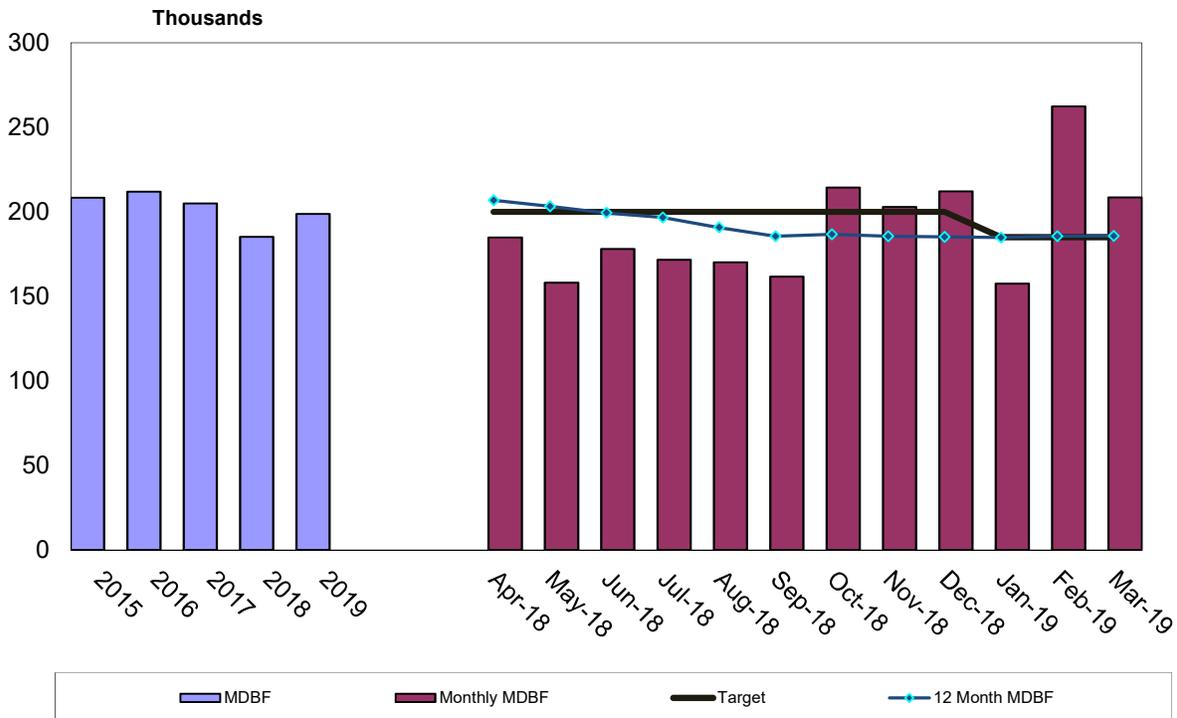
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - MARCH 2019

	2019 Data							2018 Data		
	Equip- ment Type	Total Fleet Owned	MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month MDBF Rolling Avg (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
Mean	M-3	142	60,000	57,201	10	55,041	69,987	63,234	10	70,564
Distance	M-7	836	378,000	433,823	12	452,368	464,978	511,624	10	533,055
Between Failures	C-3	134	103,000	105,083	7	107,171	114,873	171,749	4	83,197
	DE	24	19,000	43,455	2	42,826	18,634	20,319	5	20,627
	DM	21	19,000	77,599	1	20,277	14,565	20,018	3	26,294
	Diesel	179	51,000	90,009	10	70,903	54,584	70,721	12	54,879
Fleet	1,157		185,000	208,687	32	198,878	185,727	206,164	32	196,790

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.

ALL FLEETS Mean Distance Between Failure 2015 - 2019





Standee Report

East Of Jamaica		2019 Data		
		April		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	3	5
		Total Standees	3	5
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	17
		Total Standees	0	17
	Huntington Branch	Program Standees	60	0
		Add'l Standees	3	9
		Total Standees	63	9
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	16
		Total Standees	0	16
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	2
		Total Standees	1	2
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	2
		Total Standees	0	2
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	9	0
		Total Standees	9	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	2	24
		Total Standees	2	24
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	5	6
		Total Standees	5	6
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
		System Wide PEAK	83	81

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

		2019 Data		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	3	7
		Total Standees	3	7
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	17
		Total Standees	0	17
	Huntington Branch	Program Standees	30	0
		Add'l Standees	14	14
		Total Standees	44	14
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	7	36
		Total Standees	7	36
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	0	8
		Total Standees	28	8
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	25
		Total Standees	0	25
	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	2	24
		Total Standees	2	24
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	6
		Total Standees	0	6
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	6	0
		Total Standees	6	0
		System Wide PEAK	91	136

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 APRIL 2019**

Elevator Availability		2019		2018	
		April	Year to Date	April	Year to Date
Branch	Babylon Branch	98.8%	99.3%	99.0%	98.5%
	Far Rockaway Branch	99.7%	98.0%	99.6%	99.3%
	Hempstead Branch	99.7%	99.5%	99.5%	99.5%
	Long Beach Branch	99.3%	99.4%	99.6%	99.4%
	Port Jefferson Branch	97.6%	98.3%	99.4%	98.4%
	Port Washington Branch	98.7%	99.2%	99.4%	99.5%
	Ronkonkoma Branch	99.0%	99.2%	99.2%	99.3%
	City Terminal Stations	99.2%	97.8%	99.4%	99.5%
	Overall Average	98.9%	98.8%	99.4%	99.1%

Escalator Availability		2019		2018	
		April	Year to Date	April	Year to Date
Branch	Babylon Branch	95.4%	97.3%	96.1%	95.5%
	Far Rockaway Branch	98.4%	99.0%	99.3%	94.3%
	Hempstead Branch	99.0%	98.9%	89.0%	96.1%
	Long Beach Branch	99.1%	98.0%	99.4%	98.0%
	Port Jefferson Branch	98.4%	98.3%	99.7%	99.0%
	City Terminal	95.5%	96.7%	94.9%	97.9%
	Overall Average	95.9%	97.3%	95.6%	96.8%

Long Island Rail Road Performance Metrics Report

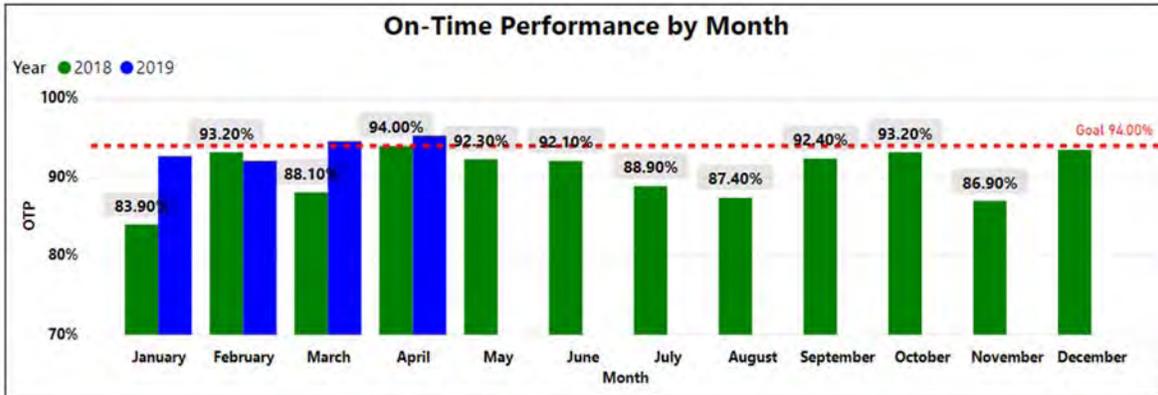


On Time Performance and Number of Short Trains are important metrics to customers. The LIRR has shown marked improvement in these two areas through April 2019.

On Time Performance

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

Goal	2019		2018	
	April	YTD	April	YTD
94.00%	95.28%	93.70%	93.96%	89.67%

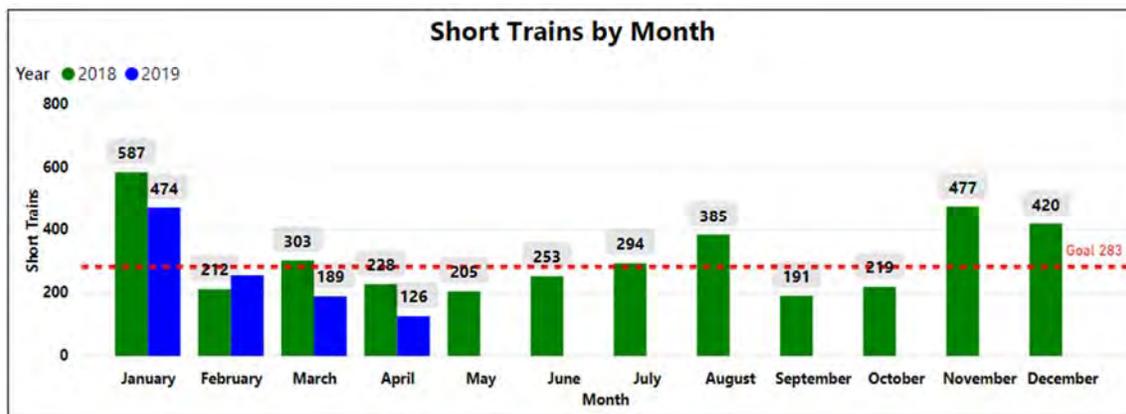


- OTP for April 2019 was robust at 95.28% - the highest OTP in more than 7 years.
- All branches but one (the Hempstead Branch) exceeded their goal for April.

Number of Short Trains

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

Goal	2019		2018	
	April	YTD	April	YTD
3,397 annually	126	1,045	228	1,330

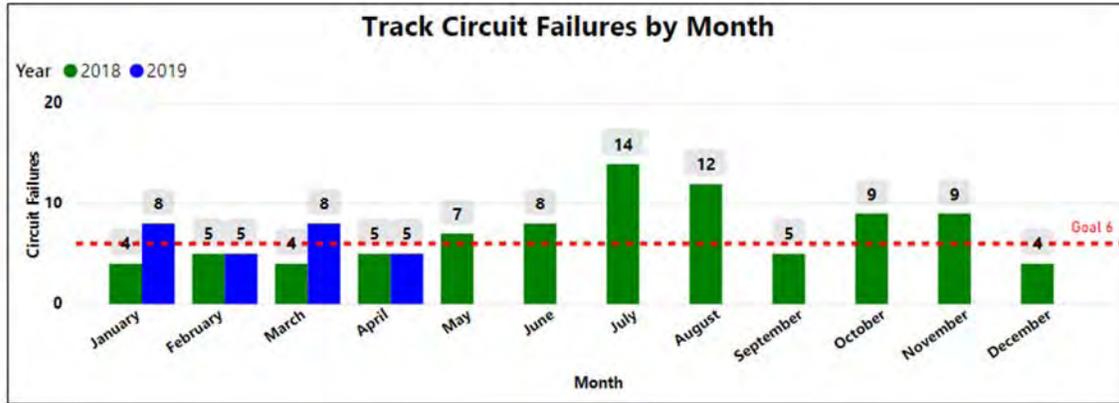


- YTD, the LIRR has reduced the number of short trains by 21%.
- Key factors were increased wheel truing capacity and aggressive vegetation management.

Number of Track Circuit Failures

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

Goal	2019		2018	
	April	YTD	April	YTD
72	5	26	5	18

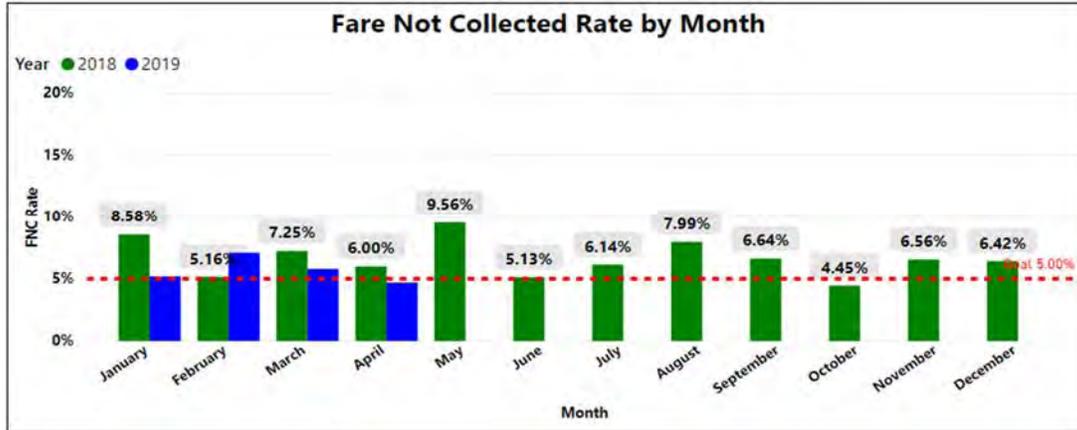


- YTD 2019, the LIRR experienced 26 track circuit failures causing at least one delay, which was 8 more incidents than the same period in 2018.
- There is no clear pattern to the track circuit failures experienced YTD, but the Engineering Department is examining potential causes and corrective actions that can be taken.

Fare Not Collected Rate

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

	2019		2018	
Goal	April	YTD	April	YTD
5.0%	4.7%	5.7%	6.0%	7.1%

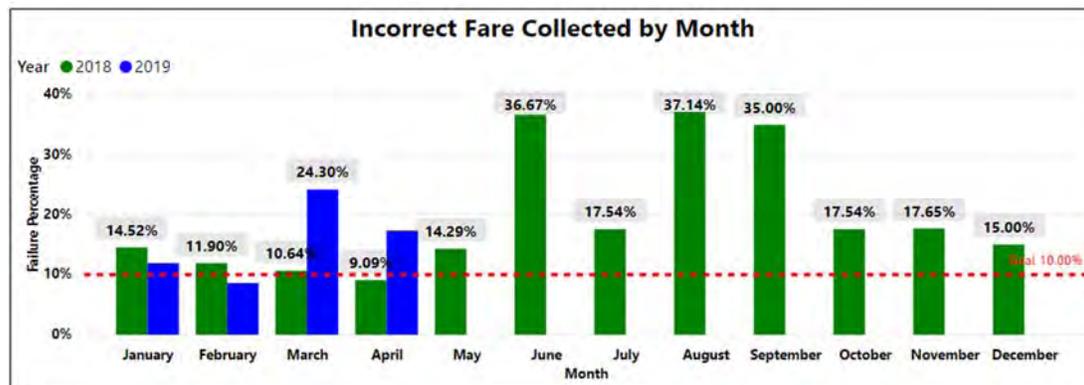


- Fare Not Collected has been largely stable in the 4%-8% range over the last several months due to enhanced conductor training.

Incorrect Fare Collected Rate

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

	2019		2018	
Goal	April	YTD	April	YTD
10.0%	17.3%	15.7%	9.1%	12.1%

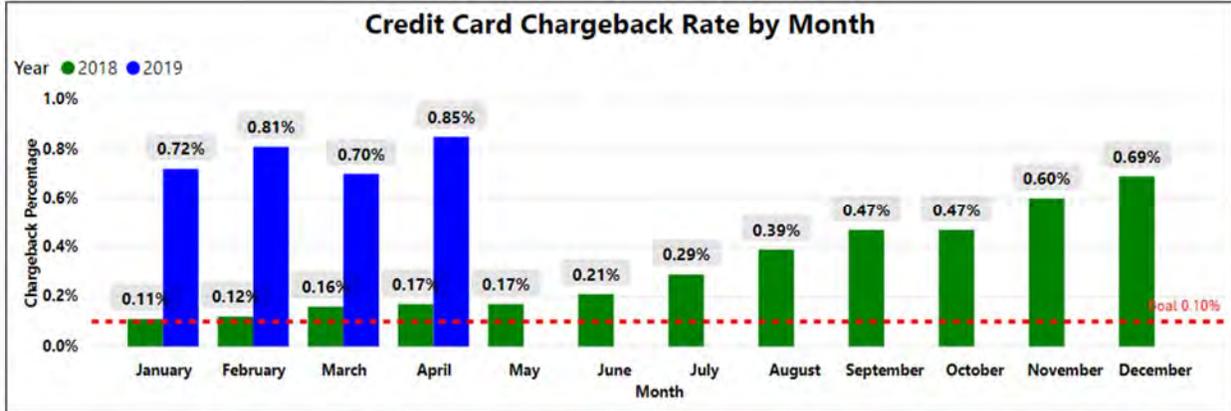


- After peaking in the summer of 2018, Incorrect Fare Collected steadily decreased through February 2019.
- The increase in March 2019 was likely attributable to the MTA Auditors focusing on the use of the Atlantic Ticket into Penn Station which has been a challenge for the LIRR.

Credit Card Chargeback Rate

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

	2019		2018	
Goal	April	YTD	April	YTD
0.10%	0.85%	0.77%	0.17%	0.14%

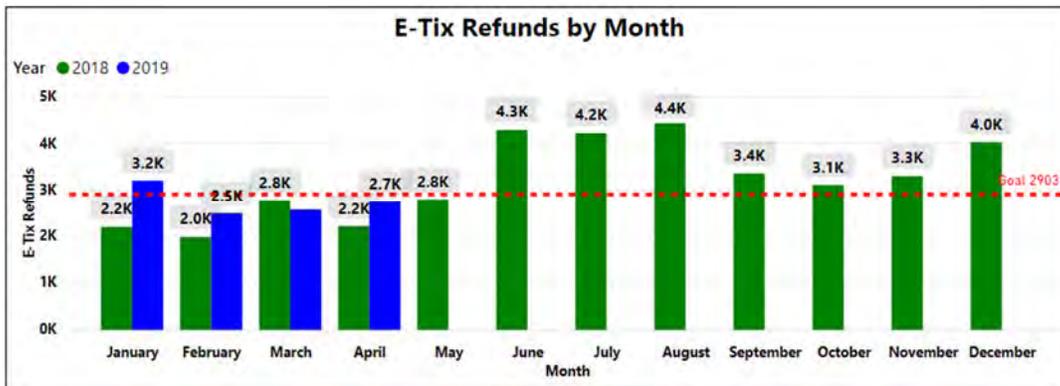


- While chargebacks steadily increased over 2018 and into early 2019, there has been a plateauing of the rate in the 0.7%-0.8% range.
- The LIRR shifted its pre-sale date for monthly tickets from the 20th to the 25th of each month. The upcoming deployment of chip readers on vending machines will reduce this rate dramatically.

e-Tix Refunds Processed

The total number of e-Tix Refunds processed by the LIRR.

	2019		2018	
Goal	April	YTD	April	YTD
34,480 annually	2,736	10,996	2,209	9,153



- The refund window was reduced in February 2019.



Long Island Rail Road

Financial Report Highlights



This month the MTA Board is considering a proposed agreement with Off the Diet LLC to open "Tanami's Falafel" inside the Lawrence Station building. This is an exciting opportunity for the LIRR and its customers. The proposed tenant would also make a significant investment to renovate the building.



Long Island Rail Road

Financial Report Highlights

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

March YTD 2019 Highlights

- Total revenue of \$282.4 million was \$16.3 million higher than the budget. This was primarily due to the timing of reimbursements for capital activity, higher farebox revenue and the timing of and higher rental revenue.
- Through March 2019 ridership was 21.2 million, which was 3.0% above 2018 (adjusted for the same number of work days) and 2.8% above the budget. Commutation ridership of 12.5 million was 0.5% above 2018 and 0.6% above the budget. Non-Commutation ridership of 8.8 million was 6.8% above 2018 and 6.0% above the budget. Consequently, farebox revenue of \$174.6 million was \$3.4 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$468.4 million were \$41.5 million or 8.1% 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) March 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	\$266.1	\$282.4	\$16.3
Total Expenses Before Non-Cash Liabilities	509.9	468.4	41.5
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$243.8)	(\$186.0)	\$57.8
Other Non-Cash Liabilities	133.6	101.6	31.9
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$377.4)	(\$287.6)	\$89.8
Cash Adjustments	104.9	67.8	(37.1)
Net Cash Surplus/(Deficit)	(\$272.5)	(\$219.8)	\$52.6

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

March YTD operating results were favorable by \$89.8 or 23.8% lower than the budget.

Non-Reimbursable revenues through March were \$6.4 favorable to the budget. Farebox Revenue was favorable as a result of higher ridership. Other Operating Revenues were favorable to budget due to the timing of and higher rental revenues. Total Non-Reimbursable expenses were \$83.3 favorable due to lower Other Post Employment Benefits (OPEB) which reflects the impact of a Generally Accepted Accounting Principles (GAAP) change (GASB 75) in OPEB liability, lower labor expenses as a result of vacant positions and associated fringe costs, timing of materials and maintenance services, and lower OPEB current expenses, partially offset by higher depreciation and FELA indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$9.9 higher than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date March **Total Revenues** (including Capital and Other Reimbursements) of \$282.4 were \$16.3 or 6.1% favorable to the budget.

- **Y-T-D Farebox Revenues** were \$3.4 favorable to the budget due to higher ridership, partially offset by lower yield per passenger. Ridership through March was 21.2 million. This was 3.0% higher than 2018 (adjusted for same number of calendar work days) and 2.8% higher than the budget.
- **Y-T-D Other Operating Revenues** were \$3.0 favorable to the budget due to timing and higher rental revenue, partially offset by the timing of advertising revenue and lower freight revenue.
- **Y-T-D Capital and Other Reimbursements** were \$9.9 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date March **Total Expenses** (including depreciation and other) of \$570.1 were favorable to the budget by \$73.5 or 11.4%.

Labor Expenses, \$13.4 favorable Y-T-D.

- **Payroll**, \$12.4 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(3.6) 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**, \$4.7 favorable Y-T-D (vacant positions and lower rates).
- **OPEB Current Payment**, \$3.3 favorable Y-T-D (fewer retirees/beneficiaries than projected and lower rates).
- **Other Fringe**, \$(3.3) unfavorable Y-T-D (primarily higher FELA indemnity reserves and Railroad Retirement Taxes).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$28.2 favorable Y-T-D.

- **Electric Power**, \$2.6 favorable Y-T-D (PSEG meter settlement credit, lower rates and consumption).
- **Fuel**, \$0.4 favorable Y-T-D (lower rates).
- **Insurance**, \$0.7 favorable Y-T-D (primarily lower liability insurance).
- **Claims**, \$3.1 favorable Y-T-D (timing of claim settlement).
- **Maintenance and Other Operating Contracts**, \$7.1 favorable Y-T-D (timing of Atlantic terminal wireless installation, TVM, joint facilities and other maintenance and operating contracts, partially offset by higher bussing services).
- **Professional Services**, \$0.9 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**, \$11.7 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).
- **Other Business Expenses**, \$1.6 favorable Y-T-D (lower bad debt and other business expenses).

Depreciation and Other, \$31.9 favorable Y-T-D (primarily lower OPEB which reflects the impact of a GAAP change (GASB 75) in OPEB liability, partially offset by higher depreciation.)

CASH DEFICIT SUMMARY

The Cash Deficit through March of \$219.8 was \$52.6 favorable to the budget due to the timing of capital and other reimbursements, higher farebox revenue and rental revenues, and lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 46.3%, 6.4 percentage points above the budget resulting from lower expenses and higher farebox revenue.
- Through March Adjusted Farebox Operating Ratio was 53.3%, which is above the budget due to lower expenses and higher farebox revenue.
- Through March Adjusted Cost per Passenger was \$16.54, which is lower than the budget due to lower expenses and higher ridership.
- Through March Revenue per Passenger was \$8.22, which was \$0.07 below the budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRAUAL STATEMENT of OPERATIONS by CATEGORY
MARCH 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$60.207	\$60.660	\$0.453	0.8	\$0.000	\$0.000	\$0.000	-	\$60.207	\$60.660	\$0.453	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.195	4.194	(0.001)	(0.0)	0.000	0.000	0.000	-	4.195	4.194	(0.001)	(0.0)
Capital & Other Reimbursements	0.000	0.000	0.000	-	32.125	36.068	3.944	12.3	32.125	36.068	3.944	12.3
Total Revenue	\$64.402	\$64.853	\$0.451	0.7	\$32.125	\$36.068	\$3.944	12.3	\$96.527	\$100.922	\$4.395	4.6
Expenses												
<i>Labor:</i>												
Payroll	\$49.661	\$44.894	\$4.767	9.6	\$10.752	\$11.052	(\$0.300)	(2.8)	\$60.413	\$55.946	\$4.467	7.4
Overtime	11.774	10.807	0.968	8.2	3.086	4.398	(1.312)	(42.5)	14.860	15.205	(0.344)	(2.3)
Health and Welfare	11.323	9.261	2.062	18.2	2.273	2.859	(0.586)	(25.8)	13.596	12.120	1.476	10.9
OPEB Current Payment	6.078	5.237	0.840	13.8	0.000	0.000	0.000	-	6.078	5.237	0.840	13.8
Pensions	11.080	10.764	0.317	2.9	3.693	4.009	(0.317)	(8.6)	14.773	14.773	0.000	0.0
Other Fringe Benefits	13.673	12.564	1.110	8.1	2.324	2.942	(0.617)	(26.6)	15.997	15.505	0.492	3.1
Reimbursable Overhead	(2.200)	(3.950)	1.751	79.6	2.200	3.950	(1.751)	(79.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$101.390	\$89.576	\$11.814	11.7	\$24.327	\$29.210	(\$4.883)	(20.1)	\$125.717	\$118.786	\$6.931	5.5
<i>Non-Labor:</i>												
Electric Power	\$8.521	\$6.077	\$2.443	28.7	\$0.020	\$0.037	(\$0.018)	(89.1)	\$8.540	\$6.115	\$2.426	28.4
Fuel	1.923	1.928	(0.005)	(0.3)	0.000	(0.003)	0.003	-	1.923	1.925	(0.002)	(0.1)
Insurance	1.811	1.567	0.244	13.5	0.762	0.593	0.169	22.2	2.574	2.160	0.414	16.1
Claims	2.774	0.210	2.564	92.4	0.000	0.000	0.000	-	2.774	0.210	2.564	92.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.692	4.733	1.959	29.3	1.789	1.324	0.465	26.0	8.481	6.057	2.424	28.6
Professional Service Contracts	3.952	3.021	0.931	23.6	0.059	0.262	(0.203)	*	4.012	3.283	0.728	18.2
Materials & Supplies	13.842	9.799	4.043	29.2	5.135	4.583	0.552	10.7	18.977	14.382	4.595	24.2
Other Business Expenses	1.724	0.406	1.318	76.5	0.032	0.062	(0.030)	(95.3)	1.755	0.467	1.288	73.4
Total Non-Labor Expenses	\$41.240	\$27.743	\$13.496	32.7	\$7.797	\$6.858	\$0.939	12.0	\$49.037	\$34.601	\$14.436	29.4
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$142.630	\$117.319	\$25.311	17.7	\$32.125	\$36.068	(\$3.944)	(12.3)	\$174.754	\$153.387	\$21.367	12.2
Depreciation	\$32.343	\$37.947	(\$5.604)	(17.3)	\$0.000	\$0.000	\$0.000	-	\$32.343	\$37.947	(\$5.604)	(17.3)
Other Post Employment Benefits	11.986	(23.961)	35.948	*	0.000	0.000	0.000	-	11.986	(23.961)	35.948	*
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	0.257	0.362	(0.106)	(41.1)	0.000	0.000	0.000	-	0.257	0.362	(0.106)	(41.1)
Total Expenses	\$187.215	\$131.667	\$55.549	29.7	\$32.125	\$36.068	(\$3.944)	(12.3)	\$219.340	\$167.735	\$51.605	23.5
Net Surplus/(Deficit)	(\$122.813)	(\$66.813)	\$56.000	45.6	\$0.000	\$0.000	\$0.000	-	(\$122.813)	(\$66.813)	\$56.000	45.6
<i>Cash Conversion Adjustments</i>												
Depreciation	\$32.343	\$37.947	\$5.604	17.3	\$0.000	\$0.000	\$0.000	-	32.343	\$37.947	\$5.604	17.3
Operating/Capital	(2.211)	(2.344)	(0.132)	(6.0)	0.000	0.000	0.000	-	(2.211)	(2.344)	(0.132)	(6.0)
Other Cash Adjustments	3.481	(58.221)	(61.702)	*	0.000	0.000	0.000	-	3.481	(58.221)	(61.702)	*
Total Cash Conversion Adjustments	\$33.612	(\$22.618)	(\$56.231)	*	0.000	\$0.000	\$0.000	-	\$33.612	(\$22.618)	(\$56.231)	*
Net Cash Surplus/(Deficit)	(\$89.201)	(\$89.431)	(\$0.230)	(0.3)	\$0.000	\$0.000	\$0.000	-	(\$89.201)	(\$89.431)	(\$0.230)	(0.3)

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
ACCURAL STATEMENT of OPERATIONS by CATEGORY
MARCH Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$171.167	\$174.568	\$3.400	2.0	\$0.000	\$0.000	\$0.000	-	\$171.167	\$174.568	\$3.400	2.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	9.574	12.603	3.028	31.6	0.000	0.000	0.000	-	9.574	12.603	3.028	31.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	85.358	95.234	9.876	11.6	85.358	95.234	9.876	11.6
Total Revenue	\$180.742	\$187.171	\$6.429	3.6	\$85.358	\$95.234	\$9.876	11.6	\$266.100	\$282.405	\$16.305	6.1
Expenses												
<i>Labor:</i>												
Payroll	\$153.744	\$140.928	\$12.816	8.3	\$30.012	\$30.477	(\$0.464)	(1.5)	\$183.756	\$171.405	\$12.351	6.7
Overtime	36.629	36.103	0.526	1.4	7.399	11.549	(4.150)	(56.1)	44.028	47.652	(3.624)	(8.2)
Health and Welfare	34.482	28.028	6.454	18.7	6.208	7.950	(1.742)	(28.1)	40.690	35.977	4.713	11.6
OPEB Current Payment	18.233	14.979	3.254	17.8	0.000	0.000	0.000	-	18.233	14.979	3.254	17.8
Pensions	34.234	33.213	1.020	3.0	10.086	11.107	(1.020)	(10.1)	44.320	44.320	0.000	0.0
Other Fringe Benefits	41.882	43.402	(1.520)	(3.6)	6.348	8.151	(1.803)	(28.4)	48.230	51.553	(3.323)	(6.9)
Reimbursable Overhead	(5.882)	(10.970)	5.089	86.5	5.882	10.970	(5.089)	(86.5)	0.000	0.000	0.000	-
Total Labor Expenses	\$313.322	\$285.682	\$27.640	8.8	\$65.935	\$80.203	(\$14.268)	(21.6)	\$379.257	\$365.885	\$13.372	3.5
<i>Non-Labor:</i>												
Electric Power	\$23.326	\$20.548	\$2.778	11.9	\$0.062	\$0.230	(\$0.168)	*	\$23.388	\$20.778	\$2.610	11.2
Fuel	5.599	5.197	0.402	7.2	0.000	0.000	0.000	-	5.599	\$5.197	0.402	7.2
Insurance	5.405	4.909	0.496	9.2	1.924	1.720	0.204	10.6	7.329	\$6.629	0.700	9.5
Claims	3.523	0.407	3.116	88.4	0.000	0.000	0.000	-	3.523	\$0.407	3.116	88.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	20.631	14.328	6.303	30.6	5.180	4.377	0.803	15.5	25.811	\$18.705	7.105	27.5
Professional Service Contracts	9.421	8.249	1.172	12.4	0.153	0.436	(0.283)	*	9.574	\$8.685	0.889	9.3
Materials & Supplies	38.656	30.811	7.845	20.3	12.018	8.114	3.904	32.5	50.674	\$38.925	11.749	23.2
Other Business Expenses	4.701	3.053	1.648	35.1	0.086	0.154	(0.067)	(78.4)	4.787	\$3.206	1.581	33.0
Total Non-Labor Expenses	\$111.262	\$87.501	\$23.761	21.4	\$19.423	\$15.031	\$4.392	22.6	\$130.685	\$102.532	\$28.153	21.5
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	\$424.584	\$373.183	\$51.401	12.1	\$85.358	\$95.234	(\$9.876)	(11.6)	\$509.942	\$468.417	\$41.525	8.1
Depreciation	\$97.029	\$100.938	(3.908)	(4.0)	\$0.000	\$0.000	\$0.000	-	\$97.029	\$100.938	(3.908)	(4.0)
Other Post Employment Benefits	35.958	0.000	35.958	100.0	0.000	0.000	0.000	-	35.958	0.000	35.958	100.0
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	0.590	0.696	(0.106)	(17.9)	0.000	0.000	0.000	-	0.590	0.696	(0.106)	(17.9)
Total Expenses	\$558.162	\$474.816	\$83.345	14.9	\$85.358	\$95.234	(\$9.876)	(11.6)	\$643.519	\$570.050	\$73.469	11.4
Net Surplus/(Deficit)	(\$377.420)	(\$287.646)	\$89.774	23.8	\$0.000	\$0.000	\$0.000	-	(\$377.420)	(\$287.646)	\$89.774	23.8
<i>Cash Conversion Adjustments</i>												
Depreciation	\$97.029	\$100.938	\$3.908	4.0	\$0.000	\$0.000	\$0.000	-	97.029	\$100.938	\$3.908	4.0
Operating/Capital	(4.664)	(4.005)	0.659	14.1	0.000	0.000	0.000	-	(4.664)	(4.005)	0.659	14.1
Other Cash Adjustments	12.570	(29.127)	(41.696)	*	0.000	0.000	0.000	-	12.570	(29.127)	(41.696)	*
Total Cash Conversion Adjustments	\$104.935	\$67.806	(\$37.129)	(35.4)	\$0.000	\$0.000	\$0.000	-	\$104.935	\$67.806	(\$37.129)	(35.4)
Net Cash Surplus/(Deficit)	(\$272.485)	(\$219.840)	\$52.645	19.3	\$0.000	\$0.000	\$0.000	-	(\$272.485)	(\$219.840)	\$52.645	19.3

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

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

March 2019				Year-to-Date March 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.	0.453	0.8	Higher ridership \$0.985, partially offset by lower yield per passenger \$(0.532).	3.400	2.0	Higher ridership \$4.739, partially offset by lower yield per passenger \$(1.339).
Other Operating Revenue	Non Reimb.	(0.001)	(0.0)	Primarily due to lower freight, and the timing of rental and miscellaneous revenue, partially offset by timing of advertising revenue.	3.028	31.6	Primarily due to the timing of and higher rental revenue, partially offset by the timing of advertising and lower freight revenue.
Capital & Other Reimbursements	Reimb.	3.944	12.3	Timing of capital project activity and interagency reimbursements.	9.876	11.6	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	4.767	9.6	Primarily vacant positions and higher sick pay law claim credits.	12.816	8.3	Primarily vacant positions and higher sick pay law claim credits.
	Reimb.	(0.300)	(2.8)	Primarily due to timing of project activity.	(0.464)	(1.5)	Primarily due to timing of project activity.
Overtime	Non Reimb.	0.968	8.2	Primarily due to lower weather-related overtime, maintenance, scheduled/unscheduled service, partially offset vacancy/absentee coverage.	0.526	1.4	Primarily due to lower weather-related overtime, partially offset by higher maintenance, scheduled/unscheduled service and vacancy/absentee coverage.
	Reimb.	(1.312)	(42.5)	Over-run attributed to East Side Access, Annual Track Program, East Rail Yard, Jamaica Capacity Improvements, Main Line Double Track and PTC efforts.	(4.150)	(56.1)	Over-run attributed to East Side Access, Annual Track Program, East Rail Yard, Hicksville North Siding, Jamaica Capacity Improvements, Main Line Double Track and PTC efforts.
Health and Welfare	Non Reimb.	2.062	18.2	Vacant positions and lower rates.	6.454	18.7	Vacant positions and lower rates.
	Reimb.	(0.586)	(25.8)	Primarily due to timing of project activity.	(1.742)	(28.1)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.840	13.8	Fewer retirees/beneficiaries and lower rates.	3.254	17.8	Fewer retirees/beneficiaries and lower rates.
Pensions	Non Reimb.	0.317	2.9	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	1.020	3.0	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.317)	(8.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(1.020)	(10.1)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	March 2019		Reason for Variance	Year-to-Date March 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	1.110	8.1	Lower Railroad Retirement Taxes.	(1.520)	(3.6)	Higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes.
	Reimb.	(0.617)	(26.6)	Primarily due to timing of project activity.	(1.803)	(28.4)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.751	79.6	Primarily due to timing of project activity.	5.089	86.5	Primarily due to timing of project activity.
	Reimb.	(1.751)	(79.6)	Primarily due to timing of project activity.	(5.089)	(86.5)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	2.443	28.7	Primarily due to a PSEG prior year meter settlement credit, lower rates and consumption.	2.778	11.9	Primarily due to a PSEG prior year meter settlement credit, lower rates and consumption.
	Reimb.	(0.018)	(89.1)	VD Yard	(0.168)	*	YD Yard
Fuel	Non Reimb.	(0.005)	(0.3)		0.402	7.2	Primarily lower rates.
	Reimb.	0.003	-		0.000	-	
Insurance	Non Reimb.	0.244	13.5	Lower liability insurance and lower property insurance.	0.496	9.2	Lower liability insurance and lower property insurance.
	Reimb.	0.169	22.2	Force Account Insurance associated with project activity.	0.204	10.6	Force Account Insurance associated with project activity.
Claims	Non Reimb.	2.564	92.4	Timing of claims.	3.116	88.4	Timing of claims.
Maintenance & Other Operating Contracts	Non Reimb.	1.959	29.3	Prior year accrual reversals for vegetation management and timing of Atlantic terminal wireless and TVM door installations, and joint facility maintenance, partially offset by higher bussing services and timing of janitorial services payments.	6.303	30.6	Timing of Atlantic terminal wireless and TVM door installations, joint facility services, uniform purchases and other maintenance services, partially offset by higher bussing services.
	Reimb.	0.465	26.0	Primarily due to timing of project activity.	0.803	15.5	Primarily due to timing of project activity.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	March 2019		Reason for Variance	Year-to-Date March 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	0.931	23.6	Primarily timing of rolling stock decommissioning, delay in equipment testing and other outside services, partially offset by higher write-offs of projects that are no longer capital eligible.	1.172	12.4	Primarily timing of payments/activities for rolling stock decommissioning, delay in equipment testing, bank processor conversion and other outside services, partially offset by higher write-offs of projects that are no longer capital eligible.
	Reimb.	(0.203)	*	Primarily due to timing of project activity.	(0.283)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	4.043	29.2	Primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material.	7.845	20.3	Primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material.
	Reimb.	0.552	10.7	Primarily due to timing of project activity.	3.904	32.5	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	1.318	76.5	Primarily lower bad debts, print & stationery supplies, and credit card fees.	1.648	35.1	Primarily lower bad debts, credit card fees, print & stationery supplies and other miscellaneous expenses.
	Reimb.	(0.030)	(95.3)	Primarily due to timing of project activity.	(0.067)	(78.4)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(5.604)	(17.3)	Based on certain capital assets being fully depreciated.	(3.908)	(4.0)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	35.948	*	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change (GASB 75) in OPEB liability.	35.958	100.0	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change (GASB 75) in OPEB liability.

Table 4

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
CASH RECEIPTS and EXPENDITURES
March 2019

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$61.582	\$59.881	(\$1.701)	(2.8)	\$175.292	\$180.299	\$5.007	2.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	9.969	2.424	(7.545)	(75.7)	12.907	14.189	1.282	9.9
Capital & Other Reimbursements	20.551	19.160	(1.391)	(6.8)	63.970	83.455	19.485	30.5
Total Receipts	\$92.102	\$81.465	(\$10.637)	(11.5)	\$252.169	\$277.942	\$25.773	10.2
Expenditures								
<i>Labor:</i>								
Payroll	\$58.626	\$56.920	\$1.706	2.9	\$181.713	\$169.502	\$12.211	6.7
Overtime	15.889	15.621	0.268	1.7	46.661	48.575	(1.914)	(4.1)
Health and Welfare	13.596	11.754	1.842	13.5	40.691	35.302	5.389	13.2
OPEB Current Payment	6.078	5.523	0.555	9.1	18.234	15.708	2.526	13.9
Pensions	14.773	14.359	0.414	2.8	44.319	43.284	1.035	2.3
Other Fringe Benefits	19.198	18.656	0.542	2.8	51.098	47.522	3.576	7.0
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	\$128.160	\$122.833	\$5.327	4.2	\$382.716	\$359.893	\$22.823	6.0
<i>Non-Labor:</i>								
Electric Power	\$8.540	\$5.041	\$3.499	41.0	\$23.388	\$18.748	\$4.640	19.8
Fuel	1.923	1.980	(0.057)	(3.0)	5.599	5.373	0.226	4.0
Insurance	0.000	1.587	(1.587)	-	9.839	5.692	4.147	42.1
Claims	3.520	0.080	3.440	97.7	4.102	0.266	3.836	93.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.481	12.791	(4.310)	(50.8)	25.810	37.566	(11.756)	(45.5)
Professional Service Contracts	5.398	3.110	2.288	42.4	8.525	12.174	(3.649)	(42.8)
Materials & Supplies	22.055	20.443	1.612	7.3	55.126	49.896	5.230	9.5
Other Business Expenses	1.851	2.000	(0.149)	(8.1)	5.424	5.899	(0.475)	(8.8)
Total Non-Labor Expenditures	\$51.768	\$47.033	\$4.735	9.1	\$137.813	\$135.614	\$2.199	1.6
<i>Other Expenditure Adjustments:</i>								
Other	\$1.375	\$1.233	\$0.142	10.3	\$4.125	\$4.035	\$0.090	2.2
Total Other Expenditure Adjustments	\$1.375	\$1.233	\$0.142	10.3	\$4.125	\$4.035	\$0.090	2.2
Total Expenditures	\$181.303	\$171.099	\$10.204	5.6	\$524.654	\$499.541	\$25.113	4.8
Cash Timing and Availability Adjustment	0.000	0.203	0.203	-	0.000	1.759	1.759	-
Net Cash Deficit (excludes opening balance)	(\$89.201)	(\$89.431)	(\$0.230)	(0.3)	(\$272.485)	(\$219.840)	\$52.645	19.3
Subsidies								
MTA	89.201	89.432	0.231	0.3	272.485	219.840	(52.645)	(19.3)

**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	March 2019			Year-to-Date as of March 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(1.701)	(2.8)	Lower advance sales impact \$(2.148), lower yields \$(0.532) and lower MetroCard/AirTrain sales \$(0.006), partially offset by higher ridership \$0.985.	5.007	2.9	Higher ridership \$4.739 and higher advance sales impact \$1.815, partially offset by lower yields \$(1.338) and lower MetroCard/AirTrain sales \$(0.209).
Other Operating Revenue	(7.545)	(75.7)	Primarily due to the February receipt of PSEG's annual power, pole and wire payment which was budgeted in March, partially offset by lower freight payments.	1.282	9.9	Primarily due to a prior year Amtrak payment for retroactive wireless rental revenue and the timing of miscellaneous revenue, partially offset by the return of 2018 wireless rental revenue which was received in error and lower freight revenue.
Capital and Other Reimbursements	(1.391)	(6.8)	Timing of activity and reimbursement for capital and other reimbursements.	19.485	30.5	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	1.706	2.9	Primarily due to vacant positions and higher sick pay law claim credits.	12.211	6.7	Primarily due to vacant positions and higher sick pay law claim credits.
Overtime	0.268	1.7	Primarily due to lower weather-related overtime, maintenance and scheduled/unscheduled service, partially offset by higher project overtime and vacancy/absentee coverage.	(1.914)	(4.1)	Primarily due to higher project overtime, maintenance, scheduled/unscheduled service and vacancy/absentee coverage, partially offset by lower weather-related overtime.
Health and Welfare	1.842	13.5	Primarily due to vacant positions, lower rates and intercompany reimbursements.	5.389	13.2	Primarily due to vacant positions, lower rates and intercompany reimbursements.
OPEB Current Payment	0.555	9.1	Primarily due to fewer retirees/beneficiaries and lower rates.	2.526	13.9	Primarily due to fewer retirees/beneficiaries and lower rates.
Pensions	0.414	2.8	Due to intercompany reimbursements.	1.035	2.3	Due to intercompany reimbursements.

**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	March 2019			Year-to-Date as of March 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	0.542	2.8	Primarily due to the timing of FELA payments and lower Railroad Retirement Tax payments, partially offset by higher meal payments.	3.576	7.0	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	3.499	41.0	Primarily due to a PSEG prior year meter settlement credit, lower rates and lower consumption.	4.640	19.8	Primarily due to a PSEG prior year meter settlement credit, lower rates and lower consumption.
Fuel	(0.057)	(3.0)	Primarily due to higher consumption, partially offset by lower rates.	0.226	4.0	Primarily due to lower rates.
Insurance	(1.587)	-	Timing of payments.	4.147	42.1	Timing of insurance premium payments and lower station liability installment payment.
Claims	3.440	97.7	Timing of payment for claims.	3.836	93.5	Timing of payment for claims.
Maintenance and Other Operating Contracts	(4.310)	(50.8)	Primarily timing of prior year joint facilities payments, partially offset by the timing of wireless installation in Atlantic terminal tunnels.	(11.756)	(45.5)	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	2.288	42.4	Primarily the timing of MTA Chargebacks.	(3.649)	(42.8)	Primarily payment for prior year MTA Chargeback and other consulting services, partially offset by the timing of payments for current year MTA Chargebacks.
Materials and Supplies	1.612	7.3	Primarily the timing of program, production plan, and operating funded capital material and supplies.	5.230	9.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.149)	(8.1)	Primarily higher credit/debit card fees payments, partially offset by lower miscellaneous expenses.	(0.475)	(8.8)	Primarily higher credit/debit card fees payments, partially offset by lower miscellaneous expenses and higher restitution of property damages.

**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	March 2019			Year-to-Date as of March 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Expenditure Adjustments	0.142	10.3	Lower MetroCard/AirTrain pass through payments.	0.090	2.2	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
March 2019
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.375	(\$0.778)	(\$2.154)	*	\$4.125	\$5.731	\$1.606	38.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.774	(1.769)	(7.543)	*	3.333	1.586	(1.747)	(52.4)
Capital & Other Reimbursements	(11.574)	(16.908)	(5.335)	(46.1)	(21.388)	(11.779)	9.608	44.9
Total Receipts	(\$4.425)	(\$19.456)	(\$15.032)	*	(\$13.931)	(\$4.463)	\$9.468	68.0
Expenditures								
<i>Labor:</i>								
Payroll	\$1.787	(\$0.974)	(\$2.761)	*	\$2.043	\$1.903	(\$0.140)	(6.9)
Overtime	(1.029)	(0.416)	0.612	59.5	(2.633)	(0.923)	1.710	64.9
Health and Welfare	(0.000)	0.365	0.366	*	(0.001)	0.676	0.677	*
OPEB Current Payment	(0.000)	(0.286)	(0.286)	*	(0.001)	(0.729)	(0.728)	*
Pensions	0.000	0.414	0.414	*	0.001	1.035	1.035	*
Other Fringe Benefits	(3.201)	(3.151)	0.050	1.6	(2.868)	4.030	6.899	*
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	(\$2.443)	(\$4.047)	(\$1.605)	(65.7)	(\$3.459)	\$5.993	\$9.452	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$1.074	\$1.073	*	(\$0.000)	\$2.030	\$2.030	*
Fuel	0.000	(0.055)	(0.055)	*	(0.000)	(0.176)	(0.175)	*
Insurance	2.574	0.573	(2.001)	(77.7)	(2.510)	0.937	3.447	*
Claims	(0.746)	0.131	0.876	*	(0.579)	0.141	0.720	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(6.734)	(6.735)	*	0.001	(18.861)	(18.862)	*
Professional Service Contracts	(1.386)	0.174	1.560	*	1.049	(3.489)	(4.538)	*
Materials & Supplies	(3.078)	(6.061)	(2.982)	(96.9)	(4.452)	(10.972)	(6.520)	*
Other Business Expenses	(0.096)	(1.533)	(1.437)	*	(0.637)	(2.693)	(2.056)	*
Total Non-Labor Expenditures	(\$2.731)	(\$12.432)	(\$9.700)	*	(\$7.128)	(\$33.082)	(\$25.953)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.375)	(\$1.233)	\$0.142	10.3	(\$4.125)	(\$4.035)	\$0.090	2.2
Total Other Expenditure Adjustments	(\$1.375)	(\$1.233)	\$0.142	10.3	(\$4.125)	(\$4.035)	\$0.090	2.2
Total Expenditures before Depreciation	(\$6.549)	(\$17.712)	(\$11.163)	*	(\$14.712)	(\$31.124)	(\$16.412)	*
Depreciation Adjustment	\$32.343	\$37.947	\$5.604	17.3	\$97.029	\$100.938	\$3.908	4.0
Other Post Employment Benefits	11.986	(23.961)	(35.948)	*	35.958	0.000	(35.958)	(100.0)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.257	0.362	0.106	41.1	0.590	0.696	0.106	17.9
Total Expenditures	\$38.037	(\$3.365)	(\$41.402)	*	\$118.865	\$70.509	(\$48.356)	(40.7)
Cash Timing and Availability Adjustment	0.000	0.203	0.203	-	0.000	1.759	1.759	-
Total Cash Conversion Adjustments	\$33.612	(\$22.618)	(\$56.231)	*	\$104.935	\$67.806	(\$37.129)	(35.4)

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

	March 2019						March 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	20,872	\$1.331	18,420	\$1.201	2,452 11.7%	\$0.130 9.8%	105,778	\$6.670	111,788	\$7.100	(6,009) -5.7%	(\$0.430) -6.4%
<u>Unscheduled Service</u>	7,393	\$0.502	4,157	\$0.279	3,236 43.8%	\$0.223 44.5%	14,595	\$0.977	16,809	\$1.115	(2,214) -15.2%	(\$0.139) -14.2%
<u>Programmatic/Routine Maintenance</u>	81,439	\$4.731	72,109	\$4.187	9,330 11.5%	\$0.544 11.5%	192,925	\$11.291	227,968	\$13.460	(35,043) -18.2%	(\$2.168) -19.2%
<u>Unscheduled Maintenance</u>	587	\$0.036	2,853	\$0.175	(2,266) *	(\$0.139) *	1,474	\$0.089	7,686	\$0.466	(6,212) *	(\$0.376) *
<u>Vacancy/Absentee Coverage</u>	50,482	\$3.072	56,078	\$3.369	(5,596) -11.1%	(\$0.297) -9.7%	144,923	\$8.693	153,366	\$9.214	(8,443) -5.8%	(\$0.521) -6.0%
<u>Weather Emergencies</u>	34,490	\$1.980	20,446	\$1.200	14,044 40.7%	\$0.780 39.4%	149,225	\$8.543	68,301	\$4.098	80,924 54.2%	\$4.446 52.0%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	2,261	\$0.122	1,486	\$0.396	774 34.3%	(\$0.274) -225.5%	6,782	\$0.365	6,309	\$0.650	472 7.0%	(\$0.285) -78.2%
NON-REIMBURSABLE OVERTIME	197,525	\$11.774	175,551	\$10.807	21,974 11.1%	\$0.968 8.2%	615,702	\$36.629	592,227	\$36.103	23,475 3.8%	\$0.526 1.4%
REIMBURSABLE OVERTIME	55,321	\$3.086	67,306	\$4.398	(11,985) -21.7%	(\$1.312) -42.5%	130,270	\$7.399	175,720	\$11.549	(45,450) -34.9%	(\$4.150) -56.1%
TOTAL OVERTIME	252,845	\$14.860	242,857	\$15.205	9,988 4.0%	(\$0.344) -2.3%	745,972	\$44.028	767,947	\$47.652	(21,975) -2.9%	(\$3.624) -8.2%

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)

Master Page # 169 of 242 - Joint Metro-North and Long Island Committees Meeting 5/20/2019

	March 2019			March Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	2,452	\$0.130	Lower Crew book overtime within Transportation.	(6,009)	(\$0.430)	Higher Crew book overtime within Transportation and higher Holiday overtime within Stations, partially offset by lower Holiday overtime within Equipment
	11.7%	9.8%		-5.7%	-6.4%	
<u>Unscheduled Service</u>	3,236	\$0.223	Less operational support required to fulfill on time performance.	(2,214)	(\$0.139)	Additional operational support required to fulfill on time performance.
	43.8%	44.5%		-15.2%	-14.2%	
<u>Programmatic/Routine Maintenance</u>	9,330	\$0.544	Lower maintenance efforts, partially offset by higher Sperry rail car inspections within Engineering. Higher Support Shop repairs on M7 wheels and higher Diesel Shop running repair within the Equipment.	(35,043)	(\$2.168)	Higher Sperry rail car inspections along the Main Line, Port Washington/Montauk Branches, timber replacement between Kew Gardens & Jamaica. Higher running repair on M3, Diesel Shop, Support Shop on M7 wheels and additional fleet cleaning efforts within Equipment.
	11.5%	11.5%		-18.2%	-19.2%	
<u>Unscheduled Maintenance</u>	(2,266)	(\$0.139)	Due to system wide emergencies.	(6,212)	(\$0.376)	Due to system wide emergencies.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	(5,596)	(\$0.297)	Unfavorable driven by higher Open jobs within the Equipment Department and lower availability in Stations, partially offset higher availability within Transportation	(8,443)	(\$0.521)	Unfavorable driven by higher Open jobs within the Equipment Department and lower availability in Stations, partially offset higher availability within Transportation
	-11.1%	-9.7%		-5.8%	-6.0%	
<u>Weather Emergencies</u>	14,044	\$0.780	Favorable weather patterns.	80,924	\$4.446	Favorable weather patterns.
	40.7%	39.4%		54.2%	52.0%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	774	(\$0.274)	Unfavorable due to variance between actual and forecasted wage rates.	472	(\$0.285)	Unfavorable due to variance between actual and forecasted wage rates.
	34.3%	-225.5%		7.0%	-78.2%	
NON-REIMBURSABLE OVERTIME	21,974	\$0.968		23,475	\$0.526	
	11.1%	8.2%		3.8%	1.4%	
REIMBURSABLE OVERTIME	(11,985)	(\$1.312)	Over-run attributed to East Side Access, Annual Track Program, East Rail Yard, Jamaica Capacity Improvements, Main Line Double Track and PTC efforts.	(45,450)	(\$4.150)	Over-run attributed to East Side Access, Annual Track Program, East Rail Yard, Hicksville North Siding, Jamaica Capacity Improvements, Main Line Double Track and PTC efforts.
	-21.7%	-42.5%		-34.9%	-56.1%	
TOTAL OVERTIME	9,988	(\$0.344)		(21,975)	(\$3.624)	
	4.0%	-2.3%		-2.9%	-8.2%	

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
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH MARCH 2019

Explanation of Variances
<p>NON-REIMBURSABLE POSITIONS - Unfavorable 32 positions due to Engineering workforce working on maintenance activity instead of capital project activity, partially offset by vacant positions in Administrative, Maintenance of Equipment and Train Operations departments.</p>
<p>REIMBURSABLE POSITIONS - Favorable 216 positions primarily due to the timing of project activity in Engineering, and vacancies within the Department of Project Management, East Side Access/Special Projects and Procurement and Logistics, partially offset by unfavorable positions in Train Operations.</p>

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 MARCH 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	17	1
President	9	6	3
VP & CFO	3	2	1
Information Technology	0	0	0
Controller	45	43	2
Management & Budget	18	16	2
BPM, Controls & Compliance	6	5	1
Market Dev. & Public Affairs	71	71	0
Gen. Counsel & Secretary	33	32	1
Diversity Management	3	3	0
Security	14	10	4
System Safety	42	36	6
Training	68	65	3
Service Planning	31	27	4
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
Total Administration	530	473	57
Operations			
Transportation Services - Train Operations	2,358	2,358	0
Customer Services	308	313	(5)
Total Operations	2,666	2,671	(5)
Maintenance			
Engineering	2,080	2,048	32
Equipment	2,209	2,146	63
Procurement (Stores)	95	96	(1)
Total Maintenance	4,384	4,290	94
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	7,803	7,619	184
<i>Non-Reimbursable</i>	6,446	6,478	(32)
<i>Reimbursable</i>	1,357	1,141	216
Total Full-Time	7,803	7,619	184
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

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 MARCH 2019

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	275	247	28
Professional, Technical, Clerical	151	121	30
Operational Hourlies	104	105	(1)
Total Administration	530	473	57
Operations			
Managers/Supervisors	317	307	10
Professional, Technical, Clerical	100	100	0
Operational Hourlies	2,249	2,264	(15)
Total Operations	2,666	2,671	(5)
Maintenance			
Managers/Supervisors	848	769	79
Professional, Technical, Clerical	295	240	55
Operational Hourlies	3,241	3,281	(40)
Total Maintenance	4,384	4,290	94
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	1,447	145
Professional, Technical, Clerical	617	522	95
Operational Hourlies	5,594	5,650	(56)
Total Positions	7,803	7,619	184

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
RIDERSHIP
(In Millions)**

	MARCH 2019							MARCH YEAR TO DATE 2019						
	Month			Variance				YTD			Variance			
	Adopted	Actual	Adjusted*	Adopted		Adjusted*		Adopted	Actual	Adjusted*	Adopted		Adjusted*	
	Budget	2019	2018	Budget	2018	Budget	2018	Budget	2019	2018	Budget	2018	Budget	2018
RIDERSHIP				#	%	#	%				#	%	#	%
Monthly	4.200	4.149	4.209	(0.050)	-1.2%	(0.060)	-1.4%	11.936	11.908	11.991	(0.028)	-0.2%	(0.083)	-0.7%
Weekly	0.158	0.203	0.140	0.045	28.8%	0.063	44.8%	0.442	0.548	0.398	0.106	24.0%	0.150	37.5%
Total Commutation	4.357	4.352	4.349	(0.005)	-0.1%	0.003	0.1%	12.378	12.456	12.389	0.078	0.6%	0.067	0.5%
One-Way Full Fare	0.718	0.790	0.673	0.072	10.0%	0.117	17.3%	1.946	2.212	1.913	0.267	13.7%	0.299	15.6%
One-Way Off-Peak	1.433	1.464	1.401	0.031	2.2%	0.063	4.5%	3.960	4.051	3.925	0.091	2.3%	0.126	3.2%
All Other	0.886	0.909	0.820	0.023	2.6%	0.090	10.9%	2.371	2.507	2.375	0.136	5.8%	0.132	5.6%
Total Non-Commutation	3.037	3.163	2.894	0.126	4.1%	0.269	9.3%	8.276	8.770	8.213	0.494	6.0%	0.558	6.8%
Total	7.394	7.515	7.243	0.121	1.6%	0.272	3.8%	20.654	21.226	20.602	0.572	2.8%	0.624	3.0%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
March 2019**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2019</u>	<u>Adopted Budget</u>	<u>Actual 2018</u>	<u>vs. Budget</u>	<u>vs. 2018</u>
Farebox Operating Ratio	Standard ⁽¹⁾	50.7%	41.6%	49.6%	9.1%	1.1%
	Adjusted ⁽²⁾	58.5%	47.7%	57.2%	10.8%	1.3%
Cost Per Passenger	Standard ⁽¹⁾	\$15.92	\$19.59	\$16.01	\$3.67	\$0.09
	Adjusted ⁽²⁾	\$14.75	\$18.27	\$14.78	\$3.52	\$0.03
Passenger Revenue/Passenger ⁽³⁾		\$8.07	\$8.14	\$7.95	(\$0.07)	\$0.12
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2019</u>	<u>Adopted Budget</u>	<u>Actual 2018</u>	<u>vs. Budget</u>	<u>vs. 2018</u>
Farebox Operating Ratio	Standard ⁽¹⁾	46.3%	39.9%	46.1%	6.4%	0.2%
	Adjusted ⁽²⁾	53.3%	45.2%	52.0%	8.1%	1.3%
Cost Per Passenger	Standard ⁽¹⁾	\$17.77	\$20.78	\$17.88	\$3.01	\$0.11
	Adjusted ⁽²⁾	\$16.54	\$19.35	\$16.59	\$2.81	\$0.05
Passenger Revenue/Passenger ⁽³⁾		\$8.22	\$8.29	\$8.23	(\$0.07)	(\$0.01)

(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

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

March 2019

**MARCH 2019 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

March Ridership and Revenue (millions)

	March 2019	% Change vs. 2018
Total Rail Ridership	7.515	3.8% ▲
Commutation Ridership	4.352	0.1% ▲
Non-Commutation Ridership	3.163	9.3% ▲
Rail Revenue	\$60.7	3.3% ▲

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

	March 2019	% Change vs. 2018	Comparison to Budget
Total Rail Ridership	21.226	3.0% ▲	2.8% ▲
Commutation Ridership	12.456	0.5% ▲	0.6% ▲
Non-Commutation Ridership	8.770	6.8% ▲	6.0% ▲
Rail Revenue	\$174.6	2.4% ▲	2.0% ▲

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
March 2019**

TICKET TYPE/SERVICE	March 2019	March 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,352,140	4,349,179	2,961	0.1%
NON-COMMUTATION RIDERSHIP	3,162,973	2,893,615	269,358	9.3%
TOTAL RIDERSHIP	7,515,113	7,242,794	272,319	3.8%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2019 YEAR-TO-DATE**

TICKET TYPE/SERVICE	March 2019	March 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	12,455,821	12,389,189	66,632	0.5%
NON-COMMUTATION RIDERSHIP	8,770,336	8,212,804	557,532	6.8%
TOTAL RIDERSHIP	21,226,157	20,601,993	624,164	3.0%

* 2018 ridership numbers were adjusted using 2019 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
March 2019**

REVENUE	March 2019	March 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,782,440	\$31,882,858	(\$100,418)	-0.3%
NON-COMMUTATION REVENUE	\$28,877,177	\$26,840,405	\$2,036,772	7.6%
TOTAL REVENUE	\$60,659,617	\$58,723,263	\$1,936,354	3.3%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2019 YEAR-TO-DATE**

REVENUE	March 2019	March 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$94,061,577	\$94,018,723	\$42,855	0.0%
NON-COMMUTATION REVENUE	\$80,506,241	\$76,441,882	\$4,064,359	5.3%
TOTAL REVENUE	\$174,567,819	\$170,460,605	\$4,107,214	2.4%



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
APRIL 2019**

WEBSTER AVENUE AND CHERRY VALLEY ROAD BRIDGE REPLACEMENTS – PRELIMINARY DESIGN

Milestone: Preliminary Design Completion

The preliminary design is complete for replacement of two Nassau County bridges, the Webster Avenue vehicular bridge over the LIRR Port Washington tracks in Manhasset and the Cherry Valley Road Bridge on the Hempstead Branch in Garden City. The design addressed structural deficiencies at both bridges as well as vertical clearance issues at Cherry Valley. Design-Build construction for bridge replacements at Webster Avenue and Cherry Valley will be funded in a future Capital Program.

NORTH MAIN and ACCABONAC BRIDGE REPLACEMENTS

Milestone: Contract Award \$6,700,000

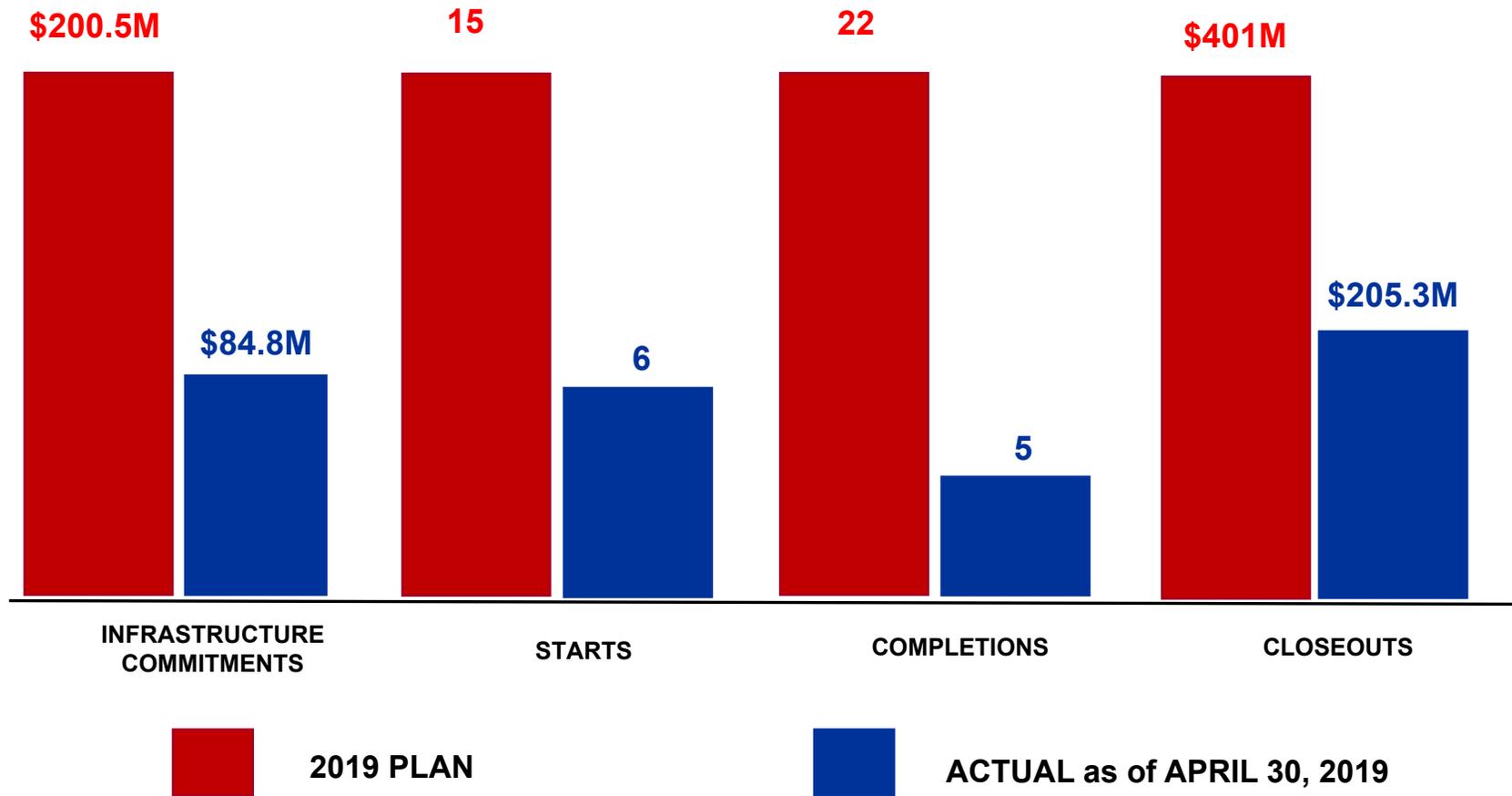
Project Budget: \$21,080,494

A contract for drill shaft foundations and an excavation support system was awarded to Case Foundation Company for \$6,700,000. The work will include installation of nine drill shaft foundations to facilitate the LIRR's replacement of the North Main and Accabonac Bridges in East Hampton on the Montauk Branch. The contract also includes installation of an excavation support system for the LIRR installation of a retaining wall along the right of way. This project is part of the LIRR's efforts to maintain and upgrade the bridge infrastructure system throughout the railroad.

SMALL BUSINESS MENTOR PROGRAM

- The new contract/s awarded this month:
 - Amityville Platform Canopy Roof awarded for \$772,000.

2019 LIRR Capital Program Goals



Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

April 2019 Highlights: Operations Report

April service delivery operated above goal at 95.3% overall with 96.2% in peak periods. YTD OTP is 95.7% with 94.9% in peak periods.

Hudson Line – 95.7% with 96.1% in peak

98.6% of trains arrived within 10" of schedule with 6 (0.12%) cancelled or terminated

Harlem Line – 97.3% with 97.1% in peak

99.2% of trains arrived within 10" of schedule with 6 (0.09%) cancelled or terminated

New Haven Line – 93.5% with 95.5% in peak

97.5% of trains arrived within 10" of schedule with 12 (0.14%) cancelled or terminated

In April 3.1% of trains arrived 6-10" late with 24 (0.12%) cancelled or terminated.

Overall, 98.4% of trains arrived within 10" of schedule.

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

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

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

West of Hudson Service operated below goal at 94.3% due to MNR Infrastructure Work, MNR Switch/Signal Failures, NJT Loco failures and NJT operational issues on the Port Jervis Line.

Pascack Valley – 96.8%

Port Jervis – 90.9%

Cancelled Trains

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

1 – NJT Trespasser Strike 4/12

1 – NJT Loco Failure 4/26

Equipment Performance

Fleet Availability was good during March.

Fleet MDBF in February operated above goal at 229,561 against the goal of 165,000 with YTD above goal at 192,288.

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	April	YTD thru April	April	YTD thru April	
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%	95.3%	95.7%	94.7%	93.6%	
		AM Peak	93.0%	95.9%	93.3%	94.8%	92.0%	
		AM Reverse Peak	93.0%	97.9%	96.2%	95.5%	95.3%	
		PM Peak	93.0%	95.8%	96.2%	96.2%	93.3%	
		Total Peak	93.0%	96.2%	94.9%	95.5%	93.0%	
		Off Peak Weekday	93.0%	93.9%	95.2%	92.6%	92.4%	
		Weekend	93.0%	96.8%	97.9%	97.4%	96.7%	
		Hudson Line	Overall	93.0%	95.7%	96.3%	93.8%	93.8%
			AM Peak	93.0%	94.2%	93.1%	92.9%	91.2%
			AM Reverse Peak	93.0%	97.9%	95.5%	97.8%	98.0%
			PM Peak	93.0%	97.6%	98.1%	96.3%	94.3%
			Total Peak	93.0%	96.1%	95.5%	95.0%	93.4%
			Off Peak Weekday	93.0%	95.1%	96.2%	91.1%	92.0%
			Weekend	93.0%	96.5%	97.9%	96.7%	97.6%
		Harlem Line	Overall	93.0%	97.3%	97.0%	95.9%	93.7%
			AM Peak	93.0%	97.1%	94.3%	96.0%	92.8%
			AM Reverse Peak	93.0%	97.4%	96.5%	95.2%	93.2%
			PM Peak	93.0%	97.0%	96.9%	97.9%	93.0%
			Total Peak	93.0%	97.1%	95.8%	96.6%	92.9%
			Off Peak Weekday	93.0%	96.8%	97.2%	95.2%	93.7%
			Weekend	93.0%	99.1%	98.8%	95.7%	95.1%
		New Haven Line	Overall	93.0%	93.5%	94.3%	94.3%	93.4%
			AM Peak	93.0%	96.1%	92.7%	94.9%	91.9%
			AM Reverse Peak	93.0%	98.3%	96.2%	94.6%	95.9%
			PM Peak	93.0%	93.8%	94.3%	94.8%	93.0%
			Total Peak	93.0%	95.5%	93.9%	94.8%	92.9%
			Off Peak Weekday	93.0%	91.2%	93.1%	91.6%	91.7%
		Weekend	93.0%	95.3%	97.3%	98.9%	97.1%	
Operating Statistics	Trains Scheduled			19,399	75,860	19,036	75,230	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			11.0	11.3	11.3	13.9	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	129	535	171	1,082	
	Trains Canceled		230	10	31	8	281	
	Trains Terminated		230	14	73	17	122	
	Percent of Scheduled Trips Completed		99.8%	99.9%	99.9%	99.9%	99.5%	
Consist Compliance	System	Overall	98.5%	99.6%	99.2%	99.0%	98.8%	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	97.0%	99.0%	97.9%	97.9%	97.4%	
		AM Reverse Peak	99.5%	100.0%	100.0%	100.0%	100.0%	
		PM Peak	97.0%	99.5%	98.5%	97.9%	96.8%	
		Total Peak	97.0%	99.4%	98.4%	98.2%	98.0%	
		Off Peak Weekday	99.5%	99.8%	99.7%	99.6%	99.5%	
		Weekend	99.5%	99.7%	99.6%	99.4%	99.7%	
		Hudson Line	AM Peak	99.0%	100.0%	99.9%	98.8%	99.2%
			PM Peak	99.0%	100.0%	99.9%	99.2%	98.0%
		Harlem Line	AM Peak	97.0%	99.1%	98.7%	98.0%	96.5%
			PM Peak	97.0%	99.6%	98.9%	98.8%	98.1%
		New Haven Line	AM Peak	95.0%	98.3%	95.8%	97.1%	96.9%
			PM Peak	95.0%	99.1%	97.2%	96.2%	94.9%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	March	2019 Data		2018 Data		YTD 2019 Vs 2018
			April	YTD thru April	April	YTD thru April	
Engineering (Scheduled)	10.8%	108	179	542	313	934	-392
Engineering (Unscheduled)	15.5%	764	257	1,658	559	3,621	-1,963
Maintenance of Equipment	21.3%	315	353	1,330	527	1,638	-308
Transportation	2.5%	46	41	185	49	307	-123
Capital Projects	12.1%	129	201	499	26	109	390
Weather and Environmental	1.7%	9	28	212	98	2,068	-1,856
Police	7.7%	139	128	562	131	684	-122
Customers	8.3%	97	138	346	101	354	-8
Other	19.2%	65	318	668	55	544	124
3rd Party Operations	0.8%	3	14	18	3	10	8
TOTAL	100.0%	1,675	1,657	6,020	1,861	10,269	-4,249
HUDSON LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2019 Vs 2018
Engineering (Scheduled)	19.0%	17	64	132	121	277	-145
Engineering (Unscheduled)	12.8%	115	43	261	60	1,033	-772
Maintenance of Equipment	29.4%	52	99	326	142	435	-109
Transportation	0.6%	4	2	22	12	82	-60
Capital Projects	11.0%	41	37	153	25	93	60
Weather and Environmental	0.6%	0	2	56	37	383	-327
Police	8.9%	13	30	106	16	79	27
Customers	10.7%	6	36	72	34	89	-17
Other	6.5%	6	22	98	19	95	3
3rd Party Operations	0.6%	1	2	4	0	4	0
TOTAL	100.0%	255	337	1,230	466	2,570	-1,340
HARLEM LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2019 Vs 2018
Engineering (Scheduled)	7.9%	10	24	48	49	222	-174
Engineering (Unscheduled)	27.4%	180	83	456	272	1,397	-941
Maintenance of Equipment	29.0%	104	88	365	66	389	-24
Transportation	2.3%	24	7	52	24	102	-50
Capital Projects	0.3%	2	1	38	0	10	28
Weather and Environmental	7.6%	0	23	109	21	743	-634
Police	7.9%	42	24	140	17	171	-31
Customers	8.6%	28	26	81	36	110	-29
Other	8.9%	29	27	98	6	100	-2
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	419	303	1,387	491	3,244	-1,857
NEW HAVEN LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2019 Vs 2018
Engineering (Scheduled)	8.9%	81	91	362	143	435	-73
Engineering (Unscheduled)	13.0%	469	132	941	227	1,191	-250
Maintenance of Equipment	16.3%	159	166	639	318	814	-175
Transportation	3.1%	17	32	110	13	122	-12
Capital Projects	15.9%	86	162	308	1	7	301
Weather and Environmental	0.3%	8	3	47	40	942	-895
Police	7.4%	84	75	316	98	434	-118
Customers	7.5%	63	76	194	31	155	39
Other	26.4%	30	268	471	30	349	122
3rd Party Operations	1.2%	2	12	14	2	6	8
TOTAL	100.0%	999	1,017	3,402	903	4,455	-1,053

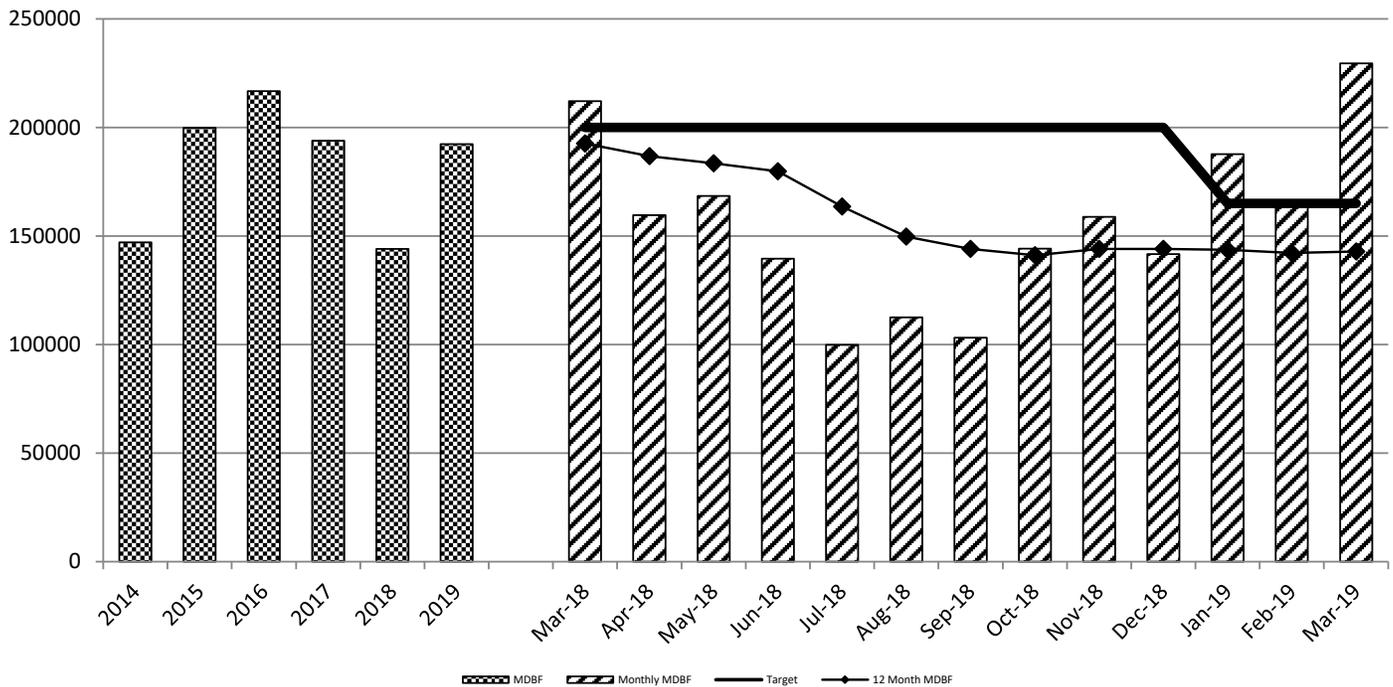
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
04/05	Fri	The 10 derail failed to normal after a scheduled bridge opening at Cos Cob.	0	0	0	0	0	0	3	0	0	8	0	0	0	0	0	11	0	0
04/05	Fri	Track Equipment fouled track 4 west of Greenwich.	0	0	0	0	0	0	19	0	0	43	0	0	0	0	0	62	0	0
04/06	Sat	Congestion account track 3 out of service due to Capital Work on Cos Cob Bridge.	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0
04/08	Mon	Congestion account track 3 out of service due to Capital Work on Cos Cob Bridge.	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	0	0
04/08	Mon	Deadhead train 2642 had constant PTC overspeed alarm north of CP 5.	0	0	0	0	0	0	3	0	0	9	0	0	0	0	0	12	0	0
04/11	Thu	Late connection of SLE train 1671 that had mechanical problems.	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	0	0
04/12	Fri	Congestion account track 3 out of service due to Capital Work on Cos Cob Bridge.	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0
04/13	Sat	Third Rail failure on track 3 south of Tremont Station.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
04/15	Mon	Train 855 had Cab Signal failure north of CP1 on track 4,	1	0	0	0	0	0	27	0	0	12	0	0	0	0	0	40	0	0
04/23	Tue	Train 832 was unable to take power on track 2 at 125th Street Station.	16	0	0	1	0	0	0	0	0	0	0	0	0	0	0	17	0	0
04/23	Tue	Police assistance requested on train 310 at 125th Street Station due to a fare dispute.	25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26	0	0
04/25	Thu	Third Rail failure on track 2 at Yankees East 153rd Street Station.	0	0	0	0	0	0	9	0	0	4	0	0	0	0	0	13	0	0
04/25	Thu	Train 730 loss power on track 2 south of Riverdale Station due to Loco failure.	7	1	1	1	0	0	0	0	0	1	0	0	0	0	0	9	1	1
TOTAL FOR MONTH			49	1	1	3	0	0	61	0	0	112	0	0	24	0	0	249	1	1
																	251			

	2019 Data								2018 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Mar MDBF (miles)	Primary Failure Goal	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)	12 month MDBF Rolling Avg (miles)	Mar MDBF (miles)	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)
Mean Distance Between Failures	M8	405	280,000	261,054	9	10	222,168	196,256	637,772	4	352,432
	M3	138	80,000	40,746	4	8	76,984	73,634	67,989	5	74,014
	M7	334	330,000	396,455	6	5	239,919	275,854	322,731	6	448,513
	Coach	209	200,000	503,407	8	3	308,637	159,009	479,730	3	353,184
	P-32	31	21,000	63,756	9	3	42,641	20,255	26,612	7	19,791
	BL-20	12	13,000	37,008	4	0	35,212	16,594	15,347	3	21,538
	Fleet	1129	165,000	229,561	40	29	192,288	142,857	212,118	31	200,930
	M8		280,000	261,054	9	10	222,168	186,061	375,400	7	305,955
M3/7		229,000	177,557	10	13	185,608	205,384	206,939	11	268,754	
Diesel/Coach		80,000	285,707	21	6	164,498	80,641	128,578	13	106,991	

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	April	YTD thru April	April	YTD thru April	
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%	94.3%	91.9%	93.3%	92.2%	
		AM Peak	93.0%	96.2%	90.6%	90.8%	89.3%	
		PM Peak	93.0%	96.9%	91.8%	94.5%	92.9%	
		Total Peak	93.0%	96.5%	91.2%	92.6%	91.0%	
		Off Peak Weekday	93.0%	91.8%	91.1%	92.6%	92.2%	
		Weekend	93.0%	96.4%	94.7%	96.0%	93.8%	
		Pascack Line	Overall	93.0%	96.8%	95.0%	94.6%	94.5%
		AM Peak	93.0%	98.7%	95.5%	92.9%	92.7%	
		PM Peak	93.0%	97.4%	94.3%	97.3%	96.6%	
		Total Peak	93.0%	98.1%	94.9%	94.9%	94.6%	
		Off Peak Weekday	93.0%	96.1%	94.9%	93.9%	94.4%	
		Weekend	93.0%	96.4%	95.1%	95.5%	94.7%	
		Port Jervis Line	Overall	93.0%	90.9%	87.8%	91.5%	88.8%
		AM Peak	93.0%	93.2%	84.9%	88.1%	84.6%	
		PM Peak	93.0%	96.2%	88.8%	91.3%	88.5%	
		Total Peak	93.0%	94.7%	86.8%	89.7%	86.6%	
		Off Peak Weekday	93.0%	86.1%	85.9%	90.8%	89.2%	
		Weekend	93.0%	96.4%	93.9%	96.8%	92.1%	
	Operating Statistics	Trains Scheduled		1,650	6,497	1,669	6,568	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		20.3	24.1	17.0	20.2		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	33	226	27	186		
	Trains Canceled	60	2	21	28	81		
	Trains Terminated	60	2	17	2	19		
	Percent of Scheduled Trips Completed	99.4%	99.8%	99.4%	98.2%	98.5%		
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	99.9%	98.9%	98.6%	97.9%	
	Pascack Valley - AM		99.0%	99.8%	98.7%	98.4%	97.4%	
	Port Jervis - AM		99.0%	100.0%	99.2%	98.9%	98.4%	

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

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
		There were no Events resulting in 5 or More Late, Canceled or Terminated trains during the month.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL FOR MONTH			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
												0					

APRIL 2019 STANDEE REPORT
East of Hudson

			APR 2018	YTD 2018	APR 2019	YTD 2019
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	22	18	0	2
Total Standees			22	18	0	2
AM Peak	Harlem Line	Program Standees	0	0	31	8
		Add'l Standees	63	104	5	20
Total Standees			63	104	36	28
	New Haven Line	Program Standees	0	0	24	6
		Add'l Standees	69	68	27	94
Total Standees			69	68	51	100
EAST OF HUDSON TOTAL - AM PEAK			154	191	86	130
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	4	6	0	0
Total Standees			4	6	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	22	28	5	8
Total Standees			22	28	5	8
	New Haven Line	Program Standees	0	0	140	35
		Add'l Standees	65	112	11	87
Total Standees			65	112	151	122
EAST OF HUDSON TOTAL - PM PEAK			92	146	156	130

West of Hudson

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

* 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 April 2019

Elevator Availability	2019		2018	
	April	Year to Date	April	Year to Date
Grand Central Terminal	81.44%	85.22%	93.75%	93.75%
Harlem	99.85%	99.94%	100.00%	99.76%
Hudson	99.73%	99.79%	100.00%	99.77%
New Haven	100.00%	99.92%	100.00%	99.71%
Overall Average	95.25%	96.22%	98.44%	98.25%

GCT Availability for April 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	
	April	Year to Date	April	Year to Date
Grand Central Terminal	86.63%	70.06%	98.92%	96.54%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	93.31%	85.03%	99.46%	98.27%

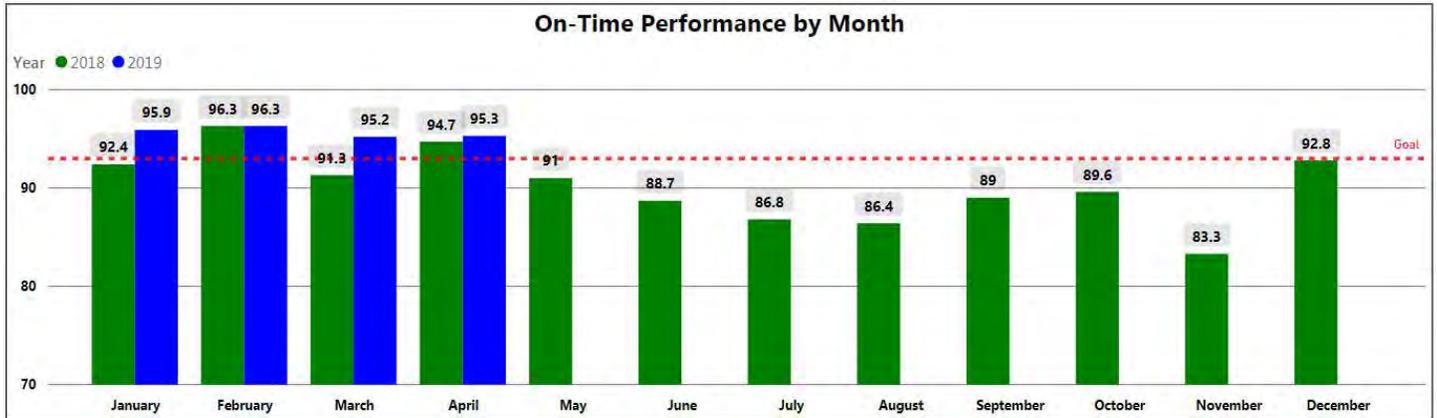
Escalator #9 (East Spine to 48th Street and Park) had been Out of Service since January 13 for repair to the brake coil and motor. Was returned to service on April 25. Escalator #8 (47th St Cross Passage to East Spine) has been Out of Service since April 5 for a broken yolk that caused a step wreck. Was returned to service on April 13.

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.

On-Time Performance

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

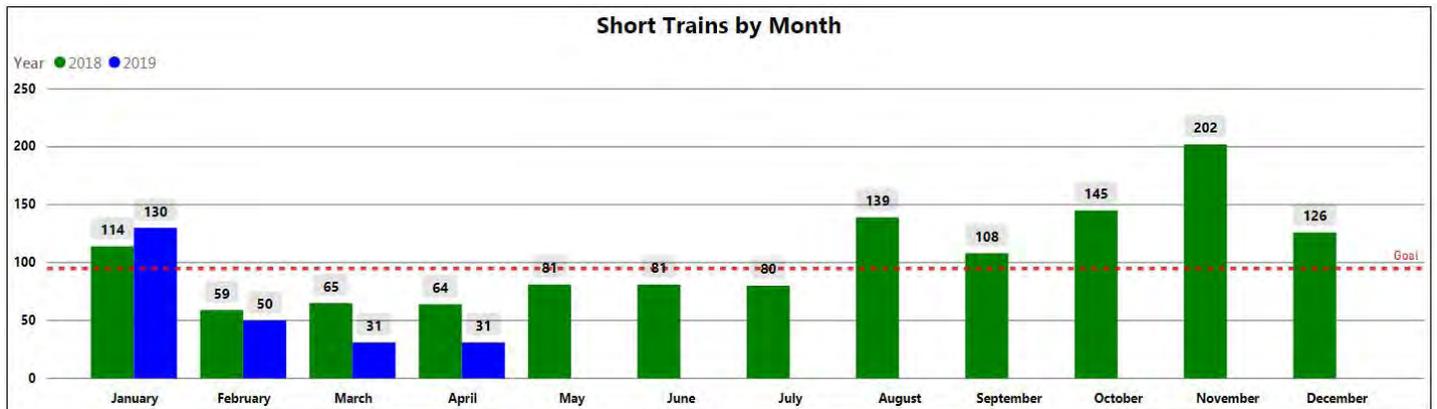
	2019		2018	
Goal	April	YTD	April	YTD
93.0%	95.3%	95.7%	91.3%	93.6%



Short Trains

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

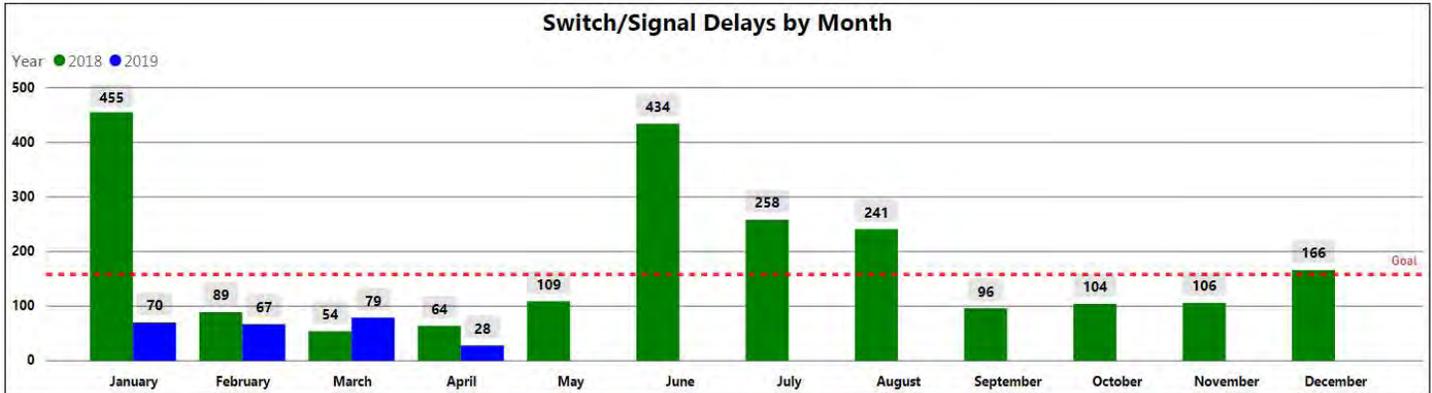
	2019		2018	
Goal	April	YTD	April	YTD
1138	31	242	64	302



Switch/Signal Delays

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

	2019		2018	
Goal	April	YTD	April	YTD
1896	28	244	64	662



Fare Not Collected Rate

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

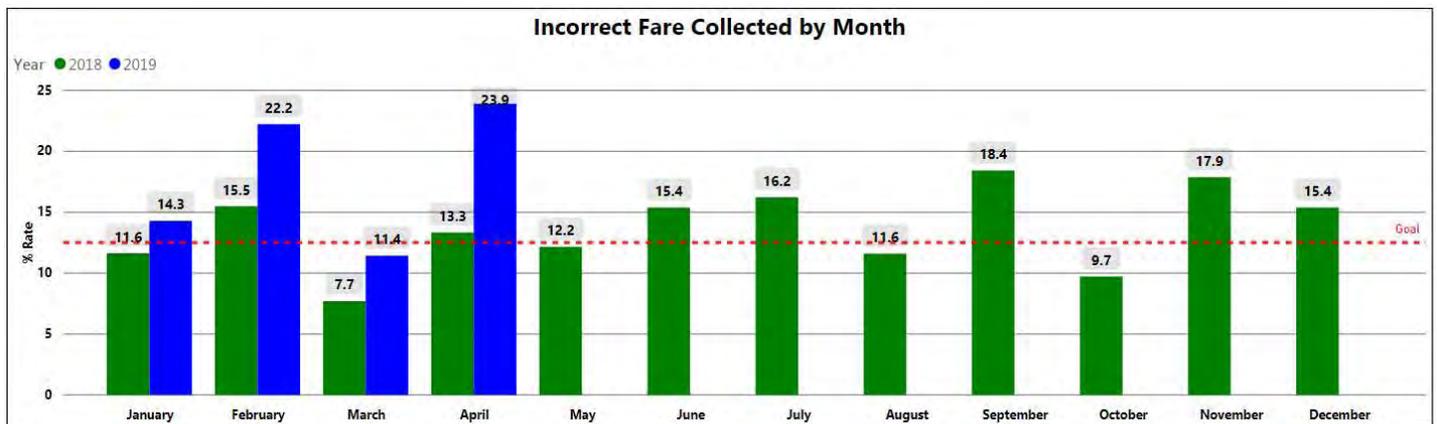
	2019		2018	
Goal	April	YTD	April	YTD
2.6%	6.1%	4.4%	0.0%	1.9%



Incorrect Fare Collected Rate

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

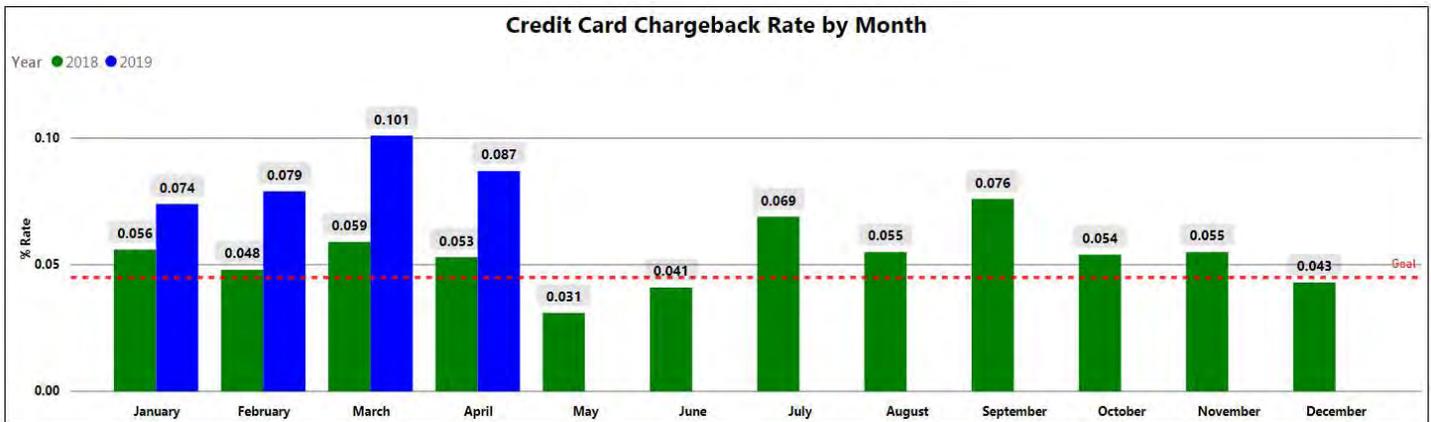
	2019		2018	
Goal	April	YTD	April	YTD
12.5%	23.9%	18.8%	13.3%	11.9%



Credit Card Chargeback Rate

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

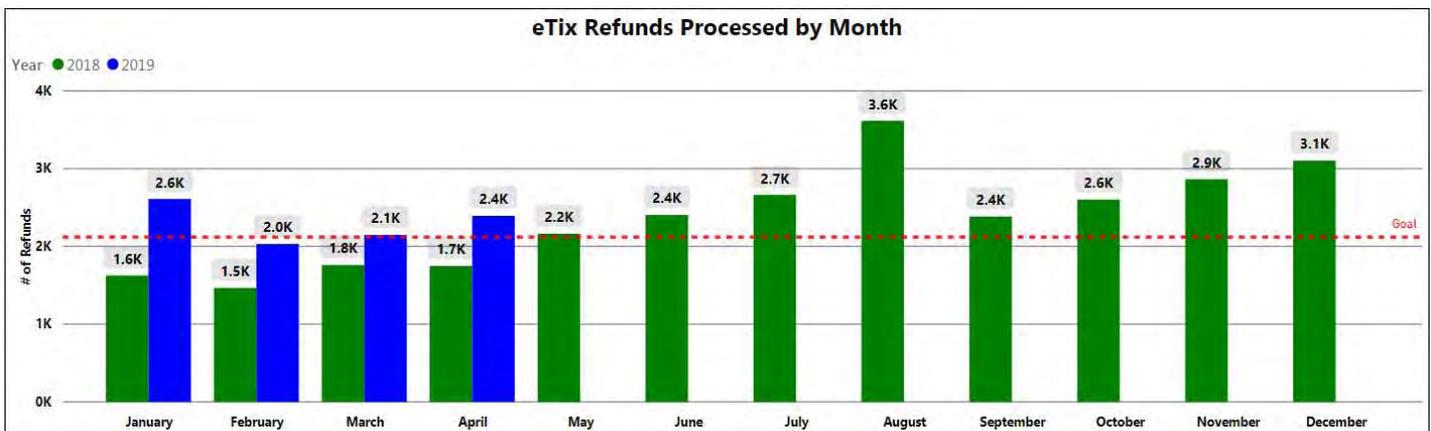
	2019		2018	
Goal	April	YTD	April	YTD
0.045%	0.087%	0.085%	0.053%	0.054%



eTix Refunds Processed

The number of eTix refunds processed.

	2019		2018	
Goal	April	YTD	April	YTD
2118	2392	9179	1747	6597





Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



Last year, Metro-North spot-replaced a total of 80 timber ties on the 110-year-old Moodna Viaduct on our Port Jervis Line. The replacement program is part of an overall 1,000 timber replacement goal which we expect to complete in 2020 with another 1,500 timber replacements planned for 2021 (for a total of 2,500).



Metro-North Railroad

March 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) March 2019 Financial Results

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

- Ridership of 20.2 million, which includes East of Hudson ridership of 19.8 million and West of Hudson ridership of 0.4 million, was 1.0% unfavorable vs. budget. Consequently, farebox revenue of \$172.7 million was \$1.3 million or 0.7% lower than budget.
- Total revenue of \$187.7 million was \$0.6 million or 0.3% higher than budget primarily due to higher net GCT retail income.
- Total expenses of \$321.1 million were \$14.1 million or 4.2% 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) March 2019 are presented in the table below and compared to the Adopted Budget.

March 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	\$187.2	\$187.7	\$0.6	0.3%
Total Expenses before Non-Cash Liability Adjs.	335.3	321.1	14.1	4.2%
Operating Surplus/(Deficit)	(148.1)	(133.4)	(14.7)	9.9%
<i>Other Non-Cash Liabilities</i>	71.1	58.9	12.2	17.2%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(219.2)	(192.3)	26.9	12.3%
<i>Cash Adjustments</i>	70.5	55.8	(14.7)	-20.9%
Net Cash Surplus/(Deficit)	(\$148.7)	(\$136.5)	\$12.2	8.2%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

March 2019 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$192.3 million was \$26.9 million or 12.3% favorable vs. the Adopted Budget.

Major drivers of the March 2019 YTD favorable result of \$26.9 million include lower Non-Reimbursable Expenses of \$26.4 million mainly due to favorable reimbursable overhead, professional services, maintenance and other operating contracts, electric power, the timing of non-cash liability adjustments as well as favorable Non-Reimbursable Revenues of \$0.6 million primarily due to higher net GCT retail income.

March 2019 YTD Reimbursable Expenses of \$53.2 million was \$25.3 million favorable vs. the Adopted Budget primarily due to the timing of several capital projects including Connecticut Positive Train Control, Signal Replacement from Greenwich to South Norwalk and the Waterbury Branch Cab Signal System Installation.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$1.3 million or 0.7% unfavorable vs. the Adopted Budget primarily due to lower ridership on the Harlem and New Haven Lines.
 - YTD Ridership of 20.2 million was 1.0% unfavorable vs. the Adopted Budget and 0.9% favorable vs. YTD 2018.
- **Other Operating Revenue** – YTD was \$1.8 million or 13.6% favorable vs. the Adopted Budget primarily due to higher net GCT retail income.
- **Capital and Other Reimbursements** – YTD was \$25.3 million or 32.2% unfavorable vs. the Adopted Budget due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$433.2 million were \$51.7 million or 10.7% favorable vs. the Adopted Budget.

Labor Expenses (including fringes and overhead recoveries) of \$275.2 million YTD were \$2.1 million unfavorable vs. the Adopted Budget.

- **Payroll** – YTD was \$1.5 million unfavorable vs. the Adopted Budget which primarily reflects higher than anticipated retiree reserve requirements.
- **Overtime** – YTD was \$0.5 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 \$99.1 million YTD were \$41.6 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 \$0.8 million favorable vs. the Adopted Budget due to the timing of invoices as well as lower diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$12.9 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 M-8 Bridgeport Derailment repairs, the BL-20 Overhaul Program, GCT utilities and other various expenses.
- **Professional Services** – YTD was \$22.4 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 \$1.6 million favorable vs. the Adopted Budget due to lower Reimbursable project activity primarily for the Connecticut Positive Train Control Project, partially offset by increased usage for infrastructure and rolling stock repairs and reliability centered maintenance programs.
- **Other Business Expenses** – YTD was \$1.8 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 and a property damage settlement.

Depreciation and Other Non-Cash Liability Adjustments were \$12.2 million favorable vs. the YTD Adopted Budget primarily due to timing.

CASH DEFICIT SUMMARY

March YTD Net Cash Deficit of \$136.5 million was \$12.2 million or 8.2% 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 61.4% was 5.5% favorable vs. the Adopted Budget.
- Adjusted Cost per Passenger of \$15.33 was \$1.29 favorable vs. the Adopted Budget.
- Revenue per Passenger of \$8.56 was \$0.03 favorable vs. the Adopted Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2019
(\$ in millions)

SCHEDULE I - A

	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	\$61.002	\$59.786	(\$1.216)	(2.0)	\$0.000	\$0.000	\$0.000	-	\$61.002	\$59.786	(\$1.216)	(2.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.425	5.759	1.334	30.2	0.000	0.000	0.000	-	4.425	5.759	1.334	30.2
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	10.921	10.239	(0.682)	(6.2)	10.921	10.239	(0.682)	(6.2)
CDOT	0.000	0.000	0.000	-	15.878	7.519	(8.359)	(52.6)	15.878	7.519	(8.359)	(52.6)
Other	0.000	0.000	0.000	-	0.443	0.621	0.178	40.2	0.443	0.621	0.178	40.2
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	27.242	18.379	(8.863)	(32.5)	27.242	18.379	(8.863)	(32.5)
Total Revenue/Receipts	\$65.428	\$65.546	\$0.118	0.2	\$27.242	\$18.379	(\$8.863)	(32.5)	\$92.670	\$83.925	(\$8.745)	(9.4)
Expenses												
<i>Labor:</i>												
Payroll	\$42.257	\$42.925	(\$0.668)	(1.6)	\$4.603	\$3.917	\$0.687	14.9	\$46.860	\$46.842	\$0.018	0.0
Overtime	8.319	7.049	1.270	15.3	1.852	2.446	(0.595)	(32.1)	10.170	9.495	0.675	6.6
Health and Welfare	9.315	8.511	0.804	8.6	1.494	1.367	0.127	8.5	10.809	9.878	0.930	8.6
OPEB Current Payment	2.917	3.252	(0.335)	(11.5)	0.000	0.000	0.000	-	2.917	3.252	(0.335)	(11.5)
Pensions	8.806	9.073	(0.267)	(3.0)	1.024	0.997	0.027	2.7	9.830	10.070	(0.240)	(2.4)
Other Fringe Benefits	10.401	10.870	(0.469)	(4.5)	1.120	1.084	0.036	3.2	11.520	11.954	(0.434)	(3.8)
Reimbursable Overhead	(5.469)	(5.752)	0.283	5.2	5.207	5.429	(0.222)	(4.3)	(0.262)	(0.322)	0.061	23.2
Total Labor	\$76.545	\$75.928	\$0.617	0.8	\$15.300	\$15.240	\$0.060	0.4	\$91.845	\$91.168	\$0.676	0.7
<i>Non-Labor:</i>												
Electric Power	\$5.837	\$5.830	\$0.007	0.1	\$0.000	\$0.041	(\$0.041)	-	\$5.837	\$5.871	(\$0.034)	(0.6)
Fuel	1.984	1.477	0.508	25.6	0.000	0.000	0.000	-	1.984	1.477	0.508	25.6
Insurance	1.544	1.332	0.212	13.7	0.368	0.246	0.122	33.1	1.912	1.578	0.334	17.4
Claims	0.098	0.069	0.028	29.2	0.000	0.000	0.000	-	0.098	0.069	0.028	29.2
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	11.984	7.980	4.004	33.4	2.432	2.294	0.138	5.7	14.417	10.274	4.142	28.7
Professional Service Contracts	3.213	2.476	0.737	22.9	6.434	(0.221)	6.656	*	9.648	2.255	7.392	76.6
Materials & Supplies	8.128	9.340	(1.212)	(14.9)	2.689	0.756	1.932	71.9	10.817	10.097	0.720	6.7
Other Business Expenses	2.481	1.469	1.012	40.8	0.019	0.024	(0.004)	(23.5)	2.500	1.492	1.008	40.3
Total Non-Labor	\$35.270	\$29.974	\$5.296	15.0	\$11.942	\$3.139	\$8.803	73.7	\$47.212	\$33.114	\$14.098	29.9
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$111.815	\$105.902	\$5.912	5.3	\$27.242	\$18.379	\$8.863	32.5	\$139.057	\$124.282	\$14.775	10.6
Depreciation	20.542	20.227	0.315	1.5	0.000	0.000	0.000	-	20.542	20.227	0.315	1.5
OPEB Obligation	4.833	(9.612)	14.445	*	0.000	0.000	0.000	-	4.833	(9.612)	14.445	*
GASB68 Pension Adjustment	(6.000)	(0.225)	(5.775)	(96.2)	0.000	0.000	0.000	-	(6.000)	(0.225)	(5.775)	(96.2)
Environmental Remediation	0.333	0.591	(0.257)	(77.2)	0.000	0.000	0.000	-	0.333	0.591	(0.257)	(77.2)
GASB75 Adjustment	0.000	0.092	(0.092)	-	0.000	0.000	0.000	-	0.000	0.092	(0.092)	-
Total Expenses	\$131.523	\$116.976	\$14.548	11.1	\$27.242	\$18.379	\$8.863	32.5	\$158.765	\$135.355	\$23.410	14.7
Net Surplus/(Deficit)	(\$66.096)	(\$51.430)	\$14.666	22.2	\$0.000	\$0.000	\$0.000	-	(\$66.096)	(\$51.430)	\$14.666	22.2
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	20.227	(0.315)	(1.5)	0.000	0.000	0.000	-	20.542	20.227	(0.315)	(1.5)
Operating/Capital	(6.513)	(2.476)	4.037	62.0	0.000	0.000	0.000	-	(6.513)	(2.476)	4.037	62.0
Other Cash Adjustments	11.869	(12.736)	(24.606)	*	0.000	0.000	0.000	-	11.869	(12.736)	(24.606)	*
Total Cash Conversion Adjustments	\$25.898	\$5.015	(\$20.883)	(80.6)	\$0.000	\$0.000	\$0.000	-	\$25.898	\$5.015	(\$20.883)	(80.6)
Net Cash Surplus/(Deficit)	(\$40.197)	(\$46.415)	(\$6.218)	(15.5)	\$0.000	\$0.000	\$0.000	-	(\$40.197)	(\$46.415)	(\$6.218)	(15.5)

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
March Year-To-Date
(\$ in millions)

SCHEDULE I - B

	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	\$173.903	\$172.653	(\$1.250)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$173.903	\$172.653	(\$1.250)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	13.248	15.049	1.801	13.6	0.000	0.000	0.000	-	13.248	15.049	1.801	13.6
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	30.545	31.837	1.292	4.2	30.545	31.837	1.292	4.2
CDOT	0.000	0.000	0.000	-	46.627	19.089	(27.538)	(59.1)	46.627	19.089	(27.538)	(59.1)
Other	0.000	0.000	0.000	-	1.348	2.281	0.933	69.2	1.348	2.281	0.933	69.2
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	78.520	53.207	(25.313)	(32.2)	78.520	53.207	(25.313)	(32.2)
Total Revenue/Receipts	\$187.151	\$187.702	\$0.551	0.3	\$78.520	\$53.207	(\$25.313)	(32.2)	\$265.671	\$240.909	(\$24.762)	(9.3)
Expenses												
<i>Labor:</i>												
Payroll	\$127.562	\$129.648	(\$2.087)	(1.6)	\$12.443	\$11.889	\$0.554	4.4	\$140.004	\$141.537	(\$1.533)	(1.1)
Overtime	25.797	24.002	1.794	7.0	4.573	6.857	(2.284)	(49.9)	30.370	30.859	(0.489)	(1.6)
Health and Welfare	27.693	26.755	0.938	3.4	3.960	4.045	(0.085)	(2.2)	31.653	30.800	0.853	2.7
OPEB Current Payment	8.750	9.140	(0.390)	(4.5)	0.000	0.000	0.000	-	8.750	9.140	(0.390)	(4.5)
Pensions	26.139	26.149	(0.011)	(0.0)	2.720	2.904	(0.183)	(6.7)	28.859	29.053	(0.194)	(0.7)
Other Fringe Benefits	31.244	31.543	(0.299)	(1.0)	2.964	3.197	(0.233)	(7.9)	34.208	34.740	(0.532)	(1.6)
Reimbursable Overhead	(13.874)	(17.056)	3.182	22.9	13.105	16.132	(3.027)	(23.1)	(0.769)	(0.924)	0.155	20.1
Total Labor	\$233.310	\$230.181	\$3.129	1.3	\$39.765	\$45.025	(\$5.259)	(13.2)	\$273.075	\$275.206	(\$2.130)	(0.8)
<i>Non-Labor:</i>												
Electric Power	\$19.555	\$18.317	\$1.239	6.3	\$0.000	\$0.043	(\$0.043)	-	\$19.555	\$18.360	\$1.196	6.1
Fuel	6.053	5.249	0.804	13.3	0.000	0.000	0.000	-	6.053	5.249	0.804	13.3
Insurance	4.593	3.996	0.597	13.0	0.907	0.675	0.232	25.6	5.500	4.671	0.829	15.1
Claims	0.288	0.164	0.124	43.1	0.000	0.000	0.000	-	0.288	0.164	0.124	43.1
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	29.564	24.222	5.342	18.1	10.205	2.694	7.511	73.6	39.769	26.915	12.853	32.3
Professional Service Contracts	10.043	7.081	2.962	29.5	19.715	0.303	19.412	98.5	29.758	7.384	22.374	75.2
Materials & Supplies	24.622	26.433	(1.810)	(7.4)	7.870	4.410	3.460	44.0	32.492	30.843	1.649	5.1
Other Business Expenses	7.234	5.474	1.761	24.3	0.057	0.057	0.000	0.7	7.292	5.531	1.761	24.2
Total Non-Labor	\$101.953	\$90.934	\$11.019	10.8	\$38.754	\$8.182	\$30.572	78.9	\$140.707	\$99.117	\$41.591	29.6
<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.	\$335.263	\$321.115	\$14.148	4.2	\$78.520	\$53.207	\$25.313	32.2	\$413.782	\$374.322	\$39.460	9.5
Depreciation	61.627	57.948	3.678	6.0	0.000	0.000	0.000	-	61.627	57.948	3.678	6.0
OPEB Obligation	14.500	0.000	14.500	100.0	0.000	0.000	0.000	-	14.500	0.000	14.500	100.0
GASB68 Pension Adjustment	(6.000)	(0.225)	(5.775)	(96.2)	0.000	0.000	0.000	-	(6.000)	(0.225)	(5.775)	(96.2)
Environmental Remediation	1.000	1.094	(0.094)	(9.4)	0.000	0.000	0.000	-	1.000	1.094	(0.094)	(9.4)
GASB75 Adjustment	0.000	0.092	(0.092)	-	0.000	0.000	0.000	-	0.000	0.092	(0.092)	-
Total Expenses	\$406.389	\$380.025	\$26.365	6.5	\$78.520	\$53.207	\$25.313	32.2	\$484.909	\$433.232	\$51.677	10.7
Net Surplus/(Deficit)	(\$219.238)	(\$192.323)	\$26.916	12.3	\$0.000	\$0.000	\$0.000	-	(\$219.238)	(\$192.323)	\$26.916	12.3
<i>Cash Conversion Adjustments:</i>												
Depreciation	61.627	57.948	(3.678)	(6.0)	0.000	0.000	0.000	-	61.627	57.948	(3.678)	(6.0)
Operating/Capital	(21.507)	(6.330)	15.177	70.6	0.000	0.000	0.000	-	(21.507)	(6.330)	15.177	70.6
Other Cash Adjustments	30.384	4.175	(26.209)	(86.3)	0.000	0.000	0.000	-	30.384	4.175	(26.209)	(86.3)
Total Cash Conversion Adjustments	\$70.504	\$55.794	(\$14.710)	(20.9)	\$0.000	\$0.000	\$0.000	-	\$70.504	\$55.794	(\$14.710)	(20.9)
Net Cash Surplus/(Deficit)	(\$148.735)	(\$136.529)	\$12.206	8.2	\$0.000	\$0.000	\$0.000	-	(\$148.735)	(\$136.529)	\$12.206	8.2

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
March 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget				Year to Date vs. Adopted Budget			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
OTHER OPERATING REVENUE	Non-Reimb	\$1.334	30.2%	Primarily due to higher net GCT retail income.	\$1.801	13.6%	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	(\$8.863)	(32.5%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$25.313)	(32.2%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Reimb	\$0.687	14.9%	Reflects lower activity in the Connecticut and Cyclical Track Programs, the Cyclical Insulated Joint Replacement Project and the West of Hudson Signal Improvement Project.	\$0.554	4.4%	Reflects lower activity in the Cyclical Track Program and the West of Hudson Signal Improvements Project.		
OVERTIME	Non-Reimb	\$1.270	15.3%	See overtime tables.	\$1.794	7.0%	See overtime tables.		
	Reimb	(\$0.595)	(32.1%)	See overtime tables.	(\$2.284)	(49.9%)	See overtime tables.		
HEALTH AND WELFARE	Non-Reimb	\$0.804	8.6%	Primarily reflects lower than budgeted rates.	\$0.938	3.4%	Primarily reflects lower than budgeted rates.		
	Reimb	\$0.127	8.5%	Reflects lower activity in the Connecticut Track Program.	(\$0.085)	(2.2%)	Reflects increased activity in the West of Hudson Signal Improvement Project.		
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.335)	(11.5%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.	(\$0.390)	(4.5%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.		
PENSIONS	Reimb	\$0.027	2.7%	Reflects lower activity in the Connecticut Track Program.	(\$0.183)	(6.7%)	Reflects increased activity in the West of Hudson Signal Improvements Project and the Cyclical Track Program.		
OTHER FRINGE BENEFITS	Non-Reimb	(\$0.469)	(4.5%)	Primarily reflects the timing of employee reimbursements.	(\$0.299)	(1.0%)	Primarily reflects the timing of employee reimbursements, partially offset by lower employee injury claims.		
	Reimb	\$0.036	3.2%	Reflects lower activity in the Connecticut Track Program.	(\$0.233)	(7.9%)	Reflects increased activity in the West of Hudson Signal Improvements Project and the Cyclical Track Program.		
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.283	5.2%	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.	\$3.182	22.9%	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	(\$0.222)	(4.3%)		(\$3.027)	(23.1%)			

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
March 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget				Year to Date vs. Adopted Budget			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
ELECTRIC POWER	Non-Reimb	\$0.007	0.1%		\$1.239	6.3%	Primarily due to timing of invoices.		
FUEL	Non-Reimb	\$0.508	25.6%	Primarily due to timing of invoices.	\$0.804	13.3%	Timing of invoices as well as lower diesel fuel price per gallon.		
INSURANCE	Non-Reimb	\$0.212	13.7%	Reflects lower than budgeted premiums for Station Liability and All Agency Excess.	\$0.597	13.0%	Reflects lower than budgeted premiums for Station Liability and All Agency Excess.		
	Reimb	\$0.122	33.1%	Reflects primarily lower activity in the Connecticut Track Program.	\$0.232	25.6%	Reflects lower activity in the Connecticut Track Program, the West of Hudson Signal Improvements Project, and the Signal Replacement from Greenwich to South Norwalk Project.		
CLAIMS	Non-Reimb	\$0.028	29.2%	Reflects a lower passenger claims provision than budgeted.	\$0.124	43.1%	Reflects a lower passenger claims provision than budgeted.		
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$4.004	33.4%	Reflects the timing of NHL Derailment M-8 Repairs, BL-20 Locomotive Overhauls, timing of billing for GCT utility expenses and lower than anticipated expenses for miscellaneous maintenance and operating contracts.	\$5.342	18.1%	Reflects the timing of NHL Derailment M-8 Repairs, BL-20 Locomotive Overhauls, timing of billing for GCT utility expenses and lower than anticipated expenses for miscellaneous maintenance and operating contracts.		
	Reimb	\$0.138	5.7%	Reflects lower activity in the Transformer Rehabilitation Project, which replaces components that are at the end of their useful life in six transformers.	\$7.511	73.6%	Reflects lower activity in the Signal Replacement from Greenwich to South Norwalk Project.		
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.737	22.9%	Primarily due to lower than anticipated consulting and engineering services.	\$2.962	29.5%	Primarily due to lower than anticipated consulting and engineering services.		
	Reimb	\$6.656	*	Reflects timing of the Connecticut Positive Train Control Project and lower activity in the Waterbury Branch Cab Signal System Installation Project.	\$19.412	98.5%	Reflects timing of the Connecticut Positive Train Control Project and lower activity in the Waterbury Branch Cab Signal System Installation Project.		
MATERIALS AND SUPPLIES	Non-Reimb	(\$1.212)	(14.9%)	Timing of expense for Reliability Centered Maintenance (RCM) Programs and infrastructure repairs partially offset by other inventory adjustments.	(\$1.810)	(7.4%)	Increased usage for infrastructure repairs and the timing of RCM partially offset by lower Obsolete reserves and other inventory adjustments.		
	Reimb	\$1.932	71.9%	Reflects timing of the Connecticut Positive Train Control Project as well as lower activity in the Waterbury Branch Cab Signal System Installation and Customer Service Public Address and Visual Information System Upgrade Projects.	\$3.460	44.0%	Reflects primarily timing of the Connecticut Positive Train Control 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
March 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget				Year to Date vs. Adopted Budget			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
OTHER BUSINESS EXPENSES	Non-Reimb	\$1.012	40.8%	Reflects a property damage settlement, higher Amtrak recoveries as well as lower travel, office supplies, memberships and subscriptions, and other miscellaneous expenses.	\$1.761	24.3%	Primarily due to recovery of expense from Norfolk Southern related to track maintenance on the Port Jervis line in 2016 and 2017, a property damage settlement, and lower travel, office supplies, memberships and subscriptions, and other miscellaneous expenses partially offset lower Amtrak recoveries.		
	Reimb	(\$0.004)	(23.5%)	Reflects primarily timing of the Connecticut Positive Train Control Project.	\$0.000	0.7%	Reflects primarily timing of the Connecticut Positive Train Control Project.		
DEPRECIATION	Non-Reimb	\$0.315	1.5%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	\$3.678	6.0%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.		
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$14.445	*	Reflects the impact of a GAAP change (GASB 75) in OPEB liability.	\$14.500	100.0%	Reflects the impact of a GAAP change (GASB 75) in OPEB liability.		
GASB68 PENSION ADJUSTMENT	Non-Reimb	(\$5.775)	(96.2%)	Reflects adjustments to account for MNR's net pension liability.	(\$5.775)	(96.2%)	Reflects adjustments to account for MNR's net pension liability.		
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$0.257)	(77.2%)	Reflects the timing of remediation for the Harmon Shop Replacement Phase V Project.	(\$0.094)	(9.4%)	Reflects timing of projects requiring remediation.		
GASB75 ADJUSTMENT	Non-Reimb	(\$0.092)	-	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.	(\$0.092)	-	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.		
OPERATING CAPITAL	Non-Reimb	\$4.037	62.0%	Reflects lower activity primarily in the following projects: Dining Concourse West Restrooms, GCT Escalators Replacement, Installation of Cameras for the non-M-8 Fleet, Maybrook Trailway, and Upper Harlem Pole Replacement.	\$15.177	70.6%	Reflects lower activity primarily in the following projects: Track Geometry Car Purchase, GCT Escalators Replacement, Renovation of the GCT Training Facility, Maybrook Trailway, Upper Harlem Pole Replacement, Dining Concourse West Restrooms, Installation of Cameras for the non-M-8 Fleet, GCT Fire Suppression in A & B Halls, Power Control Scada Upgrade, and Enhanced Security Camera Monitoring System.		

* Variance exceeds 100%.

MTA Metro-North Railroad
February Financial Plan - 2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	March						Year To Date(March)					
	Adopted Budget		Actual		Var. - Fav/(Unfav)		Adopted Budget		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	48,227	\$ 3.223	33,753	\$ 2.032	14,474 30.0%	\$1.191 37.0%	156,231	\$ 10.182	147,637	\$ 8.774	8,594 5.5%	\$1.408 13.8%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	34,717	\$ 2.061	45,430	\$ 2.616	(10,714) -30.9%	(\$0.554) -26.9%	126,936	\$ 7.554	142,441	\$ 8.179	(15,505) -12.2%	(\$0.625) -8.3%
<u>Unscheduled Maintenance</u>	313	\$ 0.017	0	\$ -	313 100.0%	\$0.017 100.0%	1,037	\$ 0.056	10	\$ 0.001	1,028 99.1%	\$0.055 99.1%
<u>Vacancy/Absentee Coverage</u> ²	19,888	\$ 1.125	21,555	\$ 1.178	(1,668) -8.4%	(\$0.052) -4.7%	65,082	\$ 3.691	70,223	\$ 3.833	(5,140) -7.9%	(\$0.142) -3.9%
<u>Weather Emergencies</u>	31,043	\$ 1.892	17,370	\$ 0.966	13,672 44.0%	\$0.925 48.9%	70,935	\$ 4.313	68,099	\$ 3.817	2,836 4.0%	\$0.496 11.5%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	8	\$ 0.257	(8)	(\$0.257)	0	\$ -	24	\$ (0.601)	(24)	\$0.601
Subtotal	134,186	\$ 8.319	118,116	\$ 7.049	16,070 12.0%	\$1.270 15.3%	420,221	\$ 25.797	428,432	\$ 24.002	(8,211) -2.0%	\$1.794 7.0%
REIMBURSABLE OVERTIME	30,298	\$ 1.852	40,958	\$ 2.446	(10,660) -35.2%	(\$0.595) -32.1%	74,005	\$ 4.573	113,117	\$ 6.857	(39,112) -52.9%	(\$2.284) -49.9%
TOTAL OVERTIME	164,484	\$ 10.170	159,073	\$ 9.495	5,411 3.3%	\$0.675 6.6%	494,226	\$ 30.370	541,549	\$ 30.859	(47,323) -9.6%	(\$0.489) -1.6%

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
February Financial Plan - 2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	March			Year To Date(March)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	14,474	\$1.191	Reflects service coverage versus available staff and train dispatchment needs.	8,594	\$1.408	Reflects service coverage versus available staff and train dispatchment needs.
	30.0%	37.0%		5.5%	13.8%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(10,714)	(\$0.554)	Higher infrastructure repairs and Reliability Centered (RCM) Maintenance.	(15,505)	(\$0.625)	Higher Reliability Centered (RCM) Maintenance.
	-30.9%	-26.9%		-12.2%	-8.3%	
<u>Unscheduled Maintenance</u>	313	\$0.017	Fewer than planned unscheduled maintenance events.	1,028	\$0.055	Fewer than planned unscheduled maintenance events.
	100.0%	100.0%		99.1%	99.1%	
<u>Vacancy/Absentee Coverage</u> ²	(1,668)	(\$0.052)	Higher vacation, sick and vacancy coverage requirements.	(5,140)	(\$0.142)	Higher vacation, sick and vacancy coverage requirements.
	-8.4%	-4.7%		-7.9%	-3.9%	
<u>Weather Emergencies</u>	13,672	\$0.925	Fewer winter storms than budgeted.	2,836	\$0.496	Fewer winter storms than budgeted in the first quarter.
	44.0%	48.9%		4.0%	11.5%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	(8)	(\$0.257)	Reflects timing differences related to payroll and calendar cutoff dates.	(24)	\$0.601	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	16,070	\$1.270		(8,211)	\$1.794	
	12.0%	15.3%		-2.0%	7.0%	
REIMBURSABLE OVERTIME	(10,660)	(\$0.595)	Reflects higher activity in the Interlocking Replacement Project on the Harlem and Hudson lines and the Turnouts and Switch Renewal Project throughout the GCT Trainshed.	(39,112)	(\$2.284)	Reflects higher activity in the following projects: Turnouts and Switch Renewal throughout the GCT Trainshed, Interlocking Replacement on the Harlem and Hudson lines, both the Harlem Wayside and West of Hudson Signal Improvements, New Haven Line Interlocking, Cyclical Track Program, Fiber Optic Communication System Infrastructure Upgrade, and Connecticut Catenary Replacement.
	-35.2%	-32.1%		-52.9%	-49.9%	
TOTAL OVERTIME	5,411	\$0.675		(47,323)	(\$0.489)	

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
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 <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
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	March 2019				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$59.821	\$56.315	(\$3.506)	(5.9)	\$170.521	\$170.575	\$0.054	0.0
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.734	12.054	5.320	79.0	20.853	38.264	17.411	83.5
<i>Capital & Other Reimbursements:</i>								
MTA	12.188	19.522	7.334	60.2	36.583	47.773	11.190	30.6
CDOT	15.878	5.542	(10.336)	(65.1)	46.627	18.025	(28.602)	(61.3)
Other	0.443	3.196	2.753	*	1.348	5.321	3.973	*
Total Capital and Other Reimbursements	28.509	28.260	(0.249)	(0.9)	84.557	71.119	(13.438)	(15.9)
Total Receipts	\$95.064	\$96.629	\$1.565	1.6	\$275.931	\$279.958	\$4.027	1.5
Expenditures								
<i>Labor:</i>								
Payroll	\$42.918	\$48.370	(\$5.452)	(12.7)	\$140.235	\$146.260	(\$6.025)	(4.3)
Overtime	9.411	9.611	(0.200)	(2.1)	30.898	32.003	(1.105)	(3.6)
Health and Welfare	11.871	11.005	0.866	7.3	34.830	32.850	1.980	5.7
OPEB Current Payment	2.917	3.850	(0.933)	(32.0)	8.750	10.038	(1.288)	(14.7)
Pensions	9.884	9.760	0.124	1.3	29.014	30.646	(1.632)	(5.6)
Other Fringe Benefits	10.030	14.502	(4.472)	(44.6)	33.060	39.937	(6.877)	(20.8)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$87.030	\$97.098	(\$10.068)	(11.6)	\$276.787	\$291.734	(\$14.947)	(5.4)
<i>Non-Labor:</i>								
Electric Power	\$6.011	\$7.315	(\$1.304)	(21.7)	\$20.076	\$20.038	\$0.038	0.2
Fuel	1.943	2.153	(0.210)	(10.8)	5.931	5.244	0.687	11.6
Insurance	0.388	0.000	0.388	100.0	2.896	0.000	2.896	100.0
Claims	0.098	4.582	(4.484)	*	0.288	5.370	(5.082)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	15.662	10.515	5.147	32.9	41.972	37.503	4.469	10.6
Professional Service Contracts	9.256	4.741	4.515	48.8	28.796	11.679	17.117	59.4
Materials & Supplies	10.736	12.986	(2.250)	(21.0)	34.743	36.856	(2.113)	(6.1)
Other Business Expenditures	4.137	3.654	0.483	11.7	13.178	8.063	5.115	38.8
Total Non-Labor	\$48.231	\$45.946	\$2.285	4.7	\$147.879	\$124.753	\$23.126	15.6
<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	\$135.261	\$143.044	(\$7.783)	(5.8)	\$424.666	\$416.487	\$8.179	1.9
Net Cash Deficit (excludes Opening Cash Balance)	(\$40.197)	(\$46.415)	(\$6.218)	(15.5)	(\$148.735)	(\$136.529)	\$12.206	8.2
Subsidies								
MTA	26.887	39.994	13.107	48.7	110.438	106.812	(3.626)	(3.3)
CDOT	13.310	1.496	(11.814)	(88.8)	38.297	25.906	(12.391)	(32.4)
Total Subsidies	\$40.197	\$41.490	\$1.293	3.2	\$148.735	\$132.718	(\$16.017)	(10.8)
Cash Timing and Availability Adjustment	\$0.000	\$1.522	\$1.522	-	\$0.000	\$3.811	\$3.811	-

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 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	March 2019				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$1.181)	(\$3.471)	(\$2.290)	*	(\$3.382)	(\$2.078)	\$1.304	38.6
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.309	6.295	3.986	*	7.605	23.215	15.610	*
<i>Capital & Other Reimbursements:</i>								
MTA	1.267	9.283	8.016	*	6.038	15.936	9.899	*
CDOT	0.000	(1.977)	(1.977)	-	0.000	(1.064)	(1.064)	-
Other	0.000	2.575	2.575	-	0.000	3.040	3.040	-
Total Capital and Other Reimbursements	1.267	9.881	8.614	*	6.038	17.912	11.874	*
Total Revenue/Receipts	\$2.394	\$12.704	\$10.310	*	\$10.260	\$39.049	\$28.789	*
Expenditures								
<i>Labor:</i>								
Payroll	\$3.942	(\$1.528)	(\$5.470)	*	(\$0.230)	(\$4.723)	(\$4.492)	*
Overtime	0.759	(0.116)	(0.875)	*	(0.528)	(1.144)	(0.616)	*
Health and Welfare	(1.062)	(1.127)	(0.064)	(6.1)	(3.177)	(2.050)	1.127	35.5
OPEB Current Payment	0.000	(0.598)	0.000	-	0.000	(0.898)	(0.898)	-
Pensions	(0.053)	0.310	0.363	*	(0.155)	(1.593)	(1.437)	*
Other Fringe Benefits	1.491	(2.548)	(4.038)	*	1.148	(5.197)	(6.345)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.262)	(0.322)	(0.061)	(23.2)	(0.769)	(0.924)	(0.155)	(20.1)
Total Labor	\$4.814	(\$5.930)	(\$10.744)	*	(\$3.711)	(\$16.528)	(\$12.817)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.174)	(\$1.444)	(\$1.270)	*	(\$0.521)	(\$1.678)	(\$1.158)	*
Fuel	0.041	(0.676)	(0.717)	*	0.122	0.005	(0.117)	(95.9)
Insurance	1.524	1.578	0.054	3.6	2.604	4.671	2.067	79.4
Claims	0.000	(4.513)	(4.513)	-	0.000	(5.206)	(5.206)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.246)	(0.241)	1.005	80.7	(2.203)	(10.588)	(8.384)	*
Professional Service Contracts	0.391	(2.486)	(2.877)	*	0.963	(4.295)	(5.257)	*
Materials & Supplies	0.081	(2.889)	(2.970)	*	(2.250)	(6.013)	(3.763)	*
Other Business Expenses	(1.637)	(2.162)	(0.525)	(32.1)	(5.886)	(2.532)	3.354	57.0
Total Non-Labor	(\$1.019)	(\$12.832)	(\$11.813)	*	(\$7.172)	(\$25.636)	(\$18.465)	*
<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.	\$3.795	(\$18.762)	(\$22.557)	*	(\$10.883)	(\$42.165)	(\$31.282)	*
Depreciation	20.542	20.227	(0.315)	(1.5)	61.627	57.948	(3.678)	(6.0)
OPEB Obligation	4.833	(9.612)	(14.445)	*	14.500	0.000	(14.500)	100.0
GASB68 Pension Adjustment	(6.000)	(0.225)	5.775	(96.2)	(6.000)	(0.225)	5.775	(96.2)
Environmental Remediation	0.333	0.591	0.257	77.2	1.000	1.094	0.094	(9.4)
GASB75 Adjustment	0.000	0.092	0.092	-	0.000	0.092	0.092	-
Total Expenditures Adjustments	\$23.504	(\$7.689)	(\$31.193)	*	\$60.243	\$16.745	(\$43.499)	(72.2)
Total Cash Conversion Adjustments	\$25.898	\$5.015	(\$20.883)	(80.6)	\$70.504	\$55.794	(\$14.710)	(20.9)

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
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)**

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	March Month vs Budget			Year-to-Date as of March 31, 2019 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
FARE REVENUE	(3.506)	(5.9%)	Timing of cash in transit combined with lower ridership on the all the East of Hudson Lines.	0.054	0.0%	Timing of cash in transit partially offset by lower ridership on the Harlem and New Haven Lines.
OTHER OPERATING REVENUE	5.320	79.0%	Reflects the reimbursement from a third party insurance carrier for passenger injury claims relating to Spuyten Duyvil, property damage settlement and higher Amtrak reimbursement than budgeted.	17.411	83.5%	Reflects the timing of PRIIA reimbursements from prior year, reimbursement from a third party insurance carrier for passenger injury claims relating to Spuyten Duyvil, timing of MTA-LaSalle charges and advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	7.334	60.2%	Higher cash receipts than budgeted partially offset by lower capital related project activity.	11.190	30.6%	Higher cash receipts than budgeted partially offset by lower capital related project activity.
CDOT	(10.336)	(65.1%)	Lower capital related project activity combined with lower cash receipts than budgeted.	(28.602)	(61.3%)	Lower capital related project activity combined with lower cash receipts than budgeted.
OTHER	2.753	*	Higher cash receipts than budgeted combined with higher reimbursable related project activity.	3.973	*	Higher cash receipts than budgeted combined with higher reimbursable related project activity.
PAYROLL	(5.452)	(12.7%)	Reflects the timing of payment for employee withholding taxes, timing of pay periods, inter-agency payroll and higher retiree payouts than budgeted.	(6.025)	(4.3%)	Reflects inter-agency payroll, timing of pay periods and higher payouts for uniforms and safety equipment than budgeted.
OVERTIME	(0.200)	(2.1%)	Reflects higher capital related activity relating to the Turnouts and Switch Renewal projects throughout the GCT Trainshed.	(1.105)	(3.6%)	Reflects higher activity in the following projects: Turnouts and Switch Renewal throughout the GCT Trainshed, West of Hudson Signal Improvements and New Haven Line Interlocking Project partially offset by timing of payments.
HEALTH & WELFARE	0.866	7.3%	Reflects lower rates and timing of payments for dental & vision premiums for employees partially offset by inter-agency payroll.	1.980	5.7%	Timing of payments for dental & vision premiums for employees combined with lower rates partially offset by inter-agency payroll.

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)**

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	March Month vs Budget			Year-to-Date as of March 31, 2019 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
OPEB CURRENT PAYMENT	(0.933)	(32.0%)	Reflects timing of payments combined with higher number of retirees receiving healthcare premiums than budgeted.	(1.288)	(14.7%)	Reflects timing of payments combined with higher number of retirees receiving healthcare premiums than budgeted.
PENSIONS	0.124	1.3%	Reflects timing of payments partially offset by higher rates.	(1.632)	(5.6%)	Reflects timing of payments which includes the Final Actuarially Determined Contribution (ADC) payment for 2018.
OTHER FRINGE BENEFITS	(4.472)	(44.6%)	Reflects the timing of employer payroll taxes, higher employee claims and inter-agency payroll taxes.	(6.877)	(20.8%)	Reflects timing of payroll taxes, higher employee claims, inter-agency payroll and higher rates.
ELECTRIC POWER	(1.304)	(21.7%)	Timing of payments.	0.038	0.2%	Reflects lower than budgeted rates partially offset by timing of payments.
FUEL	(0.210)	(10.8%)	Timing of payments partially offset by lower diesel fuel prices than budgeted.	0.687	11.6%	Reflects lower diesel fuel prices than budgeted.
INSURANCE	0.388	100.0%	No payments made in March for insurance premiums.	2.896	100.0%	No YTD payments made for insurance premiums.
CLAIMS	(4.484)	*	Timing of payments relating to passenger injury claims pertaining to Spuyten Duyvil. (Offset by same amount in Other Operating Revenue above)	(5.082)	*	Timing of payments relating to passenger injury claims pertaining to Spuyten Duyvil. (Offset in Other Operating Revenue above)
MAINTENANCE & OTHER OPERATING CONTRACTS	5.147	32.9%	Reflects the timing of NHL Derailment M-8 Repairs, BL-20 Locomotive Overhauls, and capital related projects (Dining Concourse West Restrooms and NYS Maybrook Trailway).	4.469	10.6%	Reflects the timing of capital related projects (Signal Replacement from Greenwich to South Norwalk, NYS Maybrook Trailway and Upper Harlem Pole Replacement), timing of NHL Derailment M-8 Repairs and BL-20 Locomotive Overhauls partially offset by the timing of payments for MTA Police Services.

**MTA METRO-NORTH RAILROAD
 FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
 (\$ in millions)**

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	March Month vs Budget			Year-to-Date as of March 31, 2019 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
PROFESSIONAL SERVICE CONTRACTS	4.515	48.8%	Timing of engineering services relating to Connecticut Positive Train Control and the Waterbury Branch Cab Signal System Installation Project.	17.117	59.4%	Timing of engineering services relating to Connecticut Positive Train Control and the Waterbury Branch Cab Signal System Installation Project.
MATERIALS & SUPPLIES	(2.250)	(21.0%)	Timing of materials placed into inventory.	(2.113)	(6.1%)	Timing of materials placed into inventory.
OTHER BUSINESS EXPENSES	0.483	11.7%	Timing of operating capital projects (GCT 7B Renovation and Installation of Staff Shelters), Travel, Meetings & Conventions and Other Miscellaneous.	5.115	38.8%	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	13.107	48.7%	Lower CDOT subsidy payment combined with higher net cash deficit partially offset by available cash balance.	(3.626)	(3.3%)	Lower net cash deficit combined with available cash balance partially offset by lower CDOT subsidy.
CDOT SUBSIDY RECEIPTS	(11.814)	(88.8%)	Lower CDOT share versus the estimated deficit combined with a calendarization adjustment.	(12.391)	(32.4%)	Lower CDOT share versus the estimated deficit.

* Variance exceeds 100%

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
MARCH 2019
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED		2018 ^(A)	ADOPTED		2018	ADOPTED		2018 ^(A)	ADOPTED		2018		
	BUDGET	2019		BUDGET	2019		BUDGET	2019		BUDGET	2019			
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	9.482	9.359	9.415	(0.123)	-1.3%	(0.057)	-0.6%	28.219	27.782	28.021	(0.437)	-1.5%	(0.239)	-0.9%
<i>Harlem Line - Non-Commutation</i>	8.139	7.774	7.520	(0.365)	-4.5%	0.254	3.4%	22.598	22.007	21.857	(0.591)	-2.6%	0.150	0.7%
TOTAL HARLEM LINE	\$17.621	\$17.133	\$16.935	(\$0.488)	-2.8%	\$0.197	1.2%	\$50.817	\$49.789	\$49.878	(\$1.028)	-2.0%	(\$0.089)	-0.2%
<i>Hudson Line - Commutation</i>	6.267	6.283	6.236	0.015	0.2%	0.047	0.7%	18.516	18.732	18.424	0.216	1.2%	0.309	1.7%
<i>Hudson Line - Non-Commutation</i>	6.680	6.633	6.297	(0.047)	-0.7%	0.337	5.3%	18.450	18.381	17.715	(0.069)	-0.4%	0.666	3.8%
TOTAL HUDSON LINE	\$12.947	\$12.916	\$12.533	(\$0.031)	-0.2%	\$0.383	3.1%	\$36.966	\$37.113	\$36.138	\$0.147	0.4%	\$0.975	2.7%
<i>New Haven Line - Commutation</i>	13.289	13.193	13.264	(0.097)	-0.7%	(0.072)	-0.5%	39.436	39.356	39.362	(0.080)	-0.2%	(0.006)	0.0%
<i>New Haven Line - Non-Commutation</i>	15.903	15.303	14.670	(0.600)	-3.8%	0.633	4.3%	43.179	42.874	41.611	(0.305)	-0.7%	1.264	3.0%
TOTAL NEW HAVEN LINE	\$29.192	\$28.496	\$27.934	(\$0.697)	-2.4%	\$0.561	2.0%	\$82.615	\$82.231	\$80.973	(\$0.384)	-0.5%	\$1.258	1.6%
All Lines - Commutation	29.038	28.834	28.915	(0.204)	-0.7%	(0.082)	-0.3%	86.171	85.871	85.807	(0.300)	-0.3%	0.064	0.1%
All Lines - Non-Commutation	30.722	29.711	28.487	(1.011)	-3.3%	1.224	4.3%	84.227	83.262	81.182	(0.965)	-1.1%	2.080	2.6%
TOTAL EAST OF HUDSON LINES	\$59.760	\$58.545	\$57.403	(\$1.216)	-2.0%	\$1.142	2.0%	\$170.399	\$169.133	\$166.989	(\$1.265)	-0.7%	\$2.144	1.3%
West of Hudson ^(B)	<u>\$1.242</u>	<u>\$1.242</u>	<u>\$1.242</u>	<u>(0.000)</u>	<u>0.0%</u>	<u>(0.005)</u>	<u>-0.4%</u>	<u>\$3.504</u>	<u>\$3.520</u>	<u>\$3.506</u>	<u>0.015</u>	<u>0.4%</u>	<u>0.014</u>	<u>0.4%</u>
TOTAL FAREBOX REVENUE	\$61.002	\$59.786	\$58.649	(\$1.216)	-2.0%	\$1.137	1.9%	\$173.903	\$172.653	\$170.494	(\$1.250)	-0.7%	\$2.158	1.3%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	1.435	1.409	1.421	(0.026)	-1.8%	(0.012)	-0.8%	4.127	4.041	4.086	(0.087)	-2.1%	(0.046)	-1.1%
<i>Harlem Line - Non-Commutation</i>	0.894	0.860	0.827	(0.034)	-3.8%	0.034	4.1%	2.476	2.415	2.398	(0.061)	-2.5%	0.017	0.7%
TOTAL HARLEM LINE	2.329	2.269	2.248	(0.060)	-2.6%	0.022	1.0%	6.604	6.456	6.484	(0.148)	-2.2%	(0.029)	-0.4%
<i>Hudson Line - Commutation</i>	0.808	0.809	0.801	0.000	0.0%	0.007	0.9%	2.309	2.329	2.288	0.021	0.9%	0.041	1.8%
<i>Hudson Line - Non-Commutation</i>	0.604	0.587	0.553	(0.016)	-2.7%	0.034	6.2%	1.642	1.624	1.564	(0.019)	-1.1%	0.059	3.8%
TOTAL HUDSON LINE	1.412	1.396	1.354	(0.016)	-1.1%	0.042	3.1%	3.951	3.953	3.853	0.002	0.1%	0.100	2.6%
<i>New Haven Line - Commutation</i>	1.877	1.854	1.866	(0.022)	-1.2%	(0.012)	-0.6%	5.397	5.352	5.366	(0.045)	-0.8%	(0.014)	-0.3%
<i>New Haven Line - Non-Commutation</i>	1.471	1.421	1.360	(0.050)	-3.4%	0.062	4.5%	4.023	3.993	3.883	(0.031)	-0.8%	0.110	2.8%
TOTAL NEW HAVEN LINE	3.348	3.276	3.226	(0.072)	-2.1%	0.050	1.6%	9.420	9.344	9.249	(0.076)	-0.8%	0.096	1.0%
Total Ridership East of Hudson														
All Lines - Commutation	4.120	4.072	4.088	(0.048)	-1.2%	(0.016)	-0.4%	11.833	11.722	11.741	(0.111)	-0.9%	(0.019)	-0.2%
All Lines - Non-Commutation	2.969	2.869	2.740	(0.100)	-3.4%	0.130	4.7%	8.142	8.031	7.845	(0.111)	-1.4%	0.186	2.4%
TOTAL EAST OF HUDSON LINES	7.089	6.941	6.828	(0.148)	-2.1%	0.113	1.7%	19.975	19.753	19.586	(0.222)	-1.1%	0.167	0.9%
West of Hudson ^(B)	<u>0.141</u>	<u>0.157</u>	<u>0.135</u>	<u>0.016</u>	<u>11.4%</u>	<u>0.022</u>	<u>16.3%</u>	<u>0.390</u>	<u>0.405</u>	<u>0.383</u>	<u>0.015</u>	<u>3.9%</u>	<u>0.022</u>	<u>5.8%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.230	7.098	6.963	(0.132)	-1.8%	0.135	1.9%	20.365	20.158	19.969	(0.206)	-1.0%	0.189	0.9%

^(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
March 31, 2019**

<u>Department</u>	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	3	3	-	
Labor Relations	18	14	4	
Safety	58	53	5	A,B
Security	26	24	2	
Office of the Executive VP	9	9	-	
Corporate & Public Affairs	19	15	4	A
Customer Service	67	61	6	A, B
Legal	13	11	2	
Claims	12	11	1	
Environmental Compliance & Svce	7	7	0	
Human Resources	52	44	8	A, B
Training	88	85	3	
Employee Relations & Diversity	7	5	2	
VP Planning	2	2	-	
Operations Planning & Analysis	21	21	0	
Capital Planning & Programming	16	13	3	
Long Range Planning	8	8	-	
VP Finance & Info Systems	1	-	1	
Controller	79	73	6	B
Budget	22	17	5	B
Procurement & Material Management	33	25	8	A, B
Total Administration	561	501	60	
Operations				
Operations Support	96	73	23	B
Transportation	1,629	1,652	(23)	C
Customer Service	401	364	37	B
Metro-North West	38	29	9	
Total Operations	2,164	2,118	46	
Maintenance				
Maintenance of Equipment	1,668	1,663	5	
Maintenance of Way	2,112	2,064	48	B
Procurement & Material Mgmt	135	119	16	A
Total Maintenance	3,915	3,846	69	
Engineering/Capital				
Construction Management	38	36	2	
Engineering & Design	84	77	7	B
Total Engineering/Capital	122	113	9	
Total Positions	6,762	6,578	184	
Non-Reimbursable	6,038	6,012	26	
Reimbursable	724	566	158	
Total Full-Time	6,761	6,577	184	
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
March 31, 2019

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	192	169	23
Professional, Technical, Clerical	369	332	37
Operational Hourlies	-	-	-
Total Administration	561	501	60
Operations			
Managers/Supervisors	266	245	21
Professional, Technical, Clerical	236	201	35
Operational Hourlies	1,662	1,672	(10)
Total Operations	2,164	2,118	46
Maintenance			
Managers/Supervisors	656	646	10
Professional, Technical, Clerical	502	465	37
Operational Hourlies	2,757	2,735	22
Total Maintenance	3,915	3,846	69
Engineering/Capital			
Managers/Supervisors	50	46	4
Professional, Technical, Clerical	72	67	5
Operational Hourlies	-	-	-
Total	122	113	9
Total Positions			
Managers/Supervisors	1,164	1,106	58
Professional, Technical, Clerical	1,179	1,065	114
Operational Hourlies	4,419	4,407	12
Total Positions	6,762	6,578	184

**MTA METRO-NORTH RAILROAD
2019 ADOPTED BUDGET VS. ACTUALS
March 31, 2019**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	561	501	60	Primarily reflects delayed hiring of vacant positions and higher attrition than planned
Operations	2,164	2,118	46	Primarily reflects delayed hiring of vacant positions
Maintenance	3,915	3,846	69	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	122	113	9	
Total Agency-wide Headcount	6,762	6,578	184	
Non-Reimbursable	6,038	6,012	26	
Reimbursable	724	566	158	

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
MARCH 2019**

	MONTH			VARIANCE	
	BUD	2019	2018	Fav/(Unfav)	
				BUD	2018
Farebox Operating Ratio					
Standard ^(B)	53.0%	56.8%	52.4%	3.8%	4.4%
Adjusted ^(C)	58.9%	64.9%	57.3%	6.0%	7.6%
Cost per Passenger					
Standard ^(B)	\$15.91	\$14.83	\$15.69	\$1.08	\$0.86
Adjusted ^(C)	\$15.53	\$14.39	\$15.24	\$1.14	\$0.85
Passenger Revenue/Passenger	\$8.44	\$8.42	\$8.22	(\$0.01)	\$0.20
	YEAR-TO-DATE			VARIANCE	
	BUD	2019	2018	Fav/(Unfav)	
				BUD	2018
Farebox Operating Ratio					
Standard ^(B)	50.1%	54.3%	52.7%	4.2%	1.6%
Adjusted ^(C)	55.9%	61.4%	58.9%	5.5%	2.6%
Cost per Passenger					
Standard ^(B)	\$17.03	\$15.76	\$16.05	\$1.27	\$0.29
Adjusted ^(C)	\$16.62	\$15.33	\$15.61	\$1.29	\$0.29
Passenger Revenue/Passenger	\$8.54	\$8.56	\$8.46	\$0.03	\$0.10

(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.

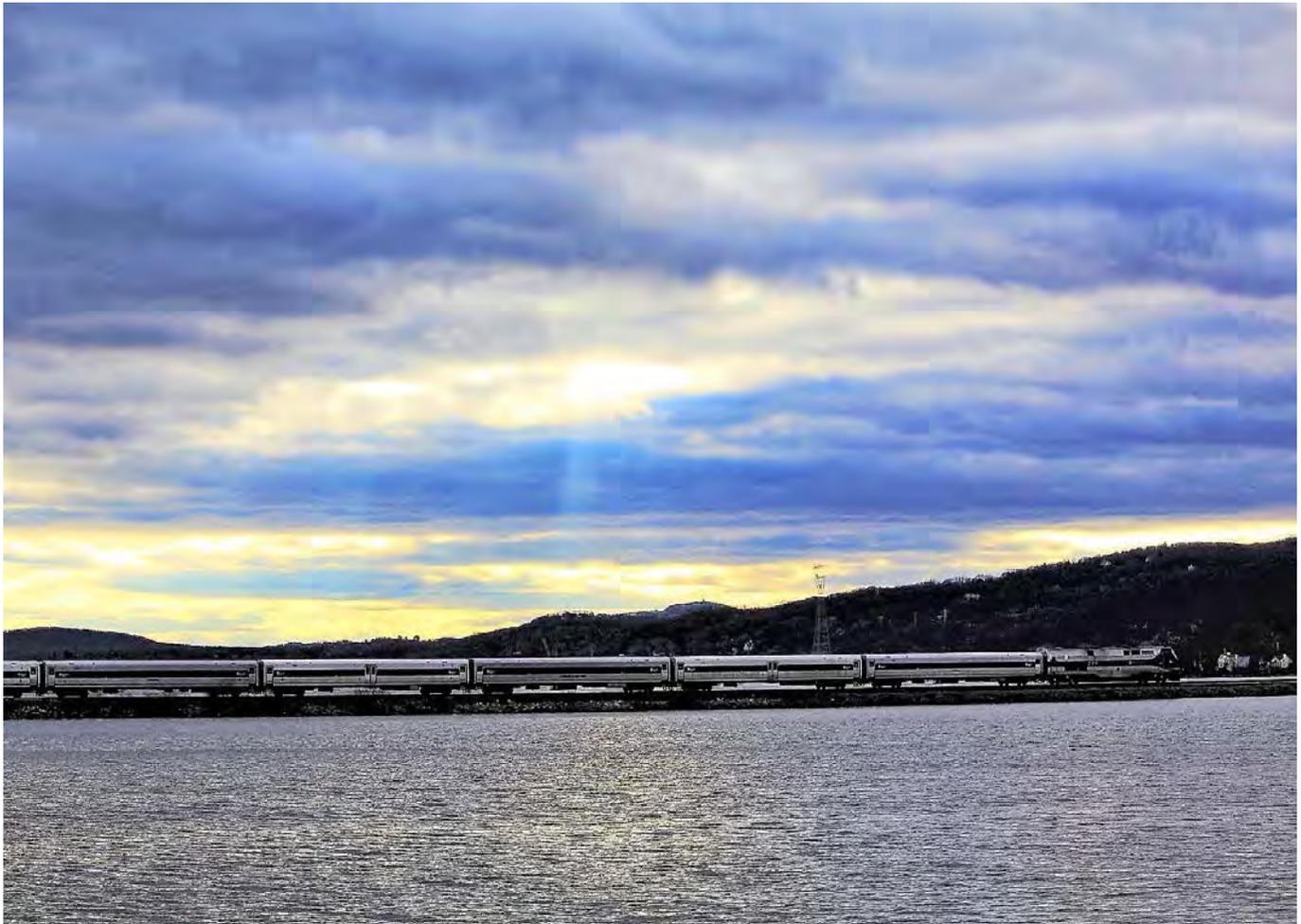


Metro-North Railroad

Ridership Report

Michael Shiffer

Vice President, Planning



Hudson Line train heading northbound over Annsville Creek Bridge.

Photo courtesy of Linda Morris



Metro-North Railroad

May 2019 Highlights: Ridership Report

(Note: March West of Hudson data is not yet available from NJT)

March 2019 vs. 2018

- East of Hudson ridership increased 1.7% vs. March 2018 and was 2.1% below Budget
 - Commutation ridership decreased 0.4%
 - Non-Commutation ridership increased 4.7%
- This large increase in non-commutation ridership was primarily due to last March's Four March Nor'easters (Mar 2nd, Mar 7th, Mar 13th & Mar 21st) which decreased non-commutation ridership by approximately 175,000 fewer rides.
- East of Hudson ridership by line:
 - Hudson Line ridership increased 3.1%
 - Harlem Line ridership increased 1.0%
 - New Haven Line ridership increased 1.6%

2019 vs. 2018 YTD

- Total YTD rail ridership is 0.9% above 2018 and 1.0% below Budget
 - YTD Commutation ridership is 0.1% below 2018
 - YTD Non-Commutation ridership is 2.5% above 2018

Michael Shiffer
Vice President
Planning

**MARCH 2019 RIDERSHIP & REVENUE REPORT
MTA METRO-NORTH RAILROAD**

RIDERSHIP SUMMARY

March Ridership and Revenue (millions)

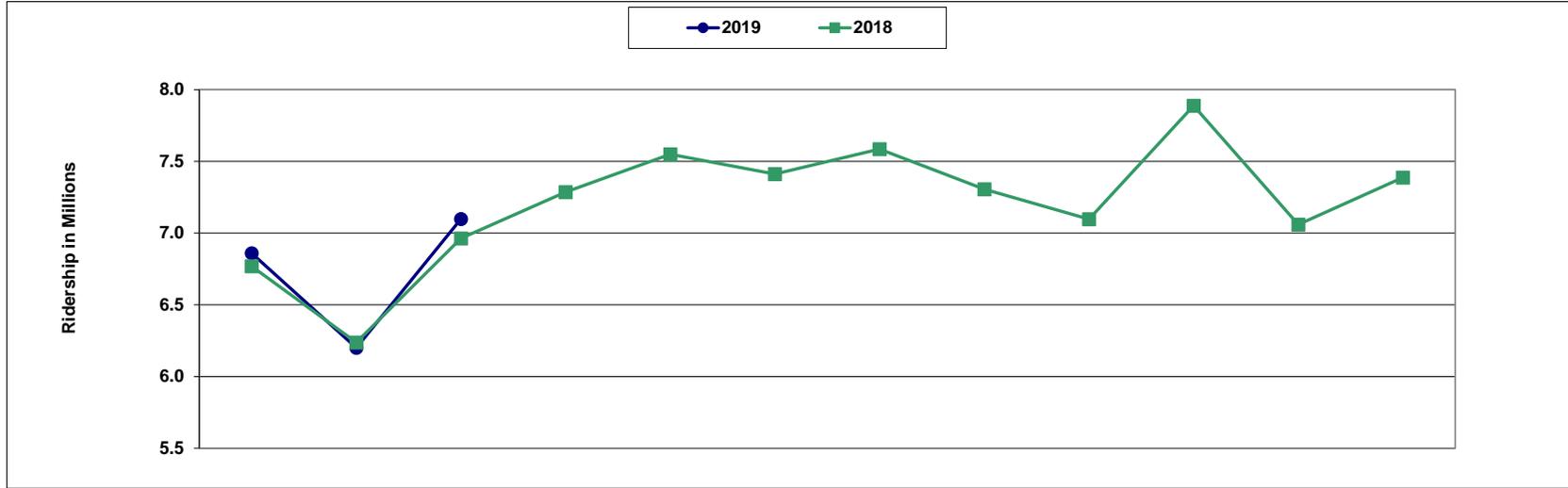
	March 2019	% Change vs. 2018
Total Rail Ridership	7.098	+1.9% ▲
Commutation Ridership	4.158	-0.2% ▼
Non-Commutation Ridership	2.940	+5.1% ▲
Connecting Service Ridership	0.049	+8.6% ▲
Total MNR System Ridership	7.147	+2.0% ▲
Rail Revenue	\$59.8	+1.9% ▲

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

	YTD 2019	% Change vs. 2018	Comparison to Budget
Total Rail Ridership	20.158	+0.9% ▲	-1.0% ▼
Commutation Ridership	11.951	-0.1% ▼	-0.9% ▼
Non-Commutation Ridership	8.207	+2.5% ▲	-1.2% ▼
Connecting Service Ridership	0.143	+8.2% ▲	+3.2% ▲
Total MNR System Ridership	20.301	+1.0% ▲	-1.0% ▼
Rail Revenue	\$172.7	+1.3% ▲	-0.7% ▼

MARCH RAIL RIDERSHIP (1)

- March's Total Rail Ridership was 1.9% above 2018 and 1.8% below budget.

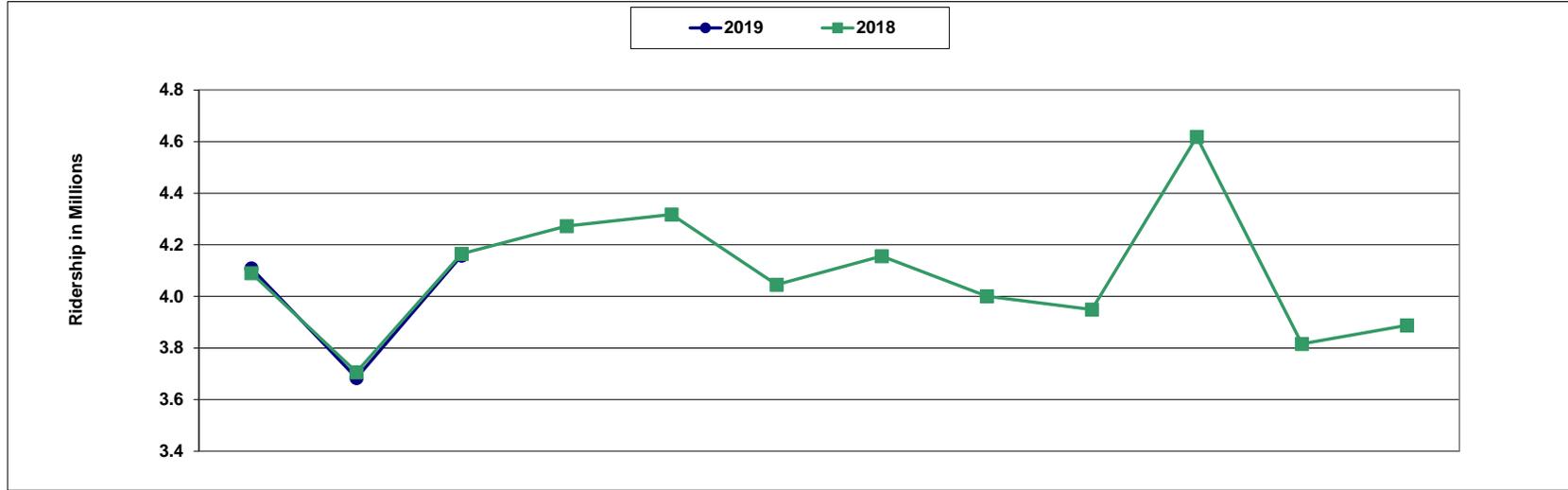


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	6.9	6.2	7.1										20.2
2018	6.8	6.2	7.0	7.3	7.5	7.4	7.6	7.3	7.1	7.9	7.1	7.4	20.0
PCT CHG.	1.4%	-0.6%	1.9%										0.9%

1) Includes East and West of Hudson.

MARCH RAIL COMMUTATION RIDERSHIP (1)

• March's Rail Commutation Ridership was 0.2% below 2018 and 0.9% below budget.

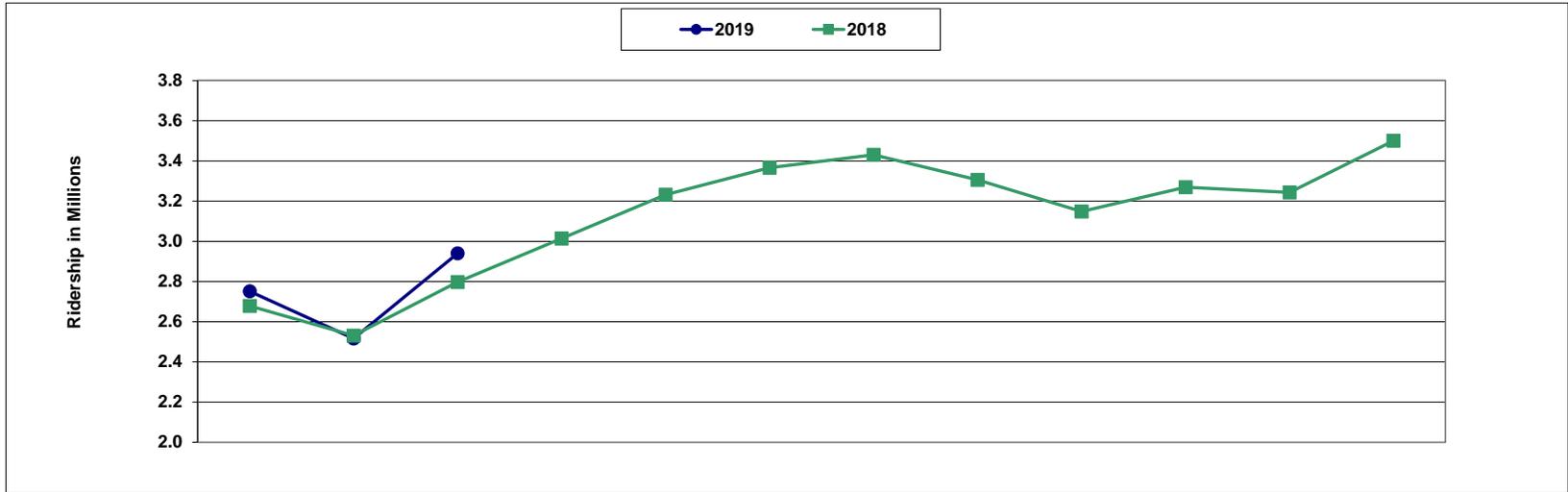


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.1	3.7	4.2										12.0
2018	4.1	3.7	4.2	4.3	4.3	4.0	4.2	4.0	3.9	4.6	3.8	3.9	12.0
PCT CHG.	0.5%	-0.6%	-0.2%										-0.1%

1) Includes East and West of Hudson.

MARCH RAIL NON-COMMUTATION RIDERSHIP (1)

● March's Rail Non-Commutation Ridership was 5.1% above 2018 and 3.1% below budget.

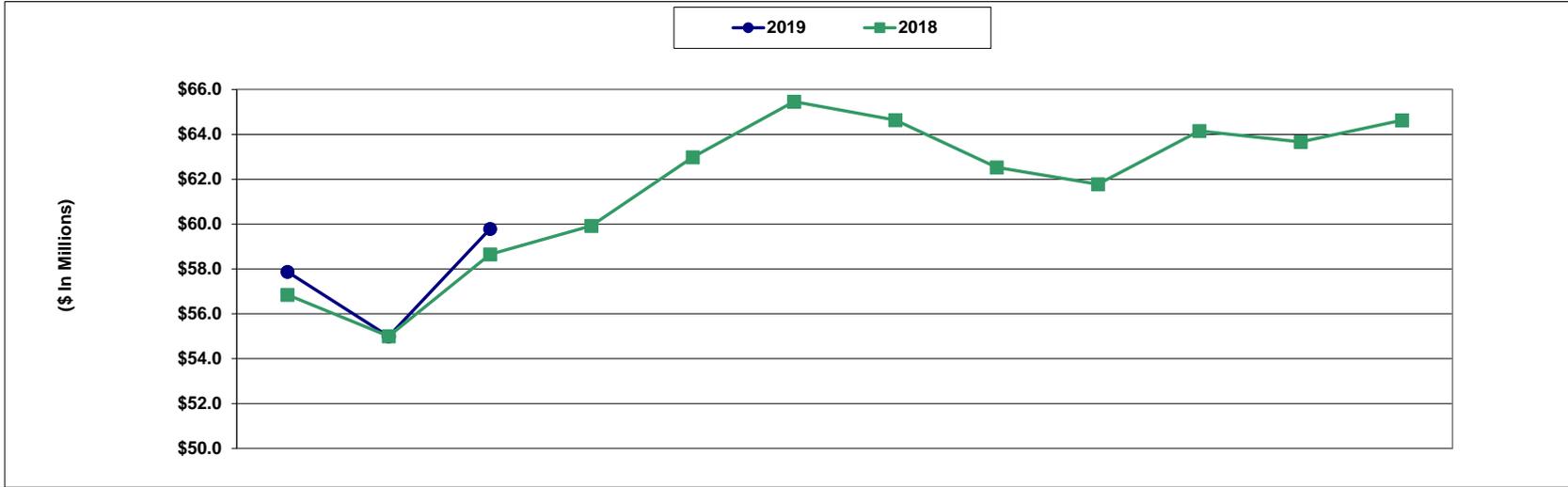


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.8	2.5	2.9										8.2
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3	3.1	3.3	3.2	3.5	8.0
PCT CHG.	2.7%	-0.6%	5.1%										2.5%

1) Includes East and West of Hudson.

MARCH RAIL REVENUE (1)

• March's Total Rail Revenue was 1.9% above 2018 and 2.0% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	\$57.9	\$55.0	\$59.8										\$172.7
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	\$170.5
PCT CHG.	1.8%	0.0%	1.9%										1.3%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
MARCH 2019

TICKET TYPE/SERVICE	MARCH 2019 ACTUAL	MARCH 2019 BUDGET	VARIANCE VS. BUDGET		MARCH 2018 RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
			RAIL COMMUTATION RIDERSHIP				
East of Hudson	4,071,866	4,120,200	(48,334)	-1.2%	4,088,133	(16,267)	-0.4%
West of Hudson	86,335	77,623	8,712	11.2%	77,215	9,120	11.8%
Total Rail Commutation Ridership	4,158,201	4,197,823	(39,622)	-0.9%	4,165,348	(7,147)	-0.2%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,869,209	2,969,101	(99,892)	-3.4%	2,739,556	129,653	4.7%
West of Hudson	70,594	63,237	7,357	11.6%	57,715	12,879	22.3%
Total Rail Non-Commutation Ridership	2,939,803	3,032,338	(92,535)	-3.1%	2,797,271	142,532	5.1%
TOTAL RAIL RIDERSHIP							
East of Hudson	6,941,075	7,089,301	(148,226)	-2.1%	6,827,689	113,386	1.7%
West of Hudson (2)	156,929	140,860	16,069	11.4%	134,930	21,999	16.3%
TOTAL RAIL RIDERSHIP	7,098,004	7,230,161	(132,157)	-1.8%	6,962,619	135,385	1.9%
CONNECTING SERVICES RIDERSHIP (3)	49,174	45,527	3,647	8.0%	45,291	3,883	8.6%
TOTAL MNR SYSTEM RIDERSHIP	7,147,178	7,275,688	(128,510)	-1.8%	7,007,910	139,268	2.0%

Notes:

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

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

TICKET TYPE/SERVICE	2019	2019	VARIANCE VS.		2018	CHANGE FROM 2018	
	YTD ACTUAL	YTD BUDGET	AMOUNT	PERCENT	YTD RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	11,721,921	11,832,899	(110,978)	-0.9%	11,740,737	(18,816)	-0.2%
West of Hudson	229,466	222,546	6,920	3.1%	221,353	8,113	3.7%
Total Rail Commutation Ridership	11,951,387	12,055,445	(104,058)	-0.9%	11,962,090	(10,703)	-0.1%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	8,031,478	8,142,075	(110,597)	-1.4%	7,845,390	186,088	2.4%
West of Hudson	175,495	167,321	8,174	4.9%	161,563	13,932	8.6%
Total Rail Non-Commutation Ridership	8,206,973	8,309,396	(102,423)	-1.2%	8,006,953	200,020	2.5%
TOTAL RAIL RIDERSHIP							
East of Hudson	19,753,399	19,974,974	(221,575)	-1.1%	19,586,127	167,272	0.9%
West of Hudson	404,961	389,867	15,094	3.9%	382,916	22,045	5.8%
TOTAL RAIL RIDERSHIP	20,158,360	20,364,841	(206,481)	-1.0%	19,969,043	189,317	0.9%
CONNECTING SERVICES RIDERSHIP (2)	143,172	138,782	4,390	3.2%	132,325	10,847	8.2%
TOTAL MNR SYSTEM RIDERSHIP	20,301,532	20,503,623	(202,091)	-1.0%	20,101,368	200,164	1.0%

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
MARCH 2019**

LINE	MARCH 2019 ACTUAL	MARCH 2018 RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,269,246	2,247,647	21,599	1.0%
Hudson Line	1,396,017	1,354,377	41,640	3.1%
New Haven Line	3,275,812	3,225,665	50,147	1.6%
Total East of Hudson	6,941,075	6,827,689	113,386	1.7%
WEST OF HUDSON				
Port Jervis Line	91,795	75,707	16,088	21.3%
Pascack Valley Line	65,134	59,223	5,911	10.0%
Total West of Hudson (2)	156,929	134,930	21,999	16.3%
TOTAL RAIL RIDERSHIP	7,098,004	6,962,619	135,385	1.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	35,341	32,936	2,405	7.3%
Haverstraw-Ossining Ferry	10,163	8,797	1,366	15.5%
Newburgh-Beacon Ferry	3,670	3,558	112	3.1%
Total Connecting Services	49,174	45,291	3,883	8.6%
TOTAL MNR SYSTEM	7,147,178	7,007,910	139,268	2.0%

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 RESTATE ⁽¹⁾	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	6,455,593	6,484,421	(28,828)	-0.4%
Hudson Line	3,953,312	3,852,843	100,469	2.6%
New Haven Line	9,344,494	9,248,863	95,631	1.0%
Total East of Hudson	19,753,399	19,586,127	167,272	0.9%
WEST OF HUDSON				
Port Jervis Line	236,657	219,515	17,142	7.8%
Pascack Valley Line	168,304	163,401	4,903	3.0%
Total West of Hudson	404,961	382,916	22,045	5.8%
TOTAL RAIL RIDERSHIP	20,158,360	19,969,043	189,317	0.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	104,314	99,724	4,590	4.6%
Haverstraw-Ossining Ferry	28,165	24,193	3,972	16.4%
Newburgh-Beacon Ferry	10,693	8,408	2,285	27.2%
Total Connecting Services	143,172	132,325	10,847	8.2%
TOTAL MNR SYSTEM	20,301,532	20,101,368	200,164	1.0%

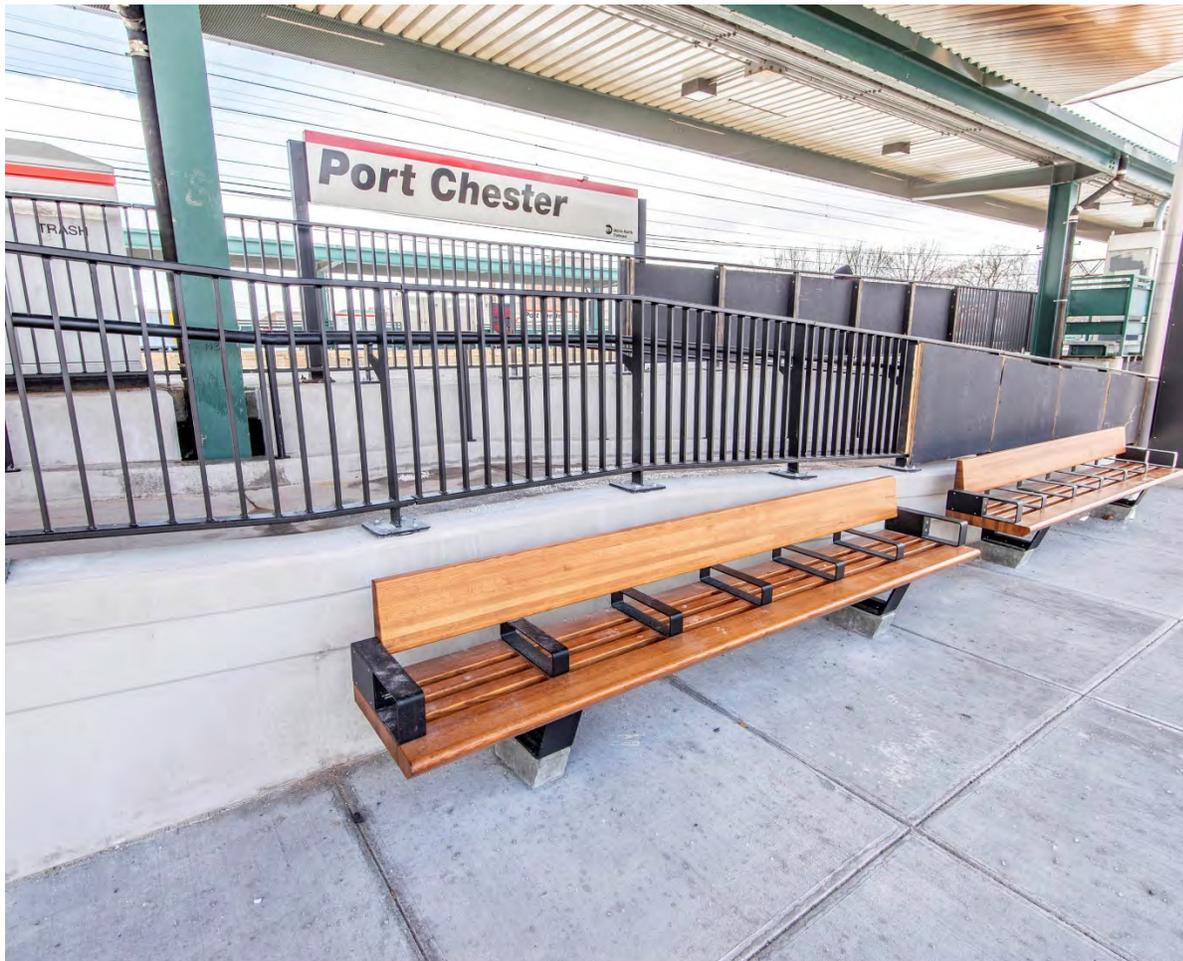
Notes:

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



Metro-North Railroad

April 2019 Highlights: Capital Program Status Report



Station Improvement Initiative Project

Kiss & Ride Benches at Port Chester Station

John Kennard
Vice President
Capital Programs



Metro-North Railroad

April 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 April, Metro-North awarded project tasks totaling \$14 million including the Ossining Station Improvements. Metro-North had no substantial completion. Metro-North had no Closeouts scheduled for the month of April.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 4/30</u>	<u>Achieved thru 4/30</u>	<u>% thru 4/30</u>
Design Awards*	\$39.1	\$10.7	\$0.2	2%
Construction Awards*	\$228.2	\$87.3	\$25.2	29%
Substantial Completions	\$428.3	\$122.7	\$63.7	52%
Closeouts*	\$31.5	\$4.6	\$4.6	100%

*Does not include support costs

John Kennard
Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

April 30, 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 commenced in 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 August 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 Big Boards #03 and #04 have been substantially complete. Phased installation of the rest of the Big Boards continues.

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 fourth group of four stations (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown. Design development commenced for the fifth group of stations (Harriman, Nanuet, Poughkeepsie and Southeast). 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:

- Riverdale – Work has been completed as of September 2018.
- Port Chester Station – Phase 2 – Work has been completed as of February 2019.
- Harlem-125th Street Station – Phase 2 – Work has been completed as of April 2019.
- White Plains Station – Phase 2 – Application of paint on platform canopy ceiling, installation of restrooms tiles, and crack and spall repairs are on-going. This station is scheduled for completion in December 2020.

POWER

Power, C&S Infrastructure Restoration Phase I & II – Sandy (Design-Build)

- *Phase I* – The purpose of this project is to replace and restore to a state of good repair the power and communication and signal (C&S) equipment and infrastructure that were destroyed, damaged and/or compromised by Super Storm Sandy on over 16 miles of railroad along the Hudson Line from CP 19 (Greystone) to CP 35 (Croton-Harmon). Continue installation of conduits for communication and signal power; and snowmelters and sectionalizing switches. Continued installation of lateral cables for sectionalizing switches and reactors; conduits for communication, snowmelters, sectionalize switches and control cables at different track crossings as well as platform footing, retaining wall, fencing and grounding at different platforms. Continued performing jumper work and pulling positive and negative feeders. 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, conduits, manholes and concrete footing for different platforms. 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) and completed Con Ed inspection checklist. Energization of the substation power control room is underway. This substation is scheduled for completion in June 2019.
- *Croton-Harmon* – Continued with installation of the 15kV feeders. Testing/commissioning and energization of the substation power control room are underway. This substation is scheduled for completion in August 2019.
- *Riverdale* – Continued with installation of 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 June 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. Continued relocation of impedance bonds at Track 3 and 4.

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 clearing and grubbing; soil boring and sampling; cable installation; duct bank tie-in conduits and the 15kV manhole work at the point of entrance platform. 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 May 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 May 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 and specification for the Fulton Avenue Bridge Replacements has been completed and is currently under review. Supplementary borings near the proposed bridge pier were completed. 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 2019. Utility installation has commenced including gas, electric and sewer. Installation of tiebacks on the south abutment is on-going. 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 and submittals are underway.
- 3rd Avenue Bridge Replacement, Mt. Vernon - Request for design-build proposals will be solicited in May 2019.

Harlem River Lift Bridge (HRLB) Security Upgrades

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 and door installation at the communication sheds at Manhattan and Bronx divisions. Project is anticipated to achieve substantial completion in August 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 19,276 ties, 6.99 miles of rail, surfaced 19.49 miles of track, and performed 1,252 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. 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. Continued site installation testing on Danbury branch line. 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.

- Continued the following activities: data collection for the development of the industrial design; review and respond to RFIs to facilitate design development; conduct stakeholder meetings to review and evaluate design concepts to meet user needs; OCIP enrollments and submission of MBE/WBE utilization plans; MNR comments on the 60% Running Repair and Support Shop (RRSS) design documents and the baseline schedule were returned to the Design-Builder.

2019 MNR Capital Program Goals

As of April 30, 2019

In Millions

