



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

June 2019

Joint Metro-North and Long Island Committees Meeting

2 Broadway, 20th floor Board Room

New York, NY

Monday, 6/24/2019

8:30 - 10:00 AM ET

1. Public Comments Period

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LIRR Report

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MTA Police Report

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MNR Action Item

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7. PROCUREMENTS

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MTA CC Procurements

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Minutes of the Regular Meeting
Metro-North Committee
Monday, May 20, 2019

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
9:00 a.m.

The following Board Members were present:

Hon. Patrick Foye
Hon. Kevin Law
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Rhonda Herman
Hon. David Mack
Hon. Veronica Vanterpool
Hon. Neal Zuckerman
Hon. David Jones

The following Board Members were not present:

Hon. Susan Metzger
Hon. Vincent Tessitore, Jr.

Also Present:

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

The members of the Metro-North Committee met jointly with the members of the Long Island Rail Road Committee. In addition to the Metro-North President and Metro-North staff noted above, President Eng and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Rail Road Committee for the meeting of May 20, 2019 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

CHAIRMAN FOYE'S REMARKS:

Kevin Law, as Chair of the Long Island Rail Road Committee, called the joint meeting to order and introduced MTA Chairman Patrick Foye. Chairman Foye commented that on May 17, 2019, he met the Siemens Global CEO and the President of the Siemens Mobility Division, along with Board Member Feinberg and Veronique Hakim to discuss the challenges and status of the Positive Train Control ("PTC") project. Chairman Foye commented that he made it clear that the performance of the Joint Venture of Siemens and Bombardier was unacceptable. Chairman Foye commented that they discussed quality control issues and interlocking issues and the expectation that Siemens would work cooperatively and aggressively with Bombardier to meet the mandated project deadline. Chairman Foye commented that he reiterated the MTA's concerns and articulated the clear demands regarding resources and on-site support. The Siemens executives agreed to provide whatever resources were required and made a full commitment to meeting the December 2020 Federal PTC deadline. Chairman Foye stated that he made it clear that the MTA would hold the Joint Venture to that commitment. Siemens and Bombardier also committed to provide weekly online reports, to send senior executives to quarterly Board meetings, and to engage in an ongoing third-party review at their corporate cost. Chairman Foye commented that Siemens and Bombardier accepted full responsibility for their failures. Chairman Foye commented that he will make sure to continue to hold Siemens and Bombardier accountable. Chairman Foye also commented that Siemens showed him the latest PTC weekly report that shows "green" on each of the categories for both railroads. Lastly, Chairman Foye commended the work of Board Members Law, Metzger, and Zuckerman for continuing to raise the PTC issues.

In response to Chairman Foye's remarks, Board Member Law asked Chairman Foye to assess how serious the Siemens executives were in terms of resolving the PTC issues. Chairman Foye responded that he believed they were very serious. Board Member Vanterpool asked who prepares and submits the PTC progress reports. President Rinaldi responded that the railroads are responsible for reporting to the FRA and that the weekly reports submitted by the Joint Venture to the railroads are independent of the FRA reporting requirements. Chairman Foye commented further that the weekly Joint Venture reports are available to the public and the FRA because they are on the MTA's website. President Rinaldi and President Eng commented that the Railroads have an on-going dialogue with the FRA and the Joint Venture.

Board Member Zuckerman thanked Chairman Foye for his efforts and stated that "sincerity is always subject to proof." Board Member Zuckerman further stated that he expects the continued vigilance of the entire MTA towards the full implementation of PTC. Board Member Jones asked if Siemens' commitment was memorialized in writing. Chairman Foye responded affirmatively indicating that he intends to ask Siemens to verify a written summary of the meeting.

SAFETY PROCEDURES:

Mark Hoffer, Vice President, General Counsel and Secretary, Long Island Rail Road, reviewed the emergency safety procedures and introduced the public speakers.

PUBLIC COMMENT:

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council ("Commuter Council"), commented that on May 13, 2019 he attended a meeting at the New Clarkstown Road grade crossing with Board Members and representatives from Metro-North, New Jersey Transit, and Clarkstown. Mr. Getz stated that New Jersey Transit informed those present that some grade crossings on the Pascack Valley line will be closed for replacement over the summer, which will require the use of buses. Mr. Getz asked Metro-North to find out from New Jersey Transit which

crossings will be replaced and additional details about the busing. Mr. Getz also commented on the problem of vehicles backing-up onto the New Clarkstown Road grade crossing. Mr. Getz commented that New Jersey Transit has started to reinstate service that was cut in December and asked Metro-North to find out when New Jersey Transit is going to reinstate the express train service on the Pascack Valley Line.

Murray Bodin asked why Metro-North trains sound their horns at 125th Street. Mr. Bodin also commented on the red box at the crossing at Roaring Brook and on the transmission tower in Tarrytown.

Jason Pineiro provided comments on behalf of "Passengers United." Mr. Pineiro's comments related to the Long Island Rail Road.

H.P. Schroer, Director of "U and ME Become WE," thanked the Board for considering his appeal to give veterans' a discount and for recognizing that a veteran's service and sacrifice are worth two cents.

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 May 20, 2019. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the public comments.

APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the April 15, 2019 joint Metro-North and Long Island Railroad Committee Meeting.

METRO-NORTH 2019 WORK PLAN:

President Rinaldi reported that the Accelerated Track Maintenance Report will be postponed.

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 President Rinaldi's remarks.

LONG ISLAND RAIL ROAD PRESIDENT'S REPORT:

President Eng provided a PTC status update during his remarks. President Eng reported that Metro-North has completed 110 revenue service demonstration runs between Tarrytown and Croton-Harmon. The System Integrator continues to issue software releases for both railroads and Metro-North expects the FRA to authorize extended revenue service operations as a result in the next few weeks. Regarding the antennas, President Eng reported that the Systems Integrator has been repairing and delivering new units on schedule and has been making organizational changes in response to the MTA's demands.

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

METRO-NORTH RAILROAD PRESIDENT'S REPORT:

Prior to her report, President Rinaldi asked for a brief moment of silence to honor two Metro-North employees, Oliver J. Mackey and Steven G. Diorio, who passed away on Friday due to non-work related causes. A moment of silence was held.

President Rinaldi recognized Metro-North employee Brian O'Donnell who was recently named by Progressive Railroading as one of the 2019 Rising Stars in the rail industry. President Rinaldi stated that Mr. O'Donnell started with Metro-North's Office of System Safety as Fire Marshal three years ago and that he previously worked for two years at New York City Transit's Office of System Safety. Last year, Mr. O'Donnell was promoted to an Accident Investigator where he is responsible for investigating rail incidents and prepares comprehensive reports which address root causes and contributing factors. He develops corrective actions and implements new solutions based on these incidents. President Rinaldi stated that being an Accident Investigator is a very demanding position because they are on-call 24/7 and must respond to any incidents. President Rinaldi stated that Mr. O'Donnell has recently been asked to manage three field safety employees, has proven to be a motivating and knowledgeable mentor, and can be counted on for his creative ideas and meticulous attention to detail. Mr. O'Donnell is an invaluable member of the Metro-North team and his vision and drive have enabled him to be a rising star at Metro-North.

Regarding service delivery, President Rinaldi reported that for the fourth consecutive month, Metro-North trains operated above goal, at 95.3% OTP with an OTP of 96.2% during peak periods. President Rinaldi reported that OTP through April has been 95.7%, 2.1 percentage points higher than last year. President Rinaldi also reported that Metro-North has experienced a 74% reduction in cancelled and terminated trains and a 50% reduction in trains delayed more than 15 minutes.

President Rinaldi reported that following a schedule change on April 14, 2019, Metro-North is continuing to monitor its service and customer feedback and as a result made some schedule adjustments to further improve service. The new schedules were 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. President Rinaldi reported that the result has been positive for Metro-North customers. April OTP before the schedule change was at 92%. Following the new schedule, the average for April OTP was 96%, which is an improvement of 4%. West of Hudson Service operated below goal at 94.3%.

President Rinaldi also reported on federal funding and grants, which was the theme of the month. Since Metro-North was formed in 1983, it has received \$3.9 billion in federal funding which represents over 34% of Metro-North's total capital program during this period of time. Metro-North relies on this federal funding to assist with improving stations, purchasing new rolling stock, and investing in infrastructure. For example:

- The purchase of 142 M-3 cars in the 1980s which are still providing service to Harlem and Hudson Line customers today;
- The electrification of the Upper Harlem Line in the 1980s;
- Numerous stations, track, and structures improvements on all Lines; and
- Restoration and resiliency projects on the Hudson Line in response to damage from Superstorm Sandy.

President Rinaldi reported that as Metro-North formulates the 2020-2024 Capital Program Metro-North has identified additional rolling stock projects (M-9A cars and locomotives), major structural projects, track rehabilitation, and station renewals that are excellent candidates for federal funding to help keep the Metro-North system up and running every day.

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

METRO-NORTH RAILROAD CUSTOMER SERVICE REPORT:

Thomas Mitchell, Vice President, Customer Service and Stations, reported on the status of the MYMNR Train Tracking tool. He stated that the beta version will be released around June 17, 2019.

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 14% over the previous 12 months. In addition, Metro-North's community outreach program TRACKS, reached nearly 1800 individuals in March, bringing the total for the year to over 22,000.

Mr. Vonashek also reported that on Thursday June 6, 2019, Metro-North will be participating in the International Level Crossing Awareness Day ("ILCAD") for the fourth year in a row. The Metro-North Office of System Safety, Federal Railroad Administration ("FRA"), Connecticut Department of Transportation, and Operation Lifesaver will be at various grade crossings in New York, including West of Hudson and Connecticut, promoting grade crossing safety from 6:30AM to 9:00AM.

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

MTA CAPITAL CONSTRUCTION REPORT:

Janno Lieber, MTA Chief Development Officer, reported on the East Side 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 Mr. Lieber's remarks.

MTAPD REPORT:

Owen Monaghan, Chief of the MTA Police Department ("MTAPD"), reported on crime statistics. During the month of April, systemwide, total major felonies decreased by three, 17 versus 20, a decrease of 15%. Eight of the 17 crimes reported resulted in arrests. Year to date, systemwide, total major felonies are down by 29, 63 versus 92, a decrease of 32%. For Metro-North, during the month of April, total major felonies decreased by four, nine versus 13, a decrease of 31%. The nine crimes included one robbery, two assaults, one burglary, three grand larcenies, and two grand larceny autos.

Chief Monaghan'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 Monaghan's remarks.

JOINT INFORMATION ITEMS:

One joint Information Item was presented to the Committee:

- Long Island Rail Road/Metro-North PTC Project Update

President Eng reported that the details of the Long Island Rail Road and Metro-North PTC project update are contained in the documentation filed with the records of the meeting and that he gave an overview during his President's report. Board Member Vanterpool asked if the additional cost for both railroads for the two-year PTC extension was covered by federal funds. President Eng responded that the System Integrator will cover additional costs due to its delay and President Rinaldi offered to provide information about how the additional costs will be allocated between the System Integrator and other funding sources. Board Member Vanterpool also asked to receive additional information about the impact of PTC on the railroads' operating costs.

The details of the above Information Item are contained in documentation filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the discussion between Board Member Vanterpool and Presidents Eng and Rinaldi.

METRO-NORTH INFORMATION ITEMS:

Three Metro-North Information Items were presented to the Committee:

- Lease with Xarupa LLC at the Bronxville Station
- Lease with the Coiffure Clique LLC at the Bonxville Station
- Way Ahead Strategic Plan

President Rinaldi provided a six-month status report on Metro-North's Way Ahead Strategic Plan, which includes prioritizing customer and employee safety, improving customer day-to-day experiences, improving customer communications, investing in Metro-North's infrastructure, supporting Metro-North's employees, and focusing on Metro-North's future. Way Ahead was launched on October 22, 2018.

President Rinaldi reported that Way Ahead has been focused on improving customer and employee safety. The TRACKS program reached 100,000 people in 2018 and Metro-North recently launched a suicide prevention program. President Rinaldi also reported on Metro-North's improved grade crossing safety efforts and noted that all 103 Metro-North crossings are in the Waze application. Metro-North has station ambassadors at six of the busiest stations and has focused on improving station cleaning efforts. President Rinaldi reported on station improvements at the White Plains Station, the Harlem 125th Street Station, and Connecticut stations, and accessibility improvements in Grand Central Terminal and the Nanuet Station. President Rinaldi also reported that Metro-North has made efforts to improve customer communications such as real time monitors, digital advertising screens, and a new Big Board in Grand Central Terminal.

President Rinaldi reported on Way Ahead infrastructure improvements including track and bridge replacements. As a result of the Way Ahead initiatives, Metro-North is seeing a reduction in track defects, including a 46% decrease in maintenance defects and an 86% decrease in safety defects since April of 2014. President Rinaldi also reported on efforts to support Metro-North employees by attracting a diverse workforce. In 2018, of all 481 new Metro-North hires, 46.8% were

minorities and 15.6% were female. For the first quarter of 2019, of the 52 new hires, 42% were minority and 15% were female.

President Rinaldi also reported on Way Ahead efforts to be accomplished over the next six-months and beyond, including accessibility improvements at the Crestwood Station, the installation of elevators at the Hartsdale and Scarsdale Stations, the installation of digital screens on an M7 and M8 pair for an advertising pilot, CSI communication upgrades, and SmartTrack work in the Bronx.

The details of the foregoing Information Items are contained in staff summaries and documentation 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 President Rinaldi's remarks.

METRO-NORTH PROCUREMENTS:

Two competitive procurements were presented to the Committee:

- Board approval to award a contract modification in the not-to-exceed amount of \$780,276 under the current miscellaneous service contract with the firm MotivePower, Inc. ("MPI") for the design, manufacturing, supply, and testing of 12 FRA compliant locomotive fuel tanks for the 12 BL2OGH locomotives being overhauled by MPI as part of its current contract awarded in February 2017.
- Board approval to award a contact modification in the not-to-exceed amount of \$6,000,000 under the current contract with the firm Ducci Electrical Contractors, Inc. ("Ducci") for the installation of required 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 station upgrades and future substations.

Board Member Zuckerman asked how the Ducci procurement would impact the PTC deadline. President Rinaldi responded that approval of the contract was necessary to achieve the PTC deadline.

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. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the discussion between Board Member Zuckerman and President Rinaldi.

MTA CAPITAL CONSTRUCTION PROCUREMENTS:

The Committee was presented with the following ratification that relates to Metro-North:

- Board approval to ratify a contract modification in the amount of \$1,238,900 under the current contract with the firm Tutor Perini Corporation to implement redesigned layouts for certain communication rooms and equipment in the new Grand Central Terminal. The Tutor Perini Corporation contract provides the systems for the East Side Access project, including fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems.

Chairman Law asked if the Committee had already approved the modification. David Cannon responded that the Committee had not approved the modification. The president authorized the work to proceed to maintain the East Side Access project schedule and the MTACC was now seeking ratification of that action. Janno Lieber explained that the procurement rules permit an agency president to approve certain modifications when there is a schedule risk. Board Member Jones asked if there were any monetary limitations to this process. MTACC staff explained that typically the president will approve work up to a certain not-to-exceed amount to get work started but is respectful of the Board's authority.

Chairman Law remarked that he was in favor of management making decisions. Upon motion duly made and seconded, the Committee approved the foregoing ratification.

The details of the foregoing ratification are contained in a staff summary and documentation filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the discussion between Board Members and staff.

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

President Rinaldi 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 April, Metro-North generated \$330 million in revenue and spent \$509 million, resulting in a net operating loss of \$176 million. Due to lower than expected revenues more than offset by lower than expected expenditures, the net operating loss through April is lower than what was assumed to be in the adopted budget.

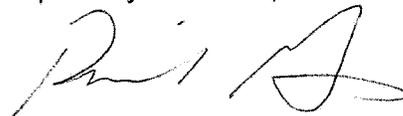
Board Member Vanterpool commented that for the month of April, it appears that more than one quarter of the fares collected by Metro-North were for the wrong rate. President Rinaldi responded that the statistics come from a very small sample size and that Metro-North is working with MTA Audit to improve the measurement.

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

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, May 20, 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, Chair, Long Island Rail Road Committee
Hon. David Mack, Vice Chair, Long Island Rail Road Committee
Hon. Rhonda Herman, Vice Chair, Metro-North Committee
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Veronica Vanterpool
Hon. Neal Zuckerman

The following Board Members were not present:

Hon. Susan G. Metzger, Chair, Metro-North Committee
Hon. Vincent Tessitore, Jr.

Other Board Member present:

Hon. David Jones

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 Owen Monaghan

Long Island Committee Chair Kevin Law called the Joint Meeting of the Long Island Rail Road Committee (“LIC”) and Metro-North Committee 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 (“Metro-North”) President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of May 20, 2019 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

Chair Law asked MTA Chairman and Chief Executive Officer (“MTA Chairman”) Patrick J. Foye to update the Joint Committee regarding a meeting he had with Siemens, one of the members of the joint venture serving as the railroads’ Positive Train Control (“PTC”) System

Integrator (“SI”). He reported the following: On Friday, May 17, 2019 he, MTA Managing Director Veronique (“Ronnie”) Hakim and Board Member Sarah Feinberg met concerning PTC issues with Joe Kaeser, President and Chief Executive Officer, Siemens AG, and Marc Buncher, President of Siemens Mobility Division in the U.S. and Canada. It was made clear to Mr. Kaeser and Mr. Buncher that Siemens’ performance as a member of the joint venture to date was unacceptable, jeopardizing the future of Siemens’ business relationship with the MTA, which over the past several years amounted to over \$2 billion. The topics discussed regarding PTC included quality control; the recall process; complex LIRR interlocking issues; issues involving Metro-North; and the expectation that Siemens would work cooperatively, proactively and aggressively with consortium partner Bombardier, with whom they met separately, to meet the mandated timeline for the project. MTA Chairman Foye reiterated the concerns of MTA and the commuter railroads and articulated the clear demand that the consortium must provide the railroads with additional resources and on-site support for the project. Mr. Kaeser and Mr. Buncher agreed to provide whatever resources that are required. Mr. Kaeser committed to do whatever is needed to meet the December 2020 federal deadline for PTC for the railroads. MTA Chairman Foye emphasized that the MTA, MTA Board and MTA management will be holding the Siemens and Bombardier consortium to this commitment. Siemens and Bombardier also made a commitment to provide weekly reports to be published online; to conduct quarterly meetings with the MTA Board; and to engage in a third-party review at the consortium’s expense. At multiple points during the meetings, MTA Chairman Foye asked Mr. Kaeser and Mr. Buncher if there were pending issues or challenges with the work of LIRR and MNR; they responded in the negative and accepted full responsibility for the SI’s failures. MTA Chairman Foye stated that the MTA will continue to hold Siemens and Bombardier and the consortium’s feet to the fire on behalf of our customers and public safety. During the meeting, Siemens showed the MTA leadership the latest PTC weekly report dated Friday, May 17, 2019; both railroads were meeting the targets in each category. MTA Chairman Foye commended the work of LIC Chair Law, Metro-North Committee Chair Susan Metzger, Board Member Neal Zuckerman and others for continuing to raise these issues.

Chair Law commented that MTA Chairman Foye has been in many one-on-one meetings, and asked if he could give his assessment on how serious Siemens and Bombardier were in terms of resolving these issues.

MTA Chairman Foye responded that he thought they were deadly serious and that we received a commitment from the Global CEO of Siemens that they will do what it takes to meet the December 2020 deadline. MTA Chairman Foye stated that he thought the resolve of this Board and the prior discussions laid the foundation for the discussion that the MTA leadership had with Siemens on Friday, May 17th about how serious the MTA is that the consortium must meet this federal mandate involving public safety and that he thinks they understand that and get it.

Board Member Veronica Vanterpool asked whether Siemens and Bombardier or LIRR staff submit progress reports to the Federal Railroad Administration (“FRA”).

Metro-North President Catherine Rinaldi responded that the railroads are responsible to prepare the updates to the FRA. The weekly reports we have requested as a matter of contract management, which will be posted, are in addition to the railroads' reports to the FRA.

MTA Chairman Foye commented the reports will continue to be posted weekly on the website and are available to the FRA and every member of the public, LIRR and Metro-North.

LIRR President Philip Eng commented we have an ongoing dialogue with the FRA with regard to the status of the project, to keep them involved as the project moves along, as well as getting more timely approvals.

Metro-North President Rinaldi commented we also have a dialogue with the consortium. Every Friday we have a weekly executive-level call, in addition to the reporting they have been doing.

Board Member Zuckerman thanked MTA Chairman Foye for his leadership.

Board Member David Jones asked if the MTA's discussion with Siemens has been memorialized in a writing.

MTA Chairman Foye responded that over the weekend he sent a note to LIC Chair Law, Metro-North Committee Chair Metzger, Board Member Zuckerman, LIRR President Eng, and Metro-North President Rinaldi which he intends to send to the Siemens leadership team. We have demanded, and they have agreed to show us weekly progress by posting a weekly log on our website.

Board Member Jones asked if they will sign a document such as a memorandum of understanding confirming their commitments.

MTA Chairman Foye responded that he intends to send a recap of the meeting to Board Member Feinberg, MTA Managing Director Hakim, and to Siemens, asking them to verify what they agreed to do.

SAFETY PROCEDURES

Mark D. Hoffer, LIRR, Vice President – General Counsel & Secretary reviewed the emergency safety procedures.

PUBLIC COMMENT

Mr. Hoffer introduced the four (4) public speakers and requested each speaker to limit 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 Metro-North.

Murray Bodin spoke about matters pertaining to Metro-North and commented about flashing red lights versus traffic lights at LIRR grade crossings.

Jason A. Pineiro asked why MTA New York City Transit does not cross honor LIRR tickets for riders traveling on the subway when trackwork is being performed between Woodside and Jamaica Stations. He also requested President Eng to enforce rules requiring all LIRR conductors to look at every passenger ticket to avoid fare evasion.

H.P. Schroer, Executive Director of U and Me Become We and a World War II veteran, thanked Chairman Foye and the members of the MTA Board for considering his appeal for transportation discounts for veterans and their spouses. He is looking forward to working with MTA on this initiative.

APPROVAL OF MINUTES AND 2019 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the April 15, 2019 Long Island Rail Road Committee Meeting. There were no reported changes to the 2019 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Eng acknowledged the successful effort by LIRR staff in providing enhanced service to Farmingdale station in support of the PGA Championship last week at Bethpage State Park. We provided over 87,000 rides, adding extra trains seamlessly as needed.

In April, we experienced a continued increase in ridership by 3.9% compared to 2018, with over 290,000 more riders choosing to get out of their cars and take the LIRR.

President Eng reported that due to the hard work of our employees striving to continuously improve reliability of our service, April On-Time Performance (“OTP”) continues to demonstrate that we are prioritizing our efforts wisely. We followed a solid start to the first quarter of 2019, with our April OTP exceeding our goal, reaching 95.3%, LIRR’s highest OTP since October 2012. Some other key milestones achieved include the following: LIRR exceeded

OTP goals on 10 of our 11 branches; last month we had the lowest number of cancellations since 2014, just 35; and we reduced the number of short trains by 45% compared to April of last year. We know that every day brings new challenges and that we must remain vigilant tackling issues that have caused us delays in the past. That is the philosophy behind LIRR Forward initiatives and our modernization projects, which make our system more flexible while improving reliability. Double Track, for example, now enables us to move around problems where in the past we may have fully suspended service. Our new elevated bridges have mitigated many crippling delays caused by bridge strikes. Cherry Lane, one of our most vulnerable bridges along the Main Line, will be replaced and elevated in two weeks; we're continuing to expand on that effort with our new bridge strike cameras and accelerometers to mitigate bridge hits and further minimize delays.

President Eng stated that we are continuing to focus on improved customer assistance for those in need. He further stated that he was excited to announce that beginning today LIRR is piloting our new help point. What makes this help point special is a new boarding assistance feature. When this button is pressed it will initiate a flashing light that will let an approaching train and conductor know that a person who needs assistance is at the station. This is a great feature to assist our employees in knowing where someone is positioned on the platform and builds upon our successful LIRR CARE program, with over 1,500 requests served. President Eng thanked accessibility advocates and our Engineering Department for their innovative thinking. We look forward to getting feedback and expanding this systemwide across LIRR and Metro-North.

Chair Law asked if we have it at all Stations.

President Eng responded that LIRR has it at Glen Head, we have two more to install, and as we get more feedback, we are going to look at how to better roll out this initiative. We have a plan for installing the help point along the Mainline Third Track Project.

Board Member Randolph Glucksman asked how long it takes to install one at a station.

Senior Vice President - Engineering Christopher Calvagna commented it was installed in a day and a half and to keep in mind that since this is a pilot program, we will make modifications when necessary.

Board Member Glucksman asked if it will be installed at every station.

President Eng responded in the affirmative and that the plan is to roll it out for both railroads.

President Eng stated, regarding increasing our fleet, that Kawasaki has delivered 16 M-9 cars to LIRR, which are currently being tested and staff trained on their use. Additional cars continue to be manufactured at Kawasaki's facility in Yonkers. As part of the operational testing of the 16 cars, Kawasaki and their subs continue to address any items identified requiring fixes. To ensure safety and reliability of the fleet, we will not place these cars in revenue service until the operational testing has been completed to our satisfaction.

President Eng updated the Joint Committee regarding PTC. He discussed the SI leadership changes and team reorganization, increased staffing, including system integration expertise and quality control at facilities and enhanced executive leadership oversight. He reported that these are all positive steps; we have a lot of work to do; and we are going to remain vigilant in delivering this.

President Eng stated that with the passage of Congestion Pricing, we are more optimistic for a meaningful and transformational Capital Program that will further advance system-wide expansion and modernization.

President Eng stated that it is also important to note that critical state-of-good-repair work needs to be fully funded to ensure service now and in the future. State funding cannot do this alone. We rely heavily on resources from our partners in Washington. In each of the last two Capital Programs, federal allocations accounted for 40% of our funding. This includes track replacement, signal modernization, platform improvements, yard enhancements, and other capacity projects. Federal funding is also instrumental for our Sandy recovery efforts, including East River Tunnel restoration, substation replacements, restoration of the West Side and Long Island City Yards, and emergency management equipment.

President Eng stated that our finance team and MTA Real Estate just secured a new vendor, Tanami's Falafel, at Lawrence Station in a previously unoccupied area. In addition to rent, this vendor is contributing over \$400,000 to renovate this space. This is a great addition to our station and the surrounding community.

President Eng stated that everything we are doing is making a difference as shown in our performance metrics. LIRR has a lot of great work underway and in the future will continue to modernize our system. He thanked our riders for their patience and understanding.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Report appears on Page 38 of the Committee Book, reporting through the end of March 2019.

She reported that LIRR's reportable customer injury rate decreased 34%: from 2.64 injuries per million customers for the period April 2017 through March 2018; to 1.75 injuries per million customers for the period April 2018 through March 2019.

LIRR's Employee Lost Time injury rate decreased 22%: from 3.52 injuries per 200,000 hours worked during the period April 2017 through March 2018; to 2.74 injuries per 200,000 worked from the period April 2018 through March 2019.

In partnership with the MTA Police Department ("MTAPD"), Together Railroads and Communities Keeping Safe ("TRACKS") reached over 25,200 participants through the end of March 2019.

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 Main Line Expansion Third Track Project. The elimination of these seven crossings will enhance safety along this corridor and improve vehicle traffic flow and railroad operations.

Board Member Glucksman commented that grade crossings are always a problem. There seems to be an increase in LIRR grade crossing incidents. Year-to-date (“YTD”) there were 27 broken gates and an increase in summonses. He asked whether LIRR is really focused on eliminating broken gates.

Vice President Ebbighausen responded, stating that we have seen an increase in broken gates. Different traffic patterns have developed as a result of the grade crossing eliminations in the Third Track corridor, and we are working with MTAPD to redeploy their resources accordingly. She stated that we continue to strategically approach the grade crossings in partnership with the MTAPD. We provide them with the broken gate data every month, so they can deploy their forces. Between the Operation Lifesaver and Community Outreach and enforcement efforts we are laser-focused on this area.

Board Member Glucksman asked if the local police are sharing in this initiative.

MTAPD Chief Owen Monaghan responded that MTAPD discusses these matters monthly with both counties, particularly Nassau, since the New Hyde Park area is one of the most problematic.

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

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber advised that going forward he would be updating the board on one agency project each month. Mr. Lieber then provided an update on the East Side Access (ESA) Project.

Mr. Lieber reported that ESA has benefitted significantly from federal participation, receiving \$2.7 billion in federal funding, which represents 25% of the overall Project costs, including \$2.63 billion of New Starts funding. Mr. Lieber further reported that the Federal Rail Road Administration (FRA) provided a grant totaling \$294 million for additional Harold Interlocking work that ESA has been performing, principally for the benefit of Amtrak. Mr. Lieber noted that all of this funding has been crucial to advancing the ESA Project and its related benefits, which include energizing the Long Island and midtown economies, energizing the region, and most importantly saving up to forty minutes of commute time for LIRR riders.

Mr. Lieber next reported on the progress of the future LIRR passenger concourse.

Mr. Lieber noted that last month the Board approved modifications which resulted in a reset of the relationship with the Contract CM014B concourse contractor. He advised the Board that an important component of this arrangement is the acceleration of significant concourse milestones that are critical to the maintenance of the 2022 revenue service schedule and to make ready key areas for the systems work that will follow. Mr. Lieber reported that ESA has been hitting those milestones.

Mr. Lieber further reported that, in February, the installation of the primary communication conduits was completed, allowing the systems contractor to begin the installation of the concourse level fiber network. He noted that earlier this month ESA completed the installation of communication conduits at the southern end of the concourse from 43rd to 46th Street, and pointed out that this installation will enable the systems contractor to pull cable for all systems within that area. Mr. Lieber emphasized the fact that this milestone was completed a full three weeks ahead of the expected date, and that staffing and productivity has dramatically improved since the contract reset.

Mr. Lieber also reported that between April and May, ESA met several elevator milestones including installation of a new elevator connecting the Metro North Station Master's Office and the LIRR Train Management Center. In addition, two new passenger elevators were installed that will provide accessibility between the future concourse and passenger platforms.

Mr. Lieber further reported that in April, ESA began construction of the 47th Street connection into Grand Central's cross passageway through Metro North's upper level. He noted that ESA is currently repairing and updating existing steel for this future escalator and stairway.

Mr. Lieber next updated the Board on work being performed in the Long Island Rail Road Mid-Day Storage Yard, a modern storage facility being constructed in Long Island City where LIRR trains coming from Grand Central and Penn Station will lay-up during the day. Mr. Lieber reported that this work is 60% complete, including the personnel bridge, installation of all twenty-four car maintainer platforms, excavation of 77,495 cubic yards of soil, and installation of approximately 4,000 ft of drainage systems. Mr. Lieber reminded the Board that the new yard and adjacent yard services facility create a place for trains to be maintained, dewatered and cleaned during the mid-day, providing better service for Long Island Rail Road passengers.

Lastly, Mr. Lieber provided an update on the Harold Interlocking east bound reroute. He noted that, because of the progress made in Harold Interlocking in 2018, ESA has created a schedule to move forward the regional investment east bound reroute work. This new route will allow Amtrak trains that are heading to New England to traverse through Harold Interlocking without conflicts with LIRR trains. Mr. Lieber pointed out that, due to Amtrak's previous inability to support the ESA Project, this regional investment work had been postponed until after LIRR service to Grand Central Terminal commenced. However, ESA now has the opportunity to implement this work in two phases over the next three years: phase one later this year via a contract modification to the ESA Tunnel B/C contractor (who is already working near the east bound reroute work) and phase two via a design-build contract that will be awarded upon receipt of 2020-2024 funds. Mr. Lieber emphasized that MTA is asking Amtrak to agree to a cost

sharing arrangement wherein Amtrak would make up for some of the budget overruns caused by their lack of support.

Mr. Lieber further noted that there is an opportunity for the eastbound reroute to be put into service before Amtrak takes the first East River Tunnel out of service for Hurricane Sandy repairs, providing a huge benefit to both LIRR and Amtrak train operations during that shutdown.

Mr. Lieber invited Board members to continue to visit the ESA site, and LIC Chair Law encouraged Board members to tour the site.

Board Member Vanterpool asked Mr. Lieber to specify what the MTA is asking Amtrak to contribute for the Harold Interlocking east bound reroute. Mr. Lieber explained that negotiations are still underway, but that MTA is asking Amtrak to take on responsibility for their own costs. He further advised that he will update the Board after the negotiations.

MTA POLICE DEPARTMENT

Chief Owen Monaghan commended MTAPD and LIRR personnel concerning the PGA Championship Tournament in Bethpage when approximately 90,000 people were moved to and from the Farmingdale Train Station with no significant events.

Chief Monaghan reported that system-wide during the month of April, crime has decreased 15%, 17 compared to 20 in 2018; YTD, system-wide crime has decreased 32%, 62 crimes compared to 92 in 2018.

In April, crime on LIRR has increased 17%, 7 compared to 6 in 2018; YTD, crime has decreased 26%, 25 crimes compared to 34 in 2018. The 7 crimes during April 2019 included 2 robberies, 1 assault, 2 grand larcenies, and two burglaries; 3 of the 7 crimes resulted in arrests.

Chair Law commented that approximately two weeks ago he received a letter from a state legislator suggesting there was an uptick in crime at the Babylon Station. He asked if there is some validity to that suggestion.

Chief Monaghan responded that MTAPD became aware of the community's concern several months ago and as a result, MTAPD implemented a plan and collaborated with other agencies, particularly the Suffolk County Police Department. To alleviate any concerns regarding crime, for the first five months of the year, excluding this past weekend, there was no felony crime at Babylon Station. There was only one misdemeanor crime compared to 26 felony and misdemeanor crimes in 2018. MTAPD stepped up activity and visibility. At Babylon, MTAPD increased its visibility by way of what we call Park, Walks and Talks, where all of our officers are on the platform using Babylon as a staging area. We are responding from Babylon to calls from other Districts throughout the county. Chief Monaghan stated that he has received commitments to collaborate from senior officials with the Suffolk County Police Department ("Suffolk PD"). MTAPD is also working with the New York State Police ("State Police") on Operation Secure, where officers from MTAPD, Suffolk PD and the State Police are on the platforms during the rush

hour, creating a very visual show of police presence. MTAPD has also been working with LIRR Chief Security Officer Robert Murphy regarding upgraded camera enhancements, help points and lighting. Chief Monaghan is confident that MTAPD is doing its best and will continue to work with the community.

Chair Law asked if Chief Monaghan got the message out to the local Village Mayors, Town Supervisors and the County Executive to keep them informed of the commitment MTAPD is making at Babylon.

President Eng responded that the MTAPD has made tremendous efforts across LIRR's system and that LIRR is working with them on enhancements, particularly at Babylon Station. President Eng stated that has maintained close communication with elected officials. He met twice with NYS Senator Phillip M. Boyle's office, Suffolk County Legislator Kevin J. McCaffrey, NYS Assemblyman Michael LiPetri and Village of Babylon Mayor Ralph Scordino regarding these issues, working on a multi-pronged approach including enhanced police presence, installation of security cameras, and help points.

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.

MTA CAPITAL CONSTRUCTION ACTION ITEM

MTA Capital Construction (MTACC) Vice President and Chief Procurement Officer, David Cannon, presented the following action item to the Committee for approval:

- **East Side Access & Regional Investments Budget Transfer** – Approve the transfer of \$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 funding work performed by ESA that had previously been determined to be eligible through a HSIPR Grant and the corresponding transfer of \$110.651M from the Regional Investments Project 2015-2019 Capital Program budget to the ESA Project's 2015-2019 Capital Program budget to reimburse ESA for the reductions in its earlier Capital Program budgets listed above.

Board Member Vanterpool asked how much the westbound bypass would cost.

MTA Chief Development Officer Lieber responded that he will report back with that information.

Board Member Vanterpool stated that she is trying to understand the relationship between this action item and the Capital Program Amendment of last year where \$9,000,000 was allocated toward the westbound bypass, and asked if that alters the investments in the Capital Program Amendment.

MTA Chief Development Officer Lieber responded this does not have any effect on the Program. It is an exchange of dollars from, on the one hand, the Capital Program that were supposed to be spent on ESA, for money that was supposed to be spent on regional investments, so it is just settling accounts.

MTA Senior Vice President and General Counsel Evan Eisland confirmed Mr. Lieber's statement and explained that money was for work on the westbound bypass. It was paid for out of the ESA Budget, but should have been paid for out of the Regional Investment Budget, so this is a corrective budget transfer.

Board Member Neal Zuckerman stated that the way he reads this item, it is funding for work done as part of the ESA Program. If so, that is a good thing because it presumably means that the money we have to put out to support ESA goes down by \$110 million because we are able to pay for this work from another funding source. Mr. Zuckerman expressed the hope that MTA would not then go out and find something else to spend the \$110 million on. He added that this did not sound like a transfer but more like finding another source of funding.

Mr. Lieber responded, stating that this was complicated and difficult to explain, and that the best course would probably be for him to provide a proper written explanation.

Board Member Neal Zuckerman stated that he wanted to support the item, but felt unable to vote on something that seemed to him to basically ask us to add \$110 million of costs.

Mr. Lieber responded, stating that if it is acceptable to the Chair, we will provide you with a written explanation before the end of today that so that the item can, procedurally, be advanced to the Board for consideration on Wednesday.

Board Member Neal Zuckerman stated that, procedurally, unless the Chair felt we are obliged to vote, he did not feel that a vote should be taken until this additional information was provided, but he added he would go along if the Chair felt this was acceptable.

Mr. Lieber responded, apologizing for the delay and introducing MTACC Chief Financial Officer Adam Rose as someone who could give a better explanation of what this item was intended to accomplish.

MTACC Chief Financial Officer Adam Rose responded, stating that Mr. Zuckerman was essentially correct: the transfer will free up \$110 million, so it does have that initial benefit. In terms of what we need, in the next Capital Program, to complete the ESA project, and whether we still need \$11.1 billion or some lower number, that will be part of the 2020-2024 discussions.

Board Member Zuckerman stated that his concern is that he does not want MTA to go out and find another \$110 million of stuff to spend on given that we found \$110 million. He did not want MTA to do that, given that the ESA Project is already billions over budget and it would be nice to say we found some other way to fund it.

Mr. Lieber responded, stating that we reset the relevant contracts on ESA. They were reset, and the Board approved them. They have very aggressive milestone incentives and penalties for failure to meet those milestones. All of the work that has been reset, and in effect, is within the \$11.1 billion budget and we are managing every contract to the Board approved amounts and in addition we are trying to manage all the other variables as well. There is no suggestion that we are going to feel we have got extra room in any way as a result of this. This has no effect whatsoever on how we are managing the project; we are managing the project to remain on schedule and on budget in every way. Mr. Lieber stated that he would be happy to get into more specifics if there are additional concerns.

Mr. Rose stated that this was a known item in 2016, and we ultimately anticipated we would be able to make this administrative adjustment which would provide the necessary contingencies to complete ESA. Like everything, as part of the 2020-2024 debate, we would be looking at the cost for ESA, but this was known then. This is not a new finding that we are able to say we do not need another \$110 million.

Chair Law asked for a motion, if the Committee felt comfortable with taking a vote on the action item, conditioned upon any additional information Mr. Lieber and his team provides to the Board prior to Wednesday.

Upon motion duly made and seconded, the above action item was approved for recommendation to the Board.

LONG ISLAND RAIL ROAD and METRO NORTH RAILROAD JOINT INFORMATION ITEM

One joint information item was presented to the Committee:

- LIRR/Metro-North PTC Project Update

Board Member Vanterpool asked if the additional costs to both railroads for the two-year extension for PTC (to December 2020) is covered under our grants or is it additional funding from our operating or the capital budgets.

President Eng responded that LIRR let the Systems Integrators know that we expect any additional costs resulting from their actions to be borne by them.

Board Member Vanterpool asked if that includes \$30.4 million for LIRR and \$12 million for MNR.

President Rinaldi responded that she would provide the breakdown to Board Member Vanterpool on how much would be appropriately covered by the Systems Integrators as being related to their actions and how much would be funded through our own funds.

Board Member Vanterpool commented that it would be helpful to the Board at some point to understand the operating costs that are not covered under the RRIF loan, so we can get a better sense of the bottom line impact on the operating costs for both railroads.

President Eng responded in the affirmative.

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

LONG ISLAND RAIL ROAD INFORMATION ITEMS

- Summer Service & Track Work Programs
- Lease Agreement for Lawrence Station

President Eng reported that in connection with the Main Line Expansion Project, Cherry Lane Bridge Replacement is scheduled on the weekend of June 1-2. Both Main Line tracks will be out of service between Mineola and Hicksville during this time.

On Saturday, June 8th LIRR will be hosting the Belmont Stakes and has a service plan ready for the event.

Chair Law asked if LIRR has a service plan A and a service plan B now that there is no opportunity for a Triple Crown.

President Eng responded that while LIRR expects a smaller crowd because there will be no Triple Crown winner this year, LIRR is prepared for higher ridership than expected. LIRR has also taken initiatives to resolve issues regarding incidents that occurred last year. There are processes in place to have staff stationed at enhanced key locations to minimize congestion and improve pedestrian traffic flow. We have also worked with the vendor regarding the circuit board that failed us last year. A number of initiatives are underway to ensure this year's Belmont Stakes is seamless.

Chair Law commented that he hoped this would be just like the PGA tournament and he wished LIRR good luck.

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

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

MTA CAPITAL CONSTRUCTION

Procurement

MTA Capital Construction Vice President and Chief Procurement Officer, David Cannon, presented three (3) procurement items to the Committee for approval, as described below.

Before the consultant contract modifications were presented to the Committee, MTA Chief Development Officer Lieber explained that these modifications resulted from extensive negotiations; the AECOM negotiation resulted in a 20% reduction based on the historical pricing of this contract, and the Jacobs/LiRo negotiations resulted in a 10% reduction. Mr. Lieber further pointed out that the alternative to the negotiations would be to re-bid these contracts, with significant disruption to the project.

Board Member Zuckerman noted that the URS contract also covered non-ESA services and asked what portion of the \$116 million was allocated to such non-ESA services. Mr. Cannon explained that the modification for the non-ESA work is strictly an extension of time, and not a request for additional dollars.

The three (3) procurement items presented to the Committee are:

- A modification to the East Side Access Project's Program Management Consultant Services contract (98-000-01R), to extend the contract from July 1, 2019 through December 31, 2020 for a not-to-exceed amount \$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.
- A modification to the East Side Access Project's Consultant Construction Management Services contract (PS819) to extend the contract from July 1, 2019 through December 31, 2020 for the not-to-exceed amount of \$46,467,594 and a two-year option (January 1, 2021 through December 31, 2022) for the not-to-exceed amount of \$32,504,891.
- Ratification of a modification to the East Side Access Project's Systems Facilities Package No. 1 contract (CS179) to implement redesigned layouts for certain communication rooms and equipment in the amount of \$1,238,900.

Chair Law asked whether the Committee had previously approved the modification that MTACC is seeking to be ratified here. Mr. Cannon explained that it had not previously been presented to the Committee. Mr. Lieber explained that procurement rules allow changed work to proceed without Board approval in order to preserve the schedule. Commissioner Law asked whether there was a material threshold for such action. Mr. Eisland explained that work directed to proceed prior to Board approval is usually work that would otherwise impact the schedule but that MTACC brings the negotiated Modification to the Board for ratification as soon as possible.

Upon motion duly made and seconded, all three (3) procurement items described above 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.

President Rinaldi noted that the Financial Reports are in the Committee Books. In relation to the Financial Reports, she further noted that MTA Chairman Foye has asked each commuter railroad to update the Committee on its YTD performance with respect to operating deficits.

President Eng reported that through the end of April, LIRR generated \$395 million in total revenue and spent \$636 million, resulting in a net operating loss of \$241 million. Due to higher than expected revenues, the net operating loss is lower than what was assumed in the adopted budget.

Board Member Vanterpool noted that next month, it will be a year since this Committee approved the pilot program for the Atlantic Ticket. We have not received an update in six months. It would be great to get an update because there is a note in the LIRR Financial Report that makes mention of the Atlantic Ticket creating some additional challenges with regard to fare collection. It would be good to know what they are and if we can have an update.

LIRR Vice President-Management & Finance and Chief Financial Officer Mark Young responded that the Chairman's office will be giving a more formal presentation at next month's meeting. Vice President Young reported that through April 6, 2019, 800,000 Atlantic Tickets have been sold, which generated \$5 million in revenue. In addition to ticket sales, LIRR has been assessing the program from a service and capacity perspective. LIRR has found from a community perspective, certain potential problems we were concerned about did not materialize. As Board Member Vanterpool pointed out from our report, there have been some fare collection challenges, particularly on trains to Penn Station, because customers are still learning that the Atlantic Ticket is only good for travel to Atlantic Terminal. Vice President Young stated that we continue to work through that issue and LIRR will be following up with a full report in June.

Board Member Norman Brown commented by not realizing the problems you were concerned about, you mean that the number of standees did not increase.

Vice President Young responded that we were concerned that simply by introducing the ticket, we might see an impact on standees, as well as potential boarding and delay issues. However, we did not see this materialize in a negative way.

President Eng responded that we did see an increase in more crowded trains. This is something we are keeping an eye on but at the same time the increase in ridership has been a positive thing.

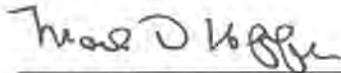
Board Member Brown commented it seems to me you are in a sweet spot where you increased capacity utilization, but you have not caused people to stand, which is ideally where you would want to be with all of your service.

Adjournment

Chair Law commented that the next Joint Committee Meeting will be held on Monday, June 24, 2019 at 8:30 am.

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

Respectfully submitted,



Mark D. Hoffer,
Secretary

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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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)	Finance
LIRR/MNR PTC Project Update	President
Track Program Quarterly Update	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

May 2020

PTC Status Report
Progress on Way Ahead Strategic Plan

Engineering
Strategic Initiatives

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

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

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

Final Review of 2019 Operating Results

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

2019 Annual Ridership Report

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

Track Program Quarterly Update

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

LIRR/MNR PTC Project Update

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

MAY 2020

PTC Status Report

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

Progress on Way Ahead Strategic Plan

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

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>June 2019</u>	
Diversity/EEO Report – 1 st Q 2019	Administration/Diversity
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	
<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	Service Planning
November Timetable Change & Trackwork Programs	
<u>November 2019</u>	
Review of Committee Charter	Committee Chair & Members
East Side Access Support Projects Update	President/Sr. Staff
Holiday & Year-End Service & Trackwork Programs	Service Planning
PTC Status Report	Engineering

December 2019

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

May 2020

Summer Service & Track Work Programs
PTC Status Report

Service Planning
Engineering

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2019 Work Plan

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

President's Report

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

Safety Report

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

Capital Construction Report

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

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Operations Report

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

Financial Report

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

Ridership Report

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

Capital Program Report

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

II. SPECIFIC AGENDA ITEMS

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

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.

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.

MAY 2020

2020 Summer Service and Trackwork Programs

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

PTC Status Report

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



International Level Crossing Awareness Day (ILCAD) June 6th, 2019

Commerce Street – Norwalk, Connecticut



Metro-North Railroad

Safety Highlights:

The TRACKS (Together Railroads and Communities Keeping Safe) program continues its mission to educate and raise public awareness on the dangers of risky behavior at grade crossings by participating in International Level Crossing Awareness Day (ILCAD). ILCAD is an annual, international event to promote safe behaviors at railroad crossings. ILCAD was launched in 2009 with participation from 28 countries, and has expanded with participation from over 40 countries in 2019. The 2019 ILCAD event was held on June 6, 2019. Office of System Safety representatives, supported by the MTA Police Department (MTA PD), Federal Railroad Administration (FRA), Operation Lifesaver Incorporated (OLI), and the CT Department of Transportation (CT DOT), distributed rail safety material at seven crossings throughout the Metro-North Railroad (MNR) territory. These crossings included Commerce Street in Norwalk, CT, Glover Avenue in Norwalk, CT, Taylor Avenue in Bethel, CT, Main Street in Pawling, NY, Hudson Avenue in Peekskill, NY, Roaring Brook Road in Chappaqua, NY and Washington Avenue in Sloatsburg, NY. The ILCAD outreach efforts began at 6:30am and concluded at 9am. This is the fourth consecutive year that MNR has participated in this event.

This June, MNR expanded its quarterly Safety Focus Day to Safety Focus Week. This week-long initiative gave our employees and supervision more time to focus on and participate in multiple Safety Focus events, covering multiple safety topics, throughout their departments and work locations. The first Safety Focus Week, which was held the week of June 3rd, 2019, covered such topics as the importance of Personal Protective Equipment, Highlights of Recent Incidents, Radio Rules and Effective Communication, Drug & Alcohol Testing, Employee Assistance Program (EAP) and Warm Weather Safety Tips.

MNR continues to see positive trends in reducing employee lost time injuries. For the current 12-month period (May 2018 – April 2019) versus the previous 12-month period (May 2017 – April 2018), lost time injuries per 200,000 working hours were reduced by 18.0%.

MNR also continues to see positive trends in reducing customer reportable injuries. For the current 12-month period (May 2018 – April 2019), the customer reportable injury rate per one million customer rates decreased by 2.5% versus the previous 12-month period (May 2017 – April 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

April 2019 Safety Report

Performance				
Performance Indicator	12-Month Average			
	May 2016 -April 2017	May 2017 -April 2018	May 2018 -April 2019	
FRA Reportable Customer Accident Rate per Million Customers	1.08	0.79	0.77	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.82	2.89	2.37	
	2018		2019	
	April	Year to Date	April	Year to Date
Grade Crossing Incidents ¹	0	1	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2018		2019	
	April	Year to Date	April	Year to Date
First Responders Trained	325	664	335	629
Employee Safety Training Courses	124	252	164	235
Employees Trained	1,241	3,791	1,178	3,690
Employee Safety Training Hours	26,040	103,074	16,855	95,496
Customer and Community: Focus on Grade Crossings	2018		2019	
	April	Year to Date	April	Year to Date
Broken Gates	3	9	2	5
MTA Police Details	111	447	86	299
Summons	52	186	44	209
Warnings	9	14	9	38
Community Education and Outreach	10,500	29,100	8,225	30,240
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	952	99.58%	
Passenger Compartment Cameras	1,085	968	89.22%	

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.



Long Island Rail Road

Safety Report Highlights Penn Station Customer Safety Awareness Day

Stay alert. Don't rush.

Let's travel together safely.

Don't run. Use handrails on stairways.

Let's travel together safely.

Be alert for hazards.

Let's travel together safely.

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

Let's travel together safely.



Long Island Rail Road

Safety Report Highlights

For the reporting period ending April 2019, the average Reportable Customer Injury Rate decreased twenty-nine percent from 2.54 injuries per million customers to 1.81 injuries per million customers. Slips, trips, and falls generate most injury reports. On Thursday, June 20th from 3pm-7pm we will be hosting our biannual Customer Safety Awareness Day at Penn Station's West End Concourse with our partners from Amtrak, NJ Transit, and NYCT. Since we started this in 2015, the number of Reportable Customer Injuries at Penn Station has decreased approximately thirty-eight percent from eighty-seven in 2015 to fifty-four in 2018.

In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached over 34,418 participants through the end of April 2019. To address an increase in broken gate activity at the New Hyde Park Grade Crossing, three targeted Operation Lifesavers were conducted at this location in April. The Operation Lifesavers were supported by representatives from Corporate Safety, the MTA Police, the New York State Department of Transportation Public Transportation Safety Board, and the Federal Railroad Administration. LIRR, MTA Police, and Third Track Project Team staff continue to work collaboratively to strategically conduct observations and enforcement activities at this location based on traffic counts and broken gate data.

During this reporting period, there was a seventeen percent decrease in the average Reportable Employee Lost Time Injury Rate. The rate decreased from 3.44 injuries per 200,000 hours worked to 2.84 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President
Corporate Safety

April Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	May 2016-April 2017	May 2017 - April 2018	May 2018 - April 2019		
FRA Reportable Customer Accident Rate per Million Customers	4.51	2.54	1.81		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.37	3.44	2.85		
	2018		2019		
	April	Year to Date	April	Year to Date	
Grade Crossing Incidents ¹	0	2	0	3*	
Mainline FRA Reportable Train Derailments	0	0	0	0	
Mainline FRA Reportable Train Collisions	0	2	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	
	April	Year to Date	April	Year to Date
First Responders Trained	493	1,028	153	492
Employee Safety Training Courses	88	330	123	392
Employees Trained	1,160	4,096	950	4,501
Employee Safety Training Hours	29,851	98,973	22,492	95,549
Customer and Community: Focus on Grade Crossings	April	Year to Date	April	Year to Date
Broken Gates	6	24	11	38
MTA Police Details	130	466	160	527
Summons	147	462	178	737
Warnings	54	182	66	224
Arrests	1	1	2	4
Community Education and Outreach	6,287	31,289	9,211	34,418
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		488	58
	C3 Cab		23	100
	C3 Trailer		57	51
	DE/DM		8	14

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.

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

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

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

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

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

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

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

Escalators	Mechanical Injury	Human Factor Injury
Penn Station	0	4

Definitions:

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



Police Report



Metro-North Railroad

May 2019 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (8 vs 6) for the month of May compared to the same period last year.
- Year to date Metro-North Railroad is down 19 crimes (43 vs 62).
- There were zero Hate Crimes on Metro-North Railroad for the month of May.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

May 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	7	4	3	75%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	6	2	33%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	6	-2	-33%
Felony Assault	7	8	-1	-13%
Burglary	5	11	-6	-55%
Grand Larceny	24	37	-13	-35%
Grand Larceny Auto	3	0	3	100%
Total Major Felonies	43	62	-19	-31%



Long Island Rail Road

May 2019 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (7 vs 8) for the month of May compared to the same period last year.
- Year to date Long Island Rail Road is down 10 crimes (32 vs 42).
- There was (1) Hate Crime on Long Island Rail Road for the month of May.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

May 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	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	4	5	-1	-20%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	7	8	-1	-13%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	3	1	33%
Felony Assault	6	9	-3	-33%
Burglary	3	1	2	200%
Grand Larceny	18	28	-10	-36%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	32	42	-10	-24%



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

May 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	3	0	0%
Felony Assault	2	2	0	0%
Burglary	0	0	0	0%
Grand Larceny	11	11	0	0%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	16	17	-1	-6%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	10	10	0	0%
Felony Assault	14	19	-5	-26%
Burglary	8	12	-4	-33%
Grand Larceny	43	67	-24	-36%
Grand Larceny Auto	4	1	3	300%
Total Major Felonies	79	109	-30	-28%

INDEX CRIME REPORT
Per Day Average
May 2019

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	1	1	1
Fel. Assault	2	2	0	0
Burglary	0	0	0	0
Grand Larceny	11	4	7	0
GLA	0	0	0	0
Total	16	7	8	1
Crimes Per Day	0.52	0.23	0.26	0.03



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - May 2019)

Motivation	2019	2018	Diff	% Change
Asian	0	0	0	0 %
Black	5	3	2	66 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	2	-2	-100 %
Muslim	0	0	0	0 %
Other	0	1	-1	-100 %
Anti-Semitic	5	5	0	0 %
Sexual Orientation	1	1	0	0 %
White	0	0	0	0 %
Motivation Total	11	12	-1	-8 %

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	8	10	-2	-20 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	11	12	-1	-8 %

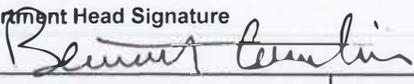


MTA Police Department Arrest Summary: Department Totals

1/1/2019 to 5/31/2019

Arrest Classification	Total Arrests	
	2019	2018
Robbery	9	20
Felony Assault	17	17
Burglary	8	13
Grand Larceny	28	24
Grand Larceny Auto	2	1
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	13	10
Assault-Misdemeanor	36	41
Breach of Peace	9	7
Child Endangerment	2	0
Conspiracy	0	1
Criminal Contempt	7	5
Criminal Impersonation	6	0
Criminal Mischief	20	21
Criminal Possession Stolen Property	3	10
Criminal Tampering	1	0
Criminal Trespass	29	20
Disorderly Conduct	0	2
Drug Offenses	101	34
DUI Offenses	3	4
Falsely Reporting an Incident	5	2
Forgery	17	25
Fraudulent Accosting	6	1
Graffiti	15	4
Identity Theft	1	0
Issue a Bad Check	2	0
Make Terrorist Threat	0	3
Menacing	7	7
NYC Admin Code	0	2
Obstruct Government	5	5
Petit Larceny	115	79
Public Lewdness	14	7
Reckless Endangerment	3	1
Resisting Arrest	28	21
Sex Offenses	8	7
Stalking	1	1
Theft of Services	120	92
Unlawful Imprisonment/Kidnapping	1	0
VTL Offenses	2	0
Warrant Arrest	38	57
Weapons Offenses	2	6
Unauthorized Use Vehicle	1	0
Total Arrests	688	553

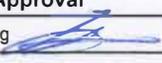
Staff Summary

Subject Westchester County Department of Public Works & Transportation	
Department Operations Planning and Analysis	
Department Head Name Ben Cornelius	
Department Head Signature 	
Project Manager Name Frank Lennon	Program Manager Name

Date June 26, 2019
Vendor Name N/A
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	6/26/19	X		
2	MTA Finance Mtg	6/26/19	X		
3	MTA Board Mtg.	6/26/19	X		

Internal Approvals			
Order	Approval	Order	Approval
4	President 		Budget
	VP Operations		Capital Programs
3	VP Financial Admin 		Engr / Const.
	Controller		Project Reporting

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	VP Planning 		Government Relations		Labor Relations		General Counsel
	Press				Personnel		Other

NARRATIVE

I. Purpose and Recommendation:

To obtain MTA Board approval for Metro-North to increase the per ticket subsidy for the Westchester County Department of Public Works and Transportation (WCDPW&T) Bus Shuttle UniTickets. This action is effective with the sale of the August 2019 MNR monthly tickets.

II. Discussion:

WCDPW&T bus service provides connecting bus service to/from Metro-North train stations throughout Westchester County. This includes both regular bus service and dedicated shuttle service. The proposed increases are consistent with the existing contractual arrangement between WCDPW&T and Metro-North. The UniTicket subsidy increase will take effect at the same time as the UniTicket price increase in August. The UniTicket fare increases are consistent with similar increases being instituted with respect to other Metro-North UniTicket arrangements (that is, \$2.00 per monthly UniTicket).

Following are the pricing and subsidy changes:

	Regular UniTicket (Monthly)		Employer-Based Shuttle UniTicket (Monthly)		Route – 39 UniTicket (Monthly)	
	Current	New	Current	New	Current	New
Customer Cost UniTicket (Beeline)	\$59.75	\$61.75	\$40.25	\$42.25	\$51.50	\$53.50
MNR Subsidy	\$30.63	\$32.63	\$80.75	\$84.75	\$34.75	\$36.75
WCDPW&T Subsidy	\$30.62	\$32.62	N/A	N/A	\$34.75	\$36.75
Monthly Metro-Card Value	\$121.00	\$127.00	\$121.00	\$127.00	\$121.00	\$127.00

Staff Summary

Alternatives:

This recommendation is in line with existing agreements and current formulas. No alternative is proposed.

III. Budget Impact:

The full year financial impact will be \$10,550, which is included in the Operating Budget.

IV. Recommendation:

That the MTA Board approve Metro-North's request to increase the per ticket subsidy for the WCDPW&T UniTicket and Shuttle UniTicket. The action is effective with the sale of August 2019 monthly tickets.

The legal name of MTA Metro-North Railroad is Metro-North Commuter Railroad Company

June 2019
Joint MNR/LIRR Committee Meeting
PTC Project Update

June 24, 2019



Executive Summary

- The Systems Integrator (SI) has added new leadership and technical staff to their team however the positive results of these changes are not yet realized. The SI is in the process of re-evaluating the resource-loading of their updated CPM schedule to confirm that they have the appropriate level of staffing to support both Railroads to meet the PTC deadline.
- The timely delivery of software has been an on-going challenge. Contrary to past performance the contractor has been successful in meeting their goals for release 3.5, which allows the Railroads to restart RSD on the pilot lines. If the SI continues to deliver the remaining software releases in a timely manner and with the same level of success, our ability to meet the deadline will be improved.
- The phased delivery of software still poses a risk to the railroads' test and commissioning plans because each software release that has on-board (OBC) changes will require a full deployment of software across the fleet. The SI will need to provide resources to help upload the software each time a new software release is deployed to the field.



Executive Summary (cont'd.)

- Software releases for LIRR for 3.6 and 3.7 are for new development of functionality not yet implemented and proven to work as required. They include software for back to back interlockings for complex areas such as Harold and Valley as well as an office update for interoperability. On-board subsystem testing has validated elements of the b2b design in the factory with positive results. Also, LIRR has reached an agreement with Amtrak on a design solution for interoperability at Harold and the joint PTC operations at PSCC. This design will give Amtrak and LIRR the best chance of meeting the statutory PTC requirements before the deadline because it minimizes the need for new development.
- To date, the undercar scanner deliveries have been on target for LIRR and MNR based upon the contractor's monthly projections. MNR experienced failures in some of the replacement units for which a root cause analysis is still pending from the SI.



Update on Railroad Demands on Consortium

■ Leadership

- New VP for Bombardier RCS Americas started on June 3rd.
- SI made several leadership changes including assigning a Project Director to each Railroad to support their unique needs.
- Appointed a Senior Project Director to provide overall guidance and manage the integrity of the two Railroad projects.
- Appointed a senior manager to support the team during the transition to the new organization.

■ Additional resources

- New systems integration expertise started on June 1st.
- BT utilizing third party support to bridge technical and project management gaps.
- Former LIRR Systems Integrator returned to project full-time.
- Additional technicians on site at Metro-North's Croton-Harmon maintenance facility and LIRRs MU and Diesel Shops to assist with troubleshooting and installation efforts.

■ Third party systems integrator to review the SI's work

- BT's President performed a non-advocate review (NAR) in April to identify areas in need of improvement
- A similar NAR will performed on Siemens during the last week of June



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

- **Recall of undercar antenna scanner assembly**
 - SI increased QA and manufacturing staff in the factory; full staffing in place.
 - SI added field technicians to support Railroad installations.
 - SI committed to an equipment delivery schedule approved by the Railroads and to date the SI has been on target.
 - Third party QA monitor in place at manufacturing facility as of June 13.
 - Additional environmental testing started on June 13.
 - Bi-weekly calls with the FRA and NEC Railroads affected by recall are on-going.



LIRR/MNR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"> <li data-bbox="464 526 1881 688">❑ Testing of system software releases due in May (MNR) and June (LIRR) were completed on schedule. No significant software variances were found that would impact meeting the PTC deadline. <li data-bbox="464 753 1913 915">❑ 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. <li data-bbox="464 980 1835 1078">❑ MNR completed all FRA RSD requirements to request Extended RSD (ERSD)
Budget	<p data-bbox="464 1175 863 1224">\$1.037B (MNR/LIRR)</p> <p data-bbox="464 1240 1908 1338">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	<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><u>Issues:</u></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. <p><u>Impacts:</u></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><u>Drivers:</u></p> <p>The SI,</p> <ul style="list-style-type: none"> Requires finalization of b2b requirements to start design Requires updated Transponder designs Requires updated OBC software Requires additional resources Requires dedicated technical staff and leadership <p><u>Mitigations:</u></p> <ul style="list-style-type: none"> Incremental development and testing of OBC software to identify issues earlier in the development phase. <p><u>Monthly update:</u></p> <ul style="list-style-type: none"> The SI has developed the requirements for b2b locations in this release and has started the design. The SI has started to test the OBC software in the factory to validate the design with positive results, and are on target to start FAT in mid July.

	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	Complete Design for Interoperability and Delivery of System Software MNR 3.6 LIRR 3.7	Jan 2020	<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, and 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"> 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. <p>Monthly Update:</p> <ul style="list-style-type: none"> Agreement with Amtrak for design solution for Harold and PSCC Operations incorporating Amtrak territory into LIRR Safety server which simplifies design and need for new development.



	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	On-going	<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 <p>Mitigations:</p> <ul style="list-style-type: none"> Railroads are filling in gaps in expertise in areas of Signaling, Equipment Engineering and Railroad operations to support factory and field testing. SI is utilizing third party consultants to strengthen team in areas of concern. <p>Monthly Update:</p> <ul style="list-style-type: none"> Change in Leadership and addition of technical staff has resulted in some positive improvements however the full benefits have not been totally realized. Proper resource loading of the CPM schedule will confirm adequacy of new staffing. Former LIRR Systems Integrator returned to the project full-time.

	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;">Deployment of on-board software across the fleet multiple times</p>	<p style="text-align: center;">June 2019</p>	<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 and MNR have 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. BT continues to provide staff support to verify on-board over the air test and system functionality fleet-wide. <p>Monthly Updates:</p> <ul style="list-style-type: none"> SI has simplified the communications software upload procedure and reduced the time to upload software to an hour per car; SI will provide staff to perform this activity to keep the project on schedule SI will also train Railroad staff during the software upload activities.

	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;">Timely and reliable repair of all undercar antenna assembly</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, CTV unit and Cable 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 staffing in 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 Joint LIRR/MNR QA oversight/surveillance and tracking to closely monitor equipment failures to ensure system level reliability/functionality of repairs. Onsite support at LIRR and MNR for troubleshooting failures found during installation and in service <p>Monthly Updates:</p> <ul style="list-style-type: none"> QA monitor hired by SI on-site as of July 13 Additional environmental testing being performed per Railroad request SI at full staffing to support the recall process with expected completion in October



	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	35	895
Delivery Actuals	40	125						
Cum Delivery Total	40	165						

Metro North Railroad

	April	May	Jun	Jul	TOTAL
Delivery Forecast	40	120	120	96	376
Delivery Actuals	40	120			
Cumulative Delivery Total	40	160			

LIRR Monthly Project Update (thru May 2019)

- Completed FAT & field testing of System Software Release 3.5 on May 31st.
 - FAT testing: 55/62 test cases passed with a 89% success rate
 - Field testing: 12/14 test cases passed with a 86% success rate
 - 24 hour endurance test conducted in the factory to demonstrate system performance as an interim measure of same test when full system functionality becomes available.
 - Unstructured testing will also be performed to try to “break the system”.
- Completed Site Performance Testing (SPT) on Oyster Bay, Hempstead, Far Rockaway and Long Beach lines.
- Completed Site Installation Testing (SIT) on Hempstead, Oyster Bay, Far Rockaway and Long Beach lines.
- Completed second review of PTC Safety Plan with FRA on June 4; LIRR is reviewing the SI’s 90% version.
- Finalized safety server interface for interoperability between MTA and Amtrak.
- Agreement reached with AMTRAK and their PTC supplier on an interoperability design; Design development plan in progress.
- LIRR is reviewing the final versions of the design documents for back to back interlockings and started to conduct preliminary testing of initial OBC software releases in the factory to verify design.

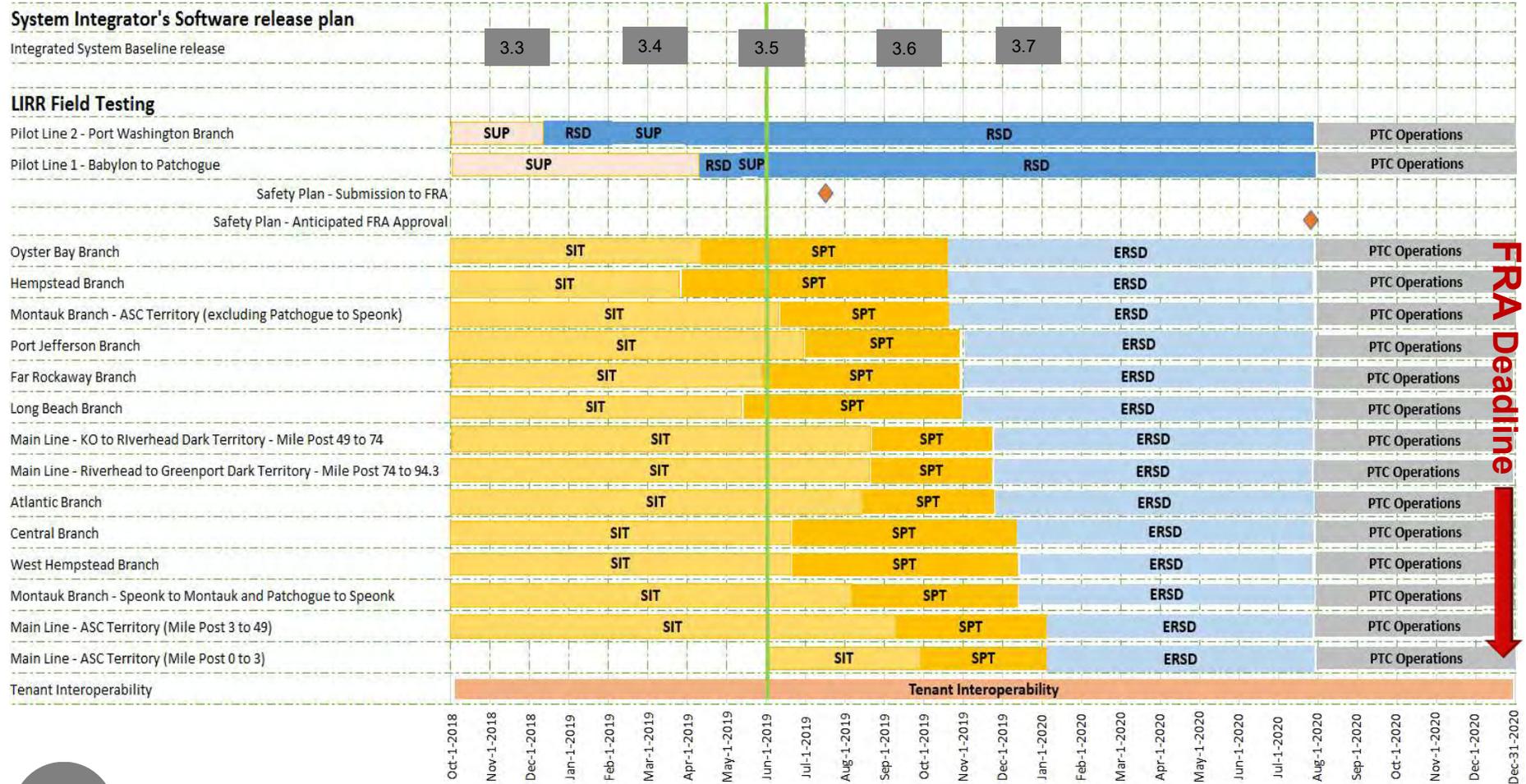


LIRR Working Schedule and Sequence

Started RSD on Babylon to Patchogue pilot segment in Apr 2019

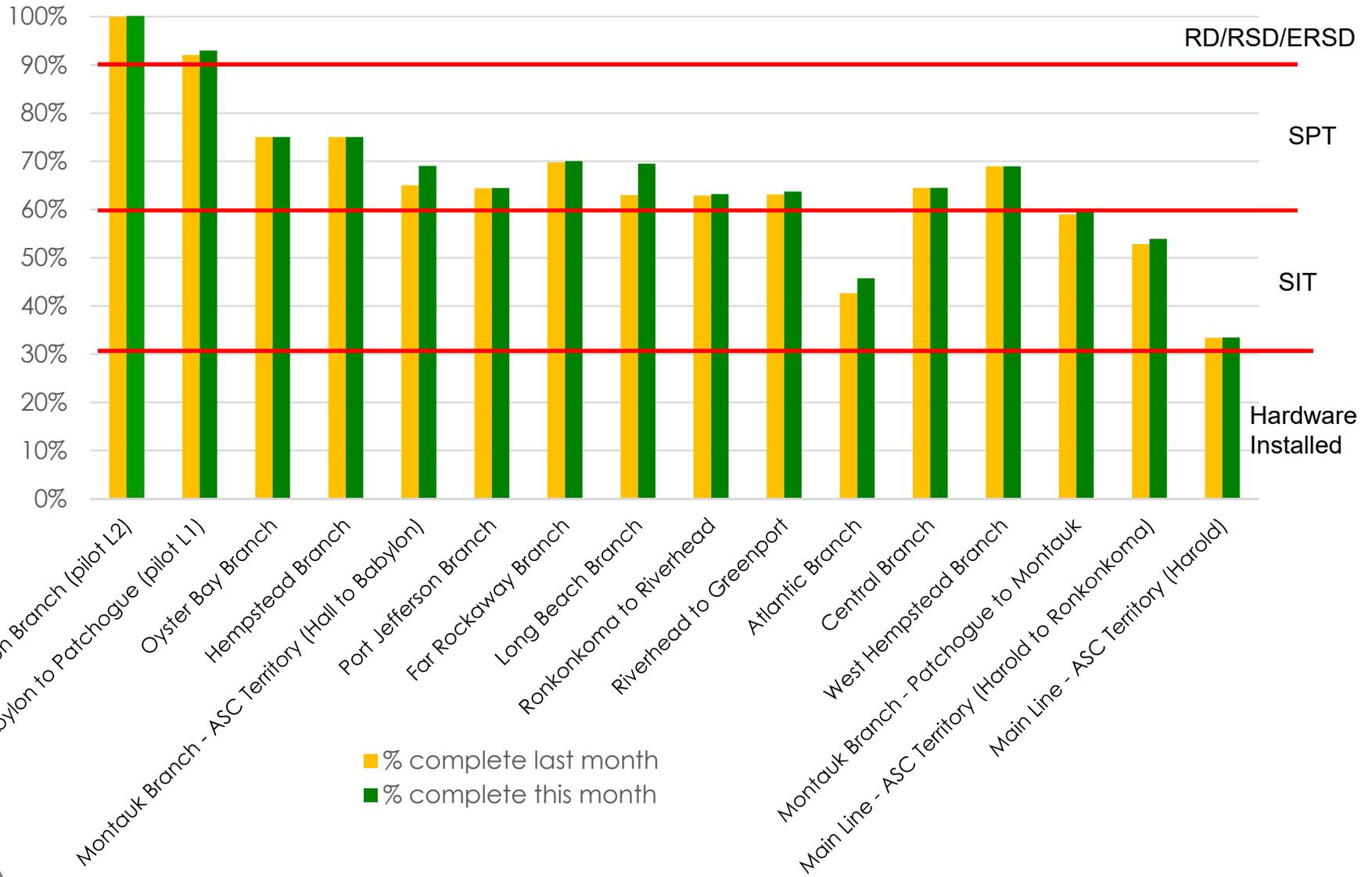
Start ERSD in October 2019

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 May 31, 2019)

- Completed the final requirement of the RSD application on May 29, 2019 meeting a minimum of 75% of crew members actively working on the Hudson Line in the operation of the ACSES II system. This officially clears the path to enter into ERSD
- Danbury Branch:
 - Ten Radio Cases are configured, tested and functional
 - Continued Site Performance Testing (SPT)
 - Presently on-schedule for FRA approval to commence ERSD – July 2019
- Hudson Line (CP36 Peekskill – CP75 Poughkeepsie)
 - Updating Transponders from Civil Speed Enforcement to Full PTC package
 - Performing pre-commissioning Radio Cases survey
 - Presently on-schedule for FRA approval to commence ERSD – October 2019

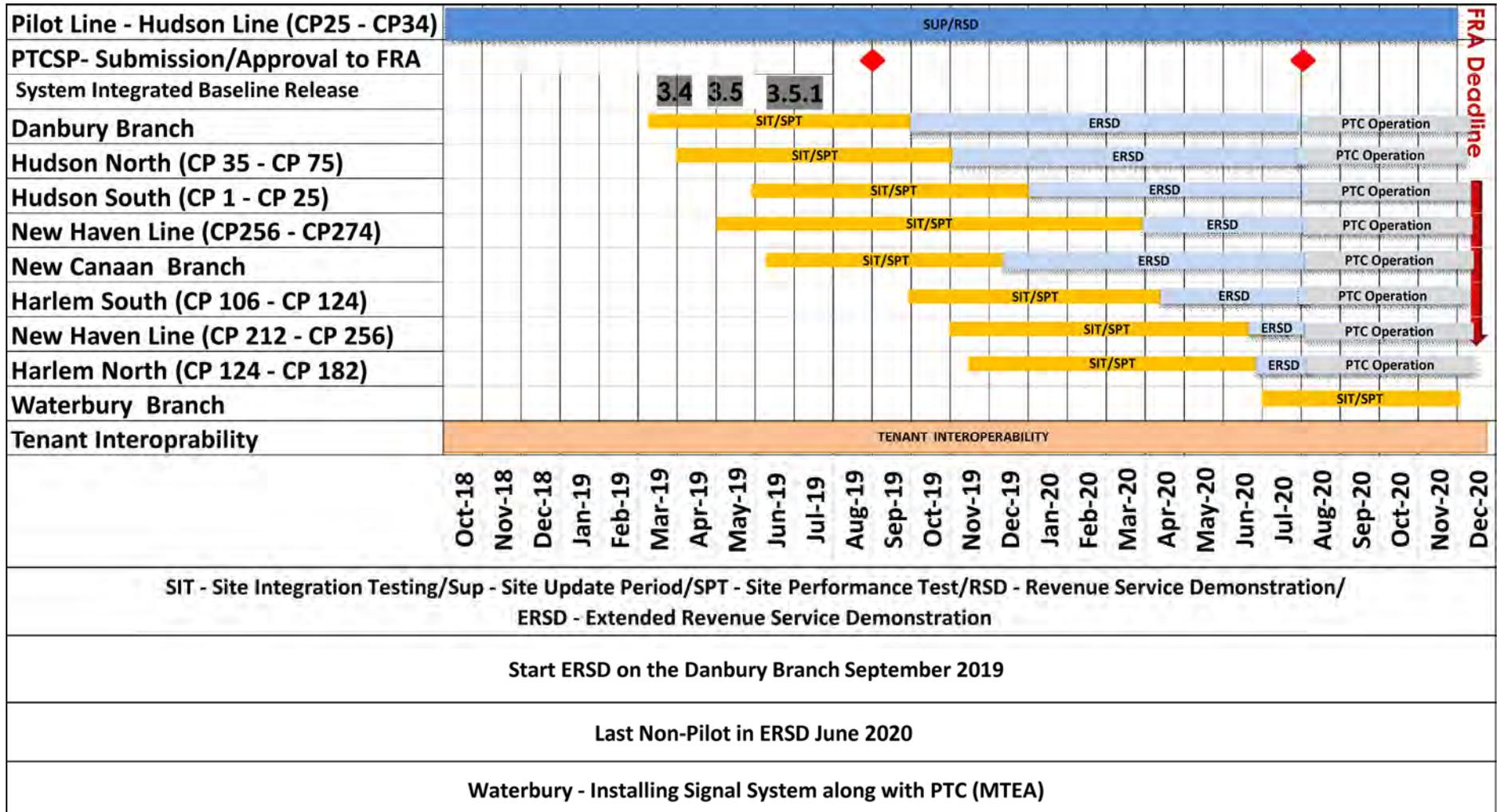


MNR Monthly Project Update (thru May 31, 2019)

- Continue to operate Civil Speed Enforcement (CSE) on all rolling stock.
- Continue to refine boundary interfaces with Amtrak
- PTCSP is in internal review. Presently on schedule for September 2019 submittal.
- Awarded prewired signal houses and cable installation contracts for Waterbury Cab Signaling Project.
- Worked with NJT to develop three segment Port Jervis Line Site Performance testing schedule:
 - Suffern (MP31.3) – Hudson Jct (MP63.4) May 2019 – May 2020
 - Hudson Jct (MP63.4) – Otisville (MP73.8) July 2019 – May 2020
 - Otisville (MP73.8) – Port Jervis (MP87.9) August 2019 – August 2020



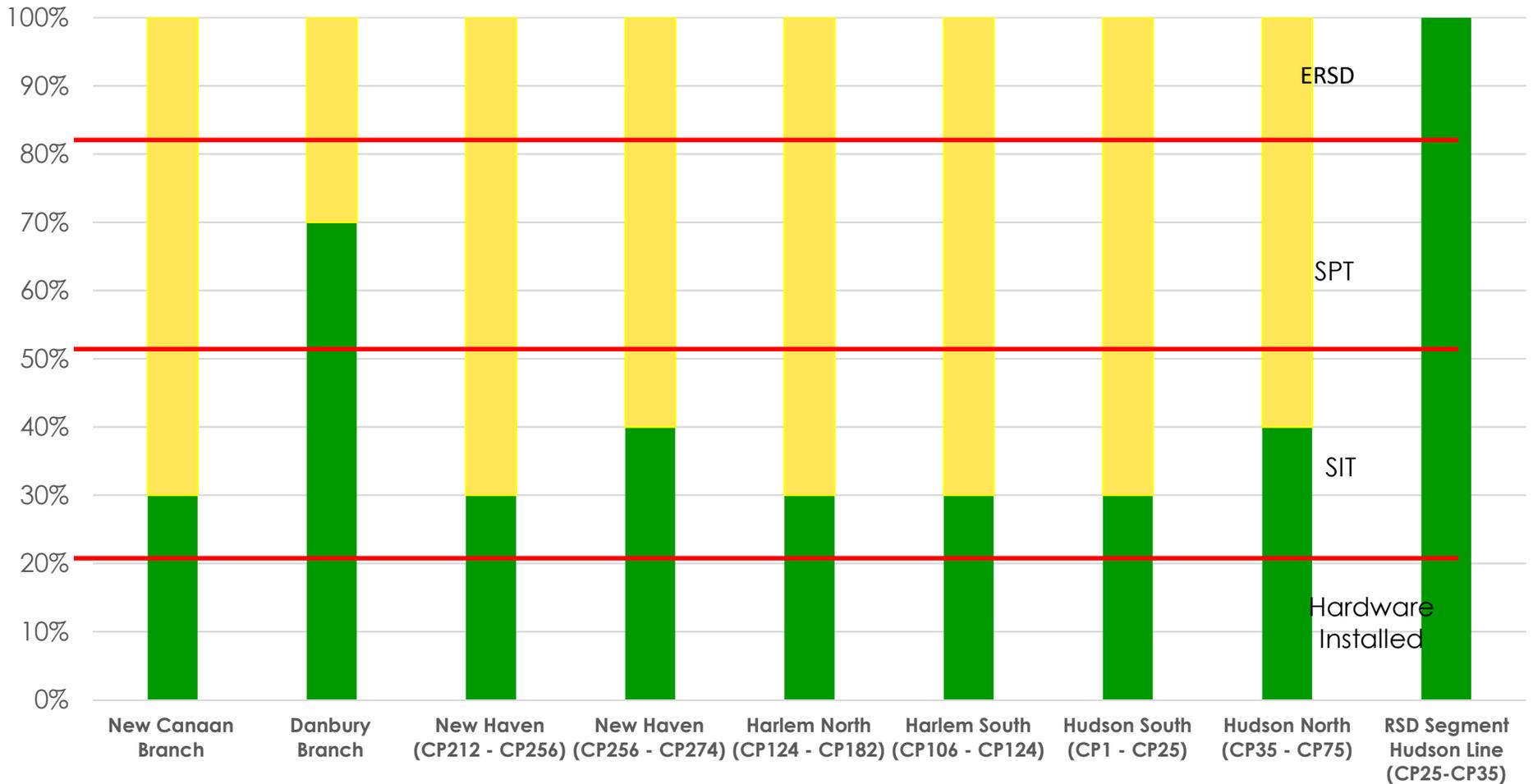
MNR Working Schedule and Sequence



FRA Deadline



MNR Segment RSD Readiness



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



■ % complete ■ Remaining

LIRR PTC Timeline and Look-ahead

May 2019

- ✓ SI completed Baseline 3.5 FAT and field testing
- ✓ SI started OBC S6 software FAT
- ✓ Completed Site Performance Tests on Far Rockaway & Long Beach branches.

Jun 2019

- ❑ SI to deliver OBC S6 software for field testing.
- ❑ SI to start Pre-FAT for system Baseline 3.6
- ❑ LIRR will conduct a safety audit of the OBC 3.5 release in advance of the SSCB
- ❑ LIRR will conduct a CM audit on the SI's adherence to their approved processes.
- ❑ LIRR will conduct a monthly QA audit of the undercar antenna manufacturing facility to ensure adherence to their approved processes.

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

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 RSD with full PTC functionality between Tarrytown – Croton-Harmon.
- ✓ Start Site Performance Testing (SPT) – Danbury Branch.
- ✓ FRA approval letting Amtrak/CSX running between Tarrytown – Croton-Harmon utilizing ACSES Rev 10
- ✓ Program Civil Speed Transponders to full PTC package – Hudson Line (Croton-Harmon – Poughkeepsie).



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 (Croton-Harmon – Poughkeepsie).
- Complete programming Civil Speed Transponders full PTC package – Hudson Line (Croton-Harmon– Poughkeepsie)
- Perform transponder SIT to confirm linking distances, PTS - Hudson Line (Croton-Harmon – Poughkeepsie).
- Schedule interoperability testing with P&W on the Danbury Branch
- Finalize Agreement and timeline with BT/Siemens on support for M8 PTC Upgrade Qualification on MNR Operating Territory

July 2019

- Start uploading software to the entire fleet
- Commence ERSD on Hudson Line Tarrytown – Croton Harmon and Danbury Branch.
- Review PTCSP with the FRA
- Program Civil Speed Transponders to full PTC package – Hudson Line (GCT – Tarrytown).
- Perform transponder SIT to confirm linking distances, PTS - Hudson Line (GCT – Tarrytown)
- Begin Radio Case Site installation Testing (SIT) – Hudson Line (GCT – Tarrytown).
- Finalize and install MCM Software from Wabtec and Install/Upgrade on MCM in Alstom laboratory in preparation for final V&V of M8 OBC Software



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

August – December 2019

- ❑ Continue SIT/SPT on remaining segments.
- ❑ Place Lower/Upper Hudson Line into ERSD (full PTC functionality).
- ❑ Submit PTC Safety Plan to the FRA for System Certification.
- ❑ Provide System Level Requirements (SLR) documents from BT/Siemens to Alstom for integrating M8 OBC into the MNR PTC Wayside



Metro-North Railroad MNR

EEO Report – 1st Quarter 2019

June 24, 2019



Executive Summary

■ EEO

As of **March 31, 2019**, MNR's workforce included 6,737 total employees. This represents no significant change from the first quarter 2018 (1Q18) workforce.

- Females represent 13% (850) of our workforce, the percentage remaining constant, when compared to 1Q18 in light of continuing outreach efforts.
- Females were hired above their current representation due to enhanced outreach efforts at female focused recruitment events.
- Minorities represent 38% (2,601) of our workforce, remaining constant when compared to 1Q18 due in part to attrition.
- Minorities were hired above their current representation due to significant hiring in the Skilled Craft and Service Maintenance job categories resulting from outreach efforts. However, due to attrition total MNR minority workforce remained at 38%.



Executive Summary

MNR conducted a **utilization analysis*** of females and minorities in its workforce as of March 31, 2019. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- Professionals – Whites
- Technicians – Asians
- Paraprofessionals – Hispanics, 2+ Races, and Whites
- Administrative Support – Asians and Whites
- Skilled Craft – Hispanics and Whites
- Service Maintenance – Hispanics and Asians

Minorities:

- Technicians – Hispanics, Asians, and AI/AN
- Paraprofessionals – Hispanics and 2+ Races
- Administrative Support – Asians
- Skilled Craft – Hispanics
- Service Maintenance – Hispanics and Asians

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



Executive Summary

□ Diversity Initiatives to increasing representation

- Initiatives/challenges to **address** underrepresentation for **females** and **minorities**
 - Female - MNR hosted a Women's History Month event with a featured speaker addressing the importance of women as transportation decisionmakers. Women Engineers at MNR hosted a meeting on attracting and retaining women in the transportation industry; MNR hosted and instructed women from NEW (Non Traditional Employment for Women) in Train Signal Training.
 - Minority/Female – In order to attract female and minority applicants, MNR co-partnered with New York state and local officials representing MNR service territory regarding employment opportunities at MNR.
- Initiatives to **increase** representation for **veterans** and **persons with disabilities**
 - Veteran - HR attended the Bronx VA Job Fair and CUNY Veteran Job Fair to attract veteran applicants.
 - Persons with disability - HR attended the NYC Mayor's Office for People with Disabilities Job Fair, the NYU RUSK Job Fair, and the Vision Network Job Fair to attract applicants with disabilities.



MNR's

Workforce
as of March 31, 2019



Definitions of EEO Job Categories

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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



MNR's Workforce

JOB CATEGORY	TOTAL		Minorities			WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***								
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%						
Officials & Administrators	869		318	37%	27%	551	63%	53%	124	14%	12%	74	9%	8%	80	9%	4%	2	0%	0%	2	0%	0%	36	4%	3%	70	8%	6	1%
F	206	24%	114	13%	18%	92	11%	10%	48	6%	4%	24	3%	2%	33	4%	2%	1	0%	0%	1	0%	0%	7	1%	1%	3	4%	2	33%
M	663	76%	204	23%	9%	459	53%	43%	76	9%	8%	50	6%	5%	47	5%	3%	1	0%	0%	1	0%	0%	29	3%	2%	67	96%	4	67%
Professionals	243		130	53%	31%	113	47%	49%	47	19%	13%	35	14%	10%	32	13%	7%	2	1%	0%	0	0%	0%	14	6%	2%	5	2%	3	1%
F	83	34%	58	24%	17%	25	10%	20%	24	10%	7%	15	6%	5%	11	5%	3%	2	1%	0%	0	0%	0%	6	2%	1%	1	20%	1	33%
M	160	66%	72	30%	15%	88	36%	29%	23	9%	6%	20	8%	5%	21	9%	4%	0	0%	0%	0	0%	0%	8	3%	1%	4	80%	2	67%
Technicians	144		62	43%	31%	82	57%	48%	31	22%	16%	13	9%	10%	9	6%	3%	0	0%	1%	0	0%	0%	9	6%	3%	23	16%	2	1%
F	15	10%	11	8%	17%	4	3%	3%	7	5%	2%	2	1%	1%	0	0%	1%	0	0%	0%	0	0%	0%	2	1%	0%	3	13%	0	0%
M	129	90%	51	35%	15%	78	54%	46%	24	17%	14%	11	8%	9%	9	6%	2%	0	0%	1%	0	0%	0%	7	5%	3%	20	87%	2	100%
Protective Services^																														
F																														
M																														
Paraprofessionals	25		10	40%	33%	15	60%	47%	5	20%	14%	2	8%	14%	2	8%	5%	0	0%	0%	0	0%	0%	1	4%	1%	0	0%	0	0%
F	13	52%	6	24%	29%	7	28%	41%	3	12%	12%	2	8%	12%	1	4%	4%	0	0%	0%	0	0%	0%	0	0%	1%	0	#DIV/0!	0	#DIV/0!
M	12	48%	4	16%	5%	8	32%	6%	2	8%	2%	0	0%	2%	1	4%	1%	0	0%	0%	0	0%	0%	1	4%	0%	0	#DIV/0!	0	#DIV/0!
Administrative Support	392		229	58%	41%	163	42%	39%	140	36%	21%	58	15%	13%	10	3%	4%	0	0%	0%	0	0%	0%	21	5%	2%	18	5%	4	1%
F	161	41%	123	31%	19%	38	10%	15%	84	21%	10%	26	7%	6%	5	1%	2%	0	0%	0%	0	0%	0%	8	2%	1%	3	17%	0	0%
M	231	59%	106	27%	22%	125	32%	25%	56	14%	11%	32	8%	7%	5	1%	2%	0	0%	0%	0	0%	0%	13	3%	2%	15	83%	4	100%
Skilled Craft	3,008		1016	34%	30%	1,992	66%	50%	530	18%	14%	315	10%	10%	48	2%	2%	20	1%	0%	0	0%	0%	103	3%	2%	289	10%	19	1%
F	48	2%	35	1%	2%	13	0%	2%	27	1%	1%	6	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	2	0%	0%	1	0%	0	0%
M	2,960	98%	981	33%	27%	1,979	66%	48%	503	17%	13%	309	10%	10%	48	2%	2%	20	1%	0%	0	0%	0%	101	3%	2%	288	100%	19	100%
Service Maintenance	2,056		836	41%		1,220	59%	29%	476	23%	19%	244	12%	27%	40	2%	3%	5	0%	0%	0	0%	0%	71	3%	1%	125	6%	13	1%
F	324	16%	193	9%		131	6%	4%	126	6%	4%	44	2%	6%	5	0%	1%	1	0%	0%	0	0%	0%	17	1%	0%	9	7%	6	46%
M	1,732	84%	643	31%		1,089	53%	26%	350	17%	15%	200	10%	21%	35	2%	2%	4	0%	0%	0	0%	0%	54	3%	1%	116	93%	7	54%
Total	6,737		2,601	38%		4,136	62%		1,353	20%		741	11%		221	3%		29	0%		2	0%		255	4%		530	8%	47	1%

^Note: Employees in the 'Protective Services' Job Category have been reidentified as 'Professionals'

* American Indian/Alaskan Native

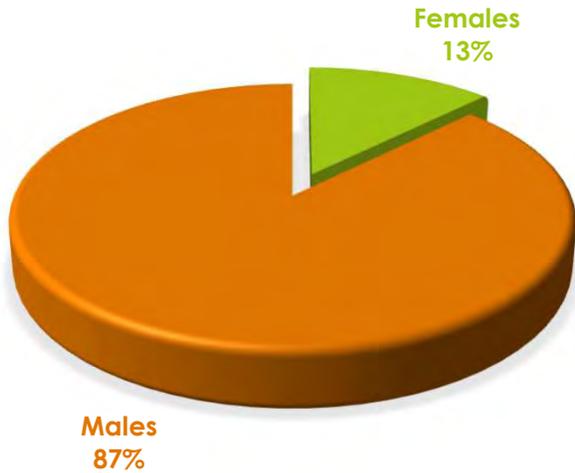
**Native Hawaiian Other Pacific Islander

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

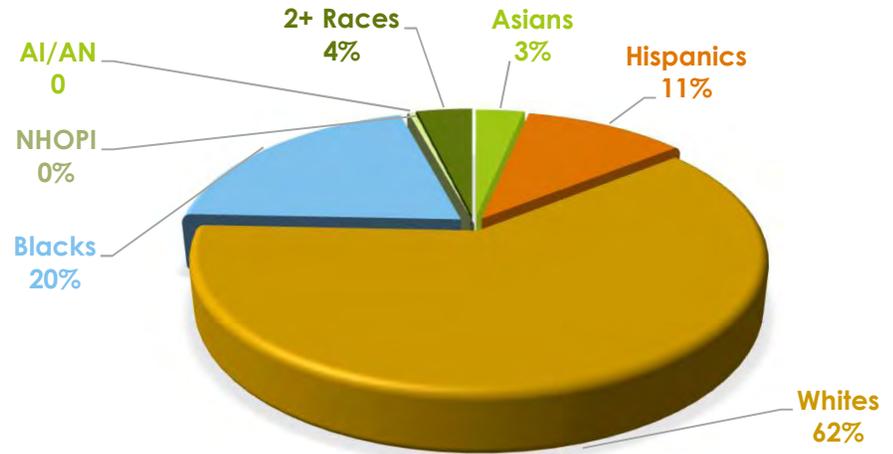


MNR's Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MNR workforce consists of 6,737 employees

- ❑ 13% females, 38% minorities, and 8% veterans.
- ❑ The percentage of females employed remained constant when compared to 1Q18.
- ❑ The percentage of minorities remained constant as it relates to race and ethnicity when compared to 1Q18.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **March 31, 2019** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

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



MNR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	4%	6%	2%	3%	2%	4%	0%	0%	0%	0%	1%	1%	10%	11%
	M	8%	9%	5%	6%	3%	5%	0%	0%	0%	0%	2%	3%		
Professionals	F	7%	10%	5%	6%	3%	5%	0%	1%	0%	0%	1%	2%	20%	10%
	M	6%	9%	5%	8%	4%	9%	0%	0%	0%	0%	1%	3%		
Technicians	F	2%	5%	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	3%	3%
	M	14%	17%	9%	8%	2%	6%	1%	0%	0%	0%	3%	5%		
Protective Services^	F														
	M														
Paraprofessionals	F	12%	12%	12%	8%	4%	4%	0%	0%	0%	0%	1%	0%	41%	28%
	M	2%	8%	2%	0%	1%	4%	0%	0%	0%	0%	0%	4%		
Administrative Support	F	10%	21%	6%	7%	2%	1%	0%	0%	0%	0%	1%	2%	15%	10%
	M	11%	14%	7%	8%	2%	1%	0%	0%	0%	0%	2%	3%		
Skilled Craft	F	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
	M	13%	17%	10%	10%	2%	2%	0%	1%	0%	0%	2%	3%		
Service Maintenance	F	4%	6%	6%	2%	1%	0%	0%	0%	0%	0%	0%	1%	4%	6%
	M	15%	17%	21%	10%	2%	2%	0%	0%	0%	0%	1%	3%		

^Note: Employees in the 'Protective Services' Job Category have been reidentified as 'Professionals'

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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



MNR's

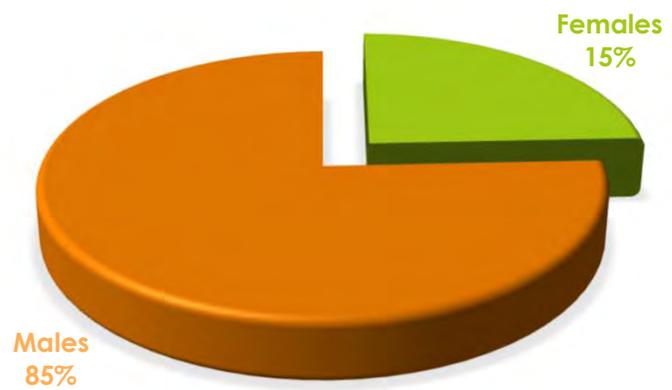
New Hires and Veterans

January 1, 2019 – March 31, 2019

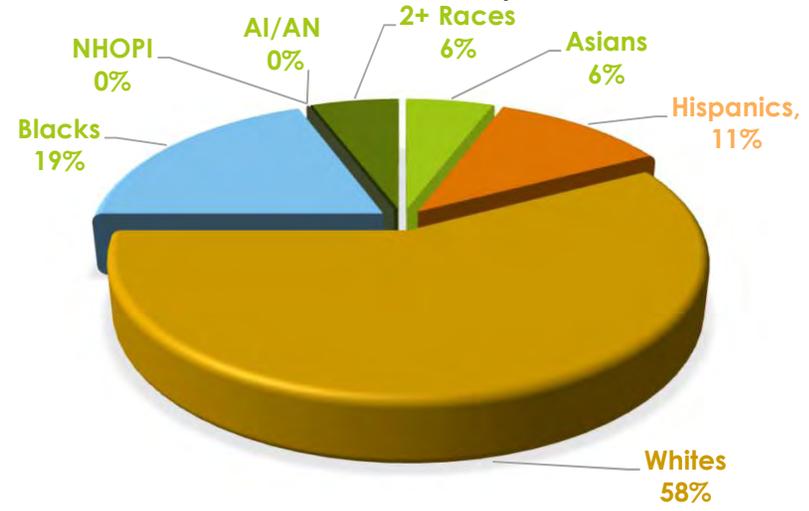


MNR's New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



- We added 52 employees including 3 veterans
- 15% females of which 0% were female veterans.
 - Female hires were higher percentage when compared to their current representation in the workforce.
 - 42% minorities of which 4% were minority veterans.
 - Minorities were hired at higher percentage when compared to their current representation in the workforce.



MNR'S

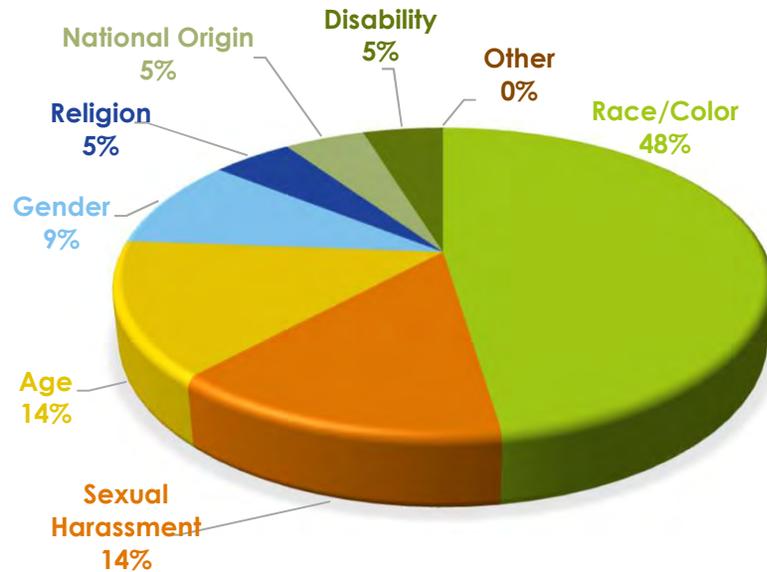
Complaints and Lawsuits

January 1, 2019 – March 31, 2019

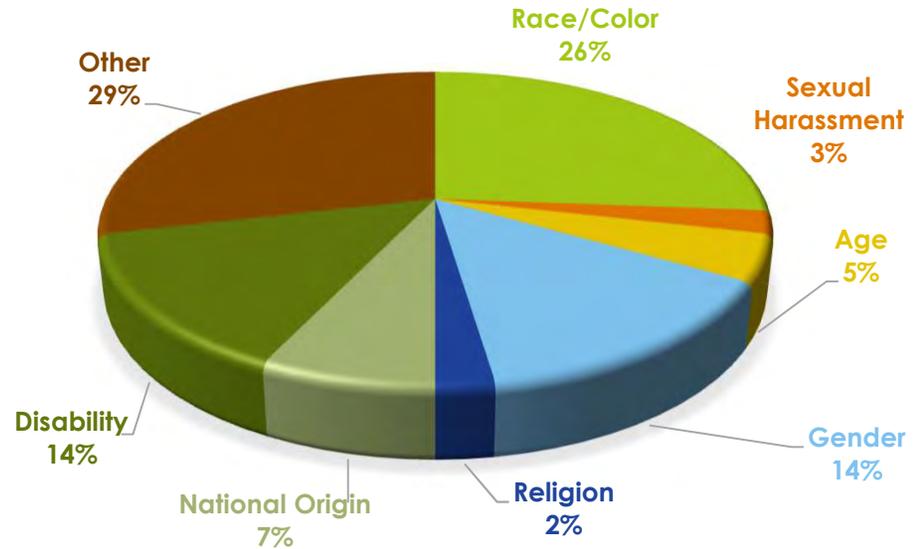


MNR's Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



MNR handled 39 EEO complaints, citing 64 separate allegations, and 11 lawsuits.

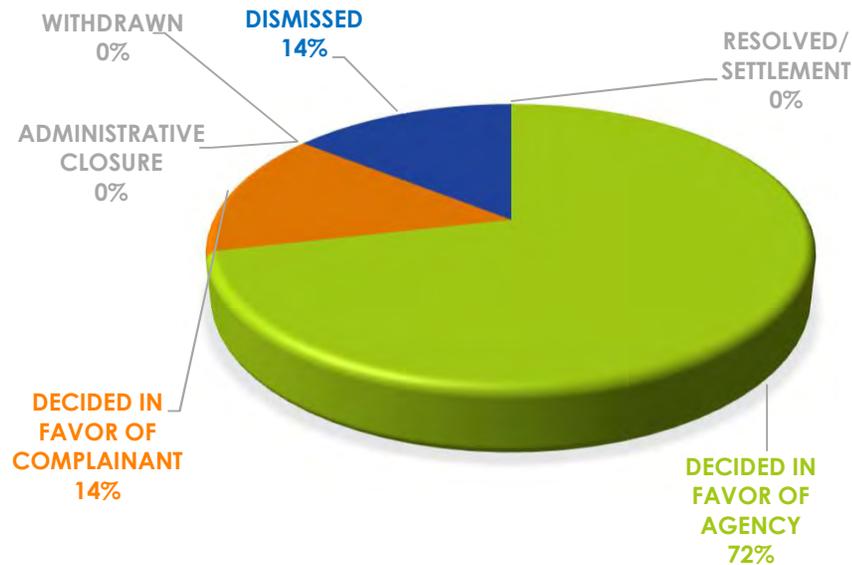
- ❑ 17 handled internal complaints.
- ❑ 22 handled external complaints.
- ❑ The most frequently cited basis internally was race/color and externally was other.



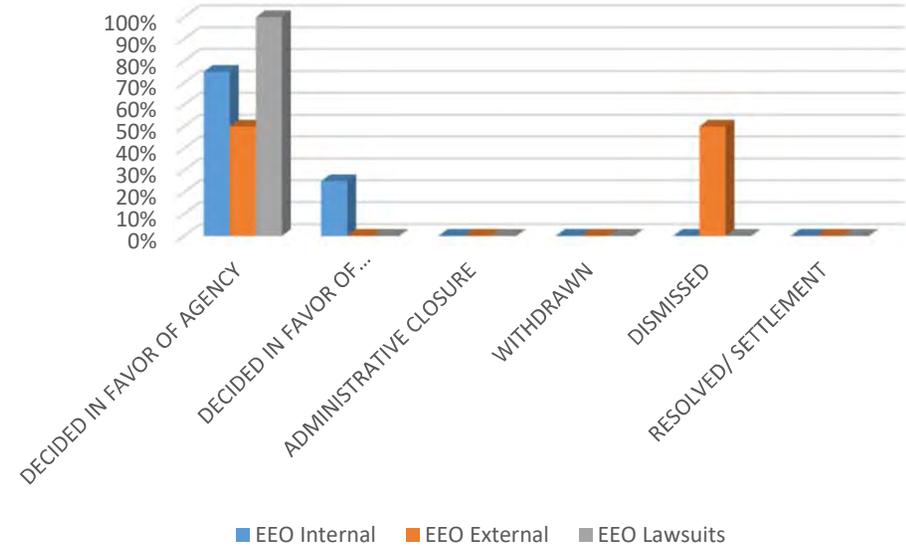
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MNR's EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



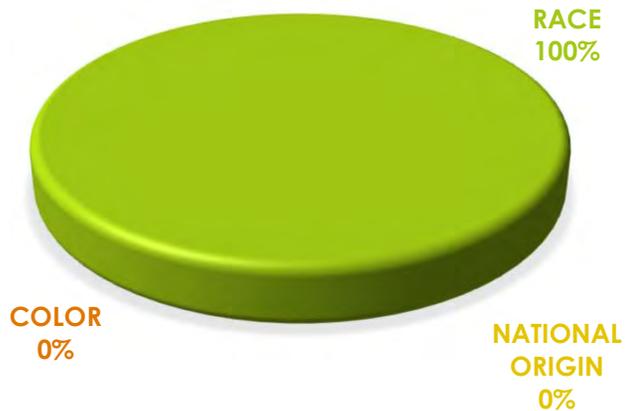
MNR disposed 6 EEO complaints and 1 EEO lawsuits.

- ❑ 72% complaints/lawsuits decided in favor of the agency.
- ❑ 14% complaints /lawsuits decided in favor of the complainant.
- ❑ 0% complaints/lawsuits were administrative closures.
- ❑ 0% complaints/lawsuits were resolved/settled.
- ❑ 0% of complaints/lawsuits were withdrawn.

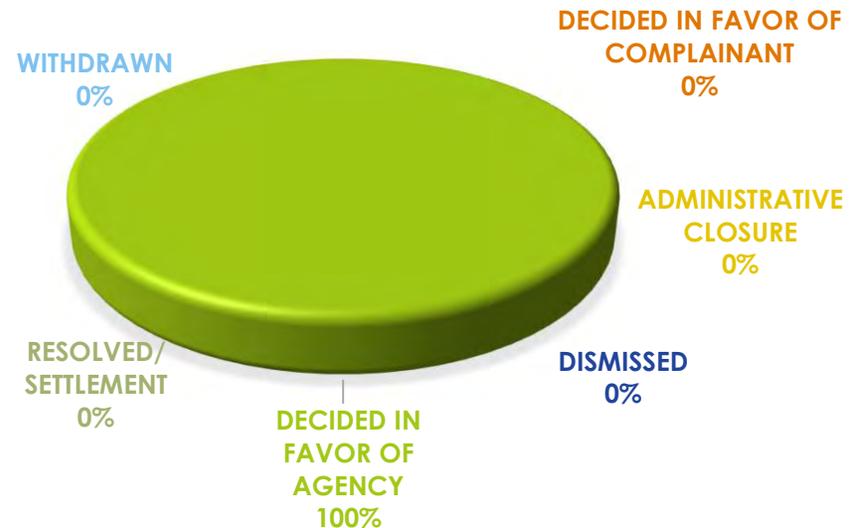


MNR's Title VI Discrimination Complaints, Lawsuits and Dispositions

**TITLE VI
DISCRIMINATION COMPLAINTS**



TITLE VI DISPOSITIONS



MNR handled 5 Title VI Complaints, citing 5 separate allegations and 0 Title VI lawsuits. Agency disposed of 1 complaints and 0 lawsuits.

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



Memorandum



Metro-North Railroad

Date: June 11, 2019

To: Metro-North Committee

From: Catherine Rinaldi *CR*

Re: June/July 2019 Schedule Changes

For your information, schedules will change on the Hudson and Harlem lines effective Sunday, June 30, 2019. New Haven Line schedules will change effective Monday, July 8, 2019, because of the temporary Atlantic Street Bridge Replacement Project, as described below. West of Hudson schedules are reissued on June 16, 2019, reflecting minor changes to connecting trains between Pennsylvania Station and Secaucus Junction.

The June 30 schedule reflects changes made to provide reliable schedules to Metro-North customers and are designed to reflect more accurately where and when trackwork and infrastructure projects are occurring along the lines.

On the Hudson Line, full weekend service returns with the completion of the interlocking replacement at CP 72 south of Poughkeepsie. This restores the popular hourly weekend service to and from Poughkeepsie, as well as additional trains in the morning and afternoon, just in time for Summer visits to well-known attractions in the Upper Hudson Valley. Yankee Clipper extra trains to and from Yankees/E 153rd Street station also return to the Upper Hudson Line with the completion of the trackwork south of Poughkeepsie.

On the Harlem Line, where one of the four main-line tracks between Woodlawn and Mott Haven will be out of service continuously for Smart Track Project drainage improvements, and rail and tie replacements, there are service adjustments:

- Station stops at Melrose and Tremont are suspended on weekdays because of the constrained track capacity through the construction area, the challenges involved with using bridge plates on very short platforms, and the volume of trains being moved through the zone. Substitute bus service will be provided between these stations and Fordham, as it was in 2013, the last time similar significant infrastructure work occurred on this segment. Because of reduced train volume on weekends, we will be able to provide train service at Melrose and Tremont on Saturday and Sundays. These service change adjustments at Melrose and Tremont will continue until the fall schedule change.

- Train 324, the 8:01 a.m. local from Mt. Vernon West to Grand Central Terminal, is suspended because of the constrained track capacity. In order to provide timely service to affected stations, Train 524 adds stops at Mt. Vernon West and Wakefield, Train 620 adds a stop at Woodlawn, and Train 618 adds stops at Williams Bridge, Botanical Garden and Fordham.
- Peak-hour trains are reslotted through the construction zone in order to maintain realistic minimum headways between trains, with minor adjustments of 1-2 minutes to most trains.
- Because of the loss of track capacity in this very dense and congested area, Metro-North will have reduced operational flexibility, and our ability to recover from other disruptions will be affected for the duration of this important infrastructure work.

On the New Haven Line, which has the most infrastructure projects, the densest train volumes, and which shares the trackage between Woodlawn and Mott Haven with the Harlem Line, there are minor schedule adjustments:

- Most trains have the same end-to-end schedule times, with intermediate times adjusted for trackwork projects moving from one location to another.
- Peak-hour trains are reslotted through the construction zone between Woodlawn and Mott Haven in order to maintain realistic headways between trains, with minor adjustments of 1-2 minutes to most trains.
- There is a special schedule for the New Haven Line for the 9-day period between Saturday, June 29, and Sunday, July 7, in support of the CDOT project to replace the Atlantic Street undergrade bridge at the east end of Stamford station, as detailed below.

Special New Haven Line Schedule For Atlantic Street Bridge Project

CDOT is replacing the Atlantic Street undergrade bridge at the east end of Stamford station over the 9-day period between Saturday, June 29, and Sunday, July 7, inclusive. This work reduces the number of main-line tracks available in Stamford from five to two, and also significantly constrains the ability to move trains into and out of Stamford Yard, one of the two major train-servicing facilities on the New Haven Line.

Recognizing the project's significant effect on New Haven Line track capacity and the constraints on the number of trains which can be operated on only two main-line tracks, CDOT deliberately scheduled the bridge replacement work for the week of the July 4

holiday, a week in which the New Haven Line sees a reduction of approximately 25-30% in weekday ridership because of the number of customers who go on vacation.

The special New Haven Line schedule protects the existing peak-hour frequencies at New York State stations, with most stations retaining the same frequency of service, and no station having a peak-hour reduction of more than two trains.

From Stamford east, nine peak-hour trains are combined in order to reduce the number of trains traversing the remaining two-track main line through the station. Trains have station stops added in order to protect as much peak-hour frequency as possible. Ridership patterns were analyzed with the 25-30% holiday week reduction in ridership factored in order to determine the stopping patterns of the trains.

Weekend train frequencies are unchanged as the number of main line trains on weekends can be accommodated with two tracks within Stamford station.

Bus service will replace train service on the New Canaan Branch for the nine-day period because of constrained track capacity, the volume of trains on the remaining two tracks, and the difficulty in moving trains between the New Canaan Branch main line and the servicing yard at Stamford.

Danbury and Waterbury Branch service frequencies remain the same, but schedules have some minor adjustments in order to connect with main line trains.

The New York Yankees are away for the entire period, so there is no effect on Yankee Clipper trains on the New Haven Line.

Holiday Services and Special Timetables

- The 2019 Summer Holiday Programs are unchanged from 2018, with the exception of the calendar day change for Independence Day.
- For July 4, there are nine early getaway trains on Wednesday, July 3: six on the Hudson Line and three on the Harlem Line. We cannot operate early getaway trains on the New Haven Line because of the track constraints in Stamford station, but will lengthen consist sizes earlier in the afternoon.
- On July 4, Metro-North operates a Sunday schedule.
- For Labor Day weekend, there are 19 early getaway trains on Friday, August 30: six on the Hudson Line, three on the Harlem Line and ten on the New Haven Line. Later in the Peak period, 16 trains are deleted or combined with other trains: three

on the Hudson Line, five on the Harlem Line and eight on the New Haven Line.

- On Labor Day, September 2, Metro-North operates a Sunday schedule.

West Of Hudson Schedule Adjustment

In support of Amtrak's trackwork project in Pennsylvania Station New York, NJ Transit is adjusting schedules on trains serving that station effective June 16, 2019. There are no changes to Metro-North Pascack Valley and Port Jervis Line main line trains; however, five of the connecting trains between Pennsylvania Station and Secaucus Junction are adjusted between one and five minutes, reflected in the new West of Hudson schedule effective June 16.

Upcoming Schedule Changes

The next schedule change for all three lines is effective Sunday, September 29, 2019.

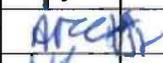
cc: P. Foye
V. Hakim
S. Doering
R. Gans
Y. Hill-Donald
J. Kennard
J. Kesich
M. Shiffer
M. Mannix

Staff Summary

Subject LEASE AGREEMENT FOR RYE STATION
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name PAUL M. FITZPATRICK

Date JUNE 24, 2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	6/24/19		X	
2	Finance Committee	6/24/19	X		
3	Board	6/26/19	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal	PS	
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: Winfield Street Rye LLC ("Winfield")

LOCATION: Metro-North's Rye Station Building (New Haven Line), 2 Station Plaza, Rye, NY

ACTIVITY: Lease for a café and cocktail bar (the latter use is subject to tenant obtaining a liquor license), with a right to use ancillary space for parking and tables and chairs.

ACTION REQUESTED: Authorization to enter into a lease agreement

TERM: 10 years

SPACE: Approximately 2,615 square feet of space in a one-story, Station Building, with ancillary use of 10 dedicated parking spaces and approximately 150 square feet of the common outdoor area adjacent to the southeast side of the Station Building for tables and chairs.

COMPENSATION: \$24,000 (\$9.18 per square foot) for the first lease year, with annual 3% increases through lease year 10

COMMENTS:

Pursuant to MTA Real Estate's station leasing program, a revised request for proposals ("RFP") was issued in March 2019 seeking proposals to utilize and maintain the Rye Station Building (the "Station"), consisting of a waiting room, mechanical room, ticket agent's office and bathrooms.

One proposal was received in response to the RFP. Winfield proposed an early morning coffee service, daytime café, and in the evenings, a cocktail bar. The proposed rent is equivalent to a present value of \$104,072, using a 7% discount rate. An independent appraisal estimated an annual market rent of \$40,532 per year or \$15.50 per square foot.

The difference between the appraisal and the bid received may be explained by the following factors: This site has specific challenges, including its location across the railroad tracks from downtown Rye, and the amount of work required to provide utilities and transform the space into an attractive and competitive retail space. In order to accomplish this goal, Winfield expects to invest approximately \$290,000.00 in order to open the café and cocktail bar, which includes \$110,000.00 in estimated construction expenses alone. The remaining balance would cover the costs of professional and permitting fees, equipment, lighting, product inventory, and other expenses for items customary for this use.

Staff Summary

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

Winfield intends to renovate and utilize the existing former ticket agent's office to provide for a kitchen to operate the café and cocktail bar, and service customers in the Station's public areas, which will be furnished with new tables and chairs. The use of the Station's public areas, including bathrooms, will be non-exclusive to Winfield, allowing the Station to continue to serve as a waiting area for Metro-North passengers, during Winfield's business hours.

Winfield will maintain the interior of the Station, including the plumbing, at its costs, and be responsible for the cost of heat and interior electrical power.

Based on the foregoing, MTA Real Estate requests authorization for MTA and Metro-North to enter into a lease agreement with Winfield Street Rye LLC.



Long Island Rail Road

INFORMATION

ITEMS

MTA Long Island Rail Road (LIRR)

EEO Report – 1st Quarter 2019

June 24, 2019



Executive Summary

■ EEO

As of **March 31, 2019**, LIRR's workforce included 7,649 total employees. This represents a 2% increase from the first quarter 2018 (1Q18) workforce.

- Females represent 15% (1130) of our workforce, remaining constant, when compared to 1Q18, due to hiring activity restrictions combined with attrition.
- Females were hired below their current representation due to hiring activity restrictions combined with attrition.
- Minorities represent 36% (2,779) of our workforce, remaining constant when compared to 1Q18, due to hiring activity restrictions combined with attrition.
- Minorities were hired above their current representation due to recruitment efforts.



Executive Summary

MTA LIRR conducted a **utilization analysis*** of females and minorities in its workforce as of March 31, 2019. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- Officials & Administrators – Black and White
- Professionals - White
- Technicians – Hispanic, Asian and White
- Administrative Support – Hispanic and Asian
- Skilled Craft– Hispanic
- Service Maintenance – Hispanic and Asian

Minorities:

- Officials & Administrators – Black
- Technicians – Black, Hispanic and Asian
- Administrative Support – Hispanic and Asian
- Skilled Craft –Hispanic, Asian and NHOPI
- Service Maintenance – Hispanic and Asian

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



Executive Summary

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



MTA LIRR

Workforce

as of March 31, 2019



Definitions of EEO Job Categories

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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



MTA LIRR Workforce

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	1,386		465	34%	921	66%	173	12%	132	10%	85	6%	7	1%	1	0%	67	5%	97	7%
F	270	19%	133	10%	137	10%	61	4%	33	2%	23	2%	0	0%	0	0%	16	1%	8	8%
M	1,116	81%	332	24%	784	57%	112	8%	99	7%	62	4%	7	1%	1	0%	51	4%	89	92%
Professionals	340		151	44%	189	56%	50	15%	36	11%	50	15%	0	0%	1	0%	14	4%	23	7%
F	55	16%	31	9%	24	7%	9	3%	7	2%	11	3%	0	0%	1	0%	3	1%	0	0%
M	285	84%	120	35%	165	49%	41	12%	29	9%	39	11%	0	0%	0	0%	11	3%	23	100%
Technicians	14		7	50%	7	50%	2	14%	2	14%	1	7%	1	7%	0	0%	1	7%	1	7%
F	1	7%	1	7%	0	0%	1	7%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	13	93%	6	43%	7	50%	1	7%	2	14%	1	7%	1	7%	0	0%	1	7%	1	100%
Administrative Support	383		194	51%	189	49%	119	31%	46	12%	13	3%	2	1%	0	0%	14	4%	13	3%
F	203	53%	125	33%	78	20%	82	21%	27	7%	9	2%	1	0%	0	0%	6	2%	3	23%
M	180	47%	69	18%	111	29%	37	10%	19	5%	4	1%	1	0%	0	0%	8	2%	10	77%
Skilled Craft	4,626		1534	33%	3,092	67%	719	16%	523	11%	143	3%	8	0%	1	0%	140	3%	341	7%
F	446	10%	198	4%	248	5%	131	3%	36	1%	14	0%	0	0%	0	0%	17	0%	10	3%
M	4,180	90%	1336	29%	2,844	61%	588	13%	487	11%	129	3%	8	0%	1	0%	123	3%	331	97%
Service Maintenance	900		428	48%	472	52%	239	27%	135	15%	20	2%	3	0%	1	0%	30	3%	45	5%
F	155	17%	103	11%	52	6%	67	7%	28	3%	1	0%	0	0%	0	0%	7	1%	3	7%
M	745	83%	325	36%	420	47%	172	19%	107	12%	19	2%	3	0%	1	0%	23	3%	42	93%
Total	7,649		2,779	36%	4,870	64%	1,302	17%	874	11%	312	4%	21	0%	4	0%	266	3%	520	7%



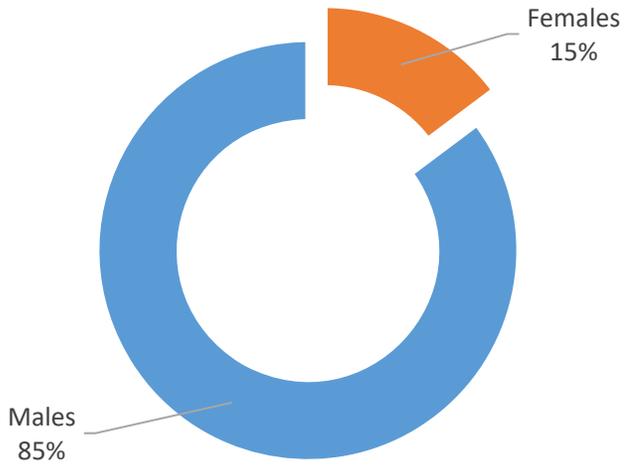
* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

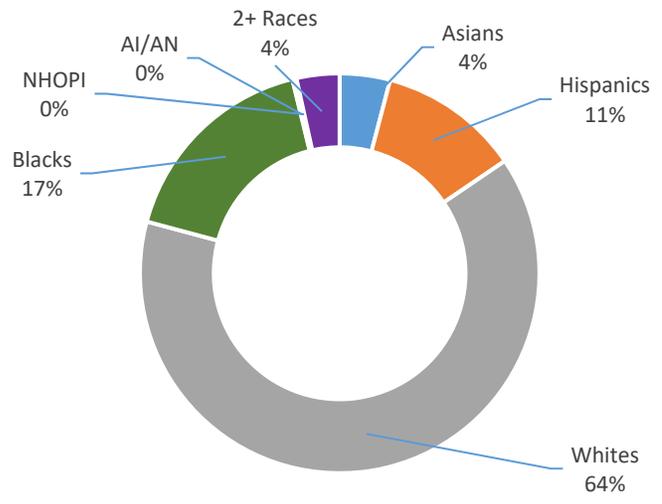
Note: All percentages have been rounded up to the nearest whole number.

MTA LIRR Workforce

Workforce by Gender



Workforce by Race/Ethnicity



LIRR's workforce consists of 7,649 employees

- ❑ 15% females, 36% minorities, and 7% veterans.
- ❑ The percentage of females employed has remained constant when compared to 1Q18.
- ❑ The percentage of minorities has remained constant as it relates to race and ethnicity when compared to 1Q18.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **March 31, 2019** workforce percentages for females and minorities to the 2019 80 percent estimated availability of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

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



MTA LIRR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	5%	4%	2%	2%	1%	2%	0%	0%	0%	0%	1%	1%	11%	10%
	M	7%	8%	6%	7%	3%	4%	0%	1%	0%	0%	2%	4%		
Professionals	F	3%	3%	2%	2%	2%	3%	0%	0%	0%	0%	0%	1%	11%	7%
	M	7%	12%	6%	9%	5%	11%	0%	0%	0%	0%	1%	3%		
Technicians	F	3%	7%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%
	M	10%	7%	9%	14%	8%	7%	0%	7%	0%	0%	0%	7%		
Administrative Support	F	14%	21%	8%	7%	3%	2%	0%	0%	0%	0%	1%	2%	20%	20%
	M	6%	10%	4%	5%	2%	1%	0%	0%	0%	0%	1%	2%		
Skilled Craft	F	5%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%
	M	13%	13%	10%	11%	4%	3%	0%	0%	1%	0%	3%	3%		
Service Maintenance	F	7%	7%	5%	3%	1%	0%	0%	0%	0%	0%	0%	1%	6%	6%
	M	12%	19%	15%	12%	2%	2%	0%	0%	0%	0%	2%	3%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Est Avail - Based on 2019 estimated availability

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

The shaded areas represent underutilization.



MTA LIRR

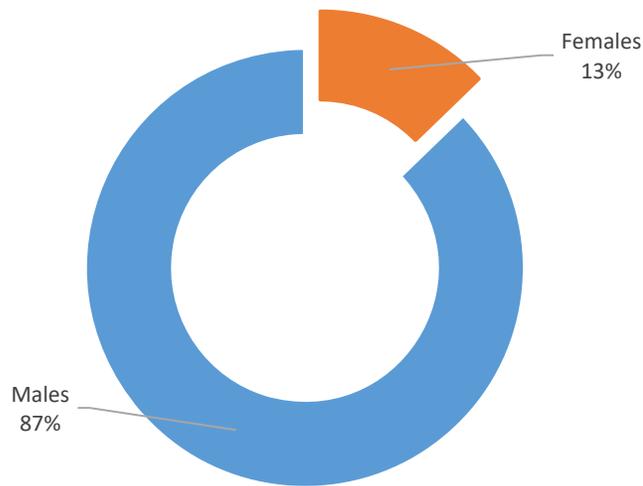
New Hires and Veterans

January 1, 2019 – March 31, 2019

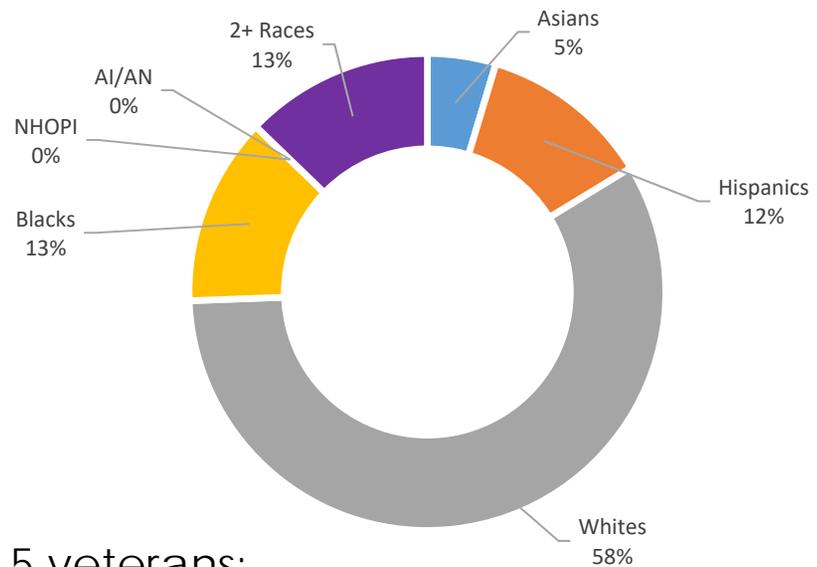


MTA LIRR New Hires and Veterans

New Hire by Gender



New Hire by Race/Ethnicity



LIRR added 86 employees, including 5 veterans;

- ❑ 13% females, none of whom were veterans.
- ❑ Female hire percentage was below their current percentage of workforce representation.
- ❑ 42% minorities of which 6% were minority veterans.
- ❑ Minorities were hired above their current percentage of workforce representation.



MTA LIRR

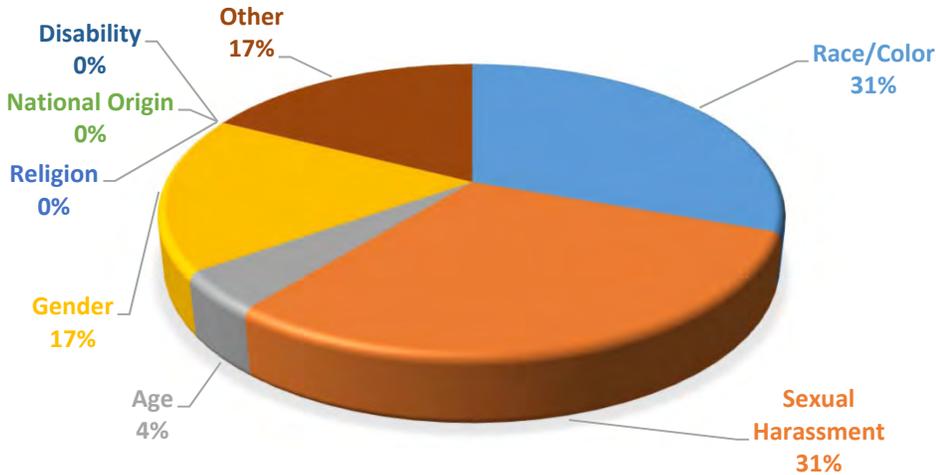
Complaints and Lawsuits

January 1, 2019 – March 31, 2019

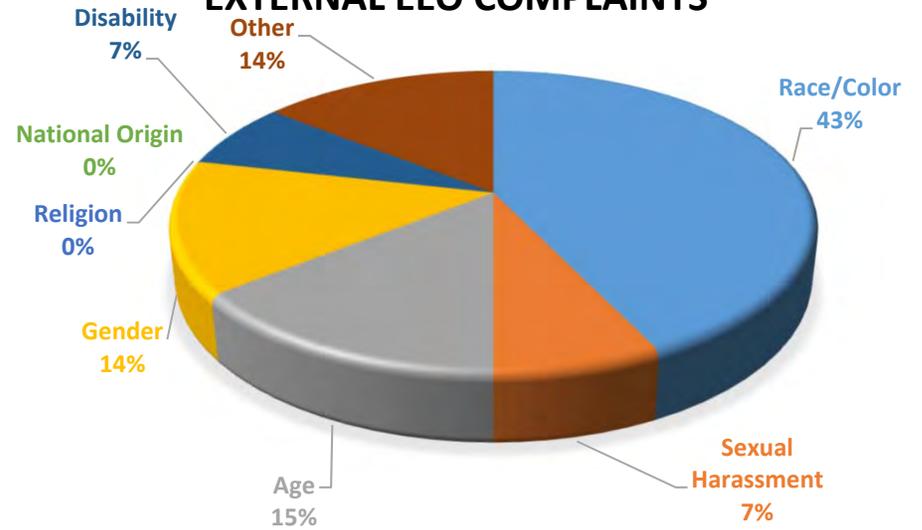


MTA LIRR Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



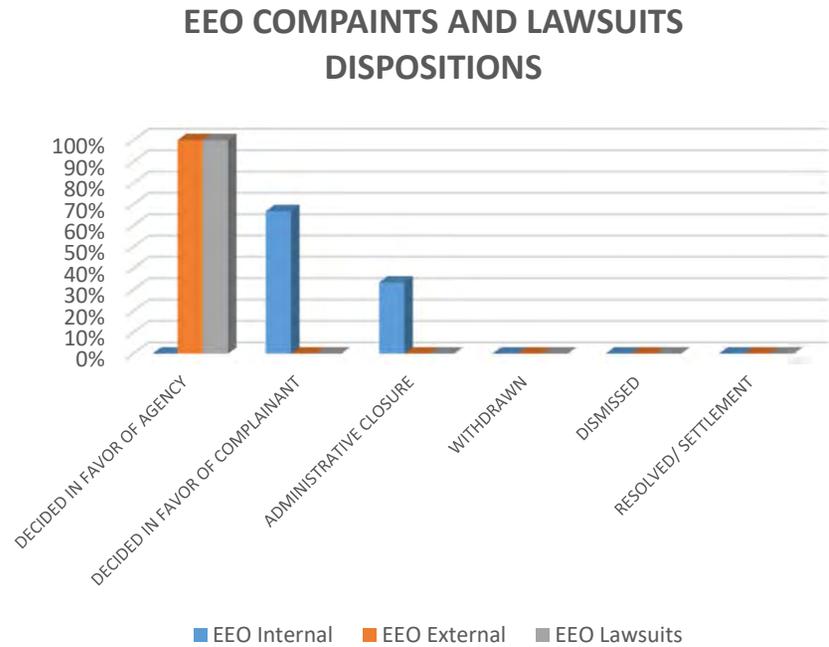
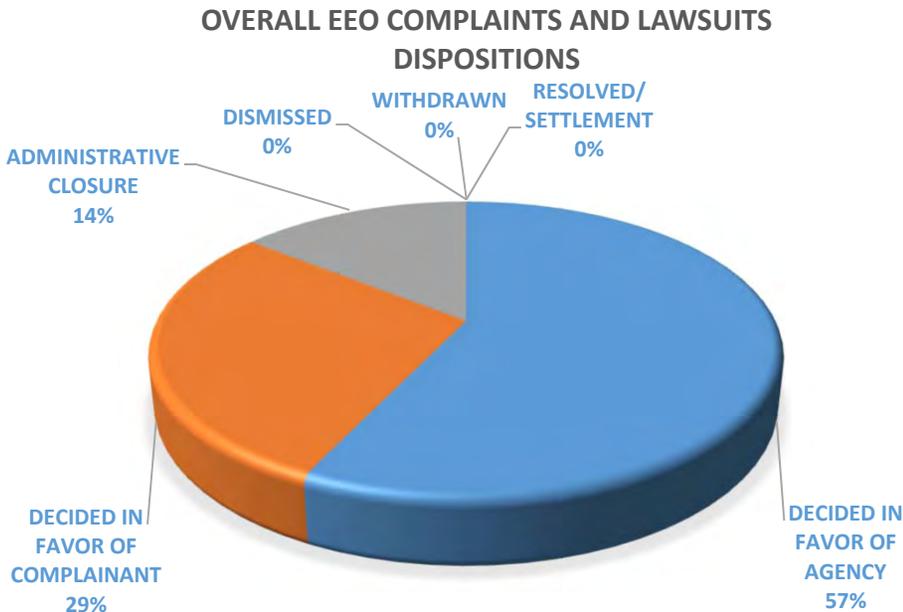
LIRR handled 22 EEO complaints, citing 37 separate allegations, and 10 lawsuits.

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



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

MTA LIRR EEO Complaints and Lawsuits Dispositions

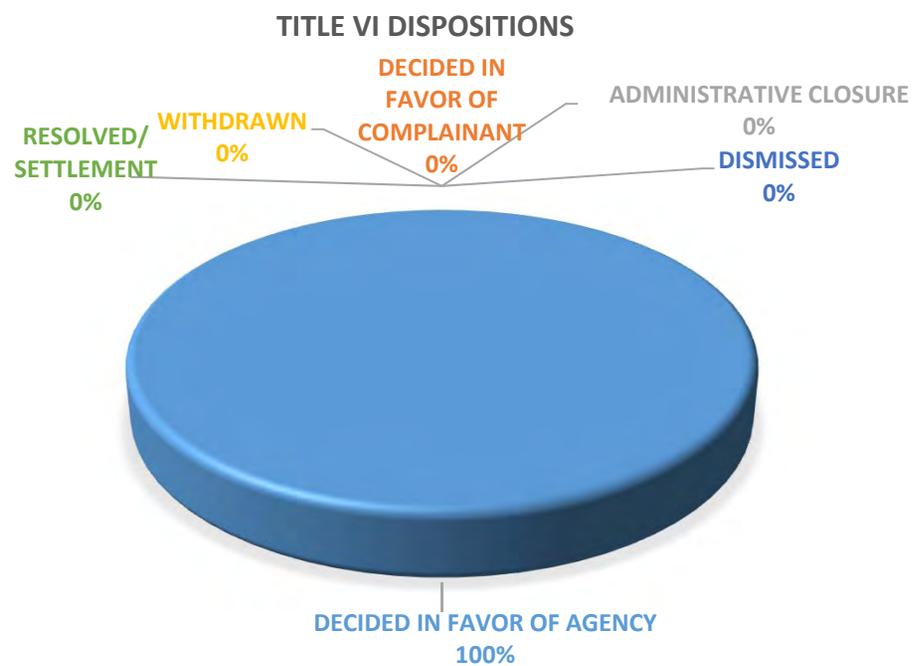
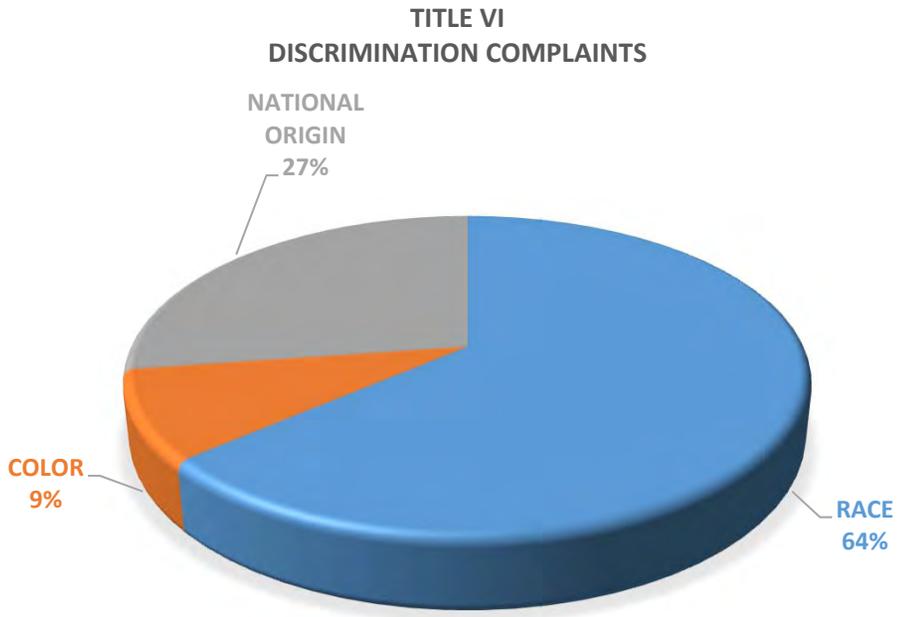


LIRR disposed 6 EEO complaints and 1 EEO lawsuit.

- ❑ 57% complaints/lawsuits decided in favor of the agency.
- ❑ 29% complaints /lawsuits decided in favor of the complainant.
- ❑ 14% complaints/lawsuits were administrative closures.



MTA LIRR Title VI Discrimination Complaints, Lawsuits and Dispositions



LIRR handled 8 Title VI Complaints, citing 11 separate allegations and no Title VI lawsuits. Agency disposed of all 8 complaints.

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



Staff Summary



Subject JULY TIMETABLE CHANGE & SPECIAL PROGRAMS						Date June 3, 2019			
Departments SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Names R. BROOKS						Contract Number			
Department Head Signature 						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	6/26/19				4	Sr VP – Eng. <i>CC</i>	1	President <i>DE</i>
						3	VP - Corp. Comm. <i>LM</i>		
						2	CTO <i>TS</i>		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules beginning July 15, 2019, through September 2, 2019.

Projects supported during this timetable include the next phase of Amtrak’s Penn Station State Of Good Repair work, Main Line Concrete Tie Installation, Montauk Branch Track Surfacing, Main Line Expansion, and Lynbrook Station Improvements. Continuing projects include a number of Atlantic Branch projects (PTC Cable Installation, East New York Station Rehabilitation and DOT Atlantic Avenue repairs), and Long Beach Hurricane Sandy Restoration.

Additionally, Special Programs will support Amtrak Penn Station State Of Good Repair (for the first two weeks until the new timetable takes effect), Switch Installation at Divide Interlocking in Hicksville, Main Line Expansion/Urban Avenue Crossing Elimination, and Switch Replacement at Amott Interlocking in Syosset .

JULY 15 TIMETABLE CHANGE

Construction Activities

- **Penn Station – Amtrak State Of Good Repair Project Summer 2019** – The service changes described in the Trackwork Program section below begin on Monday, July 1, and will continue in the July 15th timetable, ending with the September 3 timetable change.
 - **Temporary Service Adjustments:** See description below under Trackwork Programs.

- **Main Line, Deer Park-Central Islip – Concrete Tie Installation & Rail Replacement** – One of two main tracks will be out of service around the clock between Deer Park and Central Islip for installation of concrete ties and replacement of rail. On weekends, the outage expands to Wyandanch-

Central Islip. Installing the new concrete ties on the original Main Line track will offer greater reliability versus traditional wooden ties, and a longer lifespan, thus reducing the need for future outages. With the recent completion of the second Main Line track in this area, this outage is far less disruptive than it would have been in the past.

- **Temporary Service Adjustments:** With one of two main tracks out of service, schedule adjustments will occur on both weekdays and weekends. On weekdays, some Peak trains, as well as most midday and overnight Ronkonkoma Branch trains in both directions, are adjusted between 20 minutes earlier and 36 minutes later. On weekends, some Ronkonkoma Branch trains in the overnight/early morning hours are adjusted between 20 minutes earlier and 25 minutes later. The weekend changes also support Main Line Expansion track outages (further described in a section below). This work takes advantage of our new Main Line Second Track. Prior to the installation of the new track east of Farmingdale, work of this nature would have required several full weekend outages with buses replacing trains, instead of just making adjustments to train schedules.
- **Babylon Branch, Rockville Centre-Freeport – Track Surfacing** – One of two main tracks will be out of service middays between Rockville Centre and Freeport on the Babylon Branch for Track Surfacing Work.
 - **Temporary Service Adjustments:** With one of two main tracks out of service middays, most midday Babylon Branch trains are adjusted between 10 minutes earlier and 6 minutes later, with any Montauk Branch connecting trains adjusted accordingly.
- **Lynbrook Station Improvements – Long Beach Branch, Valley Stream-Long Beach & Babylon Branch, Valley Stream-Rockville Centre** – One of two main tracks will be out of service overnights between Valley Stream and Long Beach on the Long Beach Branch, and between Valley Stream and Rockville Centre on the Babylon Branch for Lynbrook Station Improvement Work.
 - **Temporary Service Adjustments:** With one of two main tracks out of service overnights, some Babylon Branch trains are adjusted between 11 minutes earlier and 6 minutes later, with any Montauk Branch connecting trains adjusted accordingly.
- **Main Line, Nassau3-Divide – Main Line Expansion (Weekdays)** – One of two main tracks will be out of service middays on the Main Line between Nassau3 Interlocking in Carle Place and Divide Interlocking in Hicksville for work related to the Main Line Expansion Project. This essential work, and the related work described below on the overnights and weekends, will help progress Main Line Expansion and the service benefits it will provide.
 - **Temporary Service Adjustments:** With one of two main tracks out of service middays, trains on multiple branches are adjusted as follows: some Ronkonkoma Branch trains are adjusted between 22 minutes earlier and 30 minutes later, and connecting Riverhead/Greenport trains are adjusted accordingly; midday Huntington trains are adjusted up to 21 minutes later; Port Jefferson service is reduced from every 90 minutes to every two hours; westbound midday Long Beach and West Hempstead trains are adjusted 2 minutes earlier; and some midday eastbound Babylon trains are adjusted 5 minutes earlier.
- **Main Line, Nassau1-Nassau3 – Main Line Expansion (Weekends)** – One of two main tracks will be out of service on the Main Line between Nassau1 Interlocking in New Hyde Park and Nassau3 Interlocking in Carle Place for work related to the Main Line Expansion Project.

- **Temporary Service Adjustments:** With one of two main tracks out of service weekends, trains in the Main Line Corridor are adjusted as follows: most eastbound Huntington trains are adjusted up to 14 minutes earlier and most westbound Huntington trains are adjusted up to 12 minutes later, with connecting Port Jefferson trains adjusted accordingly in both directions to preserve connections; Oyster Bay Branch trains are adjusted 10 minutes earlier in both directions; as a result of the Main Line changes, some Babylon Branch trains, and their Montauk Branch connecting trains, are adjusted between 8 minutes earlier and 4 minutes later. *Note: Ronkonkoma Branch overnight weekend schedules adjusted for Concrete Tie work between Deer Park and Central Islip (described above) also support this project.*
- **Main Line, Queens-Nassau1 – Main Line Expansion (Overnights)** – One of two main tracks will be out of service overnights on the Main Line between Queens Interlocking in Queens Village and Nassau1 Interlocking in New Hyde Park for work related to the Main Line Expansion Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service weekends, some overnight Ronkonkoma Branch and Huntington trains are adjusted between 10 minutes earlier and 8 minutes later in both directions, with any Jamaica connections adjusted accordingly to preserve connections.

TRACKWORK PROGRAMS

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

- **Main Line Expansion Project: Divide 3-31 Switch Installation** – On the weekend of June 29-30, a new track switch supporting the Main Line Expansion Project will be installed in Divide Interlocking in Hicksville. The new switch will increase flexibility and allow for more reliable operation as we prepare for the opening of the Main Line’s new third track.
 - **Temporary Service Adjustments:** Some schedules on the Port Jefferson Branch and Ronkonkoma Branches will be adjusted, as will routing through Hicksville Station.
- **Penn Station – Amtrak State of Good Repair Project Summer 2019** – Penn Station Tracks 14 & 15, followed by Tracks 15 & 16, as well as various switches east of these platforms will be out of service to allow Amtrak to make necessary repairs in the next phase of this continuing project. This phase of the work will have weekday Peak period service impacts beginning Monday, July 1, and continuing in the July 15th timetable.
 - **Temporary Service Adjustments:** As a result of the continued reduction of capacity in Penn Station, seven AM Peak and seven PM Peak trains that normally operate to and from Penn Station will be diverted to other terminals or cancelled and combined with other trains. To offset these reductions, trains have been added in the early, late and shoulder hours of the Peaks.
 - Four AM Peak trains will be diverted to Atlantic Terminal instead of Penn Station, and two PM Peak trains will originate at Atlantic Terminal instead of Penn Station.
 - One AM Peak train will terminate at Jamaica instead of Penn Station, and two PM Peak trains will originate at Jamaica instead of Penn Station.
 - Two AM Peak trains will be cancelled and combined with other trains, and three PM Peak trains will be cancelled and combined with other trains.
 - In the early AM Peak, one train has been added from Freeport to Penn Station.

- Two trains have been added to the early shoulder PM Peak, one to Babylon and one to Ronkonkoma.
 - In the PM Peak, one train has been added from Hunterspoint Avenue to Freeport in the 7 PM hour.
 - In both the AM and PM, stops have been added to trains as necessary to preserve service opportunities from diverted or cancelled trains, and cars have been added to lengthen select existing trains.

- **Port Jefferson Branch, Hicksville-Huntington – Amott Interlocking Switch Replacement** – On the weekends of July 6-7, 13-14 and 20-21, one of two main tracks of the Port Jefferson Branch will be out of service between Hicksville and Huntington for the replacement of track switches in Amott Interlocking in Syosset. The new switches will improve reliability and help maintain State Of Good Repair going forward. *Special Notes: This work will be completed on a subsequent weekend in the next reporting period. On the weekend of July 20-21, this work will be done in coordination with the Main Line Expansion Urban Avenue Crossing Elimination project, with the schedules in effect that weekend as described in the Urban Avenue Crossing Elimination section below.*
 - **Temporary Service Adjustments:** Service to and from Huntington will be reduced from half-hourly to hourly, and Port Jefferson service will be reduced from every 90 minutes to every two hours. There will be no impact on service west of Hicksville, as the other train each hour that would normally originate/terminate at Huntington will operate between Hicksville and points west.

- **Main Line Expansion Project – Urban Avenue Crossing Elimination** – On the weekend of July 20-21, 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 elimination of the Urban Avenue grade crossing in Westbury as part of the Main Line Expansion Project. Grade crossing elimination in the Main Line Corridor is one of the key benefits of the Main Line Expansion Project, improving safety and decreasing train horn use and traffic congestion.
 - **Temporary Service Adjustments:**
 - 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 Farmingdale 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. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.
 - Westbound, 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 Farmingdale, and on the Port Jefferson Branch for

stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.

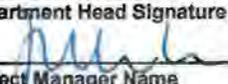
- *Extra trains have been added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
- *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, Hempstead, and West Hempstead Greenport Branches, but on adjusted schedules. 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.*

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

IMPACT ON FUNDING

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

Staff Summary

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

Date June 24, 2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	6/24/19	X		
2	Board	6/26/19	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: Cheffield Caffettiera LLC

LOCATION: Riverhead Station, Ronkonkoma Branch, Suffolk County

ACTIVITY: Lease of the station building for a coffee shop

ACTION REQUESTED: Authorization to enter into lease agreement

TERM: 10 years plus one option to extend for additional 5-year term

SPACE: 1,500± square feet

COMPENSATION: Base Rent waived for Lease Years 1-3 in consideration of substantial investment in improvements to the station building. \$19,500 for Lease Year 4 with 3% annual increases through Lease Year 10

COMMENTS:

On May 2nd, 2019, a Request for Proposals (RFP) was issued for the leasing of the Riverhead station building, which has been vacant and closed to the public for several years. The RFP solicited interested parties seeking to re-purpose the station building into retail use. One proposal was received from Cheffield Caffetteria LLC ("Cheffield").

Cheffield is owned by Robert Pollifrone who also owns Buoy One Restaurants in Riverhead, Westhampton, and Manhattan. In addition, Mr. Pollifrone also owns multiple Hampton Coffee Company franchises. Cheffield proposed to repurpose the station building into a full-service Hampton Coffee Co. franchise. The use will be a coffee shop that will also serve breakfast and lunch items. The menu will include, but not be limited to, small-batch hand-roasted craft coffee, freshly baked homemade muffins and sandwiches, soup, and espresso beverages. Cheffield proposes to invest \$400,000 of improvements into the station building, which includes a conversion from dry to wet use. Mr. Pollifrone will be expected to provide a personal guaranty of completion of the improvements or other security acceptable to MTA Real Estate in addition to the customary tenant security deposit.

Cheffield proposed free rent for the first three Lease Years. It expects the nearby area to improve with impending retail and residential development that mirrors the success of the downtown district across Route 25. Beginning in Lease Year 4, Cheffield proposes to pay \$19,500 (\$13 per square foot) with 3% annual increases through Lease Year 10. At a 7% discount rate, the rental stream yields a net present value of \$93,157. If the extension option is exercised, Cheffield will pay as base

Staff Summary

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

rent for the first year of the extended term the fair market value of the premises as determined by an independent appraisal process or 103% of the base rent payable under the lease for Lease Year 10, whichever is greater, with 3% annual increases for the remaining 4 years of the extension term. Although the fair market rental value estimated by an independent appraisal for the entire station building was higher than the base rent proposed by Cheffield, MTA Real Estate has determined that the proposed transaction will yield to the LIRR the fair market value, which takes into account the immediate and continuing value to the LIRR of certain permanent improvements, including upgrades to the utility systems, installation of a kitchen, and a full renovation of the interior of the station building all at Cheffield's cost.

MTA Real Estate believes this lease will bring value to the MTA and the surrounding community. Hampton Coffee Company is one of the most well-known homegrown brands on the East End of Long Island with four locations, as well as a significant wholesale and mobile presence. The conversion of the station building to food use will benefit the MTA beyond the term. Interior maintenance of the closed building, which is currently the responsibility of LIRR, will now be the responsibility of the Cheffield.

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

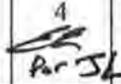
PROCUREMENT PACKAGE
June 2019

PROCUREMENTS

The Procurement Agenda this month includes two actions for a proposed expenditure of \$42,288,427

Staff Summary

Subject	Request for Authorization to Award Various Procurements				
Department	Procurement				
Department Head Name David K. Cannon					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	Joint LIRR and Metro-North Committee	6/24/19	X		
2	Board	6/26/19	X		

Date: June 18, 2019			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
2 	Vice President & Chief Financial Officer	4 	President
1	Vice President, Program Controls	3 	Executive Vice President & General Counsel

PURPOSE

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

DISCUSSION

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F Personal Service Contracts	1	\$24,488,427
Schedule I Modifications to Purchase and Public Work Contracts	1	\$17,800,000
TOTAL	2	\$42,288,427

Budget Impact:

The approval of the contract and the modification will obligate MTA Capital Construction capital funds in the amounts listed. Funds are available in the capital budget for this purpose.

Recommendation:

That the contract and modification 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.

June 2019

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule F. Personal Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$750K other Non-Competitive; \$1M Competitive)

- | | | | |
|-----------|--|---------------------|--------------------------------------|
| 1. | WSP USA Inc.
Contract No. PS877
42 Months | \$24,488,427 | <u><i>Staff Summary Attached</i></u> |
|-----------|--|---------------------|--------------------------------------|

Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTACC seeks Board approval to award a competitively solicited personal service contract to provide Project Management Consulting Services for administering and overseeing the New York Penn Station Long Island Rail Road (“LIRR”) Train Hall Renovation Project

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)

- | | | | |
|-----------|--|---------------------|--------------------------------------|
| 2. | Skanska USA Civil Northeast Inc.
Contract No. CH058A
Modification No. 3 | \$17,800,000 | <u><i>Staff Summary Attached</i></u> |
|-----------|--|---------------------|--------------------------------------|

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to commence construction of the portion of the Eastbound Reroute (“EBRR”) Approach Structure, between Stations RT 66 and RT 73 in the Harold Interlocking

Dept. & Dept. Head Name: Penn Station LIRR Train Hall Renovation Project / <i>Peter Matuszewich</i>					
Division & Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Joint LIRR and MNR Committee	6/24/19	X		
2	Board	6/26/19	X		
Internal Approvals					
Order	Approval	Order	Approval		
3	Vice President, Program Controls	<i>5</i>	President		
<i>2</i>	VP & Chief Financial Officer	<i>4</i>	Executive Vice President & General Counsel		
<i>1</i>	VP & Chief Procurement Officer				

SUMMARY INFORMATION	
Vendor Name	Contract Number
WSP USA Inc.	PS877
Description Project Management Consulting Services for the New York Penn Station LIRR Train Hall Renovation Project	
Total Amount Not-To-Exceed \$24,488,427	
Contract Term 42 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTACC seeks Board approval to award a competitively solicited personal service contract (the "Contract") to WSP USA Inc. The Contract is for Project Management Consulting Services for administering and overseeing the New York Penn Station Long Island Rail Road ("LIRR") Train Hall Renovation Project (the "Project") in the not-to exceed amount of \$24,488,427 for a period of 42 Months.

II. DISCUSSION:

As previously reported to the Board, this Project includes two major improvements to the Train Hall to address congestion and improve egress: (1) adding a new entrance from 33rd Street west of 7th Avenue directly down to the 33rd Street Concourse; and (2) widening two key Concourses. In addition, other improvements will address the aging and obsolescence of the physical plant and systems. The Project will be procured and constructed through development agreements with One Penn Plaza LLC ("Vornado") in a design-build format. Vornado controls much of the real estate in and around the Concourse.

The scope of work for the Project will be delivered in two overlapping phases. Phase 1 will include the construction of the new entrance and Phase 2 will include the widening of the 33rd Street Concourse, increasing the ceiling height, and other improvements including new lighting, refreshed floor, wall and ceiling finishes, new wayfinding signage, rehabilitated and expanded electrical and HVAC systems and greatly expanded back-of-house facilities in One Penn Plaza for LIRR and for Metro North Railroad's use in the future. The Board authorized MTACC to execute the Development Agreement with Vornado for Phase 1 of the Project in May 2019. MTACC intends to bring the Development Agreement for Phase 2 to the Board for approval upon completion of the preliminary design and negotiation of the Agreement. This Contract will cover Project Management Consultant services to be provided for both Phases and through closeout of the Project.

Under this Contract, WSP USA Inc. will serve as the Project Management Consultant ("PMC"), working as part of an integrated Project Management Team with MTACC, LIRR and other consultants to manage the Project. The PMC will provide services and resources including commercial and project management, design and construction compliance oversight, quality, safety and security oversight and other support services as needed.

The Request for Proposal (“RFP”) was advertised on April 15, 2019 and the advertisement appeared in the New York State Contract Reporter, the New York Post, Engineering News-Record, Minority Commerce Weekly and on the MTA Website. Sixteen (16) firms requested the RFP document and proposals were submitted by the following entities:

1. HNTB New York Engineering and Architecture, P.C.
2. STV Construction, Inc.
3. WSP USA Inc. (“WSP”)

The Selection Committee for this Contract consisted of representatives from MTACC and LIRR. Based upon an initial review of the technical proposals, the Selection Committee invited the proposers to supplement their proposals with oral presentations and interviews. Each proposer gave an oral presentation to, and answered questions from, the Selection Committee. Thereafter, the Selection Committee evaluated the technical proposals in accordance with the Source Selection Plan and the established scoring criteria in each of the categories listed below:

- RFP quality and completeness.
- Compliance with, and acceptance of, the terms and conditions.
- Project understanding and proposed technical approach.
- Proposed management approach.
- Capability and effective use of resources to meet Project schedule.
- Diversity Practices.
- Past performance on MTA or other contracts.
- Other relevant matters.

Following the evaluation of the technical proposals, the Selection Committee opened and scored the cost proposals. The technical and cost scores were then combined to provide the overall final scores from which the Selection Committee unanimously determined that the proposal submitted by WSP provides the MTA with the overall best value and that the other proposers were not in the competitive range. Accordingly, the Selection Committee recommended that MTACC enter into negotiations with WSP.

WSP’s cost proposal for the work under this Contract was \$19,337,291, based on a fixed fee of 8%. After negotiations, WSP submitted a Best and Final Offer for the not-to-exceed amount of \$18,952,049, based upon a 6% fee, which the Selection Committee considers to be fair and reasonable. The negotiations concluded with concessions from WSP on staffing levels and disciplines required over the course of the Project and on an incentive/disincentive program providing for performance-based adjustments to the fixed fee. Under the incentive/disincentive program, WSP agreed to the reduced base fee of 6%, subject to increase of up to 3% (\$536,378) or reduction of up to 4% (\$715,172) based on WSP’s performance, which the Project Management Team will evaluate periodically based on established performance criteria.

In addition, MTACC has included in this Contract a Task Order allowance in the amount of \$5,000,000 for additional services and for the retention of additional professionals with specific expertise that may be required as determined by MTACC in its discretion. Task Orders will be issued for these services as deemed necessary and each Task Order will be separately negotiated and contain a specific scope of work, budget and schedule.

In connection with a previous contract awarded to The Louis Berger Group, Inc. (LBG)^[1], LBG was found to be responsible notwithstanding significant adverse information (SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2015. No new SAI has been found relating to LBG or WSP. WSP has no SAI except that stemming from its acquisition of LBG. WSP has been found to be responsible.

III. MBE/WBE/SDVOB INFORMATION:

The MTA’s Department of Diversity and Civil Rights (“DDCR”) reviewed the requirements of the Contract and after undertaking a thorough analysis established goals of 15% MBE, 15% WBE and 6% SDVOB based on the nature of the work and the availability of MBEs, WBEs and SDVOBs capable of performing the work. WSP has committed to meeting these goals and has submitted a utilization plan that is under review by DDCR.

In connection with past experience meeting D/M/WBE/SDVOB goals, WSP has met their goals on prior contracts.

^[1] LBG was acquired by WSP in December 2018 and that acquisition carries with it LBG’s SAI.

V. IMPACT ON FUNDING

LIRR has \$170 Million available for this Project in the 2015 - 2019 Capital Program. The balance will be funded by the State of New York.

VI. ALTERNATIVES

The alternative would be for MTACC and LIRR to self-perform the services to be provided under this Contract; however, neither MTACC nor LIRR have the in-house resources to provide the required services.

Item Number 2

Vendor Name (& Location) Skanska USA Civil Northeast Inc.	
Description Harold Structures - B/C Approach	
Contract Term (including Options, if any) 831 Days	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup, SVP & Sr. Program Executive	

Contract Number	AWO/Modification #
CH058A	3
Original Amount:	\$ 60,168,000
Prior Modifications:	\$ 450,000
Options:	\$ 2,200,000
Current Amount:	\$ 62,818,000
This Request	\$ 17,800,000
% of This Request to Current Amount:	28%
% of Modifications (including This Request) to Original Amount:	31%

Discussion:

This Contract is for the construction of the Tunnel B/C Approach Structure and catenary poles and ductbanks, and the installation of track and special track work. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to commence construction of the portion of the Eastbound Reroute (“EBRR”) Approach Structure, between Stations RT 66 and RT 73 in the Harold Interlocking.

The EBRR, which is one of the regional improvements being undertaken in connection with the East Side Access (“ESA”) Project, will allow eastbound Amtrak trains to travel through Harold Interlocking without interfering with LIRR train traffic. The EBRR will also provide much needed operational flexibility during the East River tunnel rehabilitation work that is scheduled to be performed in the coming years. The EBRR, while not a component of the ESA Project required for revenue service, has been repeatedly delayed by Amtrak’s inability to provide the force account personnel required to perform this work and currently, construction is not anticipated to begin until October 2020 as part of future contract CH058B.

Having this work performed by the CH058A Contractor now will reduce the CH058B Contractor’s future demands for railroad resources and thus the risk of future delays to the EBRR. The CH058A Contractor is currently on site, with the resources and capacity to perform a portion of the EBRR work early and it appears that Amtrak can support this work now. Accordingly, proceeding with this work now under the CH058A Contract is optimal and, therefore, MTACC requests Board approval of this Modification. MTACC will not execute the Modification, however, without confirmation of an appropriate cost sharing arrangement from Amtrak for the necessary force account support.

The Contractor submitted a cost proposal of \$19,202,839 for the aforementioned work. After negotiations the parties agreed to a cost of \$17,800,000, which is considered fair and reasonable. The funds for this work are available from the 2015-2019 Capital Program’s Regional Investment budget.

In connection with previous contracts awarded, the Skanska USA Civil Northeast Inc. was found to be responsible, notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in November 2014. No new significant adverse information has been found relating to Skanska USA Civil Northeast Inc. Therefore, Skanska USA Civil Northeast Inc. has been determined to be responsible.

Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

May 2019 Highlights: Operations Report

May service delivery operated above goal at 94.2% overall with 92.7% in peak periods. YTD OTP is 95.4% with 94.5% in peak periods.

Hudson Line – 94.9% with 93.8% in peak

97.9% of trains arrived within 10" of schedule with 23 (0.46%) cancelled or terminated

Harlem Line – 94.5% with 92.4% in peak

97.8% of trains arrived within 10" of schedule with 11 (0.17%) cancelled or terminated

New Haven Line – 93.6% with 92.2% in peak

97.0% of trains arrived within 10" of schedule with 23 (0.27%) cancelled or terminated

In May 3.3% of trains arrived 6-10" late with 57 (0.29%) cancelled or terminated.

Overall, 97.5% of trains arrived within 10" of schedule.

Consist Compliance: 99.5% overall with 99.2% during Peak.

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

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

West of Hudson Service operated below goal at 92.2% due to MNR Infrastructure Work, MNR Switch/Signal Failures, NJT failures and a NYS&W locomotive failure on the Port Jervis Line. YTD is at 92.0%

Pascack Valley – 97.0% **YTD: 95.4%**

Port Jervis – 85.7% **YTD: 87.3%**

Cancelled Trains

17 (1.0%) PVL: 9, PJL: 8

8 – No NJT Engineer on PVL

7 – NYS&W Loco Failure on PJL

2 – NJT Equipment

Equipment Performance

Fleet Availability was good during May.

Fleet MDBF in April operated above goal at 275,265 against the goal of 165,000 with YTD above goal at 208,403.

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	May	YTD thru May	May	YTD thru May	
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%	94.2%	95.4%	90.9%	93.0%	
		AM Peak	93.0%	92.6%	93.2%	93.1%	92.2%	
		AM Reverse Peak	93.0%	95.1%	95.9%	95.6%	95.4%	
		PM Peak	93.0%	92.0%	95.3%	87.0%	92.0%	
		Total Peak	93.0%	92.7%	94.5%	91.0%	92.6%	
		Off Peak Weekday	93.0%	94.0%	94.9%	88.2%	91.5%	
		Weekend	93.0%	97.3%	97.8%	96.6%	96.6%	
		Hudson Line	Overall	93.0%	94.9%	96.0%	90.1%	93.0%
		AM Peak	93.0%	90.7%	92.6%	89.5%	90.9%	
		AM Reverse Peak	93.0%	94.2%	95.2%	96.3%	97.6%	
		PM Peak	93.0%	97.1%	97.9%	88.1%	92.9%	
		Total Peak	93.0%	93.8%	95.1%	89.8%	92.6%	
		Off Peak Weekday	93.0%	95.5%	96.1%	86.5%	90.8%	
		Weekend	93.0%	95.4%	97.5%	97.4%	97.6%	
		Harlem Line	Overall	93.0%	94.5%	96.5%	91.4%	93.3%
		AM Peak	93.0%	95.0%	94.5%	94.3%	93.1%	
		AM Reverse Peak	93.0%	95.2%	96.2%	97.1%	94.0%	
		PM Peak	93.0%	88.5%	95.2%	83.8%	91.0%	
		Total Peak	93.0%	92.4%	95.1%	90.5%	92.4%	
		Off Peak Weekday	93.0%	94.2%	96.6%	90.4%	93.0%	
		Weekend	93.0%	99.0%	98.8%	95.5%	95.2%	
	New Haven Line	Overall	93.0%	93.6%	94.2%	91.1%	92.9%	
	AM Peak	93.0%	91.9%	92.5%	94.4%	92.4%		
	AM Reverse Peak	93.0%	95.5%	96.1%	93.9%	95.5%		
	PM Peak	93.0%	91.4%	93.7%	88.9%	92.1%		
	Total Peak	93.0%	92.2%	93.5%	92.1%	92.8%		
	Off Peak Weekday	93.0%	93.1%	93.1%	87.5%	90.8%		
	Weekend	93.0%	97.2%	97.3%	96.8%	97.1%		
Operating Statistics	Trains Scheduled		19,875	95,735	19,925	95,301		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		14.1	12.0	14.4	14.0		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	259	794	355		
	Trains Canceled		230	42	73	167		
	Trains Terminated		230	15	88	58		
	Percent of Scheduled Trips Completed		99.8%	99.7%	99.8%	98.9%		
Consist Compliance	System	Overall	98.5%	99.5%	99.3%	98.8%	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%	99.1%	98.2%	97.2%	97.4%	
		AM Reverse Peak	99.5%	100.0%	100.0%	99.9%	99.9%	
		PM Peak	97.0%	99.0%	98.6%	97.5%	97.0%	
		Total Peak	97.0%	99.2%	98.6%	97.7%	97.8%	
		Off Peak Weekday	99.5%	99.8%	99.7%	99.4%	99.4%	
		Weekend	99.5%	99.7%	99.6%	99.4%	99.6%	
		Hudson Line	AM Peak	99.0%	99.8%	99.9%	99.8%	99.3%
		PM Peak	99.0%	99.9%	99.9%	98.5%	98.1%	
		Harlem Line	AM Peak	97.0%	99.3%	98.9%	95.5%	96.3%
		PM Peak	97.0%	99.3%	98.9%	97.7%	98.0%	
		New Haven Line	AM Peak	95.0%	98.4%	96.4%	96.9%	96.9%
		PM Peak	95.0%	98.2%	97.4%	96.6%	95.3%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	April	2019 Data		2018 Data		YTD 2019 Vs 2018
			May	YTD thru May	May	YTD thru May	
Engineering (Scheduled)	1.9%	179	49	591	562	1,496	-906
Engineering (Unscheduled)	25.8%	257	664	2,323	799	4,420	-2,098
Maintenance of Equipment	6.7%	353	172	1,502	568	2,206	-704
Transportation	4.4%	41	114	299	52	359	-60
Capital Projects	5.5%	201	143	642	38	148	494
Weather and Environmental	4.3%	28	111	323	1,204	3,272	-2,949
Police	5.6%	128	145	707	269	953	-246
Customers	4.7%	138	122	469	135	489	-21
Other	38.6%	318	993	1,660	124	668	992
3rd Party Operations	2.4%	14	63	81	7	17	64
TOTAL	100.0%	1,657	2,574	8,594	3,757	14,027	-5,433
HUDSON LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2019 Vs 2018
Engineering (Scheduled)	3.8%	64	18	150	104	381	-231
Engineering (Unscheduled)	33.1%	43	155	416	178	1,211	-795
Maintenance of Equipment	15.8%	99	74	401	258	693	-292
Transportation	4.9%	2	23	46	20	103	-57
Capital Projects	11.3%	37	53	206	38	130	76
Weather and Environmental	1.7%	2	8	63	91	474	-411
Police	6.8%	30	32	138	51	130	8
Customers	6.0%	36	28	100	68	157	-57
Other	15.4%	22	72	170	24	119	51
3rd Party Operations	1.1%	2	5	9	6	9	0
TOTAL	100.0%	337	468	1,699	838	3,407	-1,708
HARLEM LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2019 Vs 2018
Engineering (Scheduled)	0.9%	24	7	55	117	338	-283
Engineering (Unscheduled)	22.5%	83	183	640	221	1,618	-978
Maintenance of Equipment	3.8%	88	31	396	148	537	-141
Transportation	1.7%	7	14	66	11	113	-47
Capital Projects	2.5%	1	20	58	1	11	47
Weather and Environmental	2.3%	23	19	128	627	1,370	-1,242
Police	4.3%	24	35	176	107	278	-102
Customers	3.6%	26	29	110	34	143	-33
Other	58.4%	27	474	572	25	125	447
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	303	812	2,201	1,291	4,533	-2,332
NEW HAVEN LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2019 Vs 2018
Engineering (Scheduled)	1.8%	91	23	385	341	776	-391
Engineering (Unscheduled)	29.4%	132	380	1,321	400	1,592	-271
Maintenance of Equipment	5.2%	166	67	706	161	975	-269
Transportation	5.9%	32	76	187	20	142	45
Capital Projects	5.4%	162	70	377	0	7	370
Weather and Environmental	6.5%	3	84	131	485	1,428	-1,297
Police	6.0%	75	78	393	111	546	-153
Customers	5.0%	76	65	259	34	189	70
Other	34.6%	268	447	918	75	425	493
3rd Party Operations	0.2%	12	3	17	1	8	9
TOTAL	100.0%	1,017	1,293	4,694	1,628	6,088	-1,394

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
05/01	Wed	Trespasser struck on track 4 near Fordham.	0	0	0	0	0	0	0	0	0	33	0	1	0	0	0	33	0	1
05/06	Mon	Delays account unable to turn traffic southward between CP154 and CP155.	0	0	0	0	0	0	2	0	0	9	0	0	0	0	0	11	0	0
05/13	Mon	A trespasser at 179th Street north of Tremont walking south on Track 4.	0	0	0	0	0	0	15	0	0	7	0	0	0	0	0	22	0	0
05/13	Mon	Lost control of CP217 due to signal power disturbance.	0	0	0	0	0	0	0	0	0	15	2	1	0	0	0	15	2	1
05/13	Mon	A broken rail, east rail, north of 76th Street in PAT.	54	0	0	1	0	0	0	0	0	5	0	0	0	0	0	60	0	0
05/14	Tue	Congestion due to Yankee game being postponed.	0	0	0	0	0	0	1	0	0	3	8	0	0	0	0	4	8	0
05/17	Fri	Congestion between CP1 to CP106 account track circuit down on track 4 at 125th Street Station.	0	0	0	0	0	0	5	0	0	19	0	0	0	0	0	24	0	0
05/19	Sun	Delays due to a power breaker operation on track 2 between Melrose and Mott Haven.	0	0	0	0	0	0	0	0	0	0	0	0	13	4	1	13	4	1
05/20	Mon	A track condition on track 3 at 125th Street Station.	0	0	0	0	0	0	23	0	0	18	0	0	0	0	0	41	0	0
05/20	Mon	Unable to obtain door closed indication on train 814 at Poughkeepsie Station.	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0
05/20	Mon	A track circuit down within CP229, causing congestion.	0	0	0	0	0	0	3	0	0	11	0	0	0	0	0	14	0	0
05/21	Tue	The JA Track Circuit was down on the Lower Level in GCT.	0	0	0	0	0	0	6	0	0	5	0	0	0	0	0	11	0	0
05/21	Tue	Train 1819 was stopped on track 1 at 72nd Street due to air blowing between cars 6370 and 6340.	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0
05/22	Wed	A vehicle struck the overpass at 129th Street.	51	0	0	20	0	0	0	0	0	2	0	0	0	0	0	73	0	0
05/23	Thu	A minor electrical fire under train 706 at Croton Harmon Station.	16	0	0	1	0	0	0	0	0	0	0	0	0	0	0	17	0	0
05/24	Fri	A trespasser struck on track 2 at Valhalla Station.	0	0	0	0	0	0	7	0	0	26	0	0	0	0	0	33	0	0
05/24	Fri	Multiple trees on fire near track 4 at Wakefield Station resulting in FDNY requested shutdown.	0	0	0	0	0	0	76	9	0	39	1	0	0	0	0	115	10	0
05/26	Sun	Train 6542 was disabled on track 4 at CAT 508 account broken catenary support arm insulator.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	2	10	0	2

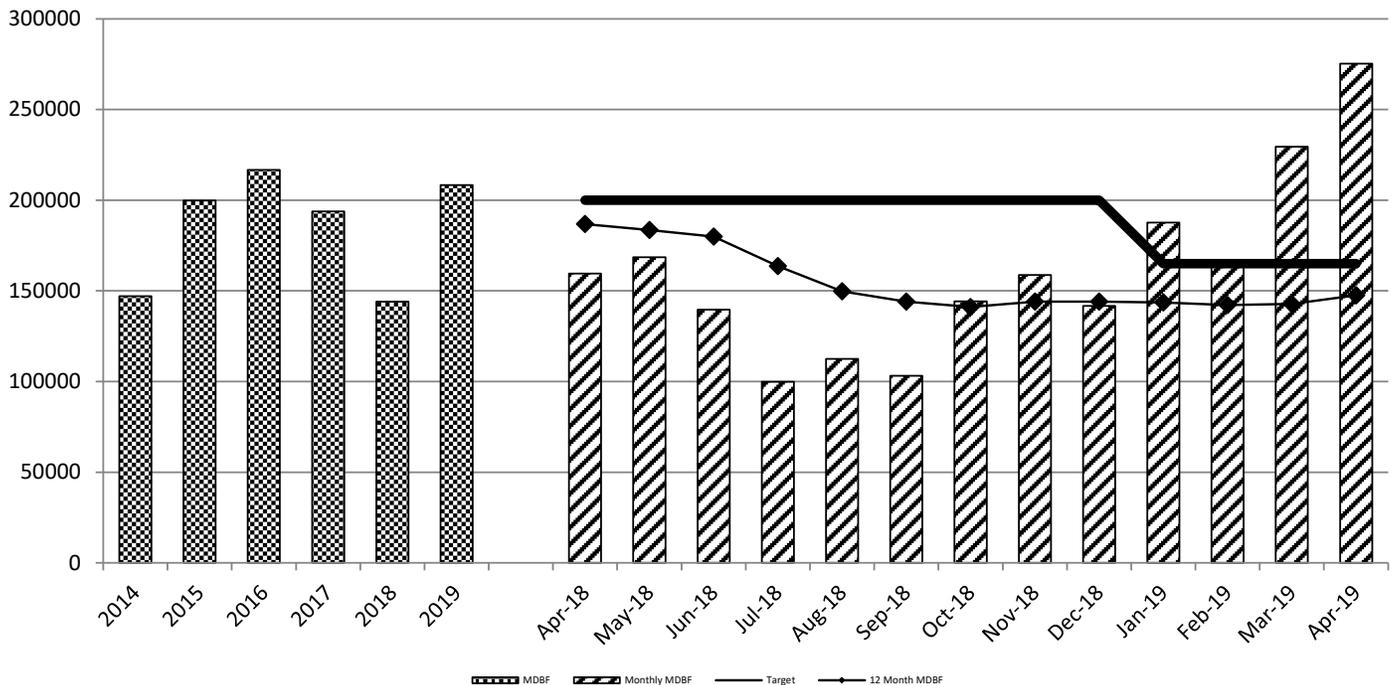
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains									TOTAL								
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxl'd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
05/28	Tue	A speed restriction on track 2 due to rail defect on the East Rail at MP 19.3.	14	0	0	0	0	0	0	0	0	3	0	0	0	0	0	17	0	0
05/28	Tue	The 1E Signal malfunctioned with a false proceed, causing congestion.	28	0	0	14	0	0	0	0	0	1	0	0	0	0	0	43	0	0
05/30	Thu	Congestion due to Yankee game being postponed.	0	0	0	0	0	0	2	2	0	0	8	0	0	0	0	2	10	0
05/31	Fri	Train 1542 was disabled on track 4 at CAT 420 account broken catenary support arm insulator.	0	0	0	0	0	0	22	0	0	17	1	1	0	0	0	39	1	1
TOTAL FOR MONTH			191	0	0	36	0	0	162	11	0	213	20	3	23	4	3	625	35	6
																	666			

	Equip-ment Type	Total Fleet Size	2019 Data						2018 Data		
			MDBF Goal (miles)	Apr MDBF (miles)	Primary Failure Goal	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)	12 month MDBF Rolling Avg (miles)	Apr MDBF (miles)	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)
Mean Distance Between Failures	M8	405	280,000	524,260	9	5	260,898	200,606	318,605	8	343,100
	M3	138	80,000	87,873	4	4	79,706	71,765	146,974	2	84,437
	M7	334	330,000	325,553	6	6	257,046	278,831	282,301	7	390,339
	Coach	209	200,000	365,287	8	4	321,226	165,387	177,636	8	282,965
	P-32	31	21,000	37,001	9	5	41,075	21,595	15,396	12	18,472
	BL-20	12	13,000	34,100	4	0	46,579	17,534	21,885	2	21,625
	Fleet	1129	165,000	275,265	40	24	208,403	147,556	159,567	41	188,551
	M8		280,000	524,260	9	5	260,898	191,796	262,257	10	293,470
M3/7		229,000	230,481	10	10	195,363	204,101	252,228	9	264,379	
Diesel/Coach		80,000	183,948	21	9	168,987	85,089	74,983	22	96,635	

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	May	YTD thru May	May	YTD thru May	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	93.0%	92.2%	92.0%	90.4%	91.8%	
		AM Peak	93.0%	92.7%	91.1%	94.2%	90.3%	
		PM Peak	93.0%	95.8%	92.6%	88.1%	91.9%	
		Total Peak	93.0%	94.2%	91.8%	91.2%	91.1%	
		Off Peak Weekday	93.0%	89.8%	90.8%	89.9%	91.7%	
		Weekend	93.0%	94.3%	94.6%	90.2%	93.1%	
		Pascack Line	Overall	93.0%	97.0%	95.4%	95.7%	94.8%
		AM Peak	93.0%	99.4%	96.3%	99.4%	94.2%	
		PM Peak	93.0%	98.7%	95.2%	94.8%	96.3%	
		Total Peak	93.0%	99.0%	95.8%	97.3%	95.1%	
		Off Peak Weekday	93.0%	95.5%	95.1%	95.0%	94.5%	
		Weekend	93.0%	97.3%	95.6%	95.0%	94.7%	
		Port Jervis Line	Overall	93.0%	85.7%	87.3%	82.9%	87.6%
		AM Peak	93.0%	84.8%	84.9%	87.1%	85.1%	
		PM Peak	93.0%	92.4%	89.5%	80.2%	86.7%	
		Total Peak	93.0%	88.6%	87.2%	83.7%	85.9%	
		Off Peak Weekday	93.0%	82.1%	85.1%	82.8%	87.8%	
	Weekend	93.0%	89.0%	93.0%	81.9%	90.2%		
Operating Statistics	Trains Scheduled		1,691	8,188	1,732	8,300		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		19.0	23.2	23.1	20.8		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	43	269	64	250		
	Trains Canceled	60	17	38	26	107		
	Trains Terminated	60	6	23	16	35		
	Percent of Scheduled Trips Completed	99.4%	98.6%	99.3%	97.6%	98.3%		
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	99.1%	99.0%	98.8%	98.1%	
	Pascack Valley - AM		99.0%	99.3%	98.8%	99.2%	97.8%	
	Port Jervis - AM		99.0%	98.9%	99.1%	98.3%	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
05/07	Tue	NYS&W Train SU99 disabled ahead along single track due to a traction motor fire.	1	5	0	0	0	0	2	1	1	0	0	0	3	6	1
05/17	Fri	Trains were cancelled or delayed due to lack of NJT engineer availability.	3	0	0	0	0	0	5	2	0	0	0	0	8	2	0
05/20	Mon	Delayed at CP Hudson Junction account Telco Code Line Failure.	5	0	0	1	0	0	8	0	0	0	0	0	14	0	0
TOTAL FOR MONTH			9	5	0	1	0	0	15	3	1	0	0	0	25	8	1
34																	

MAY 2019 STANDEE REPORT
East of Hudson

			MAY 2018	YTD 2018	MAY 2019	YTD 2019
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	4	15	3	2
		Total Standees	4	15	3	2
AM Peak	Harlem Line	Program Standees	0	0	31	6
		Add'l Standees	149	113	13	18
		Total Standees	149	113	44	25
	New Haven Line	Program Standees	0	0	24	5
		Add'l Standees	52	65	41	83
		Total Standees	52	65	65	88
EAST OF HUDSON TOTAL - AM PEAK			205	194	111	115
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	16	26	5	7
		Total Standees	16	26	5	7
	New Haven Line	Program Standees	0	0	140	28
		Add'l Standees	92	108	33	76
		Total Standees	92	108	173	104
EAST OF HUDSON TOTAL - PM PEAK			112	139	178	112

West of Hudson

			MAY 2018	YTD 2018	MAY 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 May 2019

Elevator Availability	2019		2018	
	May	Year to Date	May	Year to Date
Grand Central Terminal	86.94%	85.56%	92.13%	93.43%
Harlem	99.78%	99.91%	99.75%	99.76%
Hudson	99.88%	99.80%	100.00%	99.81%
New Haven	99.77%	99.89%	99.23%	99.62%
Overall Average	96.59%	96.29%	97.78%	98.15%

GCT Availability for May 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.

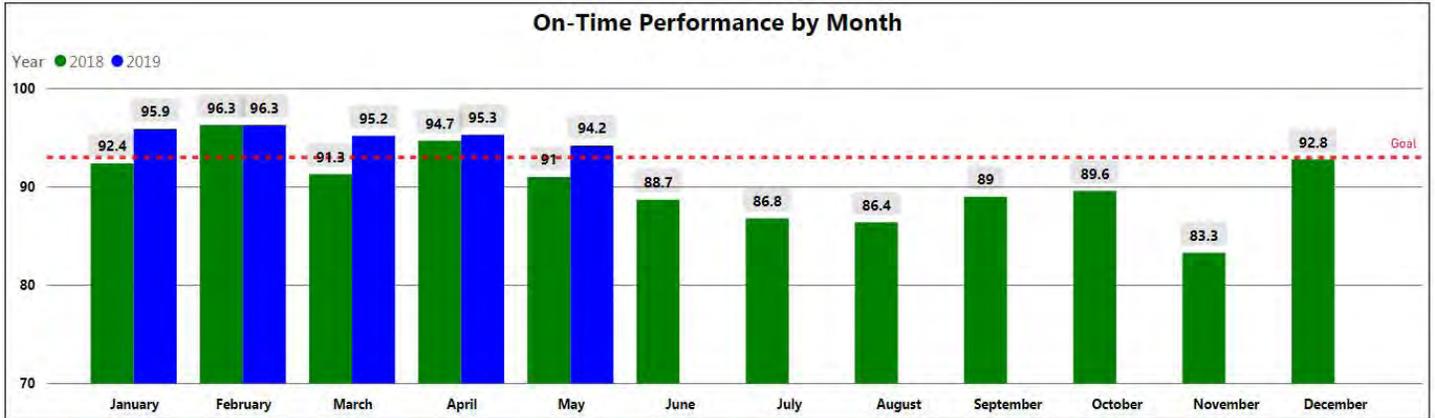
Escalator Availability	2019		2018	
	May	Year to Date	May	Year to Date
Grand Central Terminal	100.00%	75.50%	100.00%	97.23%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	87.75%	100.00%	98.62%

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.

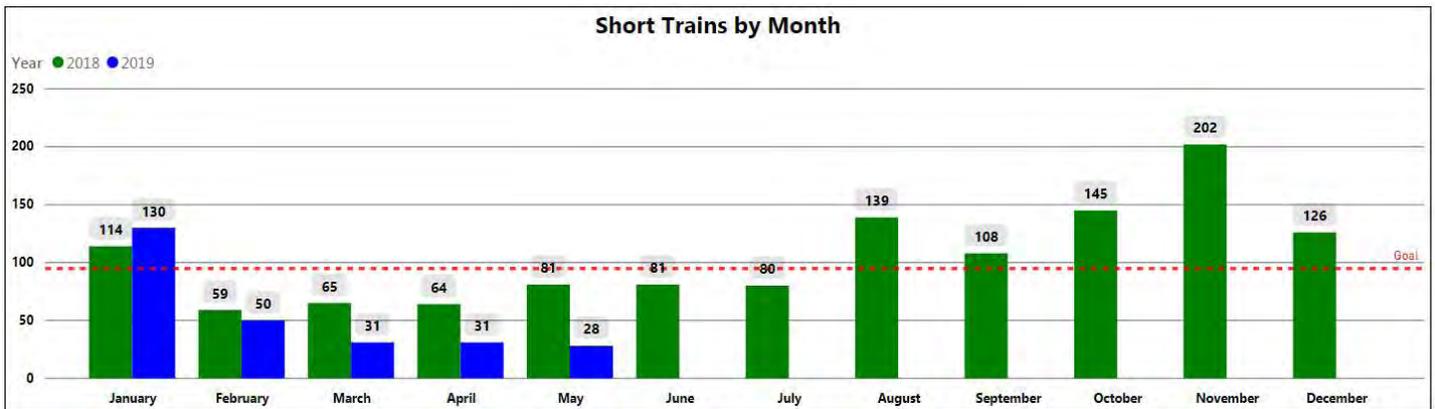
	2019		2018	
Goal	May	YTD	May	YTD
93.0%	94.2%	95.4%	91.0%	93.1%



Short Trains

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

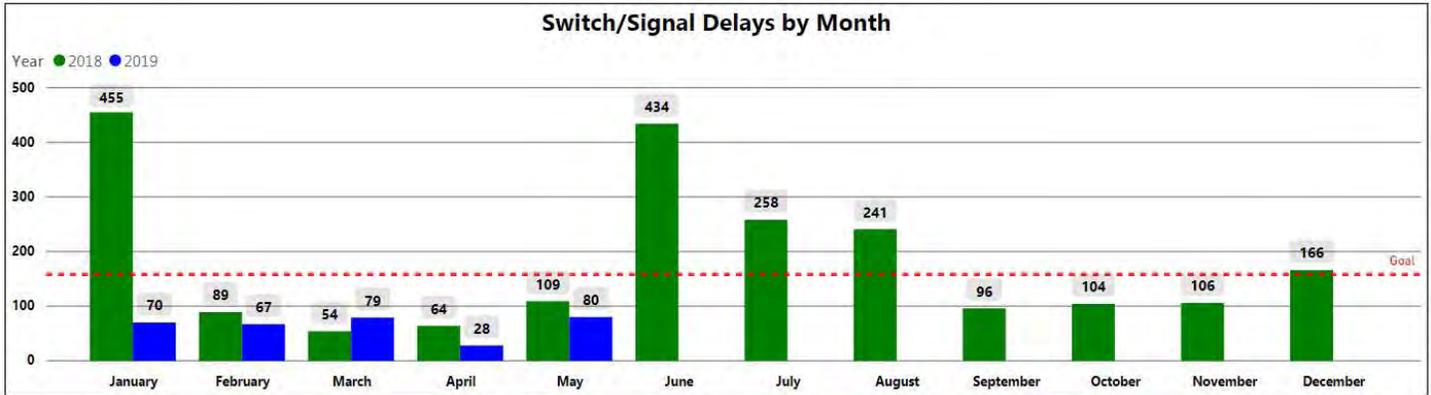
	2019		2018	
Goal	May	YTD	May	YTD
1138	28	270	81	383



Switch/Signal Delays

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

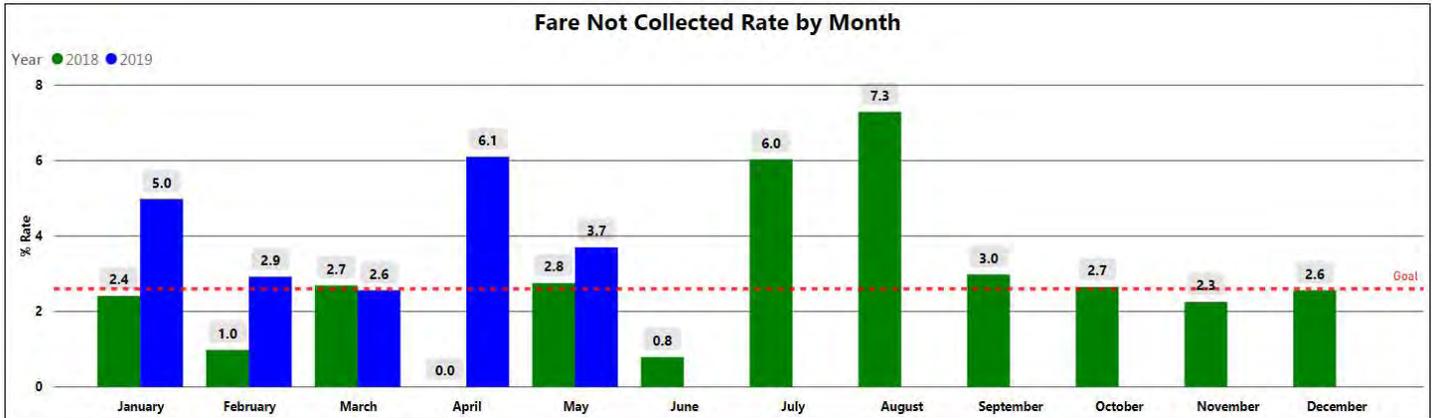
	2019		2018	
Goal	May	YTD	May	YTD
1896	80	324	109	771



Fare Not Collected Rate

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

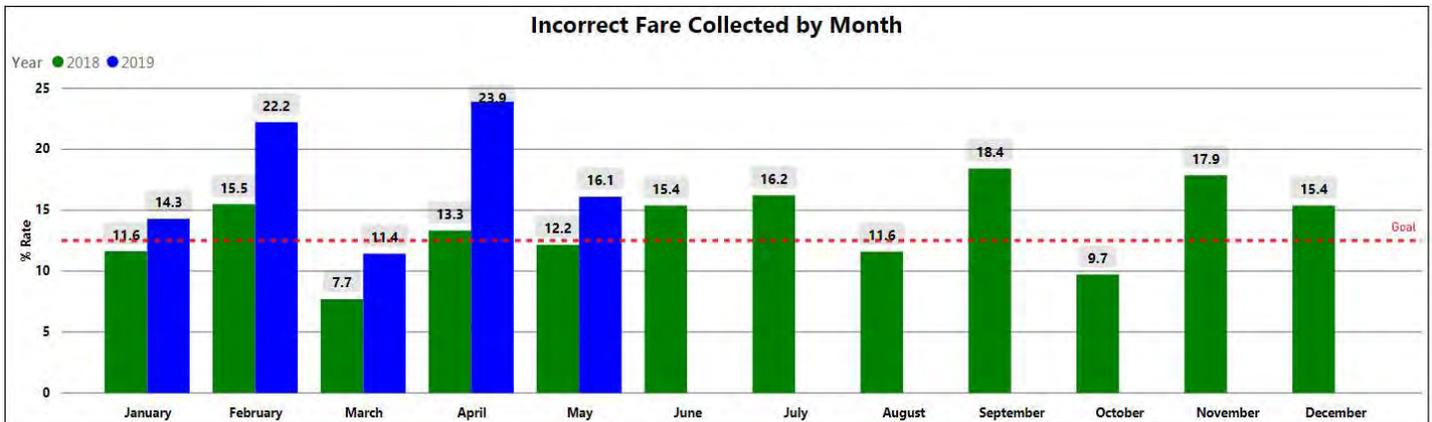
	2019		2018	
Goal	May	YTD	May	YTD
2.6%	3.7%	4.3%	2.8%	2.1%



Incorrect Fare Collected Rate

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

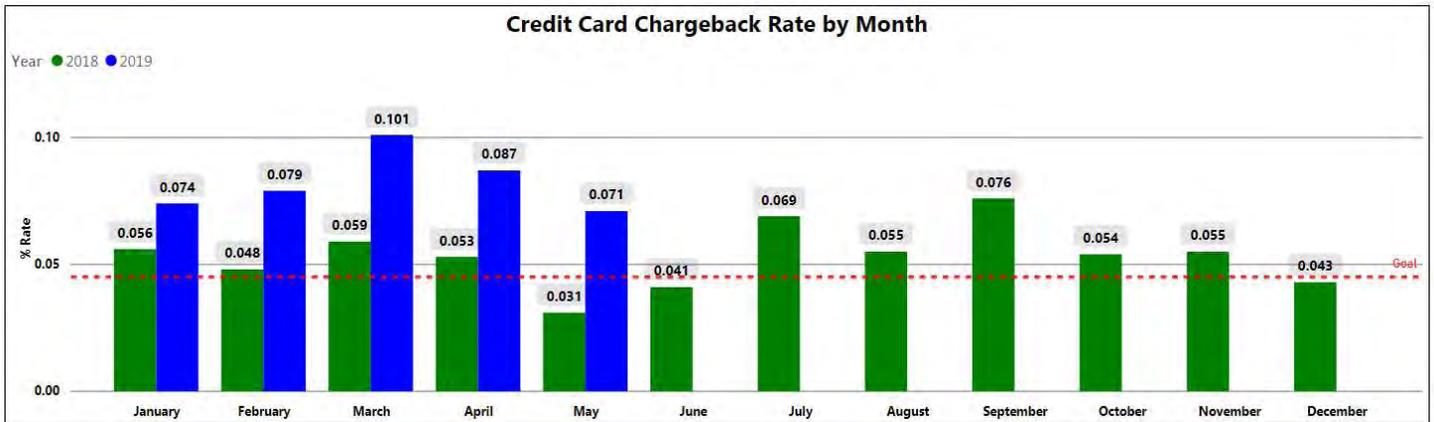
	2019		2018	
Goal	May	YTD	May	YTD
12.5%	16.1%	18.3%	12.2%	11.9%



Credit Card Chargeback Rate

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

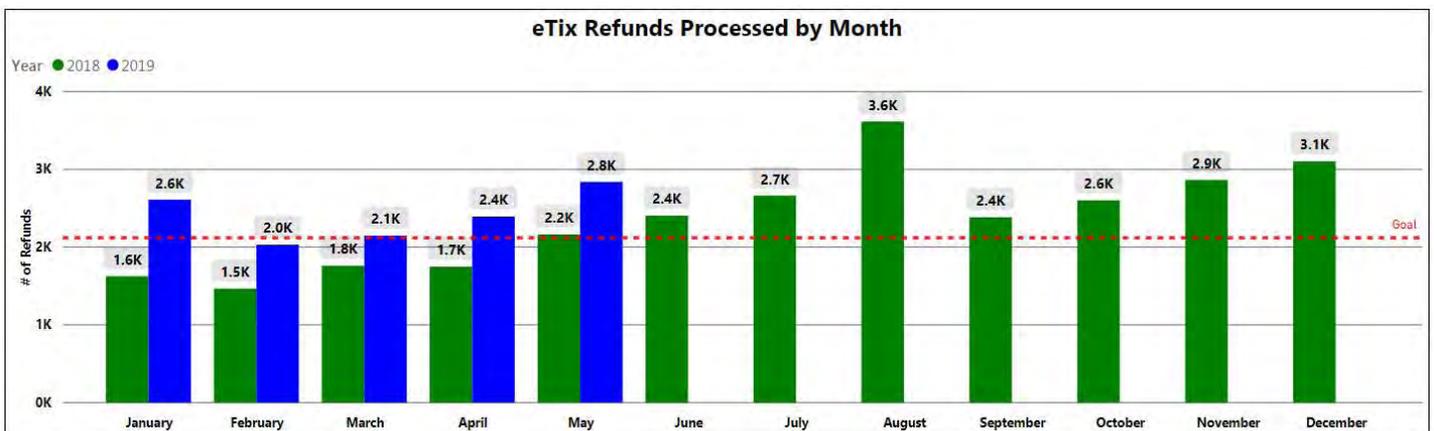
	2019		2018	
Goal	May	YTD	May	YTD
0.045%	0.071%	0.082%	0.031%	0.049%



eTix Refunds Processed

The number of eTix refunds processed.

	2019		2018	
Goal	May	YTD	May	YTD
2118	2838	12017	2161	8758





Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



Composite railroad ties have been used at Metro-North since 2014 as a replacement for old wooden and concrete railroad ties at crossings. Composite plastic ties last for approximately 50 years at crossings, which is significantly longer than traditional wood or concrete ties.



Metro-North Railroad

April 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) April 2019 Financial Results

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

- Ridership of 27.6 million, which includes East of Hudson ridership of 27.1 million and West of Hudson ridership of 0.5 million, was 0.5% unfavorable vs. budget. Consequently, farebox revenue of \$234.7 million was \$0.1 million lower than budget.
- Total revenue of \$254.5 million was \$1.8 million or 0.7% higher than budget primarily due to higher net GCT retail income.
- Total expenses of \$430.6 million were \$10.1 million or 2.3% favorable vs. budget primarily due to lower discretionary contractual spending in the professional services and maintenance and other operating contracts categories.

Financial results for Year-to-Date (YTD) April 2019 are presented in the table below and compared to the Adopted Budget.

April 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	\$252.7	\$254.5	\$1.8	0.7%
Total Expenses before Non-Cash Liability Adjs.	440.7	430.6	10.1	2.3%
Operating Surplus/(Deficit)	(188.0)	(176.1)	11.9	6.3%
<i>Other Non-Cash Liabilities</i>	96.8	78.7	18.2	18.8%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(284.8)	(254.8)	30.1	10.6%
<i>Cash Adjustments</i>	93.7	66.0	(27.7)	-29.5%
Net Cash Surplus/(Deficit)	(\$191.1)	(\$188.7)	\$2.4	1.2%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

April 2019 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$254.8 million was \$30.1 million or 10.6% favorable vs. the Adopted Budget.

Major drivers of the April 2019 YTD favorable result of \$30.1 million include lower Non-Reimbursable Expenses of \$28.3 million mainly due to lower Other Post-Employment Benefits (OPEB) which reflects the impact of a Generally Accepted Accounting Principles (GAAP) change and lower discretionary contractual spending in both the professional services and maintenance and other operating contracts categories as well as favorable Non-Reimbursable Revenues of \$1.8 million primarily due to higher net GCT retail income.

April 2019 YTD Reimbursable Expenses of \$78.5 million was \$29.8 million favorable vs. the Adopted Budget primarily due to the timing of several capital projects including Connecticut Positive Train Control and Waterbury Branch Cab Signal System Installation.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$0.1 million lower vs. the Adopted Budget primarily due to lower ridership on the Harlem and New Haven Lines.
 - YTD Ridership of 27.6 million was 0.5% unfavorable vs. the Adopted Budget and 1.2% favorable vs. YTD 2018.
- **Other Operating Revenue** – YTD was \$1.8 million or 10.3% favorable vs. the Adopted Budget primarily due to higher net GCT retail income.
- **Capital and Other Reimbursements** – YTD was \$29.8 million or 27.5% unfavorable vs. the Adopted Budget due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$587.8 million were \$58.1 million or 9.0% favorable vs. the Adopted Budget.

Labor Expenses (including fringes and overhead recoveries) of \$370.2 million YTD were \$4.2 million unfavorable vs. the Adopted Budget.

- **Payroll** – YTD was \$2.3 million unfavorable vs. the Adopted Budget which primarily reflects the timing of retiree payouts.
- **Overtime** – YTD was \$1.4 million unfavorable vs. the Adopted Budget primarily due to higher Reimbursable activity in various projects due to accelerated timing and additional night and weekend work. This Reimbursable activity was partially offset by lower Non-Reimbursable overtime due to increased employee availability for train crews.

Non-Labor Expenses of \$138.9 million YTD were \$44.1 million favorable vs. the Adopted Budget.

- **Electric Power** – YTD results were \$0.7 million unfavorable vs. the Adopted Budget primarily due to the timing of invoices.
- **Fuel** – YTD expenses were \$1.0 million favorable vs. the Adopted Budget due primarily to lower diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$14.0 million favorable vs. the Adopted Budget due to the timing of 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 \$25.2 million favorable vs. the Adopted Budget due to the timing of 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 \$2.2 million favorable vs. the Adopted Budget due to the timing of 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 \$1.1 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 \$18.2 million favorable vs. the YTD Adopted Budget primarily due to lower Other Post-Employment Benefits (OPEB) which reflects the impact of a Generally Accepted Accounting Principles (GAAP) change.

CASH DEFICIT SUMMARY

April YTD Net Cash Deficit of \$188.7 million was \$2.4 million or 1.2% 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 61.7% was 4.0% favorable vs. the Adopted Budget.
- Adjusted Cost per Passenger of \$15.13 was \$0.86 favorable vs. the Adopted Budget.
- Revenue per Passenger of \$8.51 was \$.04 favorable vs. the Adopted Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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	\$60.932	\$62.095	\$1.164	1.9	\$0.000	\$0.000	\$0.000	-	\$60.932	\$62.095	\$1.164	1.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.658	4.706	0.047	1.0	0.000	0.000	0.000	-	4.658	4.706	0.047	1.0
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	14.372	12.786	(1.586)	(11.0)	14.372	12.786	(1.586)	(11.0)
CDOT	0.000	0.000	0.000	-	14.952	9.487	(5.465)	(36.6)	14.952	9.487	(5.465)	(36.6)
Other	0.000	0.000	0.000	-	0.422	3.030	2.608	*	0.422	3.030	2.608	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	29.746	25.303	(4.443)	(14.9)	29.746	25.303	(4.443)	(14.9)
Total Revenue/Receipts	\$65.590	\$66.801	\$1.211	1.8	\$29.746	\$25.303	(\$4.443)	(14.9)	\$95.336	\$92.103	(\$3.232)	(3.4)
Expenses												
<i>Labor:</i>												
Payroll	\$42.764	\$43.917	(\$1.153)	(2.7)	\$5.352	\$4.964	\$0.388	7.2	\$48.116	\$48.881	(\$0.765)	(1.6)
Overtime	7.414	8.269	(0.855)	(11.5)	2.718	2.765	(0.047)	(1.7)	10.132	11.034	(0.902)	(8.9)
Health and Welfare	8.968	8.346	0.621	6.9	1.838	1.668	0.170	9.3	10.806	10.015	0.792	7.3
OPEB Current Payment	2.917	3.863	(0.947)	(32.5)	0.000	0.000	0.000	-	2.917	3.863	(0.947)	(32.5)
Pensions	8.539	8.940	(0.401)	(4.7)	1.254	1.227	0.027	2.2	9.794	10.167	(0.373)	(3.8)
Other Fringe Benefits	10.117	10.058	0.059	0.6	1.381	1.320	0.060	4.4	11.498	11.378	0.120	1.0
Reimbursable Overhead	(6.842)	(6.961)	0.119	1.7	6.519	6.625	(0.106)	(1.6)	(0.322)	(0.336)	0.014	4.3
Total Labor	\$73.877	\$76.432	(\$2.555)	(3.5)	\$19.063	\$18.570	\$0.493	2.6	\$92.940	\$95.002	(\$2.062)	(2.2)
<i>Non-Labor:</i>												
Electric Power	\$5.157	\$6.984	(\$1.827)	(35.4)	\$0.000	\$0.040	(\$0.040)	-	\$5.157	\$7.024	(\$1.867)	(36.2)
Fuel	1.868	1.693	0.176	9.4	0.000	0.000	0.000	-	1.868	1.693	0.176	9.4
Insurance	1.544	1.413	0.132	8.5	0.483	0.282	0.201	41.6	2.027	1.695	0.333	16.4
Claims	0.093	0.205	(0.112)	*	0.000	0.000	0.000	-	0.093	0.205	(0.112)	*
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	9.129	8.145	0.984	10.8	2.282	2.114	0.168	7.4	11.412	10.259	1.153	10.1
Professional Service Contracts	3.252	2.585	0.667	20.5	5.229	3.050	2.179	41.7	8.481	5.635	2.846	33.6
Materials & Supplies	8.352	9.215	(0.863)	(10.3)	2.669	1.216	1.453	54.5	11.021	10.431	0.591	5.4
Other Business Expenses	2.188	2.812	(0.624)	(28.5)	0.019	0.031	(0.012)	(61.7)	2.207	2.843	(0.636)	(28.8)
Total Non-Labor	\$31.583	\$33.051	(\$1.467)	(4.6)	\$10.683	\$6.733	\$3.950	37.0	\$42.266	\$39.783	\$2.483	5.9
<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.	\$105.460	\$109.482	(\$4.023)	(3.8)	\$29.746	\$25.303	\$4.443	14.9	\$135.206	\$134.785	\$0.421	0.3
Depreciation	20.542	19.204	1.338	6.5	0.000	0.000	0.000	-	20.542	19.204	1.338	6.5
OPEB Obligation	4.833	0.000	4.833	100.0	0.000	0.000	0.000	-	4.833	0.000	4.833	100.0
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.333	0.548	(0.215)	(64.4)	0.000	0.000	0.000	-	0.333	0.548	(0.215)	(64.4)
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$131.169	\$129.235	\$1.934	1.5	\$29.746	\$25.303	\$4.443	14.9	\$160.915	\$154.537	\$6.377	4.0
Net Surplus/(Deficit)	(\$65.579)	(\$62.434)	\$3.145	4.8	\$0.000	\$0.000	\$0.000	-	(\$65.579)	(\$62.434)	\$3.145	4.8
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	19.204	(1.338)	(6.5)	0.000	0.000	0.000	-	20.542	19.204	(1.338)	(6.5)
Operating/Capital	(5.277)	(5.910)	(0.632)	(12.0)	0.000	0.000	0.000	-	(5.277)	(5.910)	(0.632)	(12.0)
Other Cash Adjustments	7.922	(3.079)	(11.001)	*	0.000	0.000	0.000	-	7.922	(3.079)	(11.001)	*
Total Cash Conversion Adjustments	\$23.187	\$10.216	(\$12.971)	(55.9)	\$0.000	\$0.000	\$0.000	-	\$23.187	\$10.216	(\$12.971)	(55.9)
Net Cash Surplus/(Deficit)	(\$42.392)	(\$52.218)	(\$9.826)	(23.2)	\$0.000	\$0.000	\$0.000	-	(\$42.392)	(\$52.218)	(\$9.826)	(23.2)

Notes:

- For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 fare increase, effective on 4/21/19.
- 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
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$234.834	\$234.748	(\$0.086)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$234.834	\$234.748	(\$0.086)	(0.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	17.906	19.755	1.849	10.3	0.000	0.000	0.000	-	17.906	19.755	1.849	10.3
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	44.917	44.622	(0.294)	(0.7)	44.917	44.622	(0.294)	(0.7)
CDOT	0.000	0.000	0.000	-	61.579	28.576	(33.003)	(53.6)	61.579	28.576	(33.003)	(53.6)
Other	0.000	0.000	0.000	-	1.770	5.311	3.541	*	1.770	5.311	3.541	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	108.266	78.510	(29.756)	(27.5)	108.266	78.510	(29.756)	(27.5)
Total Revenue/Receipts	\$252.741	\$254.503	\$1.762	0.7	\$108.266	\$78.510	(\$29.756)	(27.5)	\$361.007	\$333.013	(\$27.994)	(7.8)
Expenses												
<i>Labor:</i>												
Payroll	\$170.325	\$173.565	(\$3.239)	(1.9)	\$17.795	\$16.853	\$0.942	5.3	\$188.121	\$190.418	(\$2.298)	(1.2)
Overtime	33.210	32.271	0.939	2.8	7.292	9.622	(2.331)	(32.0)	40.502	41.894	(1.392)	(3.4)
Health and Welfare	36.661	35.101	1.560	4.3	5.799	5.714	0.085	1.5	42.460	40.815	1.645	3.9
OPEB Current Payment	11.667	13.003	(1.336)	(11.5)	0.000	0.000	0.000	-	11.667	13.003	(1.336)	(11.5)
Pensions	34.678	35.089	(0.412)	(1.2)	3.975	4.131	(0.156)	(3.9)	38.652	39.220	(0.568)	(1.5)
Other Fringe Benefits	41.361	41.601	(0.239)	(0.6)	4.344	4.517	(0.173)	(4.0)	45.706	46.118	(0.412)	(0.9)
Reimbursable Overhead	(20.716)	(24.018)	3.302	15.9	19.624	22.757	(3.133)	(16.0)	(1.092)	(1.261)	0.169	15.5
Total Labor	\$307.186	\$306.613	\$0.574	0.2	\$58.829	\$63.595	(\$4.766)	(8.1)	\$366.015	\$370.207	(\$4.192)	(1.1)
<i>Non-Labor:</i>												
Electric Power	\$24.712	\$25.300	(\$0.588)	(2.4)	\$0.000	\$0.083	(\$0.083)	-	\$24.712	\$25.383	(\$0.671)	(2.7)
Fuel	7.921	6.942	0.979	12.4	0.000	0.000	0.000	-	7.921	6.942	0.979	12.4
Insurance	6.138	5.408	0.729	11.9	1.390	0.957	0.433	31.2	7.528	6.365	1.162	15.4
Claims	0.380	0.368	0.012	3.1	0.000	0.000	0.000	-	0.380	0.368	0.012	3.1
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	38.693	32.367	6.327	16.4	12.487	4.808	7.679	61.5	51.180	37.175	14.006	27.4
Professional Service Contracts	13.295	9.666	3.629	27.3	24.944	3.353	21.591	86.6	38.239	13.019	25.220	66.0
Materials & Supplies	32.974	35.647	(2.673)	(8.1)	10.540	5.626	4.913	46.6	43.514	41.274	2.240	5.1
Other Business Expenses	9.423	8.286	1.137	12.1	0.076	0.088	(0.011)	(14.9)	9.499	8.374	1.125	11.8
Total Non-Labor	\$133.536	\$123.985	\$9.551	7.2	\$49.437	\$14.915	\$34.522	69.8	\$182.973	\$138.900	\$44.073	24.1
<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.	\$440.723	\$430.598	\$10.125	2.3	\$108.266	\$78.510	\$29.756	27.5	\$548.988	\$509.107	\$39.881	7.3
Depreciation	82.169	77.153	5.016	6.1	0.000	0.000	0.000	-	82.169	77.153	5.016	6.1
OPEB Obligation	19.333	0.000	19.333	100.0	0.000	0.000	0.000	-	19.333	0.000	19.333	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	1.333	1.642	(0.309)	(23.2)	0.000	0.000	0.000	-	1.333	1.642	(0.309)	(23.2)
GASB75 Adjustment	0.000	0.092	(0.092)	-	0.000	0.000	0.000	-	0.000	0.092	(0.092)	-
Total Expenses	\$537.558	\$509.259	\$28.299	5.3	\$108.266	\$78.510	\$29.756	27.5	\$645.824	\$587.769	\$58.055	9.0
Net Surplus/(Deficit)	(\$284.817)	(\$254.756)	\$30.061	10.6	\$0.000	\$0.000	\$0.000	-	(\$284.817)	(\$254.756)	\$30.061	10.6
<i>Cash Conversion Adjustments:</i>												
Depreciation	82.169	77.153	(5.016)	(6.1)	0.000	0.000	0.000	-	82.169	77.153	(5.016)	(6.1)
Operating/Capital	(26.784)	(12.239)	14.545	54.3	0.000	0.000	0.000	-	(26.784)	(12.239)	14.545	54.3
Other Cash Adjustments	38.306	1.096	(37.210)	(97.1)	0.000	0.000	0.000	-	38.306	1.096	(37.210)	(97.1)
Total Cash Conversion Adjustments	\$93.691	\$66.009	(\$27.681)	(29.5)	\$0.000	\$0.000	\$0.000	-	\$93.691	\$66.009	(\$27.681)	(29.5)
Net Cash Surplus/(Deficit)	(\$191.127)	(\$188.747)	\$2.380	1.2	\$0.000	\$0.000	\$0.000	-	(\$191.127)	(\$188.747)	\$2.380	1.2

Notes:

-- For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 fare increase, effective on 4/21/19.

-- 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
 April 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	\$0.047	1.0%		\$1.849	10.3%	Higher net GCT retail income partially offset by lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$4.443)	(14.9%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$29.756)	(27.5%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$0.388	7.2%	Reflects primarily lower activity in the Connecticut Track Program.	\$0.942	5.3%	Reflects primarily lower activity in the Connecticut Track and Cyclical Insulated Joint Programs.
OVERTIME	Non-Reimb	(\$0.855)	(11.5%)	See overtime tables.	\$0.939	2.8%	See overtime tables.
	Reimb	(\$0.047)	(1.7%)	See overtime tables.	(\$2.331)	(32.0%)	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	\$0.621	6.9%	Primarily reflects lower than budgeted rates partially offset by higher labor costs.	\$1.560	4.3%	Primarily reflects lower than budgeted rates.
	Reimb	\$0.170	9.3%	Reflects lower activity in the Connecticut Track Program.	\$0.085	1.5%	Reflects lower activity in the Connecticut Track Program partially offset by increased activity in the Cyclical Track Program.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.947)	(32.5%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.	(\$1.336)	(11.5%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.119	1.7%		\$3.302	15.9%	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	(\$0.106)	(1.6%)		(\$3.133)	(16.0%)	
ELECTRIC POWER	Non-Reimb	(\$1.827)	(35.4%)	Primarily due to timing of invoices and higher rates.	(\$0.588)	(2.4%)	Primarily due to higher rates and the timing of invoices.
FUEL	Non-Reimb	\$0.176	9.4%	Primarily due to lower diesel fuel price per gallon.	\$0.979	12.4%	Primarily due to lower diesel fuel price per gallon.
INSURANCE	Non-Reimb	\$0.132	8.5%	Reflects lower than budgeted premiums for All Agency Excess and Station Liability.	\$0.729	11.9%	Reflects lower than budgeted premiums for Station Liability and All Agency Excess.
	Reimb	\$0.201	41.6%	Reflects primarily lower activity in the Connecticut Track Program and the Turnouts: Mainline and High Speed Interlocking Replacement Project.	\$0.433	31.2%	Reflects lower activity in the Connecticut Track Program, the Turnouts - Yards & Sidings project focused in Brewster and Harmon, the West of Hudson Signal Improvements Project, and the Signal Replacement from Greenwich to South Norwalk 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
April 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
		\$	%		\$	%	
CLAIMS	Non-Reimb	(\$0.112)	*	Reflects a higher passenger claims provision than budgeted.	\$0.012	3.1%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.984	10.8%	Reflects primarily the timing of expenses for miscellaneous maintenance and operating contracts including infrastructure expenses, environmental testing, and security services.	\$6.327	16.4%	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.
	Reimb	\$0.168	7.4%	Reflects lower activity in the Signal Replacement from Greenwich to South Norwalk Project, the Transformer Rehabilitation Project, and the Cyclical Track Program partially offset by increased activity in the Hot Bearing and Wheel Impact Project.	\$7.679	61.5%	Reflects lower activity in the Signal Replacement from Greenwich to South Norwalk Project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.667	20.5%	Primarily due to lower than anticipated consulting and engineering services.	\$3.629	27.3%	Primarily due to lower than anticipated consulting and engineering services.
	Reimb	\$2.179	41.7%	Reflects timing of the Connecticut Positive Train Control Project and lower activity in the Waterbury Branch Cab Signal System Installation Project.	\$21.591	86.6%	Reflects timing of the Connecticut Positive Train Control Project and lower activity in the Waterbury Branch Cab Signal System Installation and Sasco Creek Traction Power Supply Station Projects.
MATERIALS AND SUPPLIES	Non-Reimb	(\$0.863)	(10.3%)	Increased usage for infrastructure repairs and timing of expense for Reliability Centered Maintenance (RCM) Programs partially offset by offset by lower inventory adjustments and obsolete reserves.	(\$2.673)	(8.1%)	Increased usage for infrastructure repairs and timing of expense for Reliability Centered Maintenance (RCM) Programs partially offset by offset by lower inventory adjustments and obsolete reserves.
	Reimb	\$1.453	54.5%	Reflects lower activity in Phase Five of the Harmon Shop Replacement, the Turnouts: Mainline and High Speed Interlocking Replacement, and the Grade Crossing Renewal Projects.	\$4.913	46.6%	Reflects primarily timing of the Connecticut Positive Train Control Project.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.624)	(28.5%)	Reflects the timing of CSX reimbursements.	\$1.137	12.1%	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 by the timing of a CSX reimbursement.
	Reimb	(\$0.012)	(61.7%)	Reflects primarily higher activity in the Interlocking Replacement Project, the Connecticut Catenary Replacement Project and the Signal Replacement from Greenwich to South Norwalk Project.	(\$0.011)	(14.9%)	Reflects higher activity in the Interlocking Replacement Project and Phase Five of the Harmon Shop Replacement Project.
DEPRECIATION	Non-Reimb	\$1.338	6.5%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	\$5.016	6.1%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.

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
April 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 POST EMPLOYMENT BENEFITS	Non-Reimb	\$4.833	100.0%	Reflects the impact of a GAAP change (GASB 75) in OPEB liability.	\$19.333	100.0%	Reflects the impact of a GAAP change (GASB 75) in OPEB liability.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		(\$5.775)	(96.2%)	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDATION	Non-Reimb	(\$0.215)	(64.4%)	Reflects timing of projects requiring remediation.	(\$0.309)	(23.2%)	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-		(\$0.092)	-	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	(\$0.632)	(12.0%)	Reflects timing in the GCT Escalators Replacement, the Vehicle Replacement and Power Control Scada Upgrade Projects as well as expense associated with the Temporary Training Space Renovation.	\$14.545	54.3%	Lower activity primarily in the following projects: Track Geometry Car Purchase, Renovation of the GCT Training Facility, Upper Harlem Pole Replacement, Installation of Cameras for the non-M-8 Fleet, 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)

	April						Year To Date(April)					
	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	41,949	\$ 2,788	54,563	\$ 3,250	(12,614)	(\$0.462)	198,180	\$ 12,970	202,200	\$ 12,024	(4,020)	\$0.946
					-30.1%	-16.6%					-2.0%	7.3%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	48,086	\$ 2,876	72,888	\$ 4,173	(24,802)	(\$1.297)	175,022	\$ 10,430	215,328	\$ 12,351	(40,306)	(\$1.921)
					-51.6%	-45.1%					-23.0%	-18.4%
<u>Unscheduled Maintenance</u>	399	\$ 0.022	1	\$ 0.000	398	\$0.022	1,436	\$ 0.077	11	\$ 0.001	1,425	\$0.077
					99.7%	99.8%					99.3%	99.3%
<u>Vacancy/Absentee Coverage</u> ²	27,365	\$ 1,546	28,951	\$ 1,595	(1,587)	(\$0.049)	92,447	\$ 5,237	99,174	\$ 5,428	(6,727)	(\$0.191)
					-5.8%	-3.2%					-7.3%	-3.7%
<u>Weather Emergencies</u>	3,112	\$ 0.182	1,813	\$ 0.102	1,300	\$0.081	74,047	\$ 4,496	69,911	\$ 3,919	4,136	\$0.577
					41.8%	44.1%					5.6%	12.8%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	16	\$ (0.851)	(16)	\$0.851	0	\$ -	39	\$ (1.452)	(39)	\$1.452
Subtotal	120,911	\$ 7,414	158,231	\$ 8,269	(37,320)	(\$0.855)	541,132	\$ 33,210	586,663	\$ 32,271	(45,531)	\$0.939
					-30.9%	-11.5%					-8.4%	2.8%
REIMBURSABLE OVERTIME	44,564	\$ 2,718	46,265	\$ 2,765	(1,701)	(\$0.047)	118,569	\$ 7,292	159,381	\$ 9,622	(40,813)	(\$2.331)
					-3.8%	-1.7%					-34.4%	-32.0%
TOTAL OVERTIME	165,475	\$ 10,132	204,496	\$ 11,034	(39,021)	(\$0.902)	659,701	\$ 40,502	746,045	\$ 41,894	(86,344)	(\$1.392)
					-23.6%	-8.9%					-13.1%	-3.4%

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)

	April			Year To Date(April)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(12,614)	(\$0.462)	Decreased employee availability based upon increased relief day coverage due to higher unplanned absences.	(4,020)	\$0.946	Increased employee availability based upon lower relief day coverage due to lower unplanned absences as well as lower seasonal demand for Reimbursable flagging personnel.
	-30.1%	-16.6%		-2.0%	7.3%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(24,802)	(\$1.297)	Higher infrastructure repairs of \$1.1M, of which \$0.4M is Reimbursable Capital and will be re-classified, and Reliability Centered Maintenance (RCM) of \$0.2M.	(40,306)	(\$1.921)	Higher infrastructure repairs of \$1.1M, of which \$0.4M is Reimbursable Capital and will be re-classified, and Reliability Centered Maintenance (RCM) of \$0.9M.
	-51.6%	-45.1%		-23.0%	-18.4%	
<u>Unscheduled Maintenance</u>	398	\$0.022	Fewer than planned unscheduled maintenance events.	1,425	\$0.077	Fewer than planned unscheduled maintenance events.
	99.7%	99.8%		99.3%	99.3%	
<u>Vacancy/Absentee Coverage</u> ²	(1,587)	(\$0.049)	Slightly higher required vacancy coverage for must fill jobs in Customer Service.	(6,727)	(\$0.191)	Slightly higher required vacancy coverage for must fill jobs in Customer Service.
	-5.8%	-3.2%		-7.3%	-3.7%	
<u>Weather Emergencies</u>	1,300	\$0.081	Fewer weather events than budgeted.	4,136	\$0.577	Primarily due to fewer winter storms than budgeted in the first quarter.
	41.8%	44.1%		5.6%	12.8%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	(16)	\$0.851	Reflects timing differences related to payroll and calendar cutoff dates.	(39)	\$1.452	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	(37,320)	(\$0.855)		(45,531)	\$0.939	
	-30.9%	-11.5%		-8.4%	2.8%	
REIMBURSABLE OVERTIME	(1,701)	(\$0.047)	Reflects accelerated timing and additional night and weekend work in the Cyclical Track Program and increased overtime due to limited track availability in the Harlem Wayside Signal Improvements Project partially offset by timing delays in the Connecticut Track Program due to limited track availability.	(40,813)	(\$2.331)	Reflects higher than anticipated weekend activity in the Turnouts and Switch Renewal Project throughout the GCT Trainshed as well as accelerated timing and additional weekend and night work in the Cyclical Track Program, the West of Hudson Signal Improvements Project, and the New Haven Line Interlocking Project, and additional night and weekend work due to limited track availability in the Harlem Wayside Signal Improvement Project.
	-3.8%	-1.7%		-34.4%	-32.0%	
TOTAL OVERTIME	(39,021)	(\$0.902)		(86,344)	(\$1.392)	

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

¹ Exceeds 100%

² Includes Service Delay and Tour Length related overtime.

³ Excludes T&E crew coverage (included in Scheduled Service category)

⁴ 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 not resulting from extraordinary events , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an extraordinary event (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

	April 2019				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$59.720	\$62.828	\$3.108	5.2	\$230.241	\$233.403	\$3.162	1.4
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.503	10.045	3.542	54.5	27.356	48.309	20.953	76.6
<i>Capital & Other Reimbursements:</i>								
MTA	10.621	2.005	(8.616)	(81.1)	47.204	49.778	2.574	5.5
CDOT	14.952	10.136	(4.816)	(32.2)	61.579	28.161	(33.418)	(54.3)
Other	0.422	1.651	1.229	*	1.770	6.972	5.202	*
Total Capital and Other Reimbursements	25.995	13.792	(12.203)	(46.9)	110.552	84.911	(25.641)	(23.2)
Total Receipts	\$92.219	\$86.665	(\$5.554)	(6.0)	\$368.150	\$366.623	(\$1.527)	(0.4)
Expenditures								
<i>Labor:</i>								
Payroll	\$45.429	\$44.139	\$1.290	2.8	\$185.664	\$190.399	(\$4.735)	(2.6)
Overtime	9.685	9.409	0.276	2.8	40.583	41.412	(0.829)	(2.0)
Health and Welfare	11.900	11.004	0.896	7.5	46.730	43.854	2.876	6.2
OPEB Current Payment	2.917	3.154	(0.237)	(8.1)	11.667	13.192	(1.525)	(13.1)
Pensions	9.857	10.338	(0.481)	(4.9)	38.872	40.984	(2.112)	(5.4)
Other Fringe Benefits	10.080	12.663	(2.583)	(25.6)	43.140	52.600	(9.460)	(21.9)
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	\$89.868	\$90.707	(\$0.839)	(0.9)	\$366.655	\$382.441	(\$15.786)	(4.3)
<i>Non-Labor:</i>								
Electric Power	\$5.330	\$7.433	(\$2.103)	(39.4)	\$25.406	\$27.471	(\$2.065)	(8.1)
Fuel	1.827	1.488	0.339	18.6	7.758	6.732	1.026	13.2
Insurance	3.660	0.000	3.660	100.0	6.556	0.000	6.556	100.0
Claims	0.093	8.119	(8.026)	*	0.380	13.489	(13.109)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.199	12.532	(1.333)	(11.9)	53.171	50.035	3.136	5.9
Professional Service Contracts	7.850	1.384	6.466	82.4	36.646	13.063	23.583	64.4
Materials & Supplies	10.943	12.070	(1.127)	(10.3)	45.686	48.926	(3.240)	(7.1)
Other Business Expenditures	3.840	5.150	(1.310)	(34.1)	17.018	13.213	3.805	22.4
Total Non-Labor	\$44.743	\$48.176	(\$3.433)	(7.7)	\$192.622	\$172.929	\$19.693	10.2
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$134.611	\$138.883	(\$4.272)	(3.2)	\$559.276	\$555.370	\$3.906	0.7
Net Cash Deficit (excludes Opening Cash Balance)	(\$42.392)	(\$52.218)	(\$9.826)	(23.2)	(\$191.127)	(\$188.747)	\$2.380	1.2
Subsidies								
MTA	33.544	46.997	13.453	40.1	143.982	153.809	9.827	6.8
CDOT	8.848	7.308	(1.540)	(17.4)	47.145	33.214	(13.931)	(29.5)
Total Subsidies	\$42.392	\$54.305	\$11.913	28.1	\$191.127	\$187.023	(\$4.104)	(2.1)
Cash Timing and Availability Adjustment	\$0.000	(\$0.343)	(\$0.343)	-	\$0.000	\$3.468	\$3.468	-

Notes:

- For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 fare increase, effective on 4/21/19.
- 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)

	April 2019				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$1.211)	\$0.733	\$1.944	*	(\$4.593)	(\$1.345)	\$3.248	70.7
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.845	5.339	3.495	*	9.449	28.554	19.105	*
<i>Capital & Other Reimbursements:</i>								
MTA	(3.751)	(10.781)	(7.030)	*	2.287	5.156	2.869	*
CDOT	0.000	0.649	0.649	-	0.000	(0.415)	(0.415)	-
Other	0.000	(1.379)	(1.379)	-	0.000	1.661	1.661	-
Total Capital and Other Reimbursements	(3.751)	(11.511)	(7.760)	*	2.287	6.401	4.115	*
Total Revenue/Receipts	(\$3.117)	(\$5.438)	(\$2.321)	(74.5)	\$7.143	\$33.610	\$26.467	*
Expenditures								
<i>Labor:</i>								
Payroll	\$2.687	\$4.742	\$2.055	76.5	\$2.457	\$0.019	(\$2.437)	(99.2)
Overtime	0.447	1.625	1.178	*	(0.081)	0.482	0.562	*
Health and Welfare	(1.094)	(0.989)	0.104	9.5	(4.270)	(3.039)	1.231	28.8
OPEB Current Payment	0.000	0.709	0.000	-	0.000	(0.189)	(0.189)	-
Pensions	(0.064)	(0.171)	(0.107)	*	(0.219)	(1.764)	(1.545)	*
Other Fringe Benefits	1.418	(1.285)	(2.703)	*	2.566	(6.482)	(9.048)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.322)	(0.336)	(0.014)	(4.3)	(1.092)	(1.261)	(0.169)	(15.5)
Total Labor	\$3.072	\$4.295	\$1.223	39.8	(\$0.640)	(\$12.234)	(\$11.594)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.174)	(\$0.409)	(\$0.236)	*	(\$0.694)	(\$2.088)	(\$1.394)	*
Fuel	0.041	0.205	0.164	*	0.163	0.210	0.046	28.4
Insurance	(1.633)	1.695	3.327	*	0.971	6.365	5.394	*
Claims	0.000	(7.914)	(7.914)	-	0.000	(13.121)	(13.121)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.212	(2.273)	(2.485)	*	(1.991)	(12.860)	(10.869)	*
Professional Service Contracts	0.631	4.251	3.620	*	1.593	(0.044)	(1.637)	*
Materials & Supplies	0.078	(1.639)	(1.717)	*	(2.172)	(7.652)	(5.480)	*
Other Business Expenses	(1.633)	(2.307)	(0.674)	(41.3)	(7.519)	(4.839)	2.679	35.6
Total Non-Labor	(\$2.477)	(\$8.393)	(\$5.916)	*	(\$9.649)	(\$34.029)	(\$24.381)	*
<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.	\$0.595	(\$4.098)	(\$4.693)	*	(\$10.288)	(\$46.263)	(\$35.975)	*
Depreciation	20.542	19.204	(1.338)	(6.5)	82.169	77.153	(5.016)	(6.1)
OPEB Obligation	4.833	0.000	(4.833)	100.0	19.333	0.000	(19.333)	100.0
GASB68 Pension Adjustment	0.000	0.000	0.000	-	(6.000)	(0.225)	5.775	(96.2)
Environmental Remediation	0.333	0.548	0.215	64.4	1.333	1.642	0.309	(23.2)
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.092	0.092	-
Total Expenditures Adjustments	\$26.304	\$15.654	(\$10.650)	(40.5)	\$86.547	\$32.399	(\$54.148)	(62.6)
Total Cash Conversion Adjustments	\$23.187	\$10.216	(\$12.971)	(55.9)	\$93.691	\$66.009	(\$27.681)	(29.5)

Notes:

-- For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 fare increase, effective on 4/21/19.

-- 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 ADOPTED BUDGET AND ACTUAL RESULTS
(\$ in millions)**

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	April Month vs Budget			Year-to-Date as of April 30, 2019 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
FARE REVENUE	3.108	5.2%	Reflects cash in transit combined with higher non-commutation ridership on the all the East of Hudson Lines.	3.162	1.4%	Reflects cash in transit partially offset by lower ridership on the Harlem and New Haven Lines.
OTHER OPERATING REVENUE	3.542	54.5%	Reflects timing of GCT revenues, reimbursement from a third party insurance carrier for Spuyten Duyvil passenger injury settlements and timing of Stations revenue.	20.953	76.6%	Reflects the timing of PRIIA reimbursements from prior year, reimbursement from a third party insurance carrier for Spuyten Duyvil passenger injury settlements, timing of MTA-LaSalle charges and advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(8.616)	(81.1%)	Lower cash receipts than budgeted partially offset by higher capital related project activity.	2.574	5.5%	Higher cash receipts than budgeted partially offset by lower capital related project activity.
CDOT	(4.816)	(32.2%)	Lower capital related project activity partially offset by higher cash receipts than budgeted.	(33.418)	(54.3%)	Lower capital related project activity combined with lower cash receipts than budgeted.
OTHER	1.229	*	Higher cash receipts than budgeted combined with higher reimbursable related project activity.	5.202	*	Higher cash receipts than budgeted combined with higher reimbursable related project activity.
OVERTIME	0.276	2.8%	Reflects timing of pay periods partially offset by decreased employee availability based upon increased relief day coverage due to higher unplanned absences.	(0.829)	(2.0%)	Reflects higher than anticipated weekend activity in the Turnouts and Switch Renewal throughout the GCT Trainshed as well as accelerated timing and additional weekend and night work in the following projects: Cyclical Track Program, both the Harlem Wayside and West of Hudson Signal Improvements Projects, and the New Haven Line Interlocking Project partially offset by timing of payments.
HEALTH & WELFARE	0.896	7.5%	Reflects lower rates and timing of payments for dental & vision premiums for employees partially offset by inter-agency payroll.	2.876	6.2%	Timing of payments for dental & vision premiums for employees combined with lower rates partially offset by inter-agency payroll.
OPEB CURRENT PAYMENT	(0.237)	(8.1%)	Reflects timing of payments combined with higher number of retirees receiving healthcare premiums than budgeted.	(1.525)	(13.1%)	Reflects timing of payments combined with higher number of retirees receiving healthcare premiums than budgeted.
PENSIONS	(0.481)	(4.9%)	Reflects higher payroll costs combined with higher rates.	(2.112)	(5.4%)	Reflects timing of payments which includes the Final Actuarially Determined Contribution (ADC) payment for 2018.
OTHER FRINGE BENEFITS	(2.583)	(25.6%)	Reflects the timing of employer payroll taxes, higher employee claims and inter-agency payroll taxes.	(9.460)	(21.9%)	Reflects timing of payroll taxes, higher employee claims, inter-agency payroll and higher rates.
ELECTRIC POWER	(2.103)	(39.4%)	Reflects higher rates than budgeted combined with timing of payments.	(2.065)	(8.1%)	Reflects higher rates than budgeted combined with timing of payments.

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

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	April Month vs Budget			Year-to-Date as of April 30, 2019 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
FUEL	0.339	18.6%	Reflects lower diesel fuel prices than budgeted combined with timing of payments.	1.026	13.2%	Reflects lower diesel fuel prices than budgeted.
INSURANCE	3.660	100.0%	No payments made in April for insurance premiums.	6.556	100.0%	No YTD payments made for insurance premiums.
CLAIMS	(8.026)	*	Reflects injury claim settlements for two NJT employees operating West of Hudson service.	(13.109)	*	Reflects NJT employees injury claim settlements and Spuyten Duyvil passenger injury settlements (Spuyten Duyvil settlements are offset by the same amount in Other Operating Revenue).
MAINTENANCE & OTHER OPERATING CONTRACTS	(1.333)	(11.9%)	Reflects the timing of Operating Capital Projects (Temporary Training Space and GCT Escalator Replacement) and Auto & Other Vehicle Purchases partially offset by the timing of expenses for miscellaneous maintenance and operating contracts including infrastructure expenses, environmental testing, and security services.	3.136	5.9%	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.
PROFESSIONAL SERVICE CONTRACTS	6.466	82.4%	Timing of engineering services relating to Connecticut Positive Train Control, NYS Maybrook Trailway and the Waterbury Branch Cab Signal System Installation Project.	23.583	64.4%	Timing of engineering services relating to Connecticut Positive Train Control and the Waterbury Branch Cab Signal System Installation Project.
MATERIALS & SUPPLIES	(1.127)	(10.3%)	Timing of materials placed into inventory.	(3.240)	(7.1%)	Timing of materials placed into inventory.
OTHER BUSINESS EXPENSES	(1.310)	(34.1%)	Timing of New Jersey Transit subsidy.	3.805	22.4%	Timing of Operating Capital Projects (GCT 7B Renovation and Track Geometry Car Storage and Support Vehicles) combined with timing of New Jersey Transit subsidy and lower Travel, Meeting & Conventions.
MTA SUBSIDY RECEIPTS	13.453	40.1%	Higher net cash deficit combined with available cash balance and lower CDOT subsidy payment.	9.827	6.8%	Lower CDOT subsidy partially offset by lower net cash deficit \$2.4M and available cash balance.
CDOT SUBSIDY RECEIPTS	(1.540)	(17.4%)	Lower CDOT share of estimated deficit than budgeted.	(13.931)	(29.5%)	Lower CDOT share of estimated deficit than budgeted.

* Variance exceeds 100%

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
APRIL 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>	9.307	9.383	9.237	0.076	0.8%	0.146	1.6%	37.526	37.165	37.258	(0.361)	-1.0%	(0.093)	-0.2%
<i>Harlem Line - Non-Commutation</i>	8.146	8.372	7.832	0.226	2.8%	0.539	6.9%	30.744	30.378	29.689	(0.365)	-1.2%	0.689	2.3%
TOTAL HARLEM LINE	\$17.453	\$17.754	\$17.069	\$0.302	1.7%	\$0.685	4.0%	\$68.270	\$67.544	\$66.947	(\$0.726)	-1.1%	\$0.597	0.9%
<i>Hudson Line - Commutation</i>	6.229	6.299	6.195	0.069	1.1%	0.104	1.7%	24.746	25.031	24.619	0.286	1.2%	0.413	1.7%
<i>Hudson Line - Non-Commutation</i>	7.193	7.358	6.898	0.165	2.3%	0.460	6.7%	25.643	25.739	24.613	0.096	0.4%	1.126	4.6%
TOTAL HUDSON LINE	\$13.423	\$13.657	\$13.093	\$0.234	1.7%	\$0.563	4.3%	\$50.389	\$50.770	\$49.232	\$0.381	0.8%	\$1.538	3.1%
<i>New Haven Line - Commutation</i>	13.211	13.280	13.185	0.069	0.5%	0.095	0.7%	52.647	52.636	52.547	(0.011)	0.0%	0.089	0.2%
<i>New Haven Line - Non-Commutation</i>	15.685	16.263	15.445	0.578	3.7%	0.818	5.3%	58.864	59.138	57.056	0.273	0.5%	2.082	3.6%
TOTAL NEW HAVEN LINE	\$28.896	\$29.544	\$28.630	\$0.647	2.2%	\$0.913	3.2%	\$111.511	\$111.774	\$109.603	\$0.263	0.2%	\$2.171	2.0%
All Lines - Commutation	28.747	28.962	28.617	0.214	0.7%	0.345	1.2%	114.919	114.833	114.423	(0.086)	-0.1%	0.409	0.4%
All Lines - Non-Commutation	31.024	31.993	30.176	0.969	3.1%	1.817	6.0%	115.252	115.255	111.358	0.004	0.0%	3.897	3.5%
TOTAL EAST OF HUDSON LINES	\$59.772	\$60.955	\$58.793	\$1.183	2.0%	\$2.162	3.7%	\$230.170	\$230.088	\$225.781	(\$0.082)	0.0%	\$4.307	1.9%
West of Hudson ^(B)	<u>\$1.160</u>	<u>\$1.141</u>	<u>\$1.128</u>	<u>(0.019)</u>	<u>-1.7%</u>	<u>0.012</u>	<u>1.1%</u>	<u>\$4.664</u>	<u>\$4.660</u>	<u>\$4.634</u>	<u>(0.004)</u>	<u>-0.1%</u>	<u>0.026</u>	<u>0.6%</u>
TOTAL FAREBOX REVENUE	\$60.932	\$62.095	\$59.921	\$1.164	1.9%	\$2.174	3.6%	\$234.834	\$234.748	\$230.415	(\$0.086)	0.0%	\$4.333	1.9%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	1.467	1.459	1.452	(0.007)	-0.5%	0.007	0.5%	5.594	5.500	5.538	(0.094)	-1.7%	(0.039)	-0.7%
<i>Harlem Line - Non-Commutation</i>	0.893	0.918	0.878	0.025	2.8%	0.040	4.6%	3.369	3.334	3.276	(0.036)	-1.1%	0.057	1.7%
TOTAL HARLEM LINE	2.360	2.378	2.330	0.018	0.8%	0.047	2.0%	8.963	8.833	8.815	(0.130)	-1.5%	0.018	0.2%
<i>Hudson Line - Commutation</i>	0.830	0.839	0.823	0.009	1.1%	0.016	2.0%	3.139	3.168	3.111	0.030	0.9%	0.057	1.8%
<i>Hudson Line - Non-Commutation</i>	0.632	0.658	0.623	0.025	4.0%	0.034	5.5%	2.275	2.282	2.188	0.007	0.3%	0.094	4.3%
TOTAL HUDSON LINE	1.462	1.497	1.446	0.034	2.3%	0.051	3.5%	5.414	5.450	5.299	0.036	0.7%	0.151	2.9%
<i>New Haven Line - Commutation</i>	1.929	1.930	1.918	0.001	0.1%	0.012	0.6%	7.326	7.282	7.284	(0.043)	-0.6%	(0.002)	0.0%
<i>New Haven Line - Non-Commutation</i>	1.469	1.515	1.454	0.046	3.2%	0.061	4.2%	5.492	5.508	5.337	0.015	0.3%	0.171	3.2%
TOTAL NEW HAVEN LINE	3.398	3.445	3.372	0.048	1.4%	0.073	2.2%	12.818	12.790	12.621	(0.028)	-0.2%	0.169	1.3%
Total Ridership East of Hudson														
All Lines - Commutation	4.225	4.228	4.193	0.003	0.1%	0.036	0.9%	16.058	15.950	15.933	(0.108)	-0.7%	0.017	0.1%
All Lines - Non-Commutation	2.994	3.091	2.956	0.097	3.2%	0.136	4.6%	11.136	11.123	10.801	(0.014)	-0.1%	0.322	3.0%
TOTAL EAST OF HUDSON LINES	7.220	7.320	7.148	0.100	1.4%	0.171	2.4%	27.195	27.073	26.734	(0.122)	-0.4%	0.339	1.3%
West of Hudson ^(B)	<u>0.136</u>	<u>0.118</u>	<u>0.138</u>	<u>(0.018)</u>	<u>-13.5%</u>	<u>(0.020)</u>	<u>-14.8%</u>	<u>0.526</u>	<u>0.523</u>	<u>0.521</u>	<u>(0.003)</u>	<u>-0.6%</u>	<u>0.002</u>	<u>0.3%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.356	7.437	7.286	0.082	1.1%	0.151	2.1%	27.720	27.596	27.255	(0.125)	-0.5%	0.340	1.2%

^(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
April 30, 2019

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	3	-	
Labor Relations	18	14	4	B
Safety	58	59	(1)	A,B,C
Security	26	23	3	
Office of the Executive VP	9	8	1	
Corporate & Public Affairs	19	15	4	A
Customer Service	67	59	8	B
Legal	13	12	1	
Claims	12	10	2	
Environmental Compliance & Svce	7	-	7	C
Human Resources	52	42	10	A, B
Training	90	84	6	
Employee Relations & Diversity	7	5	2	
VP Planning	2	2	-	
Operations Planning & Analysis	21	20	1	
Capital Planning & Programming	16	13	3	
Long Range Planning	8	8	-	
VP Finance & Info Systems	1	-	1	
Controller	79	72	7	B
Budget	22	17	5	B
Procurement & Material Mgmt	33	22	11	A, B
Total Administration	563	488	75	
Operations				
Operations Support	97	72	25	B
Transportation	1,630	1,662	(32)	D
Customer Service	406	364	42	B
Metro-North West	38	33	5	
Total Operations	2,171	2,130	41	
Maintenance				
Maintenance of Equipment	1,678	1,659	19	B
Maintenance of Way	2,122	2,085	37	B
Procurement & Material Mgmt	138	122	16	A
Total Maintenance	3,938	3,866	72	
Engineering/Capital				
Construction Management	39	36	3	
Engineering & Design	85	76	9	B
Total Engineering/Capital	124	112	12	
Total Positions	6,796	6,597	199	
Non-Reimbursable	5,972	6,013	(41)	
Reimbursable	825	585	240	
Total Full-Time	6,795	6,596	199	
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 the transfer of the Environmental Compliance function and positions from Environmental Compliance & Service department to Safety.
(D) Variance reflects less attrition than planned

MTA METRO-NORTH RAILROAD
2019 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
April 30, 2019

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	193	164	29
Professional, Technical, Clerical	370	324	46
Operational Hourlies	-	-	-
Total Administration	563	488	75
Operations			
Managers/Supervisors	264	246	18
Professional, Technical, Clerical	241	201	40
Operational Hourlies	1,666	1,683	(17)
Total Operations	2,171	2,130	41
Maintenance			
Managers/Supervisors	659	649	10
Professional, Technical, Clerical	508	467	41
Operational Hourlies	2,771	2,750	21
Total Maintenance	3,938	3,866	72
Engineering/Capital			
Managers/Supervisors	51	46	5
Professional, Technical, Clerical	73	66	7
Operational Hourlies	-	-	-
Total Engineering/Capital	124	112	12
Total Positions			
Managers/Supervisors	1,167	1,106	61
Professional, Technical, Clerical	1,192	1,058	134
Operational Hourlies	4,437	4,434	3
Total Positions	6,796	6,597	199

**MTA METRO-NORTH RAILROAD
2019 ADOPTED BUDGET VS. ACTUALS
April 30, 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	563	488	75	Primarily reflects delayed hiring of vacant positions and higher attrition than planned
Operations	2,171	2,130	41	Primarily reflects delayed hiring of vacant positions
Maintenance	3,938	3,866	72	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	124	112	12	
Total Agency-wide Headcount	6,796	6,597	199	
Non-Reimbursable	5,972	6,013	(41)	
Reimbursable	825	585	240	

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

	MONTH			VARIANCE	
	Fav/(Unfav)				
	BUD	2019	2018	BUD	2018
Farebox Operating Ratio					
Standard ^(B)	56.7%	55.4%	52.6%	-1.3%	2.8%
Adjusted ^(C)	63.7%	62.6%	58.9%	-1.1%	3.7%
Cost per Passenger					
Standard ^(B)	\$14.61	\$15.08	\$16.03	(\$0.47)	\$0.94
Adjusted ^(C)	\$14.24	\$14.59	\$15.62	(\$0.35)	\$1.03
Passenger Revenue/Passenger	\$8.28	\$8.35	\$8.42	\$0.07	(\$0.07)

	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)				
	BUD	2019	2018	BUD	2018
Farebox Operating Ratio					
Standard ^(B)	51.7%	54.6%	52.7%	2.9%	1.9%
Adjusted ^(C)	57.7%	61.7%	58.9%	4.0%	2.8%
Cost per Passenger					
Standard ^(B)	\$16.39	\$15.58	\$16.04	\$0.81	\$0.46
Adjusted ^(C)	\$15.99	\$15.13	\$15.62	\$0.86	\$0.49
Passenger Revenue/Passenger	\$8.47	\$8.51	\$8.45	\$0.04	\$0.05

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

(B) Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, Other Post Employment Benefits, Environmental Remediation (GASB-49), and the NHL share of MTA Police, Business Service Center and IT costs.

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



Metro-North Railroad

Ridership Report

Michael Shiffer

Vice President, Planning



Haverstraw-Ossining Ferry leaving the Ossining dock en route to Haverstraw for its next pick-up.

Photo courtesy of Scott Ornstein



Metro-North Railroad

June 2019 Highlights: Ridership Report

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

April 2019 vs. 2018

- East of Hudson ridership increased 2.4% vs. April 2018 and was 1.4% above Budget
 - Commutation ridership increased 0.9%
 - Non-Commutation ridership increased 4.6%
- Non-commutation ridership had large increases due to Easter and Passover holidays were in April of this year vs. March 2018. GCT off-peak inbound counts from 10AM to 2PM were conducted the week of April 15th and revealed a 18% increase (most schools in our service area were closed Westchester, Putnam, Dutchess & CT).
- East of Hudson ridership by line:
 - Hudson Line ridership increased 3.5%
 - Harlem Line ridership increased 2.0%
 - New Haven Line ridership increased 2.2%

2019 vs. 2018 YTD

- Total YTD rail ridership is 1.2% above 2018 and 0.5% below Budget
 - YTD Commutation ridership is 0.1% above 2018
 - YTD Non-Commutation ridership is 3.0% above 2018

Michael Shiffer
Vice President
Planning

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

RIDERSHIP SUMMARY

April Ridership and Revenue (millions)

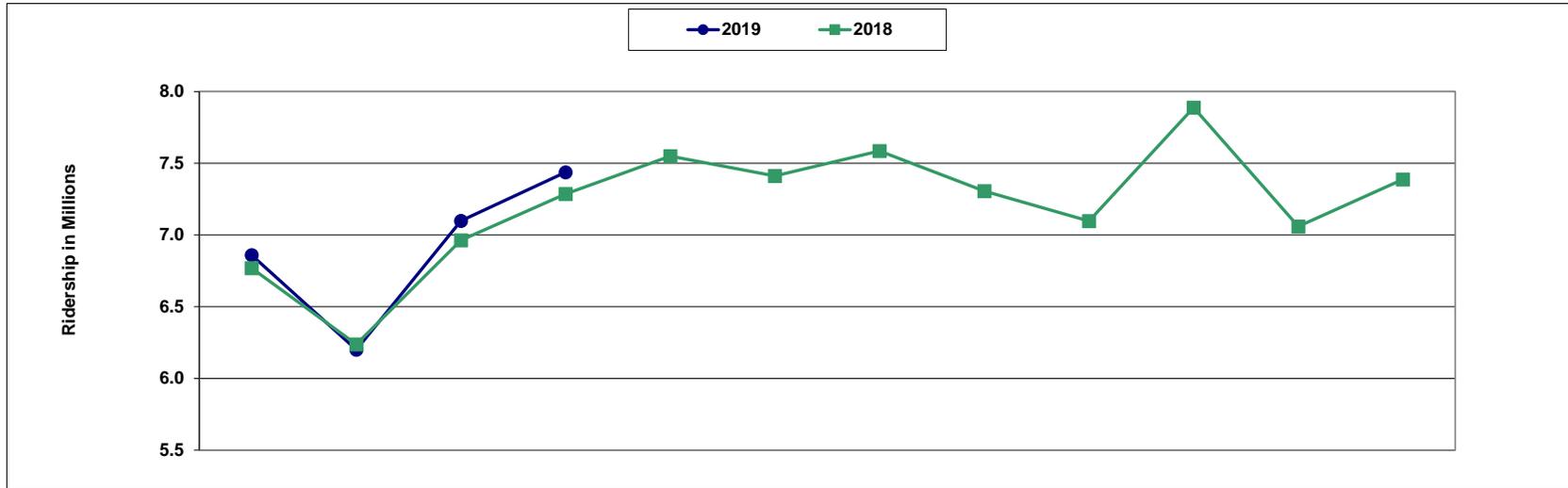
	April 2019	% Change vs. 2018
Total Rail Ridership	7.437	+2.1% ▲
Commutation Ridership	4.298	+0.6% ▲
Non-Commutation Ridership	3.139	+4.2% ▲
Connecting Service Ridership	0.056	+7.3% ▲
Total MNR System Ridership	7.493	+2.1% ▲
Rail Revenue	\$62.1	+3.6% ▲

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

	YTD 2019	% Change vs. 2018	Comparison to Budget
Total Rail Ridership	27.596	+1.2% ▲	-0.5% ▼
Commutation Ridership	16.249	+0.1% ▲	-0.7% ▼
Non-Commutation Ridership	11.347	+3.0% ▲	-0.1% ▼
Connecting Service Ridership	0.199	+8.0% ▲	+4.1% ▲
Total MNR System Ridership	27.795	+1.3% ▲	-0.4% ▼
Rail Revenue	\$234.7	+1.9% ▲	+0.0% ▲

APRIL RAIL RIDERSHIP (1)

- April's Total Rail Ridership was 2.1% above 2018 and 1.1% above budget.

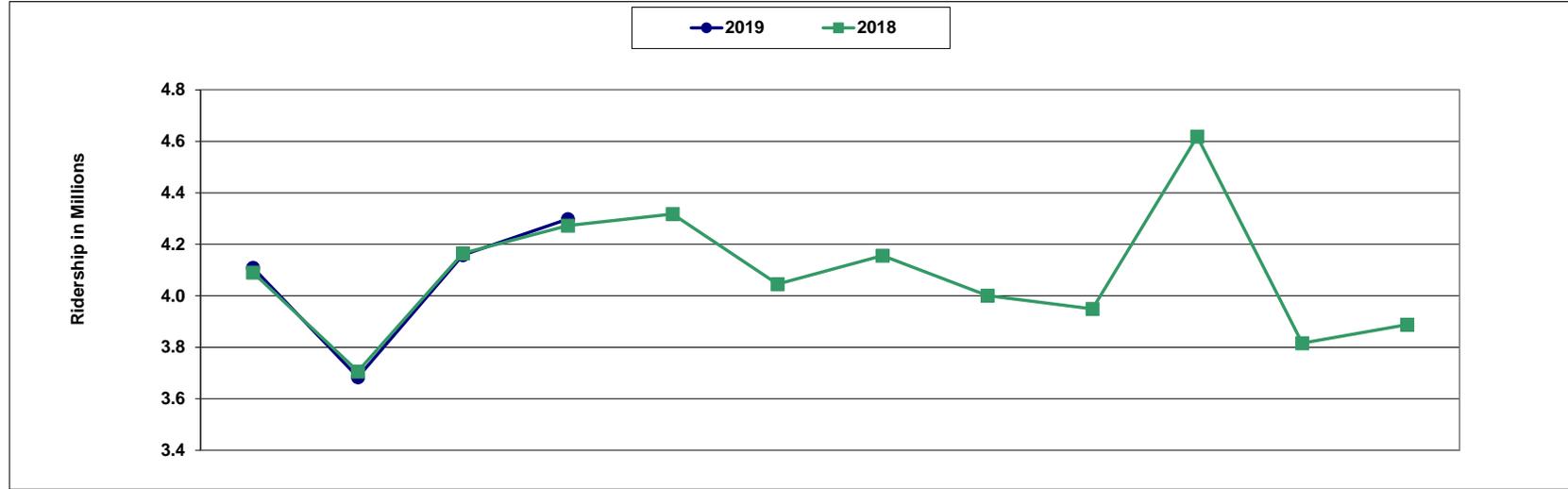


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	6.9	6.2	7.1	7.4									27.6
2018	6.8	6.2	7.0	7.3	7.5	7.4	7.6	7.3	7.1	7.9	7.1	7.4	27.3
PCT CHG.	1.4%	-0.6%	1.9%	2.1%									1.2%

1) Includes East and West of Hudson.

APRIL RAIL COMMUTATION RIDERSHIP (1)

• April's Rail Commutation Ridership was 0.6% above 2018 and 0.2% below budget.

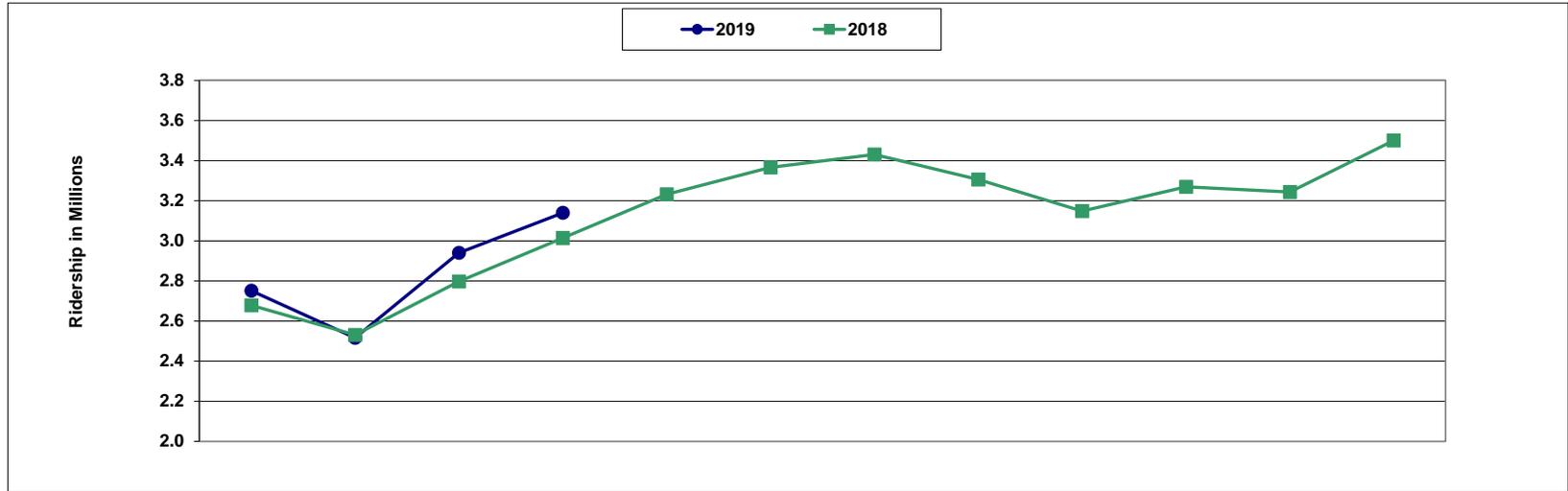


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.1	3.7	4.2	4.3									16.2
2018	4.1	3.7	4.2	4.3	4.3	4.0	4.2	4.0	3.9	4.6	3.8	3.9	16.2
PCT CHG.	0.5%	-0.6%	-0.2%	0.6%									0.1%

1) Includes East and West of Hudson.

APRIL RAIL NON-COMMUTATION RIDERSHIP (1)

● April's Rail Non-Commutation Ridership was 4.2% above 2018 and 2.9% above budget.

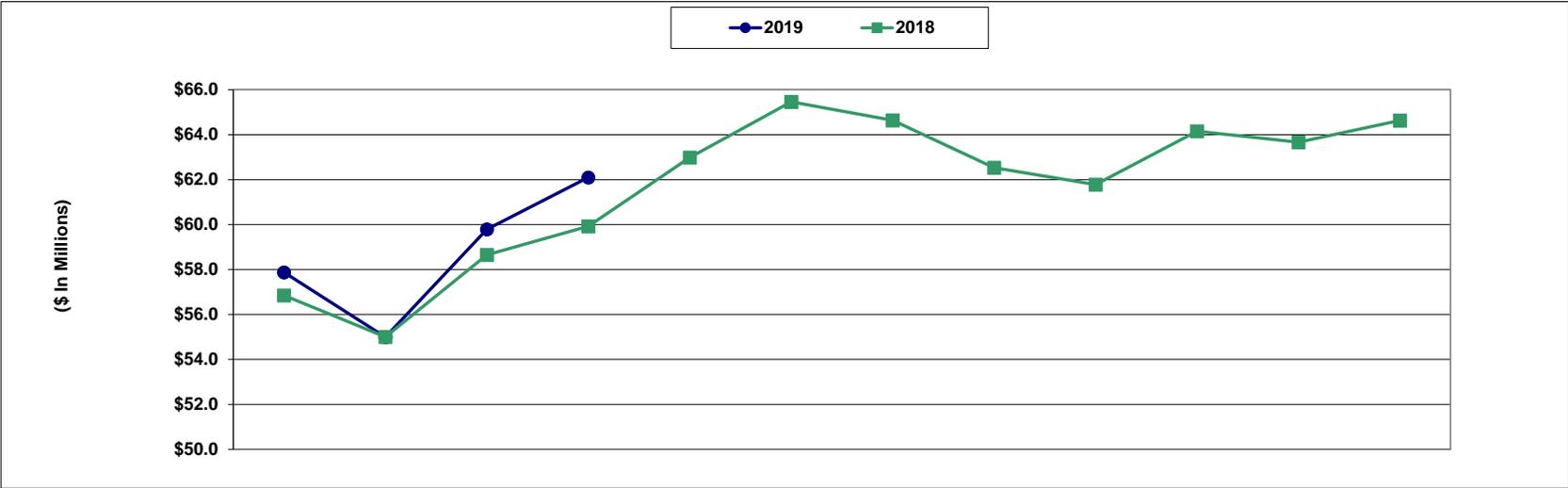


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.8	2.5	2.9	3.1									11.3
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3	3.1	3.3	3.2	3.5	11.0
PCT CHG.	2.7%	-0.6%	5.1%	4.2%									3.0%

1) Includes East and West of Hudson.

APRIL RAIL REVENUE (1)

• April's Total Rail Revenue was 3.6% above 2018 and 1.9% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	\$57.9	\$55.0	\$59.8	\$62.1									\$234.7
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	\$230.4
PCT CHG.	1.8%	0.0%	1.9%	3.6%									1.9%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
APRIL 2019

TICKET TYPE/SERVICE	APRIL 2019 ACTUAL	APRIL 2019 BUDGET	VARIANCE VS. BUDGET		APRIL 2018 RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,228,411	4,225,425	2,986	0.1%	4,192,745	35,666	0.9%
West of Hudson	69,426	80,391	(10,965)	-13.6%	79,955	(10,529)	-13.2%
Total Rail Commutation Ridership	4,297,837	4,305,816	(7,979)	-0.2%	4,272,700	25,137	0.6%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,091,211	2,994,255	96,956	3.2%	2,955,532	135,679	4.6%
West of Hudson	48,158	55,506	(7,348)	-13.2%	58,033	(9,875)	-17.0%
Total Rail Non-Commutation Ridership	3,139,369	3,049,761	89,608	2.9%	3,013,565	125,804	4.2%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,319,622	7,219,680	99,942	1.4%	7,148,277	171,345	2.4%
West of Hudson (2)	117,584	135,897	(18,313)	-13.5%	137,988	(20,404)	-14.8%
TOTAL RAIL RIDERSHIP	7,437,206	7,355,577	81,629	1.1%	7,286,265	150,941	2.1%
CONNECTING SERVICES RIDERSHIP (3)	55,700	52,202	3,498	6.7%	51,890	3,810	7.3%
TOTAL MNR SYSTEM RIDERSHIP	7,492,906	7,407,779	85,127	1.1%	7,338,155	154,751	2.1%

Notes:

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

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

TICKET TYPE/SERVICE	2019	2019	VARIANCE VS.		2018	CHANGE FROM 2018	
	YTD	YTD	BUDGET		YTD		
	ACTUAL	BUDGET	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	15,950,332	16,058,324	(107,992)	-0.7%	15,933,482	16,850	0.1%
West of Hudson	298,892	302,937	(4,045)	-1.3%	301,308	(2,416)	-0.8%
Total Rail Commutation Ridership	16,249,224	16,361,261	(112,037)	-0.7%	16,234,790	14,434	0.1%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	11,122,689	11,136,330	(13,641)	-0.1%	10,800,922	321,767	3.0%
West of Hudson	223,653	222,827	826	0.4%	219,596	4,057	1.8%
Total Rail Non-Commutation Ridership	11,346,342	11,359,157	(12,815)	-0.1%	11,020,518	325,824	3.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	27,073,021	27,194,654	(121,633)	-0.4%	26,734,404	338,617	1.3%
West of Hudson	522,545	525,764	(3,219)	-0.6%	520,904	1,641	0.3%
TOTAL RAIL RIDERSHIP	27,595,566	27,720,418	(124,852)	-0.5%	27,255,308	340,258	1.2%
CONNECTING SERVICES RIDERSHIP (2)	198,872	190,984	7,888	4.1%	184,215	14,657	8.0%
TOTAL MNR SYSTEM RIDERSHIP	27,794,438	27,911,402	(116,964)	-0.4%	27,439,523	354,915	1.3%

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
APRIL 2019**

LINE	APRIL 2019 ACTUAL	APRIL 2018 RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,377,648	2,330,427	47,221	2.0%
Hudson Line	1,496,643	1,445,998	50,645	3.5%
New Haven Line	3,445,331	3,371,852	73,479	2.2%
Total East of Hudson	7,319,622	7,148,277	171,345	2.4%
WEST OF HUDSON				
Port Jervis Line	65,129	79,060	(13,931)	-17.6%
Pascack Valley Line	52,455	58,928	(6,473)	-11.0%
Total West of Hudson (2)	117,584	137,988	(20,404)	-14.8%
TOTAL RAIL RIDERSHIP	7,437,206	7,286,265	150,941	2.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	35,880	35,550	330	0.9%
Haverstraw-Ossining Ferry	13,622	11,486	2,136	18.6%
Newburgh-Beacon Ferry	6,198	4,854	1,344	27.7%
Total Connecting Services	55,700	51,890	3,810	7.3%
TOTAL MNR SYSTEM	7,492,906	7,338,155	154,751	2.1%

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	8,833,241	8,814,848	18,393	0.2%
Hudson Line	5,449,955	5,298,841	151,114	2.9%
New Haven Line	12,789,825	12,620,715	169,110	1.3%
Total East of Hudson	27,073,021	26,734,404	338,617	1.3%
WEST OF HUDSON				
Port Jervis Line	301,786	298,575	3,211	1.1%
Pascack Valley Line	220,759	222,329	(1,570)	-0.7%
Total West of Hudson	522,545	520,904	1,641	0.3%
TOTAL RAIL RIDERSHIP	27,595,566	27,255,308	340,258	1.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	140,194	135,274	4,920	3.6%
Haverstraw-Ossining Ferry	41,787	35,679	6,108	17.1%
Newburgh-Beacon Ferry	16,891	13,262	3,629	27.4%
Total Connecting Services	198,872	184,215	14,657	8.0%
TOTAL MNR SYSTEM	27,794,438	27,439,523	354,915	1.3%

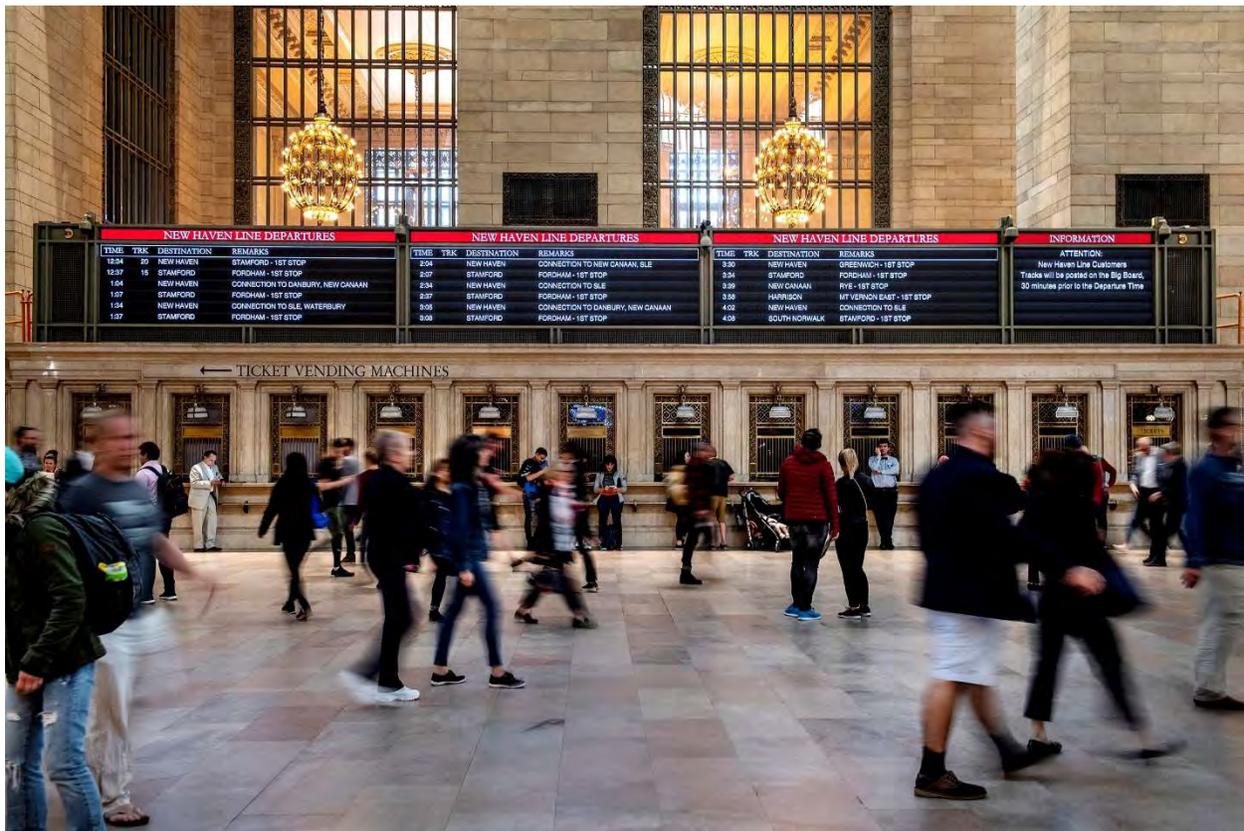
Notes:

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



Metro-North Railroad

May 2019 Highlights: Capital Program Status Report



Station Improvement Initiative Project

Installation of Big Boards at Grand Central Terminal

John Kennard
Vice President
Capital Programs



Metro-North Railroad

May 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 May, Metro-North awarded project tasks totaling \$47 million including the 2019 Cyclical Track Program. Metro-North had substantial completions totaling \$167 million including Phase 1 of the Sandy Restoration project. Metro-North had no Closeouts scheduled for the month of May.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 5/31</u>	<u>Achieved thru 5/31</u>	<u>% thru 5/31</u>
Design Awards*	\$39.1	\$15.1	\$0.2	1%
Construction Awards*	\$228.2	\$89.3	\$38.2	43%
Substantial Completions	\$428.3	\$280.1	\$231.7	83%
Closeouts*	\$31.5	\$6.2	\$4.6	74%

*Does not include support costs

John Kennard
Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

May 31, 2019

M7030203 Undergrade Bridge Rehabilitation

Milestone: Contract Award \$9,868,000

A construction contract for rehabilitation of bridge HA 61.06 and HA 61.36 was awarded to ECCO III Enterprises, Inc. for \$9,868,000. The scope of work includes the complete replacement of the two existing undergrade bridges crossing over Croton River at Harlem Line Milepost 61.06 and 61.36 in Patterson, New York.

M7050102 Transformer Rehabilitation

Milestone: Contract Award of \$2,579,169

A construction contract for the refurbishment of six traction power transformers was awarded to Neeltran, Inc. in the amount of \$2,579,168. The scope of work involves the removal and transport of each of the six units to a repair facility where refurbishing services will be performed. The units will then be transported back to their respective sites where they will be connected, re-tested, and re-commissioned.

EM040205/EM050206 Power, C&S Infrastructure Restoration Phase I - Sandy

Milestone: Substantial Completion (\$167M)

The Design Build for Power/C&S Infrastructure Improvements CP5 to CP35 Phase 1 is substantially complete. This included the replacement of Power, Communication, and Signal components along the Hudson Line which was damaged by salt water intrusion as a result of Superstorm Sandy. The components included sectionalizing switches, snowmelter cabinets and conduit, third rail, cable plant, signal power transformers and reactors, etc. The project also included installation of duct banks for the cables and new elevated platforms for electrical equipment for future resiliency against storms.

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

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

- The final updates to the RTTDS (Real Time Train Detection System) is in progress. The shipment and installation of secondary headend equipment at the North White Plains office is anticipated in June 2019. 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 is complete for the east side portion of the Big Boards. Final testing is in progress. Phased shipment of gate boards continued with the first shipment of 28 boards completed in May.

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

The CSI project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at 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. Installation of node houses at the three additional locations (Bridgeport, Green Farms and Fairfield station node houses) is complete and submission of final documentation continues. 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.

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

The purpose of this project is to develop and improve station aesthetics, introduce new technology, and develop sustainability initiatives. A key focus will be to transform and elevate the customer experience at the White Plains Station, Metro-North's third busiest station. White Plains Station improvements will include a renovated and expanded waiting room 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.

- Work has been completed at Riverdale, Port Chester, and Harlem-125th Street Stations.
- Crestwood Station – Mobilization and site demolition continued. Installation of new electrical systems is on-going.
- 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.

EM050206/EM040205 Power, C&S Infrastructure Restoration Phase I & II – Sandy

- *Phase I* – The purpose of this project is to replace and restore to a state of good repair the power and communication and signal (C&S) equipment and infrastructure that were destroyed, damaged and/or compromised by Super Storm Sandy on over 16 miles of railroad along the Hudson Line from CP 19 (Greystone) to CP 35 (Croton-Harmon). Continued installation of conduits for transformer, communication, sectionalizing switches and snow melters at different platforms; lateral and track crossing conduits; continuity jumpers and performing cable pulling. Continued grounding and concrete work at the platforms. Track 1 was returned to service at the end of the first week of May 2019. 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, manholes, concrete footing for different platforms, lateral and track crossing conduits; continuity jumpers and performing cable pulling. 100% design has been submitted and review by key stakeholders continues.

Overall project completion of Phase I and II is anticipated in the first quarter 2021.

EM050208 Power Infrastructure Restoration – Substations – Sandy

- *Tarrytown* – Continued conduit installation for the phone line from the remote control unit to the phone jack box, performed cable pulling and punchlist repairs preceding the award of beneficial use certificate. Completed relay testing of AC Switchgear at the power control room (PCR). Continued finalizing Supervisory Control and Data Acquisition (SCADA). Con Edison cut-over process and energization of the substation PCR is underway. This substation is scheduled for completion in July 2019.
- *Croton-Harmon* – Completed punchlist repairs preceding the award of beneficial use certificate and performing relay testing of AC Switchgear at the PCR. Cutover process, commissioning/testing and energization of substation PCR are pending resolution of equipment issue for Phase V project at Harmon Yard. This substation is scheduled for completion in August 2019.

- *Riverdale* – Continued installation of the bathroom components and drop ceiling support at the Crew Quarters building; performing relay testing of AC Switchgear at the substation PCR and punchlist repairs preceding the award of beneficial use certificate. Commence splicing, installation and testing of the new feeder for the proposed substation. Energization of the substation PCR is underway. This substation is scheduled for completion in June 2019.

M6040101 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 version 3.5 was 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. Completed site installation testing on Danbury branch line. Training of employees continues. Interoperability discussions with Amtrak and Freight carriers continue. Interoperability testing of Amtrak on Pilot Line was completed. 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.

M6060101/M7060101 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 June 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 July 2019.

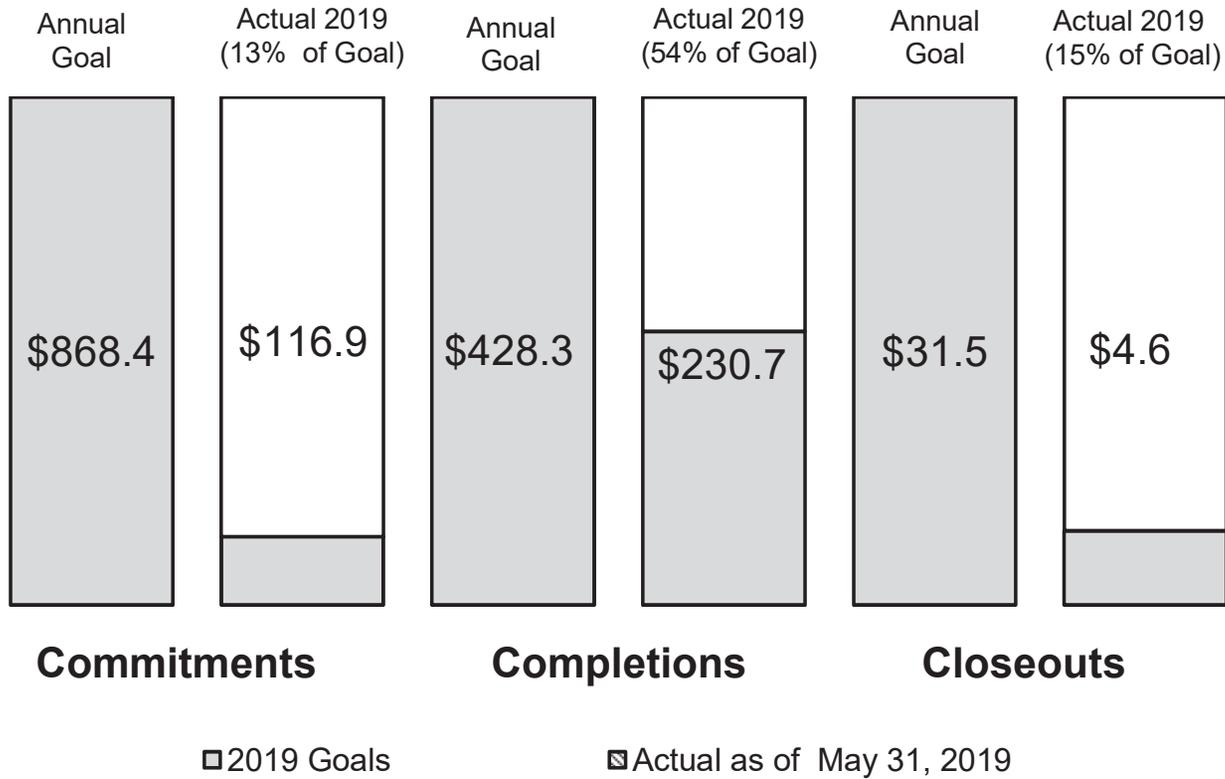
Phase V, Stage II Preliminary Design - The scope of this work includes the demolition of the remainder of Building 6 as well as the associated Building 5 storeroom and the construction of the balance of the Phase V Electric Car Shop and Support Shop facilities.

- Continued the following activities: data collection for the development of the industrial design; stakeholder meetings to review and evaluate design concepts to meet user needs; and installation of sprinkler, fire alarm, and electric wires inside the temporary electronic shop of the EMU.

2019 MNR Capital Program Goals

As of May 31, 2019

In Millions





Long Island Rail Road

May 2019 Performance Summary

Rod Brooks, Senior Vice President – Operations



Memorial Day Weekend: On Friday, May 24, 2019, the Long Island Rail Road provided service to over 14,500 customers traveling towards Montauk.



Long Island Rail Road

May 2019 Performance Summary

Highlights

For the month, On-Time Performance (OTP) surpassed our monthly goal at **94.8%**. The AM Peak period OTP registered at **96.4%**, with PM Peak closing at **91.1%**. Year to Date (YTD) performance is **93.9%**, which is a **3.7%** increase compared to same period last year.

Branch Performances

Throughout May, **3.5%** of all scheduled trains arrived between 6 and 10 minutes late at their final terminal. The average delay per late train was **10.2** minutes for the month. There were **99** cancelled or terminated trains in May, which accounts for **0.5%** of all scheduled trains for the month.

Six out of the eleven branches exceeded their goal for the month of May.

Consist Compliance

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

Equipment Performance

MDBF continued to perform above expectations YTD through April, and exceeds the yearly target. The year-to-date diesel fleet performance shows promising improvements over the same period last year.

Performance Summary			2019 Data			2018 Data	
			Annual	YTD thru		YTD thru	
			Goal	May	May	May	May
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	94.8%	93.9%	92.3%	90.2%
		AM Peak		96.4%	91.6%	90.8%	88.2%
		PM Peak		91.1%	92.1%	92.7%	85.4%
		Total Peak		93.9%	91.8%	91.7%	86.8%
		Off Peak Weekday		94.6%	93.8%	91.3%	90.6%
		Weekend		96.4%	96.8%	95.1%	93.5%
	Babylon Branch	Overall	93.9%	95.8%	94.4%	92.6%	89.8%
		AM Peak		97.9%	93.3%	90.8%	87.9%
		PM Peak		92.0%	91.2%	92.4%	83.8%
		Total Peak		95.2%	92.3%	91.5%	86.0%
		Off Peak Weekday		95.7%	94.6%	91.8%	90.9%
		Weekend		96.9%	97.4%	96.7%	93.7%
	Far Rockaway Branch	Overall	96.6%	97.3%	97.0%	94.3%	93.9%
		AM Peak		96.1%	92.2%	89.3%	88.5%
		PM Peak		98.5%	97.8%	99.5%	92.9%
		Total Peak		97.2%	94.8%	93.9%	90.5%
		Off Peak Weekday		96.6%	97.0%	94.0%	94.4%
	Weekend		99.0%	99.3%	95.3%	96.4%	
Huntington Branch	Overall	92.5%	94.6%	92.1%	90.6%	88.9%	
	AM Peak		97.6%	90.6%	87.9%	87.6%	
	PM Peak		84.4%	87.3%	92.0%	83.0%	
	Total Peak		91.4%	89.0%	89.8%	85.4%	
	Off Peak Weekday		93.9%	90.5%	88.2%	88.8%	
	Weekend		98.5%	97.2%	96.0%	92.2%	
Hempstead Branch	Overall	96.5%	94.3%	94.2%	94.2%	90.8%	
	AM Peak		96.8%	93.9%	95.9%	87.9%	
	PM Peak		88.4%	89.8%	94.9%	84.9%	
	Total Peak		92.8%	92.0%	95.5%	86.5%	
	Off Peak Weekday		93.9%	94.4%	93.5%	91.7%	
	Weekend		96.5%	96.1%	94.6%	93.2%	
Long Beach Branch	Overall	95.9%	95.7%	95.6%	94.1%	92.1%	
	AM Peak		95.5%	93.6%	92.4%	88.3%	
	PM Peak		95.5%	95.9%	97.1%	89.1%	
	Total Peak		95.5%	94.7%	94.7%	88.7%	
	Off Peak Weekday		96.1%	96.2%	93.2%	92.2%	
	Weekend		94.9%	95.6%	95.5%	96.1%	
Montauk Branch	Overall	90.8%	90.5%	91.4%	91.4%	90.4%	
	AM Peak		96.6%	87.7%	91.5%	89.0%	
	PM Peak		90.1%	91.4%	88.4%	83.5%	
	Total Peak		93.5%	89.5%	90.1%	86.5%	
	Off Peak Weekday		92.9%	91.4%	91.7%	91.0%	
	Weekend		83.4%	93.2%	91.9%	92.7%	
Oyster Bay Branch	Overall	94.1%	95.9%	94.5%	89.6%	89.1%	
	AM Peak		99.4%	92.7%	92.2%	91.3%	
	PM Peak		90.9%	90.7%	78.8%	76.3%	
	Total Peak		95.5%	91.8%	86.0%	84.4%	
	Off Peak Weekday		94.4%	94.5%	89.5%	90.1%	
	Weekend		100.0%	98.4%	94.9%	93.1%	

Performance Summary		2019 Data			2018 Data	
		Annual	YTD thru		YTD thru	
		Goal	May	May	May	May
Port Jefferson Branch	Overall	90.9%	90.2%	89.9%	89.8%	87.1%
	AM Peak		93.8%	88.6%	93.2%	87.3%
	PM Peak		83.1%	87.7%	88.9%	81.7%
	Total Peak		88.8%	88.2%	91.2%	84.7%
	Off Peak Weekday		89.0%	89.2%	88.1%	85.3%
	Weekend		94.4%	93.7%	91.9%	93.9%
Port Washington Branch	Overall	95.3%	95.0%	94.6%	93.5%	91.4%
	AM Peak		96.7%	94.0%	90.2%	92.2%
	PM Peak		92.6%	93.3%	92.7%	87.5%
	Total Peak		94.6%	93.6%	91.4%	89.9%
	Off Peak Weekday		93.6%	93.5%	93.5%	91.8%
	Weekend		98.5%	98.0%	96.3%	92.6%
Ronkonkoma Branch	Overall	91.6%	94.5%	92.4%	88.7%	86.9%
	AM Peak		93.5%	87.0%	88.3%	84.5%
	PM Peak		89.7%	93.2%	94.5%	86.2%
	Total Peak		91.8%	89.7%	91.0%	85.2%
	Off Peak Weekday		94.7%	92.6%	85.1%	86.2%
	Weekend		97.9%	96.2%	93.8%	92.0%
West Hempstead Branch	Overall	95.8%	97.7%	96.9%	95.9%	92.4%
	AM Peak		93.6%	90.2%	93.6%	85.7%
	PM Peak		96.2%	96.4%	93.2%	87.1%
	Total Peak		95.0%	93.6%	93.4%	86.5%
	Off Peak Weekday		98.8%	98.1%	97.1%	95.0%
	Weekend		98.8%	98.9%	96.5%	94.4%
Operating Statistics	Trains Scheduled		21,393	102,469	21,020	101,280
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-10.2	-11.4	-11.6	-13.5
	Trains Over 15 min. Late excluding trains canceled or terminated		94	836	260	1,820
	Trains Canceled		43	356	46	903
	Trains Terminated		56	269	46	544
	Percent of Scheduled Trips Completed		99.5%	99.4%	99.6%	98.6%
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
		Apr	May	YTD Thru May	May	YTD Thru May	
Engineering (Scheduled)	4.7%	45	52	184	45	124	60
Engineering (Unscheduled)	14.7%	97	163	1,103	226	1,094	9
Maintenance of Equipment	9.6%	109	107	630	209	961	(331)
Transportation	1.7%	37	19	119	83	209	(90)
Capital Projects	6.8%	88	76	310	162	445	(135)
Weather and Environmental	3.2%	82	36	438	25	2,512	(2,074)
Police	9.0%	85	100	928	133	962	(34)
Customers	29.3%	258	325	1,385	288	1,590	(205)
Special Events	7.7%	53	86	185	98	270	(85)
Other	11.0%	80	122	411	191	794	(383)
3rd Party Operations	2.2%	34	24	526	167	957	(431)
Total	100.0%	968	1,110	6,219	1,627	9,918	(3,699)

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
6-May	Mon	Switch trouble in Harold Interlocking				18	2		2			20	2	
8-May	Wed	Motor vehicle strike at east of Bethpage				11	4	5	6	1	1	17	5	6
9-May	Thurs	Train 872 cancelled in Jamaica due to possible track condition				9		1	1			10		1
10-May	Fri	Emergency SRS testing on Port Washington branch				5	1		6	14		11	15	
15-May	Wed	Switch trouble in Nassau Interlocking				14	1		8			22	1	
24-May	Fri	Train 766 equipment trouble at Forest Hills				9		1	2			11	1	
24-May	Fri	Equipment train disabled in Line 4				9	4		12			21	4	
24-May	Fri	Heavy holiday loading				5			17			22		
25-May	Sat	Derailment east of Speonk							4	6	16	4	6	16
26-May	Sun	Derailment east of Speonk (5/25/19)									17			17
TOTAL FOR MONTH			0	0	0	80	12	7	58	21	34	138	34	40
												212		

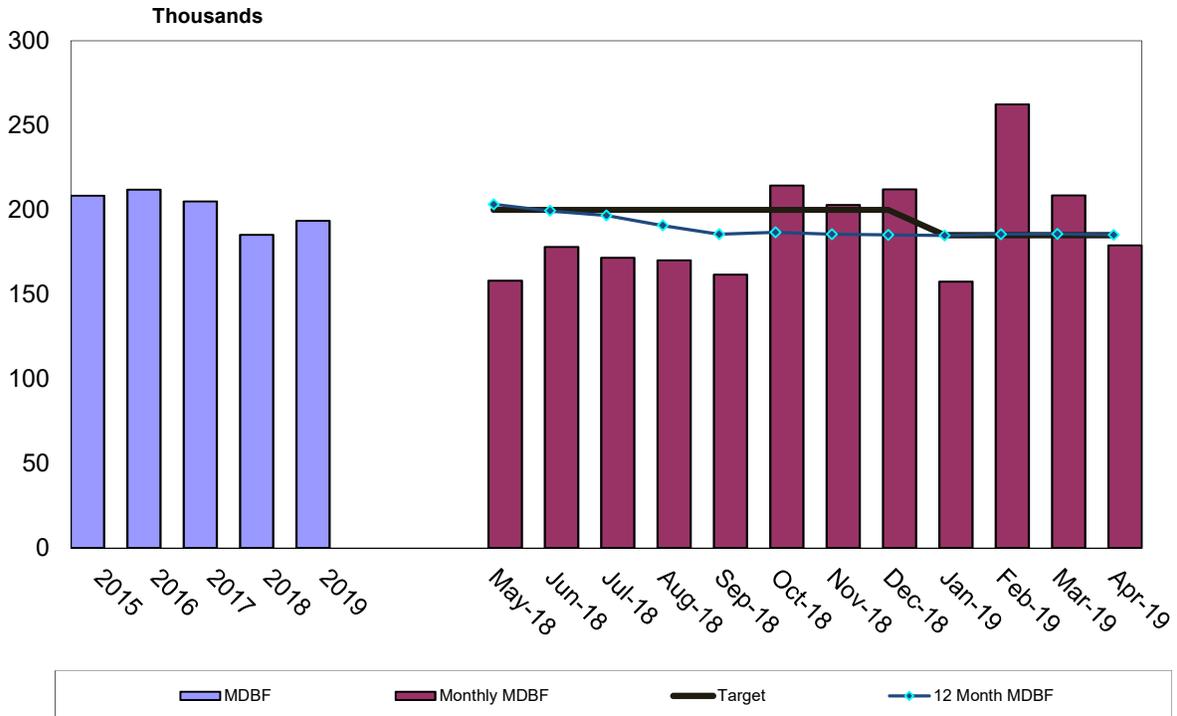
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - APRIL 2019

	2019 Data							2018 Data		
	Equip-ment Type	Total Fleet Owned	MDBF Goal (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)	12 month Rolling Avg MDBF (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)
Mean Distance Between Failures	M-3	142	60,000	55,639	11	55,214	67,699	79,139	7	72,500
	M-7	836	378,000	394,977	13	436,493	463,055	410,455	12	496,275
	C-3	134	103,000	89,857	8	102,224	110,013	163,257	4	94,634
	DE	24	19,000	26,984	3	37,545	19,415	15,524	6	19,096
	DM	21	19,000	40,378	2	23,369	15,610	12,357	5	20,487
	Diesel	179	51,000	67,736	13	70,080	55,507	53,864	15	54,625
	Fleet	1,157	185,000	179,116	37	193,462	185,218	184,923	34	193,710

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	
			May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	5
			Total Standees	5
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	5
			Total Standees	5
	Huntington Branch	Program Standees	60	0
		Add'l Standees	36	3
			Total Standees	96
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	3	5
			Total Standees	5
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	0
			Total Standees	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	2	0
			Total Standees	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	7	0
			Total Standees	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	2
			Total Standees	2
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	10	47
			Total Standees	47
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	12	11
			Total Standees	11
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
			System Wide PEAK	79

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	0	4
		Total Standees	0	4
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	5
		Total Standees	0	5
	Huntington Branch	Program Standees	30	0
		Add'l Standees	12	24
		Total Standees	42	24
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	3	21
		Total Standees	3	21
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	12	5
		Total Standees	40	5
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	35
		Total Standees	0	35
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	12	0
		Total Standees	12	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	10	47
		Total Standees	10	47
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	5	4
		Total Standees	5	4
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	6	0
		Total Standees	6	0
		System Wide PEAK	117	143

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 MAY 2019**

Elevator Availability		2019		2018	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	98.9%	99.3%	94.4%	97.6%
	Far Rockaway Branch	99.3%	98.2%	99.2%	99.3%
	Hempstead Branch	98.9%	99.4%	99.7%	99.5%
	Long Beach Branch	99.6%	99.5%	99.3%	99.4%
	Port Jefferson Branch	99.6%	98.6%	99.2%	98.6%
	Port Washington Branch	97.9%	99.0%	98.9%	99.4%
	Ronkonkoma Branch	99.5%	99.3%	99.4%	99.3%
	City Terminal Stations	99.0%	98.0%	99.4%	99.5%
	Overall Average	99.1%	98.9%	98.2%	98.9%

Escalator Availability		2019		2018	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	97.9%	97.5%	98.1%	96.0%
	Far Rockaway Branch	98.7%	98.9%	98.7%	95.2%
	Hempstead Branch	99.4%	99.0%	99.1%	96.7%
	Long Beach Branch	98.7%	98.1%	97.4%	97.9%
	Port Jefferson Branch	97.0%	98.1%	99.8%	99.2%
	City Terminal	98.1%	97.0%	95.8%	97.4%
	Overall Average	98.0%	97.4%	97.2%	96.8%

Long Island Rail Road Performance Metrics Report

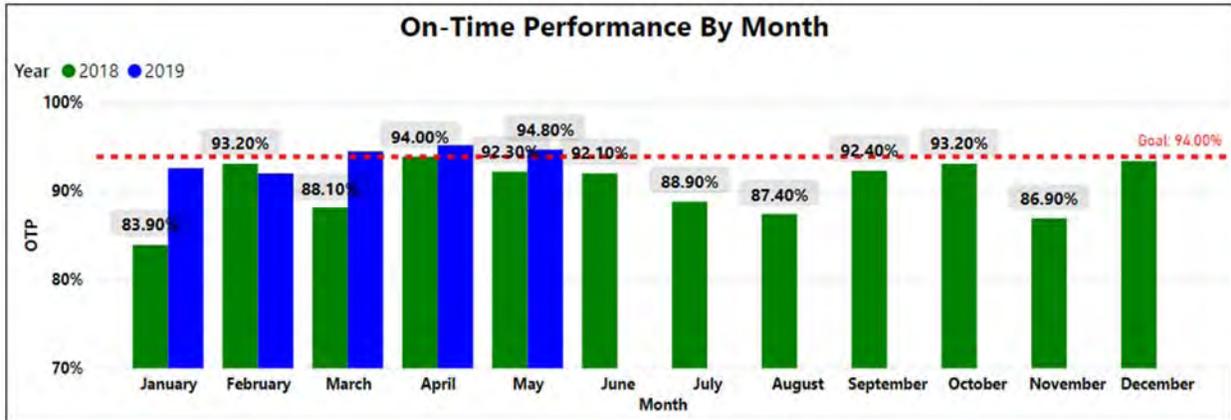


On Time Performance and Number of Short Trains are important metrics to customers. The LIRR has shown marked improvement in these two areas through May 2019.

On Time Performance

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

	2019		2018	
Goal	May	YTD	May	YTD
94.00%	94.81%	93.93%	92.26%	90.21%

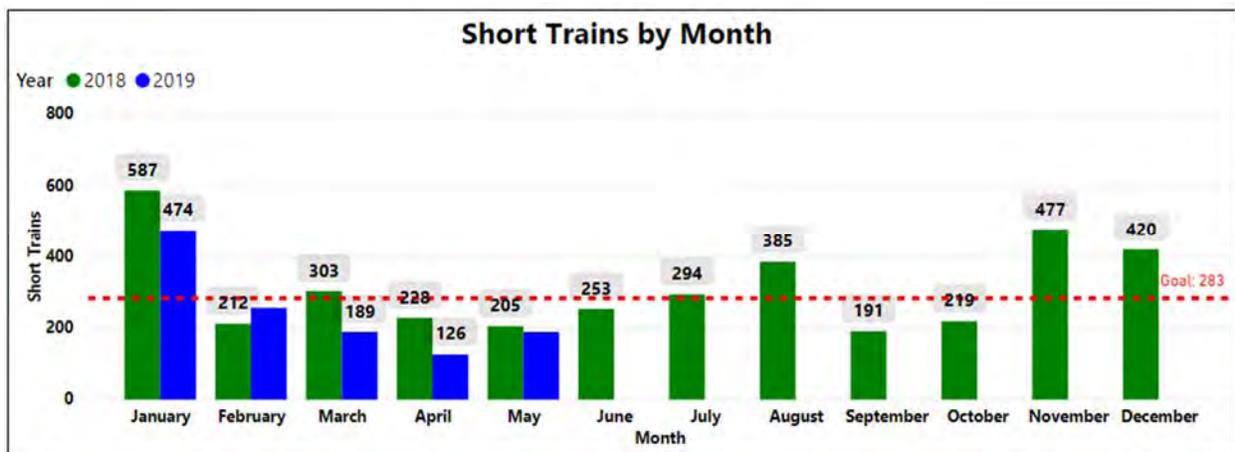


- OTP for May 2019 was robust at 94.81% - the highest May OTP since May 2012.
- 6 of the 11 branches exceeded their OTP goal for May.

Number of Short Trains

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

	2019		2018	
Goal	May	YTD	May	YTD
3,397 annually	189	1,234	205	1,535

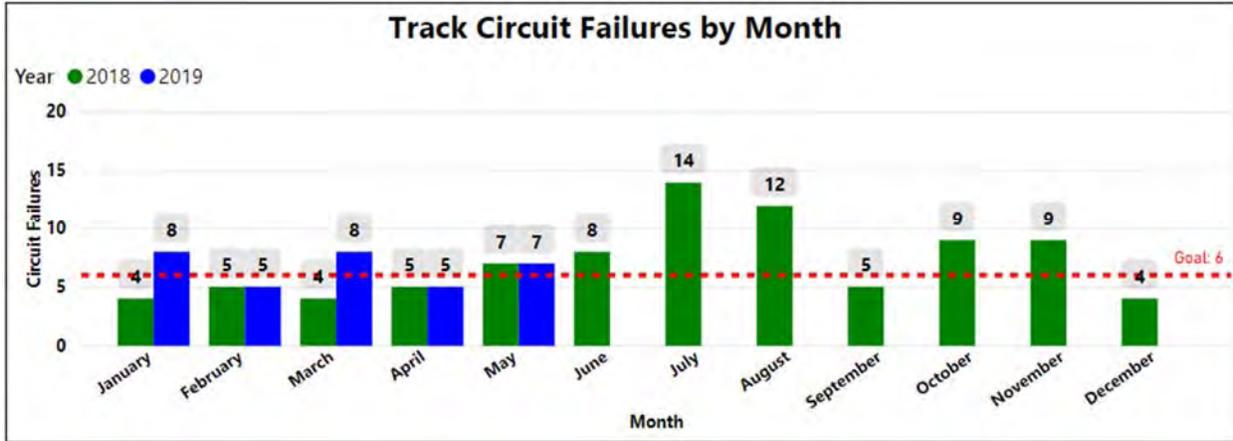


- YTD, the LIRR has reduced the number of short trains by over 19%.
- Key factors have been increased wheel truing capacity and aggressive vegetation management.

Number of Track Circuit Failures

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

	2019		2018	
Goal	May	YTD	May	YTD
	7	33	7	25

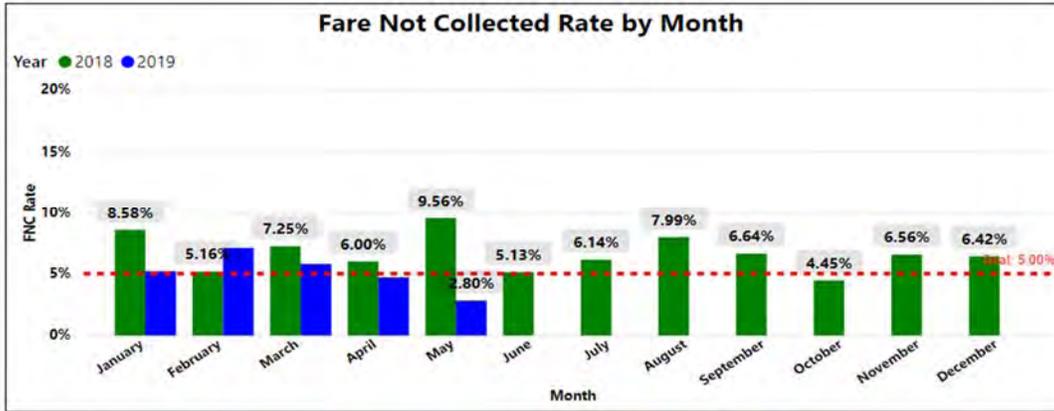


- YTD 2019, the LIRR experienced 33 track circuit failures causing at least one delay, which was 8 more incidents than the same period in 2018.
- There is no clear pattern to the track circuit failures experienced YTD, but the Engineering Department is examining potential causes and corrective actions that can be taken.

Fare Not Collected Rate

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

	2019		2018	
Goal	May	YTD	May	YTD
5.0%	2.8%	5.0%	9.6%	7.8%

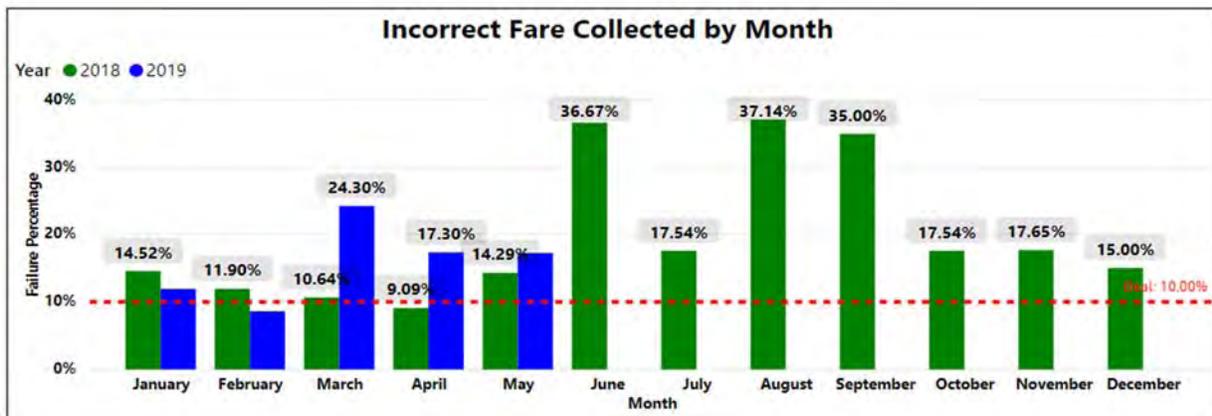


- In May 2019, Fare Not Collected was the lowest it has been since November 2015. The LIRR has enhanced management oversight and strategically deployed train crews to address the most challenging trains.

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	May	YTD	May	YTD
10.0%	17.2%	16.1%	14.3%	12.7%



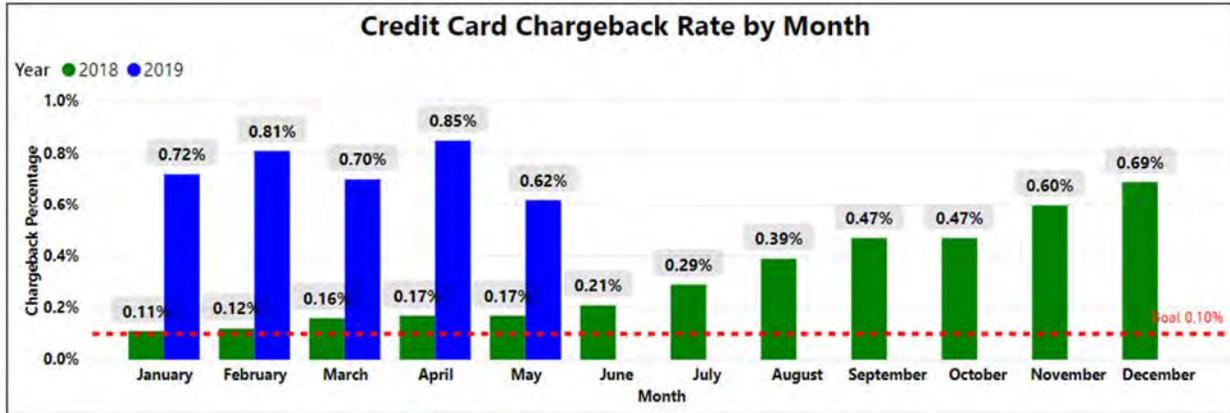
- The increase in Incorrect Fare Collected since March is attributable to the LIRR's request that MTA Auditors focus on Atlantic Ticket trains into Penn Station, which have been a challenge for the LIRR. The LIRR is developing strategies to address this issue.



Credit Card Chargeback Rate

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

	2019		2018	
Goal	May	YTD	May	YTD
0.10%	0.62%	0.74%	0.17%	0.15%

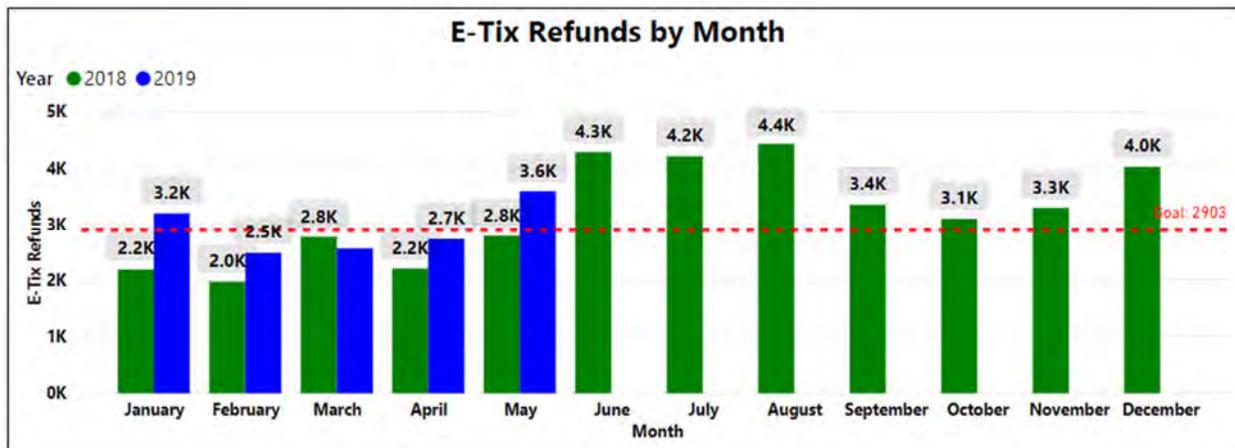


- While chargebacks steadily increased over 2018 and into early 2019, there has been a plateauing of the rate and in May it was 0.62%, the lowest since December 2018.
- The upcoming deployment of chip readers on vending machines will reduce this rate dramatically.

e-Tix Refunds Processed

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

	2019		2018	
Goal	May	YTD	May	YTD
34,480 annually	3,598	14,594	2,795	11,948



- In May 2019 e-Tix sales were up by approximately 150,000 which is largely responsible for corresponding increase in e-Tix Refunds.



Long Island Rail Road

Financial Report Highlights



Spring Tulips add color to Riverhead Station. The LIRR has embarked on an ambitious effort to beautify its customer facilities.



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.

April YTD 2019 Highlights

- Total revenue of \$395.0 million was \$28.2 million higher than the budget. This was primarily due to the timing of reimbursements for capital activity and higher farebox revenue.
- Through April 2019 ridership was 29.0 million, which was 3.3% above 2018 (adjusted for the same number of work days) and 2.8% above the budget. Commutation ridership of 16.9 million was 0.5% above 2018 and 0.6% above the budget. Non-Commutation ridership of 12.0 million was 7.4% above 2018 and 6.0% above the budget. Consequently, farebox revenue of \$236.3 million was \$4.7 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$636.2 million were \$38.3 million or 5.7% favorable to the budget. The primary drivers of this favorable variance are vacant positions and associated fringe costs, the timing of maintenance services and material usage, lower electric expense which includes a meter settlement and lower OPEB current expenses, partially offset by higher project and maintenance overtime and FELA indemnity reserves.

Financial results for Year-to-Date (YTD) April 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	\$366.7	\$395.0	\$28.2
Total Expenses Before Non-Cash Liabilities	674.5	636.2	38.3
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$307.7)	(\$241.3)	\$66.5
Other Non-Cash Liabilities	178.1	135.4	42.7
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$485.8)	(\$376.6)	\$109.2
Cash Adjustments	137.3	96.9	(40.4)
Net Cash Surplus/(Deficit)	(\$348.5)	(\$279.7)	\$68.8

Mark Young
Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

April YTD operating results were favorable by \$109.2 or 22.5% lower than the budget.

Non-Reimbursable revenues through April were \$4.8 favorable to the budget. Farebox Revenue was favorable as a result of higher ridership. Other Operating Revenues were favorable to budget primarily due to timing. Total Non-Reimbursable expenses were \$104.4 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 maintenance services and materials, lower electric expense which includes a meter settlement and lower OPEB current expenses, partially offset by higher depreciation, overtime and FELA indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$23.4 higher than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date April **Total Revenues** (including Capital and Other Reimbursements) of \$395.0 were \$28.2 or 7.7% favorable to the budget.

- **Y-T-D Farebox Revenues** were \$4.7 favorable to the budget due to higher ridership, partially offset by lower yield per passenger. Ridership through April was 29.0 million. This was 3.3% 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 \$0.2 favorable to the budget primarily due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$23.4 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date April **Total Expenses** (including depreciation and other) of \$771.6 were favorable to the budget by \$81.0 or 9.5%.

Labor Expenses, \$14.5 favorable Y-T-D.

- **Payroll**, \$17.5 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(9.4) 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**, \$6.2 favorable Y-T-D (vacant positions and lower rates).
- **OPEB Current Payment**, \$3.8 favorable Y-T-D (fewer retirees/beneficiaries than projected and lower rates).
- **Other Fringe**, \$(3.6) unfavorable Y-T-D (primarily higher FELA indemnity reserves and Railroad Retirement Taxes).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$23.8 favorable Y-T-D.

- **Electric Power**, \$4.6 favorable Y-T-D (PSEG meter settlement credit, lower rates and consumption).
- **Fuel**, \$0.5 favorable Y-T-D (lower rates).
- **Insurance**, \$1.0 favorable Y-T-D (primarily lower liability and force account insurance).
- **Claims**, \$3.2 favorable Y-T-D (timing of claim settlement).
- **Maintenance and Other Operating Contracts**, \$7.4 favorable Y-T-D (timing of Atlantic terminal wireless and TVM door installation, lower vegetation management and the timing of joint facilities and other maintenance and operating contracts, partially offset by higher bussing services).
- **Professional Services**, \$2.3 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**, \$3.2 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and capital project material, partially offset by higher right of way material).
- **Other Business Expenses**, \$1.6 favorable Y-T-D (lower bad debt and other business expenses, and higher restitution of property damages).

Depreciation and Other, \$42.7 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 April of \$279.7 was \$68.8 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 47.5%, 6.0 percentage points above the budget resulting from lower expenses and higher farebox revenue.
- Through April Adjusted Farebox Operating Ratio was 53.9%, which is above the budget due to lower expenses and higher farebox revenue.
- Through April Adjusted Cost per Passenger was \$15.97, which is lower than the budget due to lower expenses and higher ridership.
- Through April Revenue per Passenger was \$8.16, which was \$0.06 below the budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRAUAL STATEMENT of OPERATIONS by CATEGORY
APRIL 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	\$60.447	\$61.707	\$1.260	2.1	\$0.000	\$0.000	\$0.000	-	\$60.447	\$61.707	\$1.260	2.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.384	0.511	(2.873)	(84.9)	0.000	0.000	0.000	-	3.384	0.511	(2.873)	(84.9)
Capital & Other Reimbursements	0.000	0.000	0.000	-	36.798	50.328	13.531	36.8	36.798	50.328	13.531	36.8
Total Revenue	\$63.831	\$62.218	(\$1.613)	(2.5)	\$36.798	\$50.328	\$13.531	36.8	\$100.628	\$112.546	\$11.918	11.8
Expenses												
<i>Labor:</i>												
Payroll	\$43.119	\$38.614	\$4.505	10.4	\$13.745	\$13.092	\$0.654	4.8	\$56.865	\$51.706	\$5.159	9.1
Overtime	10.617	12.912	(2.296)	(21.6)	3.064	6.538	(3.474)	*	13.681	19.450	(5.770)	(42.2)
Health and Welfare	10.591	8.356	2.235	21.1	2.805	3.546	(0.741)	(26.4)	13.396	11.902	1.494	11.2
OPEB Current Payment	6.078	5.570	0.508	8.4	0.000	0.000	0.000	-	6.078	5.570	0.508	8.4
Pensions	10.216	9.806	0.410	4.0	4.557	4.967	(0.410)	(9.0)	14.773	14.773	0.000	0.0
Other Fringe Benefits	14.487	13.972	0.515	3.6	2.868	3.662	(0.794)	(27.7)	17.355	17.634	(0.279)	(1.6)
Reimbursable Overhead	(2.628)	(4.944)	2.316	88.1	2.628	4.944	(2.316)	(88.1)	0.000	0.000	0.000	-
Total Labor Expenses	\$92.480	\$84.286	\$8.193	8.9	\$29.668	\$36.749	(\$7.081)	(23.9)	\$122.147	\$121.035	\$1.112	0.9
<i>Non-Labor:</i>												
Electric Power	\$6.538	\$4.492	\$2.046	31.3	\$0.022	\$0.081	(\$0.060)	*	\$6.560	\$4.574	\$1.986	30.3
Fuel	1.872	1.811	0.061	3.3	0.000	0.000	0.000	-	1.872	1.811	0.061	3.3
Insurance	1.811	1.641	0.171	9.4	0.947	0.825	0.122	12.8	2.758	2.466	0.292	10.6
Claims	0.374	0.267	0.108	28.7	0.000	0.000	0.000	-	0.374	0.267	0.108	28.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.653	4.762	1.890	28.4	1.861	3.487	(1.626)	(87.4)	8.514	8.249	0.264	3.1
Professional Service Contracts	3.354	1.946	1.408	42.0	0.060	0.086	(0.026)	(42.8)	3.414	2.032	1.382	40.5
Materials & Supplies	13.114	16.849	(3.734)	(28.5)	4.201	8.997	(4.795)	*	17.316	25.846	(8.530)	(49.3)
Other Business Expenses	1.540	1.423	0.117	7.6	0.039	0.103	(0.064)	*	1.579	1.526	0.054	3.4
Total Non-Labor Expenses	\$35.258	\$33.191	\$2.067	5.9	\$7.130	\$13.579	(\$6.449)	(90.5)	\$42.388	\$46.771	(\$4.383)	(10.3)
<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	\$127.737	\$117.478	\$10.260	8.0	\$36.798	\$50.328	(\$13.531)	(36.8)	\$164.535	\$167.806	(\$3.271)	(2.0)
Depreciation	\$32.343	\$33.646	(\$1.303)	(4.0)	\$0.000	\$0.000	\$0.000	-	\$32.343	\$33.646	(\$1.303)	(4.0)
Other Post Employment Benefits	11.986	0.000	11.986	100.0	0.000	0.000	0.000	-	11.986	0.000	11.986	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	0.167	0.077	0.090	54.0	0.000	0.000	0.000	-	0.167	0.077	0.090	54.0
Total Expenses	\$172.233	\$151.200	\$21.033	12.2	\$36.798	\$50.328	(\$13.531)	(36.8)	\$209.031	\$201.528	\$7.503	3.6
Net Surplus/(Deficit)	(\$108.403)	(\$88.982)	\$19.420	17.9	\$0.000	\$0.000	\$0.000	-	(\$108.403)	(\$88.982)	\$19.420	17.9
<i>Cash Conversion Adjustments</i>												
Depreciation	\$32.343	\$33.646	\$1.303	4.0	\$0.000	\$0.000	\$0.000	-	32.343	\$33.646	\$1.303	4.0
Operating/Capital	(1.227)	(2.677)	(1.450)	*	0.000	0.000	0.000	-	(1.227)	(2.677)	(1.450)	*
Other Cash Adjustments	1.236	(1.879)	(3.115)	*	0.000	0.000	0.000	-	1.236	(1.879)	(3.115)	*
Total Cash Conversion Adjustments	\$32.353	\$29.090	(\$3.262)	(10.1)	0.000	\$0.000	\$0.000	-	\$32.353	\$29.090	(\$3.262)	(10.1)
Net Cash Surplus/(Deficit)	(\$76.050)	(\$59.892)	\$16.158	21.2	\$0.000	\$0.000	\$0.000	-	(\$76.050)	(\$59.892)	\$16.158	21.2

For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 fare increase, effective on 4/21/19. 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
APRIL 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	\$231.614	\$236.275	\$4.661	2.0	\$0.000	\$0.000	\$0.000	-	\$231.614	\$236.275	\$4.661	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	12.959	13.114	0.155	1.2	0.000	0.000	0.000	-	12.959	13.114	0.155	1.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	122.155	145.562	23.407	19.2	122.155	145.562	23.407	19.2
Total Revenue	\$244.573	\$249.389	\$4.816	2.0	\$122.155	\$145.562	\$23.407	19.2	\$366.728	\$394.951	\$28.223	7.7
Expenses												
<i>Labor:</i>												
Payroll	\$196.863	\$179.542	\$17.321	8.8	\$43.758	\$43.568	\$0.189	0.4	\$240.621	\$223.110	\$17.510	7.3
Overtime	47.245	49.015	(1.770)	(3.7)	10.464	18.087	(7.624)	(72.9)	57.709	67.102	(9.393)	(16.3)
Health and Welfare	45.073	36.384	8.689	19.3	9.013	11.496	(2.483)	(27.5)	54.086	47.879	6.206	11.5
OPEB Current Payment	24.311	20.549	3.763	15.5	0.000	0.000	0.000	-	24.311	20.549	3.763	15.5
Pensions	44.449	43.019	1.430	3.2	14.643	16.074	(1.430)	(9.8)	59.093	59.093	0.000	0.0
Other Fringe Benefits	56.369	57.374	(1.005)	(1.8)	9.216	11.813	(2.597)	(28.2)	65.585	69.187	(3.602)	(5.5)
Reimbursable Overhead	(8.509)	(15.914)	7.405	87.0	8.509	15.914	(7.405)	(87.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$405.802	\$369.969	\$35.833	8.8	\$95.603	\$116.952	(\$21.349)	(22.3)	\$501.404	\$486.920	\$14.484	2.9
<i>Non-Labor:</i>												
Electric Power	\$29.864	\$25.040	\$4.824	16.2	\$0.084	\$0.312	(\$0.228)	*	\$29.948	\$25.352	\$4.596	15.3
Fuel	7.471	7.008	0.463	6.2	0.000	0.000	0.000	-	7.471	\$7.008	0.463	6.2
Insurance	7.216	6.550	0.667	9.2	2.870	2.545	0.326	11.3	10.086	\$9.094	0.992	9.8
Claims	3.898	0.674	3.224	82.7	0.000	0.000	0.000	-	3.898	\$0.674	3.224	82.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	27.283	19.090	8.193	30.0	7.041	7.864	(0.823)	(11.7)	34.324	\$26.955	7.370	21.5
Professional Service Contracts	12.775	10.195	2.580	20.2	0.213	0.522	(0.309)	*	12.988	\$10.718	2.271	17.5
Materials & Supplies	51.770	47.659	4.111	7.9	16.220	17.111	(0.891)	(5.5)	67.990	\$64.770	3.220	4.7
Other Business Expenses	6.241	4.476	1.766	28.3	0.125	0.256	(0.131)	*	6.366	\$4.732	1.634	25.7
Total Non-Labor Expenses	\$146.520	\$120.692	\$25.827	17.6	\$26.553	\$28.610	(\$2.057)	(7.7)	\$173.072	\$149.302	\$23.770	13.7
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	\$552.321	\$490.661	\$61.660	11.2	\$122.155	\$145.562	(\$23.407)	(19.2)	\$674.477	\$636.223	\$38.254	5.7
Depreciation	\$129.373	\$134.584	(5.211)	(4.0)	\$0.000	\$0.000	\$0.000	-	\$129.373	\$134.584	(5.211)	(4.0)
Other Post Employment Benefits	47.944	0.000	47.944	100.0	0.000	0.000	0.000	-	47.944	0.000	47.944	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	0.757	0.772	(0.016)	(2.0)	0.000	0.000	0.000	-	0.757	0.772	(0.016)	(2.0)
Total Expenses	\$730.395	\$626.017	\$104.378	14.3	\$122.155	\$145.562	(\$23.407)	(19.2)	\$852.550	\$771.579	\$80.971	9.5
Net Surplus/(Deficit)	(\$485.822)	(\$376.628)	\$109.194	22.5	\$0.000	\$0.000	\$0.000	-	(\$485.822)	(\$376.628)	\$109.194	22.5
<i>Cash Conversion Adjustments</i>												
Depreciation	\$129.373	\$134.584	\$5.211	4.0	\$0.000	\$0.000	\$0.000	-	129.373	\$134.584	\$5.211	4.0
Operating/Capital	(5.891)	(6.682)	(0.791)	(13.4)	0.000	0.000	0.000	-	(5.891)	(6.682)	(0.791)	(13.4)
Other Cash Adjustments	13.806	(31.005)	(44.811)	*	0.000	0.000	0.000	-	13.806	(31.005)	(44.811)	*
Total Cash Conversion Adjustments	\$137.287	\$96.896	(\$40.391)	(29.4)	\$0.000	\$0.000	\$0.000	-	\$137.287	\$96.896	(\$40.391)	(29.4)
Net Cash Surplus/(Deficit)	(\$348.535)	(\$279.732)	\$68.803	19.7	\$0.000	\$0.000	\$0.000	0.0	(\$348.535)	(\$279.732)	\$68.803	19.7

For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 fare increase, effective on 4/21/19. 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)**

April 2019				Year-to-Date April 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.	1.260	2.1	Higher ridership \$1.736, partially offset by lower yield per passenger \$(0.476).	4.661	2.0	Higher ridership \$6.477, partially offset by lower yield per passenger \$(1.816).
Other Operating Revenue	Non Reimb.	(2.873)	(84.9)	Primarily due to the timing of rental revenue and lower advertising and freight revenue, partially offset by the timing of miscellaneous revenue.	0.155	1.2	Primarily due to higher rental revenue and the timing of miscellaneous revenue, partially offset by the timing of and lower advertising and freight revenue.
Capital & Other Reimbursements	Reimb.	13.531	36.8	Timing of capital project activity and interagency reimbursements.	23.407	19.2	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	4.505	10.4	Primarily vacant positions, rates and higher sick pay law claim credits.	17.321	8.8	Primarily vacant positions, rates and higher sick pay law claim credits.
	Reimb.	0.654	4.8	Primarily due to timing of project activity.	0.189	0.4	Primarily due to timing of project activity.
Overtime	Non Reimb.	(2.296)	(21.6)	Primarily due to higher vacancy/absentee coverage maintenance and scheduled/unscheduled service.	(1.770)	(3.7)	Primarily due to higher maintenance, scheduled/unscheduled service and vacancy/absentee coverage, partially offset by lower weather-related overtime.
	Reimb.	(3.474)	*	Over-run attributed to Annual Track Program, Main Line Third Track Expansion, East Side Access, East Rail Yard, Main Line Double Track, PTC efforts and Station Enhancement Initiatives.	(7.624)	(72.9)	Over-run attributed to East Side Access, East Rail Yard, Main Line Double Track, Main Line Third Track Expansion, Annual Track Program, PTC efforts and Station Enhancement Initiatives.
Health and Welfare	Non Reimb.	2.235	21.1	Vacant positions and lower rates.	8.689	19.3	Vacant positions and lower rates.
	Reimb.	(0.741)	(26.4)	Primarily due to timing of project activity.	(2.483)	(27.5)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.508	8.4	Fewer retirees/beneficiaries and lower rates.	3.763	15.5	Fewer retirees/beneficiaries and lower rates.
Pensions	Non Reimb.	0.410	4.0	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	1.430	3.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.410)	(9.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(1.430)	(9.8)	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)**

April 2019				Year-to-Date April 2019			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	0.515	3.6	Lower Railroad Retirement Taxes.	(1.005)	(1.8)	Higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes.
	Reimb.	(0.794)	(27.7)	Primarily due to timing of project activity.	(2.597)	(28.2)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	2.316	88.1	Primarily due to timing of project activity.	7.405	87.0	Primarily due to timing of project activity.
	Reimb.	(2.316)	(88.1)	Primarily due to timing of project activity.	(7.405)	(87.0)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	2.046	31.3	Primarily due to lower rates and consumption.	4.824	16.2	Primarily due to a PSEG prior year meter settlement credit, lower rates and consumption.
	Reimb.	(0.060)	*	VD Yard	(0.228)	*	YD Yard
Fuel	Non Reimb.	0.061	3.3		0.463	6.2	Primarily lower rates.
	Reimb.	0.000	-		0.000	-	
Insurance	Non Reimb.	0.171	9.4	Primarily lower liability insurance.	0.667	9.2	Primarily lower liability insurance.
	Reimb.	0.122	12.8	Force Account Insurance associated with project activity.	0.326	11.3	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.108	28.7	Decrease in reserves.	3.224	82.7	Decrease in reserves.
Maintenance & Other Operating Contracts	Non Reimb.	1.890	28.4	Timing of Atlantic Terminal wireless and TVM door installations, joint facility maintenance and lower vegetation management, partially offset by higher bussing services and timing of uniform purchases.	8.193	30.0	Timing of Atlantic Terminal wireless and TVM door installations, lower vegetation management and the timing of joint facility and other maintenance services, partially offset by higher bussing services.
	Reimb.	(1.626)	(87.4)	Primarily due to timing of project activity.	(0.823)	(11.7)	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.	April 2019		Reason for Variance	Year-to-Date April 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	1.408	42.0	Primarily timing of rolling stock decommissioning, EAM and MTA chargebacks and other outside services, partially offset by higher write-offs of projects that are no longer capital eligible.	2.580	20.2	Primarily timing of rolling stock decommissioning, EAM chargebacks, equipment testing, bank processor conversion and other outside services, partially offset by higher write-offs of projects that are no longer capital eligible.
	Reimb.	(0.026)	(42.8)	Primarily due to timing of project activity.	(0.309)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(3.734)	(28.5)	Primarily the timing of modifications and Reliability Centered Maintenance activity for revenue fleet and higher right of way material.	4.111	7.9	Primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material.
	Reimb.	(4.795)	*	Primarily due to timing of project activity.	(0.891)	(5.5)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.117	7.6	Primarily higher restitution on property damage and lower office supplies, partially offset by higher credit card fees and bottled drinking water.	1.766	28.3	Primarily lower bad debts, higher restitution on property damage and lower office supplies and other miscellaneous expenses.
	Reimb.	(0.064)	*	Primarily due to timing of project activity.	(0.131)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(1.303)	(4.0)	Based on certain capital assets being fully depreciated.	(5.211)	(4.0)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	11.986	100.0	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change (GASB 75) in OPEB liability.	47.944	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								
April 2019								
	Month				Year-to-Date			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
			Favorable (Unfavorable)				Favorable (Unfavorable)	
Receipts								
Farebox Revenue	\$61.822	\$66.888	\$5.066	8.2	\$237.114	\$247.187	\$10.073	4.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.546	2.840	1.294	83.7	14.453	17.029	2.576	17.8
Capital & Other Reimbursements	21.366	38.423	17.057	79.8	85.336	121.878	36.542	42.8
Total Receipts	\$84.734	\$108.152	\$23.418	27.6	\$336.903	\$386.093	\$49.190	14.6
Expenditures								
<i>Labor:</i>								
Payroll	\$54.609	\$51.794	\$2.815	5.2	\$236.322	\$221.295	\$15.027	6.4
Overtime	10.446	14.542	(4.096)	(39.2)	57.107	63.117	(6.010)	(10.5)
Health and Welfare	13.396	11.725	1.671	12.5	54.087	47.027	7.060	13.1
OPEB Current Payment	6.078	5.034	1.044	17.2	24.312	20.742	3.570	14.7
Pensions	14.773	14.453	0.320	2.2	59.092	57.737	1.355	2.3
Other Fringe Benefits	15.769	17.038	(1.269)	(8.0)	66.867	64.560	2.307	3.5
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$115.071	\$114.585	\$0.486	0.4	\$497.787	\$474.477	\$23.310	4.7
<i>Non-Labor:</i>								
Electric Power	\$6.560	\$6.797	(\$0.237)	(3.6)	\$29.948	\$25.546	\$4.402	14.7
Fuel	1.872	1.588	0.284	15.1	7.471	6.961	0.510	6.8
Insurance	4.852	4.576	0.276	5.7	14.691	10.268	4.423	30.1
Claims	0.291	0.138	0.153	52.7	4.393	0.403	3.990	90.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.514	11.816	(3.302)	(38.8)	34.324	49.382	(15.058)	(43.9)
Professional Service Contracts	2.196	2.146	0.050	2.3	10.721	14.320	(3.599)	(33.6)
Materials & Supplies	18.150	20.212	(2.062)	(11.4)	73.276	70.108	3.168	4.3
Other Business Expenses	1.903	2.026	(0.123)	(6.5)	7.327	7.925	(0.598)	(8.2)
Total Non-Labor Expenditures	\$44.338	\$49.300	(\$4.962)	(11.2)	\$182.151	\$184.913	(\$2.762)	(1.5)
<i>Other Expenditure Adjustments:</i>								
Other	\$1.375	\$1.372	\$0.003	0.2	\$5.500	\$5.406	\$0.094	1.7
Total Other Expenditure Adjustments	\$1.375	\$1.372	\$0.003	0.2	\$5.500	\$5.406	\$0.094	1.7
Total Expenditures	\$160.784	\$165.256	(\$4.472)	(2.8)	\$685.438	\$664.797	\$20.641	3.0
Cash Timing and Availability Adjustment	0.000	(2.787)	(2.787)	-	0.000	(1.028)	(1.028)	-
Net Cash Deficit (excludes opening balance)	(\$76.050)	(\$59.892)	\$16.158	21.2	(\$348.535)	(\$279.732)	\$68.803	19.7
Subsidies								
MTA	76.050	68.492	(7.558)	(9.9)	348.535	288.332	(60.203)	(17.3)

**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	April 2019			Year-to-Date as of April 30, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	5.066	8.2	Higher advance sales impact \$4.000 and higher ridership \$1.736, partially offset by lower yields \$(0.476) and lower MetroCard/AirTrain sales \$(0.194).	10.073	4.2	Higher ridership \$6.477 and higher advance sales impact \$5.815, partially offset by lower yields \$(1.816) and lower MetroCard/AirTrain sales \$(0.403).
Other Operating Revenue	1.294	83.7	Primarily due to the timing of and higher rental revenue.	2.576	17.8	Primarily due to a prior year Amtrak payment for retroactive wireless rental revenue and the timing of other rental and 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	17.057	79.8	Timing of activity and reimbursement for capital and other reimbursements.	36.542	42.8	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.815	5.2	Primarily due to vacant positions, rates and higher sick pay law claim credits.	15.027	6.4	Primarily due to vacant positions, rates and higher sick pay law claim credits.
Overtime	(4.096)	(39.2)	Primarily due to higher project overtime, vacancy/absentee coverage, maintenance and scheduled/unscheduled service.	(6.010)	(10.5)	Primarily due to higher project overtime, maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by lower weather-related overtime.
Health and Welfare	1.671	12.5	Primarily due to vacant positions, lower rates and intercompany reimbursements.	7.060	13.1	Primarily due to vacant positions, lower rates and intercompany reimbursements.
OPEB Current Payment	1.044	17.2	Primarily due to fewer retirees/beneficiaries and lower rates.	3.570	14.7	Primarily due to fewer retirees/beneficiaries and lower rates.
Pensions	0.320	2.2	Due to intercompany reimbursements.	1.355	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	April 2019			Year-to-Date as of April 30, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(1.269)	(8.0)	Primarily due to the timing of FELA payments and higher meal payments, partially offset by lower Railroad Retirement Tax payments which include intercompany reimbursements.	2.307	3.5	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements and the timing of FELA payments, partially offset by higher meal payments.
Non-Labor:						
Electric Power	(0.237)	(3.6)	Primarily due to the timing of payments, partially offset by lower rates and consumption.	4.402	14.7	Primarily due to a PSEG prior year meter settlement credit, lower rates and lower consumption.
Fuel	0.284	15.1	Primarily due to the timing of payments and lower rates.	0.510	6.8	Primarily due to lower rates.
Insurance	0.276	5.7	Lower liability insurance payments.	4.423	30.1	Timing of insurance premium payments and lower station liability installment payments.
Claims	0.153	52.7	Timing of payment for claims.	3.990	90.8	Timing of payment for claims.
Maintenance and Other Operating Contracts	(3.302)	(38.8)	Primarily timing of prior year joint facilities payments and higher bussing payments, partially offset by the timing of wireless installation in Atlantic terminal tunnels.	(15.058)	(43.9)	Primarily timing of prior year maintenance and joint facilities payments and higher payments for bussing, partially offset by the timing of wireless installation in Atlantic terminal tunnels.
Professional Service Contracts	0.050	2.3		(3.599)	(33.6)	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	(2.062)	(11.4)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	3.168	4.3	Primarily the timing of program, production plan, and operating funded capital material and supplies.

**MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	April 2019			Year-to-Date as of April 30, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	(0.123)	(6.5)	Primarily higher credit/debit card fees payments, partially offset by higher restitution of property damages and lower miscellaneous expenses.	(0.598)	(8.2)	Primarily higher credit/debit card fees payments, partially offset by higher restitution of property damages and lower miscellaneous expenses.
Other Expenditure Adjustments	0.003	0.2	Lower MetroCard/AirTrain pass through payments.	0.094	1.7	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
April 2019								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
	Favorable (Unfavorable)				Favorable (Unfavorable)			
Receipts								
Farebox Revenue	\$1.375	\$5.181	\$3.806	*	\$5.500	\$10.912	\$5.412	98.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.838)	2.329	4.167	*	1.494	3.914	2.420	*
Capital & Other Reimbursements	(15.432)	(11.905)	3.527	22.9	(36.819)	(23.684)	13.135	35.7
Total Receipts	(\$15.894)	(\$4.395)	\$11.500	72.4	(\$29.825)	(\$8.858)	\$20.967	70.3
Expenditures								
<i>Labor:</i>								
Payroll	\$2.256	(\$0.088)	(\$2.344)	*	\$4.299	\$1.815	(\$2.484)	(57.8)
Overtime	3.235	4.908	1.674	51.7	0.602	3.985	3.383	*
Health and Welfare	(0.000)	0.177	0.177	*	(0.001)	0.853	0.854	*
OPEB Current Payment	(0.000)	0.536	0.536	*	(0.001)	(0.193)	(0.192)	*
Pensions	0.000	0.321	0.320	*	0.001	1.356	1.355	*
Other Fringe Benefits	1.586	0.597	(0.989)	(62.4)	(1.282)	4.627	5.909	*
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	\$7.076	\$6.450	(\$0.626)	(8.8)	\$3.617	\$12.443	\$8.826	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$2.224)	(\$2.224)	*	\$0.000	(\$0.194)	(\$0.194)	*
<i>Traction Power</i>	0.000	(2.232)	(2.232)	*	0.001	(0.513)	(0.513)	*
<i>Non-Traction Power</i>	(0.000)	0.008	0.008	*	(0.001)	0.319	0.319	*
Fuel	0.000	0.223	0.222	*	0.000	0.047	0.047	*
<i>Revenue Vehicle Fuel</i>	(0.000)	0.369	0.369	*	0.000	0.467	0.466	*
<i>Non-Revenue Fuel</i>	0.001	(0.146)	(0.147)	*	(0.000)	(0.420)	(0.419)	*
Insurance	(2.094)	(2.110)	(0.016)	(0.8)	(4.605)	(1.173)	3.431	74.5
Claims	0.083	0.129	0.046	54.6	(0.495)	0.270	0.766	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.000)	(3.566)	(3.566)	*	0.000	(22.427)	(22.428)	*
Professional Service Contracts	1.218	(0.114)	(1.332)	*	2.267	(3.603)	(5.870)	*
Materials & Supplies	(0.834)	5.634	6.468	*	(5.286)	(5.338)	(0.052)	(1.0)
Other Business Expenses	(0.324)	(0.501)	(0.177)	(54.6)	(0.961)	(3.193)	(2.233)	*
Total Non-Labor Expenditures	(\$1.950)	(\$2.529)	(\$0.579)	(29.7)	(\$9.079)	(\$35.611)	(\$26.532)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.375)	(\$1.372)	\$0.003	0.2	(\$5.500)	(\$5.406)	\$0.094	1.7
Total Other Expenditure Adjustments	(\$1.375)	(\$1.372)	\$0.003	0.2	(\$5.500)	(\$5.406)	\$0.094	1.7
Total Expenditures before Depreciation	\$3.751	\$2.550	(\$1.201)	(32.0)	(\$10.961)	(\$28.574)	(\$17.613)	*
Depreciation Adjustment	\$32.343	\$33.646	\$1.303	4.0	\$129.373	\$134.584	\$5.211	4.0
Other Post Employment Benefits	11.986	0.000	(11.986)	(100.0)	47.944	0.000	(47.944)	(100.0)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.077	(0.090)	(54.0)	0.757	0.772	0.016	2.0
Total Expenditures	\$48.247	\$36.272	(\$11.975)	(24.8)	\$167.112	\$106.782	(\$60.331)	(36.1)
Cash Timing and Availability Adjustment	0.000	(2.787)	(2.787)	-	0.000	(1.028)	(1.028)	-
Total Cash Conversion Adjustments	\$32.353	\$29.090	(\$3.262)	(10.1)	\$137.287	\$96.896	(\$40.391)	(29.4)

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

	April 2019						April 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	38,805	\$2.480	42,444	\$2.741	(3,639)	(\$0.261)	144,583	\$9.150	154,232	\$9.841	(9,649)	(\$0.691)
					-9.4%	-10.5%					-6.7%	-7.6%
<u>Unscheduled Service</u>	3,133	\$0.216	6,207	\$0.409	(3,074)	(\$0.192)	17,728	\$1.193	23,016	\$1.524	(5,288)	(\$0.331)
					-98.1%	-88.8%					-29.8%	-27.7%
<u>Programmatic/Routine Maintenance</u>	70,795	\$4.327	82,490	\$5.150	(11,695)	(\$0.822)	263,721	\$15.619	310,458	\$18.609	(46,737)	(\$2.990)
					-16.5%	-19.0%					-17.7%	-19.1%
<u>Unscheduled Maintenance</u>	280	\$0.017	1,149	\$0.070	(869)	(\$0.053)	1,754	\$0.106	8,835	\$0.536	(7,081)	(\$0.429)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	54,436	\$3.286	76,053	\$4.634	(21,617)	(\$1.348)	199,359	\$11.979	229,419	\$13.848	(30,060)	(\$1.869)
					-39.7%	-41.0%					-15.1%	-15.6%
<u>Weather Emergencies</u>	2,558	\$0.166	417	\$0.027	2,141	\$0.139	151,783	\$8.710	68,718	\$4.125	83,065	\$4.585
					83.7%	83.7%					54.7%	52.6%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> ³	2,261	\$0.124	2,070	(\$0.118)	190	\$0.242	9,044	\$0.489	8,380	\$0.532	664	(\$0.043)
					8.4%	*					7.3%	-8.9%
NON-REIMBURSABLE OVERTIME	172,267	\$10.617	210,830	\$12.912	(38,563)	(\$2.296)	787,972	\$47.245	803,058	\$49.015	(15,086)	(\$1.770)
					-22.4%	-21.6%					-1.9%	-3.7%
REIMBURSABLE OVERTIME	53,757	\$3.064	99,463	\$6.538	(45,706)	(\$3.474)	184,027	\$10.464	275,183	\$18.087	(91,156)	(\$7.624)
					-85.0%	*					-49.5%	-72.9%
TOTAL OVERTIME	226,024	\$13.681	310,293	\$19.450	(84,269)	(\$5.770)	971,999	\$57.709	1,078,241	\$67.102	(106,241)	(\$9.393)
					-37.3%	-42.2%					-10.9%	-16.3%

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)

	April 2019			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(3,639)	(\$0.261)	Higher Crew book overtime within Transportation.	(9,649)	(\$0.691)	Higher Crew book overtime within Transportation \$(0.9) and higher Holiday overtime within Stations \$(0.1), partially offset by lower Holiday overtime within Equipment \$0.2.
	-9.4%	-10.5%		-6.7%	-7.6%	
<u>Unscheduled Service</u>	(3,074)	(\$0.192)	Additional operational support required to achieve on time performance.	(5,288)	(\$0.331)	Additional operational support required to achieve on time performance.
	-98.1%	-88.8%		-29.8%	-27.7%	
<u>Programmatic/Routine Maintenance</u>	(11,695)	(\$0.822)	Higher maintenance efforts related to track drainage and track ties replacements \$(0.6), higher Sperry rail car inspections along the Main Line, Port Washington and Montauk Branches within Engineering \$(0.2), and higher Support Shop M7 wheels repairs and Diesel Shop running repairs within Equipment \$(0.1).	(46,737)	(\$2.990)	Higher M3 and Diesel Shop running repairs, Support Shop M7 wheel repairs and additional fleet cleaning efforts within Equipment \$(1.7), higher Sperry rail car inspections along the Main Line, Port Washington and Montauk Branches \$(0.7), and track drainage maintenance and timber replacement between Kew Gardens & Jamaica \$(0.7).
	-16.5%	-19.0%		-17.7%	-19.1%	
<u>Unscheduled Maintenance</u>	(869)	(\$0.053)		(7,081)	(\$0.429)	Due to system wide emergencies.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	(21,617)	(\$1.348)	Higher Open jobs and lower availability within the Equipment, Stations, Engineering and Transportation departments.	(30,060)	(\$1.869)	Higher Open jobs and lower availability within the Equipment and Stations departments.
	-39.7%	-41.0%		-15.1%	-15.6%	
<u>Weather Emergencies</u>	2,141	\$0.139	Favorable weather patterns.	83,065	\$4.585	Favorable weather patterns.
	83.7%	83.7%		54.7%	52.6%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	190	\$0.242	Favorable due to variance between actual and forecasted wage rates.	664	(\$0.043)	Unfavorable due to variance between actual and forecasted wage rates.
	8.4%	*		7.3%	-8.9%	
NON-REIMBURSABLE OVERTIME	(38,563)	(\$2.296)		(15,086)	(\$1.770)	
	-22.4%	-21.6%		-1.9%	-3.7%	
REIMBURSABLE OVERTIME	(45,706)	(\$3.474)	Over-run attributed to Annual Track Program \$(0.8), Main Line Third Track Expansion \$(0.6), East Side Access \$(0.4), East Rail Yard \$(0.4), Main Line Double Track \$(0.4) and PTC efforts and Station Enhancement Initiatives.	(91,156)	(\$7.624)	Over-run attributed to East Side Access \$(2.3), East Rail Yard \$(1.5), Main Line Double Track \$(1.5), Main Line Third Track Expansion \$(1.2), Annual Track Program \$(0.9), PTC efforts and Station Enhancement Initiatives.
	-85.0%	*		-49.5%	-72.9%	
TOTAL OVERTIME	(84,269)	(\$5.770)		(106,241)	(\$9.393)	
	-37.3%	-42.2%		-10.9%	-16.3%	

* Exceeds 100%
Totals may not add due to rounding.

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 APRIL 2019

Explanation of Variances
<p>NON-REIMBURSABLE POSITIONS - Favorable 23 positions due to vacant positions in Maintenance of Equipment, Train Operations and Administrative departments, partially offset by Engineering workforce working on maintenance activity instead of capital project activity.</p>
<p>REIMBURSABLE POSITIONS - Favorable 188 positions primarily due to the timing of project activity in Engineering, and vacancies within the Department of Project Management, East Side Access/Special Projects, Procurement and Logistics and Maintenance of Equipment, partially offset by unfavorable positions in Train Operations and Stations Department.</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 APRIL 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	16	2
President	9	5	4
VP & CFO	3	2	1
Information Technology	0	0	0
Controller	45	44	1
Management & Budget	18	16	2
BPM, Controls & Compliance	6	4	2
Market Dev. & Public Affairs	71	70	1
Gen. Counsel & Secretary	33	33	0
Diversity Management	3	3	0
Security	14	9	5
System Safety	42	35	7
Training	68	67	1
Service Planning	31	28	3
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
Total Administration	530	472	58
Operations			
Transportation Services - Train Operations	2,359	2,343	16
Customer Services	308	308	0
Total Operations	2,667	2,651	16
Maintenance			
Engineering	2,080	2,048	32
Equipment	2,217	2,148	69
Procurement (Stores)	95	97	(2)
Total Maintenance	4,392	4,293	99
Engineering/Capital			
Department of Program Management	152	131	21
Special Projects/East Side Access	57	40	17
Positive Train Control	14	13	1
Total Engineering/Capital	223	184	39
Baseline Total Positions	7,812	7,600	212
<i>Non-Reimbursable</i>	6,415	6,392	23
<i>Reimbursable</i>	1,396	1,208	188
Total Full-Time	7,812	7,600	212
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 APRIL 2019**

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	275	246	29
Professional, Technical, Clerical	151	120	31
Operational Hourlies	104	106	(2)
Total Administration	530	472	58
Operations			
Managers/Supervisors	317	308	9
Professional, Technical, Clerical	101	101	0
Operational Hourlies	2,249	2,242	7
Total Operations	2,667	2,651	16
Maintenance			
Managers/Supervisors	849	769	80
Professional, Technical, Clerical	295	244	51
Operational Hourlies	3,248	3,280	(32)
Total Maintenance	4,392	4,293	99
Engineering/Capital			
Managers/Supervisors	152	124	28
Professional, Technical, Clerical	71	60	11
Operational Hourlies	0	0	0
Total Engineering/Capital	223	184	39
Total Positions			
Managers/Supervisors	1,593	1,447	146
Professional, Technical, Clerical	618	525	93
Operational Hourlies	5,601	5,628	(27)
Total Positions	7,812	7,600	212

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

	APRIL 2019							APRIL YEAR TO DATE 2019						
	Month			Variance				YTD			Variance			
	Adopted Budget**	Actual 2019	Adjusted* 2018	Adopted Budget**	Adjusted* 2018		Adopted Budget**	Actual 2019	Adjusted* 2018	Adopted Budget**	Adjusted* 2018			
			#	%	#	%				#	%	#	%	
RIDERSHIP														
Monthly	4.286	4.260	4.279	(0.026)	-0.6%	(0.019)	-0.5%	16.223	16.168	16.270	(0.055)	-0.3%	(0.102)	-0.6%
Weekly	0.153	0.204	0.164	0.052	33.7%	0.040	24.4%	0.595	0.752	0.563	0.158	26.5%	0.190	33.7%
Total Commutation	4.439	4.464	4.444	0.025	0.6%	0.021	0.5%	16.817	16.920	16.833	0.103	0.6%	0.087	0.5%
One-Way Full Fare	0.730	0.823	0.678	0.093	12.7%	0.145	21.4%	2.675	3.035	2.591	0.359	13.4%	0.444	17.1%
One-Way Off-Peak	1.442	1.468	1.405	0.025	1.8%	0.063	4.5%	5.402	5.519	5.330	0.117	2.2%	0.189	3.6%
All Other	0.897	0.969	0.907	0.072	8.0%	0.062	6.9%	3.268	3.476	3.282	0.208	6.4%	0.194	5.9%
Total Non-Commutation	3.069	3.260	2.990	0.190	6.2%	0.270	9.0%	11.345	12.030	11.203	0.685	6.0%	0.827	7.4%
Total	7.508	7.724	7.433	0.216	2.9%	0.291	3.9%	28.163	28.950	28.035	0.788	2.8%	0.915	3.3%

*Prior year adjusted to reflect current year calendar.

**For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 fare increase, effective on 4/21/19.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
April 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⁾	51.4%	46.9%	50.8%	4.5%	0.6%
	Adjusted ⁽²⁾	55.9%	53.4%	58.1%	2.5%	-2.2%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.56	\$17.18	\$16.01	\$1.62	\$0.45
	Adjusted ⁽²⁾	\$14.41	\$15.91	\$14.81	\$1.50	\$0.40
Passenger Revenue/Passenger ⁽³⁾		\$7.99	\$8.05	\$8.14	(\$0.06)	(\$0.15)
		<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⁾	47.5%	41.5%	47.2%	6.0%	0.3%
	Adjusted ⁽²⁾	53.9%	47.1%	53.5%	6.8%	0.4%
Cost Per Passenger						
	Standard ⁽¹⁾	\$17.18	\$19.82	\$17.39	\$2.64	\$0.21
	Adjusted ⁽²⁾	\$15.97	\$18.43	\$16.13	\$2.46	\$0.16
Passenger Revenue/Passenger ⁽³⁾		\$8.16	\$8.22	\$8.19	(\$0.06)	(\$0.03)

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services



Long Island Rail Road

Ridership Report Highlights

April 2019 vs. 2018

- April 2019 total ridership increased +3.9% compared to April 2018 (7,724,038 in April 2019 vs. 7,433,411 in April 2018).
- Commutation ridership increased 0.5% compared to April 2018
- April 2019 Non-Commutation ridership increased +9.0% compared to April 2018
- The factors affecting ridership this April:
 - Better weather this April compared to last year and calendar differences of Spring Holidays (which took place in March 2018 as opposed to April this year) contributed to the growth in ridership.

2019 vs. 2018 YTD

- Total YTD ridership is +3.3% above 2018 and +2.8% above Budget
- YTD Commutation ridership is +0.5% above 2018
- YTD Non-Commutation ridership is +7.4% above 2018

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

April 2019

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

EXECUTIVE SUMMARY

April Ridership and Revenue (millions)

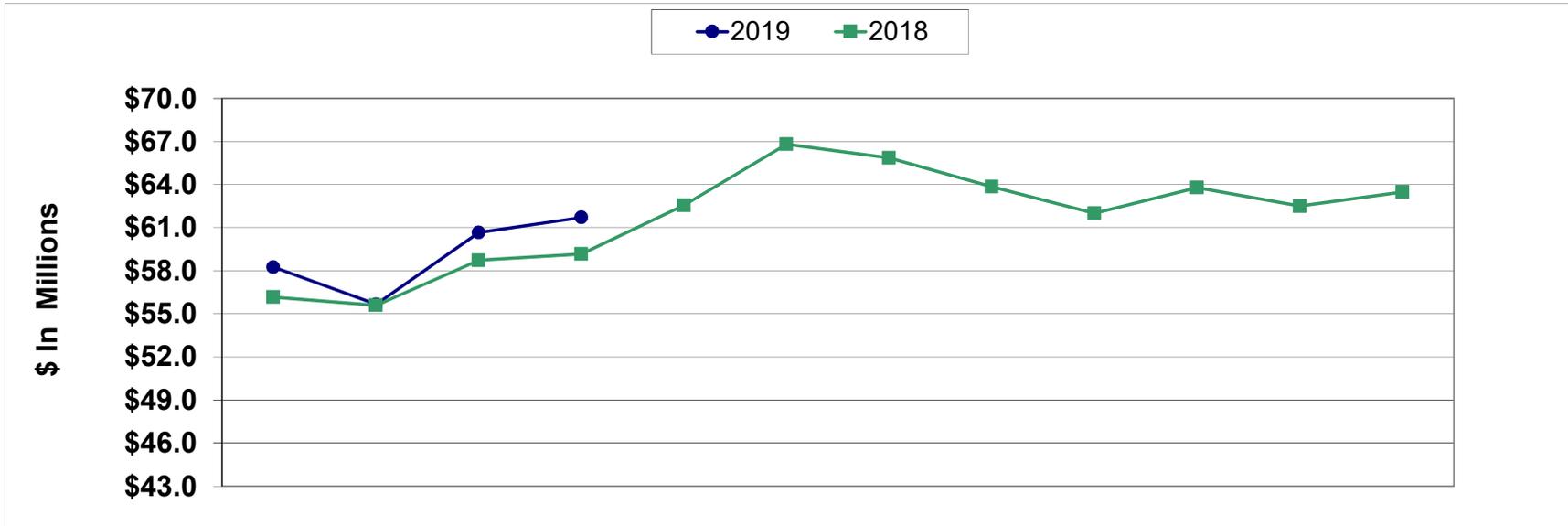
Total Rail Ridership	7.724	3.9% ▲
Commutation Ridership	4.464	0.5% ▲
Non-Commutation Ridership	3.260	9.0% ▲
Rail Revenue	\$61.7	4.3% ▲

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

Total Rail Ridership	28.950	3.3% ▲	2.8% ▲
Commutation Ridership	16.920	0.5% ▲	0.6% ▲
Non-Commutation Ridership	12.030	7.4% ▲	6.0% ▲
Rail Revenue	\$236.3	2.9% ▲	2.2% ▲

April REVENUE

- April Total Revenue was 4.3% above '18 and 2.7% above 2019 Budget*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	\$58.3	\$55.7	\$60.7	\$61.7									\$236.3
2018	\$56.2	\$55.6	\$58.7	\$59.2	\$62.6	\$66.8	\$65.8	\$63.8	\$62.0	\$63.8	\$62.5	\$63.5	\$229.6
PCT CHG.	3.7%	0.1%	3.3%	4.3%									2.9%

*Fare increase was implemented in April 2019.

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

TICKET TYPE/SERVICE	April 2019	April 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,464,378	4,443,715	20,662	0.5%
NON-COMMUTATION RIDERSHIP	3,259,660	2,989,696	269,964	9.0%
TOTAL RIDERSHIP	7,724,038	7,433,411	290,626	3.9%

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

TICKET TYPE/SERVICE	April 2019	April 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	16,920,198	16,832,904	87,295	0.5%
NON-COMMUTATION RIDERSHIP	12,029,996	11,202,500	827,496	7.4%
TOTAL RIDERSHIP	28,950,194	28,035,404	914,791	3.3%

* 2018 ridership numbers were adjusted using 2019 factors.

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

REVENUE	April 2019	April 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,552,232	\$31,580,414	(\$28,182)	-0.1%
NON-COMMUTATION REVENUE	\$30,154,751	\$27,577,963	\$2,576,788	9.3%
TOTAL REVENUE	\$61,706,984	\$59,158,377	\$2,548,606	4.3%

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

REVENUE	April 2019	April 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$125,613,809	\$125,599,137	\$14,673	0.0%
NON-COMMUTATION REVENUE	\$110,660,993	\$104,019,845	\$6,641,148	6.4%
TOTAL REVENUE	\$236,274,802	\$229,618,982	\$6,655,820	2.9%



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

LYNBROOK STATION IMPROVEMENTS

Milestone: Mentor Contract Award \$3,296,319.91 for Platform A

Milestone: Mentor Contract Award \$3,287,000 for Platform B

Project Budget: \$9.11M

Mentor Contracts for platform rehabilitation at Lynbrook Station, on the Long Beach Branch, were awarded to Zion Contracting LLC for \$3,296,319.91 for Platform A, and to JMJ Electric Corp for \$3,287,000 for Platform B. These two platforms are high-level center island platforms on a viaduct. Project work includes rehabilitation of the platform waiting rooms, replacement of the canopies and stair enclosures, painting of the elevator towers and vestibules, CCTV cameras, and new signage. This project is part of the LIRR's initiatives to maintain station components in a state of good repair and improve the platform environment and customer experience.

SMALL BUSINESS MENTOR PROGRAM

New contract/s awarded this month:

- Lynbrook Platform A awarded for \$3.29M [see above]
- Lynbrook Platform B awarded for \$3.28M [see above]

Contract/s completed this month:

- Bridge Painting Package #2 – 150th Street
- Locust Manor Station Components Replacement

2019 LIRR Capital Program Goals

