



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

September 2019

Members

S. Metzger, Co-Chair
K. Law, Co-Chair
D. Mack, Vice-Chair
R. Herman, Vice-Chair
N. Brown
R. Glucksman
V. Tessitore
V. Vanterpool
N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

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

**Monday, 9/23/2019
8:30 - 10:00 AM ET**

1. Summary of Actions

MNR Summary of Actions

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LIRR Summary of Actions

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2. Public Comments Period

3. APPROVAL OF MINUTES - July 22, 2019

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4. 2019 Work Plans

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LIRR Work Plan

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5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

MNR Report

- **MNR Safety Report**

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LIRR Report

- **LIRR Safety Report**

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MTA Capital Construction Report (Presentation)

MTA Police Report

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6. AGENCY ACTION ITEMS

MNR Action Item

- **NYSDOT Grant for Connecting Services**
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7. AGENCY INFORMATION ITEMS

Joint Information Items

- **LIRR/MNR PTC Project Update**
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MNR Information Items

- **2020 Preliminary Budget (Public Comment)**
- **2019 Mid-Year Forecast**
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- **2019 Fall Schedule Change**
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- **Diversity/EEO Report – 2nd Quarter 2019**
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LIRR Information Items

- **2020 Preliminary Budget (Public Comment)**
- **2019 Mid-Year Forecast**
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- **Diversity/EEO Report – 2nd Quarter 2019**
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8. PROCUREMENTS

MNR Procurements

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

LIRR Procurements

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

MTA CC Procurements (None)

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

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LIRR Reports

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- **LIRR Capital Program Report**
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Date of next meeting: October 28th at 8:30AM



Metro-North Railroad



Long Island Rail Road

SUMMARY OF ACTIONS

**METRO-NORTH RAILROAD
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for SEPTEMBER 2019**

Responsible Department	Vendor Name	Total Amount	Summary of action
Metro-North Planning	NYSDOT Grant for Connecting Services	\$365,000	<ul style="list-style-type: none">• Request for authorization to accept NYSDOT CMAQ funds to support MNR Connecting Service Program
Procurement	TBD	TBD	<ul style="list-style-type: none">• Request to use the RFP Process - Three New Traction Power Substations.• The design and construction of three traction power substations at MNR's Golden Bridge, Croton Falls and Katonah stations.

Long Island Railroad
Committee Actions and Presentations
Summary for September 2019

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	TBD	TBD	<ul style="list-style-type: none"> LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the design-build Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract to replace the Ocean Avenue substation. with an option to replace the Bellmore substation, which are operating beyond their useful life. With this procurement, the Ocean Avenue substation, with the option for the Bellmore substation replacement, will be the final substations replaced under the current capital program.

Minutes of the Regular Meeting
Metro-North Committee
Monday, July 22, 2019

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

The following Board Members were present:

Hon. Susan Metzger
Hon. Kevin Law
Hon. Rhonda Herman
Hon. David Mack
Hon. Veronica Vanterpool
Hon. Neal Zuckerman
Hon. Robert Linn
Hon. Vincent Tessitore, Jr.
Hon. Norman Brown
Hon. Randolph Glucksman

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
Joseph McGrann – Chief, MTA Police Department
Michael Shiffer -- Vice President, Planning
Justin Vonashek – Vice President, System Safety
Steven Weiss – Executive Director Management and Budget
Anthony Gardner – Acting Senior Director, Procurement
Janno Lieber – MTA Chief Development Officer
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 July 22, 2019 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

Kevin Law, as Chair of the Long Island Rail Road Committee, called the joint meeting to order.

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 July 17, 2019, he attended the New Jersey Transit (NJT) Board Meeting with Board Member Glucksman. He commented that NJT did not provide a status of the implementation of Positive Train Control (PTC). He asked Metro-North to obtain information about when the second mid-day express and weekend getaway trains will be restored on the Pascack Valley Line as NJT did not provide him with an update. He also commented that he asked NJT to renegotiate an existing memorandum of understanding with nine local communities to allow for rail sidings in single track territory on the Pascack Valley Line.

Jason Pineiro commented on the need for Long Island Rail Road and Metro-North to provide improved service and communication to customers.

Murray Bodin discussed comments he made at the December 19, 2011 Metro-North Committee Meeting and commented that it was the responsibility of staff and Board Members to ensure recommendations he has previously raised are implemented.

Rachel Fauss, with Reinvent Albany, commented on the lack of clarity and transparency surrounding the Board approval process and Long Island Rail Road projects.

John Michno's comments related to the Long Island Rail Road.

Matt Camper commented on Long Island Rail Road slow speed derailments. He remarked that Metro-North experienced major derailments and has addressed its safety issues.

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 July 22, 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 June 24, 2019 joint Metro-North and Long Island Rail Road Committee Meeting.

METRO-NORTH 2019 WORK PLAN:

President Rinaldi reported that there were no changes to the Metro-North Work Plan. The 2019 Work Plan is filed with the records of this meeting.

METRO-NORTH PRESIDENT'S REPORT:

President Rinaldi congratulated Mark Hoffer, Vice President, General Counsel and Secretary of Long Island Rail Road on his retirement.

President Rinaldi reported that Metro-North has reached another milestone on PTC implementation. The Federal Railroad Administration recently authorized Metro-North to extend Revenue Service Demonstration to the Danbury Branch and Metro-North anticipates beginning "ESRD" within the next few weeks.

President Rinaldi reported that Metro-North was awarded an Operation Lifesaver grant to support TRACKS, Metro-North's free community outreach program covering grade crossing safety, rider safety, trespassing, and suicide prevention. The grant will be used to roll-out two initiatives that help amplify Metro-North's TRACKS outreach program. First, a rail safety passport book distributed to students, children, and families during school presentations and community events that the TRACKS team attends. Second, the vehicle used for TRACKS outreach will be outfitted with a customized rail safety wrap to help increase awareness of the TRACKS program and remind motorists who pass by the wrapped vehicle to be safe at railroad grade crossings.

President Rinaldi also reported on service delivery. During the month of June, East of Hudson service operated above goal at 94.4% and year-to-date on-time performance remains strong at 95.2%, outpacing last year's performance. West of Hudson service operated below goal at 88.9% due primarily to the impacts of infrastructure work as well as equipment, switch, and signal failures on the Port Jervis Line.

President Rinaldi recognized the extraordinary efforts of Metro-North's employees who supported Connecticut DOT's replacement of the railroad bridge at Atlantic Street in Stamford, which was built in 1896. President Rinaldi reported that while work was underway, only two of the five main line tracks were available for train service. Metro-North provided a reduced New Haven Line schedule and buses replaced trains on the New Canaan Branch over the nine-day period between June 29, 2019 and July 7, 2019. A significant amount of planning and coordination with Connecticut DOT took place and the work was scheduled to coincide with the July 4th holiday week when there was a reduction in weekday ridership.

President Rinaldi reported that the construction stage involved close coordination and hard work among many Metro-North departments. The work involved constructing the abutments and supports for the installation of three new spans and then rolling and setting each span into position. Two new sections of the span that carries tracks two and four were completed on June 30th, tracks one and three were completed on July 4th, and two sections of the span for tracks five and seven were completed the next day. With each span, new track and signals were installed and tested and new track bed was prepared and tested. The project also involved lowering the roadway approximately three feet to avoid bridge strikes which impact train service. Even though it was a holiday weekend, many Metro-North employees turned out in force to support Connecticut DOT's contractor.

President Rinaldi expressed her gratitude and appreciation for the Metro-North employees who assisted with the project. Day and night, Metro-North forces were there to make sure that the job got done right. President Rinaldi remarked that results like this don't come about by luck or magic. They come about through professionalism, teamwork, and dedication. Metro-North employees take pride in their work and do it well. President Rinaldi further remarked that such efforts are largely invisible to Metro-North customers, most of whom are likely unaware how much work is involved in supporting such a massive project. President Rinaldi expressed appreciation for customers' patience while Metro-North operated a reduced schedule to accommodate the major work.

President Rinaldi also reported that Metro-North opened the new 14th Avenue bridge over the New Haven Line in Mount Vernon. Work to replace the next two bridges in Mount Vernon at 6th and 10th Avenues continues to progress. The contractor is preparing the two bridges now for demolition in the fall including extensive relocation of utilities and removing the asphalt roadway while keeping the bridges open to pedestrian traffic.

Reporting on West of Hudson Station improvements, President Rinaldi commented that at the Nanuet Station, the next phase of Way Ahead improvements has been completed with the repainting of the station platform canopy and the tactile warning strip as well as new LED lighting. The new passenger shelter is scheduled for replacement next year. In addition, Metro-North will start upgrading the parking facility at the Middletown Station this week and plans to complete the rehabilitation work by September.

President Rinaldi reported that new customer amenities for the Crestwood Station pedestrian overpass include a new wood ceiling. The Station's main entrance is also under construction to install a new ADA ramp and stairs. Metro-North plans to complete these Station improvements later in October. Also, in addition to the Station building and platform improvements Metro-North completed earlier this year at Harlem-125th Street, the two south staircases have now been fully reconstructed and new artwork graces the glass panels on the platform areas.

President Rinaldi also reported that Metro-North continues to make good construction progress at the White Plains Station. With the northern section of the island platform complete, Metro-North has now turned its attention to the middle section of the platform. The new ticket office, tenant space, and expanded waiting room are all under construction. After Labor Day, renovations will begin to the elevator servicing the island platform. Metro-North has been developing a plan to provide customers with access to the North White Plains Station where there is an elevator and is working with advocates for the disabled in both the city and county to finalize this plan, which includes an accessible shuttle service between the two Stations. Once the plan is finalized, a comprehensive communications effort will follow.

President Rinaldi reported that in Grand Central Terminal, Metro-North continues to introduce new, real-time digital train information displays. Metro-North is rolling out 96 new digital signs at each of the departure gates on both the upper and lower levels of Grand Central Terminal and Grand Central Terminal North, now through February.

President Rinaldi reported that Metro-North recently collaborated with NYC Sanitation and NYPD on another successful cleanup south of Melrose Station. Over the course of two days, crews collected 3.8 tons (or almost 7,600 pounds) of garbage adjacent to Metro-North's tracks. President Rinaldi thanked NYC Sanitation and the NYPD for their partnership as Metro-North continues to strive to be a good neighbor to the communities it serves and improve customer day-to-day experiences. President Rinaldi reported that to prevent future illegal dumping at this location, Metro-North is installing chain link fencing along the slope, and NYC DOT will improve the fencing along Park Avenue. President Rinaldi also thanked Metro-North Maintenance of Way, Environmental Compliance and Service, and Corporate and Public Affairs Departments staff, and Metro-North's partners in the city for working together on this important clean-up initiative.

President Rinaldi also reported on the retirement of Metro-North employee Mari Miceli. President Rinaldi remarked that Ms. Miceli has been part of the MTA family since 1994—almost 25 years. When Ms. Miceli first started, she was the only female junior engineer in Long Island Rail Road's Capital Department. Today, Metro-North has approximately 36 women in engineering at Metro-North alone, and it is in part thanks to Ms. Miceli, that Metro-North continues to grow its ranks of female engineers.

President Rinaldi commented that Ms. Miceli started "WE" or "Women Engineers" to boost the hiring of female engineers at Metro-North. "WE" has collectively worked through

several issues important to women in the workplace, such as how young mothers can handle work and home, and tuition assistance programs. As Assistant Vice President, Ms. Miceli is the highest-ranking woman in the Capital Group. Throughout her career she has worked on significant projects including managing the construction of the Yankees - East 153rd Street Station, the Yonkers Station restoration, and the rebuilding of nine Hudson Line Stations from Morris Heights to Greystone. Currently she is handling the \$365 million Harmon Yard rebuild. President Rinaldi extended her gratitude to Ms. Miceli for her excellent work over the years, and for taking on the extra task of attracting more female engineers to Metro-North.

Board Member Metzger also thanked Ms. Miceli.

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

METRO-NORTH 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 15.5% versus the previous 12 months. Employee lost time injuries are down 20% over the previous 12 months. Additionally, Metro-North's community outreach program, TRACKS, has reached over 17,000 individuals in May bringing the total through May to over 47,000.

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 Long Island Rail Road grade crossing elimination projects. Board Member Zuckerman inquired about the number of Metro-North grade crossings. Glen Hayden, Vice President, Engineering, responded that Metro-North has 103 grade crossings.

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 and the discussion between Board Member Zuckerman and staff.

MTAPD REPORT:

Joseph McGrann, Chief of the MTA Police Department (MTAPD), reported that the MTAPD saw the lowest number of crimes in the year 2018 since its formation in 1999. He reported that crimes in June increased slightly for Metro-North. He also reported that an arrest was made after a Metro-North conductor was assaulted in a fare dispute and that grand larcenies on Metro-North trains generally consist of the theft of unattended bags and wallets.

Board Member Law asked about coordination efforts with local law enforcement to address homelessness in suburban rail stations. President Rinaldi responded that homelessness is an issue Metro-North has been focused on and Metro-North has contracted with an outreach provider to provide services and assistance at larger stations throughout the Metro-North territory.

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 and the discussion between Board Member Law and staff.

METRO-NORTH ACTION ITEM:

One Metro-North action item was presented to the Committee:

- Board approval for Metro-North to enter into a Fifth Memorandum of Understanding with the City of Newburgh (City) for Metro-North to reimburse the City for lease payments for the parking and ferry landing facilities used by the Newburgh-Beacon ferry for the period of July 1, 2019 through December 31, 2020.

President Rinaldi presented the above action item to the Committee and reported that payments made to the city are reimbursed with Congestion Mitigation/Air Quality (CMAQ) funds.

Upon motion duly made and seconded, the Committee approved the foregoing action item. The details of the above action 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 President Rinaldi's remarks.

MTA CAPITAL CONSTRUCTION ACTION ITEM:

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

- Board approval to purchase a Pollution Legal Liability Insurance Policy to insure against MTA's risk of losses arising out of government-mandated remediation of, and third-party claims for damages arising from, environmental contamination at, or migrating from Amtrak's right-of-way that MTA uncovers while performing work on the Penn Station Access Project for the not-to-exceed amount of \$400,000.

Upon motion duly made and seconded, the Committee approved the foregoing action item. Board Member Law recused himself from the vote. The details of the above action item are contained in documentation filed with the records of this meeting.

JOINT INFORMATION ITEMS:

One joint information item was presented to the Committee:

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

President Eng and President Rinaldi reported on the status of the PTC Project. President Eng reported that Long Island Rail Road, Metro-North, and Amtrak recently had a meeting with the Federal Railroad Administration in Washington, D.C. to work collaboratively to ensure that interoperability requirements for PTC are met. President Rinaldi reported that Metro-North is ready to begin extended Revenue Service Demonstration on the Danbury Branch in the next few weeks and is on target to begin extended Revenue Service Demonstration on the Hudson Line by the end of the year. President Rinaldi also reported that the support provided by the System Integrator (SI) has improved and thanked the Board for their efforts.

Board Member Zuckerman emphasized the importance of PTC and thanked Metro-North staff, the Board, and the leadership of the SI for their support. He also questioned the status of PTC key milestones reported in the meeting materials. Board Member Glucksman voiced concerns about the status of NJT's implementation of PTC. Board Member Metzger thanked staff and Board Members.

The details of the joint 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 remarks made by President Eng and President Rinaldi and the discussion between Board Members and staff.

MTA CAPITAL CONSTRUCTION INFORMATION ITEMS:

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

- ESA Construction Agreement with JP Morgan Chase related to the redevelopment of 270 Park Avenue

Janno Lieber, MTA Chief Development Officer, presented the above information item to the Committee. The details of the 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 remarks made by Mr. Lieber and the discussion between Board Members and staff.

METRO-NORTH INFORMATION ITEMS:

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

- Grand Central Terminal Retail Development
- Environmental Audit
- Track Program Quarterly Update
- Acquisition of Property in Chappaqua, Town of New Castle

President Rinaldi presented the above information items to the Committee. Board Member Zuckerman asked who the seller of the property in Chappaqua was. President Rinaldi responded that the seller was Summit Greenfield and Board Members would be provided with the principals.

The details of the foregoing information items 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 Members and staff.

METRO-NORTH PROCUREMENTS:

One non-competitive procurement was presented to the Committee:

- Board approval to award a contract modification for additional funding in the not-to-exceed amount of \$3,400,149 to the firm Dayton T. Brown, Inc. for laboratory testing of PTC communication systems and components. The additional funds are to be provided by an approved federally funded Federal Railroad Administration PTC grant.

Upon motion duly made and seconded, the Committee approved the foregoing procurement. Board Member Law recused himself from the vote.

One competitive procurement was presented to the Committee:

- Board approval to award a contract modification for additional funding in the not-to-exceed amount of \$4,500,000 to a previously Board-approved competitively solicited contract with the firm Port Imperial Ferry Corporation d/b/a NY Waterway. This modification is to exercise the first of three two-year contract renewal options and is funded by New York State Department of Transportation (NYSDOT) and MTA grants using state and federal funds.

Upon motion duly made and seconded, the Committee approved the foregoing procurement.

The details of the approved procurements are contained in documentation filed with the records of this meeting.

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

President Rinaldi stated that the reports on Operations, Performance Metrics, Finance, Ridership, and Capital Programs are included with the meeting materials.

President Rinaldi reported that through the end of June, Metro-North generated \$511 million in revenue and spent \$766 million, resulting in a net operating loss of \$255 million. Due to lower than expected revenues more than offset by lower than expected expenditures, the net operating loss through June is lower than what was assumed to be in the adopted budget.

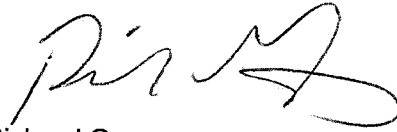
John Kesich, Senior Vice President, Operations reported on June service delivery statistics. Board Member Zuckerman expressed his appreciation for the improved service.

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

ADJOURNMENT:

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Richard Gans', with a stylized, flowing script.

Richard Gans
Vice President, General Counsel and
Secretary

July 2019 Committee Minutes – FINAL

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, July 22, 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. Susan G. Metzger, Chair, Metro-North 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. Robert Linn
Hon. Vincent Tessitore, Jr.
Hon. Veronica Vanterpool
Hon. Neal Zuckerman

Representing Long Island Rail Road: Phillip Eng, Rod Brooks, Chris Calvagna, Loretta Ebbighausen, Mark Young, Dennis Mahon, and Mark D. Hoffer

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

Representing MTA Police: Chief Joseph McGrann

Long Island Committee Chair Kevin Law called the Joint Meeting of the Long Island Rail Road and Metro-North Committees 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 July 22, 2019 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

SAFETY PROCEDURES

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

PUBLIC COMMENT

Vice President Hoffer introduced the six (6) 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 Commuter Council, spoke about matters pertaining to Metro-North.

Jason Pineiro commented that LIRR must improve communication with its riders. As an example, Mr. Pineiro referenced the recent New York City blackout.

Murray Bodin spoke about matters pertaining to Metro-North. He also commented that the MTA has changed, is listening more than ever before.

Rachel Fauss, Senior Research Analyst, Reinvent Albany, expressed concern about the Board approval process and the on-going costs to the MTA for two LIRR expansion projects, the proposed Elmont Station and the LaGuardia AirTrain Link. Neither of these projects were part of the 2015-2019 MTA Capital Plan and neither were they identified as long-term priorities for system expansion. These projects are advancing because Governor Cuomo asked authorities other than the MTA, such as the Port Authority of New York and New Jersey, to take the lead on implementation. While the projects are managed by other authorities, they require MTA staff time and ongoing LIRR operating expenditures. To date, the MTA Board has not voted to back or facilitate either of these projects. Reinvent Albany has a number of questions which it believes should be answered to address public comments about the projects: 1) When will the MTA release the study on Belmont Station and has a similar study been conducted about the AirTrain link? 2) What are the operating costs of the new Elmont Station? 3) What are the operating costs for expanded service for the AirTrain? 4) Who will pay for any potential cost overruns? 5) What is the total cost of improvements the MTA has already made to the Belmont spur and what are the operating costs for this expanded service? 6) If the Elmont Station is proposed as an amendment to the Third Track project, how will it meet the environmental requirements? 7) How will the project fit into the already large Third Track project? 8) Will MTA Board Members who have conflicts of interest recuse themselves on any vote?

John Michno, an LIRR rider, spoke about the lack of shuttle bus service during planned outages, particularly between Hicksville and Mineola, and requested LIRR to provide alternative transportation during these service disruptions. He also stated that the LIRR discriminates against Main Line riders and gives preferential treatment to communities along the Babylon Branch.

Matt Kamper, fellow LIRR rider and MTA advocate, asked why LIRR did not provide an explanation regarding the 10 slow speed derailments which occurred during the past year.

Chair Law commented that it is a tough system to run. He thanked the men and women who got him to the meeting safely today.

APPROVAL OF MINUTES AND 2019 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the June 24, 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

LIRR President Philip Eng acknowledged LIRR Vice President Mark D. Hoffer on his retirement. He spoke about his long and remarkable career with the LIRR, and The Port Authority of New York and New Jersey, and how he has leaned on him from day one and Mark has kept him out of trouble, and given him sage advice in terms of being able to progress initiatives. President Eng stated that it was his pleasure to acknowledge Mark at this meeting and thanked him for his services.

President Eng also congratulated LIRR's Corporate Safety Department and the MTA Police Department for winning this year's Gold Award for Rail Safety and Security from American Public Transportation Association ("APTA"). It is their top safety honor for a public transit system and given to programs that best serve as a model of excellence for the rest of the industry.

This award was given to LIRR's Right-of-Way Task Force, which was created in 2002, and assesses conditions along the right of way through a daily transportation log and addresses any flagged trespass reports, debris strikes, or other operational issues. These reports are critical to the decision-making process in providing safe service for riders and keeping communities educated about the LIRR system. Over the years, the task force has identified critical locations for high security fencing and continues to expand and update our public education campaign as the system grows and develops. Keeping our system, and our right-of way, safe and secure is and will always be a core value for us and our workforce, and the public we serve. President Eng thanked Lori Ebbighausen, LIRR's Vice President - Corporate Safety, and Chiefs Owen Monaghan and Joseph Martelli of the MTA Police Department ("MTAPD") for their leadership; and John Cappiello, Subin Anthony and Karl Meyer, for continuing to make this a successful and meaningful partnership. It's easy to create a task force, but to sustain its mission over a decade and continue to show progress is a real achievement.

President Eng invited those mentioned to come forward for recognition at the meeting today.

President Eng reported that we are at a pivotal time at LIRR. This summer we continue our unprecedented modernization efforts and our aggressive state of good repair program.

President Eng stated that the Urban Avenue grade crossing, located on the Main Line in Westbury, was successfully eliminated on schedule this past weekend. This is the first of 7 grade

crossings to be eliminated as part of the Third Track Mainline Expansion Project. The elimination of the Urban Avenue grade crossing will improve train service reliability and vehicular traffic flow, as we installed a new bridge, where there wasn't one before, having three tracks to accommodate our new third track through the LIRR Expansion project. Vehicular traffic, instead of going over the grade crossing, will traverse the area via a newly built underpass beneath the bridge. Eliminating this grade crossing will improve safety, eliminating the possibility of drivers trying to go around lowered gates. And just as important, this work improves quality of life for residents with improved air quality and elimination of train horns. This was an outstanding team effort - under extreme heat conditions - by the LIRR workforce and the contractor, 3TC.

This follows last month's Cherry Lane Bridge replacement, adding capacity for a third track, and elevating the bridge clearance to avoid crippling bridge strike delays.

President Eng stated that we continue our critical infrastructure improvements, including switch upgrades, four of which are located at our busy Harold Interlocking. In June alone, we accelerated surfacing, welding, concrete tie replacements and drainage work across all 11 branches.

In Penn Station, Amtrak has resumed its state of good repair work that has been deferred for too long. While it's challenging for our operations, it's essential for improved reliability and safety for years to come.

President Eng stated that we are rebuilding the LIRR for today and for future generations. Accomplishing this work means balancing the service needs of today's ridership and providing track outages that support the work. We know that this means - sometimes inconveniently - reducing speeds in certain locations. But delaying this work is not an option.

This is why communication is important now more than ever. On the train it is not obvious when traveling through a work zone. And that's why we are working hard to message proactively to allow for additional travel time.

With all this unprecedented work, LIRR's On-Time Performance ("OTP") for June was 91.40% and for the year through the end of June 93.51%, 3 percentage points better than last year to date.

And with all this work going on, President Eng reminded our riders to use our train finding tool, MYLIRR.org, or sign up for our text and email alerts for real time information, the best way for getting customized alerts for your travels. Mylirr.org can easily be accessed through a direct link we added on the Train Time app as we continuously seek to improve communications and MYLIRR, making it the go to site for real time information.

Our station experience is also critical for our customers. Following up on our Adopt-a-Station program, President Eng stated he was pleased to announce that last week we installed a new Technology Desk at Jamaica, giving customers the ability to stay plugged in while they wait

for their trains. He thanked our sponsor, CBRE, for their investment in our system and LIRR's Stations Department for getting this done.

Building upon the success of LIRR CARE, striving to better address the needs of all customers, President Eng stated that he was also proud to announce that LIRR will be installing an ADA-accessible mother's lactation pod at Penn Station. This will be the first of its kind for MTA customers, and we know this will better assist mothers on the go when traveling to and from the City. As we get feedback from our customers and stations personnel, we will look for opportunities to expand to other terminals across the railroad.

President Eng stated that he is proud of the many accomplishments that our employees continue to deliver on and for all the great strides we have made to date, but we have a lot more to do. As you can see, we are continuing our aggressive modernization program. In the month of August alone, we have 11 construction work zones across 5 of our branches. This includes the South Tyson bridge replacement, located along our highly trafficked Main Line in Floral Park; and Covert Avenue grade crossing elimination in New Hyde Park.

President Eng stated that he is confident that we are making the right decisions as we continue to support and perform all this critical work. It is the right decision to get this work done now, without deferring, and we are working hard to do this while providing 24/7 service to our robust ridership, even with reduced infrastructure while work is underway.

We have a lot of important work ongoing, with more to come, that will continue to modernize and improve our system. President Eng thanked our riders for their patience and understanding, and I want them to know that the LIRR's future is looking bright. He also recognized our staff and workforce for their commitment in this modernization effort, as we work toward delivering a world-class railroad that our customers deserve.

LIRR SAFETY REPORT

Vice President - Corporate Safety Lori Ebbighausen stated that LIRR's Safety Report appears on Page 41 of the Committee Book, reporting through the end of May 2019.

She reported that LIRR's reportable customer injury rate decreased 27%: from 2.46 injuries per million customers for the period June 2017 through May 2018 to 1.79 injuries per million customers for the period June 2018 through May 2019.

LIRR's Employee Lost Time injury rate decreased 21%: from 3.52 injuries per 200,000 hours worked during the period June 2017 through May 2018; to 2.78 injuries per 200,000 worked during the period June 2018 through May 2019.

In partnership with the MTAPD, the Together Railroads and Communities Keeping Safe ("TRACKS") program reached over 43,433 participants during the period June 2018 through May 2019.

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 Capital Construction (“MTACC”) Chief Development Officer and President (“President”) Janno Lieber first acknowledged the accomplishments of the contractor at Urban Avenue this past weekend, working through the intense heat conditions. He then provided an update on the LIRR Third Track project.

President Lieber opened with a broad overview of the Third Track project. He noted that Third Track is a ten-mile right-of-way which has seven grade crossings being eliminated, involves seven bridges and six stations, and a number of parking garages and other ancillary materials – including sound attenuation walls and retaining walls throughout the right-of-way – being added all in support of a third track to expand service. He indicated that this, together with the East Side Access (“ESA”) project, will allow for a more than 40% expansion of peak hour capacity of the railroads.

President Lieber then reported that the Third Track project is currently operating under budget and on schedule, notwithstanding a few change orders and borrowing to accelerate some of the grade crossing eliminations for important safety reasons. He emphasized the current success of the project and how it will be used as a model in the next capital program.

He then provided an update on work being done as part of the Third Track project.

First, he showed a brief video taken this past weekend of the excavation work at Urban Avenue happening underneath existing track to make room for a new bridge. He noted an innovation the contractor brought to the project, using a jacking technique never before used in the United States to insert a pre-fabricated bridge by jacking it into position against existing ground. This drastically shortened the time to build the crossing while also reducing disruption to riders.

Second, President Lieber reported on another benefit of the design-build approach being implemented at the Merillon Avenue station. The contractor is continuing work on creating and maintaining a temporary platform at Merillon Avenue to allow service to continue running during the station platform construction.

Third, at Carle Place, President Lieber reported on the removal of the existing pedestrian overpass to replace it with a new one which will include ADA-accessible elevators. A new bridge was added at Cherry Lane in a weekend project. The bridge was moved into place, fitted, and attached to the abutments.

Lastly, President Lieber reported on the work at Covert Avenue. He first stated that every element is being managed more aggressively than other capital projects. He then expressed optimism about the work, noting that the submittals are on-time, the contractor is being paid

early, and the turnarounds of all the work necessary to keep the design-build process going are ahead of schedule. He also indicated that the Railroad has been ahead of commitments in terms of providing flaggers to the site, enabling all the extra work to continue.

Board Member Neal Zuckerman asked how many grade crossings do we have for LIRR and Metro North.

President Eng responded that LIRR has 295 grade crossings and stated that the 7 along the Main Line are critical because so much of our ridership goes through this corridor. The elimination of these 7 grade crossings is going to be huge for our ridership, public safety, and for those drivers who have difficulty going through that area because of the volume of trains. The gates at these crossings are often down for more than half an hour every morning during the peak period. When you think about it, that is one of the reasons why there are so many gate issues, with drivers trying to beat the gates. In addition to the bridges that are being replaced under this contract, improvements to this 10-mile corridor are going to have a ripple effect in improving service.

Justin Vonashek, Metro-North Vice President, System Safety, responded that Metro-North has 103 grade crossings.

President Lieber then reported on the East Side Access (“ESA”) project, presenting an information item pertaining to an agreement with JPMorgan Chase. He explained they decided to demolish their existing headquarters at 270 Park Avenue to construct a new building, necessarily requiring them to run significant additional structure through the Grand Central train shed down to bedrock. He acknowledged the need for the MTA to negotiate an agreement with them where they can avail themselves of their right to support, but without disrupting the ESA project. He reported that a Memorandum of Understanding was approved in March of this year, and it is now a fully negotiated series of agreements which supports the MTA work schedule and gives the MTA the power to insist JPMorgan Chase accelerate its work if it impacts ESA in any way. President Lieber further emphasized the importance of this milestone and the extraordinarily difficult nature of negotiating with a major financial institution.

Chair Law mentioned a report issued by the Inspector General concerning delays with repairing escalators at the new Second Avenue subway stations, and asked whether it is the same company servicing the escalators for ESA and if so, what steps are being taken to ensure the ESA escalators do not have the same operation issues as at Second Avenue subway stations.

President Lieber responded that it is the same escalator company, though he acknowledged the lack of competition and the need to increase efforts to entice more bidders. He then explained the benefit of utilizing the manufacturer of the product to maintain and service it, but also emphasized that before any maintenance option is agreed upon, they will be very clear on the type of preventative maintenance required, response times to issues, and other issues that were not satisfactory in the Second Avenue subway station escalators.

Chair Law expressed the need to be proactive in making sure the escalators stay in service.

MTA POLICE DEPARTMENT

Chief McGrann reported that 2018 was MTA's lowest crime year since the formation of the MTAPD in 1999. He referred to the written report and stated that for the month of June, LIRR crimes increased by 3: 11 compared to 8 in 2018; and Metro-North crimes slightly increased: 11 compared to 10 in 2018.

With respect to assaults on MTA employees, Chief McGrann reported that an LIRR female Conductor was assaulted by a passenger who was in a car he was not supposed to be in. There was an arrest made by patrol; the Conductor had minor injuries and is now back to work.

MTAPD commenced its fare evasion task force, which is now operating on buses and subways.

Chair Law commented that last week, Governor Andrew M. Cuomo put out a release regarding the MTA reorganization plan and directed that MTA address the homeless problem within that plan. He commented that he knows most people think this is a transit system issue, but it is a suburban rail issue as well. With a State Senator and the Mayor of Babylon Village, Chair Law visited the Babylon Village train station where they do have a homeless problem. Chair Law asked Chief McGrann if he could brief the Committee on how we are trying to coordinate with local police departments to address the homeless issue in our suburban rail stations.

Chief McGrann replied that at Babylon Station, overall crime is down significantly. In 2018 we had 26 incidents; during the first six months of this year we had 2. In addition, we have been working with the local authorities.

President Eng responded that we met with local elected officials and we continue to meet with local authorities to keep them updated on the steps we are taking. As an example, MTAPD established Babylon as a fixed post, where officers report to that location, creating a greater presence at the station. LIRR has also been working on improving security at the station. We ordered cameras, which will be installed at ground level, and we have spoken with local electeds about rearranging the furniture that is outside of the station to minimize the likelihood of gatherings, as well as installing a help point, which will be located on the ground level. We reviewed the lighting and adjusted LIRR's workforce schedules to have a greater presence. We will continue to work with MTAPD, not just at Babylon but at other stations as well.

The details of Chief McGrann'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 the MTA and maintained in the MTA records, which recording includes discussion regarding the MTAPD Report.

MTA LONG ISLAND RAILROAD **ACTION ITEMS**

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

MTA CAPITAL CONSTRUCTION ACTION ITEMS

MTACC presented one (1) action item to the Joint Committee for approval:

- The purchase of a Pollution Legal Liability Insurance Policy to insure MTA's risk of losses arising out of government-mandated remediation of, and third-party claims for damages arising from, environmental contamination at, on or migrating from Amtrak's right-of-way that MTA uncovers while performing work on the Penn Station Access Project for a Not-To-Exceed Amount of \$400,000.

Upon motion duly made and seconded, with Chair Law recusing himself from consideration of this matter, the Committee approved the foregoing action item. The details of the above action item are contained in the records of this meeting, and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board Members' comments and discussion regarding the action item.

LONG ISLAND RAIL ROAD and METRO NORTH RAILROAD JOINT INFORMATION ITEM

One joint information item was presented to the Joint Committee:

- Positive Train Control ("PTC") Project Update

President Eng reported that we continue to work closely with Siemens and Bombardier to aggressively push them on PTC integration elements. LIRR, accompanied by Board Members, had a positive trip visiting the Pittsburgh facilities to make sure the consortium understands that we are going to keep pressure on them. President Eng thanked the Board for their support on this effort. With regard to LIRR specifically, we have resumed Revenue Service Demonstration ("RSD") on the Port Washington Branch and we anticipate entering into Extended Revenue Service Demonstration ("ERSD") on the Hempstead Branch by the end of August, two months ahead of schedule.

The system integrators have identified some challenges, including wayside designs for Harold Interlocking and future software releases. However, we still remain on target for full implementation by December 2020.

Along with MTA Managing Director Veronique Hakim, LIRR and Metro-North had a joint meeting in Washington, DC with the Federal Railroad Administration and Amtrak and we are working in collaboration with those parties to ensure that the interoperability requirements for PTC are met.

Metro-North President Catherine Rinaldi gave an update on the status of PTC at Metro-North.

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

- Penn Station Retail Development
- Environmental Audit
- September Timetable Change & Trackwork Programs

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

MTA CAPITAL CONSTRUCTION INFORMATION ITEMS

- ESA Construction Agreement with JP Morgan Chase Related to Redevelopment of 270 Park Avenue
- Easement and Agreements for ESA Entrance at 48th Street

The details of the information items were presented to the Committee during President Lieber's report and 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

LIRR Chief Procurement & Logistics Officer Dennis Mahon presented one (1) procurement item to the Committee for approval:

Competitive:

- **Competitive Requests for Proposals (Solicitation of Purchase and Public Works Contracts)** - LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract for the design, manufacture, test and delivery of Train Simulator systems for each of its M7/9, Dual Mode Locomotive and C3 fleets.

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

MTA CAPITAL CONSTRUCTION

Procurement

There were no procurement items presented to the Board for approval.

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.

LIRR Senior Vice President-Operations Rod Brooks reported for the month of June OTP was below monthly goal of 91.4%. The AM Peak period OTP registered at 91.2% with the PM Peak closing at 89.9%. Year-to-Date (“YTD”) performance is 93.5%, a 3.0% increase compared to same period last year.

In addition to our seasonal summer Montauk service that began last month, additional special programs were put into place for the Belmont Stakes, Puerto Rican Day Parade, and the Long Island Pride event at Long Beach.

Throughout the month of June, 4.8% of all scheduled trains arrived between 6 and 10 minutes late at their final terminal. The average delay per late train was 13.8 minutes for the month. There were 126 cancelled or terminated trains in June, which accounts for 0.6% of all scheduled trains for the month.

During June, 98.8% of our trains met established consist requirements during the Peak periods.

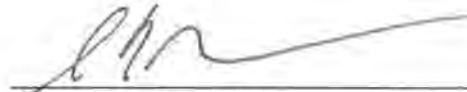
Fleet Mean Distance Between Failure (“MDBF”) showed improvement for both the electric and diesel fleets in May. The overall MDBF in both monthly and year-to-date categories surpassed the goal, and was better than for the same period last year.

President Eng reported that through the end of June, LIRR had generated \$619 million in revenue and spent \$975 million, resulting in a net operating loss of \$356 million. Due to higher than expected revenues and lower than expected expenditures, this net operating loss through June is lower than what was assumed in the Adopted Budget.

Adjournment

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

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'Stephen N. Papandon', written over a horizontal line.

Stephen N. Papandon,
Acting 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

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	Committee Chair & Members
Holiday Schedule	Operations Planning & Analysis
PTC Status Report	Engineering
Progress on Way Ahead Strategic Plan	Strategic Initiatives

December 2019

2020 Final Proposed Budget	Finance
2020 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 rd Quarter 2019	Diversity and EEO
LIRR/MNR PTC Project Update	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

June 2020

LIRR/MNR PTC Project Update
Diversity/EEO Report – 1st Quarter 2020

President
Diversity and EEO

July 2020

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

MTA Real Estate
Environmental Compliance
Engineering
Engineering

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2019 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

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.

JUNE 2020

LIRR/MNR PTC Project Update

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

Diversity & EEO Report– 1st Quarter 2020

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

JULY 2020

Grand Central Terminal Retail Development

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

Environmental Audit Report

The Committee will be briefed on the results of the 2020 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.

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>September 2019</u>	
2020 Preliminary Budget (Public Comment)	
2019 Mid-Year Forecast	Management & Budget
Fall Trackwork Programs	Service Planning
PTC Status Report	Engineering
Diversity/EEO Report – 2 nd Quarter 2019	Administration/Diversity
<u>October 2019</u>	
2020 Preliminary Budget (Public Comment)	
MTA Homeless Outreach	MTA
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
LIRR/MNR PTC Project Update	President
November Timetable Change & Trackwork Programs	Service Planning
<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
<u>December 2019</u>	
2020 Final Proposed Budget	Management & Budget
2020 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2019	Administration/Diversity
LIRR/MNR PTC Project Update	President
<u>January 2020</u>	
Approval of 2020 Committee Work Plan	Committee Chair & Members
PTC Status Report	Engineering
Winter Trackwork Programs	Service Planning

February 2020

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

March 2020

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

April 2020

Final Review of 2019 Operating Budget Results	Management & Budget
2019 Annual Ridership Report	Finance/Marketing
Annual Inventory Report	Procurement
May Timetable Change & Spring Trackwork Programs	Service Planning
LIRR/MNR PTC Project Update	President

May 2020

Summer Service & Track Work Programs	Service Planning
PTC Status Report	Engineering

June 2020

Diversity/EEO Report – 1 st Q 2020	Administration/Diversity
Track Work Programs	Service Planning
LIRR/MNR PTC Project Update	President

July 2020

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

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2019 Work Plan

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

President's Report

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

Safety Report

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

Capital Construction Report

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

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Operations Report

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

Financial Report

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

Ridership Report

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

Capital Program Report

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

II. SPECIFIC AGENDA ITEMS

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.

JUNE 2020

Project Update on PTC

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

Track Work Programs

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plans to adjust schedules to support various trackwork programs, Main Line Second Track construction and East Side Access Readiness projects

Diversity & EEO Report– 1st Quarter 2020

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

JULY 2020

Penn Station Retail Development

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

PTC Status Report

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

Environmental Audit Report

The Committee will be briefed on the results of the 2017 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

September Timetable & Trackwork Programs

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



Metro-North Railroad

A purple poster with a fall theme. The top right corner features a small MTA logo surrounded by colorful autumn leaves. The main text is in various colors: orange, green, and yellow. A list of six safety reminders is preceded by yellow leaf icons. The bottom left shows a cornucopia overflowing with pumpkins, a banana, grapes, and an apple. The bottom right features the "TRACKS" logo with the tagline "Together Railroads And Communities Keeping Safe" and the website "mta.info/mnr/tracks".

A safety reminder from Metro-North:
It's *Fall*
so please remember to...

- Walk, don't run, for your train.
- Stand back from the platform edge.
- Watch the gap.
- Avoid moving from car to car, especially on a moving train.
- Keep off the tracks at all times.
- Stop using smartphones/tablets when walking on platforms, stairs & near crossings.

Your safety is always our first priority.

MTA Metro-North Railroad
TRACKS
Together Railroads And Communities Keeping Safe
mta.info/mnr/tracks

2019 Fall Season Customer Safety Campaign



Metro-North Railroad

Safety Highlights:

Metro-North Railroad (MNR), through its TRACKS (Together Railroads and Communities Keeping Safe) program, will participate in the third national Rail Safety Week (RSW) scheduled for September 22-28, 2019. RSW aligns with MNR's mission to promote safe behaviors, prevent trespassing, and reduce incidents around trains, at grade crossings, and near railroad tracks. TRACKS activities planned for RSW include station, gap, and grade crossing outreach sessions at various locations throughout MNR's operating territory. During the outreach, MNR employees, with support from the Metropolitan Transportation Authority Police Department (MTA PD) and Federal Rail Administration (FRA), will distribute rail safety information and brochures to customers, pedestrians, and drivers. Additionally, TRACKS will celebrate RSW with its second annual Customer Safety Day, which will be held in Grand Central Terminal on Thursday, September 26, 2019. TRACKS will also launch its second annual Rail Safety Poster Contest during RSW. Similar to last year's contest, all students (Pre-K- 12th) who live or attend schools within the Metro-North territory are eligible to enter. Students are asked to submit illustrations that represent important aspects of rail safety. The winning artists will receive a special TRACKS prize and certificate of recognition from Catherine Rinaldi, President, Metro-North, and Justin Vonashek, Vice President of System Safety. Also, to coincide with RWS, on September 29, 2019, MNR will hold its annual full-scale emergency training exercise.

As part of National Suicide Prevention Awareness month in September, TRACKS has partnered with the American Foundation for Suicide Prevention (AFSP). TRACKS representatives will set up informational tables at four local "Out of the Darkness Walks" throughout NY and CT. TRACKS has registered for the Westchester County walk on October 19th, 2019, in Mamaroneck, NY. MNR employees, family members, and friends will join the team and participate in the walk to support suicide prevention and awareness.

MNR continues to see positive trends in reducing employee lost time injuries. For the current 12-month period (August 2018 – July 2019) versus the previous 12-month period (August 2017 – July 2018), lost time injuries per 200,000 working hours were reduced by 20.8%.

MNR also continues to see positive trends in reducing customer reportable injuries. For the current 12-month period (August 2018 – July 2019) the customer reportable injury rate per one million customer rates decreased by 5.9% versus the previous 12-month period (August 2017 – July 2018). The FRA reportable accident rate continues to remain below one reportable injury per million customers (0.95). In September, MNR launched its fall season, customer safety campaign.

Justin R. Vonashek

Vice President

Office of System Safety

July 2019 Safety Report

Performance				
Performance Indicator	12-Month Average			
	August 2016 -July 2017	August 2017 -July 2018	August 2018 -July 2019	
FRA Reportable Customer Accident Rate per Million Customers	1.04	1.01	0.95	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.04	2.69	2.13	
	2018		2019	
	July	Year to Date	July	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	
	July	Year to Date	July	Year to Date
First Responders Trained	165	1,343	175	1,433
Employee Safety Training Courses	128	302	143	286
Employees Trained	1,340	5,263	1,231	5,231
Employee Safety Training Hours	13,225	168,362	16,015	172,498
Customer and Community: Focus on Grade Crossings	2018		2019	
	July	Year to Date	July	Year to Date
Broken Gates	2	15	5	22
MTA Police Details	121	808	33	427
Summons	60	374	28	299
Warnings	11	36	9	63
Community Education and Outreach	6,295	73,650	3,985	71,295
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	954	99.79%	
Passenger Compartment Cameras	1,085	1,024	94.38%	

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.

June 2019 Safety Report

Performance				
Performance Indicator	12-Month Average			
	July 2016 -June 2017	July 2017 -June 2018	July 2018 -June 2019	
FRA Reportable Customer Accident Rate per Million Customers	1.08	0.98	0.92	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.00	2.82	2.14	
	2018		2019	
	June	Year to Date	June	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	
	June	Year to Date	June	Year to Date
First Responders Trained	284	1,178	264	1,258
Employee Safety Training Courses	129	292	120	269
Employees Trained	1,026	4,694	1,234	4,624
Employee Safety Training Hours	22,001	152,526	21,852	144,877
Customer and Community: Focus on Grade Crossings	2018		2019	
	June	Year to Date	June	Year to Date
Broken Gates	1	13	4	17
MTA Police Details	126	687	44	394
Summons	86	308	25	271
Warnings	5	25	3	54
Community Education and Outreach	8,910	67,335	19,875	67,310
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	954	99.79%	
Passenger Compartment Cameras	1,085	1,007	92.81%	

Definitions:

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

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

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

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

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

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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



FOCUS

An employee's ability to FOCUS can mean the difference between a safe, productive workday and an employee injury.

There are several factors that can affect an employee's ability to FOCUS. These include personal well-being, health, outside influences, stress, and sleep patterns. The FOCUS Campaign outlines some of the major causes that can lead to a lack of FOCUS, while providing some tips to eliminate distractions and keep you alert and safe.



Fatigue
Outside Influences
Communication
Uncertainty
Situational Awareness

THINK ACT
SAFETY SAFELY
 Working towards an accident-free workplace

FOCUS
 Long Island Rail Road

FOCUS

Fatigue:

Fatigue is more than feeling tired. Fatigue affects a person's health, increases the chance of workplace injuries or incidents occurring, and reduces performance and productivity. Fatigue is an acute or ongoing state of tiredness that leads to mental or physical exhaustion and prevents people from functioning within normal boundaries.

Fatigue has a comparative effect on performance as alcohol. Being awake for 17 hours produces the same level of impairment as having a 0.05 blood alcohol content; 20 hours is similar to having a 0.1 blood alcohol content.

Safety One Call Number

THINK ACT
SAFETY SAFELY
 Working towards an accident-free workplace

FOCUS
 Long Island Rail Road



- Fatigue**
- Reduces the ability to concentrate or avoid distraction
 - Reduces the ability to remember or recall events and/or their sequence
 - Reduces the ability to recognize risks
 - Reduces the ability to communicate clearly
 - Increases error rates
 - Slows reaction time

Fatigue Caused Factors
Work-Related Factors

- Long or Varying Shifts
- Shift Environmental Conditions
- Mentally or Physically Demanding Labor

Factors Outside of Work

- Poor Quality of Sleep
- Social Life Imbalance
- Second Job or Other Commitments

Fatigue Prevention - Mitigation Tips

Sleep - Seven to Eight Hours of Uninterrupted sleep is Adequate

- The best sleep is right sleep
- If sleeping during the day, darken the room and allow more time to fall asleep
- Seek medical advice for excessive snoring, irregular breathing and insomnia

Drugs and Alcohol

- Basic reflexive consumption of alcohol - it affects the quality of sleep
- Avoid stimulants - they only delay the physical need for sleep
- Do not consume caffeinated beverages before going to bed

Medical Conditions

If you have a medical condition, you should seek advice from your doctor if you are in a job that involves shift work or long working hours.

Ask your doctor and verify with LIRR Medical before taking any medications that may affect your performance, including those that may make you drowsy.

Fitness

- Maintain a basic level of fitness
- Exercise regularly
- Keep your weight in check - obesity contributes to sleeping disorders



Long Island Rail Road

Safety Report Highlights

For the reporting period ending July 2019, the average Reportable Customer Injury Rate decreased seventeen percent from 2.26 injuries per million customers to 1.88 injuries per million customers. Slips, trips, and falls generate most injury reports. In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached 65,225 participants through the end of July 2019 - a nineteen percent increase over the same period last year.

The week of September 23rd is National Rail Safety Week. To reinforce safety and the importance of obeying the law by not violating activated crossing protection, LIRR Corporate Safety Staff in partnership with the MTA Police, New York and Atlantic Railroad, and New York State Department of Transportation Public Transportation Safety Board will be conducting outreach at the following locations: Woodmere, Deer Park, Inwood, Bethpage, Oceanside, Wyandanch, Hewlett, Lindenhurst, Central Islip, and Stony Brook. These locations generate frequent reports of broken gates and pedestrians walking around the activated gates. Teams will be out during the morning and afternoon peak to engage with customers and members of the community about the importance of safety at these locations.

Of the Four E's (Engineering, Education, Enforcement, Elimination) as tools for enhancing safety at grade crossings; the final strategy, Elimination, is the most effective. In July, Urban Avenue, the second crossing of eight to be eliminated as part of the Third Track Expansion Project, was closed. On September 5th, the underpass was opened for vehicle and pedestrian traffic.

During this reporting period, there was a four percent decrease in the average Reportable Employee Lost Time Injury Rate. The rate decreased from 3.18 injuries per 200,000 hours worked to 3.05 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

Our third quarter FOCUS Day will be conducted Tuesday, September 24th. FOCUS Days are conducted quarterly with employees to learn more about how they are experiencing safety in the LIRR work environment. The largest category of injury at the LIRR is slips, trips, and falls. Slip, trip, and fall incidents are often the result of lack of attention to housekeeping. During FOCUS Day, we are launching our second annual Housekeeping Contest. This contest encourages employees to nominate work locations and teams for exemplary workplaces. In addition, strategies and resources for preventing fatigue will be reviewed. Fatigue is the first letter of FOCUS – Fatigue, Outside Influences, Communication, Uncertainty, and Situational Awareness.

Lori Ebbighausen
Vice President
Corporate Safety

June Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	July 2016-June 2017	July 2017-June 2018	July 2018-June 2019	
FRA Reportable Customer Accident Rate per Million Customers	4.66	2.37	1.84	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.38	3.36	3.01	
	2018		2019	
	June	Year to Date	June	Year to Date
Grade Crossing Incidents ¹	0	3	1	6*
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	3	0	1**

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.

* 02/26/2019 School Street is counted as one event, but was reported as two for FRA 49 225 reporting purposes.

** 05/25/2019 Speonk Collision is counted as one event, but was reported as two for FRA 49 225 reporting purposes.

Leading Indicators				
Focus on Safety Training	2018		2019	
	June	Year to Date	June	Year to Date
First Responders Trained	98	1,410	202	922
Employee Safety Training Courses	103	523	92	572
Employees Trained	1,312	6,682	1,066	6,711
Employee Safety Training Hours	23,557	145,269	17,935	132,180
Customer and Community: Focus on Grade Crossings	June	Year to Date	June	Year to Date
Broken Gates	5	45	13	56
MTA Police Details	88	674	118	773
Summons	69	672	122	958
Warnings	38	286	91	383
Arrests	1	2	1	5
Community Education and Outreach	9,227	49,675	14,539	57,972
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		572	69
	C3 Cab		23	100
	C3 Trailer		73	66
	DE/DM		13	29

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 JULY 2019**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Atlantic Terminal #2	0	0	1
Flushing (B)	0	0	1
Woodside 417X	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
Lindenhurst	0	1
Penn Station	0	1
Rockville Centre ESC	0	1
Valley Stream ESC	0	1

Definitions:

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

July Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	August 2016 - July 2017	August 2017 - July 2018	August 2018 - July 2019	
FRA Reportable Customer Accident Rate per Million Customers	4.67	2.26	1.88	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.58	3.18	3.05	
	2018		2019	
	July	Year to Date	July	Year to Date
Grade Crossing Incidents ¹	1	4	1	7*
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	3	0	1**

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.

* 02/26/2019 School Street is counted as one event, but was reported as two for FRA 49 225 reporting purposes

** 05/25/2019 Speonk Collision is counted as one event, but was reported as two for FRA 49 225 reporting purposes

Leading Indicators				
Focus on Safety Training	2018		2019	
	July	Year to Date	July	Year to Date
First Responders Trained	198	1,608	85	1,007
Employee Safety Training Courses	80	603	103	675
Employees Trained	1,043	7,725	914	7,625
Employee Safety Training Hours	18,529	163,798	18,546	150,726
Customer and Community:	July	Year to Date	July	Year to Date
Broken Gates	21	66	13	69
MTA Police Details	87	761	66	839
Summons	85	757	70	1,028
Warnings	53	339	53	436
Arrests	0	2	0	5
Community Education and Outreach	5,001	54,676	7,253	65,225
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		614	74
	C3 Cab		23	100
	C3 Trailer		78	70
	DE/DM		19	42

First Responders Trained - The number of first responders

trained to assist in crime events.

Employee Safety Training Courses - The number of distinct safety-related courses offered, including technical

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

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

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

Escalators	Mechanical Injury	Human Factor Injury
Penn Station	0	1

Definitions:

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



Police Report



August 2019 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (16 vs 7) for the month of August compared to the same period last year.
- Year to date Metro-North Railroad is down 14 crimes (81 vs 95).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of August.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

August 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	2	2	100%
Felony Assault	2	2	0	0%
Burglary	0	0	0	0%
Grand Larceny	9	3	6	200%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	16	7	9	129%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	11	11	0	0%
Felony Assault	13	13	0	0%
Burglary	6	15	-9	-60%
Grand Larceny	46	56	-10	-18%
Grand Larceny Auto	5	0	5	100%
Total Major Felonies	81	95	-14	-15%



Long Island Rail Road

August 2019 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (9 vs 4) for the month of August compared to the same period last year.
- Year to date Long Island Rail Road is down 6 crimes (58 vs 64).
- There were (2) Hate Crimes on Long Island Rail Road for the month of August.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

August 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	1	0	0%
Burglary	0	0	0	0%
Grand Larceny	7	2	5	250%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	4	5	125%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	6	2	33%
Felony Assault	9	13	-4	-31%
Burglary	5	2	3	150%
Grand Larceny	35	42	-7	-17%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	58	64	-6	-9%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

August 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	5	0	0%
Felony Assault	4	3	1	33%
Burglary	1	0	1	100%
Grand Larceny	16	5	11	220%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	27	13	14	108%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	23	20	3	15%
Felony Assault	24	28	-4	-14%
Burglary	13	17	-4	-24%
Grand Larceny	82	100	-18	-18%
Grand Larceny Auto	6	1	5	500%
Total Major Felonies	148	166	-18	-11%

INDEX CRIME REPORT

Per Day Average

August 2019

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	1	4	0
Fel. Assault	4	1	2	1
Burglary	1	0	0	1
Grand Larceny	16	7	9	0
GLA	1	0	1	0
Total	27	9	16	2
Crimes Per Day	0.87	0.29	0.52	0.06



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - August 2019)

Motivation	2019	2018	Diff	% Change
Asian	0	0	0	0 %
Black	7	5	2	40 %
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	12	11	1	9 %
Sexual Orientation	1	1	0	0 %
White	0	0	0	0 %
Motivation Total	20	20	0	0 %

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	2	0	0 %
Felony Assault	1	0	1	0 %
Misdemeanor Assault	0	1	-1	-100 %
Criminal Mischief #3	1	0	1	0 %
Criminal Mischief #4	16	17	-1	-5 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	20	20	0	0 %



MTA Police Department Arrest Summary: Department Totals

1/1/2019 to 8/31/2019

Arrest Classification	Total Arrests	
	2019	2018
Robbery	19	30
Felony Assault	32	32
Burglary	10	17
Grand Larceny	36	42
Grand Larceny Auto	2	1
Aggravated Harassment	4	3
Aggravated Unlicensed Operator	19	14
Assault-Misdemeanor	59	58
Breach of Peace	10	13
Child Endangerment	2	0
Conspiracy	0	1
Criminal Contempt	11	7
Criminal Impersonation	8	4
Criminal Mischief	31	34
Criminal Possession Stolen Property	5	11
Criminal Tampering	2	0
Criminal Trespass	37	34
Disorderly Conduct	0	2
Drug Offenses	115	83
DUI Offenses	4	9
Falsely Reporting an Incident	7	5
Forgery	25	40
Fraudulent Accosting	9	1
Graffiti	28	13
Harassment	0	1
Identity Theft	1	0
Issue a Bad Check	2	0
Make Terrorist Threat	0	3
Menacing	11	14
NYC Admin Code	0	2
Obstruct Government	7	7
Petit Larceny	147	117
Public Lewdness	20	16
Reckless Endangerment	6	2
Resisting Arrest	34	35
Sex Offenses	13	20
Stalking	1	1
Theft of Services	174	142
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	1	0
VTL Offenses	4	0
Warrant Arrest	60	90
Weapons Offenses	3	10
Unauthorized Use Vehicle	1	1
Total Arrests	961	915



July 2019 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (10 vs 16) for the month of July compared to the same period last year.
- Year to date Metro-North Railroad is down 23 crimes (65 vs 88).
- There was (1) Hate Crime on Metro-North Railroad for the month of July.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

July 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	1	2	-1	-50%
Burglary	1	1	0	0%
Grand Larceny	7	11	-4	-36%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	10	16	-6	-38%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	9	-2	-22%
Felony Assault	11	11	0	0%
Burglary	6	15	-9	-60%
Grand Larceny	37	53	-16	-30%
Grand Larceny Auto	4	0	4	100%
Total Major Felonies	65	88	-23	-26%



Long Island Rail Road

July 2019 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (8 vs 10) for the month of July compared to the same period last year.
- Year to date Long Island Rail Road is down 11 crimes (49 vs 60).
- There were (2) Hate Crimes on Long Island Rail Road for the month of July.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

July 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	1	3	-2	-67%
Burglary	0	0	0	0%
Grand Larceny	6	7	-1	-14%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	10	-2	-20%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	5	2	40%
Felony Assault	8	12	-4	-33%
Burglary	5	2	3	150%
Grand Larceny	28	40	-12	-30%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	49	60	-11	-18%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department System Wide

July 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	2	5	-3	-60%
Burglary	1	1	0	0%
Grand Larceny	13	18	-5	-28%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	18	26	-8	-31%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	17	15	2	13%
Felony Assault	20	25	-5	-20%
Burglary	12	17	-5	-29%
Grand Larceny	66	95	-29	-31%
Grand Larceny Auto	5	1	4	400%
Total Major Felonies	120	153	-33	-22%

INDEX CRIME REPORT

Per Day Average

July 2019

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	1	1	0
Fel. Assault	2	1	1	0
Burglary	1	0	1	0
Grand Larceny	13	6	7	0
GLA	0	0	0	0
Total	18	8	10	0
Crimes Per Day	0.58	0.26	0.32	0.00



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - July 2019)

Motivation	2019	2018	Diff	% Change
Asian	0	0	0	0 %
Black	6	5	1	20 %
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	11	9	2	22 %
Sexual Orientation	1	1	0	0 %
White	0	0	0	0 %
Motivation Total	18	18	0	0 %

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	2	0	0 %
Felony Assault	1	0	1	0 %
Misdemeanor Assault	0	1	-1	-100 %
Criminal Mischief #3	1	0	1	0 %
Criminal Mischief #4	14	15	-1	-6 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	18	18	0	0 %



MTA Police Department Arrest Summary: Department Totals

1/1/2019 to 7/31/2019

Arrest Classification	Total Arrests	
	2019	2018
Robbery	12	27
Felony Assault	27	27
Burglary	10	16
Grand Larceny	31	39
Grand Larceny Auto	2	1
Aggravated Harassment	4	3
Aggravated Unlicensed Operator	17	14
Assault-Misdemeanor	54	52
Breach of Peace	9	11
Child Endangerment	2	0
Conspiracy	0	1
Criminal Contempt	9	7
Criminal Impersonation	7	4
Criminal Mischief	26	30
Criminal Possession Stolen Property	4	10
Criminal Tampering	1	0
Criminal Trespass	34	27
Disorderly Conduct	0	2
Drug Offenses	110	58
DUI Offenses	3	9
Falsely Reporting an Incident	7	5
Forgery	24	34
Fraudulent Accosting	7	1
Graffiti	24	13
Harassment	0	1
Identity Theft	1	0
Issue a Bad Check	2	0
Make Terrorist Threat	0	3
Menacing	10	12
NYC Admin Code	0	2
Obstruct Government	6	6
Petit Larceny	141	104
Public Lewdness	17	13
Reckless Endangerment	5	1
Resisting Arrest	32	30
Sex Offenses	11	15
Stalking	1	1
Theft of Services	162	124
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	1	0
VTL Offenses	3	0
Warrant Arrest	56	72
Weapons Offenses	3	8
Unauthorized Use Vehicle	1	1
Total Arrests	877	784



Metro-North Railroad



Action Item

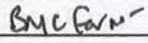

Staff Summary

Subject NYSDOT Grant for Connecting Services	
Department Operations Planning and Analysis	
Department Head Name Ben Cornelius	
Department Head Signature 	
Project Manager Name Edilma Jarvis	Program Manager Name

Date August 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.	9/23	X		
2	MTA Finance Mtg	9/23	X		
3	MTA Board Mtg.	9/25	X		

Internal Approvals			
Order	Approval	Order	Approval
4	President 		
3	VP Financial Admin 		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	VP Planning 					2	General Counsel 
	Press						

Narrative

PURPOSE:

To obtain MTA Board approval to enter into a contract to accept up to \$365,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2019 through September 30, 2020.

DISCUSSION:

Metro-North has worked with NYSDOT to implement various projects to improve access to Metro-North stations. These projects, which include connecting buses (e.g. Hudson Link, Newburgh-Beacon Shuttle, Dutchess LOOP, HART, etc.), the Haverstraw-Ossining Ferry, the Newburgh-Beacon Ferry and Guaranteed Ride Home programs, create station access/egress and increase ridership and revenue for the Railroad, as well as reduce the number of single occupancy vehicles on the roads.

Over the past fifteen years, Metro-North has received over \$4 million from similar NYSDOT (CMAQ) grants. These funds have been used for a variety of operational and marketing activities: providing customer information (e.g. signage, kiosks, pocket timetables, etc.); marketing/advertising to launch and support these services; supporting Metro-North's Guaranteed Ride Home programs; for customer parking and miscellaneous operational improvements. Metro-North plans to use the funds from the new CMAQ grant in a similar fashion, working with our regional partners to maintain service quality and improve station access.

BUDGET IMPACT:

No budget impacts. These monies allow for projects that would not otherwise be implemented.

RECOMMENDATION:

That the MTA Board grant approval to enter into a contract to accept up to \$365,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2019 through September 30, 2020.

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



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

September 2019

Joint MNR/LIRR Committee Meeting

PTC Project Update


September 23, 2019






LIRR/MNR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"> <input type="checkbox"/> LIRR/MNR submitted their PTC Safety Plans (PTCSPs) to the FRA for approval <input type="checkbox"/> MNR received FRA approval to go into Extended RSD (ERSD). Danbury Branch was placed into ERSD on August 14, 2019. <input type="checkbox"/> LIRR has 3 lines in RSD/ERSD <ul style="list-style-type: none"> <input type="checkbox"/> RSD continues on Port Washington branch (pilot line 2) with no system anomalies noted since March. <input type="checkbox"/> Entered ERSD on the Hempstead branch on August 19. <input type="checkbox"/> Resumed RSD from Babylon to Patchogue (pilot line 1) on Sept. 3 <input type="checkbox"/> Future software releases still have the potential to impact the Railroads' schedules; however, Both Railroads remain on target to implement PTC across their respective territories by December 31, 2020.
Budget	<p>\$1.037B (MNR/LIRR)</p> <p>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
 Yellow	Deployment of on-board software across the fleet multiple times 3.5, 3.6, 3.7, 3.8	Aug 2019 for new procedures	<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. Without a streamlined set of procedures it will take too long for LIRR to deploy the software to support the schedule. <p>Impacts:</p> <ul style="list-style-type: none"> This has potential to impact the PTC deadline if LIRR has software releases beyond mid-2020. <p>Drivers:</p> <ul style="list-style-type: none"> The current procedures takes about 4 hours per car based on current procedures. <p>Mitigations:</p> <ul style="list-style-type: none"> 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 to establish 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 to continue providing technical 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; The beta version is still pending delivery to the Railroads due to a few minor technical issues. The SI will continue to provide staff to perform this activity to keep the project on schedule. This activity is late but mitigation measures in place will ensure that there is no impact to PTC deadline; LIRR's ability to deploy the software across the fleet to ramp up trains for RSD may take longer than originally planned.






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


Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Timely and reliable repair of all undercar antenna assembly	Sep 2019	<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"> Deliveries of all recalled equipment on schedule to be complete in Oct/Nov. Additional environmental testing requested by the RRs was completed with no negative test results. Final report under review by the Railroads.






	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 Back to Back Interlockings and Delivery of System Software Release 3.6 (LIRR only)	Sept 2019	<p>Issues:</p> <ul style="list-style-type: none"> This software release includes the design for back-to-back (b2b) interlockings which supports ERSD on non-pilot segments with the exception of Harold and Valley. <p>Impacts:</p> <ul style="list-style-type: none"> Delays in the delivery of this software release will delay ERSD Risk to full PTC deployment by deadline on December 31, 2020 <p>Drivers:</p> <p>The SI,</p> <ul style="list-style-type: none"> Requires finalization of b2b requirements to start design Requires updated Transponder and WIU designs Requires updated OBC software Requires additional resources Requires dedicated technical staff and leadership <p>Mitigations:</p> <ul style="list-style-type: none"> Incremental development and testing of OBC software to identify issues earlier in the development phase. <p>Monthly update:</p> <ul style="list-style-type: none"> IS Lab was successfully relocated to new Pittsburgh BT office. The third attempt to successfully complete FAT for System Baseline 3.6 started on Sept 16. If field testing demonstrates critical variances are resolved then minor impact to original schedule for ERSD, and no impact to Release 3.7. If this release is found to have critical variances Release 3.7 FAT will be delayed.



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


Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Complete Design for Interoperability and Delivery of System Software MNR 3.6 only	Jan 2020	<p><u>Issues:</u></p> <ul style="list-style-type: none"> This software release includes the design for a safety server interface for interoperability with Amtrak for New Haven, New Rochelle, Spuyten Duyvil, and Poughkeepsie for MNR. <p><u>Impacts:</u></p> <ul style="list-style-type: none"> Risk to full PTC deployment by the PTC deadline on December 31, 2020. <p><u>Drivers:</u></p> <ul style="list-style-type: none"> Revise STS safety server design Define boundary lines <p><u>Mitigations:</u></p> <ul style="list-style-type: none"> Modified STS-STC safety server interface design with Amtrak to align with the rest of the NEC Corridor so as not to have a one-off design. <p><u>Monthly Update:</u></p> <ul style="list-style-type: none"> All activities to support this work remain on schedule.




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




Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Complete Design for Interoperability and Delivery of System Software LIRR 3.7 only	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. 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-STX safety server interface design with Amtrak to align with the rest of the NEC Corridor so as not to have a one-off design. <p>Monthly Update:</p> <ul style="list-style-type: none"> High-level system design is completed. Detailed system/subsystem level designs are in progress. Amtrak has a compatible database for use in the LIRR's STS database for the combined PSCC territory. Amtrak has adopted the use of the same type of BCM equipment in their communications design to simplify the radio communications interface. SI/LIRR are evaluating mitigations to improve the ERSD date for this area which is currently shown in July 2020.






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


Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Complete Design for the M8 (MNR only)	April 2020	<p>Issues:</p> <ul style="list-style-type: none"> M-8s are equipped with Alstom PTC system that needs to be updated to conform to Metro-North PTC wayside. Need to develop the protocol between Bombardier Mobile Communication Package and Alstom on-board computer, and both companies need to issue a safety certificate. <p>Impacts:</p> <ul style="list-style-type: none"> Risk to place M-8s into full PTC deployment by the PTC deadline of December 31, 2020. <p>Drivers:</p> <ul style="list-style-type: none"> Exchange of design information between contractors. Define and mitigate the differences between the two systems. <p>Mitigations:</p> <ul style="list-style-type: none"> Research alternate sources for on-board PTC equipment. Test and certify Alstom's software with Metro-North wayside. <p>Monthly Update:</p> <ul style="list-style-type: none"> Executive-level meetings with Alstom on 9/10 and 9/20 Workshop at Alstom's facility in Rochester on 9/23 and 9/24 with BT, Siemens, Kawasaki, Metro-North and Alstom Most recent Alstom schedule shows three-month slippage; Alstom developing recovery plan.






	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"> Leadership changes have been made and some additional organizational changes are imminent. The SI's resource loaded CPM schedule was reviewed by the Railroads to confirm adequacy of staffing levels and the SI's analyses shows several areas in need of additional manpower. Transponder designs continue to be an area of concern by the Railroads.



	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 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	39	126	110	136	257			
Cumulative Delivery Total	39	165	275	411	668			

Data as of 8/31/19



MNR Undercar Delivery Progress

Metro North Railroad

	April	May	Jun	Jul	Aug	Sept	Totals
Delivery Forecast	40	120	120	96	46	21	376
Delivery Actuals	40	120	102	68	25		333
Delivery Variance	0	0	0	28	21		43



LIRR Monthly Project Update (thru August 2019)

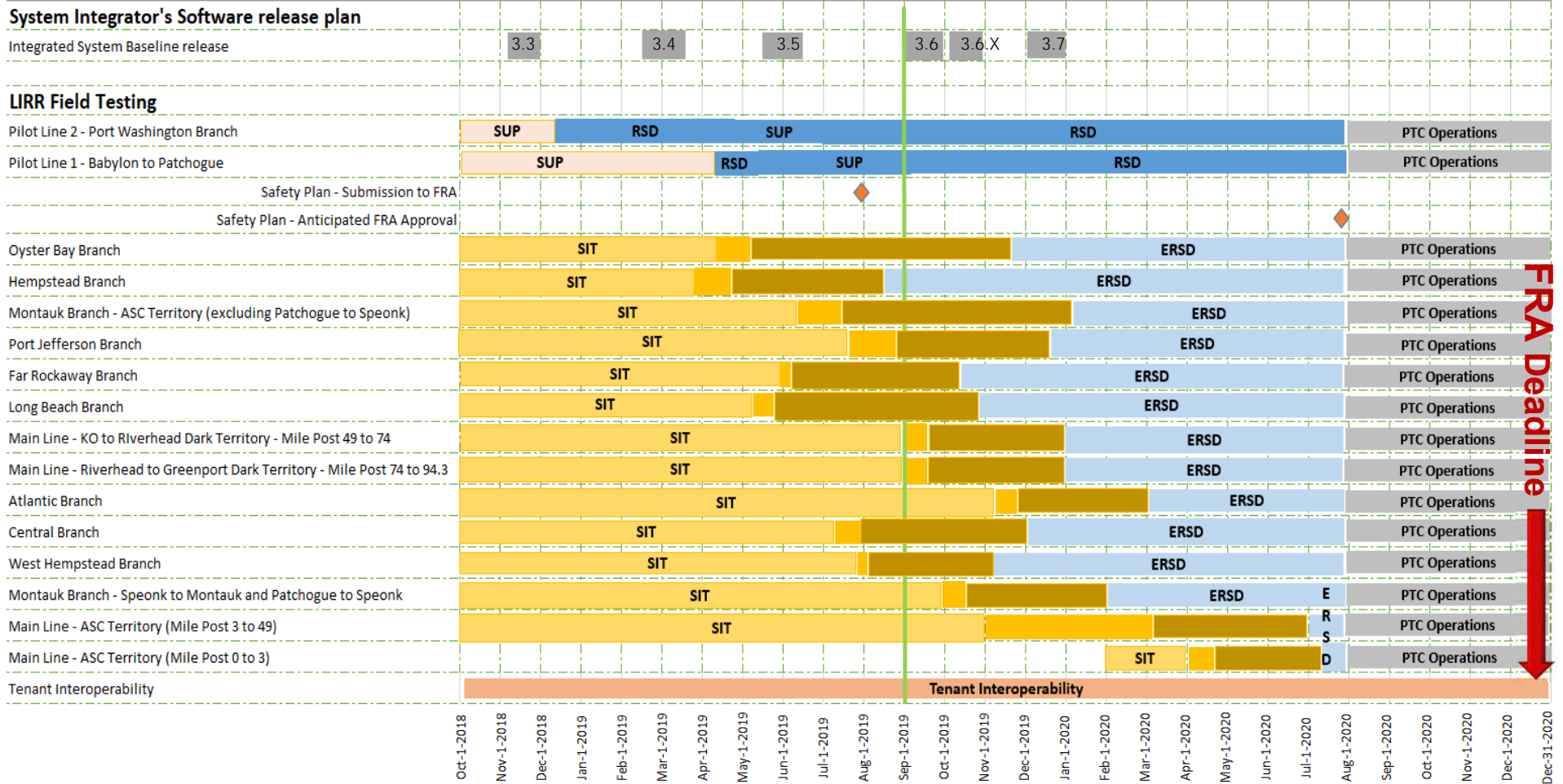
- Several software variances were discovered during 2 attempts of System Baseline 3.6 FAT (back to back interlockings) that require correction before revenue service use.
- FAT for release 3.6.2 started on Sept. 16 in order to support ERSD in October.
 - The SI said the technical issues encountered with Baseline 3.6 will not impact the delivery of baseline release 3.7.
- LIRR has implemented their contingency plan to go into ERSD on non-pilot segments with Baseline 3.5.2 to allow the software development team more time to resolve variances for 3.6.2. Currently deploying release 3.5.2 across the fleet to support RSD/ERSD.
- PTC Safety Plan submitted to the FRA for approval in July (ahead of schedule).
- Entered ERSD on Hempstead line on August 19, 2019.
- Continuing RSD for both pilot lines increasing the number of trains as they become available with the latest version of software.
- Made several agreements on technical issues to advance the detailed interoperability system/subsystem level designs for the combined PSCC territory for Harold.



LIRR Working Schedule and Sequence

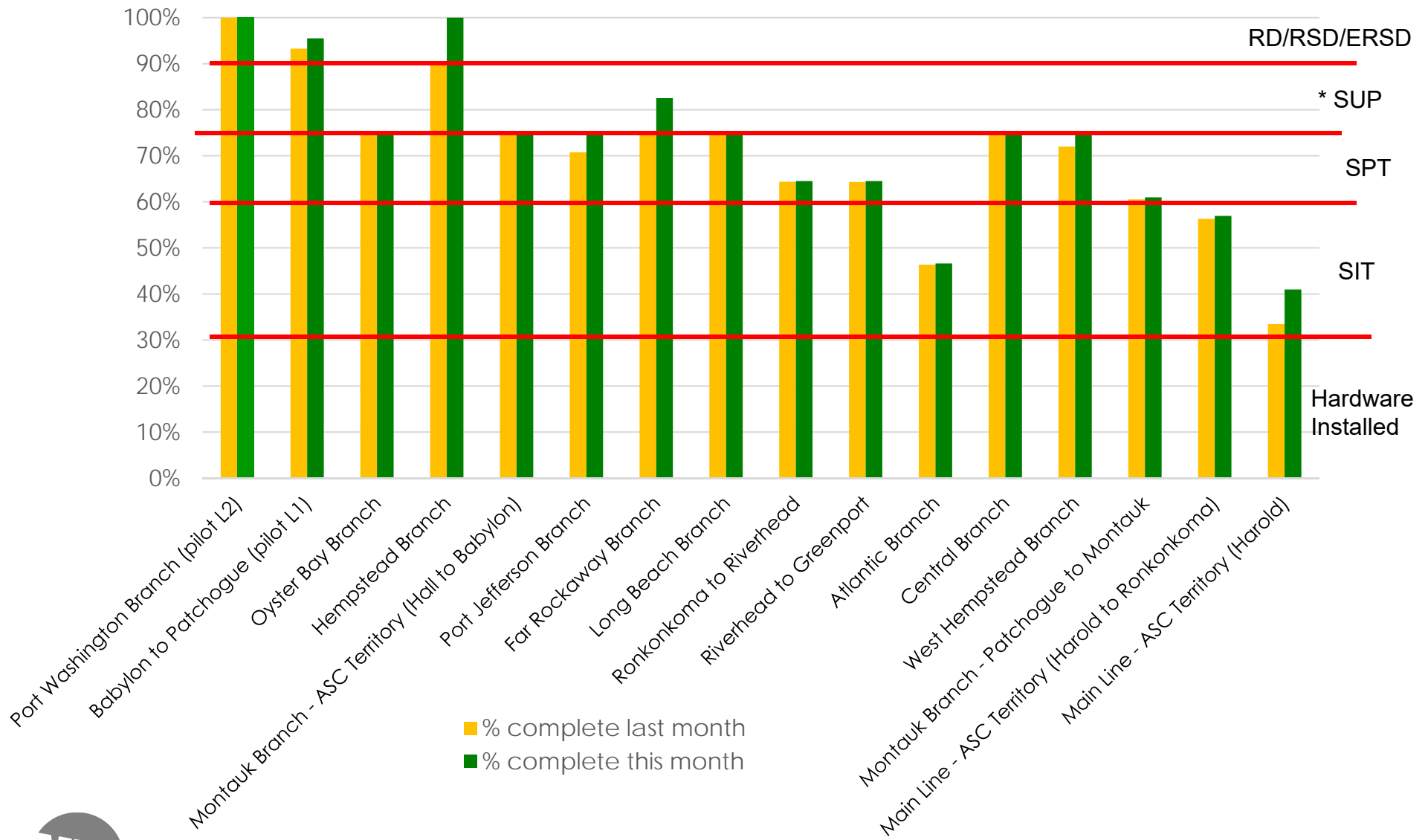
Start RSD on Babylon to Patchogue pilot segment in Sep 2019
 Started first Non-Pilot ERSD in August 2019

Last non-pilot segment in ERSD in July 2020



■ SIT = Site Installation Tests
 ■ SPT = Site Performance Tests
 ■ SUP = Pilot Site Update Period
 ■ Non-Pilot design correction/testing/Site Update Period
■ RSD = Revenue Service Demonstration
■ ERSD = Extended Revenue Service Demonstration

LIRR Segment RSD Readiness (Previous vs Current Month)



SIT = Site Installation Tests

SPT = Site Performance Testing

*SUP = Site Update Period includes design corrections and testing

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



MNR Monthly Project Update

- Danbury Branch:
 - Completed uploading MCP/OBC Software to support ERSD on the Danbury Branch:
 - BL20's (9)
 - P32's (31)
 - Cab Car's (51)
 - Performed a successful interoperable testing with P&W on August 7, 2019
 - ERSD on Danbury Branch started on 14-Aug-2019; service running smoothly and as of September 5, 2019 - 508 Trains operated with PTC to date which equates to ~12,192 miles of trains being governed under PTC.
- Hudson Line Segment (CP36 Peekskill – CP75 Poughkeepsie)
 - Completed Transponder Sit installation testing
 - Completed commissioning 16 Radio Case Sites
 - Started Site Performance Testing (SPT) the week of August 26, 2019
 - Started uploading MCP/OBC software onto the M3's (69)/M7's (167)
 - ERSD scheduled for September 2019

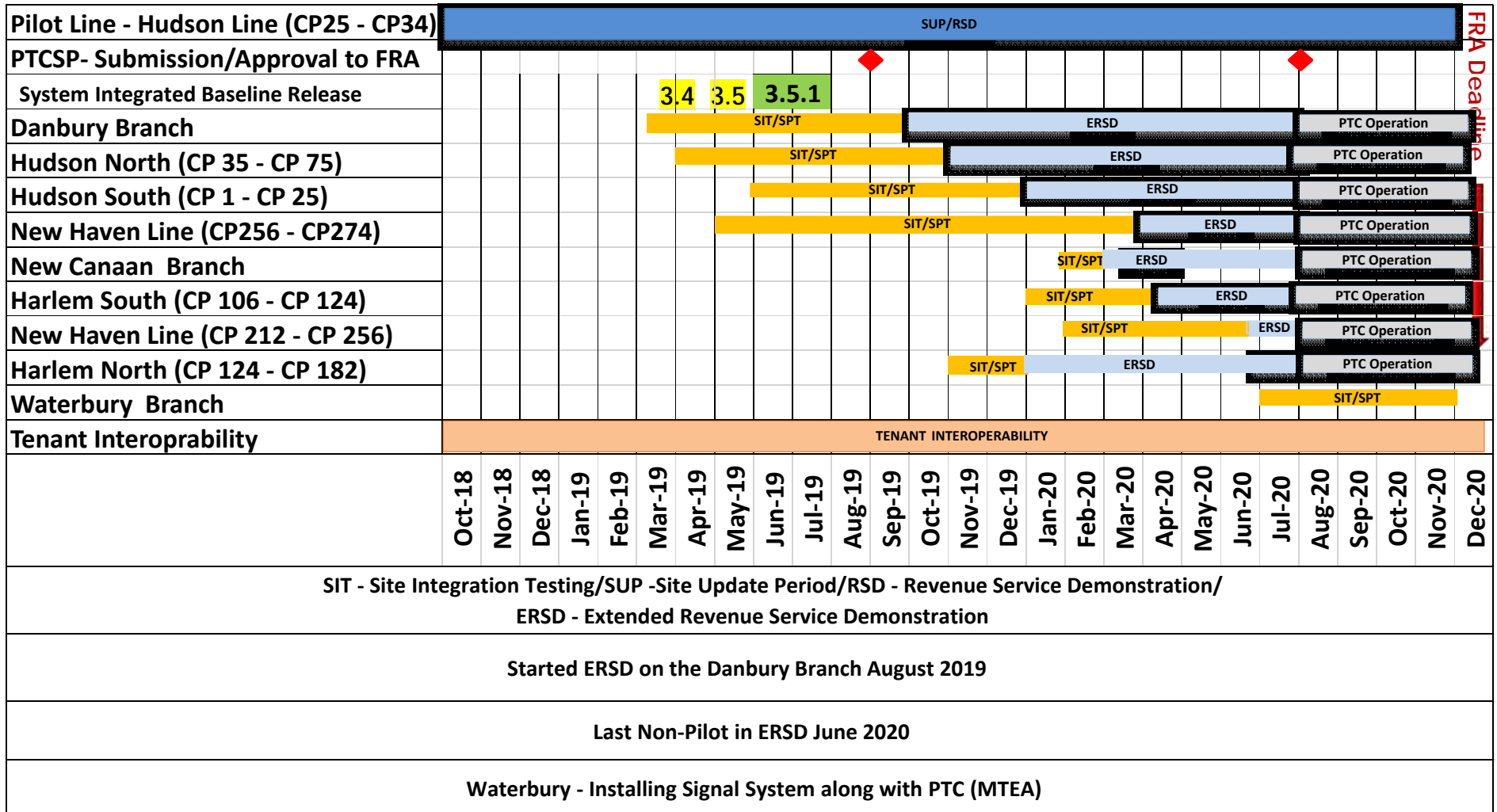


MNR Monthly Project Update

- Scheduling NJT Communication/Transponder/WIU training for MNR C&S employees to perform installation and maintenance on the Port Jervis Line. Scheduled for September/October 2019
- Continue high-level meetings between Alstom/BT/Siemens/Kawasaki outlining responsibilities towards completing M8's interoperability. A meeting was held on August 10, 2019.
- PTCIP revision 8.1 approved by the FRA August 7, 2019
- PTCSP filed with the FRA on August 30th, 2019. (One month ahead of schedule)
- Continue to refine boundary and STS-STS interfaces with Amtrak
 - Boundary design/Commissioning Schedule
 - Poughkeepsie - Commissioning target date – 4th quarter 2019
 - Spuyten Duyvil - Commissioning target – 4th quarter 2019
 - New Haven - Design completion target – 1st quarter 2020
 - New Rochelle - Design completion target – 1st quarter 2010
 - STS-STS interface – 2nd quarter of 2020
- Awarded prewired signal houses and cable installation contracts for Waterbury Cab Signaling Project
- MNR Mechanical to travel to Pittsburgh to assess QA/QC.



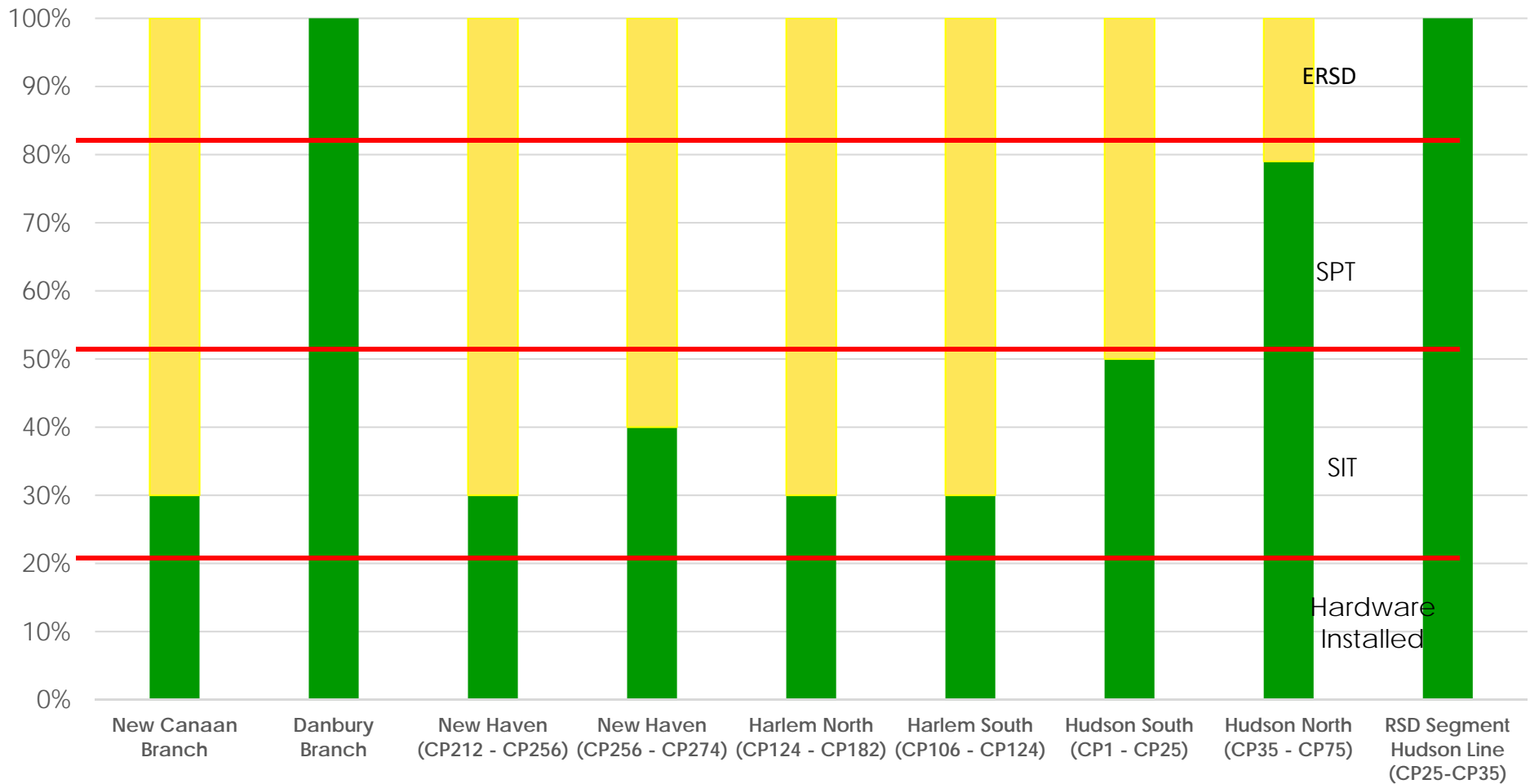
MNR Working Schedule and Sequence



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

July & Aug 2019

- ✓ Submitted PTC Safety Plan to FRA for approval
- ✓ SI delivered OBC S6 software for field testing
- ✓ SI released Baseline 3.6 for factory & field testing
- ✓ SI finished factory testing of Baseline 3.6.2 to support Back to Back Phase 1
- ✓ LIRR completed SPT on Montauk 1BW, Central, Port Jefferson & West Hempstead lines
- ✓ LIRR completed SUP testing on Pilot Line 1 with Baseline 3.6 software
- ✓ LIRR resumed RSD on Pilot Line 2 (Port Washington Branch)
- ✓ Completed end to end runs & placed Hempstead Branch into ERSD

Sep 2019

- ❑ LIRR commenced SPT on Mainline Ronkonkoma to Riverhead & Riverhead to Greenport segments
- ❑ LIRR commenced SPT on Montauk 1BE - Speonk to Montauk and Patchogue to Speonk segment
- ❑ LIRR commenced SUP on Pilot Line 1 with Baseline 3.6.3 software
- ❑ LIRR resumed RSD on Pilot Line 1
- ❑ LIRR completed SUPs on Far Rockaway & Long Beach segments



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

Oct 2019

- ☐ Possibility to Place Far Rockaway and Long Beach lines into ERSD
- ☐ SI to deliver system software baseline 3.6.2 (including back-to-back solution) to support ERSD on all lines (1 month slip).
- ☐ SI to complete retrofit deliveries of Scanner Antennas & CTV Units for onboard.

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

July 2019

- ✓ Start uploading MCP/OBC software to the Danbury Branch equipment to support ERSD
- ✓ Review PTCSP with the FRA
- ✓ Start programming Civil Speed Transponders to full PTC package – 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

August 2019

- ✓ Commence ERSD on Danbury Branch.
- ✓ Safety Plan was filed in August
- ✓ Perform transponder SIT to confirm linking distances, PTS - Hudson Line (GCT – Tarrytown)
- ✓ Begin Radio Case Site installation Testing (SIT) – Hudson Line (GCT – Tarrytown).
- ✓ 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



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

September 2019

- Upload software to the M-3s and M-7s to enable commencement of ERSD on the Hudson Line
- Upper Hudson - Croton-Harmon – Poughkeepsie
 - Complete Radio Case SIT
 - Complete SPT
 - Begin ERSD

October – December 2019

- Commence ERSD from Croton Harmon – Marble Hill
- Complete software upload to the equipment
- Start the upper Harlem NWP – Wassaic
- Install, test, commission Amtrak boundaries
- Finalize the STS-to-STS design
- Continue meeting with Alstom/BT/Siemens/Kawasaki to complete M8's interoperability





Metro-North Railroad

Information Items



**JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
BY MONTH**

MTA METRO-NORTH RAILROAD
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$57.873	\$54.994	\$59.751	\$60.958	\$65.381	\$67.765	\$66.959	\$66.106	\$65.287	\$67.013	\$67.365	\$68.250	\$767.702
Other Operating Revenue	4.740	4.550	6.273	4.382	4.573	5.104	4.716	4.731	5.307	4.758	5.224	5.489	59.848
Total Revenues	\$62.613	\$59.543	\$66.024	\$65.340	\$69.954	\$72.870	\$71.675	\$70.837	\$70.594	\$71.772	\$72.590	\$73.739	\$827.550
Operating Expenses													
Labor:													
Payroll	\$46.645	\$40.078	\$42.141	\$42.280	\$45.027	\$38.821	\$44.448	\$43.507	\$42.850	\$45.098	\$42.639	\$46.614	\$520.149
Overtime	9.181	7.773	8.413	7.523	8.014	7.110	8.023	7.623	7.803	7.287	8.270	8.393	95.413
Health and Welfare	10.058	8.186	8.881	8.763	9.528	7.832	9.411	9.082	8.951	9.469	8.994	10.007	109.162
OPEB Current Payments	2.901	2.987	3.311	3.311	3.311	3.311	3.311	3.311	3.311	3.311	3.311	3.311	39.000
Pension	9.166	7.910	9.133	9.052	9.608	8.377	9.499	9.287	9.189	9.523	9.203	9.936	109.885
Other Fringe Benefits	10.984	9.689	10.331	10.233	10.829	9.509	10.725	10.482	10.382	10.765	10.408	11.205	125.542
Reimbursable Overhead	(5.657)	(5.648)	(5.385)	(7.293)	(7.685)	(6.848)	(7.982)	(7.217)	(6.280)	(6.641)	(5.190)	(4.002)	(75.827)
Total Labor Expenses	\$83.278	\$70.975	\$76.825	\$73.868	\$78.633	\$68.113	\$77.436	\$76.076	\$76.206	\$78.813	\$77.637	\$85.464	\$923.324
Non-Labor:													
Electric Power	\$4.801	\$7.685	\$4.904	\$6.808	\$6.708	\$5.816	\$6.284	\$6.132	\$5.796	\$5.977	\$5.717	\$6.508	\$73.137
Fuel	1.817	1.955	1.862	1.745	1.705	1.663	1.680	1.709	1.647	1.804	1.871	1.856	21.314
Insurance	1.338	1.326	1.331	1.330	1.347	1.361	1.336	1.336	1.336	1.336	1.447	1.477	16.300
Claims	0.017	0.077	0.107	0.102	0.107	0.102	0.107	0.102	0.107	0.107	0.102	(0.039)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.276	7.966	9.389	9.163	12.364	10.299	10.856	12.140	12.710	9.298	9.366	9.405	121.231
Professional Services Contracts	1.913	2.691	3.281	3.283	3.312	3.975	3.333	3.276	3.481	3.397	3.444	4.174	39.562
Materials and Supplies	9.031	8.061	8.043	8.255	8.422	8.290	8.460	8.490	8.513	8.411	8.490	8.404	100.871
Other Business Expenses	2.188	1.817	1.778	2.862	2.466	2.757	2.042	2.634	2.269	2.161	2.267	2.179	27.421
Total Non-Labor Expenses	\$29.381	\$31.579	\$30.695	\$33.547	\$36.431	\$34.263	\$34.097	\$35.820	\$35.860	\$32.493	\$32.704	\$33.964	\$400.835
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$112.659	\$102.554	\$107.520	\$107.416	\$115.063	\$102.376	\$111.533	\$111.897	\$112.066	\$111.305	\$110.341	\$119.429	\$1,324.159
Depreciation	\$18.872	\$18.849	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$246.507
OPEB Liability Adjustment	4.599	5.013	(9.612)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.092	0.000	0.000	0.092	0.000	0.000	0.092	0.000	0.000	93.924	94.200
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.225)	0.000	0.000	(1.158)	0.000	0.000	(1.158)	0.000	0.000	(1.158)	(3.700)
Environmental Remediation	0.201	0.302	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	4.000
Total Expenses After Non-Cash Liability Adjs.	\$136.331	\$126.719	\$119.004	\$128.644	\$136.292	\$122.538	\$132.761	\$133.125	\$132.228	\$132.533	\$131.570	\$233.422	\$1,665.166
Net Surplus/(Deficit)	(\$73.718)	(\$67.175)	(\$52.979)	(\$63.304)	(\$66.338)	(\$49.668)	(\$61.086)	(\$62.288)	(\$61.634)	(\$60.762)	(\$58.980)	(\$159.684)	(\$837.615)
Cash Conversion Adjustments:													
Depreciation	\$18.872	\$18.849	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$246.507
Operating/Capital	(2.491)	(1.363)	(6.091)	(9.884)	(4.981)	(14.040)	(6.871)	(4.696)	(5.278)	(5.974)	(8.681)	(18.956)	(89.305)
Other Cash Adjustments	(5.129)	22.040	0.876	(7.630)	(7.251)	(13.990)	20.348	0.996	(11.363)	(0.814)	9.183	58.881	66.148
Total Cash Conversion Adjustments	\$11.252	\$39.526	\$15.664	\$3.365	\$8.647	(\$7.151)	\$34.356	\$17.178	\$4.238	\$14.091	\$21.380	\$60.804	\$223.349
Net Cash Surplus/(Deficit)	(\$62.465)	(\$27.649)	(\$37.316)	(\$59.939)	(\$57.691)	(\$56.819)	(\$26.730)	(\$45.109)	(\$57.396)	(\$46.671)	(\$37.600)	(\$98.880)	(\$614.266)

MTA METRO-NORTH RAILROAD
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	9.958	11.639	12.043	25.422	18.262	14.926	14.239	11.939	12.805	12.613	10.479	10.362	164.687
MNR - CDOT	4.493	7.077	11.444	12.920	12.761	15.317	17.282	16.724	15.165	13.701	11.749	10.420	149.053
MNR - Other	1.061	0.599	0.755	4.884	1.974	2.219	3.549	3.569	3.826	4.118	5.059	4.550	36.163
Capital and Other Reimbursements	15.512	19.315	24.242	43.226	32.997	32.462	35.069	32.232	31.795	30.433	27.286	25.332	349.902
Total Revenues	\$15.512	\$19.315	\$24.242	\$43.226	\$32.997	\$32.462	\$35.069	\$32.232	\$31.795	\$30.433	\$27.286	\$25.332	\$349.902
Operating Expenses													
Labor:													
Payroll	\$4.047	\$3.925	\$4.222	\$5.135	\$5.435	\$4.809	\$5.378	\$4.940	\$4.411	\$4.838	\$3.748	\$3.357	\$54.246
Overtime	2.051	2.360	1.821	2.762	2.918	2.590	3.343	3.062	2.403	2.379	1.853	1.324	28.868
Health and Welfare	1.326	1.352	1.370	1.771	1.871	1.655	1.929	1.767	1.512	1.621	1.254	1.055	18.481
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.948	0.959	0.980	1.254	1.327	1.176	1.367	1.256	1.084	1.157	0.899	0.767	13.173
Other Fringe Benefits	1.043	1.070	1.055	1.366	1.444	1.278	1.490	1.365	1.168	1.248	0.966	0.813	14.305
Reimbursable Overhead	5.329	5.374	5.152	6.949	7.309	6.482	7.587	6.914	6.005	6.268	4.858	3.756	71.983
Total Labor Expenses	\$14.745	\$15.040	\$14.600	\$19.237	\$20.303	\$17.990	\$21.094	\$19.303	\$16.582	\$17.512	\$13.578	\$11.072	\$201.056
Non-Labor:													
Electric Power	\$0.000	\$0.002	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.002
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.191	0.238	0.257	0.369	0.386	0.339	0.406	0.366	0.296	0.313	0.235	0.172	3.568
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.107	0.293	2.911	6.656	6.207	4.466	5.394	5.402	5.997	6.175	6.824	7.076	57.506
Professional Services Contracts	0.209	0.316	3.472	3.422	3.071	3.318	3.185	3.185	3.185	2.649	2.976	3.554	32.542
Materials and Supplies	0.245	3.409	2.986	13.406	2.959	6.278	4.921	3.907	5.667	3.721	3.616	3.400	54.517
Other Business Expenses	0.015	0.018	0.016	0.135	0.072	0.072	0.068	0.068	0.068	0.063	0.058	0.058	0.711
Total Non-Labor Expenses	\$0.767	\$4.276	\$9.642	\$23.989	\$12.694	\$14.472	\$13.975	\$12.929	\$15.213	\$12.921	\$13.708	\$14.260	\$148.846
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$15.512	\$19.315	\$24.242	\$43.226	\$32.997	\$32.462	\$35.069	\$32.232	\$31.795	\$30.433	\$27.286	\$25.332	\$349.902
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
Farebox Revenue	\$57.873	\$54.994	\$59.751	\$60.958	\$65.381	\$67.765	\$66.959	\$66.106	\$65.287	\$67.013	\$67.365	\$68.250	\$767.702
Other Operating Revenue	4.740	4.550	6.273	4.382	4.573	5.104	4.716	4.731	5.307	4.758	5.224	5.489	59.848
MNR - MTA	9.958	11.639	12.043	25.422	18.262	14.926	14.239	11.939	12.805	12.613	10.479	10.362	164.687
MNR - CDOT	4.493	7.077	11.444	12.920	12.761	15.317	17.282	16.724	15.165	13.701	11.749	10.420	149.053
MNR - Other	1.061	0.599	0.755	4.884	1.974	2.219	3.549	3.569	3.826	4.118	5.059	4.550	36.163
Capital and Other Reimbursements	15.512	19.315	24.242	43.226	32.997	32.462	35.069	32.232	31.795	30.433	27.286	25.332	349.902
Total Revenues	\$78.125	\$78.859	\$90.266	\$108.566	\$102.951	\$105.332	\$106.745	\$103.069	\$102.390	\$102.205	\$99.876	\$99.070	\$1,177.453
Operating Expenses													
Labor:													
Payroll	\$50.693	\$44.003	\$46.363	\$47.415	\$50.461	\$43.630	\$49.827	\$48.447	\$47.261	\$49.936	\$46.388	\$49.971	\$574.395
Overtime	11.232	10.133	10.234	10.285	10.932	9.700	11.366	10.686	10.206	9.666	10.124	9.717	124.281
Health and Welfare	11.384	9.538	10.251	10.533	11.399	9.487	11.340	10.849	10.462	11.091	10.248	11.061	127.643
OPEB Current Payments	2.901	2.987	3.311	3.311	3.311	3.311	3.311	3.311	3.311	3.311	3.311	3.311	39.000
Pension	10.114	8.869	10.113	10.306	10.935	9.553	10.866	10.543	10.273	10.680	10.102	10.703	123.058
Other Fringe Benefits	12.027	10.759	11.386	11.598	12.273	10.787	12.215	11.846	11.550	12.013	11.374	12.018	139.847
Reimbursable Overhead	(0.327)	(0.274)	(0.233)	(0.343)	(0.376)	(0.366)	(0.396)	(0.303)	(0.275)	(0.372)	(0.332)	(0.246)	(3.844)
Total Labor Expenses	\$98.023	\$86.014	\$91.425	\$93.105	\$98.936	\$86.102	\$98.530	\$95.379	\$92.788	\$96.325	\$91.215	\$96.536	\$1,124.380
Non-Labor:													
Electric Power	\$4.801	\$7.688	\$4.904	\$6.808	\$6.708	\$5.816	\$6.284	\$6.132	\$5.796	\$5.977	\$5.717	\$6.508	\$73.139
Fuel	1.817	1.955	1.862	1.745	1.705	1.663	1.680	1.709	1.647	1.804	1.871	1.856	21.314
Insurance	1.529	1.563	1.588	1.699	1.733	1.700	1.742	1.702	1.632	1.649	1.682	1.649	19.868
Claims	0.017	0.077	0.107	0.102	0.107	0.102	0.107	0.102	0.107	0.107	0.102	(0.039)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.383	8.259	12.300	15.819	18.570	14.764	16.250	17.542	18.707	15.473	16.189	16.481	178.737
Professional Services Contracts	2.122	3.007	6.753	6.705	6.383	7.292	6.518	6.462	6.667	6.046	6.420	7.728	72.104
Materials and Supplies	9.276	11.470	11.029	21.662	11.381	14.568	13.381	12.397	14.180	12.132	12.106	11.805	155.387
Other Business Expenses	2.203	1.835	1.794	2.997	2.537	2.829	2.109	2.702	2.337	2.224	2.325	2.237	28.132
Total Non-Labor Expenses	\$30.148	\$35.855	\$40.337	\$57.537	\$49.125	\$48.736	\$48.072	\$48.749	\$51.073	\$45.414	\$46.413	\$48.224	\$549.682
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$128.171	\$121.869	\$131.762	\$150.642	\$148.060	\$134.838	\$146.602	\$144.128	\$143.861	\$141.738	\$137.628	\$144.761	\$1,674.061
Depreciation	\$18.872	\$18.849	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$246.507
OPEB Liability Adjustment	4.599	5.013	(9.612)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.092	0.000	0.000	0.092	0.000	0.000	0.092	0.000	0.000	93.924	94.200
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.225)	0.000	0.000	(1.158)	0.000	0.000	(1.158)	0.000	0.000	(1.158)	(3.700)
Environmental Remediation	0.201	0.302	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	4.000
Total Expenses After Non-Cash Liability Adjs.	\$151.843	\$146.034	\$143.245	\$171.870	\$169.289	\$155.000	\$167.831	\$165.357	\$164.023	\$162.967	\$158.856	\$258.754	\$2,015.068
Net Surplus/(Deficit)	(\$73.718)	(\$67.175)	(\$52.979)	(\$63.304)	(\$66.338)	(\$49.668)	(\$61.086)	(\$62.288)	(\$61.634)	(\$60.762)	(\$58.980)	(\$159.684)	(\$837.615)
Cash Conversion Adjustments:													
Depreciation	\$18.872	\$18.849	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$246.507
Operating/Capital	(2.491)	(1.363)	(6.091)	(9.884)	(4.981)	(14.040)	(6.871)	(4.696)	(5.278)	(5.974)	(8.681)	(18.956)	(89.305)
Other Cash Adjustments	(5.129)	22.040	0.876	(7.630)	(7.251)	(13.990)	20.348	0.996	(11.363)	(0.814)	9.183	58.881	66.148
Total Cash Conversion Adjustments	\$11.252	\$39.526	\$15.664	\$3.365	\$8.647	(\$7.151)	\$34.356	\$17.178	\$4.238	\$14.091	\$21.380	\$60.804	\$223.349
Net Cash Surplus/(Deficit)	(\$62.465)	(\$27.649)	(\$37.316)	(\$59.939)	(\$57.691)	(\$56.819)	(\$26.730)	(\$45.109)	(\$57.396)	(\$46.671)	(\$37.600)	(\$98.880)	(\$614.266)

MTA METRO-NORTH RAILROAD
July Financial Plan - 2019 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$59.006	\$55.254	\$58.589	\$59.704	\$64.183	\$66.411	\$65.521	\$65.112	\$64.448	\$66.133	\$66.272	\$63.661	\$754.293
Other Operating Revenue	15.640	10.570	12.715	6.519	12.309	6.603	6.148	7.449	7.524	6.368	7.846	(4.099)	95.592
MNR - MTA	1.950	26.301	11.740	11.505	12.301	12.331	24.304	17.630	14.714	14.076	11.793	7.214	165.858
MNR - CDOT	5.852	6.631	11.444	12.920	12.761	15.317	17.282	16.724	15.165	13.701	11.749	9.507	149.053
MNR - Other	0.934	1.191	0.755	4.884	1.974	2.219	3.549	3.569	3.826	4.118	5.059	5.654	37.732
Capital and Other Reimbursements	8.736	34.123	23.939	29.309	27.037	29.867	45.134	37.922	33.705	31.896	28.601	22.375	352.643
Total Receipts	\$83.382	\$99.947	\$95.242	\$95.532	\$103.528	\$102.881	\$116.804	\$110.484	\$105.677	\$104.396	\$102.719	\$81.936	\$1,202.528
Expenditures													
Labor:													
Payroll	\$53.826	\$44.064	\$42.977	\$41.913	\$53.513	\$42.438	\$46.345	\$53.738	\$54.187	\$53.654	\$43.592	\$54.465	\$584.710
Overtime	12.649	9.743	9.503	9.029	11.820	9.496	10.619	12.141	12.055	10.713	9.512	11.102	128.381
Health and Welfare	10.751	11.094	11.184	11.529	12.452	10.430	12.404	11.862	11.436	12.132	11.224	13.095	139.593
OPEB Current Payments	2.855	3.333	3.311	3.311	3.311	3.311	3.311	3.311	3.311	3.311	3.311	3.011	39.000
Pension	10.975	9.911	10.102	10.312	10.947	9.566	10.881	10.546	10.272	10.691	10.107	9.633	123.941
Other Fringe Benefits	13.233	12.202	10.285	9.948	12.890	10.259	10.949	13.043	12.778	12.778	10.410	10.335	139.109
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$104.289	\$90.347	\$87.361	\$86.042	\$104.933	\$85.499	\$94.508	\$104.640	\$104.038	\$103.279	\$88.156	\$101.641	\$1,154.734
Non-Labor:													
Electric Power	\$7.187	\$5.536	\$5.056	\$7.384	\$6.860	\$5.969	\$6.437	\$6.286	\$5.950	\$6.131	\$5.872	\$6.737	\$75.406
Fuel	1.553	1.538	1.821	1.704	1.665	1.622	1.639	1.669	1.606	1.764	1.830	2.415	20.825
Insurance	0.000	0.000	0.267	0.389	3.902	0.371	1.116	3.666	0.309	2.362	3.182	6.375	21.937
Claims	0.629	0.159	4.607	7.967	5.107	0.102	0.107	0.102	0.613	0.107	0.102	(0.236)	19.368
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	15.932	11.056	11.691	18.019	17.670	31.269	15.985	16.947	25.023	14.777	19.615	31.813	229.797
Professional Services Contracts	2.986	3.952	5.843	6.218	5.320	12.874	5.819	5.446	6.330	4.781	5.315	13.770	78.653
Materials and Supplies	11.890	11.980	12.595	23.230	11.938	18.017	14.779	12.477	14.262	13.692	12.196	11.295	168.352
Other Business Expenses	1.381	3.028	3.317	4.518	3.824	3.976	3.144	4.362	4.942	4.175	4.052	7.005	47.724
Total Non-Labor Expenditures	\$41.558	\$37.249	\$45.197	\$69.428	\$56.287	\$74.201	\$49.026	\$50.954	\$59.035	\$47.789	\$52.163	\$79.175	\$662.061
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$145.847	\$127.596	\$132.558	\$155.471	\$161.220	\$159.700	\$143.534	\$155.593	\$163.073	\$151.068	\$140.319	\$180.816	\$1,816.794
Net Cash Balance	(\$62.465)	(\$27.649)	(\$37.316)	(\$59.939)	(\$57.691)	(\$56.819)	(\$26.730)	(\$45.109)	(\$57.396)	(\$46.671)	(\$37.600)	(\$98.880)	(\$614.266)
Subsidies													
MTA Subsidy	\$52.235	\$14.583	\$24.617	\$49.432	\$47.523	\$48.603	\$16.459	\$35.722	\$44.762	\$37.179	\$29.085	\$91.436	\$491.637
CDOT Subsidy	12.500	11.910	12.699	10.507	10.168	8.216	10.271	9.388	12.634	9.492	8.515	6.330	122.629
Total Subsidies	\$64.735	\$26.493	\$37.316	\$59.939	\$57.691	\$56.819	\$26.730	\$45.109	\$57.396	\$46.671	\$37.600	\$97.766	\$614.266

MTA METRO-NORTH RAILROAD
July Financial Plan - 2019 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$1.133	\$0.260	(\$1.163)	(\$1.254)	(\$1.198)	(\$1.354)	(\$1.438)	(\$0.994)	(\$0.839)	(\$0.881)	(\$1.094)	(\$4.589)	(\$13.409)
Other Operating Revenue	10.900	6.020	6.442	2.137	7.736	1.498	1.432	2.719	2.217	1.610	2.622	(9.588)	35.744
MNR - MTA	(8.008)	14.662	(0.303)	(13.917)	(5.960)	(2.595)	10.065	5.691	1.909	1.463	1.314	(3.148)	1.171
MNR - CDOT	1.359	(0.446)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.913)	0.000
MNR - Other	(0.127)	0.592	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.104	1.569
Capital and Other Reimbursements	(6.776)	14.808	(0.303)	(13.917)	(5.960)	(2.595)	10.065	5.691	1.909	1.463	1.314	(2.957)	2.740
Total Receipts	\$5.257	\$21.088	\$4.976	(\$13.034)	\$0.578	(\$2.451)	\$10.059	\$7.415	\$3.287	\$2.192	\$2.843	(\$17.134)	\$25.075
Expenditures													
Labor:													
Payroll	(\$3.133)	(\$0.061)	\$3.387	\$5.501	(\$3.051)	\$1.192	\$3.482	(\$5.291)	(\$6.926)	(\$3.718)	\$2.796	(\$4.494)	(\$10.316)
Overtime	(1.417)	0.390	0.731	1.256	(0.888)	0.205	0.747	(1.455)	(1.849)	(1.047)	0.612	(1.385)	(4.100)
Health and Welfare	0.633	(1.556)	(0.933)	(0.995)	(1.053)	(0.943)	(1.063)	(1.013)	(0.973)	(1.042)	(0.976)	(2.034)	(11.949)
OPEB Current Payments	0.046	(0.346)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.300	0.000
Pension	(0.861)	(1.042)	0.011	(0.006)	(0.011)	(0.013)	(0.014)	(0.003)	0.001	(0.011)	(0.005)	1.070	(0.883)
Other Fringe Benefits	(1.206)	(1.443)	1.101	1.650	(0.617)	0.528	1.267	(1.196)	(1.228)	(0.764)	0.964	1.682	0.737
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.327)	(0.274)	(0.233)	(0.343)	(0.376)	(0.366)	(0.396)	(0.303)	(0.275)	(0.372)	(0.332)	(0.246)	(3.844)
Total Labor Expenditures	(\$6.266)	(\$4.333)	\$4.064	\$7.063	(\$5.997)	\$0.603	\$4.022	(\$9.260)	(\$11.250)	(\$6.954)	\$3.059	(\$5.105)	(\$30.354)
Non-Labor:													
Electric Power	(\$2.386)	\$2.152	(\$0.152)	(\$0.577)	(\$0.153)	(\$0.153)	(\$0.153)	(\$0.154)	(\$0.154)	(\$0.154)	(\$0.154)	(\$0.229)	(\$2.267)
Fuel	0.264	0.417	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	(0.559)	0.490
Insurance	1.529	1.563	1.321	1.310	(2.169)	1.329	0.627	(1.964)	1.323	(0.712)	(1.500)	(4.726)	(2.069)
Claims	(0.612)	(0.082)	(4.500)	(7.865)	(5.000)	0.000	0.000	0.000	(0.506)	0.000	0.000	0.197	(18.368)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(7.549)	(2.797)	0.609	(2.199)	0.900	(16.505)	0.265	0.596	(6.316)	0.696	(3.426)	(15.332)	(51.060)
Professional Services Contracts	(0.864)	(0.945)	0.910	0.488	1.063	(5.581)	0.700	1.016	0.337	1.265	1.105	(6.042)	(6.548)
Materials and Supplies	(2.614)	(0.510)	(1.566)	(1.568)	(0.557)	(3.449)	(1.398)	(0.080)	(0.082)	(1.560)	(0.090)	0.509	(12.965)
Other Business Expenses	0.822	(1.193)	(1.523)	(1.521)	(1.287)	(1.147)	(1.034)	(1.659)	(2.605)	(1.950)	(1.726)	(4.768)	(19.592)
Total Non-Labor Expenditures	(\$11.410)	(\$1.394)	(\$4.860)	(\$11.892)	(\$7.162)	(\$25.465)	(\$0.954)	(\$2.204)	(\$7.962)	(\$2.375)	(\$5.750)	(\$30.950)	(\$112.379)
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$17.676)	(\$5.727)	(\$0.796)	(\$4.829)	(\$13.159)	(\$24.862)	\$3.069	(\$11.465)	(\$19.212)	(\$9.329)	(\$2.691)	(\$36.055)	(\$142.733)
Total Cash Conversion before Non-Cash Liability Adjs.	(\$12.419)	\$15.361	\$4.181	(\$17.864)	(\$12.581)	(\$27.313)	\$13.128	(\$4.050)	(\$15.924)	(\$7.138)	\$0.152	(\$53.190)	(\$117.658)
Depreciation	\$18.872	\$18.849	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$20.879	\$246.507
OPEB Liability Adjustment	4.599	5.013	(9.612)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.092	0.000	0.000	0.092	0.000	0.000	0.092	0.000	0.000	93.924	94.200
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.225)	0.000	0.000	(1.158)	0.000	0.000	(1.158)	0.000	0.000	(1.158)	(3.700)
Environmental Remediation	0.201	0.302	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	4.000
Total Cash Conversion Adjustments	\$11.252	\$39.526	\$15.664	\$3.365	\$8.647	(\$7.151)	\$34.356	\$17.178	\$4.238	\$14.091	\$21.380	\$60.804	\$223.349

MTA METRO-NORTH RAILROAD
July Financial Plan - 2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<i>Non-Reimbursable Overtime</i>													
Scheduled Service	\$4.068	\$2.673	\$3.279	\$2.856	\$3.521	\$2.607	\$3.420	\$2.918	\$3.324	\$2.782	\$3.634	\$3.984	\$39.065
Unscheduled Service	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Programmatic/Routine Maintenance	3.003	2.560	2.084	2.909	2.745	2.954	2.862	3.003	3.054	3.094	3.221	2.089	33.578
Unscheduled Maintenance	0.001	0.000	0.017	0.022	0.192	0.007	0.006	0.000	0.000	0.000	0.003	(0.023)	0.224
Vacancy/Absentee Coverage	1.463	1.193	1.131	1.553	1.393	1.428	1.574	1.645	1.367	1.222	1.327	1.601	16.898
Weather Emergencies	1.718	1.133	1.903	0.183	0.164	0.114	0.162	0.058	0.057	0.188	0.085	0.743	6.506
Safety/Security/Law Enforcement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	(1.072)	0.214	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.859)
<i>NON-REIMBURSABLE OVERTIME</i>	\$9.181	\$7.773	\$8.413	\$7.523	\$8.014	\$7.110	\$8.023	\$7.623	\$7.803	\$7.287	\$8.270	\$8.393	\$95.413
<i>REIMBURSABLE OVERTIME</i>	\$2.051	\$2.360	\$1.821	\$2.762	\$2.918	\$2.590	\$3.343	\$3.062	\$2.403	\$2.379	\$1.853	\$1.324	\$28.868
TOTAL OVERTIME	\$11.232	\$10.133	\$10.234	\$10.285	\$10.932	\$9.700	\$11.366	\$10.686	\$10.206	\$9.666	\$10.124	\$9.717	\$124.281

MTA METRO-NORTH RAILROAD
July Financial Plan - 2019 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
RIDERSHIP													
<i>Harlem Line Ridership - Commutation</i>	1.384	1.248	1.409	1.467	1.475	1.385	1.420	1.374	1.363	1.560	1.317	1.370	16.771
<i>Harlem Line Ridership - Non-Commutation</i>	<u>0.810</u>	<u>0.745</u>	<u>0.860</u>	<u>0.893</u>	<u>0.940</u>	<u>0.975</u>	<u>0.970</u>	<u>0.977</u>	<u>0.953</u>	<u>1.004</u>	<u>0.997</u>	<u>1.023</u>	<u>11.146</u>
Total Harlem Line	2.193	1.993	2.269	2.360	2.415	2.360	2.390	2.351	2.317	2.564	2.313	2.393	27.917
<i>Hudson Line Ridership - Commutation</i>	0.797	0.723	0.809	0.830	0.834	0.773	0.797	0.775	0.761	0.864	0.737	0.765	9.466
<i>Hudson Line Ridership - Non-Commutation</i>	<u>0.536</u>	<u>0.500</u>	<u>0.587</u>	<u>0.632</u>	<u>0.688</u>	<u>0.712</u>	<u>0.743</u>	<u>0.722</u>	<u>0.669</u>	<u>0.718</u>	<u>0.692</u>	<u>0.684</u>	<u>7.885</u>
Total Hudson Line	1.334	1.224	1.396	1.462	1.522	1.485	1.540	1.497	1.431	1.583	1.429	1.449	17.351
<i>New Haven Line Ridership - Commutation</i>	1.844	1.654	1.854	1.929	1.958	1.842	1.892	1.828	1.817	2.077	1.746	1.778	22.221
<i>New Haven Line Ridership - Non-Commutation</i>	<u>1.344</u>	<u>1.227</u>	<u>1.421</u>	<u>1.469</u>	<u>1.583</u>	<u>1.660</u>	<u>1.688</u>	<u>1.650</u>	<u>1.514</u>	<u>1.568</u>	<u>1.607</u>	<u>1.685</u>	<u>18.418</u>
Total New Haven Line	3.188	2.881	3.276	3.398	3.541	3.503	3.581	3.478	3.331	3.646	3.353	3.463	40.639
Total Commutation (East of Hudson)	4.025	3.625	4.072	4.225	4.267	4.000	4.110	3.977	3.942	4.502	3.799	3.913	48.458
Total Non-Commutation (East of Hudson)	<u>2.690</u>	<u>2.472</u>	<u>2.869</u>	<u>2.994</u>	<u>3.211</u>	<u>3.348</u>	<u>3.401</u>	<u>3.349</u>	<u>3.137</u>	<u>3.290</u>	<u>3.296</u>	<u>3.392</u>	<u>37.449</u>
Total East of Hudson Ridership	6.714	6.098	6.941	7.220	7.478	7.348	7.510	7.326	7.078	7.792	7.095	7.305	85.906
West of Hudson Ridership	0.146	0.102	0.139	0.143	0.143	0.140	0.148	0.146	0.135	0.123	0.123	0.130	1.617
Total Ridership	6.860	6.200	7.080	7.362	7.621	7.488	7.658	7.472	7.214	7.915	7.218	7.436	87.524
FAREBOX REVENUE													
<i>Harlem Line Revenue - Commutation</i>	9.271	9.153	9.359	9.307	9.852	10.013	9.602	9.398	9.863	9.982	9.915	9.476	115.190
<i>Harlem Line Revenue - Non Commutation</i>	<u>7.459</u>	<u>6.774</u>	<u>7.774</u>	<u>8.146</u>	<u>9.037</u>	<u>9.557</u>	<u>9.501</u>	<u>9.606</u>	<u>9.120</u>	<u>9.470</u>	<u>9.581</u>	<u>9.958</u>	<u>105.984</u>
Total Harlem Line Revenue	\$16.729	\$15.927	\$17.133	\$17.453	\$18.889	\$19.570	\$19.103	\$19.004	\$18.984	\$19.452	\$19.497	\$19.435	\$221.174
<i>Hudson Line Revenue - Commutation</i>	6.259	6.191	6.283	6.229	6.461	6.517	6.234	6.160	6.489	6.513	6.515	6.228	76.079
<i>Hudson Line Revenue - Non Commutation</i>	<u>6.082</u>	<u>5.665</u>	<u>6.633</u>	<u>7.193</u>	<u>8.026</u>	<u>8.385</u>	<u>8.721</u>	<u>8.469</u>	<u>7.950</u>	<u>8.636</u>	<u>8.315</u>	<u>8.242</u>	<u>92.318</u>
Total Hudson Line Revenue	\$12.341	\$11.856	\$12.916	\$13.423	\$14.487	\$14.902	\$14.955	\$14.629	\$14.439	\$15.149	\$14.830	\$14.469	\$168.396
<i>New Haven Line Revenue - Commutation</i>	13.202	12.961	13.193	13.211	13.499	13.834	13.302	13.285	14.018	14.203	14.060	13.767	162.536
<i>New Haven Line Revenue - Non Commutation</i>	<u>14.436</u>	<u>13.135</u>	<u>15.303</u>	<u>15.685</u>	<u>17.258</u>	<u>18.162</u>	<u>18.259</u>	<u>17.865</u>	<u>16.574</u>	<u>17.125</u>	<u>17.784</u>	<u>19.368</u>	<u>200.956</u>
Total New Haven Line Revenue	\$27.638	\$26.097	\$28.496	\$28.896	\$30.757	\$31.996	\$31.561	\$31.150	\$30.592	\$31.328	\$31.845	\$33.135	\$363.491
Total Commutation Revenue	\$28.731	\$28.306	\$28.834	\$28.747	\$29.812	\$30.363	\$29.138	\$28.843	\$30.371	\$30.697	\$30.491	\$29.471	\$353.804
Total Non-Commutation Revenue	<u>27.977</u>	<u>25.575</u>	<u>29.711</u>	<u>31.024</u>	<u>34.321</u>	<u>36.105</u>	<u>36.482</u>	<u>35.940</u>	<u>33.644</u>	<u>35.231</u>	<u>35.680</u>	<u>37.568</u>	<u>399.257</u>
Total East of Hudson Revenue	\$56.708	\$53.880	\$58.545	\$59.772	\$64.133	\$66.468	\$65.619	\$64.783	\$64.015	\$65.929	\$66.171	\$67.039	\$753.061
West of Hudson Revenue	\$1.165	\$1.113	\$1.207	\$1.186	\$1.248	\$1.298	\$1.340	\$1.323	\$1.272	\$1.085	\$1.194	\$1.211	\$14.640
Total Farebox Revenue	\$57.873	\$54.994	\$59.751	\$60.958	\$65.381	\$67.765	\$66.959	\$66.106	\$65.287	\$67.013	\$67.365	\$68.250	\$767.702

* Reflects East of Hudson Service

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

MTA METRO-NORTH RAILROAD
July Financial Plan - 2019 Mid-Year Forecast
Total Full-time Positions and Full-time Equivalents by Function
Non-Reimbursable and Reimbursable

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
President	3	3	3	3	3	3	3	3	3	3	3	3
Labor Relations	14	14	14	14	14	14	14	14	14	14	14	20
Safety	54	54	61	59	59	59	59	58	59	59	59	66
Security	24	24	24	24	24	24	24	24	24	24	24	26
Office of the Executive VP	9	9	9	9	9	9	9	9	9	9	9	10
Corporate & Public Affairs	16	15	15	15	15	15	15	15	15	15	15	19
Customer Service	60	59	59	59	58	58	58	58	59	60	60	69
Legal	13	12	12	13	13	13	13	13	13	13	13	20
Claims	11	11	11	10	10	10	10	10	10	10	10	14
Environmental Compliance & Svce	7	7	0	0	0	0	0	0	0	0	0	0
VP Human Resources	45	45	44	44	44	44	44	44	44	44	44	51
Training	86	84	84	84	84	85	85	85	85	85	85	101
Employee Relations & Diversity	5	5	5	5	5	5	5	5	5	5	5	7
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	21	21	21	20	20	20	20	20	20	20	20	22
Capital Planning & Programming	13	13	13	13	13	13	13	13	13	13	13	18
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems	0	0	0	0	0	0	0	0	0	0	0	2
Controller	74	74	74	73	73	73	73	73	72	72	72	82
Information Technology & Project Mgmt	0	0	0	0	0	0	0	0	0	0	0	0
Budget	17	17	17	17	17	17	17	17	17	17	17	23
Procurement & Material Management	27	27	26	26	26	26	26	26	26	26	26	39
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	508	504	502	498	497	498	498	497	498	499	499	602
Operations												
Operations Support	74	75	74	73	73	74	77	77	77	77	77	108
Transportation	1,641	1,638	1,652	1,657	1,646	1,657	1,645	1,663	1,654	1,659	1,660	1,687
Customer Service	366	364	363	363	362	363	364	365	366	367	368	403
Metro-North West	31	29	29	29	29	29	29	29	29	29	29	44
Total Operations	2,111	2,106	2,118	2,122	2,110	2,123	2,115	2,134	2,126	2,132	2,134	2,242
Maintenance												
Maintenance of Equipment	1,660	1,657	1,656	1,661	1,677	1,646	1,669	1,673	1,657	1,665	1,663	1,724
Maintenance of Way	2,058	2,062	2,058	2,080	2,083	2,081	2,097	2,100	2,119	2,124	2,132	2,304
Procurement & Material Management	118	118	118	117	115	115	115	115	115	115	115	141
Total Maintenance	3,836	3,837	3,832	3,858	3,875	3,842	3,881	3,888	3,891	3,904	3,910	4,169
Engineering/Capital												
Construction Management	36	36	36	36	36	36	38	38	38	38	38	44
Engineering & Design	77	77	77	76	76	76	76	76	76	76	76	92
Total Engineering/Capital	113	113	113	112	112	112	114	114	114	114	114	136
Total Positions	6,570	6,560	6,565	6,590	6,594	6,575	6,608	6,633	6,629	6,649	6,657	7,149
Non-Reimbursable	5,992	5,947	5,893	5,800	5,773	5,748	5,740	5,828	5,897	5,968	6,018	6,435
Reimbursable	577	613	672	790	821	827	868	805	732	681	639	714
Total Full-Time	6,569	6,559	6,564	6,589	6,593	6,574	6,607	6,632	6,628	6,648	6,656	7,148
Total Full-Time-Equivalents	1	1	1	1	1	1	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
July Financial Plan - 2019 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	175	172	170	167	167	168	168	168	169	170	170	198
Professional/Technical/Clerical	333	332	332	331	330	330	330	329	329	329	329	404
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration Headcount	508	504	502	498	497	498	498	497	498	499	499	602
Operations												
Managers/Supervisors	243	246	246	247	247	253	252	255	258	263	264	262
Professional/Technical/Clerical	204	203	203	202	201	202	204	206	208	208	210	252
Operational Hourlies	1,665	1,657	1,669	1,673	1,662	1,668	1,659	1,673	1,660	1,661	1,660	1,728
Total Operations Headcount	2,111	2,106	2,118	2,122	2,110	2,123	2,115	2,134	2,126	2,132	2,134	2,242
Maintenance												
Managers/Supervisors	639	640	638	637	637	637	639	638	635	635	641	684
Professional/Technical/Clerical	465	464	466	465	465	464	477	477	475	476	477	527
Operational Hourlies	2,732	2,733	2,728	2,756	2,773	2,741	2,765	2,773	2,781	2,793	2,792	2,958
Total Maintenance Headcount	3,836	3,837	3,832	3,858	3,875	3,842	3,881	3,888	3,891	3,904	3,910	4,169
Engineering / Capital												
Managers/Supervisors	46	46	47	46	46	46	46	46	46	46	46	53
Professional/Technical/Clerical	67	66	66	66	66	66	68	68	68	68	68	83
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	113	113	113	112	112	112	114	114	114	114	114	136
Public Safety												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0	0	0	0	0	0	0
Total Positions												
Managers/Supervisors	1,104	1,105	1,101	1,097	1,097	1,104	1,105	1,107	1,108	1,114	1,121	1,197
Professional, Technical, Clerical	1,069	1,066	1,067	1,064	1,062	1,062	1,079	1,080	1,080	1,081	1,084	1,266
Operational Hourlies	4,396	4,390	4,397	4,429	4,435	4,409	4,424	4,446	4,441	4,454	4,452	4,686
Total Positions	6,570	6,560	6,565	6,590	6,594	6,575	6,608	6,633	6,629	6,649	6,657	7,149

Memorandum



Metro-North Railroad

Date: September 11, 2019

To: Metro-North Committee

From: Catherine Rinaldi

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

Re: September 2019 Schedule Changes

For your information, schedules will change on the Hudson, Harlem and New Haven Lines effective Sunday, September 29, 2019. West of Hudson schedules were reissued on September 8, 2019, reflecting minor changes to connecting trains between Pennsylvania Station New York and Secaucus Junction and on PATH trains between Hoboken and the World Trade Center.

The September 29 schedule reflects the completion of Metro-North's SmartTrack project between Mott Haven and Woodlawn on the Harlem Line in the Bronx. Concurrent with the completion of this work, Harlem Line Bronx stations will see significant improvements in train frequencies and travel options.

With the return to service of both Harlem Line tracks between Hartsdale and Scarsdale, Metro-North is able to restore full weekend service to North White Plains, eliminating the need to originate and terminate trains at Crestwood.

New Haven Line customers will see a new early-morning train from Bridgeport to New Haven, as well as stops added at Greenwich to two westbound express trains in the evening to allow a faster reverse commute trip to Grand Central Terminal from that business center. Several other minor adjustments are 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.

Hudson Line:

- The popular Fall Foliage trains return to the Hudson Valley on three Saturdays: October 19, October 26, and November 2. There are three extra northbound trains toward Beacon and Poughkeepsie and two extra southbound trains returning to Grand Central Terminal.
- Weekdays, two southbound trains have 1 minute removed from their schedules.
- There are minor internal adjustments to 14 weekday and 26 weekend southbound trains to accommodate the relocation of track work.

Harlem Line:

- The trackwork between Mott Haven and Woodlawn is completed, allowing the restoration of full service.
 - Full weekday service is restored to Melrose and Tremont.
 - Additionally, 7 southbound and 6 northbound mid-day and late-night weekday trains will add stops at Melrose and Tremont.
 - Train 324, the 8:01am local train from Mt. Vernon West to Grand Central Terminal, is restored to the timetable. As a result, extra temporary Bronx stops are removed from Trains 618, 620, 522 and 524.
- On weekends, there is a significant improvement to the number of trains serving stations in the Bronx, with stops added to trains serving Melrose, Tremont, Botanical Garden, Williams Bridge, Woodlawn and Wakefield. All weekend Harlem Line trains already stop at Fordham.
 - Stops are added to 17 northbound trains.
 - Stops are added to 16 southbound trains.
- Train 541, the 2:56 P.M. from Grand Central Terminal, adds Williams Bridge, Woodlawn and Wakefield to fill out its all-stops pattern
- Full weekend service returns to North White Plains
 - 14 southbound weekend trains originate in North White Plains instead of Crestwood. As a result, 2 temporary southbound weekend late-evening trains from Crestwood to Grand Central Terminal are removed from the timetable.
 - 15 northbound weekend trains are extended from Crestwood to North White Plains.
 - With the return of full weekend service to North White Plains, 4 express trains in each direction between Southeast and Grand Central Terminal have had their Crestwood, Scarsdale and Hartsdale stops discontinued.
- Because of the remaining track outages on the Harlem Line and the volume of trains, the 5 midday and 2 evening trains which turn at Crestwood on weekdays cannot be extended to and from North White Plains until the completion of the White Plains Station Improvement Project.
- 17 southbound weekday trains have 1-2 minutes removed from schedules
- 13 northbound weekday trains have 2-11 minutes removed from schedules
- 3 southbound weekend trains have 3-7 minutes removed from schedules
- 17 northbound weekend trains have 2-7 minutes removed from schedules

New Haven Line:

- At CTDOT's request, there is a new Train 1402, departing Bridgeport at 6:57am, which stops at Stratford, Milford and West Haven, and arrives in New Haven at 7:25am, providing a train for customers who need to arrive in New Haven by 8am.
- At CTDOT's request, Trains 1583 and 1587 add a stop at Greenwich at 7pm and 8pm, providing new evening express service from Greenwich to Manhattan.
- Trains 1633 and 1637, the Shore Line East diesel trains which operate from New London and Old Saybrook to Stamford, depart New Haven 5 minutes earlier and have 5 minutes added to their schedules to allow for the slower operation of their manually operated doors at intermediate stations.
- As a result of the completion of trackwork projects:
 - 13 weekday trains from GCT to Stamford have their schedules reduced by 1 minute.
 - 14 weekday trains from GCT to New Haven have their schedules reduced by 2 minutes.
 - 38 weekend trains from GCT to Stamford have their schedules reduced by 2 minutes.
 - 34 weekend trains from GCT to New Haven have their schedules reduced by 2 minutes.
- 3 weekday trains from New Canaan and Stamford to New York have their schedules reduced by 2 minutes.
- Several westbound trains from New Haven to Grand Central Terminal have the same end-to-end schedule times, with intermediate times adjusted for trackwork projects moving from one location to another.

Holiday Services and Special Timetables

The 2019/2020 Fall/Winter Holiday Programs are unchanged from 2018, with the exception of an adjustment for Christmas Day being one day later in 2019 and the replacement of "Shoppers Special" services with additional cars on adjacent trains where warranted.

Thanksgiving Holiday Weekend

Metro-North will publish and operate a special four-day schedule for the Thanksgiving holiday weekend (Thursday, November 28, through Sunday, December 1) that is tailored to the travel needs of our customers; these schedules will also be available through the MyMTA app, our IVR/call center, the internet, and via TrainTime and third-party apps. As in past years, off-peak fares will be valid throughout the entire four-day period.

Wednesday, the day before Thanksgiving

Historically, this is the heaviest travel day of the year with outbound ridership between noon and 8pm more than 25% higher than a normal weekday. Metro-North will operate a regular weekday schedule with longer trains at key times and 19 additional trains (6 Hudson, 3 Harlem, 10 New Haven) departing GCT between noon and 4:15pm. To match demand patterns, later in the evening, Metro-North will combine or cancel 16 trains (3 Hudson, 5 Harlem, 8 New Haven). All service is shown in the current timetables.

Thanksgiving Day

Metro-North will provide additional inbound morning service for customers going to the Macy's Thanksgiving Day Parade. There will also be expanded outbound service starting in the late morning and continuing until mid-afternoon for customers traveling to suburban destinations. Finally, there will be expanded evening service for customers returning to New York City.

During the key outbound period between 10am and 2pm all fares from Grand Central and from Harlem-125th Street will be collected from customers before they board trains. "Gate collection" of fares will take place to ensure that a fare is collected from each customer. Overall, we project that Metro-North will provide more than 100,000 rides on Thanksgiving Day.

Friday, the day after Thanksgiving

Fewer commuters and greatly increased discretionary travel require a significant change to regular weekday service. A special schedule included in Metro-North's four-day timetable addresses the unique travel patterns of our ridership on this day by featuring an expanded Saturday schedule with extra service in the traditional AM and PM peak periods. On the Harlem Line, trains which normally terminate and originate at Crestwood will be extended to serve Scarsdale, Hartsdale, White Plains and North White Plains.

Thanksgiving Weekend (Saturday and Sunday)

Saturday and Sunday schedules complete the four-day timetable with additional cars on existing trains.

Thanksgiving to Christmas Period

For the four-week period from November 23 through December 22, Metro-North will supplement regular weekend train service to meet the travel demands of increased discretionary ridership by providing additional cars and extra staffing on existing train service during key times throughout the holiday period.

As discretionary ridership continues to grow year by year, it should be noted that service is constrained in certain time periods by infrastructure, and some trains may operate with heavier than optimal loadings—especially on the Harlem and New Haven Lines. We continually monitor ridership (we perform passenger counts of almost every train at GCT every weekend between November 23 and New Year's weekend) and, to the extent possible, divert the limited resources (cars and crews) to the time periods where ridership is heaviest.

Christmas and New Year's Holidays

To accommodate customers' travel needs on the Christmas and New Year's holidays, Metro-North will publish special holiday timetables for Christmas Eve/Christmas Day and for New Year's Eve/New Year's Day.

Christmas Eve Getaway (Tuesday, December 24)

Ridership on the Christmas Eve Getaway follows the Thanksgiving Eve pattern, so Metro-North will provide the same service as on the Wednesday before Thanksgiving - a regular weekday schedule with longer trains at key times and 19 additional trains (6 Hudson, 3 Harlem, 10 New Haven) departing GCT between noon and 4:15 PM, with combinations and cancellations of late-afternoon and evening service.

Christmas Day

The Christmas Day and New Year's Day holidays have the lowest ridership of any holidays. Metro-North will operate a special schedule on Christmas Day, with hourly service on the lower Hudson, upper Hudson, mid-Harlem, upper Harlem, inner New Haven and outer New Haven Lines and on the New Canaan branch, every two hours on the Wassaic segment, and every three hours on the Danbury and Waterbury branches.

Christmas to New Year's Week (Thursday, Friday, Monday, Dec. 26, 27 and 30)

Historically, commuter ridership decreases in the week between Christmas and New Year's, while mid-day inbound ridership between 10am and 2pm increases by more than 100% on the weekdays. This increase reflects high discretionary ridership while schools are on holiday recess, as well as shoppers taking advantage of after-Christmas sales. To accommodate this shifted demand, Metro-North will not operate a select number of morning rush-hour trains and will adjust train lengths and operate 10 additional mid-day trains (2 Hudson, 3 Harlem, 5 New Haven).

New Year's Eve

On New Year's Eve, Metro-North will operate a reduced weekday schedule in the morning and evening rush hours providing approximately 75% of the regular service, expanded to include extra late-afternoon and early-evening service inbound to GCT as well as overnight New Year's morning service inbound and outbound for those attending New Year's celebrations.

As in past years, customers riding home on Metro-North's early-morning New Years' service will have their tickets collected prior to boarding trains at GCT.

New Year's Day

New Year's Day historically also has low ridership. Metro-North will operate a special schedule on New Year's Day, with hourly service on the lower Hudson, upper Hudson, mid-Harlem, upper Harlem, inner New Haven and outer New Haven Lines and on the New Canaan branch, every two hours on the Wassaic segment, and every three hours on the Danbury and Waterbury branches. There will also be three additional trains in each direction on the New Haven Line.

Martin Luther King Jr. Day, January 20, 2020

Martin Luther King Jr Day is a holiday with a unique travel pattern. Metro-North will operate an expanded Saturday schedule, with additional trains in the traditional AM and PM peak periods. Trains will be shown in the regular Saturday schedule.

President's Day, February 17, 2020

Metro-North will operate a regular Saturday schedule.

West of Hudson Schedule Change

With the completion of Amtrak's trackwork project in Pennsylvania Station New York, NJ Transit and Metro-North issued new West of Hudson schedules on September 8, 2019.

- No changes to Metro-North Pascack Valley and Port Jervis Line main-line schedules
 - 4 Pascack Valley and 2 Port Jervis Line weekday trains have minor adjustments to connecting trains between Secaucus Junction and Penn Station New York between 3 minutes earlier and 4 minutes later.
 - PATH adjusted its weekday schedules between Hoboken and World Trade Center resulting in changes to almost all PATH trains connecting with the Pascack Valley and Port Jervis Line trains.

- For passengers traveling toward New York, these changes result in arrivals at World Trade Center between 4 minutes earlier and 4 minutes later.
- For customers traveling from World Trade Center to Hoboken, PATH trains depart between 1-15 minutes earlier to connect to Pascack Valley and Port Jervis Line trains.

Upcoming Schedule Changes

The next schedule change for all three East of Hudson lines is effective Sunday, March 29, 2020.

The next schedule change for both West of Hudson lines is effective November 10, 2019, which will include services offered over the Thanksgiving, Christmas, New Year's, Martin Luther King Jr. Day and President's Day.

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

Metro-North Railroad MNR

EEO Report – 2nd Quarter 2019

September 23, 2019



Executive Summary

■ EEO

As of **June 30, 2019**, MNR's workforce included 6,720 total employees. This represents no significant change from the second quarter 2018 (2Q18) workforce.

- Females represent 13% (844) of our workforce, the percentage remaining constant, when compared to 2Q18 despite continuing outreach efforts.
- Female hiring rate was consistent with the current representation (13%) in light of enhanced outreach efforts at female focused job Fairs.
- Minorities represent 38% (2,593) of our workforce, remaining constant when compared to 2Q18 due to the balance between increased hiring of minorities and attrition.
- Minorities were hired above their current representation due to significant hiring in the Service Maintenance job category resulting from continuous recruitment efforts.



Executive Summary

MNR conducted a **utilization analysis*** of females and minorities in its workforce as of June 30, 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 – Blacks, 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 – Blacks, Hispanics and 2+ Races
- ☐ Administrative Support – Asians
- ☐ Skilled Craft – Hispanics, Asians
- ☐ 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 Women's job fairs in May and June 2019 at the FDNY, Women Prison Association, and the Women Veterans Town Hall.
 - Minority/Female – In order to attract female and minority applicants, MNR co-partnered with LinkedIn, BOCES and Berk Trade and Business School to attract qualified candidates. MNR also hosted an internal Skilled Craft Job Fair.
- Initiatives to **increase** representation for **veterans** and **persons with disabilities**
 - Veteran - HR attended the Queens Veterans Career Fair, the Fort Wadsworth Career Fair, and the Nassau/Suffolk Justice Veterans Resource and Job Fair to attract veteran applicants.
 - Persons with disability - HR continued to attend the NYC Mayor's Office for People with Disabilities Job Fair, and the NYU RUSK Job Fair to attract applicants with disabilities.



MNR's

Workforce

as of June 30, 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		Est	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOPI**		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
Officials & Administrators	853		311	36%	27%	542	64%	53%	124	15%	12%	73	9%	8%	75	9%	4%	2	0%	0%	1	0%	0%	36	4%	3%	68	8%	8	1%
F	204	24%	112	13%	18%	92	11%	10%	47	6%	4%	24	3%	2%	33	4%	2%	1	0%	0%	0	0%	0%	7	1%	1%	2	3%	2	25%
M	649	76%	199	23%	9%	450	53%	43%	77	9%	8%	49	6%	5%	42	5%	3%	1	0%	0%	1	0%	0%	29	3%	2%	66	97%	6	75%
Professionals	237		126	53%	31%	111	47%	49%	46	19%	13%	32	14%	10%	31	13%	7%	2	1%	0%	0	0%	0%	15	6%	2%	4	2%	3	1%
F	80	34%	56	24%	17%	24	10%	20%	25	11%	7%	13	5%	5%	10	4%	3%	2	1%	0%	0	0%	0%	6	3%	1%	1	25%	1	33%
M	157	66%	70	30%	15%	87	37%	29%	21	9%	6%	19	8%	5%	21	9%	4%	0	0%	0%	0	0%	0%	9	4%	1%	3	75%	2	67%
Technicians	144		63	44%	32%	81	56%	48%	31	22%	16%	13	9%	10%	9	6%	3%	0	0%	1%	0	0%	0%	10	7%	3%	23	16%	2	1%
F	15	10%	11	8%	4%	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%	52	36%	28%	77	53%	46%	24	17%	14%	11	8%	9%	9	6%	2%	0	0%	1%	0	0%	0%	8	6%	3%	20	87%	2	100%
Protective Services																														
F																														
M																														
Paraprofessionals	23		9	39%	33%	14	61%	47%	4	17%	14%	2	9%	14%	2	9%	5%	0	0%	0%	0	0%	0%	1	4%	1%	0	0%	1	4%
F	11	48%	5	22%	29%	6	26%	41%	2	9%	12%	2	9%	12%	1	4%	4%	0	0%	0%	0	0%	0%	0	0%	1%	0	#DIV/0!	0	0%
M	12	52%	4	17%	5%	8	35%	6%	2	9%	2%	0	0%	2%	1	4%	1%	0	0%	0%	0	0%	0%	1	4%	0%	0	#DIV/0!	1	100%
Administrative Support	379		228	60%	41%	151	40%	39%	140	37%	21%	58	15%	13%	9	2%	4%	0	0%	0%	0	0%	0%	21	6%	2%	17	4%	3	1%
F	156	41%	123	32%	19%	33	9%	15%	83	22%	10%	27	7%	6%	5	1%	2%	0	0%	0%	0	0%	0%	8	2%	1%	2	12%	0	0%
M	223	59%	105	28%	22%	118	31%	25%	57	15%	11%	31	8%	7%	4	1%	2%	0	0%	0%	0	0%	0%	13	3%	2%	15	88%	3	100%
Skilled Craft	3,035		1026	34%	30%	2,009	66%	50%	530	17%	14%	322	11%	10%	44	1%	2%	22	1%	0%	0	0%	0%	108	4%	2%	288	9%	20	1%
F	54	2%	40	1%	2%	14	0%	2%	30	1%	1%	7	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	3	0%	0%	1	0%	0	0%
M	2,981	98%	986	32%	27%	1,995	66%	48%	500	16%	13%	315	10%	10%	44	1%	2%	22	1%	0%	0	0%	0%	105	3%	2%	287	100%	20	100%
Service Maintenance	2,049		830	41%	42%	1,219	59%	29%	471	23%	19%	240	12%	27%	40	2%	3%	5	0%	0%	0	0%	0%	74	4%	1%	119	6%	12	1%
F	324	16%	193	9%	39%	131	6%	4%	124	6%	4%	46	2%	6%	5	0%	1%	1	0%	0%	0	0%	0%	17	1%	0%	9	8%	5	42%
M	1,725	84%	637	31%	2%	1,088	53%	26%	347	17%	15%	194	9%	21%	35	2%	2%	4	0%	0%	0	0%	0%	57	3%	1%	110	92%	7	58%
Total	6,720		2,593	38%		4,127	62%		1,346	20%		740	11%		210	3%		31	0%		1	0%		265	4%		519	8%	49	1%

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

* American Indian/Alaskan Native

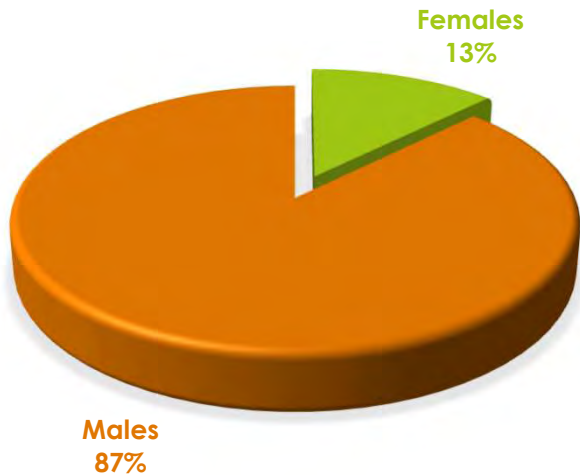
**Native Hawaiian Other Pacific Islander

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

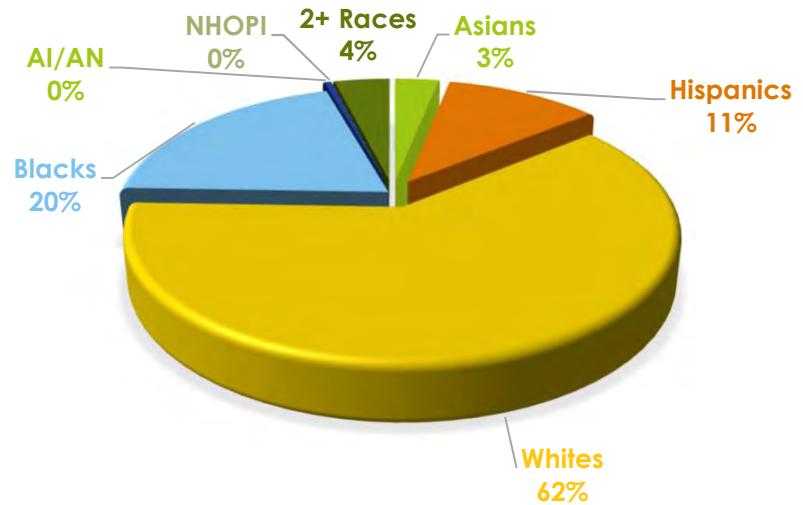


MNR's Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MNR workforce consists of 6,720 employees

- ❑ 13% females, 38% minorities, and 8% veterans.
- ❑ The percentage of females employed remained constant when compared to 2Q18.
- ❑ The percentage of minorities remained constant as it relates to race and ethnicity when compared to 2Q18.



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 **June 30, 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 %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	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%	11%	5%	5%	3%	4%	0%	1%	0%	0%	1%	3%	20%	10%
	M	6%	9%	5%	8%	4%	9%	0%	0%	0%	0%	1%	4%		
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%	6%		
Protective Services	F														
	M														
Paraprofessionals	F	12%	9%	12%	9%	4%	4%	0%	0%	0%	0%	1%	0%	41%	26%
	M	2%	9%	2%	0%	1%	4%	0%	0%	0%	0%	0%	4%		
Administrative Support	F	10%	22%	6%	7%	2%	1%	0%	0%	0%	0%	1%	2%	15%	9%
	M	11%	15%	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%	16%	10%	10%	2%	1%	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%	9%	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

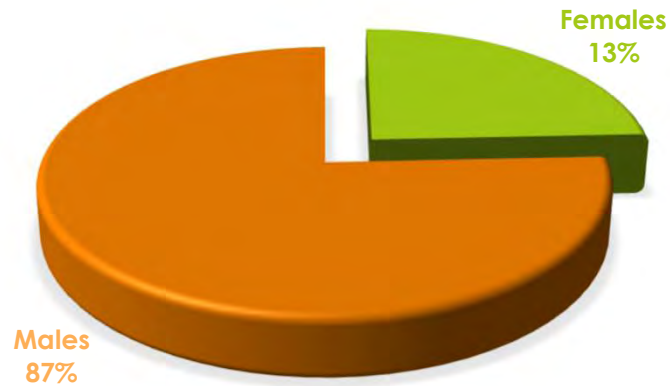
New Hires and Veterans

January 1, 2019 – June 30, 2019

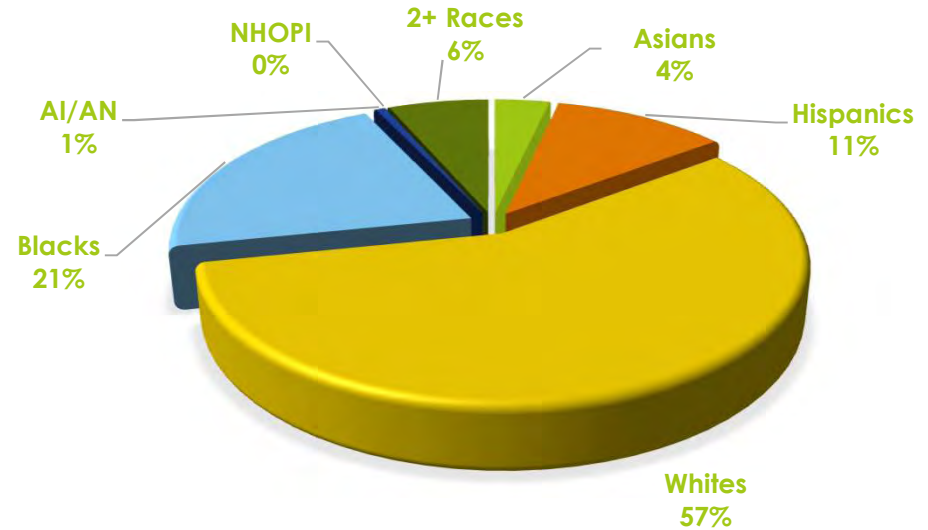


MNR's New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



We added 170 employees including 9 veterans

- ❑ 13% females of which 0% were female veterans.
- ❑ Female hire rate was constant when compared to their current representation in the workforce.
- ❑ 43% minorities of which 0% were minority veterans.
- ❑ Minorities were hired at higher percentage when compared to their current representation in the workforce.



MNR's

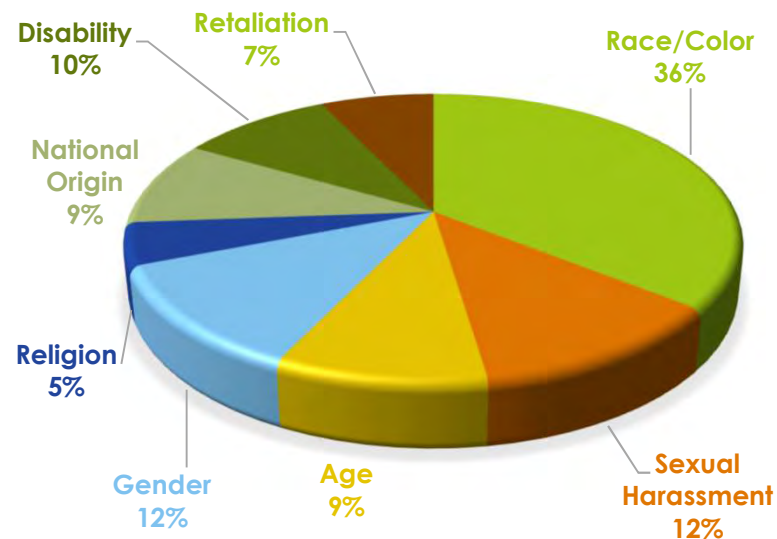
Complaints and Lawsuits

January 1, 2019 – June 30, 2019

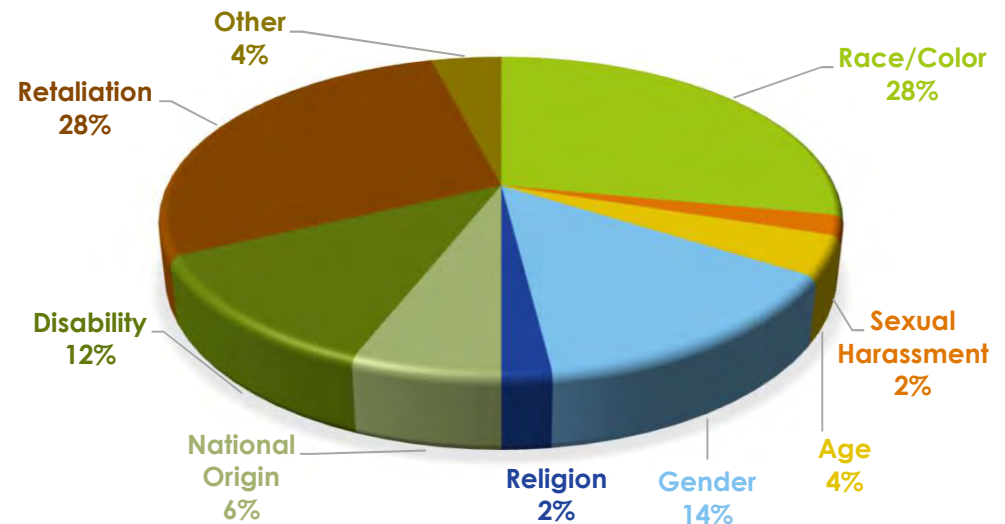


MNR's Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



MNR handled 53 EEO complaints, citing 92 separate allegations, and 12 lawsuits.

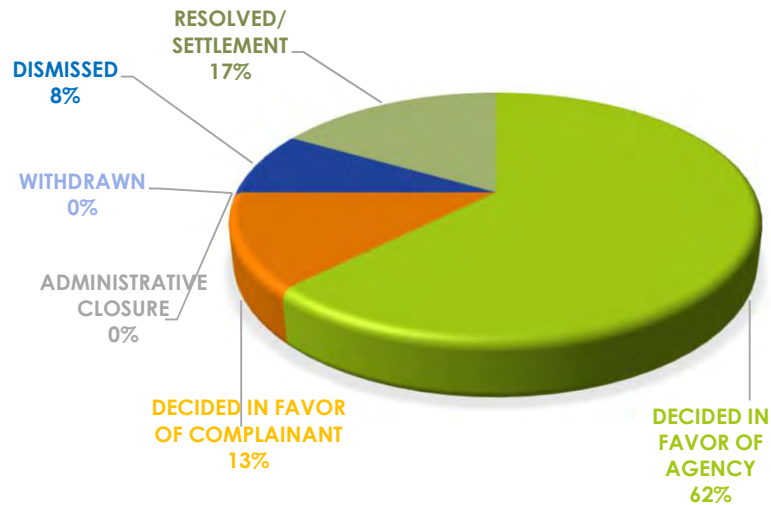
- 28 handled internal complaints.
- 25 handled external complaints.
- The most frequently cited basis internally was race/color and externally was race/color and retaliation.



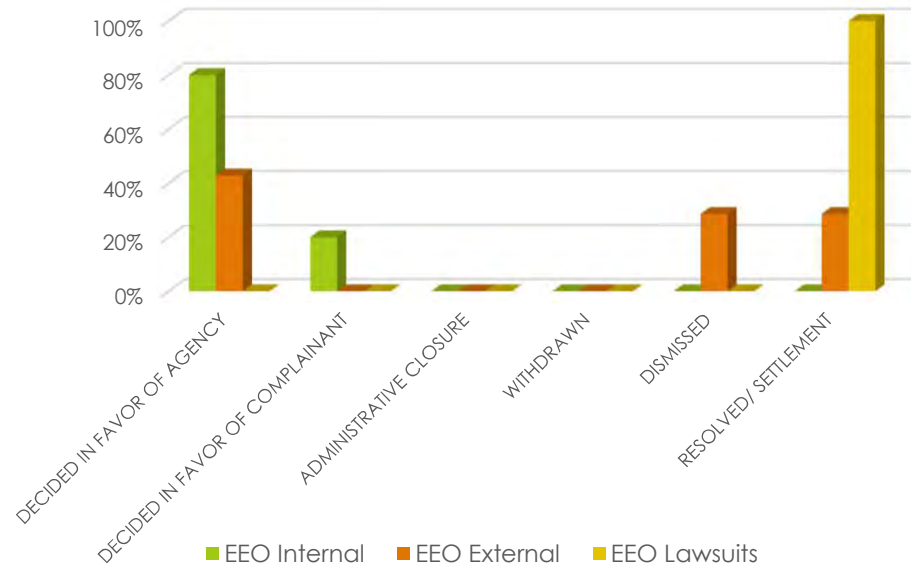
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period.
"Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MNR's EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



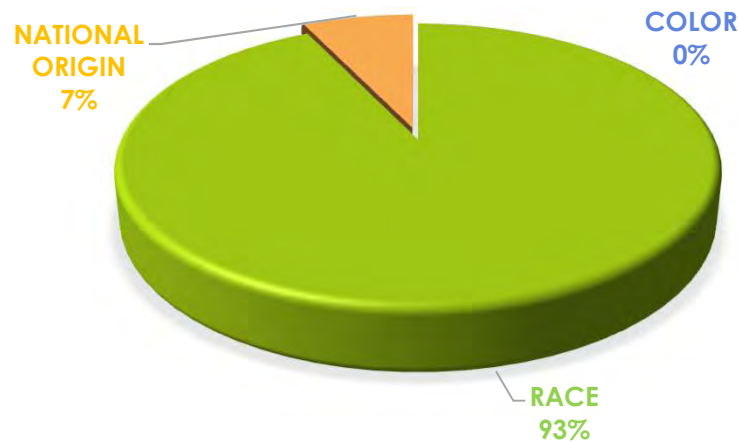
MNR disposed of 22 EEO complaints and 2 EEO lawsuits.

- ❑ 62% complaints/lawsuits decided in favor of the agency.
- ❑ 13% complaints /lawsuits decided in favor of the complainant.
- ❑ 0% complaints/lawsuits were administrative closures.
- ❑ 17% complaints/lawsuits were resolved/settled.
- ❑ 0% of complaints/lawsuits were withdrawn.

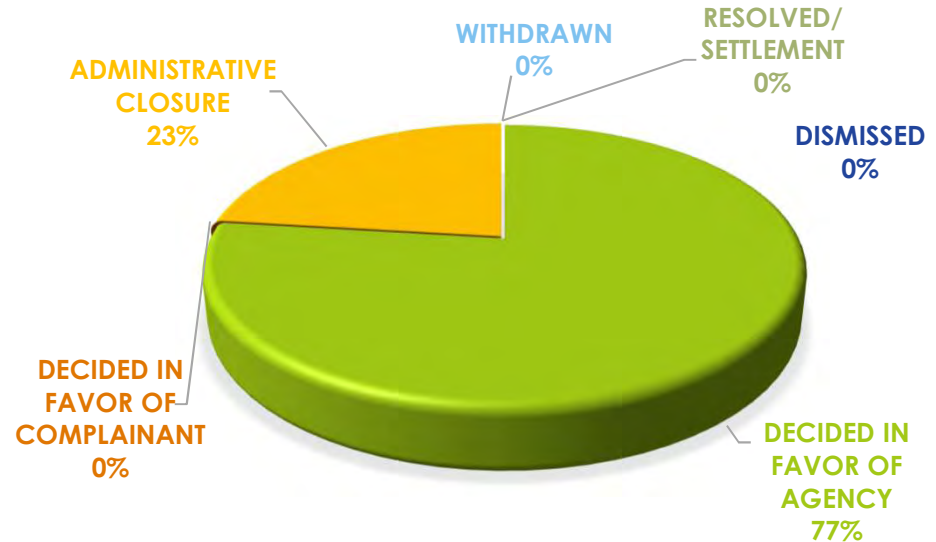


MNR's Title VI Discrimination Complaints, Lawsuits and Dispositions

**TITLE VI
DISCRIMINATION COMPLAINTS**



TITLE VI DISPOSITIONS



MNR handled 14 Title VI Complaints, citing 14 separate allegations and 0 Title VI lawsuits. Agency disposed of 13 complaints and 0 lawsuits.

- 77% complaints/lawsuits decided in favor of the agency.
- 0% complaints/lawsuits decided in favor of the complainant.
- 23% complaints/lawsuits were administrative closures.
- 0% complaints/lawsuits were resolved/settled.





Long Island Rail Road

INFORMATION

ITEMS

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$58,255	\$55,653	\$60,660	\$61,707	\$66,011	\$69,218	\$69,120	\$67,530	\$65,632	\$65,793	\$65,206	\$66,021	\$770,804
Other Operating Revenue	3,077	5,332	4,194	0,511	4,001	3,671	3,303	4,109	2,815	2,845	2,872	5,611	42,342
Total Revenues	\$61,332	\$60,985	\$64,853	\$62,218	\$70,011	\$72,889	\$72,423	\$71,639	\$68,447	\$68,638	\$68,078	\$71,632	\$813,146
Operating Expenses													
Labor:													
Payroll	\$50,391	\$45,643	\$44,894	\$42,347	\$54,497	\$45,340	\$45,368	\$52,506	\$48,775	\$47,113	\$48,181	\$58,042	\$583,098
Overtime	13,065	12,231	10,807	11,958	11,646	10,900	14,279	12,557	11,303	14,068	14,993	16,137	153,946
Health and Welfare	9,123	9,644	9,261	9,546	10,084	10,097	9,363	10,190	10,122	9,564	10,396	9,921	117,311
OPEB Current Payments	4,894	4,847	5,237	5,710	5,710	5,710	5,710	5,710	5,710	5,710	5,710	5,710	66,368
Pension	11,114	11,335	10,764	10,271	10,869	10,880	10,038	11,066	10,952	10,420	11,467	15,768	134,945
Other Fringe Benefits	18,151	12,688	12,564	14,753	13,987	12,584	14,442	12,448	11,372	10,436	8,004	7,738	149,166
Reimbursable Overhead	(3,600)	(3,420)	(3,950)	(2,548)	(2,343)	(2,353)	(2,864)	(2,250)	(2,349)	(2,502)	(1,888)	(2,190)	(32,259)
Total Labor Expenses	\$103,138	\$92,968	\$89,576	\$92,037	\$104,451	\$93,158	\$96,336	\$102,228	\$95,885	\$94,810	\$96,862	\$111,126	\$1,172,575
Non-Labor:													
Electric Power	\$7,622	\$6,848	\$6,077	\$4,720	\$6,754	\$8,638	\$7,627	\$7,466	\$8,449	\$5,234	\$6,470	\$5,636	\$81,539
Fuel	1,741	1,528	1,928	1,901	1,589	1,816	1,908	1,912	1,921	1,790	1,972	3,581	23,588
Insurance	1,671	1,671	1,567	1,685	1,660	1,717	1,717	1,717	1,717	1,717	1,801	1,857	20,494
Claims	0,230	(0,034)	0,210	0,412	2,817	0,412	0,323	0,323	0,412	0,412	0,712	0,665	6,894
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	6,036	3,559	4,733	6,294	6,797	6,826	6,114	6,346	6,577	9,087	8,647	10,280	81,297
Professional Services Contracts	2,172	3,056	3,021	3,069	2,936	3,342	3,114	3,871	3,404	3,456	3,307	7,910	42,658
Materials and Supplies	10,969	10,042	9,799	16,270	13,578	14,813	14,903	13,898	13,931	15,939	17,399	15,417	166,960
Other Business Expenses	1,367	1,280	0,406	1,499	1,621	2,322	1,722	1,733	2,220	1,667	2,322	2,450	20,611
Total Non-Labor Expenses	\$31,809	\$27,949	\$27,743	\$35,850	\$37,751	\$39,886	\$37,427	\$37,265	\$38,630	\$39,303	\$42,631	\$47,797	\$444,041
Other Expense Adjustments:													
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenses	\$134,947	\$120,917	\$117,319	\$127,886	\$142,202	\$133,044	\$133,763	\$139,493	\$134,515	\$134,113	\$139,493	\$158,923	\$1,616,615
Depreciation	\$31,495	\$31,495	\$37,947	\$33,646	\$33,646	\$33,646	\$32,486	\$32,486	\$32,486	\$32,539	\$32,584	\$32,629	\$397,085
OPEB Liability Adjustment	11,957	12,004	(23,961)	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	99,584	99,584
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(13,800)	(13,800)
Environmental Remediation	0,167	0,167	0,362	0,145	0,145	0,145	0,145	0,145	0,145	0,145	0,145	0,145	2,000
Total Expenses After Non-Cash Liability Adjs.	\$178,566	\$164,584	\$131,667	\$161,677	\$175,993	\$166,835	\$166,394	\$172,124	\$167,146	\$166,796	\$172,221	\$277,480	\$2,101,484
Net Surplus/(Deficit)	(\$117,234)	(\$103,599)	(\$66,813)	(\$99,459)	(\$105,982)	(\$93,946)	(\$93,971)	(\$100,485)	(\$98,700)	(\$98,159)	(\$104,144)	(\$205,848)	(\$1,288,338)
Cash Conversion Adjustments:													
Depreciation	\$31,495	\$31,495	\$37,947	\$33,646	\$33,646	\$33,646	\$32,486	\$32,486	\$32,486	\$32,539	\$32,584	\$32,629	\$397,085
Operating/Capital	(0,413)	(1,248)	(2,344)	(1,203)	(1,207)	(1,264)	(1,589)	(1,848)	(2,314)	(3,639)	(1,589)	(7,631)	(26,291)
Other Cash Adjustments	12,661	16,434	(58,221)	9,723	(10,272)	(0,985)	1,570	(7,473)	7,276	8,547	0,249	121,245	100,753
Total Cash Conversion Adjustments	\$43,743	\$46,681	(\$22,618)	\$42,166	\$22,166	\$31,397	\$32,467	\$23,165	\$37,448	\$37,447	\$31,244	\$146,242	\$471,546
Net Cash Surplus/(Deficit)	(\$73,490)	(\$56,918)	(\$89,431)	(\$57,293)	(\$83,816)	(\$62,549)	(\$61,504)	(\$77,320)	(\$61,252)	(\$60,712)	(\$72,900)	(\$59,606)	(\$816,792)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	29.928	29.237	36.068	35.760	31.947	32.505	38.283	31.927	32.943	37.734	28.239	37.380	401.952
Total Revenues	\$29.928	\$29.237	\$36.068	\$35.760	\$31.947	\$32.505	\$38.283	\$31.927	\$32.943	\$37.734	\$28.239	\$37.380	\$401.952
Operating Expenses													
Labor:													
Payroll	\$10.149	\$9.275	\$11.052	\$13.182	\$11.130	\$11.325	\$14.395	\$10.867	\$11.172	\$12.984	\$9.512	\$11.651	\$136.695
Overtime	3.318	3.834	4.398	3.537	3.545	3.243	3.050	2.962	3.118	3.142	2.856	2.542	39.545
Health and Welfare	2.627	2.464	2.859	2.771	2.403	2.396	2.914	2.282	2.352	2.679	2.035	2.379	30.160
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	3.659	3.438	4.009	4.502	3.905	3.893	4.735	3.707	3.821	4.353	3.306	3.865	47.194
Other Fringe Benefits	2.681	2.529	2.942	2.834	2.457	2.450	2.980	2.333	2.405	2.740	2.081	2.433	30.863
Reimbursable Overhead	3.600	3.420	3.950	2.548	2.343	2.353	2.864	2.250	2.349	2.502	1.888	2.190	32.259
Total Labor Expenses	\$26.033	\$24.960	\$29.210	\$29.374	\$25.783	\$25.661	\$30.939	\$24.401	\$25.217	\$28.401	\$21.678	\$25.061	\$316.717
Non-Labor:													
Electric Power	\$0.078	\$0.114	\$0.037	\$0.022	\$0.021	\$0.024	\$0.026	\$0.026	\$0.024	\$0.021	\$0.023	\$0.019	\$0.436
Fuel	0.000	0.003	(0.003)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.581	0.546	0.593	0.901	0.804	0.812	0.998	0.749	0.784	0.861	0.610	0.697	8.936
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.495	1.559	1.324	1.171	1.124	1.837	2.257	2.429	2.167	2.222	2.110	2.197	21.890
Professional Services Contracts	0.121	0.053	0.262	0.060	0.059	0.058	0.056	0.233	0.056	0.058	0.052	0.045	1.114
Materials and Supplies	1.504	2.027	4.583	4.194	4.123	4.080	3.966	4.057	4.663	6.134	3.738	9.328	52.397
Other Business Expenses	0.116	(0.024)	0.062	0.038	0.033	0.033	0.040	0.032	0.033	0.037	0.028	0.033	0.461
Total Non-Labor Expenses	\$3.895	\$4.278	\$6.858	\$6.387	\$6.164	\$6.844	\$7.345	\$7.525	\$7.726	\$9.334	\$6.561	\$12.319	\$85.235
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$29.928	\$29.237	\$36.068	\$35.760	\$31.947	\$32.505	\$38.283	\$31.927	\$32.943	\$37.734	\$28.239	\$37.380	\$401.952
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
Farebox Revenue	\$58,255	\$55,653	\$60,660	\$61,707	\$66,011	\$69,218	\$69,120	\$67,530	\$65,632	\$65,793	\$65,206	\$66,021	\$770,804
Other Operating Revenue	3,077	5,332	4,194	0,511	4,001	3,671	3,303	4,109	2,815	2,845	2,872	5,611	42,342
Capital and Other Reimbursements	29,928	29,237	36,068	35,760	31,947	32,505	38,283	31,927	32,943	37,734	28,239	37,380	401,952
Total Revenues	\$91,261	\$90,222	\$100,922	\$97,978	\$101,958	\$105,394	\$110,706	\$103,566	\$101,390	\$106,372	\$96,316	\$109,012	\$1,215,098
Operating Expenses													
Labor:													
Payroll	\$60,540	\$54,918	\$55,946	\$55,529	\$65,628	\$56,665	\$59,763	\$63,374	\$59,947	\$60,097	\$57,693	\$69,693	\$719,793
Overtime	16,383	16,064	15,205	15,495	15,191	14,144	17,329	15,519	14,421	17,210	17,849	18,680	193,490
Health and Welfare	11,749	12,108	12,120	12,317	12,488	12,492	12,277	12,472	12,474	12,244	12,430	12,300	147,471
OPEB Current Payments	4,894	4,847	5,237	5,710	5,710	5,710	5,710	5,710	5,710	5,710	5,710	5,710	66,368
Pension	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	14,773	19,634	182,139
Other Fringe Benefits	20,831	15,216	15,505	17,587	16,444	15,034	17,422	14,781	13,777	13,176	10,084	10,171	180,030
Reimbursable Overhead	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Total Labor Expenses	\$129,171	\$117,928	\$118,786	\$121,410	\$130,234	\$118,819	\$127,275	\$126,629	\$121,102	\$123,210	\$118,540	\$138,187	\$1,489,292
Non-Labor:													
Electric Power	\$7,700	\$6,963	\$6,115	\$4,742	\$6,774	\$8,662	\$7,653	\$7,491	\$8,472	\$5,255	\$6,493	\$5,656	\$81,976
Fuel	1,741	1,531	1,925	1,901	1,589	1,816	1,908	1,912	1,921	1,790	1,972	3,581	23,588
Insurance	2,252	2,217	2,160	2,586	2,463	2,528	2,715	2,466	2,501	2,577	2,411	2,554	29,429
Claims	0,230	(0,034)	0,210	0,412	2,817	0,412	0,323	0,323	0,412	0,412	0,712	0,665	6,894
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	7,531	5,117	6,057	7,465	7,921	8,663	8,371	8,774	8,744	11,309	10,757	12,477	103,187
Professional Services Contracts	2,294	3,108	3,283	3,129	2,995	3,400	3,170	4,104	3,460	3,515	3,360	7,955	43,773
Materials and Supplies	12,473	12,070	14,382	20,464	17,701	18,893	18,870	17,955	18,593	22,074	21,137	24,745	219,357
Other Business Expenses	1,484	1,255	0,467	1,538	1,654	2,356	1,762	1,765	2,253	1,704	2,350	2,483	21,073
Total Non-Labor Expenses	\$35,704	\$32,227	\$34,601	\$42,236	\$43,915	\$46,730	\$44,772	\$44,791	\$46,356	\$48,637	\$49,192	\$60,116	\$529,276
Other Expense Adjustments:													
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenses	\$164,875	\$150,155	\$153,387	\$163,647	\$174,149	\$165,549	\$172,047	\$171,420	\$167,458	\$171,847	\$167,732	\$198,303	\$2,018,567
Depreciation	\$31,495	\$31,495	\$37,947	\$33,646	\$33,646	\$33,646	\$32,486	\$32,486	\$32,486	\$32,539	\$32,584	\$32,629	\$397,085
OPEB Liability Adjustment	11,957	12,004	(23,961)	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(13,800)	(13,800)
Environmental Remediation	0,167	0,167	0,362	0,145	0,145	0,145	0,145	0,145	0,145	0,145	0,145	0,145	2,000
Total Expenses After Non-Cash Liability Adj.	\$208,495	\$193,821	\$167,735	\$197,438	\$207,940	\$199,340	\$204,678	\$204,051	\$200,089	\$204,531	\$200,460	\$314,860	\$2,503,436
Net Surplus/(Deficit)	(\$117,234)	(\$103,599)	(\$66,813)	(\$99,459)	(\$105,982)	(\$93,946)	(\$93,971)	(\$100,485)	(\$98,700)	(\$98,159)	(\$104,144)	(\$205,848)	(\$1,288,338)
Cash Conversion Adjustments:													
Depreciation	\$31,495	\$31,495	\$37,947	\$33,646	\$33,646	\$33,646	\$32,486	\$32,486	\$32,486	\$32,539	\$32,584	\$32,629	\$397,085
Operating/Capital	(0,413)	(1,248)	(2,344)	(1,203)	(1,207)	(1,264)	(1,589)	(1,848)	(2,314)	(3,639)	(1,589)	(7,631)	(26,291)
Other Cash Adjustments	12,661	16,434	(58,221)	9,723	(10,272)	(0,985)	1,570	(7,473)	7,276	8,547	0,249	121,245	100,753
Total Cash Conversion Adjustments	\$43,743	\$46,681	(\$22,618)	\$42,166	\$22,166	\$31,397	\$32,467	\$23,165	\$37,448	\$37,447	\$31,244	\$146,242	\$471,546
Net Cash Surplus/(Deficit)	(\$73,490)	(\$56,918)	(\$89,431)	(\$57,293)	(\$83,816)	(\$62,549)	(\$61,504)	(\$77,320)	(\$61,252)	(\$60,712)	(\$72,900)	(\$59,606)	(\$816,792)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2019 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$61.544	\$58.874	\$59.881	\$66.887	\$67.045	\$70.252	\$68.483	\$68.564	\$65.995	\$66.827	\$65.068	\$62.029	\$781.449
Other Operating Revenue	(0.768)	12.533	2.424	2.889	1.888	3.287	1.711	2.458	1.214	1.253	1.270	2.891	33.050
Capital and Other Reimbursements	8.386	55.909	19.160	34.514	30.704	31.206	37.677	31.421	32.421	37.136	27.791	36.788	383.113
Total Receipts	\$69.161	\$127.315	\$81.465	\$104.291	\$99.637	\$104.745	\$107.871	\$102.443	\$99.630	\$105.216	\$94.129	\$101.708	\$1,197.612
Expenditures													
Labor:													
Payroll	\$57.413	\$55.169	\$56.920	\$53.136	\$65.798	\$54.582	\$55.200	\$68.009	\$55.199	\$65.140	\$61.067	\$63.213	\$710.845
Overtime	17.381	15.573	15.621	14.216	18.493	14.144	13.801	19.024	14.421	16.381	18.924	15.511	193.490
Health and Welfare	(0.990)	24.537	11.754	12.316	12.488	12.492	12.277	12.472	12.474	12.244	12.430	(0.301)	134.194
OPEB Current Payments	0.851	9.334	5.523	5.709	5.710	5.710	5.710	5.710	5.710	5.710	5.710	0.887	62.274
Pension	14.157	14.768	14.359	14.782	14.773	14.773	14.773	14.773	14.773	14.773	14.773	19.634	181.112
Other Fringe Benefits	14.403	14.463	18.656	16.119	20.701	15.653	15.567	18.881	14.286	12.073	12.986	9.451	183.239
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$103.215	\$133.844	\$122.833	\$116.278	\$137.963	\$117.354	\$117.328	\$138.869	\$116.863	\$126.321	\$125.890	\$108.395	\$1,465.154
Non-Labor:													
Electric Power	\$3.834	\$9.873	\$5.041	\$6.771	\$6.773	\$8.662	\$7.653	\$7.491	\$8.473	\$5.255	\$6.493	\$5.656	\$81.976
Fuel	1.562	1.830	1.980	1.902	1.687	1.816	1.908	1.912	1.921	1.790	1.835	3.445	23.588
Insurance	4.105	0.000	1.587	4.629	1.896	2.125	4.544	1.041	1.607	0.439	4.105	2.403	28.481
Claims	0.105	0.081	0.080	0.129	0.233	0.229	5.168	0.139	0.129	0.129	0.129	0.173	6.723
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	9.802	14.972	12.791	11.130	7.852	9.918	8.685	8.274	8.244	9.113	8.561	9.960	119.303
Professional Services Contracts	3.353	5.711	3.110	2.445	1.335	4.219	2.587	2.445	4.279	1.855	1.700	8.774	41.813
Materials and Supplies	15.355	14.099	20.443	16.531	22.443	19.529	18.128	16.216	16.027	17.710	14.843	19.464	210.787
Other Business Expenses	2.025	1.873	2.000	1.820	1.938	2.113	2.045	2.047	2.010	1.987	2.144	1.715	23.718
Total Non-Labor Expenditures	\$40.142	\$48.439	\$47.033	\$45.356	\$44.157	\$48.611	\$50.718	\$39.565	\$42.690	\$38.278	\$39.810	\$51.590	\$536.389
Other Expenditure Adjustments:													
Other	\$1.482	\$1.319	\$1.233	\$1.329	\$1.333	\$1.329	\$1.329	\$1.329	\$1.329	\$1.329	\$1.329	\$1.329	\$16.000
Total Other Expenditure Adjustments	\$1.482	\$1.319	\$1.233	\$1.329	\$1.333	\$1.329	\$1.329	\$1.329	\$1.329	\$1.329	\$1.329	\$1.329	\$16.000
Total Expenditures	\$144.839	\$183.603	\$171.099	\$162.964	\$183.453	\$167.294	\$169.375	\$179.763	\$160.882	\$165.928	\$167.029	\$161.314	\$2,017.543
Net Cash Balance	(\$75.677)	(\$56.288)	(\$89.634)	(\$58.673)	(\$83.816)	(\$62.549)	(\$61.504)	(\$77.320)	(\$61.252)	(\$60.712)	(\$72.900)	(\$59.606)	(\$819.931)
Cash Timing and Availability Adjustment	\$2.187	(\$0.630)	\$0.203	\$1.380	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	\$3.139
Net Cash Balance after Cash Timing & Availability Adj	(\$73.490)	(\$56.918)	(\$89.431)	(\$57.293)	(\$83.816)	(\$62.549)	(\$61.504)	(\$77.320)	(\$61.252)	(\$60.712)	(\$72.900)	(\$59.606)	(\$816.792)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2019 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$3.288	\$3.221	(\$0.778)	\$5.180	\$1.034	\$1.034	(\$0.637)	\$1.034	\$0.363	\$1.034	(\$0.138)	(\$3.992)	\$10.645
Other Operating Revenue	(3.845)	7.201	(1.769)	2.378	(2.113)	(0.384)	(1.592)	(1.651)	(1.601)	(1.592)	(1.602)	(2.720)	(9.292)
Capital and Other Reimbursements	(21.543)	26.672	(16.908)	(1.246)	(1.243)	(1.299)	(0.606)	(0.506)	(0.522)	(0.598)	(0.448)	(0.592)	(18.839)
Total Receipts	(\$22.100)	\$37.093	(\$19.456)	\$6.313	(\$2.321)	(\$0.649)	(\$2.836)	(\$1.123)	(\$1.760)	(\$1.156)	(\$2.187)	(\$7.304)	(\$17.486)
Expenditures													
Labor:													
Payroll	\$3.128	(\$0.250)	(\$0.974)	\$2.394	(\$0.170)	\$2.083	\$4.563	(\$4.635)	\$4.748	(\$5.043)	(\$3.374)	\$6.480	\$8.948
Overtime	(0.998)	0.492	(0.416)	1.279	(3.302)	0.000	3.528	(3.505)	0.000	0.829	(1.075)	3.169	0.000
Health and Welfare	12.739	(12.429)	0.365	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.601	13.277
OPEB Current Payments	4.043	(4.486)	(0.286)	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.823	4.094
Pension	0.616	0.005	0.414	(0.009)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.027
Other Fringe Benefits	6.428	0.753	(3.151)	1.468	(4.257)	(0.619)	1.855	(4.100)	(0.509)	1.103	(2.902)	0.720	(3.209)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$25.956	(\$15.916)	(\$4.047)	\$5.132	(\$7.729)	\$1.465	\$9.947	(\$12.240)	\$4.239	(\$3.111)	(\$7.350)	\$27.792	\$24.138
Non-Labor:													
Electric Power	\$3.866	(\$2.910)	\$1.074	(\$2.030)	\$0.001	\$0.000	\$0.000	\$0.000	(\$0.001)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.179	(0.300)	(0.055)	(0.001)	(0.098)	0.000	0.000	0.000	0.000	0.000	0.137	0.136	0.000
Insurance	(1.853)	2.217	0.573	(2.043)	0.567	0.403	(1.829)	1.425	0.894	2.138	(1.694)	0.151	0.948
Claims	0.125	(0.115)	0.131	0.283	2.584	0.183	(4.845)	0.184	0.283	0.283	0.583	0.492	0.171
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(2.272)	(9.855)	(6.734)	(3.665)	0.069	(1.255)	(0.314)	0.500	0.500	2.196	2.196	2.517	(16.116)
Professional Services Contracts	(1.059)	(2.603)	0.174	0.684	1.659	(0.819)	0.583	1.659	(0.819)	1.660	1.660	(0.819)	1.960
Materials and Supplies	(2.882)	(2.029)	(6.061)	3.933	(4.742)	(0.636)	0.742	1.739	2.566	4.364	6.294	5.281	8.570
Other Business Expenses	(0.542)	(0.618)	(1.533)	(0.282)	(0.283)	0.243	(0.283)	(0.282)	0.243	(0.283)	0.206	0.768	(2.645)
Total Non-Labor Expenditures	(\$4.438)	(\$16.213)	(\$12.432)	(\$3.120)	(\$0.242)	(\$1.881)	(\$5.946)	\$5.226	\$3.666	\$10.359	\$9.382	\$8.526	(\$7.113)
Other Expenditure Adjustments:													
Other	(\$1.482)	(\$1.319)	(\$1.233)	(\$1.329)	(\$1.333)	(\$1.329)	(\$1.329)	(\$1.329)	(\$1.329)	(\$1.329)	(\$1.329)	(\$1.329)	(\$16.000)
Total Other Expenditure Adjustments	(\$1.482)	(\$1.319)	(\$1.233)	(\$1.329)	(\$1.333)	(\$1.329)	(\$1.329)	(\$1.329)	(\$1.329)	(\$1.329)	(\$1.329)	(\$1.329)	(\$16.000)
Total Expenditures	\$20.037	(\$33.448)	(\$17.712)	\$0.683	(\$9.304)	(\$1.746)	\$2.672	(\$8.343)	\$6.576	\$5.919	\$0.703	\$34.989	\$1.024
Total Cash Conversion before Non-Cash Liability Adjs.	(\$2.063)	\$3.645	(\$37.168)	\$6.995	(\$11.625)	(\$2.394)	(\$0.164)	(\$9.466)	\$4.817	\$4.763	(\$1.485)	\$27.684	(\$16.461)
Depreciation	\$31.495	\$31.495	\$37.947	\$33.646	\$33.646	\$33.646	\$32.486	\$32.486	\$32.486	\$32.539	\$32.584	\$32.629	\$397.085
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	11.957	12.004	(23.961)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	99.584	99.584
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(13.800)	(13.800)
Environmental Remediation	0.167	0.167	0.362	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	2.000
Total Cash Conversion Adjustments	\$41.556	\$47.311	(\$22.821)	\$40.786	\$22.166	\$31.397	\$32.467	\$23.165	\$37.448	\$37.447	\$31.244	\$146.242	\$468.407
Cash Timing and Availability Adjustment	\$2.187	(\$0.630)	\$0.203	\$1.380	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$3.139
Net Cash Conversion Adjustments	\$43.743	\$46.681	(\$22.618)	\$42.166	\$22.166	\$31.397	\$32.467	\$23.165	\$37.448	\$37.447	\$31.244	\$146.242	\$471.546

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable Overtime													
Scheduled Service	\$3.162	\$2.737	\$1.201	\$2.537	\$2.127	\$1.195	\$2.548	\$1.355	\$2.105	\$2.610	\$2.257	\$3.709	\$27.544
Unscheduled Service	0.450	0.387	0.279	0.220	0.580	0.656	0.390	0.781	0.526	0.382	0.720	0.176	5.547
Programmatic/Routine Maintenance	4.796	4.477	4.187	4.794	4.790	4.614	5.007	4.490	4.484	6.324	5.475	5.077	58.513
Unscheduled Maintenance	0.170	0.120	0.175	0.017	0.012	0.017	0.045	0.022	0.045	0.047	0.031	0.025	0.727
Vacancy/Absentee Coverage	2.713	3.132	3.369	4.104	3.934	4.261	6.054	5.711	3.869	4.235	4.681	4.252	50.317
Weather Emergencies	1.741	1.157	1.200	0.151	0.077	0.039	0.121	0.081	0.157	0.349	1.729	2.831	9.633
Safety/Security/Law Enforcement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.034	0.220	0.396	0.135	0.127	0.117	0.114	0.117	0.117	0.121	0.101	0.067	1.664
NON-REIMBURSABLE OVERTIME	\$13.065	\$12.231	\$10.807	\$11.958	\$11.646	\$10.900	\$14.279	\$12.557	\$11.303	\$14.068	\$14.993	\$16.137	\$153.946
REIMBURSABLE OVERTIME	\$3.318	\$3.834	\$4.398	\$3.537	\$3.545	\$3.243	\$3.050	\$2.962	\$3.118	\$3.142	\$2.856	\$2.542	\$39.545
TOTAL OVERTIME	\$16.383	\$16.064	\$15.205	\$15.495	\$15.191	\$14.144	\$17.329	\$15.519	\$14.421	\$17.210	\$17.849	\$18.680	\$193.490

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2019 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(In millions)

RIDERSHIP

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Monthly Ridership	4.074	3.685	4.149	4.260	4.336	3.994	4.052	3.933	3.925	4.579	3.883	3.966	48.835
Weekly Ridership	0.170	0.175	0.203	0.204	0.156	0.192	0.231	0.249	0.193	0.199	0.134	0.198	2.303
Total Commutation	4.244	3.860	4.352	4.464	4.491	4.186	4.283	4.182	4.117	4.778	4.017	4.164	51.138
One-way Full Fare	0.744	0.679	0.790	0.823	0.794	0.892	0.869	0.918	0.827	0.830	0.793	0.780	9.738
One-way Off-Peak	1.359	1.228	1.464	1.468	1.613	1.652	1.819	1.752	1.601	1.543	1.580	1.800	18.878
All Other	0.820	0.778	0.909	0.969	0.935	1.017	1.001	0.974	0.963	0.968	0.944	1.001	11.280
Total Non-Commutation	2.923	2.685	3.163	3.260	3.341	3.561	3.690	3.644	3.391	3.341	3.318	3.581	39.895
Total Ridership	7.167	6.544	7.515	7.724	7.833	7.747	7.973	7.826	7.508	8.118	7.334	7.745	91.034

FAREBOX REVENUE

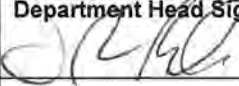




Baseline Total Farebox Revenue	\$58.255	\$55.653	\$60.660	\$61.707	\$66.011	\$69.218	\$69.120	\$67.530	\$65.632	\$65.793	\$65.206	\$66.021	\$770.804
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MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2019 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	248	248	247	276	276	277	277	277	282	277	277	277
Professional/Technical/Clerical	121	120	121	144	144	143	143	143	143	143	143	143
Operational Hourlies	105	107	105	104	104	104	104	104	104	104	104	104
Total Administration Headcount	474	475	473	524	524	524	524	524	529	524	524	524
Operations												
Managers/Supervisors	306	306	307	320	321	321	320	320	326	325	325	325
Professional/Technical/Clerical	101	100	100	106	107	107	107	107	107	105	104	104
Operational Hourlies	2,237	2,262	2,264	2,240	2,224	2,232	2,232	2,232	2,225	2,222	2,222	2,222
Total Operations Headcount	2,644	2,668	2,671	2,666	2,652	2,660	2,659	2,659	2,658	2,652	2,651	2,651
Maintenance												
Managers/Supervisors	771	770	769	871	871	879	879	878	877	876	887	897
Professional/Technical/Clerical	235	234	240	306	306	298	298	298	298	299	288	290
Operational Hourlies	3,284	3,284	3,281	3,129	3,125	3,117	3,107	3,106	3,109	3,098	3,093	3,121
Total Maintenance Headcount	4,290	4,288	4,290	4,306	4,302	4,294	4,284	4,282	4,284	4,273	4,268	4,308
Engineering / Capital												
Managers/Supervisors	126	124	124	153	153	153	153	153	153	153	153	153
Professional/Technical/Clerical	61	61	61	74	74	74	74	74	74	74	74	74
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	187	185	185	227	227	227	227	227	227	227	227	227
Public Safety												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0	0	0	0	0	0	0
Total Positions												
Managers/Supervisors	1,451	1,448	1,447	1,620	1,621	1,630	1,629	1,628	1,638	1,631	1,642	1,652
Professional, Technical, Clerical	518	515	522	630	631	622	622	622	622	621	609	611
Operational Hourlies	5,626	5,653	5,650	5,473	5,453	5,453	5,443	5,442	5,438	5,424	5,419	5,447
Total Positions	7,595	7,616	7,619	7,723	7,705	7,705	7,694	7,692	7,697	7,676	7,670	7,710

Staff Summary



Subject FALL TRACKWORK PROGRAMS						Date SEPTEMBER 5, 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	9/23/19				4	Sr VP – Eng. 	1	President 
						3	VP - Corp. Comm 		
						2	CTO 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules for Trackwork Projects including additional work on Nassau Interlocking Switch Replacement, the continuation of progress on Main Line Expansion Improvements including the replacement of the Nassau Blvd. Bridge, East Side Access work in Harold Interlocking, bridge replacements in East Hampton on the Montauk Branch, and pedestrian bridge removal and maintenance work on the Port Washington Branch.

TRACKWORK PROGRAMS

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

- **Nassau 1 Interlocking Switch Replacement** – Continuing the program that was reported on previously, as part of the Long Island Rail Road Forward state of good repair program, switches at Nassau 1 Interlocking in New Hyde Park will continue to be replaced on weekend of September 28-29. *See Main Line Expansion entry below for more on this project.*
 - **Temporary Service Adjustments:**
 - **On Saturday of each weekend, both main tracks of the Main Line will be out of service, with the following service changes as a result:**
 - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between Mineola 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/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, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and Mineola. 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 will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
- *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
- *Bus service will be provided for Oyster Bay and Mineola Customers between Mineola and Hempstead.*
- *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*
- **On Sunday of each weekend, one of two main tracks will be out of service, with reduced service operating on the remaining track:**
 - During this time, train service to Huntington will be reduced from half-hourly to hourly, and connecting train service between Huntington and Port Jefferson will be reduced from hourly to two-hourly.
- **Main Line Expansion Project – Nassau Blvd. Bridge Replacement** – On the weekend of October 5-6, both main tracks of the Main Line between New Hyde Park and Hicksville will be out of service for a period of approximately 48 hours to support the replacement of the Nassau Blvd. bridge near the Merillon Avenue Station as part of the Main Line Expansion Project. In a continuing effort to coordinate outages for efficiency and to lessen customer disruptions, the final weekend of work on the Nassau 1 Switch Replacement for this year will piggyback onto this work weekend.
 - **Temporary Service Adjustments:**
 - Eastbound, there will be no Main Line service between Penn Station and Hicksville. 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. Oyster Bay Branch diesel service will operate between Mineola and Oyster Bay.

- Westbound, there will be no Main Line service between Hicksville and Penn Station. 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. Oyster Bay Branch diesel service will operate between Oyster Bay and Mineola.
 - *Bus service will be provided for Oyster Bay and Mineola Customers between Mineola and Hempstead.*
 - *Extra trains have been added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
 - *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, and West Hempstead Greenport Branches, but on adjusted schedules.*
- **East Side Access – Harold Interlocking South Side Signal Testing** – For a series of four weekends beginning October 12-13, tracks in the southern portion of Harold Interlocking in Queens will be out of service to support the testing of new signals and infrastructure. The reconfiguration and re-signalization of Harold Interlocking is one of the key predecessor projects for the opening of East Side Access. *This work will continue on three additional weekends: October 19-20, October 26-27 and November 2-3.*
 - **Temporary Service Adjustments:** Due to the limited infrastructure within Harold Interlocking, there will be systemwide schedule adjustments, and some service reductions, throughout the weekend.
 - **Port Washington Branch – Bayside 216th Street Pedestrian Bridge Demolition and Maintenance Work** – On the weekend of October 12-13, for eight hours in the overnight each day, portions of the Port Washington Branch will be out of service for several projects: The Department Of Transportation will demolish the pedestrian bridge over the LIRR right of way at 216th Street in Bayside on Saturday, October 12. On Sunday, October 13, the LIRR will perform maintenance and testing of the branch.

- **Temporary Service Adjustments:** On Saturday, October 12, buses will replace trains on the Port Washington Branch between Woodside and Port Washington, and on Sunday, October 13, buses will replace trains between Great Neck and Port Washington.
- **Montauk Branch – North Main Street & Accabonac Road Bridge Replacements** – For a four-week period beginning October 15 and continuing through November 10, the Montauk Branch east of Southampton will be out of service continuously for the replacement of two bridges in East Hampton, at North Main Street and Accabonac Road. Clearances with the roadways below will be increased in both cases, improving safety and reducing the possibility of bridge-strikes with oversized vehicles improperly traversing these roadways. *Note: the outage will be extended to Hampton Bays on the weekend of October 26-27 for additional maintenance work that will piggyback on the bridge replacements.*
 - **Temporary Service Adjustments:** Buses will replace all train service east of Southampton on a 24/7 basis between October 15 and November 10. Customers should expect additional travel time, and earlier westbound departures to allow connections with train service at Southampton.

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.

MTA Long Island Rail Road (LIRR)

EEO Report – 2nd Quarter 2019

September 23, 2019



Executive Summary

■ EEO

As of **June 30, 2019**, LIRR's workforce included 7,618 total employees. This represents a 2% increase from the first quarter 2018 (1Q18) workforce.

- Females represent 15% (1117) of our workforce, remaining constant, when compared to 2Q18, 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% (2,774) of our workforce, remaining constant when compared to 2Q18, 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 June 30, 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, Asian and White
- ☐ Skilled Craft– Black and Hispanic
- ☐ Service Maintenance – Hispanic and Asian

Minorities:

- ☐ Officials & Administrators – Black
- ☐ Technicians – Black, Hispanic and Asian
- ☐ Administrative Support – Hispanic and Asian
- ☐ Skilled Craft – Black, 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 June 30, 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		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOPI**		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
Officials & Administrators	1,370		467	34%	903	66%		175	13%		131	10%		85	6%		7	1%		1	0%		68	5%		89	6%	14	1%
F	267	19%	131	10%	136	10%	11%	59	4%	5%	33	2%	2%	23	2%	1%	0	0%	0%	0	0%	0%	16	1%	1%	8	9%	4	29%
M	1,103	81%	336	25%	767	56%	1%	116	8%	7%	98	7%	6%	62	5%	3%	7	1%	0%	1	0%	0%	52	4%	1%	81	91%	10	71%
Professionals	327		149	46%	178	54%		48	15%		34	10%		52	16%		0	0%		1	0%		14	4%		21	6%	2	1%
F	53	16%	29	9%	24	7%	14%	9	3%	3%	5	2%	2%	11	3%	2%	0	0%	0%	1	0%	0%	3	1%	0%	0	0%	0	0%
M	274	84%	120	37%	154	47%	4%	39	12%	6%	29	9%	5%	41	13%	6%	0	0%	0%	0	0%	0%	11	3%	1%	21	100%	2	100%
Technicians	14		7	50%	7	50%		2	14%		2	14%		1	7%		1	7%		0	0%		1	7%		1	7%	0	0%
F	1	7%	1	7%	0	0%	6%	1	7%	3%	0	0%	3%	0	0%	2%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	13	93%	6	43%	7	50%	4%	1	7%	10%	2	14%	9%	1	7%	8%	1	7%	0%	0	0%	0%	1	7%	0%	1	100%	0	0%
Administrative Support	375		187	50%	188	50%		114	30%		44	12%		13	3%		2	1%		0	0%		14	4%		13	3%	1	0%
F	196	52%	119	32%	77	21%	26%	77	21%	13%	26	7%	10%	9	2%	4%	1	0%	0%	0	0%	0%	6	2%	1%	3	23%	0	0%
M	179	48%	68	18%	111	30%	4%	37	10%	5%	18	5%	4%	4	1%	2%	1	0%	0%	0	0%	0%	8	2%	1%	10	77%	1	100%
Skilled Craft	4,632		1524	33%	3,108	67%		714	15%		524	11%		138	3%		8	0%		1	0%		139	3%		350	8%	9	0%
F	445	10%	196	4%	249	5%	5%	129	3%	5%	37	1%	2%	14	0%	0%	0	0%	0%	0	0%	0%	16	0%	0%	10	3%	0	0%
M	4,187	90%	1328	29%	2,859	62%	4%	585	13%	14%	487	11%	11%	124	3%	4%	8	0%	0%	1	0%	1%	123	3%	2%	340	97%	9	100%
Service Maintenance	900		440	49%	460	51%		241	27%		143	16%		22	2%		4	0%		1	0%		29	3%		42	5%	1	0%
F	155	17%	107	12%	48	5%	6%	71	8%	6%	28	3%	5%	0	0%	1%	1	0%	0%	0	0%	0%	7	1%	0%	3	7%	0	0%
M	745	83%	333	37%	412	46%	2%	170	19%	13%	115	13%	16%	22	2%	2%	3	0%	0%	1	0%	0%	22	2%	1%	39	93%	1	100%
Total	7,618		2,774	36%	4,844	64%		1,294	17%		878	12%		311	4%		22	0%		4	0%		265	3%		516	7%	27	0%



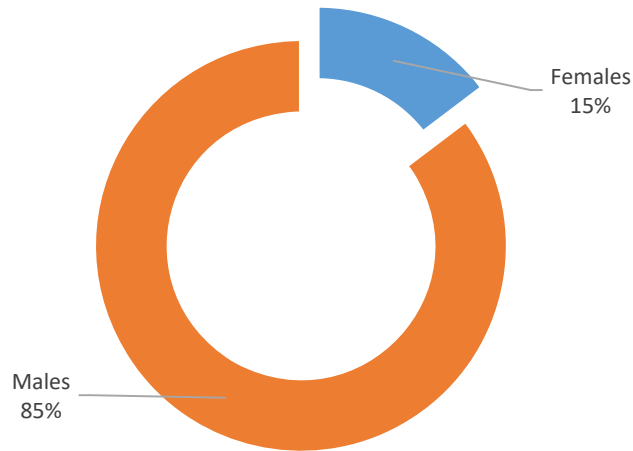
* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

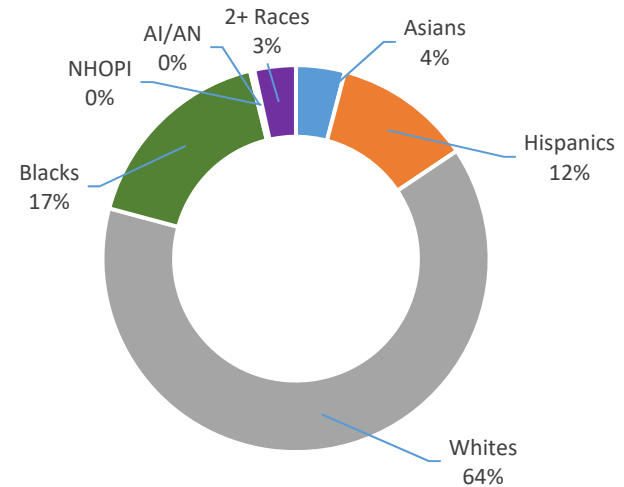
Note: All percentages have been rounded up to the nearest whole number.

MTA LIRR Workforce

Workforce by Gender



Workforce by Race/Ethnicity



LIRR's workforce consists of 7,618 employees

- ❑ 15% females, 36% minorities, and 7% veterans.
- ❑ The percentage of females employed has remained constant when compared to 2Q18.
- ❑ The percentage of minorities has remained constant as it relates to race and ethnicity when compared to 2Q18.



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 **June 30, 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 %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	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%	5%	0%	1%	0%	0%	1%	4%		
Professionals	F	3%	3%	2%	2%	2%	3%	0%	0%	0%	0%	0%	1%	14%	7%
	M	6%	12%	5%	9%	6%	13%	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	13%	21%	10%	7%	4%	2%	0%	0%	0%	0%	1%	2%	26%	21%
	M	5%	10%	4%	5%	2%	1%	0%	0%	0%	0%	1%	2%		
Skilled Craft	F	5%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%
	M	14%	13%	11%	11%	4%	3%	0%	0%	1%	0%	2%	3%		
Service Maintenance	F	6%	8%	5%	3%	1%	0%	0%	0%	0%	0%	0%	1%	6%	5%
	M	13%	19%	16%	13%	2%	2%	0%	0%	0%	0%	1%	2%		

*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

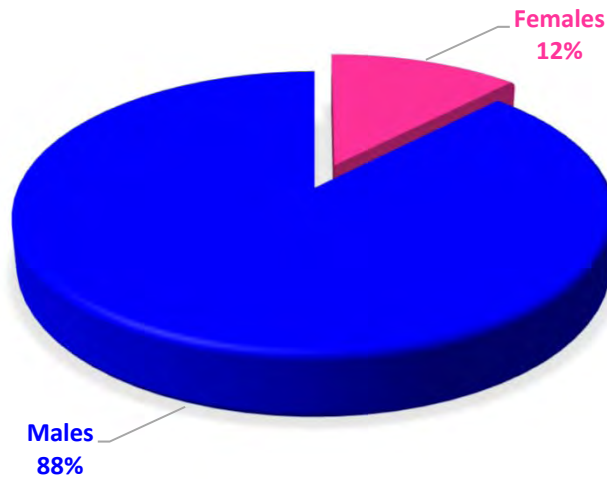
New Hires and Veterans

January 1, 2019 – June 30, 2019

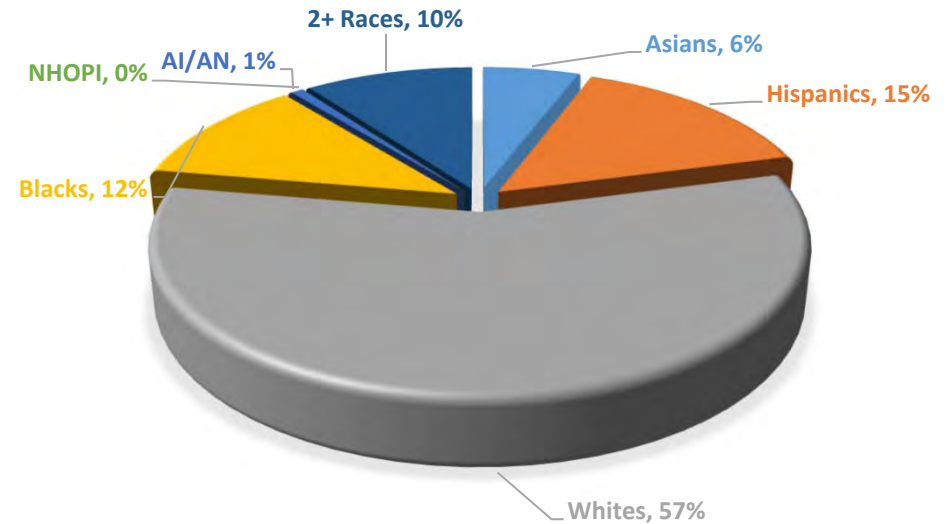


MTA LIRR New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



LIRR added 139 employees, including 8 veterans;

- ❑ 12% females, none of whom were veterans.
- ❑ Female hire percentage was below their current percentage of workforce representation.
- ❑ 43% minorities, none of whom were veterans.
- ❑ Minorities were hired above their current percentage of workforce representation.



MTA LIRR

Complaints and Lawsuits

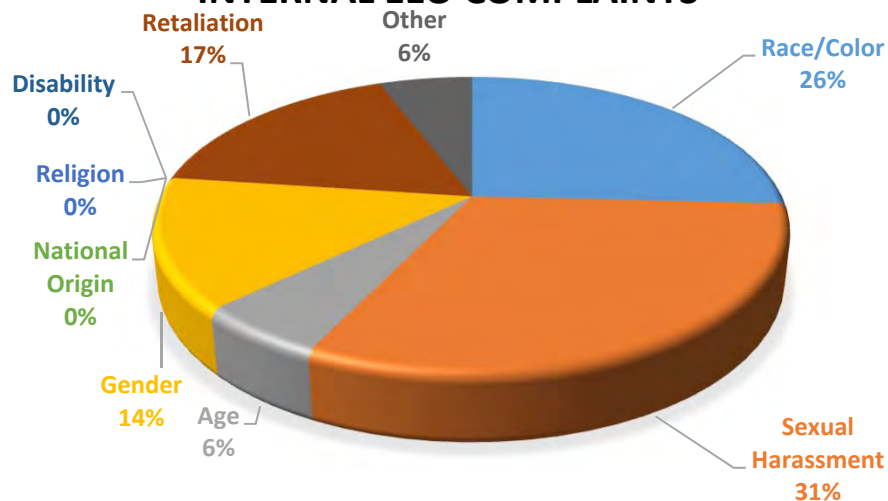
January 1, 2019 – June 30, 2019



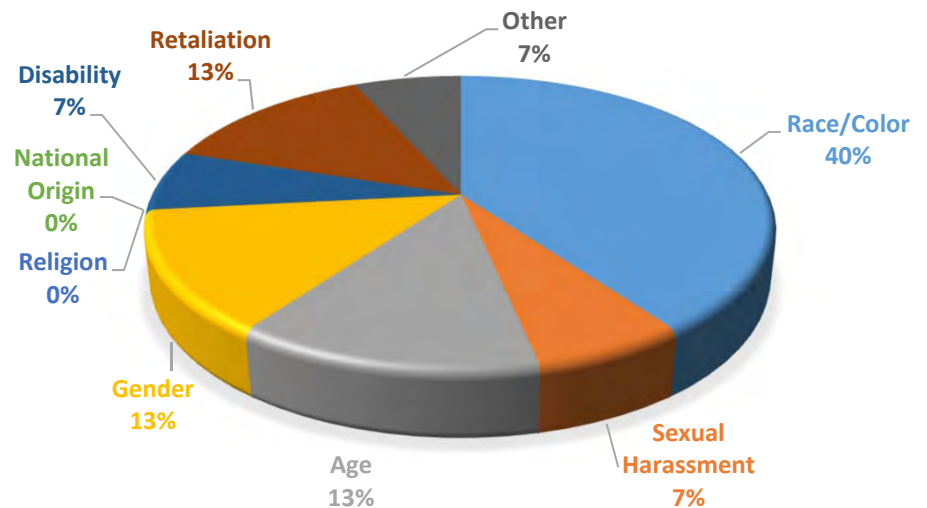
MTA LIRR

Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



LIRR handled 29 EEO complaints, citing 50 separate allegations, and 11 lawsuits.

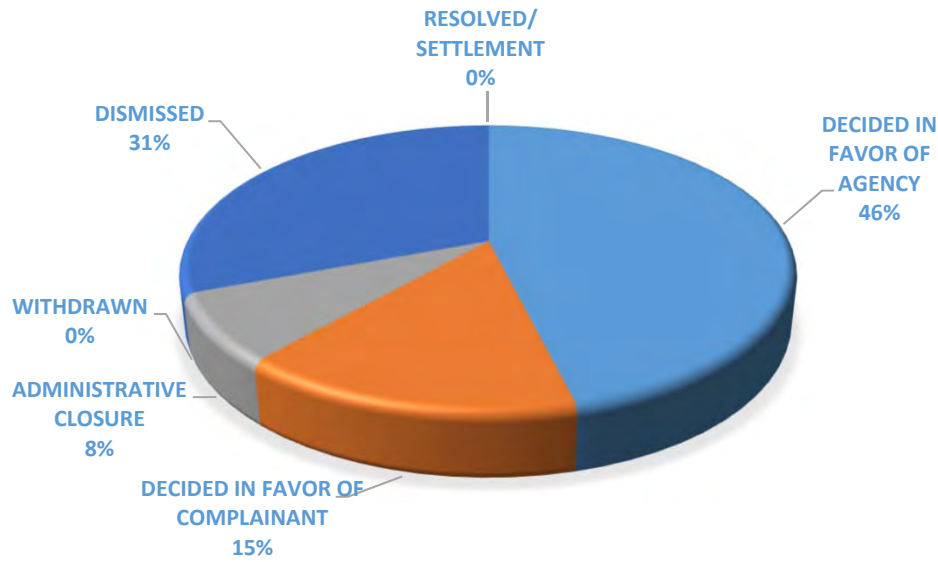
- ❑ 21 internal complaints.
- ❑ 8 external complaints.
- ❑ The most frequently cited basis internally was sexual harassment and externally it was Race/Color.



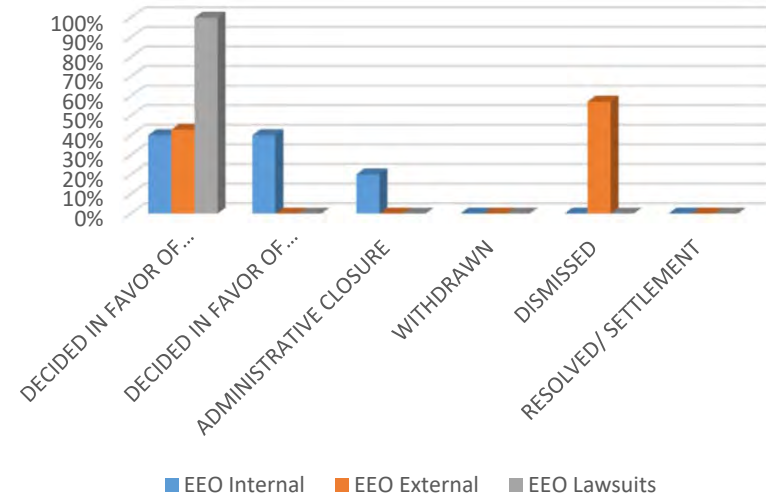
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period.
 "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MTA LIRR EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS
DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS
DISPOSITIONS

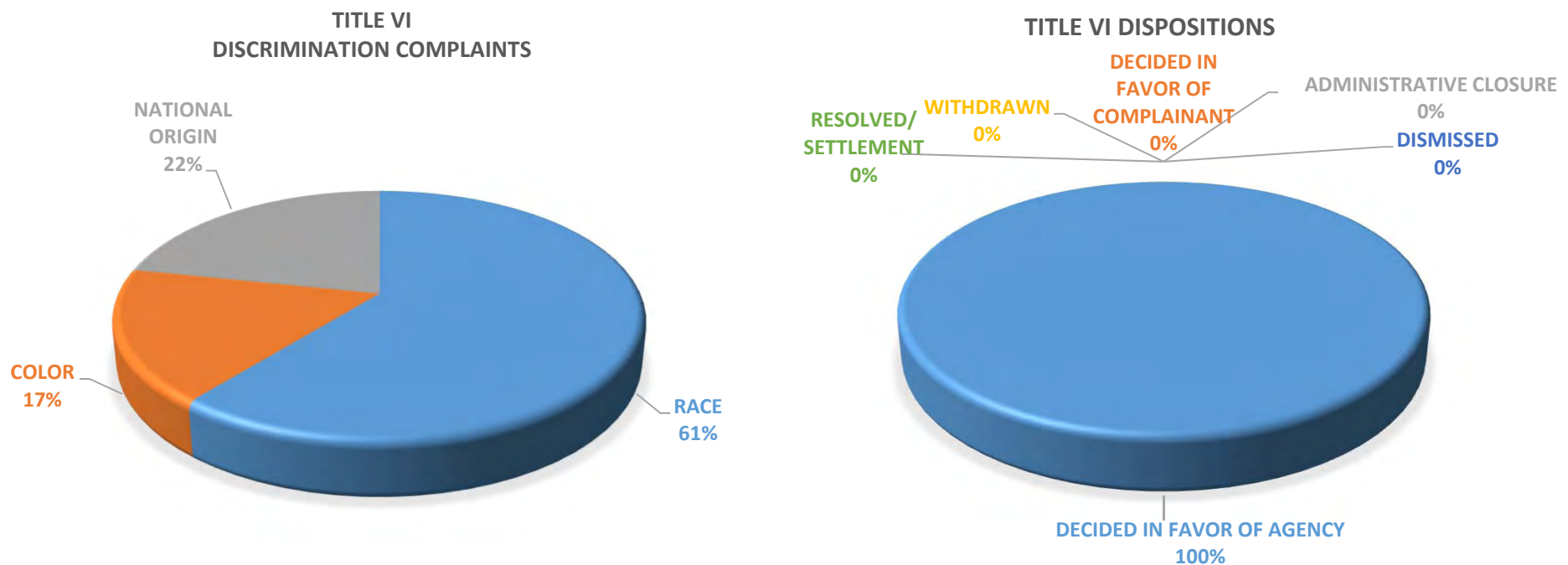


LIRR disposed of 12 EEO complaints and 1 EEO lawsuit.

- ❑ 46% complaints/lawsuits decided in favor of the agency.
- ❑ 15% complaints /lawsuits decided in favor of the complainant.
- ❑ 8% complaints/lawsuits were administrative closures.
- ❑ 31% complaints /lawsuits were dismissed.



MTA LIRR Title VI Discrimination Complaints, Lawsuits and Dispositions



LIRR handled 16 Title VI Complaints, citing 23 separate allegations and no Title VI lawsuits. LIRR disposed of 12 complaints.

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





Metro-North Railroad

Procurements

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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



Subject	Request for Authorization to Award Various Procurements				
Department	Procurement and Material Management				
Department Head Name	Anthony Gardner, Acting Sr Director				
Department Head Signature					
Project Manager Name					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	9-23-19	x		
2	MTA Board Mtg.	9-25-19	x		

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

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

PURPOSE:

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

DISCUSSION:

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

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

<u>Schedules Requiring Majority Vote</u>	<u>NONE</u>
--	-------------

SUB TOTAL:

MNR proposes to award competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts) <ul style="list-style-type: none"> Request to Use RFP Process 	1	TBD

<u>Schedules Requiring Majority Vote</u>	<u>NONE</u>
--	-------------

SUB TOTAL:	1	TBD
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MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u>NONE</u>
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<u>Schedules Requiring Majority Vote</u>	<u>NONE</u>
--	-------------

SUB TOTAL:		
TOTAL:	1	TBD

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

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

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

SEPTEMBER 2019

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

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

1. Request to Use RFP Process TBD Staff Summary Attached
Three New Traction Power Substations

MTA Metro-North Railroad requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore, in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, for the design build of three traction power substations at MNR's Golden Bridge, Croton Falls and Katonah stations.

The three new substations will harden electrical infrastructure in districts of critical need and will be able to provide wider coverage in case of the failure of an adjacent substation. The locations for these three new substations were selected and procured by MTA Real Estate for ease of substation construction and transmission of DC traction power along MNR's upper Harlem Line.

This procurement will be funded by the 2015-2019 MNR Capital Program.

Staff Summary

Item Number B					
Dept. & Dept. Head Name: Procurement & Material Management, Anthony Gardner, Acting Sr. Director					
Division & Division Head Name: Executive Vice President, Susan Doering					
Board Reviews					
Order	To	Date	Approv	Info	Other
1	M-N Comm.Mtg.	9-23-19	x		
2	MTA Board Mtg.	9-25-19	x		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Executive Director Mgmt. & Budget		
X	Sr. V.P. Operations				
X	V.P. & General Counsel				
X	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number 156171
Description Request to use the RFP Process - Three New Traction Power Substations	
Total Amount TBD	
Contract Term (including Options, if any)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

MTA Metro-North Railroad requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore, in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, for the design build of three traction power substations at MNR's Golden Bridge, Croton Falls and Katonah stations.

II. DISCUSSION:

In 2004, a MNR Traction Power Study – DC Territory conducted by SYSTRA Engineering Inc. included a power substation strategy which recommended significant MNR traction power capital improvements. The improvements recommended in the study are to be implemented in phases through the year 2029. The improvements include normal replacement of existing substations, installation of additional traction substations where necessary and installation of composite aluminum third rail in many sections to lower the electrical resistance between substation and train.

The MNR traction power system cannot reliably handle the current and future operations. Capital improvements, in the form of additional new substations, are needed. The current Harlem Line operation, with its pronounced ridership growth over the last two decades, shows much greater stress on the existing DC traction power system. This is highly undesirable for normal operations and has been addressed in formulating the traction power improvements strategy.

The three new substations will harden electrical infrastructure in districts of critical need and will be able to provide wider coverage in case of the failure of an adjacent substation. The locations for these three new substations were selected and procured by MTA Real Estate for ease of substation construction and transmission of DC traction power along MNR's upper Harlem Line.

III. **D/M/WBE INFORMATION:**

The MTA Department of Diversity and Civil Rights (DDCR) will be consulted to determine the appropriate MBE/WBE and SDVOB goals.

IV. **IMPACT ON FUNDING:**

This procurement will be funded by the 2015-2019 MNR Capital Program.

V. **ALTERNATIVES:**

The alternative is to use a sealed competitive bidding process; however, this alternative is not recommended, as it would require MNR to first obtain 100% designs of the work to be implemented, consequently losing the advantages of a design/build construction methodology. The use of a design build process shall allow the contractor to utilize their specific expertise to adapt the base design to the individual stations, optimizing design efficiencies.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

September 25, 2019

Staff Summary



Subject: Request for Authorization to Award Various Procurements						Date September 25, 2019				
Department Procurement and Logistics										
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer										
Department Head Signature 										
Board Action						Internal Approvals				
Order	To	Date	Approval	Info	Other	Order	Approval		Order	Approval
1	LI Committee	9.23.19				X	President			
2	MTA Board	9.25.19								

PURPOSE:

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

DISCUSSION:

LIRR proposes to award Non-Competitive Procurements in the following

of Actions \$ Amount

None

LIRR proposes to award Competitive Procurements in the following

of Actions \$ Amount

Schedule B: Competitive Requests for Proposals

	1	\$TBD
SUBTOTAL:	1	\$TBD

LIRR proposes to award Ratifications in the following categories:

of Actions \$ Amount

None

	1	\$TBD
TOTAL:	1	\$TBD

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

SEPTEMBER 2019

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

(Staff Summaries only required for items estimated to be greater than \$1 million)

- | | | | |
|-----------|---|--------------|--------------------------------------|
| 1. | TBD
Competitive RFP
Contract No. TBD | \$TBD | <i><u>Staff Summary Attached</u></i> |
|-----------|---|--------------|--------------------------------------|

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the design-build Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract to replace the Ocean Avenue substation. with an option to replace the Bellmore substation, which are operating beyond their useful life.

LIRR's 2015-2019 Capital Program includes replacement of up to two traction power substations that are past their useful life. With this procurement, the Ocean Avenue Substation, with the option for the Bellmore Substation replacement, will be the final substations replaced under the current capital program. The contractor will design, fabricate, deliver, install, integrate and test the modular substations including building enclosures, equipment, cabling and supervisory control systems. In addition, the contractor will be responsible for the design & construction of the foundation system and final site finishing. LIRR Forces will connect the substation to the LIRR power and communications infrastructure by installing conduit, cable, switches and terminations.

Staff Summary



Page 1 of 2

Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division & Division Head Name: Program Management, Paul Dietlin					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
	LI Committee	9.23.19			
2	MTA Board	9.25.19			
Internal Approvals					
Order	Approval	Order	Approval		
5	President	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec'y	1	Sr. VP/Engineering		
3	VP/CFO				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Design Build Replacement of Ocean Avenue Substation with Option for Bellmore Substation.	
Total Amount \$TBD	
Contract Term (including Options, if any) TBD	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other	

Narrative

I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the design-build Request for Proposals (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract to replace the Ocean Avenue substation, with an option to replace the Bellmore substation, both of which are operating beyond their useful life.

II. DISCUSSION:

LIRR's 2015-2019 Capital Program includes replacement of up to two traction power substations that are past their useful life. With this procurement, the Ocean Avenue substation, with the option for the Bellmore substation replacement, will be the final substations replaced under the current capital program. The successful contractor will design, fabricate, deliver, install, integrate and test the modular substations including building enclosures, equipment, cabling and supervisory control systems. In addition, the successful contractor will be responsible for the design and construction of the foundation system and final site finishing. LIRR force will connect the substation to the LIRR power and communications infrastructure by installing conduit, cable, switches and terminations.

The utilization of the RFP procurement process will allow LIRR to (a) better assess which proposers are capable of performing the work within the schedule, (b) assess the qualifications of prospective contractors; and (c) negotiate the best price as against the terms and conditions to arrive at a best value determination for award. Additionally, the RFP process gives LIRR the ability to negotiate and evaluate terms other than price alone, such as a proposer's past performance and technical experience on similar traction power replacement projects, qualifications of key personnel and safety records. Since the successful contractor will be responsible for both civil/site work and design and supply of the substation, the RFP process afford LIRR greater opportunity will enable LIRR to conduct face to face meetings and probe critical areas of the work with proposers to ensure that the proposer that is ultimately selected for award of the contract has a strong understanding of LIRR's scope of work as well as a solid technical approach to completing the project on-time and within budget while ensuring a

Staff Summary



Long Island Rail Road

Page 2 of 2

high-quality product. The MTA Board has previously authorized use of the RFP process in connection with power substation projects, the most recent being LIRR's Meadowbrook Substation.

III. D/M/WBE INFORMATION:

Goals for this Contract are to be determined by the MTA Office of Civil Rights and Diversity.

IV. IMPACT ON FUNDING:

Funding for this project is included in LIRR's 2015-2019 Capital budget.

V. ALTERNATIVES:

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR the opportunity to negotiate costs or select a contractor based upon past experience, technical capability and/or proposed work completion schedule. In addition, the IFB process does not allow for meaningful dialogue with the contractor until after award, thereby preventing the LIRR from negotiating improvements to the construction schedule and incorporating more efficient means and methods into the contract.

Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

August 2019 Highlights: Operations Report

August service delivery operated slightly above goal at 93.1% overall with 93.4% in peak periods. YTD OTP is 94.6% with 93.8% in peak periods. Service was impacted by several thunderstorms resulting in downed trees along with catenary damage on the New Haven line.

Hudson Line – 94.6% with 95.4% in peak

97.7% of trains arrived within 10" of schedule with 4 (0.08%) cancelled or terminated

Harlem Line – 95.6% with 94.0% in peak

98.5% of trains arrived within 10" of schedule with 15 (0.24%) cancelled or terminated

New Haven Line – 90.4% with 91.7% in peak

95.5% of trains arrived within 10" of schedule with 29 (0.34%) cancelled or terminated

In August 3.9% of trains arrived 6-10" late with 48 (0.24%) cancelled or terminated.

Overall, 97.0% of trains arrived within 10" of schedule.

Train delay minutes are reduced by 41% from last year.

Consist Compliance: 99.7% overall with 99.3% 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 early next year with delivery completion by the end of 2020.

West of Hudson Service operated below goal at 88.5% due to Port Jervis Line Infrastructure Work (39% MNR / 25% NJT) and 36% due NJT service delivery failures. YTD is at 90.0%

Pascack Valley – 94.8% **YTD: 94.6%**

Port Jervis – 83.0% **YTD: 84.4%**

Cancelled Trains

12 (0.9%) PVL: 6, PJL: 6

10 – No NJT Crew

2 – NJT Equipment Failures

Equipment Performance

Fleet Availability was good during August.

Fleet MDBF in July operated above goal at 223,706 against the goal of 165,000 with YTD above goal at 256,705.

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	August	YTD thru August	August	YTD thru August
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%	93.1%	94.6%	86.4%	90.8%
		AM Peak	93.0%	94.0%	93.1%	86.9%	90.3%
		AM Reverse Peak	93.0%	94.7%	95.4%	91.5%	94.1%
		PM Peak	93.0%	92.3%	93.9%	88.6%	90.3%
		Total Peak	93.0%	93.4%	93.8%	88.3%	90.9%
		Off Peak Weekday	93.0%	92.1%	93.9%	83.3%	88.5%
		Weekend	93.0%	94.8%	97.2%	89.7%	95.0%
	Hudson Line	Overall	93.0%	94.6%	95.1%	80.6%	90.2%
		AM Peak	93.0%	95.5%	93.0%	79.7%	88.1%
		AM Reverse Peak	93.0%	93.8%	94.7%	85.4%	95.6%
		PM Peak	93.0%	95.8%	96.2%	90.6%	91.9%
		Total Peak	93.0%	95.4%	94.5%	85.0%	90.7%
		Off Peak Weekday	93.0%	93.6%	94.8%	75.7%	87.2%
		Weekend	93.0%	95.2%	96.7%	82.2%	94.8%
	Harlem Line	Overall	93.0%	95.6%	96.0%	91.6%	92.8%
		AM Peak	93.0%	94.6%	94.3%	92.6%	92.6%
		AM Reverse Peak	93.0%	94.3%	95.5%	95.4%	94.1%
		PM Peak	93.0%	93.3%	94.0%	88.3%	90.2%
		Total Peak	93.0%	94.0%	94.4%	91.3%	91.9%
		Off Peak Weekday	93.0%	96.6%	96.2%	90.7%	92.5%
		Weekend	93.0%	96.7%	98.5%	94.7%	95.1%
	New Haven Line	Overall	93.0%	90.4%	93.2%	85.7%	89.7%
		AM Peak	93.0%	92.7%	92.2%	87.0%	90.0%
		AM Reverse Peak	93.0%	95.5%	95.7%	91.1%	93.3%
		PM Peak	93.0%	89.2%	92.3%	87.6%	89.4%
		Total Peak	93.0%	91.7%	92.8%	87.9%	90.2%
		Off Peak Weekday	93.0%	88.1%	91.9%	82.0%	86.5%
		Weekend	93.0%	93.2%	96.6%	90.9%	95.1%
Operating Statistics							
Trains Scheduled			19,874	154,178		20,188	154,268
Avg. Delay per Late Train (min) <i>excluding trains cancelled or terminated</i>				13.7	12.7	12.3	12.9
Trains Over 15 min. Late <i>excluding trains cancelled or terminated</i>			2,300	321	1,665	567	2,787
Trains Canceled			230	11	150	33	521
Trains Terminated			230	37	176	38	281
Percent of Scheduled Trips Completed			99.8%	99.8%	99.8%	99.6%	99.5%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	98.5%	99.7%	99.4%	98.2%	98.7%
		AM Peak	97.0%	99.5%	98.6%	95.7%	97.1%
		AM Reverse Peak	99.5%	100.0%	100.0%	99.8%	99.9%
		PM Peak	97.0%	99.4%	98.8%	96.0%	96.9%
		Total Peak	97.0%	99.3%	98.9%	96.4%	96.9%
		Off Peak Weekday	99.5%	99.8%	99.8%	99.4%	99.4%
		Weekend	99.5%	99.9%	99.7%	99.3%	99.6%
	Hudson Line	AM Peak	99.0%	100.0%	99.9%	99.4%	99.4%
		PM Peak	99.0%	100.0%	99.9%	99.6%	98.7%
	Harlem Line	AM Peak	97.0%	99.7%	99.1%	95.7%	96.1%
		PM Peak	97.0%	99.6%	99.1%	94.7%	97.3%
	New Haven Line	AM Peak	95.0%	98.8%	97.2%	93.1%	96.3%
		PM Peak	95.0%	98.7%	97.8%	94.7%	95.2%

SYSTEM Category of Delay
**Delay Minutes /
Delay Threshold**

	% Total	July	2019 Data August	YTD thru August	2018 Data August	YTD thru August	YTD 2019 Vs 2018
Engineering (Scheduled)	14.2%	258	427	1,342	881	4,737	-3,395
Engineering (Unscheduled)	25.2%	951	756	4,499	1,319	8,699	-4,199
Maintenance of Equipment	15.2%	464	456	2,709	934	4,462	-1,753
Transportation	2.1%	56	64	486	69	807	-321
Capital Projects	4.7%	173	142	1,073	825	1,189	-116
Weather and Environmental	29.0%	596	873	1,921	288	4,121	-2,200
Police	4.3%	186	128	1,182	258	1,609	-428
Customers	3.9%	152	117	824	176	1,095	-271
Other	1.3%	308	41	2,821	691	1,827	994
3rd Party Operations	0.1%	4	2	147	43	142	5
TOTAL	100.0%	3,149	3,005	17,004	5,482	28,687	-11,683
HUDSON LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2019 Vs 2018
Engineering (Scheduled)	22.1%	65	117	357	482	1,288	-931
Engineering (Unscheduled)	26.8%	56	142	719	543	2,304	-1,585
Maintenance of Equipment	25.1%	84	133	686	187	1,264	-578
Transportation	2.1%	6	11	65	25	209	-144
Capital Projects	9.8%	61	52	388	381	627	-239
Weather and Environmental	0.9%	260	5	363	213	752	-389
Police	4.5%	42	24	227	31	242	-15
Customers	7.6%	54	40	223	79	414	-191
Other	0.6%	62	3	814	85	258	556
3rd Party Operations	0.4%	0	2	13	9	40	-27
TOTAL	100.0%	690	529	3,855	2,035	7,398	-3,543
HARLEM LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2019 Vs 2018
Engineering (Scheduled)	15.1%	55	81	220	104	794	-574
Engineering (Unscheduled)	26.2%	232	141	1,116	312	2,569	-1,453
Maintenance of Equipment	17.7%	155	95	727	143	958	-231
Transportation	1.9%	9	10	120	18	213	-93
Capital Projects	4.1%	5	22	102	80	109	-7
Weather and Environmental	24.3%	81	131	399	52	1,523	-1,124
Police	5.2%	51	28	293	64	416	-123
Customers	4.8%	26	26	187	34	268	-81
Other	0.7%	92	4	787	274	468	319
3rd Party Operations	0.0%	0	0	0	2	19	-19
TOTAL	100.0%	706	538	3,951	1,083	7,337	-3,386
NEW HAVEN LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2019 Vs 2018
Engineering (Scheduled)	11.8%	129	228	765	296	2,654	-1,889
Engineering (Unscheduled)	24.4%	653	473	2,776	465	3,827	-1,051
Maintenance of Equipment	11.8%	221	228	1,296	604	2,239	-943
Transportation	2.3%	36	44	302	26	386	-84
Capital Projects	3.5%	107	67	583	363	453	130
Weather and Environmental	38.1%	255	738	1,159	23	1,845	-686
Police	3.9%	93	76	661	162	951	-290
Customers	2.6%	54	51	414	63	412	2
Other	1.8%	154	34	1,220	331	1,100	120
3rd Party Operations	0.0%	3	0	22	30	81	-59
TOTAL	100.0%	1,705	1,939	9,198	2,363	13,948	-4,750

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		
			L	C	T	L	C	T	L	C	T	L	C	T
08/03	Sat	Delays account loss of signal power from CP212 to CP223 due to weather conditions.	0	0	0	0	0	0	0	0	0	0	0	0
08/03	Sat	Delays account trees down north of Croton Falls due to weather conditions.	0	0	0	0	0	0	0	0	0	0	0	0
08/04	Sun	Delays account loss of signal power from CP212 to CP223 due to weather conditions.	0	0	0	0	0	0	0	0	0	0	0	0
08/04	Sun	Congestion account 24 Switch was out of correspondence at CP234.	0	0	0	0	0	0	0	0	0	0	0	0
08/06	Tue	Train 1831 disabled on Track E in GCT.	31	0	0	0	0	0	0	0	0	18	0	0
08/07	Wed	Arcing on third rail, track 4 South of CP 116.	21	0	0	13	0	0	0	0	0	6	0	0
08/07	Wed	Lost south signal power and transfer switch at CP 266 failed to operate, circuits were down on all tracks.	0	0	0	0	0	0	7	0	2	14	3	0
08/07	Wed	An overhead power ground on the New Canaan Branch from CAT. 398 to New Canaan Station account of a tree branch in the wire.	0	0	0	0	0	0	9	0	0	2	0	0
08/12	Mon	A track circuit was down on track 3 at Irvington Station,	0	0	0	0	0	0	0	0	0	14	0	0
08/16	Fri	Amtrak 173 experienced pantograph damaged and was stopped on Track 4 at CP229.	0	0	0	0	0	0	3	0	0	31	0	0
08/19	Mon	Loss of signal power due to tree in wires at CAT. 151 and loss of Signal inverter at CP229.	0	0	0	0	0	0	54	0	1	38	0	0
08/20	Tue	Train 610 had a dispute between passengers in car 4190, requested police at Harlem - 125th St Station.	6	0	0	2	0	0	0	0	0	3	0	0
08/21	Wed	RTCs reported frozen control consoles of Districts E, F, and Q, and were temporarily unable to route trains.	19	0	0	8	0	0	0	0	0	3	0	0
08/21	Wed	The 21 switch at CP 3 was flashing out of correspondence.	0	0	0	0	0	0	36	0	0	25	1	0
08/23	Fri	No signal power on all tracks between CP 109 and CP 112 account emergency signal feeder repairs.	0	0	0	0	0	0	0	0	0	10	0	0
08/27	Tue	A ISCO Valve and a dragging brake fault in Car 9145 at Fairfield-Metro Station.	0	0	0	0	0	0	1	0	0	13	0	0
08/29	Thu	A overhead power ground on track 4 between CAT. 633 and CAT. 736.	0	0	0	0	0	0	2	0	0	9	0	0

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

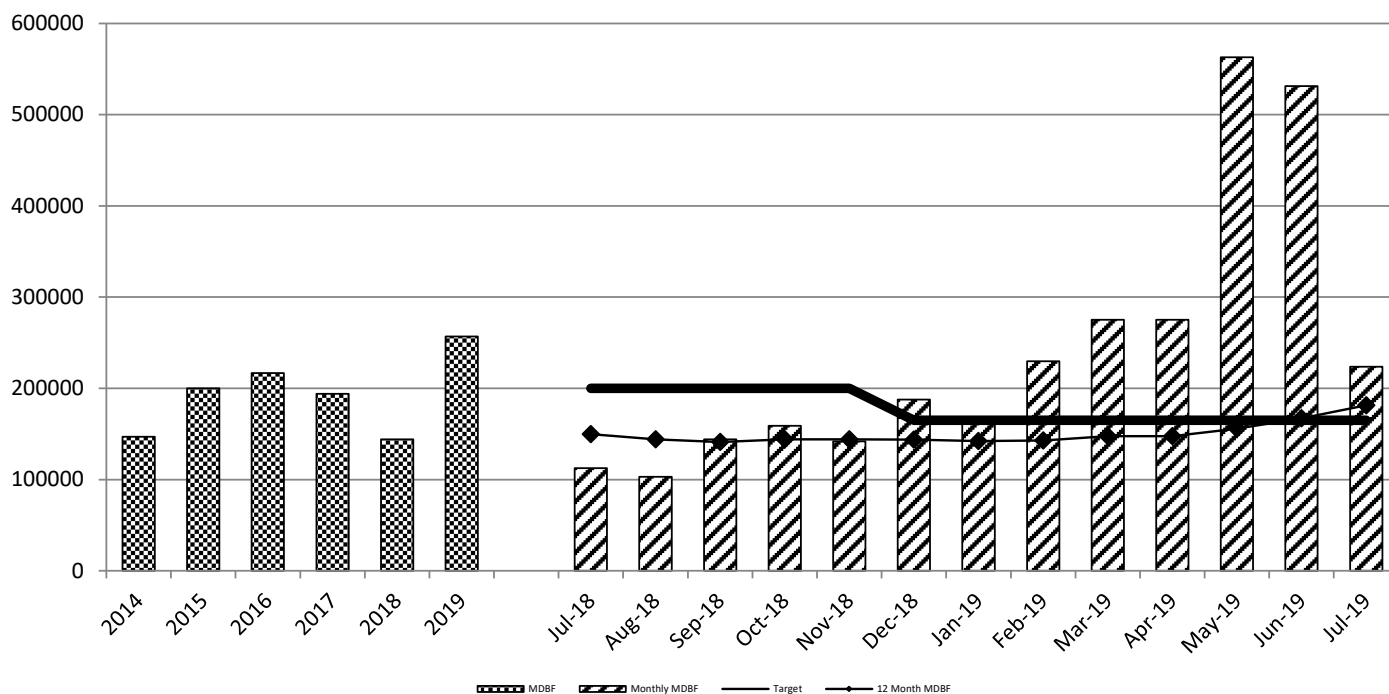
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
08/29	Thu	A cracked frog on the 31A switch on Track 3 at CP 33 required a 10mph speed restriction.	0	0	0	0	0	0	1	0	0	13	0	0	0	0	0
08/30	Fri	Train 849 reports unable to make changeover to diesel at Harlem 125th Street Station.	0	0	0	0	0	0	10	0	1	8	0	1	0	0	0
08/30	Fri	The overhead catenary wire was down on Track 2 at CAT 638 and the wire was fouling across all 4 tracks.	0	0	0	0	0	0	2	0	0	52	1	3	0	0	0
TOTAL FOR MONTH			77	0	0	23	0	0	125	0	4	259	5	4	54	1	18
															538	6	26
															570		

	Equip- ment Type	Total Fleet Size	2019 Data						2018 Data		
			MDBF Goal (miles)	Jul MDBF (miles)	Primary Failure Goal	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)	12 month MDBF Rolling Avg (miles)	Jul MDBF (miles)	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)
Mean Distance Between Failures	M8	405	280,000	658,097	9	4	367,978	257,158	123,151	21	245,781
	M3	138	80,000	64,872	4	5	98,141	79,714	63,719	4	84,433
	M7	334	330,000	403,971	6	5	332,897	322,662	226,462	9	323,035
	Coach	209	200,000	373,574	8	4	390,401	215,725	105,997	14	190,283
	P-32	31	21,000	21,620	9	9	40,655	26,669	12,328	16	17,637
	BL-20	12	13,000	15,237	4	3	39,909	22,990	19,477	2	17,128
	Fleet	1129	165,000	223,706	40	30	256,705	181,384	99,888	67	157,474
	M8		280,000	658,097	9	4	367,978	243,345	121,786	22	228,669
	M3/7		229,000	234,422	10	10	248,532	228,750	176,388	13	239,886
	Diesel/Coach		80,000	108,412	21	16	179,007	107,975	53,755	32	80,682

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	August	YTD thru August	August	YTD thru August
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%	88.5%	90.0%	88.9%	91.1%
		AM Peak	93.0%	93.0%	91.3%	93.7%	91.2%
		PM Peak	93.0%	95.4%	92.2%	87.2%	90.7%
		Total Peak	93.0%	94.2%	91.8%	90.5%	90.9%
		Off Peak Weekday	93.0%	83.0%	87.6%	88.4%	90.6%
		Weekend	93.0%	88.6%	92.2%	87.1%	92.3%
	Pascack Line Valley Line	Overall	93.0%	94.8%	94.6%	93.3%	94.4%
		AM Peak	93.0%	97.4%	96.1%	96.9%	94.8%
		PM Peak	93.0%	95.5%	94.5%	92.5%	95.4%
		Total Peak	93.0%	96.4%	95.3%	94.7%	95.1%
		Off Peak Weekday	93.0%	94.1%	94.1%	92.9%	94.1%
		Weekend	93.0%	87.8%	94.4%	91.9%	94.3%
	Port Jervis Line	Overall	93.0%	83.0%	84.4%	82.9%	86.3%
		AM Peak	93.0%	87.9%	85.7%	89.9%	86.6%
		PM Peak	93.0%	95.4%	89.5%	81.0%	85.1%
		Total Peak	93.0%	91.6%	87.6%	85.5%	85.9%
		Off Peak Weekday	93.0%	73.9%	79.8%	82.3%	85.7%
		Weekend	93.0%	88.9%	89.2%	78.6%	88.7%
Operating Statistics							
	Trains Scheduled			1,348	12,480	1,717	13,323
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			16.5	21.9	21.0	21.2
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		300	52	525	82	476
	Trains Canceled		60	12	105	34	188
	Trains Terminated		60	4	39	0	46
	Percent of Scheduled Trips Completed		99.4%	98.8%	98.8%	98.0%	98.2%
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>							
	System - AM		99.0%	98.3%	98.9%	96.0%	97.7%
	Pascack Valley - AM		99.0%	98.5%	98.8%	96.7%	97.6%
	Port Jervis - AM		99.0%	98.0%	99.0%	95.2%	98.0%

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



WEST OF HUDSON

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
08/02	Fri	PJL: Delays due to MN programmed maintenance.	2	0	0	0	0	0	11	0	0	0	0	0	13	0	0
08/09	Fri	PJL: Delays due to MN programmed maintenance.	0	0	0	0	0	0	9	0	0	0	0	0	9	0	0
08/10	Sat	PJL: Delays due to MNR Cab Signal cut in.	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0
08/19	Mon	EMS Assistance for an injured passenger on train 1632 at Secaucus.	0	0	0	1	0	0	5	0	0	0	0	0	6	0	0
TOTAL FOR MONTH			2	0	0	1	0	0	25	0	0	7	0	0	35	0	0
															35		

AUGUST 2019 STANDEE REPORT

East of Hudson

East of Hudson			AUG 2018	YTD 2018	AUG 2019	YTD 2019
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	14	14	0	1
		Total Standees	14	14	0	1
	Harlem Line	Program Standees	31	4	31	4
		Add'l Standees	94	109	8	18
		Total Standees	125	113	39	21
	New Haven Line	Program Standees	24	3	24	3
		Add'l Standees	159	74	28	65
		Total Standees	183	77	52	68
	EAST OF HUDSON TOTAL - AM PEAK		322	204	91	91
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	7	7	0	0
		Total Standees	7	7	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	68	30	2	7
		Total Standees	68	30	2	7
	New Haven Line	Program Standees	140	18	140	18
		Add'l Standees	116	116	39	66
		Total Standees	256	134	179	84
	EAST OF HUDSON TOTAL - PM PEAK		330	171	181	92

West of Hudson

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

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

Definitions

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

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

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

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

Operations Planning and Analysis/jc

ELEVATOR AND ESCALATOR OPERATING REPORT

FOR MONTH OF August 2019

		2019		2018	
		August	Year to Date	August	Year to Date
Elevator Availability					
	Grand Central Terminal	87.31%	86.14%	93.75%	91.81%
	Harlem	99.85%	99.83%	99.93%	99.83%
	Hudson	99.81%	99.81%	99.88%	99.83%
	New Haven	100.00%	99.90%	100.00%	99.76%
	Overall Average	96.74%	96.42%	98.39%	97.81%

GCT Availability for August 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.

		2019		2018	
		August	Year to Date	August	Year to Date
Escalator Availability					
	Grand Central Terminal	100.00%	83.76%	99.50%	97.98%
	White Plains	100.00%	100.00%	100.00%	100.00%
	Overall Average	100.00%	91.88%	99.75%	98.99%

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 this report through July of 2020.

Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

July 2019 Highlights: Operations Report

July service delivery operated slightly below goal at 92.4% overall with 90.9% in peak periods. YTD OTP is 94.8% with 93.8% in peak periods. Service was impacted by several thunderstorms resulting in downed trees along with catenary damage on the New Haven line.

Hudson Line – 93.6% with 93.1% in peak

96.9% of trains arrived within 10" of schedule with 8 (0.16%) cancelled or terminated

Harlem Line – 94.2% with 90.6% in peak

98.0% of trains arrived within 10" of schedule with 3 (0.05%) cancelled or terminated

New Haven Line – 90.3% with 89.7% in peak

95.7% of trains arrived within 10" of schedule with 27 (0.32%) cancelled or terminated

In July 4.4% of trains arrived 6-10" late with 38 (0.19%) cancelled or terminated.

Overall, 96.8% of trains arrived within 10" of schedule.

Train delay minutes are reduced by 40% from last year.

Consist Compliance: 99.5% overall with 99.0% 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 80.7% due to MNR Infrastructure Work, MNR Switch/Signal Failures and NJT equipment failures. YTD is at 90.2%

Pascack Valley – 91.8% YTD: 94.6%

Port Jervis – 71.3% YTD: 84.6%

Cancelled Trains

14 (1%) PVL: 5, PVL: 9

6 – No NJT Crew

8 – NJT Equipment Failures

Equipment Performance

Fleet Availability was good during July.

Fleet MDBF in June operated above goal at 531,426 against the goal of 165,000 with YTD above goal at 263,394.

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	July	YTD thru July	July	YTD thru July
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%	92.4%	94.8%	86.7%	91.5%
		AM Peak	93.0%	91.2%	93.0%	87.4%	90.9%
		AM Reverse Peak	93.0%	92.9%	95.5%	89.2%	94.5%
		PM Peak	93.0%	89.8%	94.2%	86.5%	90.6%
		Total Peak	93.0%	90.9%	93.8%	87.3%	91.3%
		Off Peak Weekday	93.0%	91.7%	94.2%	82.8%	89.4%
		Weekend	93.0%	96.6%	97.5%	92.6%	95.7%
	Hudson Line	Overall	93.0%	93.6%	95.2%	88.1%	91.7%
		AM Peak	93.0%	94.2%	92.6%	86.6%	89.5%
		AM Reverse Peak	93.0%	94.2%	94.9%	95.7%	97.2%
		PM Peak	93.0%	91.7%	96.3%	92.7%	92.2%
		Total Peak	93.0%	93.1%	94.4%	90.3%	91.6%
		Off Peak Weekday	93.0%	93.6%	95.0%	83.6%	89.0%
		Weekend	93.0%	94.5%	97.0%	92.1%	96.4%
	Harlem Line	Overall	93.0%	94.2%	96.0%	91.7%	93.0%
		AM Peak	93.0%	90.9%	94.2%	92.5%	92.6%
		AM Reverse Peak	93.0%	90.9%	95.7%	91.5%	93.9%
		PM Peak	93.0%	90.1%	94.1%	87.2%	90.5%
		Total Peak	93.0%	90.6%	94.4%	90.2%	92.0%
		Off Peak Weekday	93.0%	95.4%	96.1%	90.9%	92.8%
		Weekend	93.0%	98.9%	98.8%	95.9%	95.2%
	New Haven Line	Overall	93.0%	90.3%	93.7%	82.2%	90.3%
		AM Peak	93.0%	89.5%	92.2%	83.9%	90.4%
		AM Reverse Peak	93.0%	94.2%	95.7%	83.7%	93.6%
		PM Peak	93.0%	88.2%	92.8%	81.8%	89.7%
		Total Peak	93.0%	89.7%	93.0%	83.0%	90.6%
		Off Peak Weekday	93.0%	87.9%	92.5%	76.7%	87.2%
		Weekend	93.0%	96.3%	97.0%	90.8%	95.6%
Operating Statistics							
	Trains Scheduled			19,712	134,304	19,608	134,080
	Avg. Delay per Late Train (min) <i>excluding trains cancelled or terminated</i>			12.7	12.5	11.8	13.1
	Trains Over 15 min. Late <i>excluding trains cancelled or terminated</i>		2,300	320	1,344	431	2,220
	Trains Canceled		230	16	139	26	488
	Trains Terminated		230	22	139	33	242
	Percent of Scheduled Trips Completed		99.8%	99.8%	99.8%	99.7%	99.5%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	98.5%	99.5%	99.4%	98.8%	98.8%
		AM Peak	97.0%	98.8%	98.4%	97.3%	97.3%
		AM Reverse Peak	99.5%	100.0%	100.0%	100.0%	99.9%
		PM Peak	97.0%	99.0%	98.7%	96.8%	97.0%
		Total Peak	97.0%	99.0%	98.4%	97.5%	97.8%
		Off Peak Weekday	99.5%	99.8%	99.8%	99.6%	99.4%
		Weekend	99.5%	99.7%	99.7%	99.5%	99.6%
	Hudson Line	AM Peak	99.0%	99.9%	99.9%	99.4%	99.3%
		PM Peak	99.0%	99.9%	99.8%	99.7%	98.6%
	Harlem Line	AM Peak	97.0%	98.8%	99.0%	96.4%	96.2%
		PM Peak	97.0%	99.4%	99.0%	95.9%	97.7%
	New Haven Line	AM Peak	95.0%	97.9%	96.9%	96.6%	96.8%
		PM Peak	95.0%	97.9%	97.6%	95.4%	95.3%

SYSTEM Category of Delay
**Delay Minutes /
Delay Threshold**

	% Total	June	2019 Data YTD thru July		2018 Data YTD thru July		YTD 2019 Vs 2018
Engineering (Scheduled)	7.9%	75	249	915	1,229	3,856	-2,941
Engineering (Unscheduled)	28.0%	538	883	3,743	1,298	7,380	-3,636
Maintenance of Equipment	14.7%	290	464	2,256	633	3,528	-1,272
Transportation	1.8%	73	56	428	212	739	-310
Capital Projects	5.5%	117	173	931	160	365	567
Weather and Environmental	18.9%	129	596	1,048	515	3,833	-2,785
Police	5.9%	161	186	1,054	241	1,352	-298
Customers	4.8%	106	152	726	266	919	-193
Other	9.8%	812	308	2,781	344	1,136	1,645
3rd Party Operations	2.6%	3	81	164	66	99	66
TOTAL	100.0%	2,304	3,149	14,047	4,964	23,205	-9,158
HUDSON LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2019 Vs 2018
Engineering (Scheduled)	9.2%	24	65	239	279	806	-567
Engineering (Unscheduled)	7.9%	105	56	577	184	1,761	-1,184
Maintenance of Equipment	12.5%	68	88	556	186	1,078	-522
Transportation	1.7%	3	12	60	15	184	-124
Capital Projects	8.6%	68	61	336	72	246	90
Weather and Environmental	36.8%	35	260	358	35	539	-181
Police	5.9%	23	42	203	36	211	-8
Customers	8.5%	29	60	189	117	335	-146
Other	8.8%	580	62	811	29	173	638
3rd Party Operations	0.0%	2	0	11	17	31	-20
TOTAL	100.0%	937	706	3,340	970	5,364	-2,024
HARLEM LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2019 Vs 2018
Engineering (Scheduled)	8.0%	30	58	142	138	691	-549
Engineering (Unscheduled)	32.4%	104	234	978	353	2,257	-1,279
Maintenance of Equipment	21.4%	82	155	632	124	815	-183
Transportation	1.2%	35	9	110	40	195	-85
Capital Projects	0.7%	16	5	80	14	28	52
Weather and Environmental	11.2%	59	81	268	99	1,471	-1,203
Police	7.1%	39	51	266	58	351	-85
Customers	5.3%	26	38	174	59	235	-61
Other	12.7%	119	92	783	55	194	589
3rd Party Operations	0.0%	0	0	0	14	17	-17
TOTAL	100.0%	510	723	3,433	954	6,254	-2,821
NEW HAVEN LINE	% Total	June	July	YTD thru July	July	YTD thru July	YTD 2019 Vs 2018
Engineering (Scheduled)	7.9%	22	136	542	812	2,358	-1,816
Engineering (Unscheduled)	38.4%	329	661	2,311	760	3,362	-1,051
Maintenance of Equipment	12.8%	141	221	1,068	323	1,636	-568
Transportation	2.1%	36	36	258	157	360	-102
Capital Projects	6.2%	32	107	516	75	90	426
Weather and Environmental	14.8%	35	255	421	381	1,822	-1,401
Police	5.4%	99	93	585	147	789	-204
Customers	3.1%	51	54	364	90	350	14
Other	9.0%	114	154	1,186	261	769	417
3rd Party Operations	0.2%	1	3	22	36	50	-28
TOTAL	100.0%	860	1,720	7,273	3,042	11,586	-4,313

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		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T
07/01	Mon	Delays account CDOT schedule outage of Atlantic Street Bridge in Stamford.	3	0	0	0	0	0	9	0	0	19	0	0	0	0	0
07/02	Tue	Delays account CDOT schedule outage of Atlantic Street Bridge in Stamford.	0	0	0	0	0	0	9	0	0	14	0	0	0	0	0
07/03	Wed	Delays account CDOT schedule outage of Atlantic Street Bridge in Stamford.	0	0	0	0	0	0	10	0	0	29	0	0	0	0	0
07/07	Sun	Train 9647 struck a tree at Croton Falls.	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1
07/11	Thu	Deadhead train 2064 was unable to take power on track 2 south of CP3, causing congestion.	0	0	0	0	0	0	6	0	0	19	0	0	0	0	0
07/12	Fri	Multiple Grade Crossing Stop and Warns due to weather.	5	0	0	1	0	0	4	0	0	5	0	0	0	0	0
07/16	Tue	An NYC Sanitation truck struck the Park Avenue Viaduct at 123rd Street.	84	0	0	36	0	0	0	0	0	6	0	0	0	0	0
07/16	Tue	Track circuits down on track 3 east of CP 235 and at CP 234.	6	0	0	0	0	0	4	0	0	26	0	0	0	0	0
07/17	Wed	Yankee game was postponed due to heavy rain resulting in train congestion.	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0
07/18	Thu	A tree down across track 1 and 3 at the north end of Glenwood Station.	0	0	0	0	0	0	6	0	0	17	0	1	0	0	1
07/18	Thu	Speed restriction due to a track condition on track 3 at Cat 264.	0	0	0	0	0	0	27	0	1	50	0	0	0	0	1
07/19	Fri	Train 847 operated with a restricted cab leaving 125th Street on track 1 to CP6, causing delays.	1	0	0	0	0	0	10	0	0	4	0	0	0	0	0
07/19	Fri	Delays due to a downed catenary wire at Cat 182, west of CP 223, on track 2 from previous night.	26	1	0	2	0	0	9	0	0	35	1	0	0	0	0
07/19	Fri	Third Rail damage on track 1 between MP 7.4 and MP 7.5.	0	0	0	0	0	0	19	0	0	7	0	0	0	0	0
07/19	Fri	Heavy Yankee train travel.	0	0	0	0	0	0	3	0	0	10	0	0	0	0	0
07/19	Fri	A switch condition at CP116 on track 2.	14	0	0	9	0	0	0	0	0	1	0	0	0	0	0
07/21	Sun	Tree in the overheat wire at NC Cat 143, causing signal and power lost on the New Canaan branch.	0	0	0	0	0	0	0	0	0	0	0	0	19	1	1
07/21	Sun	An overhead power ground on track 2 between Cat. 814 and Cat. 970A.	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0

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

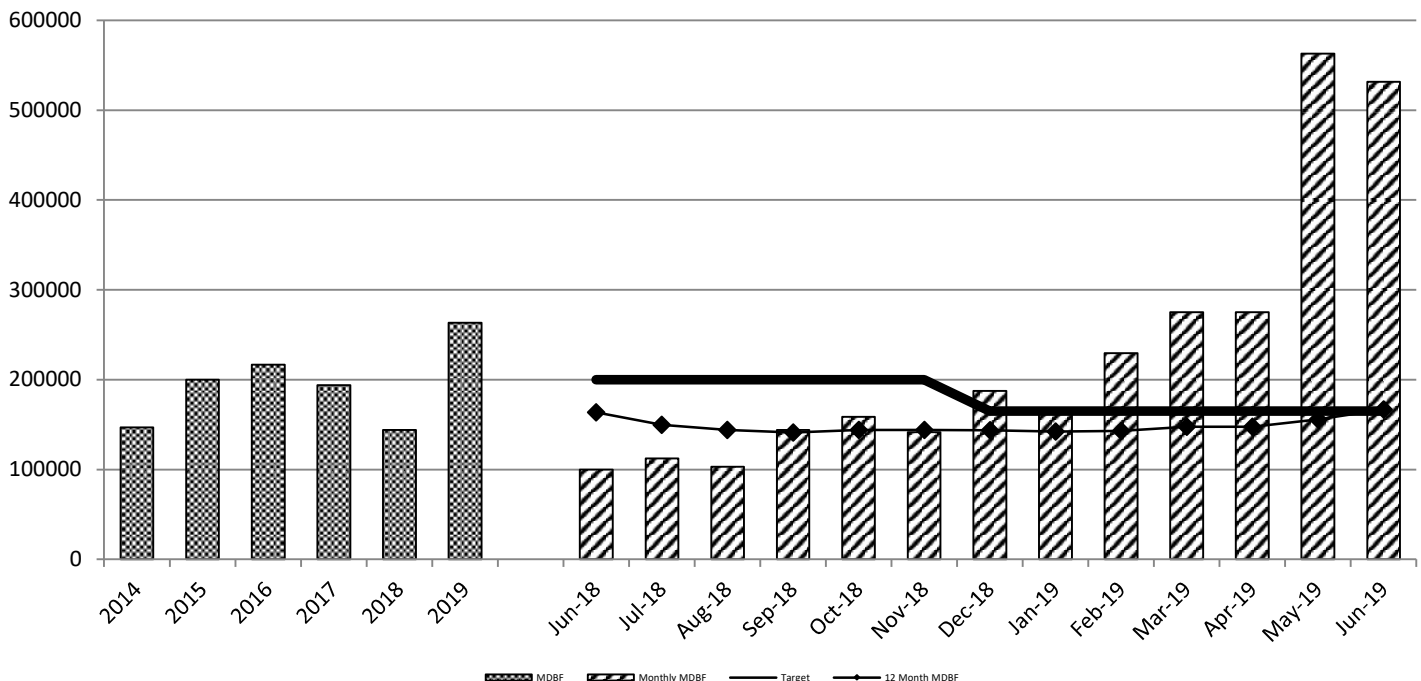
DateDayDESCRIPTION OF EVENT			Number of Late Trains												TOTAL					
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxld	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
07/22	Mon	Tree down at MP 14.8 on track 3 north of Ludlow Station.	0	0	0	0	0	0	25	0	0	37	0	0	0	0	0	62	0	0
07/22	Mon	Track circuits down on the Harlem and New Haven lines due to weather.	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	44	0	0
07/24	Wed	Train 307 was cancelled with door problems on track 29 in GCT.	6	0	0	4	1	0	0	0	0	1	0	0	0	0	0	11	1	0
07/25	Thu	Momentary lost of a signal feeder between CP 212 to CP 223 affected control of Interlockings.	0	0	0	0	0	0	1	0	0	30	0	0	0	0	0	31	0	0
07/25	Thu	Amtrak 137 was disabled at CP 257 with a bad main compressor.	0	0	0	0	0	0	4	0	0	8	0	0	0	0	0	12	0	0
07/26	Fri	Train 557 operated as a failed train with a defective speedometer.	0	0	0	0	0	0	15	0	0	7	0	0	0	0	0	22	0	0
07/27	Sat	Delays account Capital Rock Slope project on the Hudson line.	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0
07/29	Mon	Track circuit down on track 1 between CP 3 and CP 4.	0	0	0	0	0	0	15	0	0	20	0	0	0	0	0	35	0	0
07/31	Wed	Trespasser walking on track 4 south of CP109.	8	0	0	3	0	0	0	0	0	0	0	0	0	0	0	11	0	0
07/31	Wed	Various track circuits down account heavy rain conditions.	0	0	0	0	0	0	19	0	0	27	0	0	0	0	0	46	0	0
07/31	Wed	High heat caused a heat kink between CP229 and CP232 on track 1.	0	0	0	0	0	0	6	0	0	4	0	0	0	0	0	10	0	0
TOTAL FOR MONTH			153	1	0	55	1	0	223	0	1	401	8	1	53	1	2	885	11	4
																		900		

	Equip- ment Type	Total Fleet Size	2019 Data						2018 Data		
			MDBF Goal (miles)	Jun MDBF (miles)	Primary Failure Goal	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)	12 month MDBF Rolling Avg (miles)	Jun MDBF (miles)	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)
Mean Distance Between Failures	M8	405	280,000	1,272,543	9	2	342,190	224,673	211,203	12	296,275
	M3	138	80,000	154,890	4	2	107,383	79,941	213,226	1	88,793
	M7	334	330,000	477,943	6	4	323,026	306,139	225,616	9	348,598
	Coach	209	200,000	693,089	8	2	393,460	191,905	132,522	11	220,540
	P-32	31	21,000	178,930	9	1	48,104	24,669	24,076	8	19,076
	BL-20	12	13,000	45,360	4	1	58,412	23,844	7,590	5	16,815
	Fleet	1129	165,000	531,426	40	12	263,394	167,034	139,612	47	174,698
	M8		280,000	1,272,543	9	2	342,190	213,460	202,285	13	269,210
	M3/7		229,000	370,259	10	6	251,145	222,705	224,377	10	255,461
	Diesel/Coach		80,000	402,617	21	4	202,058	99,351	70,346	24	88,308

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	July	YTD thru July	July	YTD thru July
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%	80.7%	90.2%	90.1%	91.4%
		AM Peak	93.0%	88.5%	91.1%	94.5%	90.8%
		PM Peak	93.0%	87.0%	91.7%	89.0%	91.2%
		Total Peak	93.0%	87.8%	91.4%	91.8%	91.0%
		Off Peak Weekday	93.0%	72.8%	88.1%	88.1%	90.9%
		Weekend	93.0%	84.7%	92.5%	91.5%	92.9%
	Pascack Line Valley Line	Overall	93.0%	91.8%	94.6%	92.5%	94.6%
		AM Peak	93.0%	95.5%	95.9%	95.3%	94.5%
		PM Peak	93.0%	91.6%	94.4%	93.2%	95.9%
		Total Peak	93.0%	93.5%	95.1%	94.2%	95.1%
		Off Peak Weekday	93.0%	88.5%	94.1%	91.3%	94.3%
		Weekend	93.0%	98.0%	94.6%	92.7%	94.6%
	Port Jervis Line	Overall	93.0%	71.3%	84.6%	86.7%	86.9%
		AM Peak	93.0%	80.3%	85.4%	93.7%	86.1%
		PM Peak	93.0%	81.7%	88.6%	84.0%	85.7%
		Total Peak	93.0%	81.0%	87.0%	88.8%	85.9%
		Off Peak Weekday	93.0%	60.3%	80.6%	83.8%	86.3%
		Weekend	93.0%	79.5%	89.3%	89.4%	90.0%
Operating Statistics							
	Trains Scheduled			1,340	11,132	1,672	11,606
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			23.6	22.7	19.8	21.2
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		300	151	473	63	394
	Trains Canceled		60	14	93	37	154
	Trains Terminated		60	6	35	4	46
	Percent of Scheduled Trips Completed		99.4%	98.5%	98.9%	97.5%	98.3%
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>							
	System - AM		99.0%	98.6%	99.0%	97.5%	98.0%
	Pascack Valley - AM		99.0%	98.7%	98.8%	97.5%	97.7%
	Port Jervis - AM		99.0%	98.5%	99.2%	97.4%	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

DateDayDESCRIPTION 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
07/01	Mon	Held for late NY travel account Amtrak Catenary Car Fire by Hamilton Station.	0	0	0	3	0	0	3	0	0	0	0	0	6	0	0
07/02	Tue	PVL: Train 1613 terminated at Park Ridge account Engine 4528 shut down unable to restart.	0	0	0	1	1	0	1	1	2	0	0	0	2	2	2
07/03	Wed	Slow boarding account holiday travel.	0	0	0	0	0	0	8	0	0	0	0	0	8	0	0
07/11	Thu	Trains held for late connections.	1	0	0	2	0	0	3	0	0	0	0	0	6	0	0
07/14	Sun	PJL: Late bus connections due to MNR Track Work.	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0
07/15	Mon	PJL: MNR signal circuits were down.	6	0	0	0	0	0	2	0	0	0	0	0	8	0	0
07/22	Mon	PJL: Loss of MNR signals from SF to CP Harriman due to weather.	0	0	0	1	0	0	6	0	0	0	0	0	7	0	0
07/22	Mon	PJL: Received / complied with Rule 241 account MNR code line failure.	0	0	0	5	0	0	6	0	0	0	0	0	11	0	0
07/23	Tue	PJL: Complied with cab speeds due to new signal system.	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0
07/25	Thu	PJL: Train 66 was cancelled at Middletown account mechanical problems.	0	0	0	6	0	0	5	1	0	0	0	0	11	1	0
07/29	Mon	PJL: Delays account disabled NJT 1174 had mechanical problems at Plauderville.	0	0	0	4	0	0	1	0	0	0	0	0	5	0	0
07/29	Mon	PJL: Complied with reduced speed by MW-29 due to track condition.	2	0	0	1	0	0	6	0	0	0	0	0	9	0	0
07/30	Tue	PJL: Received / complied with Rule 241 account MNR signal work.	0	0	0	0	0	0	9	0	0	0	0	0	9	0	0
07/30	Tue	PJL: Complied with cab signal speed account new signal system.	6	0	0	0	0	0	8	0	0	0	0	0	14	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T
07/31	Wed	PJL: Complied with reduced speed through MNR working limits.	3	0	0	0	0	0	5	0	0	0	0	0
TOTAL FOR MONTH			18	0	0	23	1	0	69	2	2	6	0	0
												116 3 2		
												121		

JULY 2019 STANDEE REPORT

East of Hudson

			JUL 2018	YTD 2018	JUL 2019	YTD 2019
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	13	14	0	2
		Total Standees	13	14	0	2
	Harlem Line	Program Standees	31	4	31	4
		Add'l Standees	89	111	30	19
		Total Standees	120	116	61	23
	New Haven Line	Program Standees	24	3	24	3
		Add'l Standees	62	62	56	70
		Total Standees	86	65	80	73
	EAST OF HUDSON TOTAL - AM PEAK		219	195	141	98
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	19	7	2	1
		Total Standees	19	7	2	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	28	24	2	8
		Total Standees	28	24	2	8
	New Haven Line	Program Standees	140	20	140	20
		Add'l Standees	138	117	66	70
		Total Standees	278	137	206	90
	EAST OF HUDSON TOTAL - PM PEAK		325	168	210	99

West of Hudson

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

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

Definitions

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

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

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

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

Operations Planning and Analysis/jc

ELEVATOR AND ESCALATOR OPERATING REPORT

FOR MONTH OF July 2019

Elevator Availability	2019		2018	
	July	Year to Date	July	Year to Date
Grand Central Terminal	87.13%	85.97%	87.50%	91.54%
Harlem	99.45%	99.83%	99.93%	99.81%
Hudson	99.94%	99.81%	99.69%	99.82%
New Haven	100.00%	99.89%	100.00%	99.73%
Overall Average	96.63%	96.38%	96.78%	97.72%

*GCT Elevator NE-1 is Out of Service due to East Side Access construction since February 2017.
GCT Elevator T-20 Elevator (B-Hall) is Out of Service for conversion under Training Center Renovation.*

Escalator Availability	2019		2018	
	July	Year to Date	July	Year to Date
Grand Central Terminal	96.75%	81.60%	99.25%	97.76%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	98.38%	90.80%	99.63%	98.88%

GCT Escalators #3, #4, #5 and #6 (East Side near Market) are Out of Service for scheduled service upgrade work and are excluded from this report through July of 2020.

Escalator #10 (45th St Cross Passage to West Spine) was removed from service on Monday, July 1st for upgrade and returned to service on Tuesday, July 9th.

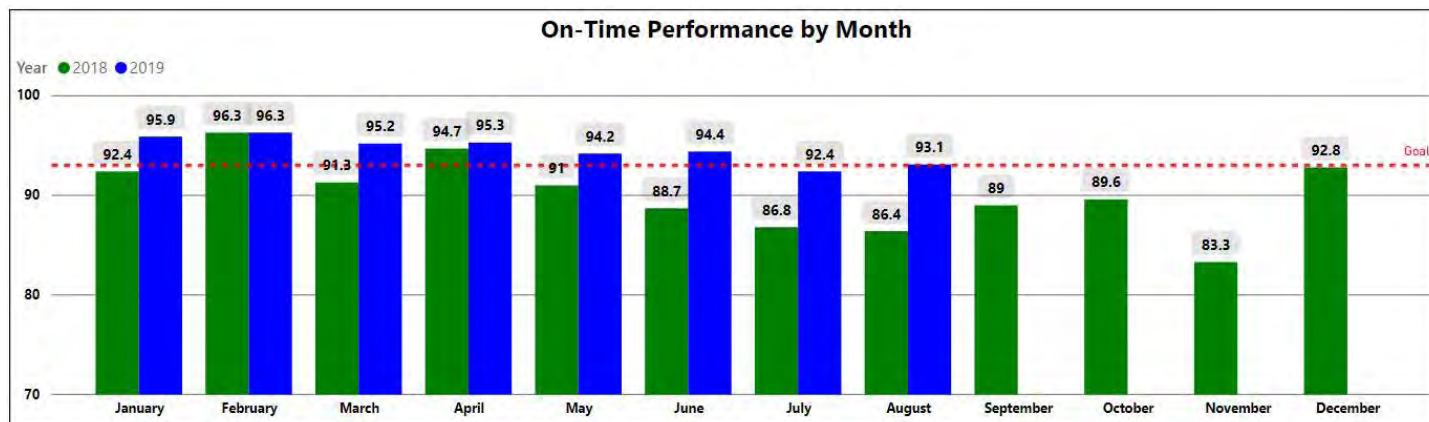


Performance Metrics Report

On-Time Performance

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

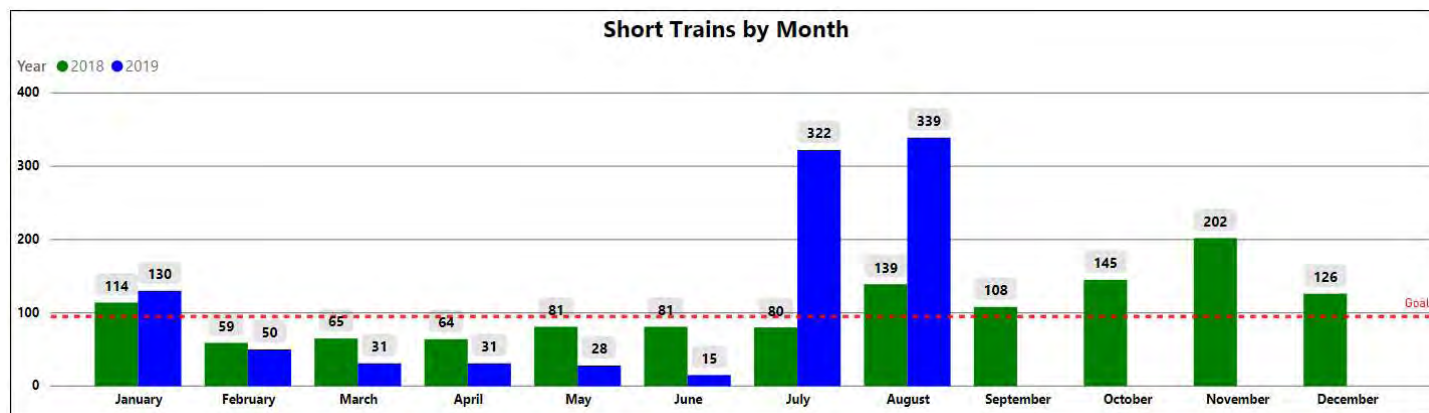
	2019		2018	
Goal	Aug	YTD	Aug	YTD
93.0%	93.1%	94.6%	86.4%	90.9%



Short Trains

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

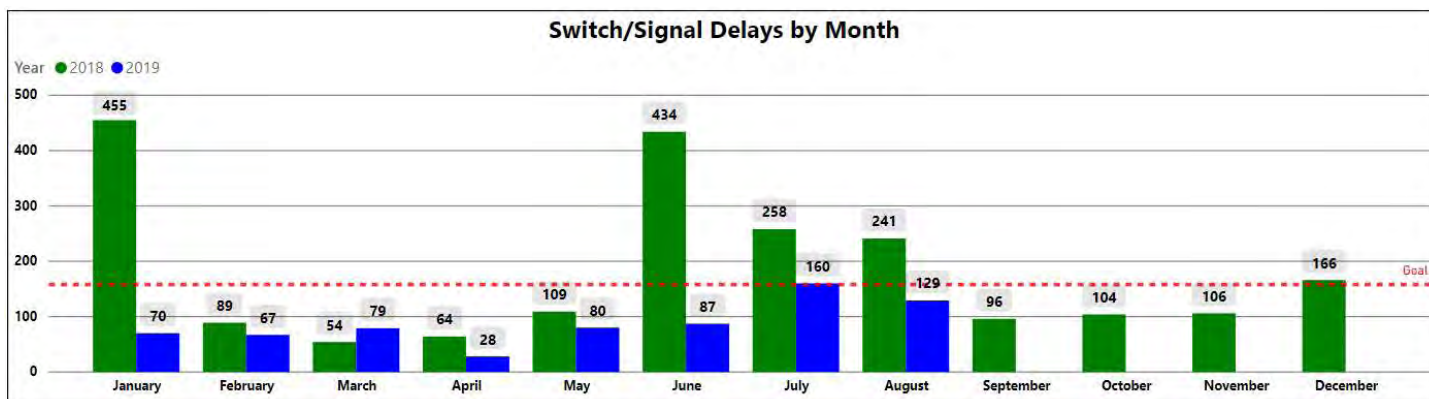
	2019		2018	
Goal	Aug	YTD	Aug	YTD
1138	339	769	139	683



Switch/Signal Delays

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

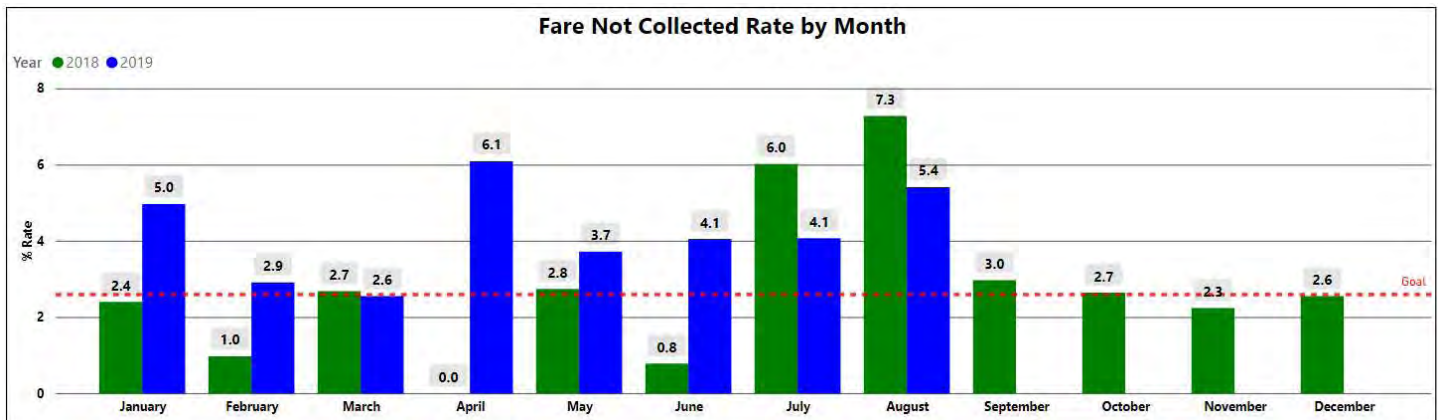
	2019		2018	
Goal	Aug	YTD	Aug	YTD
1896	129	700	241	1704



Fare Not Collected Rate

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

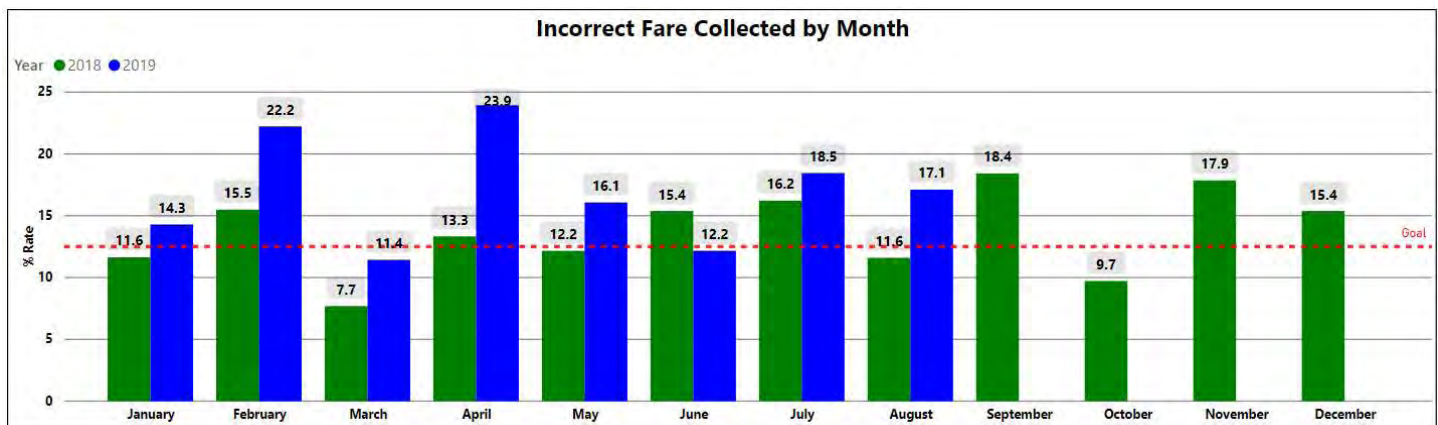
	2019		2018	
Goal	Aug	YTD	Aug	YTD
2.6%	5.4%	4.5%	7.3%	3.1%



Incorrect Fare Collected Rate

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

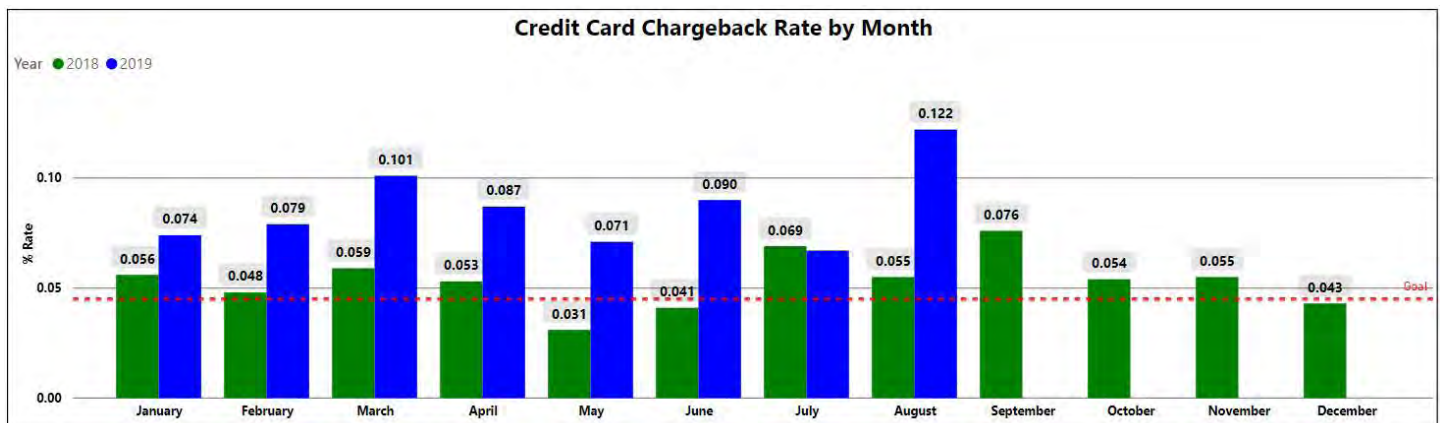
	2019		2018	
Goal	Aug	YTD	Aug	YTD
12.5%	17.1%	17.3%	11.6%	12.6%



Credit Card Chargeback Rate

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

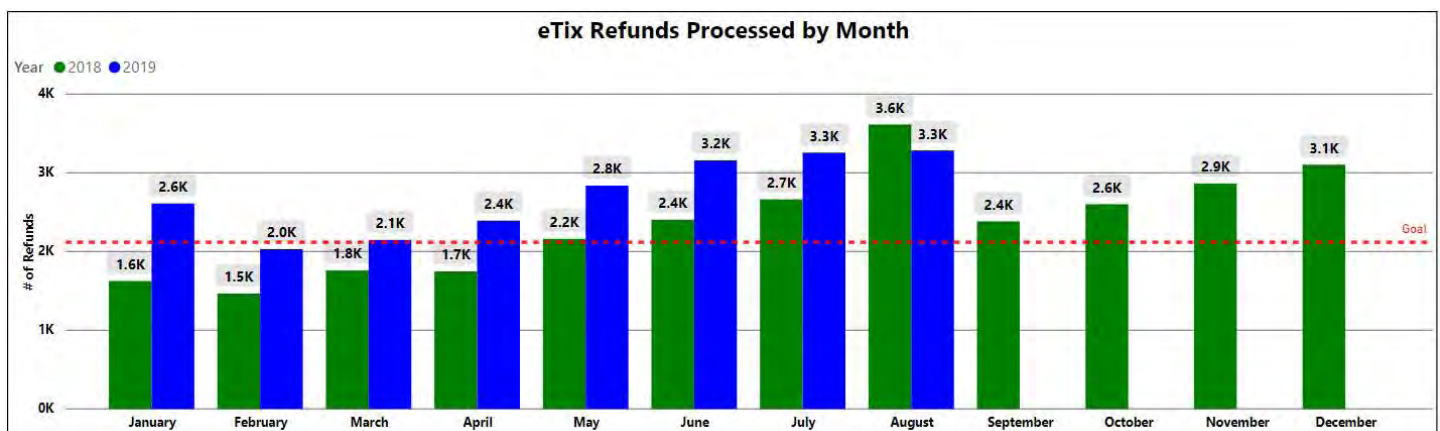
	2019		2018	
Goal	Aug	YTD	Aug	YTD
0.045%	0.122%	0.087%	0.055%	0.051%



eTix Refunds Processed

The number of eTix refunds processed.

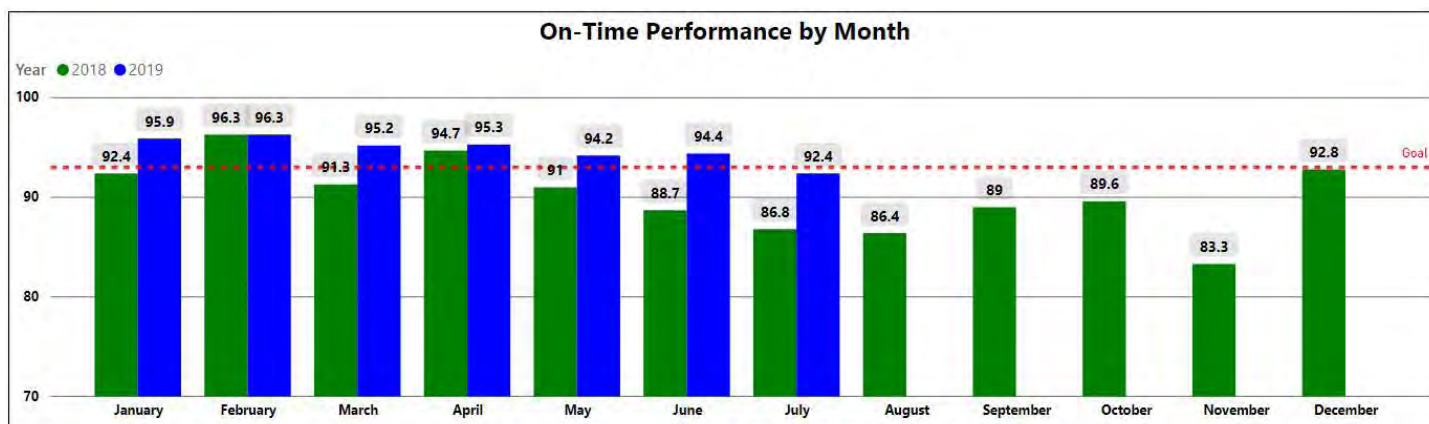
	2019		2018	
Goal	Aug	YTD	Aug	YTD
2118	3284	21714	3615	17439



On-Time Performance

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

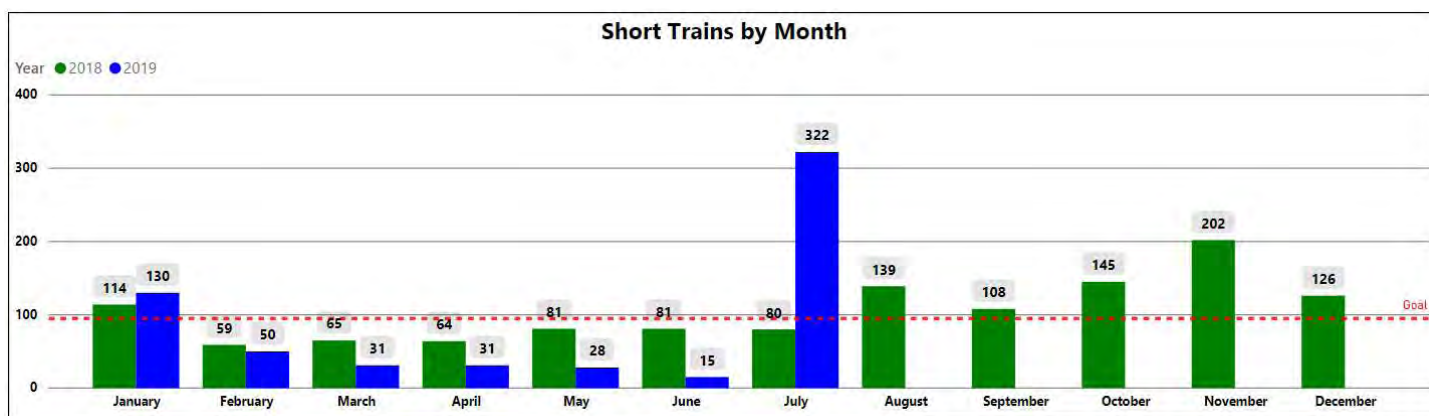
	2019		2018	
Goal	July	YTD	July	YTD
93.0%	92.4%	94.8%	86.8%	91.5%



Short Trains

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

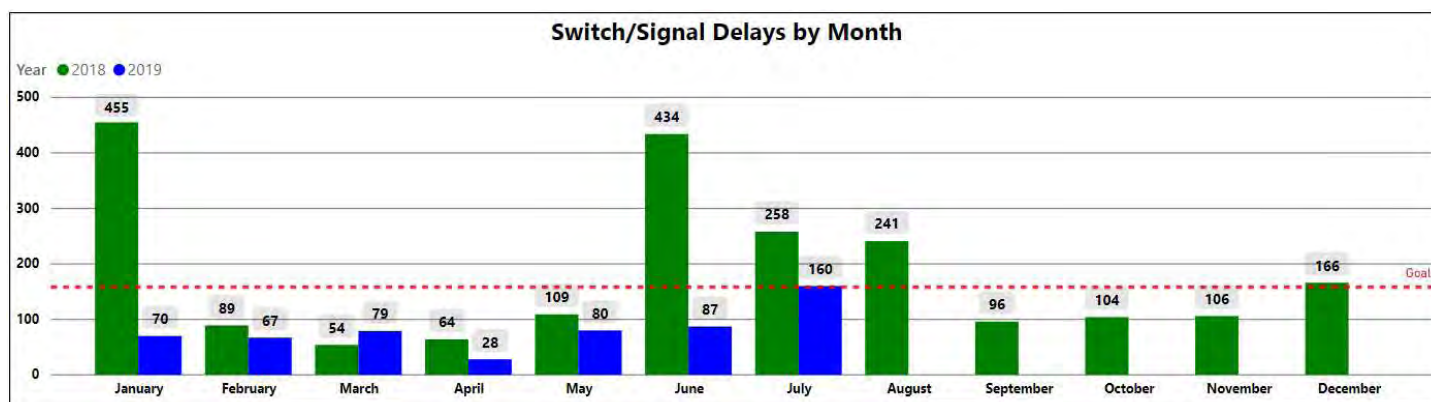
	2019		2018	
Goal	July	YTD	July	YTD
1138	322	664	80	544



Switch/Signal Delays

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

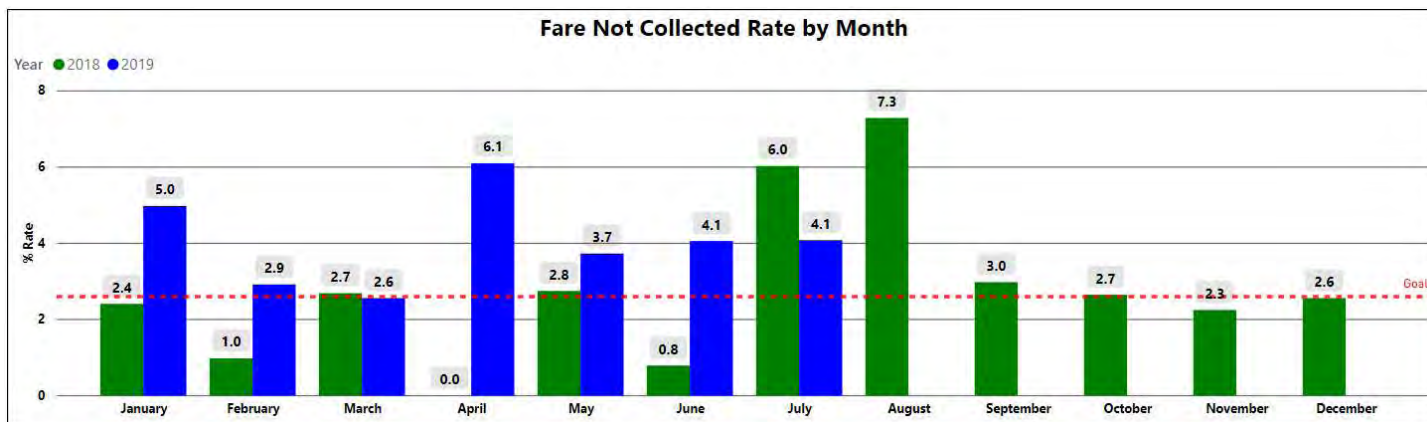
	2019		2018	
Goal	July	YTD	July	YTD
1896	160	571	258	1463



Fare Not Collected Rate

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

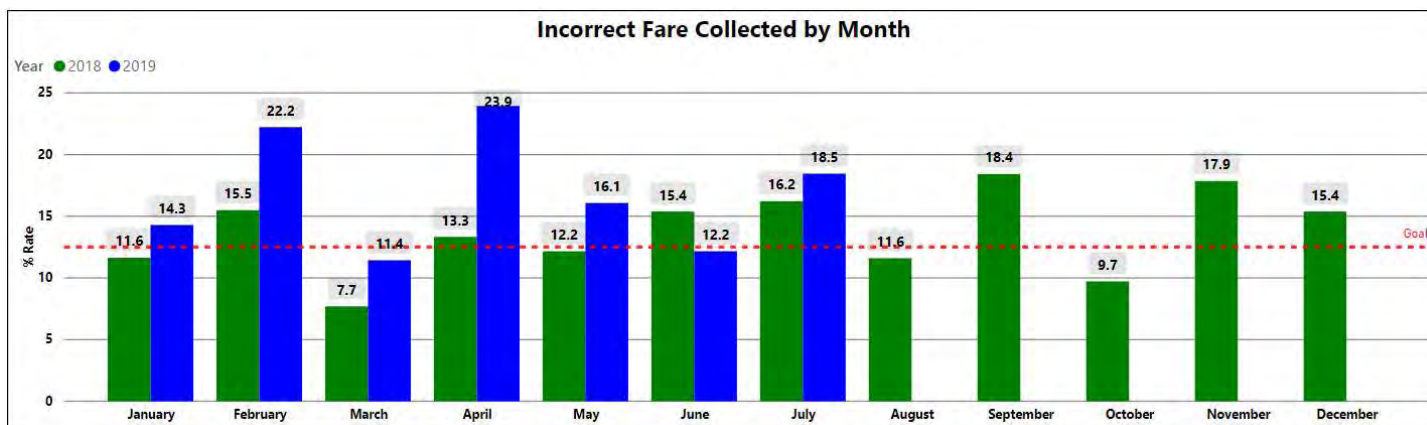
	2019		2018	
Goal	July	YTD	July	YTD
2.6%	4.1%	4.2%	6.0%	2.3%



Incorrect Fare Collected Rate

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

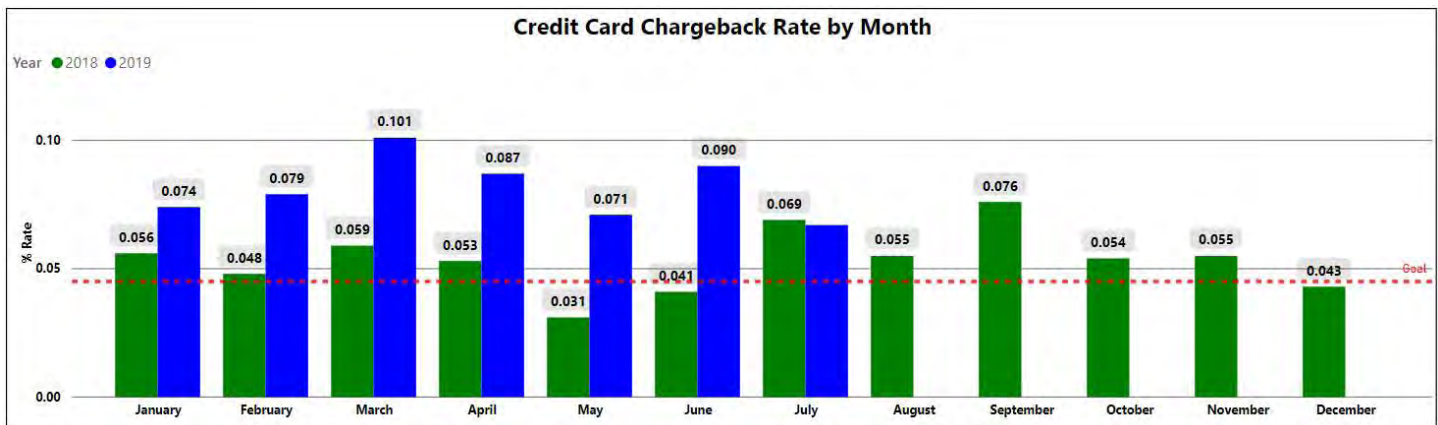
	2019		2018	
Goal	July	YTD	July	YTD
12.5%	18.5%	17.3%	16.2%	12.8%



Credit Card Chargeback Rate

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

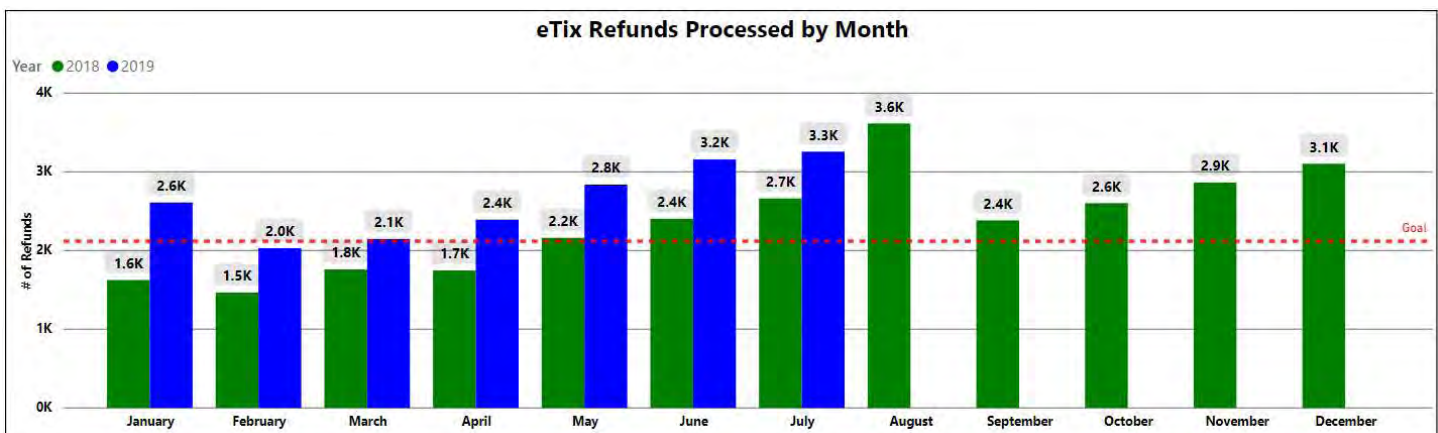
	2019		2018	
Goal	July	YTD	July	YTD
0.045%	0.067%	0.081%	0.069%	0.051%



eTix Refunds Processed

The number of eTix refunds processed.

	2019		2018	
Goal	July	YTD	July	YTD
2118	3256	18430	2662	13824



Finance Report

Steven Weiss

Executive Director, Management & Budget



This summer, our SMARTRACK program moved to the Bronx where multiple work groups had uninterrupted daytime and weekend track access to get work done quickly and efficiently. As a result, we made great strides in improving the railroad's infrastructure in the Bronx in just 6 weeks.



Metro-North Railroad

August 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 Mid-Year Forecast (forecast) and key financial performance indicators.

Summary of Non-Reimbursable Year-to-Date (YTD) August 2019 Financial Results

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

- Ridership of 57.4 million, which includes East of Hudson ridership of 56.3 million and West of Hudson ridership of 1.1 million, was 0.6% unfavorable vs. forecast. Consequently, farebox revenue of \$497.3 million was \$2.5 million lower than forecast.
- Total revenue of \$534.3 million was \$4.5 million or 0.8% lower than forecast due to lower ridership and advertising revenue as well as the timing of net GCT retail income.
- Total expenses of \$884.8 million were \$13.8 million or 1.6% unfavorable vs. forecast primarily due to the reallocation of capital forces to operations coverage caused by the rescheduling of capital projects, timing of retiree payouts, and the net impact of Retroactive Wage Adjustment (RWA) payments.

Financial results for Year-to-Date (YTD) August 2019 are presented in the table below and compared to the Mid-Year Forecast.

MTA Metro-North Railroad
August 2019 Year-to-Date Results
(\$ in Millions)

	<u>Midyear Forecast</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$538.9	\$534.3	(\$4.5)	-0.8%
Total Expenses before Non-Cash Liability Adjs.	871.0	884.8	(13.8)	-1.6%
Operating Surplus/(Deficit)	(332.2)	(350.4)	(18.3)	-5.5%
<i>Other Non-Cash Liabilities</i>	<i>164.4</i>	<i>153.1</i>	<i>11.3</i>	<i>6.9%</i>
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(496.6)	(503.5)	(7.0)	-1.4%
<i>Cash Adjustments</i>	<i>122.8</i>	<i>107.4</i>	<i>(15.4)</i>	<i>-12.5%</i>
Net Cash Surplus/(Deficit)	(\$373.7)	(\$396.1)	(\$22.4)	-6.0%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

August 2019 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$503.5 million was \$7.0 million or 1.4% unfavorable vs. the forecast.

Major drivers of the August 2019 YTD unfavorable result of \$7.0 million include higher Non-Reimbursable Expenses of \$2.5 million mainly due to higher payroll expenses partially offset by the timing of non-cash liability adjustments and lower discretionary contractual spending in the maintenance and other operating contracts category as well as lower Non-Reimbursable Revenues of \$4.5 million.

August 2019 YTD Reimbursable Expenses of \$168.4 million were \$66.6 million favorable vs. the forecast primarily due to the timing of several capital projects including Connecticut Positive Train Control, Connecticut Track Program, Waterbury Branch Cab Signal, Maybrook Trailway as well as a forecast issue related to the East of Hudson Power Rehabilitation Project.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$2.5 million lower vs. the forecast primarily due to lower ridership on the Harlem and New Haven Lines.
 - YTD Ridership of 57.4 million was 0.6% unfavorable vs. the forecast and 0.5% favorable vs. YTD 2018.
- **Other Operating Revenue** – YTD was \$2.0 million or 5.1% unfavorable vs. the forecast primarily due to lower advertising revenue and the timing of net GCT retail income.
- **Capital and Other Reimbursements** – YTD was \$66.6 million or 28.3% unfavorable vs. the forecast primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,206.3 million were \$64.1 million or 5.0% favorable vs. the forecast.

Labor Expenses (including fringes and overhead recoveries) of \$755.6 million YTD were \$8.1 million unfavorable vs. the forecast.

- **Payroll** – YTD was \$8.6 million unfavorable vs. the forecast which primarily reflects the timing of retiree payouts, and the net impact of RWA payments.
- **Overtime** – YTD was \$0.2 million favorable vs. the forecast primarily due to increased employee availability for train crews as well as lower Reimbursable activity in various projects.

Non-Labor Expenses of \$297.6 million YTD were \$60.9 million favorable vs. the forecast.

- **Electric Power** – YTD results were flat vs. the forecast.
- **Fuel** – YTD expenses were \$1.1 million favorable vs. the forecast primarily due to lower diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$25.0 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily for the Maybrook Trailway and the Signal Replacement from Greenwich to South Norwalk Projects, and a forecast issue with the Transformer Rehabilitation Project as well as the timing of Non-Reimbursable expenses for the BL-20 Overhaul Program, Infrastructure Maintenance, GCT utilities and other various expenses.
- **Professional Services** – YTD was \$10.3 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily for the Connecticut Positive Train Control Project

partially offset by higher than anticipated Non-Reimbursable expenses including a true-up for 2018 and 2019 MTA IT allocations.

- **Materials & Supplies** – YTD was \$22.7 million favorable vs. the forecast primarily due to a forecast issue related to the East of Hudson Power Rehabilitation Project and timing for the Waterbury Branch Cab Signaling Project partially offset by increased usage for reliability centered maintenance programs as well as rolling stock and infrastructure repairs.
- **Other Business Expenses** – YTD was \$1.5 million favorable vs. the forecast primarily due to increased Amtrak recoveries.

Depreciation and Other Non-Cash Liability Adjustments were \$11.3 million favorable vs. the YTD forecast primarily due to lower Depreciation expense reflecting lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.

CASH DEFICIT SUMMARY

August YTD Net Cash Deficit of \$396.1 million was \$22.4 million or 6.0% unfavorable to the forecast. This is mainly due to the timing of RWA payments and payroll taxes.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 63.2% was 0.2 percentage points favorable vs. the forecast.
- Adjusted Cost per Passenger of \$14.99 was \$0.09 favorable vs. the forecast.
- Revenue per Passenger of \$8.66 was \$0.01 favorable vs. the forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST 2019
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$66.106	\$64.880	(\$1.227)	(1.9)	\$0.000	\$0.000	\$0.000	-	\$66.106	\$64.880	(\$1.227)	(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	4.731	4.327	(0.404)	(8.5)	0.000	0.000	0.000	-	4.731	4.327	(0.404)	(8.5)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.939	15.779	3.840	32.2	11.939	15.779	3.840	32.2
CDOT	0.000	0.000	0.000	-	16.724	11.421	(5.303)	(31.7)	16.724	11.421	(5.303)	(31.7)
Other	0.000	0.000	0.000	-	3.569	1.538	(2.031)	(56.9)	3.569	1.538	(2.031)	(56.9)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	32.232	28.738	(3.494)	(10.8)	32.232	28.738	(3.494)	(10.8)
Total Revenue/Receipts	\$70.837	\$69.206	(\$1.631)	(2.3)	\$32.232	\$28.738	(\$3.494)	(10.8)	\$103.069	\$97.944	(\$5.125)	(5.0)
Expenses												
<i>Labor:</i>												
Payroll	\$43.507	\$47.323	(\$3.816)	(8.8)	\$4.940	\$5.911	(\$0.972)	(19.7)	\$48.447	\$53.235	(\$4.788)	(9.9)
Overtime	7.623	9.121	(1.497)	(19.6)	3.062	3.456	(0.393)	(12.8)	10.686	12.576	(1.890)	(17.7)
Health and Welfare	9.082	9.948	(0.865)	(9.5)	1.767	1.960	(0.193)	(10.9)	10.849	11.907	(1.058)	(9.8)
OPEB Current Payment	3.311	3.114	0.198	6.0	0.000	0.000	0.000	-	3.311	3.114	0.198	6.0
Pensions	9.287	9.692	(0.405)	(4.4)	1.256	1.493	(0.238)	(18.9)	10.543	11.185	(0.642)	(6.1)
Other Fringe Benefits	10.482	11.067	(0.585)	(5.6)	1.365	1.574	(0.209)	(15.3)	11.846	12.641	(0.795)	(6.7)
Reimbursable Overhead	(7.217)	(9.043)	1.826	25.3	6.914	8.439	(1.525)	(22.1)	(0.303)	(0.604)	0.301	99.3
Total Labor	\$76.076	\$81.221	(\$5.144)	(6.8)	\$19.303	\$22.833	(\$3.530)	(18.3)	\$95.379	\$104.054	(\$8.675)	(9.1)
<i>Non-Labor:</i>												
Electric Power	\$6.132	\$7.088	(\$0.955)	(15.6)	\$0.000	\$0.000	(\$0.000)	-	\$6.132	\$7.088	(\$0.956)	(15.6)
Fuel	1.709	1.456	0.253	14.8	0.000	0.000	0.000	-	1.709	1.456	0.253	14.8
Insurance	1.336	1.336	(0.000)	(0.0)	0.366	0.379	(0.013)	(3.5)	1.702	1.715	(0.013)	(0.8)
Claims	0.102	0.213	(0.111)	*	0.000	0.000	0.000	-	0.102	0.213	(0.111)	*
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	12.140	10.236	1.904	15.7	5.402	2.769	2.634	48.8	17.542	13.005	4.537	25.9
Professional Service Contracts	3.276	9.194	(5.918)	*	3.185	1.149	2.037	63.9	6.462	10.343	(3.881)	(60.1)
Materials & Supplies	8.490	8.339	0.151	1.8	3.907	1.575	2.332	59.7	12.397	9.915	2.483	20.0
Other Business Expenses	2.634	3.044	(0.410)	(15.6)	0.068	0.033	0.035	51.1	2.702	3.078	(0.375)	(13.9)
Total Non-Labor	\$35.820	\$40.907	(\$5.087)	(14.2)	\$12.929	\$5.905	\$7.024	54.3	\$48.749	\$46.812	\$1.937	4.0
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$111.897	\$122.128	(\$10.231)	(9.1)	\$32.232	\$28.738	\$3.494	10.8	\$144.128	\$150.866	(\$6.738)	(4.7)
Depreciation	20.879	19.062	1.817	8.7	0.000	0.000	0.000	-	20.879	19.062	1.817	8.7
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.350	0.690	(0.341)	(97.4)	0.000	0.000	0.000	-	0.350	0.690	(0.341)	(97.4)
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$133.125	\$141.880	(\$8.756)	(6.6)	\$32.232	\$28.738	\$3.494	10.8	\$165.357	\$170.618	(\$5.262)	(3.2)
Net Surplus/(Deficit)	(\$62.288)	(\$72.674)	(\$10.387)	(16.7)	\$0.000	\$0.000	\$0.000	-	(\$62.288)	(\$72.674)	(\$10.387)	(16.7)
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.879	19.062	(1.817)	(8.7)	0.000	0.000	0.000	-	20.879	19.062	(1.817)	(8.7)
Operating/Capital	(4.696)	(5.328)	(0.632)	(13.5)	0.000	0.000	0.000	-	(4.696)	(5.328)	(0.632)	(13.5)
Other Cash Adjustments	0.996	(1.673)	(2.669)	*	0.000	0.000	0.000	-	0.996	(1.673)	(2.669)	*
Total Cash Conversion Adjustments	\$17.178	\$12.061	(\$5.117)	(29.8)	\$0.000	\$0.000	\$0.000	-	\$17.178	\$12.061	(\$5.117)	(29.8)
Net Cash Surplus/(Deficit)	(\$45.109)	(\$60.613)	(\$15.504)	(34.4)	\$0.000	\$0.000	\$0.000	-	(\$45.109)	(\$60.613)	(\$15.504)	(34.4)

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST YEAR-TO-DATE
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$499.787	\$497.283	(\$2.504)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$499.787	\$497.283	(\$2.504)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	39.070	37.067	(2.003)	(5.1)	0.000	0.000	0.000	-	39.070	37.067	(2.003)	(5.1)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	118.428	95.453	(22.975)	(19.4)	118.428	95.453	(22.975)	(19.4)
CDOT	0.000	0.000	0.000	-	98.018	63.140	(34.878)	(35.6)	98.018	63.140	(34.878)	(35.6)
Other	0.000	0.000	0.000	-	18.610	9.836	(8.773)	(47.1)	18.610	9.836	(8.773)	(47.1)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	235.056	168.429	(66.627)	(28.3)	235.056	168.429	(66.627)	(28.3)
Total Revenue/Receipts	\$538.856	\$534.350	(\$4.507)	(0.8)	\$235.056	\$168.429	(\$66.627)	(28.3)	\$773.912	\$702.779	(\$71.134)	(9.2)
Expenses												
<i>Labor:</i>												
Payroll	\$342.948	\$354.486	(\$11.538)	(3.4)	\$37.892	\$34.940	\$2.951	7.8	\$380.839	\$389.426	(\$8.587)	(2.3)
Overtime	63.660	64.252	(0.592)	(0.9)	20.908	20.080	0.828	4.0	84.568	84.332	0.236	0.3
Health and Welfare	71.741	74.262	(2.522)	(3.5)	13.040	11.833	1.208	9.3	84.781	86.095	(1.314)	(1.5)
OPEB Current Payment	25.755	25.402	0.354	1.4	0.000	0.000	0.000	-	25.755	25.402	0.354	1.4
Pensions	72.033	71.451	0.582	0.8	9.266	8.660	0.606	6.5	81.299	80.111	1.189	1.5
Other Fringe Benefits	82.782	83.799	(1.017)	(1.2)	10.110	9.383	0.727	7.2	92.892	93.181	(0.290)	(0.3)
Reimbursable Overhead	(53.715)	(50.905)	(2.810)	(5.2)	51.096	47.951	3.145	6.2	(2.619)	(2.953)	0.335	12.8
Total Labor	\$605.204	\$622.747	(\$17.543)	(2.9)	\$142.312	\$132.847	\$9.465	6.7	\$747.516	\$755.593	(\$8.078)	(1.1)
<i>Non-Labor:</i>												
Electric Power	\$49.138	\$49.008	\$0.129	0.3	\$0.002	\$0.125	(\$0.123)	*	\$49.140	\$49.134	\$0.006	0.0
Fuel	14.136	13.036	1.101	7.8	0.000	0.000	0.000	-	14.136	13.036	1.101	7.8
Insurance	10.704	10.792	(0.088)	(0.8)	2.551	2.154	0.398	15.6	13.256	12.946	0.310	2.3
Claims	0.722	0.777	(0.054)	(7.5)	0.000	0.000	0.000	-	0.722	0.777	(0.054)	(7.5)
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	80.452	70.679	9.773	12.1	31.436	16.159	15.277	48.6	111.888	86.838	25.050	22.4
Professional Service Contracts	25.065	28.340	(3.275)	(13.1)	20.178	6.594	13.584	67.3	45.243	34.933	10.310	22.8
Materials & Supplies	67.053	72.092	(5.039)	(7.5)	38.112	10.352	27.760	72.8	105.165	82.444	22.721	21.6
Other Business Expenses	18.544	17.327	1.217	6.6	0.464	0.198	0.266	57.3	19.008	17.525	1.483	7.8
Total Non-Labor	\$265.814	\$262.050	\$3.764	1.4	\$92.744	\$35.582	\$57.162	61.6	\$358.558	\$297.632	\$60.926	17.0
<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.	\$871.018	\$884.797	(\$13.779)	(1.6)	\$235.056	\$168.429	\$66.627	28.3	\$1,106.074	\$1,053.225	\$52.848	4.8
Depreciation	162.992	153.318	9.674	5.9	0.000	0.000	0.000	-	162.992	153.318	9.674	5.9
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	(1.383)	(1.881)	0.498	36.0	0.000	0.000	0.000	-	(1.383)	(1.881)	0.498	36.0
Environmental Remediation	2.601	2.402	0.199	7.7	0.000	0.000	0.000	-	2.601	2.402	0.199	7.7
GASB75 Adjustment	0.184	(0.743)	0.927	*	0.000	0.000	0.000	-	0.184	(0.743)	0.927	*
Total Expenses	\$1,035.412	\$1,037.893	(\$2.480)	(0.2)	\$235.056	\$168.429	\$66.627	28.3	\$1,270.468	\$1,206.321	\$64.147	5.0
Net Surplus/(Deficit)	(\$496.556)	(\$503.543)	(\$6.987)	(1.4)	\$0.000	\$0.000	(\$0.000)	-	(\$496.556)	(\$503.543)	(\$6.987)	(1.4)
<i>Cash Conversion Adjustments:</i>												
Depreciation	162.992	153.318	(9.674)	(5.9)	0.000	0.000	0.000	-	162.992	153.318	(9.674)	(5.9)
Operating/Capital	(50.416)	(32.097)	18.319	36.3	0.000	0.000	0.000	-	(50.416)	(32.097)	18.319	36.3
Other Cash Adjustments	10.260	(13.775)	(24.036)	*	0.000	0.000	0.000	-	10.260	(13.775)	(24.036)	*
Total Cash Conversion Adjustments	\$122.837	\$107.446	(\$15.391)	(12.5)	\$0.000	\$0.000	\$0.000	-	\$122.837	\$107.446	(\$15.391)	(12.5)
Net Cash Surplus/(Deficit)	(\$373.719)	(\$396.097)	(\$22.378)	(6.0)	\$0.000	\$0.000	(\$0.000)	-	(\$373.719)	(\$396.097)	(\$22.378)	(6.0)

Notes:

→ Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's 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 MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
August 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	(\$0.404)	(8.5%)	Primarily lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising revenue.	(\$2.003)	(5.1%)	Primarily reflects lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising revenue and timing of net GCT retail income.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$3.494)	(10.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$66.627)	(28.3%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$3.816)	(8.8%)	The impact of Retroactive Wage Adjustment (RWA) payments, the timing of retiree payouts, and the reallocation of forces to operations coverage due to the rescheduling of capital projects.	(\$11.538)	(3.4%)	Reallocation of forces to operations coverage due to the rescheduling of capital projects, the timing of retiree payouts and the impact of Retroactive Wage Adjustment (RWA) payments.
	Reimb	(\$0.972)	(19.7%)	Reflects higher activity in the Cyclical Track Program partially offset by lower activity in Connecticut Track Program.	\$2.951	7.8%	Reflects primarily lower activity in the Connecticut Track Program and Cyclical Replacement Insulated Joint Project partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program and S-23 Bridge Program.
OVERTIME	Non-Reimb	(\$1.497)	(19.6%)	See overtime tables.	(\$0.592)	(0.9%)	See overtime tables.
	Reimb	(\$0.393)	(12.8%)	See overtime tables.	\$0.828	4.0%	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	(\$0.865)	(9.5%)	Primarily reflects higher than forecasted labor costs partially offset by lower rates.	(\$2.522)	(3.5%)	Reflects primarily lower activity on the Connecticut Track Programs, Moodna-Woodbury Viaduct and Cyclical Replacement Insulated Joint Projects partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program.
	Reimb	(\$0.193)	(10.9%)	Reflects higher activity in the Cyclical Track Program offset by lower activity in the Connecticut Track Program.	\$1.208	9.3%	
OPEB CURRENT PAYMENT	Non-Reimb	\$0.198	6.0%	Primarily due to timing.	\$0.354	1.4%	
PENSIONS	Reimb	(\$0.238)	(18.9%)	Reflects higher activity in the Cyclical Track Program offset by lower activity in the Connecticut Track Program.	\$0.606	6.5%	Reflects primarily lower activity in the Connecticut Track Program partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program.
OTHER FRINGE BENEFITS	Non-Reimb	(\$0.585)	(5.6%)	Primarily reflects higher than forecasted labor costs partially offset by a lower employee claim provision and lower rates.	(\$1.017)	(1.2%)	Reflects primarily lower activity in the Connecticut Track Program partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program and Cyclical Track Program.
	Reimb	(\$0.209)	(15.3%)	Reflects higher activity in the Cyclical Track Program offset by lower activity in the Connecticut Track Program.	\$0.727	7.2%	

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
 August 2019
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	\$1.826	25.3%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.	(\$2.810)	(5.2%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.
	Reimb	(\$1.525)	(22.1%)		\$3.145	6.2%	
ELECTRIC POWER	Non-Reimb	(\$0.955)	(15.6%)	Primarily reflects a prior period true-up adjustment.	\$0.129	0.3%	
FUEL	Non-Reimb	\$0.253	14.8%	Primarily due to lower diesel fuel price per gallon.	\$1.101	7.8%	Primarily due to lower diesel fuel price per gallon.
INSURANCE	Reimb	(\$0.013)	(3.5%)		\$0.398	15.6%	Reflects lower activity in the Connecticut Track Program, Moodna-Woodbury Viaduct, and Turnouts - Yards/Siding Projects partially offset by increased activity on Cyclical Track Program and Cos Cob Bridge Mitre Rail Replacement Project.
CLAIMS	Non-Reimb	(\$0.111)	*	Reflects a higher passenger claims provision than forecasted.	(\$0.054)	(7.5%)	Reflects a higher passenger claims provision than forecasted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.904	15.7%	Reflects timing of expense for BL-20 locomotive overhauls and lower expenses for miscellaneous maintenance and operating contracts partially offset by the timing of Bridgeport Derailment M-8 repairs.	\$9.773	12.1%	Reflects the timing BL-20 Locomotive Overhauls, lower than anticipated expenses for miscellaneous maintenance and operating contracts, and timing of billing for GCT utility expenses.
	Reimb	\$2.634	48.8%	Reflects lower activity on the Maybrook Trailway Project due to the timing of work and billing partially offset by higher activity on the Strategic Facilities Project.	\$15.277	48.6%	Reflects timing of invoices and lower activity on the Maybrook Trailway Project, forecasting error for the Transformer Rehabilitation Project (to be corrected in the November Financial Plan), and lower activity on the Signal Replacement from Greenwich to South Norwalk Project partially offset by higher activity on Positive Train Control (NY) and Hot Bearing and Wheel Impact Project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	(\$5.918)	*	Primarily due to true-up for 2018 and 2019 New Haven Line MTA IT allocations partially offset by lower than anticipated consulting and engineering services.	(\$3.275)	(13.1%)	Primarily due to true-up for 2018 and 2019 New Haven Line MTA IT allocations partially offset by lower than anticipated consulting and engineering services.
	Reimb	\$2.037	63.9%	Reflects timing of Connecticut Positive Train Control Project.	\$13.584	67.3%	Reflects timing of Connecticut Positive Train Control Project and a delayed start date for Sasco Creek Traction Power Supply Station Project partially offset by the transfer of Maybrook Trailway Project expense from Operating Capital.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
 August 2019
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIALS AND SUPPLIES	Non-Reimb	\$0.151	1.8%		(\$5.039)	(7.5%)	Primarily due to timing of expense for Reliability Centered Maintenance (RCM) Programs and increased usage for rolling stock and infrastructure repairs.
	Reimb	\$2.332	59.7%	Reflects lower activity in Waterbury Branch Cab Signal Project partially offset by higher activity on the Cyclical Track Program.	\$27.760	72.8%	Reflects forecasting error for the East of Hudson Power Rehabilitation Project (to be corrected in the November Financial Plan) as well as lower activity on the Waterbury Branch Cab Signal, Harmon Shop Replacement - Phase Five and Turnouts: Mainline and High Speed Interlocking Replacement Projects.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.410)	(15.6%)	Primarily due to lower Amtrak recoveries and slightly higher credit card fees.	\$1.217	6.6%	Primarily due to higher Amtrak recoveries as well as lower print and stationary and other miscellaneous expenses.
	Reimb	\$0.035	51.1%	Reflects primarily lower activity on the Maybrook Trailway Project.	\$0.266	57.3%	Reflects primarily lower activity on the Maybrook Trailway Project.
DEPRECIATION	Non-Reimb	\$1.817	8.7%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.	\$9.674	5.9%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$0.000	-		\$0.000	-	Reflects the impact of a GAAP change (GASB 75) in OPEB liability.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		\$0.498	36.0%	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$0.341)	(97.4%)	Reflects timing of Environmental Remediation relating to the Harmon Shop Replacement - Phase V Project.	\$0.199	7.7%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-		\$0.927	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	(\$0.632)	(13.5%)	Reflects timing primarily for the Renovation of the GCT Training Facility and GCT Exhaust Duct Repairs Projects partially offset by the Replacement of GCT Escalators Project.	\$18.319	36.3%	Reflects timing primarily in the following Projects: Track Geometry Car Purchase, GCT SMO Design & Reconfiguration, Replacement of GCT Escalators, Procurement of Two Catenary Maintenance Vehicles, Upper Harlem Pole Replacement, GP-35 Locomotive Overhauls, GCT Exhaust Duct Repair, Grade Crossing Renewal and the OCC Desk Replacement.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	August						Year To Date(August)					
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	48,009	\$ 2.918	38,649	\$ 2.385	9,360	\$0.532	420,558	\$ 25.341	382,932	\$ 22.946	37,626	\$2.395
					19.5%	18.2%					8.9%	9.5%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	49,157	\$ 3.003	54,023	\$ 3.112	(4,866)	(\$0.110)	370,135	\$ 22.119	425,568	\$ 24.446	(55,433)	(\$2.326)
					-9.9%	-3.7%					-15.0%	-10.5%
<u>Unscheduled Maintenance</u>	7	\$ 0.000	0	\$ -	7	\$0.000	4,279	\$ 0.244	11	\$ 0.001	4,269	\$0.243
					100.0%	100.0%					99.8%	99.8%
<u>Vacancy/Absentee Coverage</u> ²	28,449	\$ 1.645	31,041	\$ 1.715	(2,592)	(\$0.070)	200,091	\$ 11.381	217,556	\$ 11.927	(17,465)	(\$0.546)
					-9.1%	-4.3%					-8.7%	-4.8%
<u>Weather Emergencies</u>	952	\$ 0.058	2,531	\$ 0.147	(1,580)	(\$0.089)	92,720	\$ 5.433	77,125	\$ 4.341	15,596	\$1.091
					*	*					16.8%	20.1%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	(2)	\$ (0.000)	8	\$ 1.761	(10)	(\$1.761)	13	\$ (0.858)	56	\$ 0.591	(43)	(\$1.450)
Subtotal	126,573	\$ 7.623	126,252	\$ 9.121	321	(\$1.497)	1,087,796	\$ 63.660	1,103,247	\$ 64.252	(15,450)	(\$0.592)
					0.3%	-19.6%					-1.4%	-0.9%
REIMBURSABLE OVERTIME	51,336	\$ 3.062	39,152	\$ 3.456	12,184	(\$0.393)	346,949	\$ 20.908	318,540	\$ 20.080	28,409	\$0.828
					23.7%	-12.8%					8.2%	4.0%
TOTAL OVERTIME	177,908	\$ 10.686	165,403	\$ 12.576	12,505	(\$1.890)	1,434,745	\$ 84.568	1,421,787	\$ 84.332	12,959	\$0.236
					7.0%	-17.7%					0.9%	0.3%

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
July Financial Plan - 2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	August			Year To Date(August)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service ¹	9,360	\$0.532	Increased employee availability based upon lower relief day coverage due to lower unplanned absences.	37,626	\$2.395	Increased employee availability based upon lower relief day coverage due to lower unplanned absences.
	19.5%	18.2%		8.9%	9.5%	
Unscheduled Service	0	\$ -		0	\$ -	
Programmatic/Routine Maintenance	(4,866)	(\$0.110)	Higher Reliability Centered Maintenance (RCM) of \$0.3M partially offset by lower infrastructure repairs of \$0.2M.	(55,433)	(\$2.326)	Primarily due to both higher Reliability Centered Maintenance (RCM) of \$1.3M and infrastructure repairs of \$1.1M.
	-9.9%	-3.7%		-15.0%	-10.5%	
Unscheduled Maintenance	7	\$0.000	Fewer than anticipated unscheduled maintenance events.	4,269	\$0.243	Fewer than anticipated unscheduled maintenance events.
	100.0%	100.0%		99.8%	99.8%	
Vacancy/Absentee Coverage ²	(2,592)	(\$0.070)	Primarily due to higher required vacancy coverage in Maintenance of Equipment.	(17,465)	(\$0.546)	Higher required vacancy coverage for must fill jobs in Customer Service, Transportation and Maintenance of Equipment.
	-9.1%	-4.3%		-8.7%	-4.8%	
Weather Emergencies	(1,580)	(\$0.089)	More weather events than forecasted.	15,596	\$1.091	Fewer weather events than forecasted partially offset by timing of Retroactive Wage Adjustment (RWA) payments.
	*	*		16.8%	20.1%	
Safety/Security/Law Enforcement ³	0	\$ -		0	\$ -	
Other	(10)	(\$1.761)	Timing of Retroactive Wage Adjustment (RWA) payments as well as timing differences for payroll and calendar cutoff dates.	(43)	(\$1.450)	Timing of Retroactive Wage Adjustment (RWA) payments as well as timing differences for payroll and calendar cutoff dates.
Subtotal	321 0.3%	(\$1.497) -19.6%		(15,450) -1.4%	(\$0.592) -0.9%	
REIMBURSABLE OVERTIME	12,184	(\$0.393)	Reflects increased costs for the New York Cyclical Track Program due to timing.	28,409	\$0.828	Reflects lower activity in the Connecticut Track Program partially offset by increased costs for the Cyclical Track Program due to timing as well as higher night and weekend work for the Harlem Wayside Communication and Signal and GCT Turnout Switch Renewal Projects.
	23.7%	-12.8%		8.2%	4.0%	
TOTAL OVERTIME	12,505	(\$1.890)		12,959	\$0.236	

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

MTA METRO-NORTH RAILROAD
2019 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	AUGUST 2019				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$65.112	\$61.721	(\$3.391)	(5.2)	\$493.780	\$488.604	(\$5.176)	(1.0)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	7.449	8.034	0.585	7.8	77.953	82.404	4.451	5.7
<i>Capital & Other Reimbursements:</i>								
MTA	17.630	16.179	(1.451)	(8.2)	118.061	105.296	(12.765)	(10.8)
CDOT	16.724	11.203	(5.521)	(33.0)	98.931	58.243	(40.688)	(41.1)
Other	3.569	4.353	0.784	22.0	19.075	16.529	(2.546)	(13.3)
Total Capital and Other Reimbursements	37.922	31.735	(6.187)	(16.3)	236.067	180.068	(55.999)	(23.7)
Total Receipts	\$110.484	\$101.490	(\$8.994)	(8.1)	\$807.800	\$751.076	(\$56.724)	(7.0)
Expenditures								
<i>Labor:</i>								
Payroll	\$53.738	\$66.915	(\$13.177)	(24.5)	\$378.813	\$403.616	(\$24.803)	(6.5)
Overtime	12.141	9.960	2.181	18.0	84.999	84.180	0.819	1.0
Health and Welfare	11.862	14.014	(2.152)	(18.1)	91.705	95.306	(3.601)	(3.9)
OPEB Current Payment	3.311	3.036	0.275	8.3	26.055	25.473	0.582	2.2
Pensions	10.546	10.386	0.160	1.5	83.238	82.468	0.770	0.9
Other Fringe Benefits	13.043	15.104	(2.061)	(15.8)	92.808	106.695	(13.887)	(15.0)
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	\$104.640	\$119.415	(\$14.775)	(14.1)	\$757.620	\$797.738	(\$40.118)	(5.3)
<i>Non-Labor:</i>								
Electric Power	\$6.286	\$6.609	(\$0.323)	(5.1)	\$50.716	\$53.160	(\$2.444)	(4.8)
Fuel	1.669	2.096	(0.427)	(25.6)	13.210	12.988	0.222	1.7
Insurance	3.666	4.292	(0.626)	(17.1)	9.710	9.762	(0.052)	(0.5)
Claims	0.102	0.224	(0.122)	*	18.781	19.498	(0.717)	(3.8)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	16.947	10.622	6.325	37.3	138.569	102.896	35.673	25.7
Professional Service Contracts	5.446	2.545	2.901	53.3	48.457	27.074	21.383	44.1
Materials & Supplies	12.477	12.705	(0.228)	(1.8)	116.907	97.642	19.265	16.5
Other Business Expenditures	4.362	3.595	0.767	17.6	27.550	26.415	1.135	4.1
Total Non-Labor	\$50.954	\$42.688	\$8.266	16.2	\$423.899	\$349.435	\$74.464	17.6
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$155.593	\$162.103	(\$6.510)	(4.2)	\$1,181.519	\$1,147.173	\$34.346	2.9
Net Cash Deficit (excludes Opening Cash Balance)	(\$45.109)	(\$60.613)	(\$15.504)	(34.4)	(\$373.719)	(\$396.097)	(\$22.378)	(6.0)
Subsidies								
MTA	35.722	42.939	7.217	20.2	289.175	306.376	17.201	5.9
CDOT	9.388	8.441	(0.947)	(10.1)	85.659	86.658	0.999	1.2
Total Subsidies	\$45.109	\$51.380	\$6.271	13.9	\$374.833	\$393.034	\$18.201	4.9
Cash Timing and Availability Adjustment	\$0.000	\$9.233	\$9.233	-	\$0.000	\$3.063	\$3.063	-

Notes:

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	August Month vs Mid-Year Forecast			Year-To-Date as of August 31st, 2019		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(3.391)	(5.2%)	Primarily reflects cash in transit combined with lower ridership on the Harlem and New Haven Lines.	(5.176)	(1.0%)	
OTHER OPERATING REVENUE	0.585	7.8%	Primarily reflects the reimbursement from a third party insurance carrier for a Spuyten Duyvil passenger injury settlement.	4.451	5.7%	Primarily reflects higher Amtrak reimbursements, timing of GCT revenues and the reimbursement from a third party insurance carrier for Spuyten Duyvil passenger injury settlements partially offset by the timing of station revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(1.451)	(8.2%)	Reflects lower capital related project activity partially offset by higher cash receipts than forecasted.	(12.765)	(10.8%)	Reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
CDOT	(5.521)	(33.0%)	Reflects lower capital related project activity combined with lower cash receipts than forecasted.	(40.688)	(41.1%)	Reflects lower capital related project activity combined with lower cash receipts than forecasted.
OTHER	0.784	22.0%	Reflects higher cash receipts than forecasted partially offset by lower reimbursable related project activity.	(2.546)	(13.3%)	Reflects lower reimbursable related project activity partially offset by higher cash receipts than forecasted.
PAYROLL	(13.177)	(24.5%)	Primarily reflects timing of Retroactive Wage Adjustment (RWA) payments, pay periods, inter-agency payroll and higher retiree payouts than forecasted.	(24.803)	(6.5%)	Primarily reflects timing of Retroactive Wage Adjustment (RWA) payments, pay periods and inter-agency payroll.
OVERTIME	2.181	18.0%	Primarily reflects timing of pay periods and lower scheduled service overtime due to increased employee availability partially offset by the timing of Retroactive Wage Adjustment (RWA) payments, New York Cyclical Track Program and higher Reliability Centered Maintenance (RCM).	0.819	1.0%	
HEALTH & WELFARE	(2.152)	(18.1%)	Primarily reflects timing of health insurance premiums, higher labor costs than forecasted and inter-agency payroll.	(3.601)	(3.9%)	Primarily reflects inter-agency payroll combined with higher labor costs and rates than forecasted partially offset by timing of health insurance premiums.
OPEB CURRENT PAYMENT	0.275	8.3%	Primarily reflects timing of payments.	0.582	2.2%	
OTHER FRINGE BENEFITS	(2.061)	(15.8%)	Primarily reflects timing of payroll taxes relating to Retroactive Wage Adjustment (RWA) payments, higher labor costs than forecasted, employee claims and inter-agency payroll partially offset by timing of payroll taxes.	(13.887)	(15.0%)	Primarily reflects timing of payroll taxes, taxes relating to Retroactive Wage Adjustment (RWA) payments, higher labor costs than forecasted, inter-agency payroll, higher employee claims and Other Employee Reimbursements.
ELECTRIC POWER	(0.323)	(5.1%)	Primarily reflects timing of payments.	(2.444)	(4.8%)	
FUEL	(0.427)	(25.6%)	Primarily reflects timing of payments partially offset by lower diesel fuel price per gallon than forecasted.	0.222	1.7%	
INSURANCE	(0.626)	(17.1%)	Primarily reflects timing of premium payments for Force Account, Automobile and Station Liability partially offset by All Agency Property.	(0.052)	(0.5%)	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	August Month vs Mid-Year Forecast			Year-To-Date as of August 31st, 2019		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
CLAIMS	(0.122)	*	Reflects timing of payments for passenger injury settlements.	(0.717)	(3.8%)	
MAINTENANCE & OTHER OPERATING CONTRACTS	6.325	37.3%	Primarily reflects timing of capital related projects (Maybrook Trailway, Signal Replacement - Greenwich to South Norwalk, GCT Escalators Replacement, Cyclical Track Programs and Upper Harlem Pole Replacement), the timing of expenses for BL-20 Locomotive Overhauls, lower miscellaneous maintenance and operating contracts partially offset by the timing of Bridgeport Derailment M-8 repairs.	35.673	25.7%	Primarily reflects the timing of capital related projects (Maybrook Trailway, Transformer Rehabilitation, GCT Station Master's Office Design & Reconfiguration, Upper Harlem Pole Replacement and GCT Escalator Replacement), BL-20 Locomotive Overhauls, timing of payments for MTA Police Services and lower miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	2.901	53.3%	Primarily reflects the timing of payments for engineering services relating to Connecticut Positive Train Control and other consulting and engineering services.	21.383	44.1%	Primarily reflects the timing of engineering services relating to Connecticut Positive Train Control and the Sasco Creek Traction Power Supply Station combined with the timing of payments for NHL share of BSC/IT Costs and other consulting and engineering services.
MATERIALS & SUPPLIES	(0.228)	(1.8%)		19.265	16.5%	Primarily reflects forecasting error for the East of Hudson Power Rehabilitation Project (to be corrected in the November Financial Plan) as well as lower activity on the Waterbury Branch Cab Signal, Track Geometry Car Storage and Support Vehicles, Turnouts: Mainline and High Speed Interlocking Replacement Projects and Harmon Shop Replacement Phase Five partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	0.767	17.6%	Primarily reflects lower payments for Miscellaneous Expenses, Metro Cards, New Jersey Transit Subsidy and Printing Stationary & Office Supplies.	1.135	4.1%	
MTA SUBSIDY RECEIPTS	7.217	20.2%	Primarily reflects higher cash deficit combined with lower CDOT subsidy partially offset by available cash balance.	17.201	5.9%	Primarily reflects higher cash deficit partially offset by available cash balance and higher CDOT subsidy.
CDOT SUBSIDY RECEIPTS	(0.947)	(10.1%)	Lower CDOT share of estimated deficit than forecasted.	0.999	1.2%	

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	AUGUST 2019				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$0.994)	(\$3.159)	(\$2.164)	*	(\$6.007)	(\$8.679)	(\$2.672)	(44.5)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.719	3.707	0.989	36.4	38.883	45.337	6.454	16.6
<i>Capital & Other Reimbursements:</i>								
MTA	5.691	0.400	(5.290)	(93.0)	(0.367)	9.843	10.210	*
CDOT	0.000	(0.218)	(0.218)	-	0.913	(4.897)	(5.810)	*
Other	0.000	2.815	2.815	-	0.465	6.693	6.227	*
Total Capital and Other Reimbursements	5.691	2.997	(2.694)	(47.3)	1.011	11.639	10.628	*
Total Revenue/Receipts	\$7.415	\$3.546	(\$3.869)	(52.2)	\$33.887	\$48.297	\$14.410	42.5
Expenditures								
<i>Labor:</i>								
Payroll	(\$5.291)	(\$13.680)	(\$8.389)	*	\$2.026	(\$14.190)	(\$16.216)	*
Overtime	(1.455)	2.616	4.071	*	(0.431)	0.152	0.583	*
Health and Welfare	(1.013)	(2.107)	(1.094)	*	(6.924)	(9.211)	(2.287)	(33.0)
OPEB Current Payment	0.000	0.078	0.000	-	(0.300)	(0.071)	0.229	76.2
Pensions	(0.003)	0.799	0.802	*	(1.939)	(2.357)	(0.418)	(21.6)
Other Fringe Benefits	(1.196)	(2.463)	(1.267)	*	0.083	(13.514)	(13.597)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.303)	(0.604)	(0.301)	(99.3)	(2.619)	(2.953)	(0.335)	(12.8)
Total Labor	(\$9.260)	(\$15.361)	(\$6.101)	(65.9)	(\$10.104)	(\$42.145)	(\$32.040)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.154)	\$0.479	\$0.632	*	(\$1.576)	(\$4.026)	(\$2.451)	*
Fuel	0.041	(0.640)	(0.681)	*	0.926	0.048	(0.879)	(94.9)
Insurance	(1.964)	(2.577)	(0.614)	(31.2)	3.546	3.184	(0.362)	(10.2)
Claims	0.000	(0.011)	(0.011)	-	(18.059)	(18.721)	(0.663)	(3.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.596	2.383	1.787	*	(26.681)	(16.058)	10.623	39.8
Professional Service Contracts	1.016	7.798	6.782	*	(3.214)	7.859	11.073	*
Materials & Supplies	(0.080)	(2.790)	(2.710)	*	(11.742)	(15.198)	(3.456)	(29.4)
Other Business Expenses	(1.659)	(0.517)	1.142	68.8	(8.542)	(8.890)	(0.349)	(4.1)
Total Non-Labor	(\$2.204)	\$4.124	\$6.328	*	(\$65.341)	(\$51.803)	\$13.538	20.7
<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.	(\$11.465)	(\$11.237)	\$0.228	2.0	(\$75.445)	(\$93.948)	(\$18.502)	(24.5)
Depreciation	20.879	19.062	(1.817)	(8.7)	162.992	153.318	(9.674)	(5.9)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	(1.383)	(1.881)	(0.498)	36.0
Environmental Remediation	0.350	0.690	0.341	97.4	2.601	2.402	(0.199)	7.7
GASB75 Adjustment	0.000	0.000	0.000	-	0.184	(0.743)	(0.927)	*
Total Expenditures Adjustments	\$9.763	\$8.515	(\$1.248)	(12.8)	\$88.949	\$59.148	(\$29.801)	(33.5)
Total Cash Conversion Adjustments	\$17.178	\$12.061	(\$5.117)	(29.8)	\$122.837	\$107.446	(\$15.391)	(12.5)

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
AUGUST 2019
(in millions)

	MONTH			VARIANCE				YTD			VARIANCE			
				Fav/(Unfav)							Fav/(Unfav)			
	MID-YEAR FORECAST	2019	2018 ^(A)	MID-YEAR FORECAST	2018			MID-YEAR FORECAST	2019	2018 ^(A)	MID-YEAR FORECAST	2018		
FAREBOX REVENUE														
Harlem Line - Commutation	9.398	9.000	8.824	(0.399)	-4.2%	0.176	2.0%	75.954	75.136	74.410	(0.818)	-1.1%	0.725	1.0%
Harlem Line - Non-Commutation	9.606	9.258	8.699	(0.347)	-3.6%	0.559	6.4%	67.854	67.373	64.774	(0.480)	-0.7%	2.600	4.0%
TOTAL HARLEM LINE	\$19.004	\$18.258	\$17.523	(\$0.746)	-3.9%	\$0.735	4.2%	\$143.807	\$142.509	\$139.184	(\$1.298)	-0.9%	\$3.325	2.4%
Hudson Line - Commutation	6.160	5.981	5.883	(0.179)	-2.9%	0.098	1.7%	50.334	50.075	48.954	(0.258)	-0.5%	1.121	2.3%
Hudson Line - Non-Commutation	8.469	8.606	7.789	0.137	1.6%	0.817	10.5%	59.175	59.163	55.923	(0.012)	0.0%	3.240	5.8%
TOTAL HUDSON LINE	\$14.629	\$14.587	\$13.672	(\$0.042)	-0.3%	\$0.914	6.7%	\$109.509	\$109.238	\$104.877	(\$0.271)	-0.2%	\$4.361	4.2%
New Haven Line - Commutation	13.285	12.506	12.645	(0.779)	-5.9%	(0.139)	-1.1%	106.488	105.381	105.376	(1.107)	-1.0%	0.005	0.0%
New Haven Line - Non-Commutation	17.865	17.907	17.334	0.042	0.2%	0.572	3.3%	130.104	130.255	126.840	0.151	0.1%	3.415	2.7%
TOTAL NEW HAVEN LINE	\$31.150	\$30.413	\$29.979	(\$0.737)	-2.4%	\$0.434	1.4%	\$236.592	\$235.636	\$232.216	(\$0.956)	-0.4%	\$3.420	1.5%
All Lines - Commutation	28.843	27.487	27.352	(1.357)	-4.7%	0.135	0.5%	232.775	230.592	228.740	(2.183)	-0.9%	1.852	0.8%
All Lines - Non-Commutation	35.940	35.771	33.823	(0.168)	-0.5%	1.948	5.8%	257.133	256.791	247.537	(0.342)	-0.1%	9.255	3.7%
TOTAL EAST OF HUDSON LINES	\$64.783	\$63.258	\$61.175	(\$1.525)	-2.4%	\$2.083	3.4%	\$489.908	\$487.383	\$476.277	(\$2.525)	-0.5%	\$11.106	2.3%
West of Hudson ^(B)	\$1.323	\$1.622	\$1.353	0.298	22.6%	0.269	19.9%	\$9.879	\$9.900	\$9.737	0.021	0.2%	0.163	1.7%
TOTAL FAREBOX REVENUE	\$66.106	\$64.880	\$62.528	(\$1.227)	-1.9%	\$2.352	3.8%	\$499.787	\$497.283	\$486.014	(\$2.504)	-0.5%	\$11.269	2.3%
RIDERSHIP														
Harlem Line - Commutation	1.374	1.320	1.342	(0.054)	-3.9%	(0.023)	-1.7%	11.161	11.013	11.123	(0.148)	-1.3%	(0.110)	-1.0%
Harlem Line - Non-Commutation	0.977	0.940	0.924	(0.037)	-3.8%	0.015	1.7%	7.170	7.113	7.036	(0.057)	-0.8%	0.077	1.1%
TOTAL HARLEM LINE	2.351	2.260	2.267	(0.091)	-3.9%	(0.007)	-0.3%	18.331	18.126	18.158	(0.205)	-1.1%	(0.032)	-0.2%
Hudson Line - Commutation	0.775	0.764	0.776	(0.011)	-1.4%	(0.012)	-1.5%	6.339	6.327	6.272	(0.012)	-0.2%	0.054	0.9%
Hudson Line - Non-Commutation	0.722	0.739	0.695	0.018	2.5%	0.045	6.4%	5.121	5.158	4.992	0.037	0.7%	0.166	3.3%
TOTAL HUDSON LINE	1.497	1.504	1.471	0.007	0.4%	0.033	2.2%	11.460	11.485	11.264	0.025	0.2%	0.220	2.0%
New Haven Line - Commutation	1.828	1.759	1.807	(0.069)	-3.8%	(0.047)	-2.6%	14.802	14.629	14.757	(0.173)	-1.2%	(0.128)	-0.9%
New Haven Line - Non-Commutation	1.650	1.655	1.619	0.005	0.3%	0.035	2.2%	12.043	12.061	11.837	0.018	0.2%	0.224	1.9%
TOTAL NEW HAVEN LINE	3.478	3.414	3.426	(0.064)	-1.8%	(0.012)	-0.3%	26.845	26.691	26.594	(0.155)	-0.6%	0.097	0.4%
Total Ridership East of Hudson														
All Lines - Commutation	3.977	3.843	3.925	(0.134)	-3.4%	(0.082)	-2.1%	32.302	31.969	32.152	(0.333)	-1.0%	(0.183)	-0.6%
All Lines - Non-Commutation	3.349	3.334	3.238	(0.015)	-0.4%	0.096	3.0%	24.334	24.332	23.864	(0.002)	0.0%	0.468	2.0%
TOTAL EAST OF HUDSON LINES	7.326	7.177	7.163	(0.149)	-2.0%	0.014	0.2%	56.636	56.301	56.016	(0.335)	-0.6%	0.285	0.5%
West of Hudson ^(B)	0.146	0.120	0.143	(0.026)	-17.8%	(0.023)	-16.0%	1.106	1.099	1.092	(0.007)	-0.7%	0.007	0.6%
TOTAL EAST & WEST OF HUDSON LINES	7.472	7.297	7.306	(0.175)	-2.3%	(0.009)	-0.1%	57.742	57.400	57.108	(0.342)	-0.6%	0.291	0.5%

^(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 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
August 31, 2019

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	3	-	
Labor Relations	14	13	1	
Safety	58	55	3	A
Security	24	21	3	A
Office of the Executive VP	9	8	1	
Corporate & Public Affairs	15	15	-	
Customer Service	58	59	(1)	
Legal	13	11	2	
Claims	10	8	2	
Human Resources	44	36	8	A
Training	85	83	2	
Employee Relations & Diversity	5	5	-	
VP Planning	2	2	-	
Operations Planning & Analysis	20	20	-	
Capital Planning & Programming	13	12	1	
Long Range Planning	8	7	1	
VP Finance & Info Systems	-	-	-	
Controller	73	70	3	
Budget	17	17	-	
Procurement & Material Mgmt	26	22	4	A
Total Administration	497	467	30	
Operations				
Operations Support	77	70	7	A, B
Transportation	1,663	1,642	21	B
Customer Service	365	366	(1)	
Metro-North West	29	29	(0)	
Total Operations	2,134	2,108	26	
Maintenance				
Maintenance of Equipment	1,673	1,626	47	A, B
Maintenance of Way	2,100	2,098	2	
Procurement & Material Mgmt	115	121	(6)	D
Total Maintenance	3,888	3,845	43	
Engineering/Capital				
Construction Management	38	37	1	
Engineering & Design	76	85	(9)	D
Total Engineering/Capital	114	122	(8)	
Total Positions	6,633	6,542	91	
Non-Reimbursable	5,828	5,946	(118)	E
Reimbursable	805	596	209	
Total Full-Time	6,632	6,541	91	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects higher attrition than planned.
- (B) Variance reflects delayed hiring of vacant positions.
- (C) Variance reflects less attrition than planned.
- (D) Variance reflects earlier hiring of vacant positions.
- (E) Variance primarily reflects Maintenance of Way positions performing operating work due to the rescheduling of reimbursable projects.

MTA METRO-NORTH RAILROAD
2019 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
August 31, 2019

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	168	160	8
Professional, Technical, Clerical	329	307	22
Operational Hourlies	-	-	-
Total Administration	497	467	30
Operations			
Managers/Supervisors	255	239	16
Professional, Technical, Clerical	206	208	(2)
Operational Hourlies	1,673	1,662	11
Total Operations	2,134	2,108	26
Maintenance			
Managers/Supervisors	638	647	(9)
Professional, Technical, Clerical	477	469	8
Operational Hourlies	2,773	2,729	44
Total Maintenance	3,888	3,845	43
Engineering/Capital			
Managers/Supervisors	46	43	3
Professional, Technical, Clerical	68	79	(11)
Operational Hourlies	-	-	-
	114	122	(8)
Total Positions			
Managers/Supervisors	1,107	1,088	19
Professional, Technical, Clerical	1,080	1,063	17
Operational Hourlies	4,446	4,391	55
Total Positions	6,633	6,542	91

MTA METRO-NORTH RAILROAD
2019 MID-YEAR FORECAST VS. ACTUALS
August 31, 2019

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Administration	497	467	30	Primarily reflects higher attrition than planned
Operations	2,134	2,108	26	
Maintenance	3,888	3,845	43	Primarily reflects delayed hiring of vacant positions and higher attrition than planned
Engineering / Capital	114	122	(8)	
Total Agency-wide Headcount	6,633	6,542	91	
Non-Reimbursable	5,828	5,946	(118)	Primarily reflects Maintenance of Way positions performing operating work due to the rescheduling of reimbursable projects.
Reimbursable	805	596	209	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
AUGUST 2019

	MONTH			VARIANCE	
	MYF	2019	2018	Fav/(Unfav)	
				MYF	2018
Farebox Operating Ratio					
Standard ^(B)	58.4%	55.1%	55.6%	-3.3%	-0.5%
Adjusted ^(C)	65.7%	61.6%	61.5%	-4.2%	0.1%
Cost per Passenger					
Standard ^(B)	\$15.16	\$16.14	\$15.09	(\$0.99)	(\$1.05)
Adjusted ^(C)	\$14.75	\$15.76	\$14.70	(\$1.01)	(\$1.06)
Passenger Revenue/Passenger	\$8.85	\$8.89	\$8.39	\$0.04	\$0.51
	YEAR-TO-DATE			VARIANCE	
	MYF	2019	2018	Fav/(Unfav)	
				MYF	2018
Farebox Operating Ratio					
Standard ^(B)	55.8%	56.2%	55.3%	0.4%	0.9%
Adjusted ^(C)	63.0%	63.2%	61.5%	0.2%	1.7%
Cost per Passenger					
Standard ^(B)	\$15.50	\$15.41	\$15.34	\$0.09	(\$0.07)
Adjusted ^(C)	\$15.08	\$14.99	\$14.93	\$0.09	(\$0.06)
Passenger Revenue/Passenger	\$8.66	\$8.66	\$8.49	\$0.01	\$0.18

(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

Finance Report

Steven Weiss

Executive Director, Management & Budget



Replacement of the Big Boards in Grand Central Terminal are part of a \$220M Customer Service Initiative, which includes a new Public Address System, Visual Information System, and new Cable Plant Infrastructure.



Metro-North Railroad

July 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 Mid-Year Forecast (forecast) and key financial performance indicators.

Summary of Non-Reimbursable Year-to-Date (YTD) July 2019 Financial Results

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

- Ridership of 50.1 million, which includes East of Hudson ridership of 49.1 million and West of Hudson ridership of 1.0 million, was 0.3% unfavorable vs. forecast. Consequently, farebox revenue of \$432.4 million was \$1.3 million lower than forecast.
- Total revenue of \$465.1 million was \$2.9 million or 0.6% lower than forecast due to lower ridership and advertising revenue as well as the timing of net GCT retail income.
- Total expenses of \$762.7 million were \$3.5 million or 0.5% unfavorable vs. forecast primarily due to the reallocation of capital forces to operations coverage caused by the rescheduling of capital projects.

Financial results for Year-to-Date (YTD) July 2019 are presented in the table below and compared to the Mid-Year Forecast.

**MTA Metro-North Railroad
July 2019 Year-to-Date Results
(\$ in Millions)**

	<u>Midyear Forecast</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$468.0	\$465.1	(\$2.9)	-0.6%
Total Expenses before Non-Cash Liability Adjs.	759.1	762.7	(3.5)	-0.5%
Operating Surplus/(Deficit)	(291.1)	(297.5)	(6.4)	-2.2%
<i>Other Non-Cash Liabilities</i>	<i>143.2</i>	<i>133.3</i>	<i>9.8</i>	<i>6.9%</i>
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(434.3)	(430.9)	3.4	0.8%
<i>Cash Adjustments</i>	<i>105.7</i>	<i>95.4</i>	<i>(10.3)</i>	<i>-9.7%</i>
Net Cash Surplus/(Deficit)	(\$328.6)	(\$335.5)	(\$6.9)	-2.1%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

July 2019 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$430.9 million was \$3.4 million or 0.8% favorable vs. the forecast.

Major drivers of the July 2019 YTD favorable result of \$3.4 million include lower Non-Reimbursable Expenses of \$6.3 million mainly due to lower discretionary contractual spending in the maintenance and other operating contracts and professional services categories, timing of non-cash liability adjustments partially offset by higher payroll expense as well as lower Non-Reimbursable Revenues of \$2.9 million.

July 2019 YTD Reimbursable Expenses of \$139.7 million were \$63.1 million favorable vs. the forecast primarily due to the timing of several capital projects including Connecticut Positive Train Control, Connecticut Track Program, Waterbury Branch Cab Signal, Maybrook Trailway as well as a forecast issue related to the East of Hudson Power Rehabilitation Project.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$1.3 million lower vs. the forecast primarily due to lower ridership on the Harlem and New Haven Lines.
 - YTD Ridership of 50.1 million was 0.3% unfavorable vs. the forecast and 0.6% favorable vs. YTD 2018.
- **Other Operating Revenue** – YTD was \$1.6 million or 4.7% unfavorable vs. the forecast primarily due to lower advertising revenue and the timing of net GCT retail income.
- **Capital and Other Reimbursements** – YTD was \$63.1 million or 31.1% unfavorable vs. the forecast primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,035.7 million were \$69.4 million or 6.3% favorable vs. the forecast.

Labor Expenses (including fringes and overhead recoveries) of \$651.5 million YTD were \$0.6 million favorable vs. the forecast.

- **Payroll** – YTD was \$3.8 million unfavorable vs. the forecast which primarily reflects the timing of retiree payouts.
- **Overtime** – YTD was \$2.1 million favorable vs. the forecast primarily due to increased employee availability for train crews as well as lower Reimbursable activity in various projects.

Non-Labor Expenses of \$250.8 million YTD were \$59.0 million favorable vs. the forecast.

- **Electric Power** – YTD results were \$1.0 million unfavorable vs. the forecast primarily due to higher rates.
- **Fuel** – YTD expenses were \$0.8 million favorable vs. the forecast primarily due to lower diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$20.5 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily for the Maybrook Trailway and the Signal Replacement from Greenwich to South Norwalk Project as well as the timing of Non-Reimbursable expenses for Bridgeport Derailment M-8 Repairs, BL-20 Overhaul Program, Infrastructure Maintenance, GCT utilities and other various expenses.
- **Professional Services** – YTD was \$14.2 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily for the Connecticut Positive Train Control Project as

well as lower than anticipated Non-Reimbursable expenses for consulting and engineering services.

- **Materials & Supplies** – YTD was \$20.2 million favorable vs. the forecast primarily due to a forecast issue related to the East of Hudson Power Rehabilitation Project and timing for the Waterbury Branch Cab Signaling Project partially offset by increased usage for reliability centered maintenance programs as well as rolling stock and infrastructure repairs.
- **Other Business Expenses** – YTD was \$1.9 million favorable vs. the forecast primarily due to increased Amtrak recoveries.

Depreciation and Other Non-Cash Liability Adjustments were \$9.8 million favorable vs. the YTD forecast primarily due to lower Depreciation expense reflecting lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.

CASH DEFICIT SUMMARY

July YTD Net Cash Deficit of \$335.5 million was \$6.9 million or 2.1% unfavorable to the forecast. This is mainly due to the timing of payroll taxes.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 63.4% was 0.9 percentage points favorable vs. the forecast.
- Adjusted Cost per Passenger of \$14.88 was \$0.25 favorable vs. the forecast.
- Revenue per Passenger of \$8.63 was flat vs. the forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JULY 2019
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$66.959	\$66.256	(\$0.703)	(1.0)	\$0.000	\$0.000	\$0.000	-	\$66.959	\$66.256	(\$0.703)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.716	4.183	(0.533)	(11.3)	0.000	0.000	0.000	-	4.716	4.183	(0.533)	(11.3)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	14.239	13.169	(1.069)	(7.5)	14.239	13.169	(1.069)	(7.5)
CDOT	0.000	0.000	0.000	-	17.282	9.352	(7.930)	(45.9)	17.282	9.352	(7.930)	(45.9)
Other	0.000	0.000	0.000	-	3.549	0.806	(2.742)	(77.3)	3.549	0.806	(2.742)	(77.3)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	35.069	23.328	(11.741)	(33.5)	35.069	23.328	(11.741)	(33.5)
Total Revenue/Receipts	\$71.675	\$70.439	(\$1.236)	(1.7)	\$35.069	\$23.328	(\$11.741)	(33.5)	\$106.745	\$93.767	(\$12.978)	(12.2)
Expenses												
<i>Labor:</i>												
Payroll	\$44.448	\$46.531	(\$2.082)	(4.7)	\$5.378	\$3.989	\$1.389	25.8	\$49.827	\$50.520	(\$0.693)	(1.4)
Overtime	8.023	8.105	(0.082)	(1.0)	3.343	2.696	0.646	19.3	11.366	10.801	0.565	5.0
Health and Welfare	9.411	9.591	(0.180)	(1.9)	1.929	1.460	0.470	24.3	11.340	11.051	0.290	2.6
OPEB Current Payment	3.311	3.074	0.237	7.2	0.000	0.000	0.000	-	3.311	3.074	0.237	7.2
Pensions	9.499	9.266	0.233	2.5	1.367	1.032	0.335	24.5	10.866	10.298	0.568	5.2
Other Fringe Benefits	10.725	10.209	0.516	4.8	1.490	1.144	0.346	23.2	12.215	11.353	0.862	7.1
Reimbursable Overhead	(7.982)	(6.260)	(1.723)	(21.6)	7.587	5.896	1.691	22.3	(0.396)	(0.364)	(0.032)	(8.0)
Total Labor	\$77.436	\$80.516	(\$3.080)	(4.0)	\$21.094	\$16.217	\$4.877	23.1	\$98.530	\$96.733	\$1.797	1.8
<i>Non-Labor:</i>												
Electric Power	\$6.284	\$4.633	\$1.650	26.3	\$0.000	\$0.042	(\$0.042)	-	\$6.284	\$4.675	\$1.608	25.6
Fuel	1.680	1.545	0.136	8.1	0.000	(0.000)	0.000	-	1.680	1.544	0.136	8.1
Insurance	1.336	1.336	(0.000)	(0.0)	0.406	0.339	0.067	16.5	1.742	1.676	0.067	3.8
Claims	0.107	0.082	0.025	23.1	0.000	0.000	0.000	-	0.107	0.082	0.025	23.1
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	10.856	8.806	2.050	18.9	5.394	4.872	0.523	9.7	16.250	13.678	2.572	15.8
Professional Service Contracts	3.333	2.545	0.789	23.7	3.185	0.904	2.282	71.6	6.518	3.448	3.070	47.1
Materials & Supplies	8.460	10.543	(2.083)	(24.6)	4.921	0.929	3.992	81.1	13.381	11.471	1.909	14.3
Other Business Expenses	2.042	2.582	(0.540)	(26.5)	0.068	0.026	0.042	61.6	2.109	2.608	(0.499)	(23.6)
Total Non-Labor	\$34.097	\$32.072	\$2.025	5.9	\$13.975	\$7.111	\$6.864	49.1	\$48.072	\$39.183	\$8.889	18.5
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$111.533	\$112.588	(\$1.055)	(0.9)	\$35.069	\$23.328	\$11.741	33.5	\$146.602	\$135.916	\$10.687	7.3
Depreciation	20.879	18.896	1.982	9.5	0.000	0.000	0.000	-	20.879	18.896	1.982	9.5
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.350	0.000	0.350	100.0	0.000	0.000	0.000	-	0.350	0.000	0.350	100.0
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$132.761	\$131.484	\$1.277	1.0	\$35.069	\$23.328	\$11.741	33.5	\$167.831	\$154.812	\$13.018	7.8
Net Surplus/(Deficit)	(\$61.086)	(\$61.045)	\$0.041	0.0	\$0.000	\$0.000	\$0.000	-	(\$61.086)	(\$61.045)	\$0.041	0.0
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.879	18.896	(1.982)	(9.5)	0.000	0.000	0.000	-	20.879	18.896	(1.982)	(9.5)
Operating/Capital	(6.871)	(7.117)	(0.247)	(3.6)	0.000	0.000	0.000	-	(6.871)	(7.117)	(0.247)	(3.6)
Other Cash Adjustments	20.348	(0.005)	(20.353)	*	0.000	0.000	0.000	-	20.348	(0.005)	(20.353)	*
Total Cash Conversion Adjustments	\$34.356	\$11.774	(\$22.582)	(65.7)	\$0.000	\$0.000	\$0.000	-	\$34.356	\$11.774	(\$22.582)	(65.7)
Net Cash Surplus/(Deficit)	(\$26.730)	(\$49.271)	(\$22.541)	(84.3)	\$0.000	\$0.000	\$0.000	-	(\$26.730)	(\$49.271)	(\$22.541)	(84.3)

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
JULY YEAR-TO-DATE
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$433.680	\$432.404	(\$1.277)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$433.680	\$432.404	(\$1.277)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	34.339	32.740	(1.599)	(4.7)	0.000	0.000	0.000	-	34.339	32.740	(1.599)	(4.7)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	106.489	79.674	(26.815)	(25.2)	106.489	79.674	(26.815)	(25.2)
CDOT	0.000	0.000	0.000	-	81.294	51.719	(29.575)	(36.4)	81.294	51.719	(29.575)	(36.4)
Other	0.000	0.000	0.000	-	15.041	8.298	(6.743)	(44.8)	15.041	8.298	(6.743)	(44.8)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	202.824	139.691	(63.133)	(31.1)	202.824	139.691	(63.133)	(31.1)
Total Revenue/Receipts	\$468.019	\$465.144	(\$2.876)	(0.6)	\$202.824	\$139.691	(\$63.133)	(31.1)	\$670.843	\$604.834	(\$66.009)	(9.8)
Expenses												
<i>Labor:</i>												
Payroll	\$299.440	\$307.163	(\$7.722)	(2.6)	\$32.952	\$29.029	\$3.923	11.9	\$332.392	\$336.191	(\$3.799)	(1.1)
Overtime	56.036	55.131	0.905	1.6	17.846	16.624	1.221	6.8	73.882	71.756	2.127	2.9
Health and Welfare	62.659	64.315	(1.656)	(2.6)	11.274	9.873	1.400	12.4	73.932	74.188	(0.256)	(0.3)
OPEB Current Payment	22.444	22.288	0.156	0.7	0.000	0.000	0.000	-	22.444	22.288	0.156	0.7
Pensions	62.746	61.759	0.987	1.6	8.010	7.166	0.844	10.5	70.756	68.925	1.831	2.6
Other Fringe Benefits	72.300	72.732	(0.432)	(0.6)	8.745	7.809	0.937	10.7	81.045	80.540	0.505	0.6
Reimbursable Overhead	(46.498)	(41.861)	(4.636)	(10.0)	44.182	39.512	4.670	10.6	(2.315)	(2.349)	0.034	1.5
Total Labor	\$529.128	\$541.526	(\$12.398)	(2.3)	\$123.009	\$110.013	\$12.995	10.6	\$652.136	\$651.539	\$0.597	0.1
<i>Non-Labor:</i>												
Electric Power	\$43.005	\$41.921	\$1.085	2.5	\$0.002	\$0.125	(\$0.123)	*	\$43.008	\$42.046	\$0.962	2.2
Fuel	12.427	11.579	0.847	6.8	0.000	0.000	0.000	-	12.427	11.579	0.847	6.8
Insurance	9.368	9.456	(0.088)	(0.9)	2.186	1.775	0.410	18.8	11.554	11.231	0.323	2.8
Claims	0.620	0.563	0.057	9.2	0.000	0.000	0.000	-	0.620	0.563	0.057	9.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	68.312	60.443	7.869	11.5	26.033	13.390	12.643	48.6	94.346	73.833	20.512	21.7
Professional Service Contracts	21.788	19.145	2.643	12.1	16.992	5.445	11.547	68.0	38.781	24.590	14.191	36.6
Materials & Supplies	58.563	63.753	(5.190)	(8.9)	34.205	8.777	25.428	74.3	92.768	72.530	20.238	21.8
Other Business Expenses	15.909	14.282	1.627	10.2	0.396	0.165	0.231	58.4	16.306	14.447	1.859	11.4
Total Non-Labor	\$229.994	\$221.143	\$8.851	3.8	\$79.815	\$29.677	\$50.138	62.8	\$309.809	\$250.820	\$58.989	19.0
<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.	\$759.121	\$762.669	(\$3.547)	(0.5)	\$202.824	\$139.691	\$63.133	31.1	\$961.945	\$902.359	\$59.586	6.2
Depreciation	142.114	134.256	7.858	5.5	0.000	0.000	0.000	-	142.114	134.256	7.858	5.5
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	(1.383)	(1.881)	0.498	36.0	0.000	0.000	0.000	-	(1.383)	(1.881)	0.498	36.0
Environmental Remediation	2.252	1.712	0.540	24.0	0.000	0.000	0.000	-	2.252	1.712	0.540	24.0
GASB75 Adjustment	0.184	(0.743)	0.927	*	0.000	0.000	0.000	-	0.184	(0.743)	0.927	*
Total Expenses	\$902.287	\$896.012	\$6.275	0.7	\$202.824	\$139.691	\$63.133	31.1	\$1,105.111	\$1,035.703	\$69.408	6.3
Net Surplus/(Deficit)	(\$434.268)	(\$430.869)	\$3.399	0.8	\$0.000	\$0.000	(\$0.000)	-	(\$434.268)	(\$430.869)	\$3.399	0.8
<i>Cash Conversion Adjustments:</i>												
Depreciation	142.114	134.256	(7.858)	(5.5)	0.000	0.000	0.000	-	142.114	134.256	(7.858)	(5.5)
Operating/Capital	(45.720)	(26.769)	18.951	41.5	0.000	0.000	0.000	-	(45.720)	(26.769)	18.951	41.5
Other Cash Adjustments	9.265	(12.102)	(21.367)	*	0.000	0.000	0.000	-	9.265	(12.102)	(21.367)	*
Total Cash Conversion Adjustments	\$105.658	\$95.385	(\$10.274)	(9.7)	\$0.000	\$0.000	\$0.000	-	\$105.658	\$95.385	(\$10.274)	(9.7)
Net Cash Surplus/(Deficit)	(\$328.610)	(\$335.484)	(\$6.874)	(2.1)	\$0.000	\$0.000	(\$0.000)	-	(\$328.610)	(\$335.484)	(\$6.874)	(2.1)

Notes:

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– Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
July 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	(\$0.533)	(11.3%)	Primarily reflects timing of net GCT retail income and lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising programs.	(\$1.599)	(4.7%)	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$11.741)	(33.5%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$63.133)	(31.1%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$2.082)	(4.7%)	Reallocation of forces to operations coverage due to the rescheduling of capital projects and the timing of retiree payouts.	(\$7.722)	(2.6%)	Reflects primarily lower activity in the Connecticut Track Programs, Cyclical Track Program and Cyclical Replacement Insulated Joint Project partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program and S-23 Bridge Program.
	Reimb	\$1.389	25.8%	Reflects primarily lower activity in Connecticut Track Programs partially offset by higher activity in the Cyclical Track Program.	\$3.923	11.9%	
OVERTIME	Non-Reimb	(\$0.082)	(1.0%)	See overtime tables.	\$0.905	1.6%	See overtime tables.
	Reimb	\$0.646	19.3%	See overtime tables.	\$1.221	6.8%	See overtime tables.
HEALTH AND WELFARE	Reimb	\$0.470	24.3%	Reflects lower activity on the Connecticut Track Programs partially offset by higher activity in the Cyclical Track Programs.	\$1.400	12.4%	Reflects primarily lower activity on the Connecticut Track Programs, Moodna-Woodbury Viaduct and Cyclical Replacement Insulated Joint projects partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program.
OPEB CURRENT PAYMENT	Non-Reimb Reimb	\$0.237	7.2%	Primarily due to timing.	\$0.156	0.7%	
PENSIONS	Reimb	\$0.335	24.5%	Reflects lower activity in the Connecticut Track Programs partially offset by higher activity in the Cyclical Track Programs.	\$0.844	10.5%	Reflects primarily lower activity in the Connecticut Track and Cyclical Track Programs partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.516	4.8%	Primarily reflects a lower employee claim provision partially offset by higher labor costs than forecasted.	(\$0.432)	(0.6%)	Reflects primarily lower activity on the Connecticut Track Programs and Cyclical Track Programs partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program.
	Reimb	\$0.346	23.2%	Reflects lower activity in the Connecticut Track Programs partially offset by higher activity in the Cyclical Track Programs.	\$0.937	10.7%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.723)	(21.6%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$4.636)	(10.0%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.
	Reimb	\$1.691	22.3%		\$4.670	10.6%	

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
July 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
ELECTRIC POWER	Non-Reimb	\$1.650	26.3%	Primarily reflects a prior period true-up adjustment.	\$1.085	2.5%	
FUEL	Non-Reimb	\$0.136	8.1%	Primarily due to lower diesel fuel price per gallon.	\$0.847	6.8%	Primarily due to lower diesel fuel price per gallon.
INSURANCE	Reimb	\$0.067	16.5%	Reflects lower activity in the Connecticut Track Programs.	\$0.410	18.8%	Reflects lower activity in the Connecticut Track Program, Turnouts - Yards/Siding Project and Positive Train Control (NY) projects partially offset by increased activity on Turnouts: Mainline and High Speed Interlocking Replacement Project, Cyclical Track Program and Cos Cob Bridge Mitre Rail Replacement Project.
CLAIMS	Non-Reimb	\$0.025	23.1%	Reflects a lower passenger claims provision than forecasted.	\$0.057	9.2%	Reflects a lower passenger claims provision than forecasted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.050	18.9%	Reflects timing of Bridgeport Derailment M-8 repairs as well as other expenses for miscellaneous maintenance and operating contracts.	\$7.869	11.5%	Reflects the timing of Bridgeport Derailment M-8 repairs, BL-20 Locomotive Overhauls, lower than anticipated expenses for miscellaneous maintenance and operating contracts, and timing of billing for GCT utility expenses.
	Reimb	\$0.523	9.7%	Reflects lower activity on the Maybrook Trailway Project due to the timing of work and billing partially offset by higher activity on the Signal Replacement from Greenwich to South Norwalk Project.	\$12.643	48.6%	Reflects timing of invoices and lower activity on the Maybrook Trailway and Signal Replacement from Greenwich to South Norwalk Projects and late award of the Transformer Rehabilitation Project partially offset by higher activity on Hot Bearing and Wheel Impact Project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.789	23.7%	Primarily due to a reclass of Bombardier PTC installation charges to Reimbursable expense as well as lower than anticipated consulting and engineering services.	\$2.643	12.1%	Primarily due to lower than anticipated consulting and engineering services.
	Reimb	\$2.282	71.6%	Reflects timing of Connecticut Positive Train Control Project.	\$11.547	68.0%	Reflects timing of Connecticut Positive Train Control Project and a delayed start date for Sasco Creek Traction Power Supply Station Project partially offset by the transfer of Maybrook Trailway Project expense from Operating Capital.
MATERIALS AND SUPPLIES	Non-Reimb	(\$2.083)	(24.6%)	Primarily due to increased obsolete materials reserve and miscellaneous inventory adjustments.	(\$5.190)	(8.9%)	Primarily due to timing of expense for Reliability Centered Maintenance (RCM) Programs and increased usage for rolling stock and infrastructure repairs.
	Reimb	\$3.992	81.1%	Reflects lower activity in Waterbury Branch Cab Signal, West of Hudson Track Improvements and Turnouts: Mainline and High Speed Interlocking Replacement Projects partially offset by higher activity on the Connecticut Track Programs.	\$25.428	74.3%	Reflects forecasting error for the East of Hudson Power Rehabilitation Project (to be corrected in the November Financial Plan) as well as lower activity on the Waterbury Branch Cab Signal, Harmon Shop Replacement - Phase Five and Turnouts: Mainline and High Speed Interlocking Replacement Projects.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
July 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.540)	(26.5%)	Primarily due to the timing of CSX and Norfolk Southern recoveries partially offset by the timing of print and stationary expense.	\$1.627	10.2%	Primarily due to higher Amtrak recoveries, lower credit card fees, and other miscellaneous expenses.
	Reimb	\$0.042	61.6%	Reflects primarily lower activity on the Maybrook Trailway project.	\$0.231	58.4%	Reflects primarily lower activity on the Maybrook Trailway project.
DEPRECIATION	Non-Reimb	\$1.982	9.5%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.	\$7.858	5.5%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$0.000	-		\$0.000	-	Reflects the impact of a GAAP change (GASB 75) in OPEB liability.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		\$0.498	36.0%	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.350	100.0%	Reflects timing of projects requiring remediation.	\$0.540	24.0%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-		\$0.927	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	(\$0.247)	(3.6%)		\$18.951	41.5%	Reflects timing primarily in the following projects: Track Geometry Car Purchase, GCT SMO Design & Reconfiguration, Procurement of Two Catenary Maintenance Vehicles, Renovation of the GCT Training Facility, GP-35 Locomotive Overhauls, GCT Exhaust Duct Repair, Emergency Roof Platform, Grade Crossing Renewal, Upper Harlem Pole Replacement, OCC Desk Replacement and the Enhanced Station Platform Signage.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July						Year To Date(July)					
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	56,603	\$ 3.420	56,472	\$ 3.408	131	\$0.012	372,549	\$ 22.423	344,283	\$ 20.560	28,266	\$1.863
					0.2%	0.3%					7.6%	8.3%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	47,204	\$ 2.862	56,593	\$ 3.256	(9,389)	(\$0.395)	320,978	\$ 19.117	371,545	\$ 21.333	(50,568)	(\$2.216)
					-19.9%	-13.8%					-15.8%	-11.6%
<u>Unscheduled Maintenance</u>	98	\$ 0.006	0	\$ -	98	\$0.006	4,272	\$ 0.244	11	\$ 0.001	4,261	\$0.243
					100.0%	100.0%					99.8%	99.8%
<u>Vacancy/Absentee Coverage</u> ²	27,061	\$ 1.574	36,724	\$ 2.023	(9,663)	(\$0.448)	171,642	\$ 9.736	186,515	\$ 10.212	(14,873)	(\$0.477)
					-35.7%	-28.5%					-8.7%	-4.9%
<u>Weather Emergencies</u>	2,589	\$ 0.162	4,546	\$ 0.267	(1,957)	(\$0.105)	91,769	\$ 5.375	74,593	\$ 4.194	17,175	\$1.181
					-75.6%	-65.1%					18.7%	22.0%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	0	\$ (0.849)	-	\$0.849	14	\$ (0.858)	48	\$ (1.169)	(33)	\$0.311
Subtotal	133,556	\$ 8.023	154,335	\$ 8.105	(20,779)	(\$0.082)	961,224	\$ 56.036	976,995	\$ 55.131	(15,771)	\$0.905
					-15.6%	-1.0%					-1.6%	1.6%
REIMBURSABLE OVERTIME	56,178	\$ 3.343	50,762	\$ 2.696	5,416	\$0.646	295,613	\$ 17.846	279,388	\$ 16.624	16,225	\$1.221
					9.6%	19.3%					5.5%	6.8%
TOTAL OVERTIME	189,734	\$ 11.366	205,097	\$ 10.801	(15,363)	\$0.565	1,256,837	\$ 73.882	1,256,383	\$ 71.756	454	\$2.127
					-8.1%	5.0%					0.0%	2.9%

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
July Financial Plan - 2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July			Year To Date(July)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	131	\$0.012	Slightly increased employee availability based upon lower relief day coverage due to lower unplanned absences.	28,266	\$1.863	Increased employee availability based upon lower relief day coverage due to lower unplanned absences.
	0.2%	0.3%		7.6%	8.3%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(9,389)	(\$0.395)	Primarily due to both higher Reliability Centered Maintenance (RCM) of \$0.3M and infrastructure repairs of \$0.1M.	(50,568)	(\$2.216)	Primarily due to both higher infrastructure repairs of \$1.2M and Reliability Centered Maintenance (RCM) of \$1.1M.
	-19.9%	-13.8%		-15.8%	-11.6%	
<u>Unscheduled Maintenance</u>	98	\$0.006	Fewer than anticipated unscheduled maintenance events.	4,261	\$0.243	Fewer than anticipated unscheduled maintenance events.
	100.0%	100.0%		99.8%	99.8%	
<u>Vacancy/Absentee Coverage</u> ²	(9,663)	(\$0.448)	Higher required vacancy coverage in Maintenance of Equipment, Customer Service and Transportation.	(14,873)	(\$0.477)	Higher required vacancy coverage for must fill jobs in Customer Service.
	-35.7%	-28.5%		-8.7%	-4.9%	
<u>Weather Emergencies</u>	(1,957)	(\$0.105)	Timing of Retroactive Wage Adjustment payments.	17,175	\$1.181	Fewer weather events than forecasted partially offset by timing of Retroactive Wage Adjustment payments.
	-75.6%	-65.1%		18.7%	22.0%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	0	\$0.849	Timing differences for payroll and calendar cutoff dates partially offset by the impact of Retroactive Wage Adjustment payments.	(33)	\$0.311	Timing differences for payroll and calendar cutoff dates partially offset by the impact of Retroactive Wage Adjustment payments.
Subtotal	(20,779)	(\$0.082)		(15,771)	\$0.905	
	-15.6%	-1.0%		-1.6%	1.6%	
REIMBURSABLE OVERTIME	5,416	\$0.646	Reflects lower activity in the Connecticut Track Program and Moodna-Woodbury Viaduct Project partially offset by increased costs for the New York Cyclical Track Program due to timing.	16,225	\$1.221	Reflects lower activity in the Connecticut Track Program partially offset by increased costs for the New York Cyclical Track Program due to timing.
	9.6%	19.3%		5.5%	6.8%	
TOTAL OVERTIME	(15,363)	\$0.565		454	\$2.127	

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

MTA METRO-NORTH RAILROAD
2019 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	JULY 2019				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$65.521	\$68.399	\$2.878	4.4	\$428.668	\$426.883	(\$1.785)	(0.4)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.148	8.583	2.435	39.6	70.504	74.370	3.866	5.5
<i>Capital & Other Reimbursements:</i>								
MTA	24.304	12.816	(11.488)	(47.3)	100.431	89.117	(11.314)	(11.3)
CDOT	17.282	5.899	(11.383)	(65.9)	82.207	47.040	(35.167)	(42.8)
Other	3.549	4.226	0.677	19.1	15.506	12.176	(3.330)	(21.5)
Total Capital and Other Reimbursements	45.134	22.941	(22.193)	(49.2)	198.144	148.333	(49.811)	(25.1)
Total Receipts	\$116.804	\$99.923	(\$16.881)	(14.5)	\$697.316	\$649.586	(\$47.730)	(6.8)
Expenditures								
<i>Labor:</i>								
Payroll	\$46.345	\$47.555	(\$1.210)	(2.6)	\$325.075	\$336.701	(\$11.626)	(3.6)
Overtime	10.619	11.893	(1.274)	(12.0)	72.859	74.220	(1.361)	(1.9)
Health and Welfare	12.404	11.008	1.396	11.3	79.844	81.292	(1.448)	(1.8)
OPEB Current Payment	3.311	3.162	0.149	4.5	22.744	22.437	0.307	1.4
Pensions	10.881	10.360	0.521	4.8	72.693	72.082	0.611	0.8
Other Fringe Benefits	10.949	12.797	(1.848)	(16.9)	79.766	91.591	(11.825)	(14.8)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$94.508	\$96.775	(\$2.267)	(2.4)	\$652.980	\$678.323	(\$25.343)	(3.9)
<i>Non-Labor:</i>								
Electric Power	\$6.437	\$8.767	(\$2.330)	(36.2)	\$44.430	\$46.551	(\$2.121)	(4.8)
Fuel	1.639	1.295	0.344	21.0	11.541	10.892	0.649	5.6
Insurance	1.116	0.000	1.116	100.0	6.044	5.470	0.574	9.5
Claims	0.107	0.619	(0.512)	*	18.679	19.274	(0.595)	(3.2)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	15.985	18.985	(3.000)	(18.8)	121.623	92.274	29.349	24.1
Professional Service Contracts	5.819	5.608	0.211	3.6	43.011	24.529	18.482	43.0
Materials & Supplies	14.779	12.646	2.133	14.4	104.429	84.937	19.492	18.7
Other Business Expenditures	3.144	4.499	(1.355)	(43.1)	23.188	22.820	0.368	1.6
Total Non-Labor	\$49.026	\$52.419	(\$3.393)	(6.9)	\$372.945	\$306.747	\$66.198	17.8
<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	\$143.534	\$149.194	(\$5.660)	(3.9)	\$1,025.926	\$985.070	\$40.856	4.0
Net Cash Deficit (excludes Opening Cash Balance)	(\$26.730)	(\$49.271)	(\$22.541)	(84.3)	(\$328.610)	(\$335.484)	(\$6.874)	(2.1)
Subsidies								
MTA	16.459	38.163	21.704	*	253.453	263.437	9.984	3.9
CDOT	10.271	20.299	10.028	97.6	76.271	78.217	1.946	2.6
Total Subsidies	\$26.730	\$58.462	\$31.732	*	\$329.724	\$341.654	\$11.930	3.6
Cash Timing and Availability Adjustment	\$0.000	(\$9.193)	(\$9.193)	-	\$0.000	(\$6.170)	(\$6.170)	-

Notes:

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	July Month vs Mid-Year Forecast			Year-To-Date as of July 31st, 2019		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	2.878	4.4%	Primarily reflects cash in transit partially offset by lower ridership across all East of Hudson Lines.	(1.785)	(0.4%)	
OTHER OPERATING REVENUE	2.435	39.6%	Primarily reflects timing of GCT revenue and higher Amtrak reimbursements.	3.866	5.5%	Primarily reflects higher Amtrak reimbursements, timing of GCT revenues and the reimbursement from a third party insurance carrier for Spuyten Duyvil passenger injury settlements partially offset by the timing of station revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(11.488)	(47.3%)	Reflects lower capital related project activity partially offset by higher cash receipts than forecasted.	(11.314)	(11.3%)	Reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
CDOT	(11.383)	(65.9%)	Reflects lower capital related project activity combined with lower cash receipts than forecasted.	(35.167)	(42.8%)	Reflects lower capital related project activity combined with lower cash receipts than forecasted.
OTHER	0.677	19.1%	Reflects higher cash receipts than forecasted partially offset by lower reimbursable related project activity.	(3.330)	(21.5%)	Reflects lower reimbursable related project activity partially offset by higher cash receipts than forecasted.
PAYROLL	(1.210)	(2.6%)		(11.626)	(3.6%)	Primarily reflects inter-agency payroll, timing of pay periods and RWA payments.
OVERTIME	(1.274)	(12.0%)	Primarily reflects timing of pay periods and RWA payments, higher required vacancy coverage, Reliability Centered Maintenance (RCM) and increased infrastructure repairs partially offset by lower activity in the Connecticut Track Program and the Moodna-Woodbury Viaduct Project.	(1.361)	(1.9%)	
HEALTH & WELFARE	1.396	11.3%	Primarily reflects timing of health insurance premiums and lower rates than forecasted partially offset by higher labor costs and inter-agency payroll.	(1.448)	(1.8%)	
PENSIONS	0.521	4.8%	Primarily reflects lower than forecasted rates combined with timing of payments partially offset by higher labor costs.	0.611	0.8%	
OTHER FRINGE BENEFITS	(1.848)	(16.9%)	Primarily reflects timing of payroll taxes, higher labor costs, RWA payments and inter-agency payroll.	(11.825)	(14.8%)	Primarily reflects timing of payroll taxes, inter-agency payroll, higher employee claims, labor costs, RWA payments and rates than forecasted.
ELECTRIC POWER	(2.330)	(36.2%)	Primarily reflects timing of payments.	(2.121)	(4.8%)	
FUEL	0.344	21.0%	Primarily reflects timing of payments combined with lower than forecasted diesel fuel price per gallon .	0.649	5.6%	Primarily reflects lower than forecasted diesel fuel price per gallon partially offset by timing of payments.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	July Month vs Mid-Year Forecast			Year-To-Date as of July 31st, 2019		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	1.116	100.0%	Reflects timing of payments for insurance premiums.	0.574	9.5%	Primarily reflects timing of premium payments for Automobile, All Agency Property and Force Account partially offset by Station Liability.
CLAIMS	(0.512)	*	Primarily reflects Spuyten Duyvil passenger injury settlement (To be reimbursed in August and reflected in Other Operating Revenue).	(0.595)	(3.2%)	
MAINTENANCE & OTHER OPERATING CONTRACTS	(3.000)	(18.8%)	Primarily reflects timing of payments for MTA Police and Real Estate Management Services partially offset by the timing of capital related projects (Maybrook Trailway and Upper Harlem Pole Replacement), Bridgeport Derailment M-8 repairs as well as the timing of expenses for miscellaneous maintenance and operating contracts.	29.349	24.1%	Primarily reflects the timing of capital related projects (Maybrook Trailway, Transformer Rehabilitation, GCT Station Master's Office Design & Reconfiguration and Upper Harlem Pole Replacement), BL-20 Locomotive Overhauls, Bridgeport Derailment M-8 repairs, timing of payments for MTA Police Services and lower miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	0.211	3.6%		18.482	43.0%	Primarily reflects the timing of engineering services relating to Connecticut Positive Train Control and the Sasco Creek Traction Power Supply Station combined with the timing of payments for NHL share of BSC/IT Costs and other consulting and engineering services.
MATERIALS & SUPPLIES	2.133	14.4%	Primarily reflects the timing of capital related projects (Waterbury Branch Cab Signal System Installation Project, Catenary Maintenance Vehicles Purchase, West of Hudson Track Improvement and Turnouts: Mainline High Speed Interlocking Replacement Projects) partially offset by materials placed into inventory.	19.492	18.7%	Primarily reflects forecasting error for the East of Hudson Power Rehabilitation Project (to be corrected in the November Financial Plan) as well as lower activity on the Waterbury Branch Cab Signal, Track Geometry Car Storage and Support Vehicles, Harmon Shop Replacement Phase Five and Turnouts: Mainline and High Speed Interlocking Replacement Projects partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	(1.355)	(43.1%)	Primarily reflects timing of New Jersey Transit Subsidy payment partially offset by lower Stationary, Printing & Office Supplies and Metro Cards.	0.368	1.6%	
MTA SUBSIDY RECEIPTS	21.704	*	Primarily reflects higher cash deficit combined with available cash balance partially offset by higher CDOT subsidy.	9.984	3.9%	
CDOT SUBSIDY RECEIPTS	10.028	97.6%	Primarily reflects the timing of the receipt of the July share of CDOT's estimated deficit.	1.946	2.6%	

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	JULY 2019				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$1.438)	\$2.143	\$3.581	*	(\$5.013)	(\$5.521)	(\$0.508)	(10.1)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.432	4.400	2.968	*	36.165	41.630	5.465	15.1
<i>Capital & Other Reimbursements:</i>								
MTA	10.065	(0.353)	(10.418)	*	(6.057)	9.443	15.501	*
CDOT	0.000	(3.453)	(3.453)	-	0.913	(4.679)	(5.591)	*
Other	0.000	3.420	3.420	-	0.465	3.878	3.413	*
Total Capital and Other Reimbursements	10.065	(0.387)	(10.452)	*	(4.680)	8.642	13.322	*
Total Revenue/Receipts	\$10.059	\$6.156	(\$3.903)	(38.8)	\$26.473	\$44.752	\$18.279	69.0
Expenditures								
<i>Labor:</i>								
Payroll	\$3.482	\$2.965	(\$0.517)	(14.8)	\$7.317	(\$0.510)	(\$7.826)	*
Overtime	0.747	(1.092)	(1.839)	*	1.023	(2.464)	(3.488)	*
Health and Welfare	(1.063)	0.043	1.106	*	(5.911)	(7.104)	(1.193)	(20.2)
OPEB Current Payment	0.000	(0.088)	0.000		(0.300)	(0.149)	0.151	50.4
Pensions	(0.014)	(0.062)	(0.048)	*	(1.936)	(3.157)	(1.220)	(63.0)
Other Fringe Benefits	1.267	(1.444)	(2.710)	*	1.279	(11.051)	(12.330)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.396)	(0.364)	0.032	8.0	(2.315)	(2.349)	(0.034)	(1.5)
Total Labor	\$4.022	(\$0.042)	(\$4.064)	*	(\$0.844)	(\$26.784)	(\$25.940)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.153)	(\$4.092)	(\$3.939)	*	(\$1.422)	(\$4.505)	(\$3.083)	*
Fuel	0.041	0.249	0.208	*	0.885	0.687	(0.198)	(22.4)
Insurance	0.627	1.676	1.049	*	5.510	5.761	0.251	4.6
Claims	0.000	(0.537)	(0.537)	-	(18.059)	(18.711)	(0.652)	(3.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.265	(5.307)	(5.572)	*	(27.277)	(18.441)	8.836	32.4
Professional Service Contracts	0.700	(2.160)	(2.860)	*	(4.230)	0.061	4.291	*
Materials & Supplies	(1.398)	(1.175)	0.224	16.0	(11.662)	(12.407)	(0.746)	(6.4)
Other Business Expenses	(1.034)	(1.891)	(0.857)	(82.9)	(6.882)	(8.373)	(1.490)	(21.7)
Total Non-Labor	(\$0.954)	(\$13.236)	(\$12.283)	*	(\$63.137)	(\$55.927)	\$7.209	11.4
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	\$3.069	(\$13.278)	(\$16.347)	*	(\$63.981)	(\$82.711)	(\$18.730)	(29.3)
Depreciation	20.879	18.896	(1.982)	(9.5)	142.114	134.256	(7.858)	(5.5)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	(1.383)	(1.881)	(0.498)	36.0
Environmental Remediation	0.350	0.000	(0.350)	(100.0)	2.252	1.712	(0.540)	24.0
GASB75 Adjustment	0.000	0.000	0.000	-	0.184	(0.743)	(0.927)	*
Total Expenditures Adjustments	\$24.297	\$5.618	(\$18.679)	(76.9)	\$79.186	\$50.633	(\$28.553)	(36.1)
Total Cash Conversion Adjustments	\$34.356	\$11.774	(\$22.582)	(65.7)	\$105.658	\$95.385	(\$10.274)	(9.7)

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
JULY 2019
(in millions)

	MONTH			VARIANCE				YTD			VARIANCE			
				Fav/(Unfav)							Fav/(Unfav)			
	MID-YEAR FORECAST	2019	2018	MID-YEAR FORECAST	2018			MID-YEAR FORECAST	2019	2018 ^(A)	MID-YEAR FORECAST	2018		
FAREBOX REVENUE														
Harlem Line - Commutation	9.602	9.500	9.231	(0.102)	-1.1%	0.269	2.9%	66.555	66.136	65.586	(0.419)	-0.6%	0.549	0.8%
Harlem Line - Non-Commutation	9.501	9.462	8.941	(0.039)	-0.4%	0.521	5.8%	58.248	58.115	56.074	(0.133)	-0.2%	2.041	3.6%
TOTAL HARLEM LINE	\$19.103	\$18.962	\$18.172	(\$0.141)	-0.7%	\$0.789	4.3%	\$124.803	\$124.251	\$121.661	(\$0.552)	-0.4%	\$2.590	2.1%
Hudson Line - Commutation	6.234	6.219	5.988	(0.015)	-0.2%	0.232	3.9%	44.174	44.095	43.071	(0.079)	-0.2%	1.023	2.4%
Hudson Line - Non-Commutation	8.721	8.593	8.170	(0.128)	-1.5%	0.423	5.2%	50.706	50.557	48.134	(0.149)	-0.3%	2.423	5.0%
TOTAL HUDSON LINE	\$14.955	\$14.812	\$14.158	(\$0.143)	-1.0%	\$0.654	4.6%	\$94.880	\$94.652	\$91.205	(\$0.229)	-0.2%	\$3.447	3.8%
New Haven Line - Commutation	13.302	13.190	13.154	(0.112)	-0.8%	0.035	0.3%	93.202	92.875	92.731	(0.327)	-0.4%	0.144	0.2%
New Haven Line - Non-Commutation	18.259	17.954	17.869	(0.305)	-1.7%	0.085	0.5%	112.239	112.348	109.506	0.109	0.1%	2.843	2.6%
TOTAL NEW HAVEN LINE	\$31.561	\$31.144	\$31.023	(\$0.417)	-1.3%	\$0.121	0.4%	\$205.442	\$205.223	\$202.237	(\$0.218)	-0.1%	\$2.987	1.5%
All Lines - Commutation	29.138	28.909	28.373	(0.229)	-0.8%	0.536	1.9%	203.931	203.105	201.389	(0.826)	-0.4%	1.717	0.9%
All Lines - Non-Commutation	36.482	36.009	34.981	(0.473)	-1.3%	1.029	2.9%	221.193	221.020	213.713	(0.173)	-0.1%	7.307	3.4%
TOTAL EAST OF HUDSON LINES	\$65.619	\$64.918	\$63.354	(\$0.701)	-1.1%	\$1.564	2.5%	\$425.125	\$424.125	\$415.102	(\$0.999)	-0.2%	\$9.023	2.2%
West of Hudson ^(B)	\$1.340	\$1.338	\$1.283	(0.002)	-0.1%	0.055	4.3%	\$8.556	\$8.278	\$8.385	(0.277)	-3.2%	(0.106)	-1.3%
TOTAL FAREBOX REVENUE	\$66.959	\$66.256	\$64.637	(\$0.703)	-1.0%	\$1.619	2.5%	\$433.680	\$432.404	\$423.487	(\$1.277)	-0.3%	\$8.917	2.1%
RIDERSHIP														
Harlem Line - Commutation	1.420	1.394	1.408	(0.026)	-1.8%	(0.013)	-0.9%	9.787	9.693	9.780	(0.094)	-1.0%	(0.087)	-0.9%
Harlem Line - Non-Commutation	0.970	0.947	0.953	(0.023)	-2.4%	(0.006)	-0.6%	6.193	6.173	6.111	(0.020)	-0.3%	0.062	1.0%
TOTAL HARLEM LINE	2.390	2.341	2.361	(0.049)	-2.0%	(0.019)	-0.8%	15.980	15.866	15.892	(0.114)	-0.7%	(0.025)	-0.2%
Hudson Line - Commutation	0.797	0.796	0.791	(0.001)	-0.1%	0.006	0.7%	5.563	5.562	5.496	(0.001)	0.0%	0.066	1.2%
Hudson Line - Non-Commutation	0.743	0.736	0.731	(0.007)	-0.9%	0.005	0.7%	4.399	4.418	4.297	0.019	0.4%	0.121	2.8%
TOTAL HUDSON LINE	1.540	1.532	1.521	(0.007)	-0.5%	0.011	0.7%	9.963	9.981	9.793	0.018	0.2%	0.188	1.9%
New Haven Line - Commutation	1.892	1.857	1.883	(0.036)	-1.9%	(0.027)	-1.4%	12.974	12.870	12.950	(0.104)	-0.8%	(0.081)	-0.6%
New Haven Line - Non-Commutation	1.688	1.649	1.671	(0.039)	-2.3%	(0.022)	-1.3%	10.393	10.406	10.217	0.014	0.1%	0.189	1.8%
TOTAL NEW HAVEN LINE	3.581	3.505	3.554	(0.075)	-2.1%	(0.049)	-1.4%	23.367	23.276	23.168	(0.090)	-0.4%	0.108	0.5%
Total Ridership East of Hudson														
All Lines - Commutation	4.110	4.047	4.082	(0.062)	-1.5%	(0.035)	-0.8%	28.325	28.125	28.227	(0.199)	-0.7%	(0.102)	-0.4%
All Lines - Non-Commutation	3.401	3.332	3.354	(0.069)	-2.0%	(0.023)	-0.7%	20.985	20.998	20.626	0.013	0.1%	0.372	1.8%
TOTAL EAST OF HUDSON LINES	7.510	7.379	7.436	(0.131)	-1.8%	(0.057)	-0.8%	49.310	49.124	48.853	(0.186)	-0.4%	0.271	0.6%
West of Hudson ^(B)	0.148	0.171	0.150	0.023	15.6%	0.021	14.0%	0.960	0.979	0.949	0.018	1.9%	0.030	3.1%
TOTAL EAST & WEST OF HUDSON LINES	7.658	7.550	7.586	(0.108)	-1.4%	(0.036)	-0.5%	50.270	50.102	49.802	(0.168)	-0.3%	0.300	0.6%

^(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 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2019

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	3	-	
Labor Relations	14	13	1	
Safety	59	56	3	A
Security	24	21	3	A
Office of the Executive VP	9	8	1	
Corporate & Public Affairs	15	15	-	
Customer Service	58	58	-	
Legal	13	11	2	
Claims	10	9	1	
Human Resources	44	39	5	A
Training	85	83	2	
Employee Relations & Diversity	5	5	-	
VP Planning	2	2	-	
Operations Planning & Analysis	20	20	-	
Capital Planning & Programming	13	12	1	
Long Range Planning	8	8	-	
VP Finance & Info Systems	-	-	-	
Controller	73	73	0	
Budget	17	17	-	
Procurement & Material Mgmt	26	22	4	A
Total Administration	498	475	23	
Operations				
Operations Support	77	69	8	A, B
Transportation	1,645	1,660	(15)	C
Customer Service	364	373	(9)	D
Metro-North West	29	33	(4)	
Total Operations	2,115	2,136	(21)	
Maintenance				
Maintenance of Equipment	1,669	1,626	43	A, B
Maintenance of Way	2,097	2,097	(0)	
Procurement & Material Mgmt	115	121	(6)	D
Total Maintenance	3,881	3,844	37	
Engineering/Capital				
Construction Management	38	37	1	
Engineering & Design	76	86	(10)	D
Total Engineering/Capital	114	123	(9)	
Total Positions	6,608	6,577	31	
Non-Reimbursable	5,740	5,953	(212)	E
Reimbursable	868	624	244	
Total Full-Time	6,607	6,576	31	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

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

MTA METRO-NORTH RAILROAD
2019 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2019

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	168	163	5
Professional, Technical, Clerical	330	312	18
Operational Hourlies	-	-	-
Total Administration	498	475	23
Operations			
Managers/Supervisors	252	241	11
Professional, Technical, Clerical	204	210	(6)
Operational Hourlies	1,659	1,685	(26)
Total Operations	2,115	2,136	(21)
Maintenance			
Managers/Supervisors	639	649	(10)
Professional, Technical, Clerical	477	472	5
Operational Hourlies	2,765	2,723	42
Total Maintenance	3,881	3,844	37
Engineering/Capital			
Managers/Supervisors	46	44	2
Professional, Technical, Clerical	68	79	(11)
Operational Hourlies	-	-	-
	114	123	(9)
Total Positions			
Managers/Supervisors	1,105	1,097	8
Professional, Technical, Clerical	1,079	1,072	7
Operational Hourlies	4,424	4,408	16
Total Positions	6,608	6,577	31

MTA METRO-NORTH RAILROAD
2019 MID-YEAR FORECAST VS. ACTUALS
July 31, 2019

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Administration	498	475	23	Primarily reflects higher attrition than planned
Operations	2,115	2,136	(21)	
Maintenance	3,881	3,844	37	Primarily reflects delayed hiring of vacant positions and higher attrition than planned
Engineering / Capital	114	123	(9)	
Total Agency-wide Headcount	6,608	6,577	31	
Non-Reimbursable	5,740	5,953	(212)	Primarily reflects Maintenance of Way positions performing operating work due to the rescheduling of reimbursable projects.
Reimbursable	868	624	244	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
JULY 2019

	MONTH			VARIANCE	
	MYF	2019	2018	Fav/(Unfav)	
				MYF	2018
Farebox Operating Ratio					
Standard ^(B)	58.2%	56.9%	56.7%	-1.3%	0.2%
Adjusted ^(C)	65.4%	63.3%	62.6%	-2.1%	0.8%
Cost per Passenger					
Standard ^(B)	\$15.02	\$15.43	\$15.40	(\$0.41)	(\$0.03)
Adjusted ^(C)	\$14.63	\$15.06	\$15.02	(\$0.43)	(\$0.04)
Passenger Revenue/Passenger	\$8.74	\$8.78	\$8.73	\$0.03	\$0.05
	YEAR-TO-DATE			VARIANCE	
	MYF	2019	2018	Fav/(Unfav)	
				MYF	2018
Farebox Operating Ratio					
Standard ^(B)	55.5%	56.4%	55.3%	0.9%	1.1%
Adjusted ^(C)	62.6%	63.4%	61.5%	0.9%	2.0%
Cost per Passenger					
Standard ^(B)	\$15.55	\$15.30	\$15.38	\$0.25	\$0.08
Adjusted ^(C)	\$15.13	\$14.88	\$14.97	\$0.25	\$0.08
Passenger Revenue/Passenger	\$8.63	\$8.63	\$8.50	\$0.00	\$0.13

(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.

Finance Report

Steven Weiss

Executive Director, Management & Budget



On Friday, May 10, 2019, the last M2 train set left Metro-North property and embarked on its final journey of approximately 575 miles to Ashtabula, Ohio for dismantling. Built between May 1973 and July 1976, the M2 fleet served our customers on the New Haven Line for 45 years.



Metro-North Railroad

June 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 Mid-Year Forecast (forecast) and key financial performance indicators.

Summary of Non-Reimbursable Year-to-Date (YTD) June 2019 Financial Results

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

- Ridership of 42.6 million, which includes East of Hudson ridership of 41.7 million and West of Hudson ridership of 0.8 million, was 0.1% unfavorable vs. forecast. Consequently, farebox revenue of \$366.1 million was \$0.6 million lower than forecast.
- Total revenue of \$394.7 million was \$1.6 million or 0.4% lower than forecast due to lower ridership and advertising revenue as well as the timing of net GCT retail income.
- Total expenses of \$650.1 million were \$2.5 million or 0.4% unfavorable vs. forecast primarily due to the reallocation of capital forces to operations coverage caused by the rescheduling of capital projects.

Financial results for Year-to-Date (YTD) June 2019 are presented in the table below and compared to the Mid-Year Forecast.

MTA Metro-North Railroad
June 2019 Year-to-Date Results
(\$ in Millions)

	<u>Midyear Forecast</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$396.3	\$394.7	(\$1.6)	-0.4%
Total Expenses before Non-Cash Liability Adjs.	647.6	650.1	(2.5)	-0.4%
Operating Surplus/(Deficit)	(251.2)	(255.4)	(4.1)	-1.6%
<i>Other Non-Cash Liabilities</i>	<i>121.9</i>	<i>114.4</i>	<i>7.5</i>	<i>6.1%</i>
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(373.2)	(369.8)	3.4	0.9%
<i>Cash Adjustments</i>	<i>71.3</i>	<i>83.6</i>	<i>12.3</i>	<i>17.3%</i>
Net Cash Surplus/(Deficit)	(\$301.9)	(\$286.2)	\$15.7	5.2%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

June 2019 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$369.8 million was \$3.4 million or 0.9% favorable vs. the forecast.

Major drivers of the June 2019 YTD favorable result of \$3.4 million include lower Non-Reimbursable Expenses of \$5.0 million mainly due to lower discretionary contractual spending in the maintenance and other operating contracts and professional services categories, timing of non-cash liability adjustments and increased expense recoveries partially offset by higher payroll expense as well as lower Non-Reimbursable Revenues of \$1.6 million primarily due to lower non-passenger revenue (\$1.1 million).

June 2019 YTD Reimbursable Expenses of \$116.4 million were \$51.4 million favorable vs. the forecast primarily due to the timing of several capital projects including Connecticut Positive Train Control and Connecticut Track Program as well as a forecast issue related to the East of Hudson Power Rehabilitation Project.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$0.6 million lower vs. the forecast primarily due to lower ridership on the Harlem and New Haven Lines.
 - YTD Ridership of 42.6 million was 0.1% unfavorable vs. the forecast and 0.8% favorable vs. YTD 2018.
- **Other Operating Revenue** – YTD was \$1.1 million or 3.6% unfavorable vs. the forecast primarily due to lower advertising revenue and the timing of net GCT retail income.
- **Capital and Other Reimbursements** – YTD was \$51.4 million or 30.6% unfavorable vs. the forecast primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$880.9 million were \$56.4 million or 6.0% favorable vs. the forecast.

Labor Expenses (including fringes and overhead recoveries) of \$554.8 million YTD were \$1.2 million unfavorable vs. the forecast.

- **Payroll** – YTD was \$3.1 million unfavorable vs. the forecast which primarily reflects the timing of retiree payouts.
- **Overtime** – YTD was \$1.6 million favorable vs. the forecast primarily due to increased employee availability for train crews as well as lower Reimbursable activity in various projects.

Non-Labor Expenses of \$211.6 million YTD were \$50.1 million favorable vs. the forecast.

- **Electric Power** – YTD results were \$0.6 million unfavorable vs. the forecast primarily due to higher rates.
- **Fuel** – YTD expenses were \$0.7 million favorable vs. the forecast primarily due to lower diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$17.9 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily for the Maybrook Trailway and the Signal Replacement from Greenwich to South Norwalk Project as well as the timing of Non-Reimbursable expenses for the BL-20 Overhaul Program, GCT utilities and other various expenses.

- **Professional Services** – YTD was \$11.1 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily for the Connecticut Positive Train Control Project as well as lower than anticipated Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$18.3 million favorable vs. the forecast primarily due to a forecast issue related to the East of Hudson Power Rehabilitation Project and timing for the Waterbury Branch Cab Signaling Project partially offset by increased usage for reliability centered maintenance programs as well as rolling stock and infrastructure repairs.
- **Other Business Expenses** – YTD was \$2.4 million favorable vs. the forecast primarily due to increased Amtrak recoveries and the timing of recoveries from CSX and Norfolk Southern.

Depreciation and Other Non-Cash Liability Adjustments were \$7.5 million favorable vs. the YTD forecast primarily due to lower Depreciation expense reflecting lower capitalization of assets due to the timing of project completions.

CASH DEFICIT SUMMARY

June YTD Net Cash Deficit of \$286.2 million was \$15.7 million or 5.2% favorable to the forecast. 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 63.5% was 1.4 percentage points favorable vs. the forecast.
- Adjusted Cost per Passenger of \$14.85 was \$0.37 favorable vs. the forecast.
- Revenue per Passenger of \$8.60 was flat vs. the forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JUNE 2019
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$67.765	\$66.510	(\$1.256)	(1.9)	\$0.000	\$0.000	\$0.000	-	\$67.765	\$66.510	(\$1.256)	(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	5.104	4.393	(0.711)	(13.9)	0.000	0.000	0.000	-	5.104	4.393	(0.711)	(13.9)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	14.926	10.832	(4.095)	(27.4)	14.926	10.832	(4.095)	(27.4)
CDOT	0.000	0.000	0.000	-	15.317	6.105	(9.212)	(60.1)	15.317	6.105	(9.212)	(60.1)
Other	0.000	0.000	0.000	-	2.219	0.992	(1.227)	(55.3)	2.219	0.992	(1.227)	(55.3)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	32.462	17.929	(14.533)	(44.8)	32.462	17.929	(14.533)	(44.8)
Total Revenue/Receipts	\$72.870	\$70.903	(\$1.967)	(2.7)	\$32.462	\$17.929	(\$14.533)	(44.8)	\$105.332	\$88.832	(\$16.500)	(15.7)
Expenses												
<i>Labor:</i>												
Payroll	\$38.821	\$40.384	(\$1.563)	(4.0)	\$4.809	\$4.110	\$0.699	14.5	\$43.630	\$44.493	(\$0.863)	(2.0)
Overtime	7.110	6.441	0.669	9.4	2.590	2.173	0.417	16.1	9.700	8.614	1.086	11.2
Health and Welfare	7.832	9.970	(2.137)	(27.3)	1.655	1.358	0.296	17.9	9.487	11.328	(1.841)	(19.4)
OPEB Current Payment	3.311	3.036	0.275	8.3	0.000	0.000	0.000	-	3.311	3.036	0.275	8.3
Pensions	8.377	8.042	0.335	4.0	1.176	1.008	0.168	14.3	9.553	9.049	0.503	5.3
Other Fringe Benefits	9.509	10.218	(0.709)	(7.5)	1.278	1.081	0.197	15.4	10.787	11.299	(0.512)	(4.7)
Reimbursable Overhead	(6.848)	(5.773)	(1.075)	(15.7)	6.482	5.379	1.103	17.0	(0.366)	(0.394)	0.028	7.7
Total Labor	\$68.113	\$72.317	(\$4.205)	(6.2)	\$17.990	\$15.108	\$2.881	16.0	\$86.102	\$87.426	(\$1.323)	(1.5)
<i>Non-Labor:</i>												
Electric Power	\$5.816	\$5.671	\$0.145	2.5	\$0.000	\$0.000	(\$0.000)	-	\$5.816	\$5.672	\$0.145	2.5
Fuel	1.663	1.509	0.154	9.3	0.000	0.000	0.000	-	1.663	1.509	0.154	9.3
Insurance	1.361	1.361	(0.000)	(0.0)	0.339	0.236	0.103	30.4	1.700	1.597	0.103	6.1
Claims	0.102	0.072	0.030	29.2	0.000	0.000	0.000	-	0.102	0.072	0.030	29.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.299	12.065	(1.767)	(17.2)	4.466	0.790	3.676	82.3	14.764	12.855	1.909	12.9
Professional Service Contracts	3.975	3.901	0.073	1.8	3.318	0.575	2.743	82.7	7.292	4.476	2.816	38.6
Materials & Supplies	8.290	8.108	0.182	2.2	6.278	1.193	5.085	81.0	14.568	9.301	5.267	36.2
Other Business Expenses	2.757	0.996	1.761	63.9	0.072	0.027	0.045	63.1	2.829	1.023	1.806	63.8
Total Non-Labor	\$34.263	\$33.685	\$0.578	1.7	\$14.472	\$2.821	\$11.652	80.5	\$48.736	\$36.506	\$12.230	25.1
<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.	\$102.376	\$106.002	(\$3.626)	(3.5)	\$32.462	\$17.929	\$14.533	44.8	\$134.838	\$123.931	\$10.907	8.1
Depreciation	20.879	19.041	1.838	8.8	0.000	0.000	0.000	-	20.879	19.041	1.838	8.8
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	(1.158)	(1.656)	0.498	43.0	0.000	0.000	0.000	-	(1.158)	(1.656)	0.498	43.0
Environmental Remediation	0.350	0.070	0.280	80.0	0.000	0.000	0.000	-	0.350	0.070	0.280	80.0
GASB75 Adjustment	0.092	(0.835)	0.927	*	0.000	0.000	0.000	-	0.092	(0.835)	0.927	*
Total Expenses	\$122.538	\$122.622	(\$0.084)	(0.1)	\$32.462	\$17.929	\$14.533	44.8	\$155.000	\$140.551	\$14.449	9.3
Net Surplus/(Deficit)	(\$49.668)	(\$51.719)	(\$2.051)	(4.1)	\$0.000	\$0.000	\$0.000	-	(\$49.668)	(\$51.719)	(\$2.051)	(4.1)
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.879	19.041	(1.838)	(8.8)	0.000	0.000	0.000	-	20.879	19.041	(1.838)	(8.8)
Operating/Capital	(14.040)	(3.489)	10.550	75.1	0.000	0.000	0.000	-	(14.040)	(3.489)	10.550	75.1
Other Cash Adjustments	(13.990)	(4.637)	9.353	66.9	0.000	0.000	0.000	-	(13.990)	(4.637)	9.353	66.9
Total Cash Conversion Adjustments	(\$7.151)	\$10.914	\$18.065	*	\$0.000	\$0.000	\$0.000	-	(\$7.151)	\$10.914	\$18.065	*
Net Cash Surplus/(Deficit)	(\$56.819)	(\$40.805)	\$16.014	28.2	\$0.000	\$0.000	\$0.000	-	(\$56.819)	(\$40.805)	\$16.014	28.2

Notes:

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

→ Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
JUNE YEAR-TO-DATE
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$366.722	\$366.148	(\$0.574)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$366.722	\$366.148	(\$0.574)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	29.622	28.557	(1.066)	(3.6)	0.000	0.000	0.000	-	29.622	28.557	(1.066)	(3.6)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	92.250	66.504	(25.746)	(27.9)	92.250	66.504	(25.746)	(27.9)
CDOT	0.000	0.000	0.000	-	64.012	42.366	(21.646)	(33.8)	64.012	42.366	(21.646)	(33.8)
Other	0.000	0.000	0.000	-	11.492	7.492	(4.000)	(34.8)	11.492	7.492	(4.000)	(34.8)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	167.754	116.363	(51.392)	(30.6)	167.754	116.363	(51.392)	(30.6)
Total Revenue/Receipts	\$396.344	\$394.705	(\$1.639)	(0.4)	\$167.754	\$116.363	(\$51.392)	(30.6)	\$564.098	\$511.067	(\$53.031)	(9.4)
Expenses												
<i>Labor:</i>												
Payroll	\$254.992	\$260.632	(\$5.640)	(2.2)	\$27.574	\$25.040	\$2.534	9.2	\$282.565	\$285.672	(\$3.106)	(1.1)
Overtime	48.013	47.026	0.987	2.1	14.503	13.928	0.575	4.0	62.516	60.954	1.562	2.5
Health and Welfare	53.247	54.724	(1.476)	(2.8)	9.344	8.414	0.931	10.0	62.592	63.137	(0.545)	(0.9)
OPEB Current Payment	19.133	19.214	(0.081)	(0.4)	0.000	0.000	0.000	-	19.133	19.214	(0.081)	(0.4)
Pensions	53.247	52.493	0.754	1.4	6.643	6.134	0.509	7.7	59.890	58.627	1.263	2.1
Other Fringe Benefits	61.575	62.522	(0.948)	(1.5)	7.255	6.665	0.590	8.1	68.830	69.187	(0.357)	(0.5)
Reimbursable Overhead	(38.515)	(35.602)	(2.914)	(7.6)	36.596	33.616	2.979	8.1	(1.920)	(1.985)	0.065	3.4
Total Labor	\$451.692	\$461.010	(\$9.318)	(2.1)	\$101.914	\$93.796	\$8.118	8.0	\$553.606	\$554.806	(\$1.200)	(0.2)
<i>Non-Labor:</i>												
Electric Power	\$36.722	\$37.287	(\$0.566)	(1.5)	\$0.002	\$0.083	(\$0.081)	*	\$36.724	\$37.371	(\$0.646)	(1.8)
Fuel	10.747	10.035	0.712	6.6	0.000	0.000	(0.000)	-	10.747	10.035	0.712	6.6
Insurance	8.032	8.120	(0.088)	(1.1)	1.779	1.436	0.343	19.3	9.811	9.556	0.256	2.6
Claims	0.513	0.481	0.032	6.3	0.000	0.000	0.000	-	0.513	0.481	0.032	6.3
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	57.456	51.637	5.820	10.1	20.639	8.519	12.120	58.7	78.095	60.155	17.940	23.0
Professional Service Contracts	18.455	16.601	1.855	10.0	13.807	4.541	9.266	67.1	32.262	21.142	11.120	34.5
Materials & Supplies	50.103	53.210	(3.107)	(6.2)	29.284	7.848	21.436	73.2	79.387	61.058	18.329	23.1
Other Business Expenses	13.868	11.700	2.168	15.6	0.328	0.139	0.190	57.7	14.196	11.839	2.357	16.6
Total Non-Labor	\$195.897	\$189.071	\$6.826	3.5	\$65.840	\$22.566	\$43.274	65.7	\$261.737	\$211.637	\$50.100	19.1
<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.	\$647.588	\$650.081	(\$2.493)	(0.4)	\$167.754	\$116.363	\$51.392	30.6	\$815.343	\$766.443	\$48.899	6.0
Depreciation	121.235	115.360	5.876	4.8	0.000	0.000	0.000	-	121.235	115.360	5.876	4.8
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	(1.383)	(1.881)	0.498	36.0	0.000	0.000	0.000	-	(1.383)	(1.881)	0.498	36.0
Environmental Remediation	1.902	1.712	0.190	10.0	0.000	0.000	0.000	-	1.902	1.712	0.190	10.0
GASB75 Adjustment	0.184	(0.743)	0.927	*	0.000	0.000	0.000	-	0.184	(0.743)	0.927	*
Total Expenses	\$769.526	\$764.528	\$4.998	0.6	\$167.754	\$116.363	\$51.392	30.6	\$937.281	\$880.891	\$56.390	6.0
Net Surplus/(Deficit)	(\$373.182)	(\$369.824)	\$3.359	0.9	\$0.000	\$0.000	(\$0.000)	-	(\$373.182)	(\$369.824)	\$3.359	0.9
<i>Cash Conversion Adjustments:</i>												
Depreciation	121.235	115.360	(5.876)	(4.8)	0.000	0.000	0.000	-	121.235	115.360	(5.876)	(4.8)
Operating/Capital	(38.849)	(19.652)	19.198	49.4	0.000	0.000	0.000	-	(38.849)	(19.652)	19.198	49.4
Other Cash Adjustments	(11.083)	(12.097)	(1.014)	(9.1)	0.000	0.000	0.000	-	(11.083)	(12.097)	(1.014)	(9.1)
Total Cash Conversion Adjustments	\$71.303	\$83.611	\$12.308	17.3	\$0.000	\$0.000	\$0.000	-	\$71.303	\$83.611	\$12.308	17.3
Net Cash Surplus/(Deficit)	(\$301.880)	(\$286.213)	\$15.667	5.2	\$0.000	\$0.000	(\$0.000)	-	(\$301.880)	(\$286.213)	\$15.667	5.2

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
June 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	(\$0.711)	(13.9%)	Primarily reflects timing of net GCT retail income and lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising revenue.	(\$1.066)	(3.6%)	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$14.533)	(44.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$51.392)	(30.6%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$1.563)	(4.0%)	Reallocation of forces to operations coverage due to the rescheduling of capital projects and the timing of retiree payouts.	(\$5.640)	(2.2%)	Reflects primarily lower activity in the Cyclical Track Program, Connecticut Track Program and Cyclical Replacement Insulated Joint Project partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program.
	Reimb	\$0.699	14.5%	Reflects primarily lower activity in the Cyclical Track and Connecticut Track Programs.	\$2.534	9.2%	
OVERTIME	Non-Reimb	\$0.669	9.4%	See overtime tables.	\$0.987	2.1%	See overtime tables.
	Reimb	\$0.417	16.1%	See overtime tables.	\$0.575	4.0%	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	(\$2.137)	(27.3%)	Primarily reflects higher than forecasted rates combined with higher labor costs.	(\$1.476)	(2.8%)	Reflects primarily lower activity in the Connecticut Track and Cyclical Track Programs partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program.
	Reimb	\$0.296	17.9%	Reflects lower activity in the Connecticut Track and Cyclical Track Programs.	\$0.931	10.0%	
OPEB CURRENT PAYMENT	Non-Reimb	\$0.275	8.3%	Primarily due to timing.	(\$0.081)	(0.4%)	
PENSIONS	Reimb	\$0.168	14.3%	Reflects lower activity in the Connecticut Track and Cyclical Track Programs.	\$0.509	7.7%	Reflects primarily lower activity in the Connecticut Track and Cyclical Track Programs partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program.
OTHER FRINGE BENEFITS	Non-Reimb	(\$0.709)	(7.5%)	Primarily reflects a higher employee claim provision combined with higher than forecasted labor costs and rates.	(\$0.948)	(1.5%)	Reflects primarily lower activity in the Connecticut Track and Cyclical Track Programs partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program.
	Reimb	\$0.197	15.4%	Reflects lower activity in the Connecticut Track and Cyclical Track Programs.	\$0.590	8.1%	

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
June 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.075)	(15.7%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$2.914)	(7.6%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.
	Reimb	\$1.103	17.0%		\$2.979	8.1%	
FUEL	Non-Reimb	\$0.154	9.3%	Primarily due to lower diesel fuel price per gallon.	\$0.712	6.6%	Primarily due to lower diesel fuel price per gallon.
INSURANCE	Reimb	\$0.103	30.4%	Reflects lower activity in the Connecticut Track and Cyclical Track Programs.	\$0.343	19.3%	Reflects lower activity in the Connecticut Track Program, Turnouts - Yards/Siding Project, Positive Train Control (NY) and Cyclical Track Program partially offset by increased activity in Turnouts: Mainline and High Speed Interlocking Replacement Project and Cos Cob Bridge Mitre Rail Replacement Project.
CLAIMS	Non-Reimb	\$0.030	29.2%	Reflects a lower passenger claims provision than forecasted.	\$0.032	6.3%	Reflects a lower passenger claims provision than forecasted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$1.767)	(17.2%)	Reflects timing of water expense partially offset by the timing of BL-20 locomotive overhauls and other expenses for miscellaneous maintenance and operating contracts.	\$5.820	10.1%	Reflects the timing of BL-20 Locomotive Overhauls, lower than anticipated expenses for miscellaneous maintenance and operating contracts, and timing of billing for GCT utility expenses.
	Reimb	\$3.676	82.3%	Reflects lower activity in the Signal Replacement from Greenwich to South Norwalk and Maybrook Trailway Projects due to timing of work and billing of these projects partially offset by higher activity on the Connecticut Positive Train Control Project.	\$12.120	58.7%	Reflects timing of invoices and lower activity in the Maybrook Trailway and Signal Replacement from Greenwich to South Norwalk Projects, and late award of the Transformer Rehabilitation Project partially offset by higher activity on Hot Bearing and Wheel Impact Project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.073	1.8%	Reflects timing of Connecticut Positive Train Control Project.	\$1.855	10.0%	Primarily due to lower than anticipated consulting and engineering services.
	Reimb	\$2.743	82.7%		\$9.266	67.1%	Reflects timing of Connecticut Positive Train Control Project and a delayed start date for Sasco Creek Traction Power Supply Station Project partially offset by the transfer of Maybrook Trailway expense from Operating Capital.
MATERIALS AND SUPPLIES	Non-Reimb	\$0.182	2.2%	Reflects lower activity in Waterbury Branch Cab Signal, West of Hudson Track Improvements, and Turnouts: Mainline and High Speed Interlocking Replacement Projects partially offset by higher activity on the Cyclical Track Program.	(\$3.107)	(6.2%)	Timing of expense for Reliability Centered Maintenance (RCM) Programs and increased usage for infrastructure repairs partially offset by lower inventory adjustments and obsolete reserves as well as capitalization of 2019 Cyclical Track Program expense.
	Reimb	\$5.085	81.0%		\$21.436	73.2%	Reflects forecasting error for the East of Hudson Power Rehabilitation Project (to be corrected in the November Financial Plan) as well as lower activity on the Waterbury Branch Cab Signal, Harmon Shop Replacement - Phase Five and Turnouts: Mainline and High Speed Interlocking Replacement Projects.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
June 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER BUSINESS EXPENSES	Non-Reimb	\$1.761	63.9%	Primarily due to higher Amtrak recoveries and timing of CSX and Norfolk Southern recoveries.	\$2.168	15.6%	Primarily due to higher Amtrak recoveries, timing of CSX and Norfolk Southern recoveries, and lower travel, office supplies, memberships and subscriptions, and other miscellaneous expenses.
	Reimb	\$0.045	63.1%	Reflects primarily lower activity on Maybrook Trailway project.	\$0.190	57.7%	Reflects primarily lower activity on Maybrook Trailway project.
DEPRECIATION	Non-Reimb	\$1.838	8.8%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.	\$5.876	4.8%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$0.000	-	Reflects the impact of a GAAP change (GASB 75) in OPEB liability.	\$0.000	-	Reflects the impact of a GAAP change (GASB 75) in OPEB liability.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.498	43.0%	Reflects adjustments to account for MNR's net pension liability.	\$0.498	36.0%	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.280	80.0%	Reflects timing of projects requiring remediation.	\$0.190	10.0%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.927	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.	\$0.927	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$10.550	75.1%	Reflects timing primarily in the following projects: Track Geometry Car Purchase, GP-35 Locomotive Overhauls, GCT Exhaust Duct Repair and Restoration, Installation of Hot Bearing Detection and Wheel Impact Load Detection Systems, Grade Crossing Renewal, Enhanced Station Platform Signage, and Upper Harlem Pole Replacement.	\$19.198	49.4%	Reflects timing primarily in the following projects: Track Geometry Car Purchase, GCT SMO Design & Reconfiguration, Renovation of the GCT Training Facility, GP-35 Locomotive Overhauls, GCT Exhaust Duct Repair, Grade Crossing Renewal, GCT Escalators Replacement, and Enhanced Station Platform Signage.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June						Year To Date(June)					
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	42,893	\$ 2.607	38,434	\$ 2.321	4,459	\$0.285	315,945	\$ 19.004	287,811	\$ 17.153	28,135	\$1.851
					10.4%	11.0%					8.9%	9.7%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	48,552	\$ 2.954	44,992	\$ 2.601	3,559	\$0.353	273,774	\$ 16.255	314,952	\$ 18.077	(41,178)	(\$1.822)
					7.3%	12.0%					-15.0%	-11.2%
<u>Unscheduled Maintenance</u>	116	\$ 0.007	0	\$ -	116	\$0.007	4,173	\$ 0.238	11	\$ 0.001	4,163	\$0.237
					100.0%	100.0%					99.7%	99.8%
<u>Vacancy/Absentee Coverage</u> ²	25,008	\$ 1.428	26,365	\$ 1.436	(1,357)	(\$0.008)	144,581	\$ 8.162	149,791	\$ 8.190	(5,210)	(\$0.028)
					-5.4%	-0.5%					-3.6%	-0.3%
<u>Weather Emergencies</u>	1,846	\$ 0.114	45	\$ 0.003	1,801	\$0.111	89,180	\$ 5.213	70,047	\$ 3.927	19,132	\$1.286
					97.5%	97.7%					21.5%	24.7%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	9	\$ 0.080	(9)	(\$0.080)	14	\$ (0.858)	48	\$ (0.321)	(33)	(\$0.538)
Subtotal	118,415	\$ 7.110	109,846	\$ 6.441	8,569	\$0.669	827,668	\$ 48.013	822,660	\$ 47.026	5,008	\$0.987
					7.2%	9.4%					0.6%	2.1%
REIMBURSABLE OVERTIME	42,918	\$ 2.590	34,856	\$ 2.173	8,062	\$0.417	239,435	\$ 14.503	228,626	\$ 13.928	10,809	\$0.575
					18.8%	16.1%					4.5%	4.0%
TOTAL OVERTIME	161,333	\$ 9.700	144,702	\$ 8.614	16,632	\$1.086	1,067,103	\$ 62.516	1,051,286	\$ 60.954	15,817	\$1.562
					10.3%	11.2%					1.5%	2.5%

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
July Financial Plan - 2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June			Year To Date(June)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	4,459	\$0.285	Increased employee availability based upon lower relief day coverage due to lower unplanned absences.	28,135	\$1.851	Increased employee availability based upon lower relief day coverage due to lower unplanned absences.
	10.4%	11.0%		8.9%	9.7%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	3,559	\$0.353	Lower infrastructure repairs in Maintenance of Way of \$0.5M partially offset by increased Reliability Centered Maintenance (RCM) of \$0.2M.	(41,178)	(\$1.822)	Higher infrastructure repairs of \$1.1M, of which \$0.6M is Reimbursable Capital and will be re-classed, and Reliability Centered Maintenance (RCM) of \$0.7M.
	7.3%	12.0%		-15.0%	-11.2%	
<u>Unscheduled Maintenance</u>	116	\$0.007	Fewer than anticipated unscheduled maintenance events.	4,163	\$0.237	Fewer than anticipated unscheduled maintenance events.
	100.0%	100.0%		99.7%	99.8%	
<u>Vacancy/Absentee Coverage</u> ²	(1,357)	(\$0.008)	Slightly higher required vacancy coverage.	(5,210)	(\$0.028)	Higher required vacancy coverage for must fill jobs in Customer Service.
	-5.4%	-0.5%		-3.6%	-0.3%	
<u>Weather Emergencies</u>	1,801	\$0.111	Fewer weather events than forecasted.	19,132	\$1.286	Fewer weather events than forecasted.
	97.5%	97.7%		21.5%	24.7%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	(9)	(\$0.080)	Reflects timing differences related to payroll and calendar cutoff dates.	(33)	(\$0.538)	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	8,569	\$0.669		5,008	\$0.987	
	7.2%	9.4%		0.6%	2.1%	
REIMBURSABLE OVERTIME	8,062	\$0.417	Reflects lower activity in the Connecticut Track Program as well as timing delays for the New York Cyclical Track Program.	10,809	\$0.575	Reflects lower activity in the Connecticut Track Program and Moodna-Woodbury Viaduct Project partially offset by increased activity in the Harlem Wayside Communications and Signal, Turnouts and Switch Renewal in the GCT Trainshed, and Turnouts: Mainline and High Speed Interlocking Replacement Projects due to higher than anticipated night and weekend work.
	18.8%	16.1%		4.5%	4.0%	
TOTAL OVERTIME	16,632	\$1.086		15,817	\$1.562	

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

MTA METRO-NORTH RAILROAD
2019 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	JUNE 2019				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$66.411	\$61.485	(\$4.926)	(7.4)	\$363.147	\$358.484	(\$4.663)	(1.3)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.603	6.996	0.393	6.0	64.355	65.787	1.432	2.2
<i>Capital & Other Reimbursements:</i>								
MTA	12.331	8.455	(3.876)	(31.4)	76.128	76.301	0.173	0.2
CDOT	15.317	6.800	(8.517)	(55.6)	64.925	41.141	(23.784)	(36.6)
Other	2.219	0.464	(1.755)	(79.1)	11.958	7.950	(4.008)	(33.5)
Total Capital and Other Reimbursements	29.867	15.719	(14.148)	(47.4)	153.010	125.392	(27.618)	(18.0)
Total Receipts	\$102.881	\$84.200	(\$18.681)	(18.2)	\$580.512	\$549.663	(\$30.849)	(5.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$42.438	\$44.129	(\$1.691)	(4.0)	\$278.730	\$289.146	(\$10.416)	(3.7)
Overtime	9.496	8.908	0.588	6.2	62.240	62.327	(0.087)	(0.1)
Health and Welfare	10.430	11.004	(0.574)	(5.5)	67.440	70.284	(2.844)	(4.2)
OPEB Current Payment	3.311	2.994	0.317	9.6	19.433	19.275	0.158	0.8
Pensions	9.566	10.338	(0.772)	(8.1)	61.812	61.722	0.090	0.1
Other Fringe Benefits	10.259	12.044	(1.785)	(17.4)	68.817	78.794	(9.977)	(14.5)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$85.499	\$89.417	(\$3.918)	(4.6)	\$558.472	\$581.548	(\$23.076)	(4.1)
<i>Non-Labor:</i>								
Electric Power	\$5.969	\$4.335	\$1.634	27.4	\$37.993	\$37.784	\$0.209	0.6
Fuel	1.622	1.132	0.490	30.2	9.902	9.597	0.305	3.1
Insurance	0.371	0.000	0.371	100.0	4.928	5.470	(0.542)	(11.0)
Claims	0.102	0.054	0.048	47.1	18.572	18.655	(0.083)	(0.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	31.269	11.402	19.867	63.5	105.637	73.289	32.348	30.6
Professional Service Contracts	12.874	2.881	9.993	77.6	37.192	18.921	18.271	49.1
Materials & Supplies	18.017	12.217	5.800	32.2	89.650	72.291	17.359	19.4
Other Business Expenditures	3.976	3.567	0.409	10.3	20.045	18.321	1.724	8.6
Total Non-Labor	\$74.201	\$35.588	\$38.613	52.0	\$323.920	\$254.328	\$69.592	21.5
<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	\$159.700	\$125.005	\$34.695	21.7	\$882.392	\$835.876	\$46.516	5.3
Net Cash Deficit (excludes Opening Cash Balance)	(\$56.819)	(\$40.805)	\$16.014	28.2	(\$301.880)	(\$286.213)	\$15.667	5.2
Subsidies								
MTA	48.603	19.588	(29.015)	(59.7)	236.993	225.274	(11.719)	(4.9)
CDOT	8.216	20.303	12.087	*	66.000	57.918	(8.082)	(12.2)
Total Subsidies	\$56.819	\$39.891	(\$16.928)	(29.8)	\$302.994	\$283.192	(\$19.802)	(6.5)
Cash Timing and Availability Adjustment	\$0.000	\$0.914	\$0.914	-	\$0.000	\$3.021	\$3.021	-

Notes:

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	\$ Detail June Month vs Mid-Year Forecast			\$ Detail Year-To-Date as of June 30th, 2019		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(4.926)	(7.4%)	Primarily reflects cash in transit combined with lower ridership on all lines.	(4.663)	(1.3%)	
OTHER OPERATING REVENUE	0.393	6.0%	Primarily reflects timing of GCT revenue and higher Amtrak reimbursement partially offset by lower miscellaneous income and timing of station revenues.	1.432	2.2%	
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(3.876)	(31.4%)	Reflects lower cash receipts than forecasted partially offset by higher capital related project activity.	0.173	0.2%	Reflects higher cash receipts than forecasted partially offset by lower capital related project activity.
CDOT	(8.517)	(55.6%)	Reflects lower capital related project activity partially offset by higher cash receipts than forecasted.	(23.784)	(36.6%)	Reflects lower capital related project activity combined with lower cash receipts than forecasted.
OTHER	(1.755)	(79.1%)	Reflects lower cash receipts than forecasted partially offset by higher reimbursable related project activity.	(4.008)	(33.5%)	Reflects lower reimbursable related project activity partially offset by higher cash receipts than forecasted.
PAYROLL	(1.691)	(4.0%)	Primarily reflects inter-agency payroll, timing of RWA payments and pay periods.	(10.416)	(3.7%)	Primarily reflects inter-agency payroll, timing of pay periods and RWA payments.
OVERTIME	0.588	6.2%	Primarily reflects lower infrastructure repairs in Maintenance of Way, lower activity in the Connecticut Track Program, timing delays for the New York Cyclical Track Program and increased employee availability based upon lower relief day coverage due to lower unplanned absences partially offset by timing of pay periods and increased Reliability Centered Maintenance (RCM).	(0.087)	(0.1%)	
HEALTH & WELFARE	(0.574)	(5.5%)	Primarily reflects higher rates than forecasted combined with inter-agency payroll partially offset by timing of health insurance premiums.	(2.844)	(4.2%)	Primarily reflects inter-agency payroll combined with higher payroll costs and rates than forecasted partially offset by timing of health insurance premiums.
OPEB CURRENT PAYMENT	0.317	9.6%	Reflects timing of payments partially offset by higher number of retirees receiving healthcare premiums than forecasted.	0.158	0.8%	
PENSIONS	(0.772)	(8.1%)	Primarily reflects timing of payments combined with higher labor costs partially offset by lower rates than forecasted.	0.090	0.1%	
OTHER FRINGE BENEFITS	(1.785)	(17.4%)	Primarily reflects timing of payroll taxes, higher employee claims and inter-agency payroll.	(9.977)	(14.5%)	Primarily reflects timing of payroll taxes, higher employee claims, inter-agency payroll and higher labor costs than forecasted.
ELECTRIC POWER	1.634	27.4%	Primarily reflects timing of payments.	0.209	0.6%	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	June Month vs Mid-Year Forecast			Year-To-Date as of June 30th, 2019		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FUEL	0.490	30.2%	Primarily reflects timing of payments combined with lower diesel fuel price per gallon than forecasted.	0.305	3.1%	
INSURANCE	0.371	100.0%	Reflects timing of payments for insurance premiums.	(0.542)	(11.0%)	Reflects timing of premium payments for Station Liability and Force Account partially offset by All Agency Property.
CLAIMS	0.048	47.1%	Reflects timing of payments for passenger injury settlements.	(0.083)	(0.4%)	
MAINTENANCE & OTHER OPERATING CONTRACTS	19.867	63.5%	Primarily reflects the timing of payments for MTA Police Services, capital related projects (Signal Replacement from Greenwich to South Norwalk and Maybrook Trailway), BL-20 locomotive overhauls as well as the timing of expenses for miscellaneous maintenance and operating contracts.	32.348	30.6%	Primarily reflects the timing of capital related projects (Maybrook Trailway, Transformer Rehabilitation, Signal Replacement from Greenwich to South Norwalk and GCT Station Master's Office Design & Reconfiguration), timing of payments for MTA Police Services, timing of BL-20 Locomotive Overhauls and other miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	9.993	77.6%	Primarily reflects the timing of payments for NHL share of BSC/IT Costs combined with engineering services relating to Connecticut Positive Train Control and other consulting and engineering services.	18.271	49.1%	Primarily reflects the timing of engineering services relating to Connecticut Positive Train Control combined with the timing of payments for NHL share of BSC/IT Costs and other consulting and engineering services.
MATERIALS & SUPPLIES	5.800	32.2%	Primarily reflects the timing of capital related projects (Waterbury Branch Cab Signal System Installation Project, Track Geometry Car Storage and Support Vehicles and West of Hudson Track Improvement) partially offset by materials placed into inventory.	17.359	19.4%	Primarily reflects forecasting error for the East of Hudson Power Rehabilitation Project (to be corrected in the November Financial Plan) as well as lower activity on the Waterbury Branch Cab Signal, Harmon Shop Replacement Phase Five and Turnouts: Mainline and High Speed Interlocking Replacement Projects.
OTHER BUSINESS EXPENSES	0.409	10.3%	Primarily reflects lower payments for Purchases - Other Non Operating, Metro Cards, Bus Fares and Travel expense.	1.724	8.6%	Primarily reflects lower payments for Metro Cards, Miscellaneous Expenses, Travel expense and Purchases - Other Non Operating.
MTA SUBSIDY RECEIPTS	(29.015)	(59.7%)	Reflects lower cash deficit, higher CDOT subsidy and available cash balance.	(11.719)	(4.9%)	Reflects lower cash deficit combined with available cash balance partially offset by lower CDOT subsidy.
CDOT SUBSIDY RECEIPTS	12.087	*	Reflects timing of receipts for Admin Assets, inventory deposit for 2018 and NHL 2018 deficit partially offset by lower CDOT share of estimated deficit than forecasted.	(8.082)	(12.2%)	Reflects lower CDOT share of estimated deficit than forecasted partially offset by timing of receipts of Admin Assets, inventory deposit and 2018 NHL deficit.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	JUNE 2019				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	(\$1.354)	(\$5.025)	(\$3.671)	*	(\$3.575)	(\$7.664)	(\$4.089)	*
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.498	2.603	1.105	73.7	34.733	37.230	2.497	7.2
<i>Capital & Other Reimbursements:</i>								
MTA	(2.595)	(2.377)	0.219	8.4	(16.122)	9.797	25.919	*
CDOT	0.000	0.695	0.695	-	0.913	(1.225)	(2.138)	*
Other	0.000	(0.528)	(0.528)	-	0.465	0.458	(0.007)	(1.5)
Total Capital and Other Reimbursements	(2.595)	(2.210)	0.385	14.8	(14.744)	9.029	23.774	*
Total Revenue/Receipts	(\$2.451)	(\$4.632)	(\$2.181)	(89.0)	\$16.414	\$38.596	\$22.182	*
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$1.192	\$0.364	(\$0.828)	(69.4)	\$3.835	(\$3.474)	(\$7.309)	*
Overtime	0.205	(0.294)	(0.499)	*	0.276	(1.373)	(1.649)	*
Health and Welfare	(0.943)	0.324	1.267	*	(4.848)	(7.147)	(2.299)	(47.4)
OPEB Current Payment	0.000	0.042	0.000	-	(0.300)	(0.061)	0.239	79.6
Pensions	(0.013)	(1.289)	(1.276)	*	(1.922)	(3.095)	(1.173)	(61.0)
Other Fringe Benefits	0.528	(0.745)	(1.273)	*	0.013	(9.607)	(9.620)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.366)	(0.394)	(0.028)	(7.7)	(1.920)	(1.985)	(0.065)	(3.4)
Total Labor	\$0.603	(\$1.991)	(\$2.594)	*	(\$4.866)	(\$26.742)	(\$21.876)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.153)	\$1.337	\$1.489	*	(\$1.269)	(\$0.413)	\$0.855	67.4
Fuel	0.041	0.377	0.336	*	0.845	0.438	(0.406)	(48.1)
Insurance	1.329	1.597	0.268	20.2	4.883	4.086	(0.797)	(16.3)
Claims	0.000	0.018	0.018	-	(18.059)	(18.174)	(0.115)	(0.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(16.505)	1.453	17.958	*	(27.542)	(13.134)	14.408	52.3
Professional Service Contracts	(5.581)	1.595	7.177	*	(4.930)	2.221	7.151	*
Materials & Supplies	(3.449)	(2.916)	0.533	15.5	(10.263)	(11.233)	(0.970)	(9.4)
Other Business Expenses	(1.147)	(2.544)	(1.397)	*	(5.848)	(6.482)	(0.633)	(10.8)
Total Non-Labor	(\$25.465)	\$0.918	\$26.383	*	(\$62.183)	(\$42.691)	\$19.492	31.3
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash								
Liability Adjs.	(\$24.862)	(\$1.074)	\$23.788	95.7	(\$67.049)	(\$69.433)	(\$2.384)	(3.6)
Depreciation	20.879	19.041	(1.838)	(8.8)	121.235	115.360	(5.876)	(4.8)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	(1.158)	(1.656)	(0.498)	43.0	(1.383)	(1.881)	(0.498)	36.0
Environmental Remediation	0.350	0.070	(0.280)	(80.0)	1.902	1.712	(0.190)	10.0
GASB75 Adjustment	0.092	(0.835)	(0.927)	*	0.184	(0.743)	(0.927)	*
Total Expenditures Adjustments	(\$4.700)	\$15.546	\$20.246	*	\$54.889	\$45.015	(\$9.874)	(18.0)
Total Cash Conversion Adjustments	(\$7.151)	\$10.914	\$18.065	*	\$71.303	\$83.611	\$12.308	17.3

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
JUNE 2019
(in millions)

	MONTH			VARIANCE				YTD			VARIANCE			
				Fav/(Unfav)							Fav/(Unfav)			
	MID-YEAR FORECAST	2019	2018	MID-YEAR FORECAST	2018			MID-YEAR FORECAST	2019	2018 ^(A)	MID-YEAR FORECAST	2018		
FAREBOX REVENUE														
Harlem Line - Commutation	10.013	9.856	9.626	(0.156)	-1.6%	0.230	2.4%	56.953	56.636	56.355	(0.317)	-0.6%	0.281	0.5%
Harlem Line - Non-Commutation	9.557	9.231	8.995	(0.326)	-3.4%	0.237	2.6%	48.747	48.653	47.133	(0.094)	-0.2%	1.520	3.2%
TOTAL HARLEM LINE	\$19.570	\$19.088	\$18.621	(\$0.482)	-2.5%	\$0.467	2.5%	\$105.700	\$105.289	\$103.488	(\$0.411)	-0.4%	\$1.801	1.7%
Hudson Line - Commutation	6.517	6.437	6.259	(0.079)	-1.2%	0.178	2.8%	37.940	37.875	37.084	(0.065)	-0.2%	0.792	2.1%
Hudson Line - Non-Commutation	8.385	8.200	7.856	(0.185)	-2.2%	0.344	4.4%	41.985	41.964	39.963	(0.021)	-0.1%	2.001	5.0%
TOTAL HUDSON LINE	\$14.902	\$14.638	\$14.116	(\$0.264)	-1.8%	\$0.522	3.7%	\$79.925	\$79.839	\$77.047	(\$0.086)	-0.1%	\$2.792	3.6%
New Haven Line - Commutation	13.834	13.635	13.680	(0.199)	-1.4%	(0.046)	-0.3%	79.901	79.685	79.577	(0.215)	-0.3%	0.109	0.1%
New Haven Line - Non-Commutation	18.162	18.029	17.774	(0.134)	-0.7%	0.254	1.4%	93.980	94.394	91.637	0.414	0.4%	2.758	3.0%
TOTAL NEW HAVEN LINE	\$31.996	\$31.664	\$31.455	(\$0.333)	-1.0%	\$0.209	0.7%	\$173.881	\$174.080	\$171.213	\$0.199	0.1%	\$2.866	1.7%
All Lines - Commutation	30.363	29.929	29.566	(0.435)	-1.4%	0.363	1.2%	174.794	174.197	173.016	(0.597)	-0.3%	1.181	0.7%
All Lines - Non-Commutation	36.105	35.460	34.625	(0.644)	-1.8%	0.835	2.4%	184.712	185.011	178.733	0.299	0.2%	6.278	3.5%
TOTAL EAST OF HUDSON LINES	\$66.468	\$65.389	\$64.191	(\$1.079)	-1.6%	\$1.198	1.9%	\$359.506	\$359.208	\$351.749	(\$0.298)	-0.1%	\$7.459	2.1%
West of Hudson ^(B)	\$1.298	\$1.121	\$1.267	(0.177)	-13.6%	(0.146)	-11.5%	\$7.216	\$6.940	\$7.101	(0.276)	-3.8%	(0.161)	-2.3%
TOTAL FAREBOX REVENUE	\$67.765	\$66.510	\$65.458	(\$1.256)	-1.9%	\$1.052	1.6%	\$366.722	\$366.148	\$358.850	(\$0.574)	-0.2%	\$7.298	2.0%
RIDERSHIP														
Harlem Line - Commutation	1.385	1.356	1.372	(0.028)	-2.1%	(0.016)	-1.2%	8.367	8.299	8.373	(0.068)	-0.8%	(0.074)	-0.9%
Harlem Line - Non-Commutation	0.975	0.951	0.958	(0.024)	-2.5%	(0.008)	-0.8%	5.223	5.226	5.159	0.003	0.1%	0.068	1.3%
TOTAL HARLEM LINE	2.360	2.307	2.331	(0.053)	-2.2%	(0.024)	-1.0%	13.590	13.525	13.531	(0.065)	-0.5%	(0.006)	0.0%
Hudson Line - Commutation	0.773	0.767	0.767	(0.006)	-0.8%	(0.000)	0.0%	4.766	4.766	4.706	(0.000)	0.0%	0.061	1.3%
Hudson Line - Non-Commutation	0.712	0.711	0.701	(0.001)	-0.2%	0.010	1.4%	3.657	3.683	3.566	0.026	0.7%	0.116	3.3%
TOTAL HUDSON LINE	1.485	1.478	1.468	(0.007)	-0.5%	0.010	0.7%	8.423	8.449	8.272	0.025	0.3%	0.177	2.1%
New Haven Line - Commutation	1.842	1.804	1.834	(0.039)	-2.1%	(0.030)	-1.6%	11.082	11.013	11.067	(0.068)	-0.6%	(0.054)	-0.5%
New Haven Line - Non-Commutation	1.660	1.663	1.643	0.003	0.2%	0.020	1.2%	8.705	8.758	8.547	0.053	0.6%	0.211	2.5%
TOTAL NEW HAVEN LINE	3.503	3.467	3.477	(0.036)	-1.0%	(0.010)	-0.3%	19.786	19.771	19.614	(0.015)	-0.1%	0.157	0.8%
Total Ridership East of Hudson														
All Lines - Commutation	4.000	3.927	3.973	(0.073)	-1.8%	(0.047)	-1.2%	24.215	24.078	24.145	(0.137)	-0.6%	(0.067)	-0.3%
All Lines - Non-Commutation	3.348	3.325	3.302	(0.022)	-0.7%	0.023	0.7%	17.585	17.667	17.272	0.082	0.5%	0.395	2.3%
TOTAL EAST OF HUDSON LINES	7.348	7.252	7.275	(0.096)	-1.3%	(0.024)	-0.3%	41.799	41.745	41.417	(0.055)	-0.1%	0.328	0.8%
West of Hudson ^(B)	0.140	0.118	0.136	(0.023)	-16.2%	(0.018)	-13.5%	0.812	0.808	0.799	(0.005)	-0.6%	0.009	1.1%
TOTAL EAST & WEST OF HUDSON LINES	7.488	7.370	7.411	(0.119)	-1.6%	(0.042)	-0.6%	42.612	42.552	42.216	(0.059)	-0.1%	0.336	0.8%

^(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 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2019

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	3	-	
Labor Relations	14	13	1	
Safety	59	57	2	A
Security	24	23	1	
Office of the Executive VP	9	8	1	
Corporate & Public Affairs	15	15	-	
Customer Service	58	57	1	
Legal	13	11	2	A,B
Claims	10	9	1	
Human Resources	44	41	3	A
Training	85	83	2	A,B
Employee Relations & Diversity	5	5	-	
VP Planning	2	2	-	
Operations Planning & Analysis	20	20	-	
Capital Planning & Programming	13	13	-	
Long Range Planning	8	8	-	
VP Finance & Info Systems	-	-	-	
Controller	73	73	(0)	
Budget	17	17	0	
Procurement & Material Mgmt	26	22	4	
Total Administration	498	480	18	
Operations				
Operations Support	74	72	2	
Transportation	1,657	1,645	12	B
Customer Service	363	375	(12)	D
Metro-North West	29	32	(3)	
Total Operations	2,123	2,123	(0)	
Maintenance				
Maintenance of Equipment	1,646	1,645	1	
Maintenance of Way	2,081	2,095	(14)	C
Procurement & Material Mgmt	115	119	(4)	
Total Maintenance	3,842	3,859	(17)	
Engineering/Capital				
Construction Management	36	35	1	
Engineering & Design	76	76	(0)	
Total Engineering/Capital	112	111	1	
Total Positions	6,575	6,574	1	
Non-Reimbursable	5,748	5,992	(244)	E
Reimbursable	827	582	245	
Total Full-Time	6,574	6,573	1	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects higher attrition than planned.

(B) Variance reflects delayed hiring of vacant positions.

(C) Variance reflects less attrition than planned.

(D) Variance reflects earlier hiring of vacant positions.

(E) Variance primarily reflects Maintenance of Way positions performing operating work due to the rescheduling of reimbursable projects.

MTA METRO-NORTH RAILROAD
2019 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2019

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	168	162	6
Professional, Technical, Clerical	330	318	12
Operational Hourlies	-	-	-
Total Administration	498	480	18
Operations			
Managers/Supervisors	253	241	12
Professional, Technical, Clerical	202	206	(4)
Operational Hourlies	1,668	1,676	(8)
Total Operations	2,123	2,123	(0)
Maintenance			
Managers/Supervisors	637	653	(16)
Professional, Technical, Clerical	464	461	3
Operational Hourlies	2,741	2,745	(4)
Total Maintenance	3,842	3,859	(17)
Engineering/Capital			
Managers/Supervisors	46	45	1
Professional, Technical, Clerical	66	66	-
Operational Hourlies	-	-	-
	112	111	1
Total Positions			
Managers/Supervisors	1,104	1,102	2
Professional, Technical, Clerical	1,062	1,051	11
Operational Hourlies	4,409	4,421	(12)
Total Positions	6,575	6,574	1

MTA METRO-NORTH RAILROAD
2019 MID-YEAR FORECAST VS. ACTUALS
June 30, 2019

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Administration	498	480	18	Primarily reflects delayed hiring of vacant positions and higher attrition than planned
Operations	2,123	2,123	(0)	
Maintenance	3,842	3,859	(17)	Primarily reflects less attrition than planned
Engineering / Capital	112	111	1	
Total Agency-wide Headcount	6,575	6,574	1	
Non-Reimbursable	5,748	5,992	(244)	Primarily reflects Maintenance of Way positions performing operating work due to the rescheduling of reimbursable projects.
Reimbursable	827	582	245	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
JUNE 2019

	MONTH			VARIANCE	
	MYF	2019	2018	Fav/(Unfav)	
				MYF	2018
Farebox Operating Ratio					
Standard ^(B)	59.9%	63.0%	62.7%	3.2%	0.3%
Adjusted ^(C)	67.6%	70.6%	70.4%	3.0%	0.2%
Cost per Passenger					
Standard ^(B)	\$15.11	\$14.31	\$13.74	\$0.80	(\$0.57)
Adjusted ^(C)	\$14.71	\$13.94	\$13.35	\$0.77	(\$0.59)
Passenger Revenue/Passenger	\$9.05	\$9.02	\$8.62	(\$0.02)	\$0.41
	YEAR-TO-DATE			VARIANCE	
	MYF	2019	2018	Fav/(Unfav)	
				MYF	2018
Farebox Operating Ratio					
Standard ^(B)	55.0%	56.3%	55.1%	1.3%	1.3%
Adjusted ^(C)	62.1%	63.5%	61.3%	1.4%	2.2%
Cost per Passenger					
Standard ^(B)	\$15.64	\$15.27	\$15.37	\$0.37	\$0.10
Adjusted ^(C)	\$15.22	\$14.85	\$14.96	\$0.37	\$0.11
Passenger Revenue/Passenger	\$8.61	\$8.60	\$8.46	(\$0.00)	\$0.14

(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



Another Stamford sunrise.

Photo courtesy of Linda Morris



Metro-North Railroad

September 2019 Highlights: Ridership Report

(Note: August West of Hudson data is preliminary)

August 2019 vs. 2018

- Rail Ridership decreased 0.1% vs. August 2018 and was 2.3% below Forecast
 - Commutation ridership decreased 2.2%. This decrease was partially due to the impact of monthly customers switching into weekly tickets, due to 1 less work day in August combined with summer vacations (weekly ticket sales were +8.2% above August 2018).
 - Non-Commutation ridership Increased 2.4%
- East of Hudson ridership by line:
 - Hudson Line ridership increased 2.2%
 - Harlem Line ridership decreased 0.3%
 - New Haven Line ridership decreased 0.3%

2019 vs. 2018 YTD

- Total YTD rail ridership is 0.5% above 2018 and 0.6% below Forecast
 - YTD Commutation ridership is 0.6% below 2018
 - YTD Non-Commutation ridership is 1.9% above 2018

Michael Shiffer
Vice President
Planning

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

RIDERSHIP SUMMARY

August Ridership and Revenue (millions)

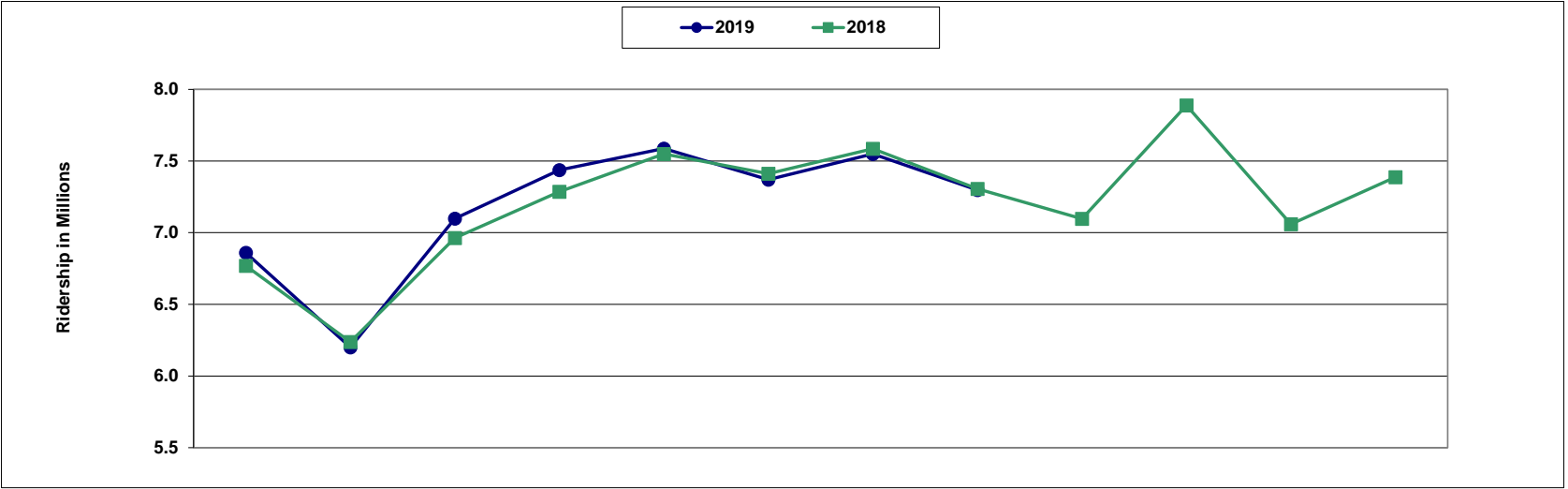
	August 2019	% Change vs. 2018
Total Rail Ridership	7.297	-0.1% ▼
Commutation Ridership	3.912	-2.2% ▼
Non-Commutation Ridership	3.385	+2.4% ▲
Connecting Service Ridership	0.050	+2.7% ▲
Total MNR System Ridership	7.347	-0.1% ▼
Rail Revenue	\$64.9	+3.8% ▲

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

	YTD 2019	% Change vs. 2018	Comparison to Forecast
Total Rail Ridership	57.399	+0.5% ▲	-0.6% ▼
Commutation Ridership	32.574	-0.6% ▼	-1.0% ▼
Non-Commutation Ridership	24.825	+1.9% ▲	+0.0% ▲
Connecting Service Ridership	0.405	+5.5% ▲	+3.3% ▲
Total MNR System Ridership	57.804	+0.5% ▲	-0.6% ▼
Rail Revenue	\$497.3	+2.3% ▲	-0.5% ▼

August RAIL RIDERSHIP (1)

• August's Total Rail Ridership was 0.1% below 2018 and 2.3% below forecast.

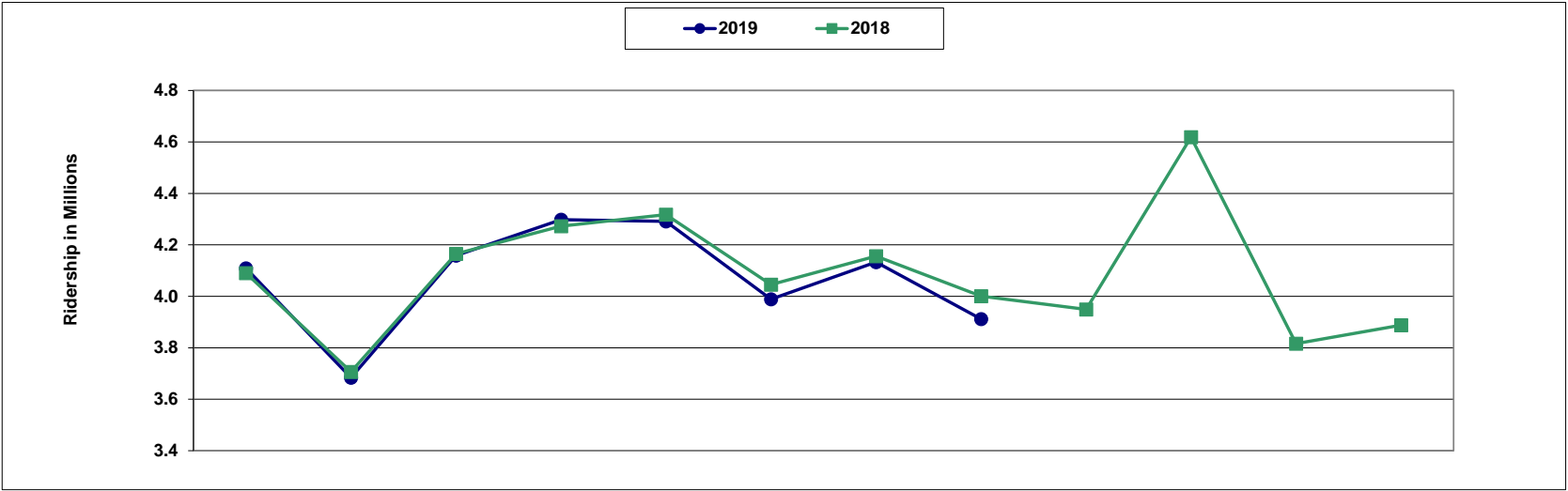


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	6.9	6.2	7.1	7.4	7.6	7.4	7.6	7.3					57.4
2018	6.8	6.2	7.0	7.3	7.5	7.4	7.6	7.3	7.1	7.9	7.1	7.4	57.1
PCT CHG.	1.4%	-0.6%	1.9%	2.1%	0.5%	-0.6%	-0.5%	-0.1%					0.5%

1) Includes East and West of Hudson.

AUGUST RAIL COMMUTATION RIDERSHIP (1)

● August's Rail Commutation Ridership was 2.2% below 2018 and 3.5% below forecast.

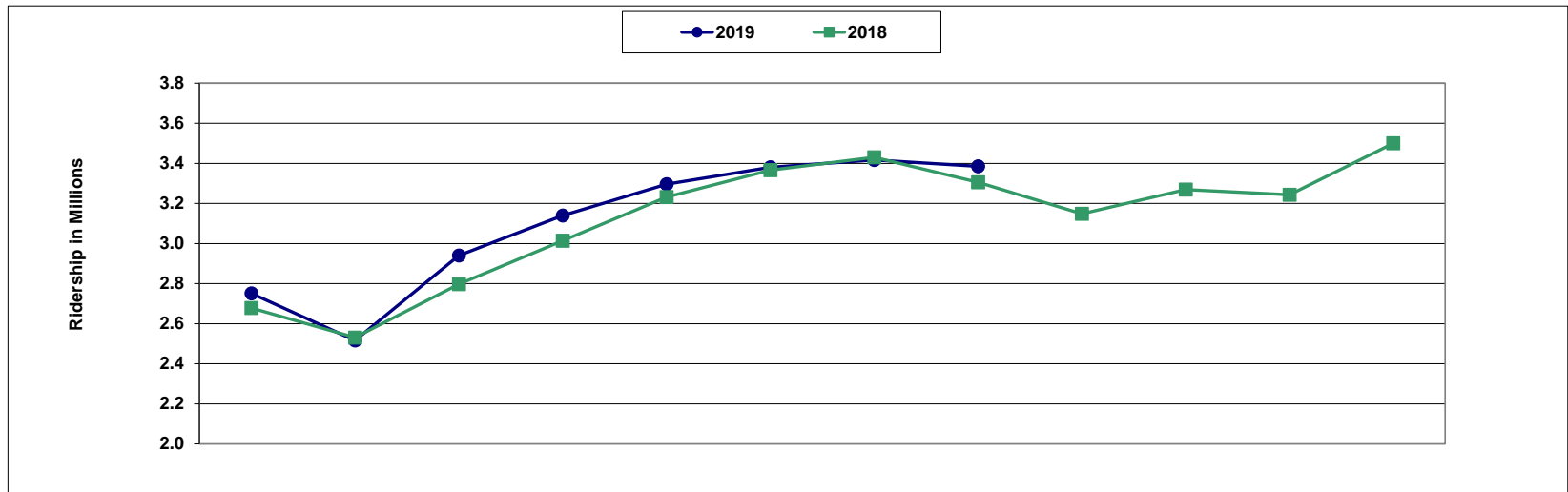


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.1	3.7	4.2	4.3	4.3	4.0	4.1	3.9					32.6
2018	4.1	3.7	4.2	4.3	4.3	4.0	4.2	4.0	3.9	4.6	3.8	3.9	32.8
PCT CHG.	0.5%	-0.6%	-0.2%	0.6%	-0.6%	-1.4%	-0.6%	-2.2%					-0.6%

1) Includes East and West of Hudson.

AUGUST RAIL NON-COMMUTATION RIDERSHIP (1)

- August's Rail Non-Commutation Ridership was 2.4% above 2018 and 0.9% below forecast.

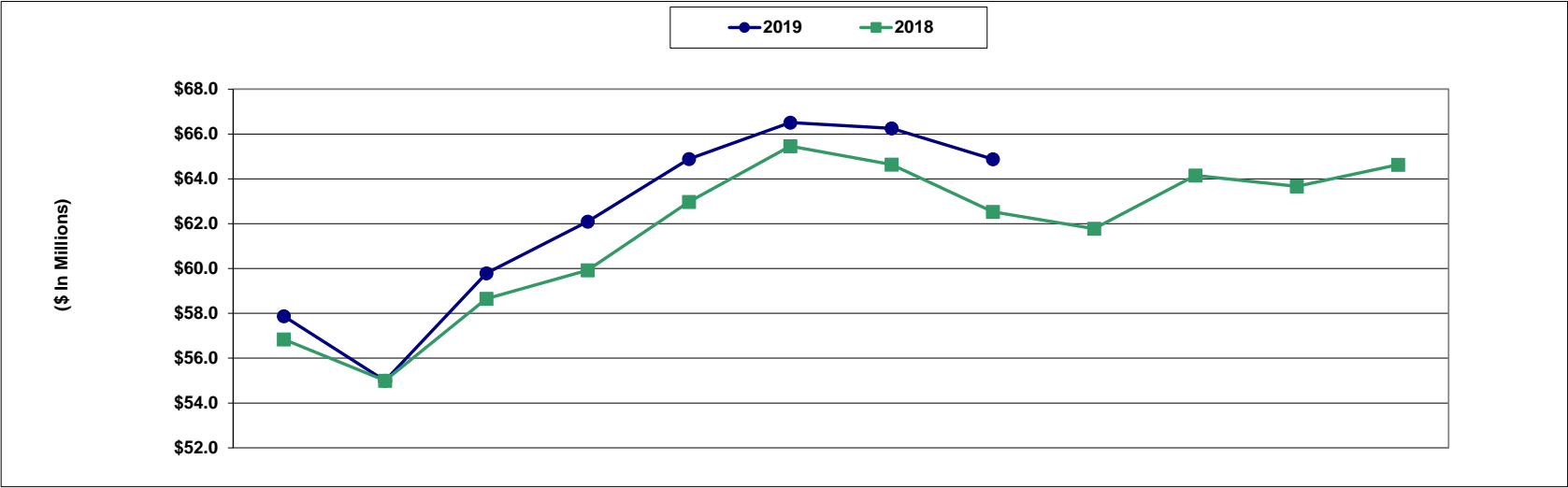


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.8	2.5	2.9	3.1	3.3	3.4	3.4	3.4					24.8
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3	3.1	3.3	3.2	3.5	24.4
PCT CHG.	2.7%	-0.6%	5.1%	4.2%	2.0%	0.4%	-0.4%	2.4%					1.9%

1) Includes East and West of Hudson.

AUGUST RAIL REVENUE (1)

● August's Total Rail Revenue was 3.8% above 2018 and 1.9% below forecast.



	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	\$64.9	\$66.5	\$66.3	\$64.9					\$497.3
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	\$486.0
PCT CHG.	1.8%	0.0%	1.9%	3.6%	3.0%	1.6%	2.5%	3.8%					2.3%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
AUGUST 2019**

TICKET TYPE/SERVICE	AUGUST 2019 ACTUAL	AUGUST 2019 FORECAST	VARIANCE VS. FORECAST		AUGUST 2018 RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,843,326	3,977,304	(133,978)	-3.4%	3,925,008	(81,682)	-2.1%
West of Hudson	68,296	77,013	(8,717)	-11.3%	75,844	(7,548)	-10.0%
Total Rail Commutation Ridership	3,911,622	4,054,317	(142,695)	-3.5%	4,000,852	(89,230)	-2.2%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,334,064	3,348,839	(14,775)	-0.4%	3,238,418	95,646	3.0%
West of Hudson	51,511	68,690	(17,179)	-25.0%	66,824	(15,313)	-22.9%
Total Rail Non-Commutation Ridership	3,385,575	3,417,529	(31,954)	-0.9%	3,305,242	80,333	2.4%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,177,390	7,326,143	(148,753)	-2.0%	7,163,426	13,964	0.2%
West of Hudson (2)	119,807	145,703	(25,896)	-17.8%	142,668	(22,861)	-16.0%
TOTAL RAIL RIDERSHIP	7,297,197	7,471,846	(174,649)	-2.3%	7,306,094	(8,897)	-0.1%
CONNECTING SERVICES RIDERSHIP (3)	50,223	49,251	972	2.0%	48,884	1,339	2.7%
TOTAL MNR SYSTEM RIDERSHIP	7,347,420	7,521,097	(173,677)	-2.3%	7,354,978	(7,558)	-0.1%

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 YTD ACTUAL	2019 YTD FORECAST	VARIANCE VS. FORECAST		2018 YTD RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	31,968,669	32,301,820	(333,151)	-1.0%	32,151,954	(183,285)	-0.6%
West of Hudson	605,141	602,509	2,632	0.4%	603,326	1,815	0.3%
Total Rail Commutation Ridership	32,573,810	32,904,329	(330,519)	-1.0%	32,755,280	(181,470)	-0.6%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	24,332,263	24,333,977	(1,714)	0.0%	23,864,358	467,905	2.0%
West of Hudson	493,555	503,593	(10,038)	-2.0%	488,508	5,047	1.0%
Total Rail Non-Commutation Ridership	24,825,818	24,837,570	(11,752)	0.0%	24,352,866	472,952	1.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	56,300,932	56,635,797	(334,865)	-0.6%	56,016,312	284,620	0.5%
West of Hudson	1,098,696	1,106,102	(7,406)	-0.7%	1,091,834	6,862	0.6%
TOTAL RAIL RIDERSHIP	57,399,628	57,741,899	(342,271)	-0.6%	57,108,146	291,482	0.5%
CONNECTING SERVICES RIDERSHIP (2)	404,980	392,226	12,754	3.3%	384,010	20,970	5.5%
TOTAL MNR SYSTEM RIDERSHIP	57,804,608	58,134,125	(329,517)	-0.6%	57,492,156	312,452	0.5%

Notes:

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

2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.



Metro-North Railroad

Ridership Report

Michael Shiffer

Vice President, Planning



Passing a local train at Marble Hill.

Photo courtesy of Linda Morris



Metro-North Railroad

September 2019 Highlights: Ridership Report

(Note: July West of Hudson data is preliminary)

July 2019 vs. 2018

- Rail Ridership decreased 0.5% vs. July 2018 and was 1.4% below Forecast
 - Commutation ridership decreased 0.6%
 - Non-Commutation ridership decreased 0.4%
- New Haven Line non-commutation ridership decreased by 1.3%, may be partly attributable to the Atlantic Bridge Replacement Project-the 9-day removal and replacement of the undergrade bridges at Stamford, where a special reduced train schedule was in effect to accommodate the project.
- East of Hudson ridership by line:
 - Hudson Line ridership increased 0.7%
 - Harlem Line ridership decreased 0.8%
 - New Haven Line ridership decreased 1.4%

2019 vs. 2018 YTD

- Total YTD rail ridership is 0.6% above 2018 and 0.3% below Forecast
 - YTD Commutation ridership is 0.3% below 2018
 - YTD Non-Commutation ridership is 1.9% above 2018

Michael Shiffer
Vice President
Planning

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

RIDERSHIP SUMMARY

July Ridership and Revenue (millions)

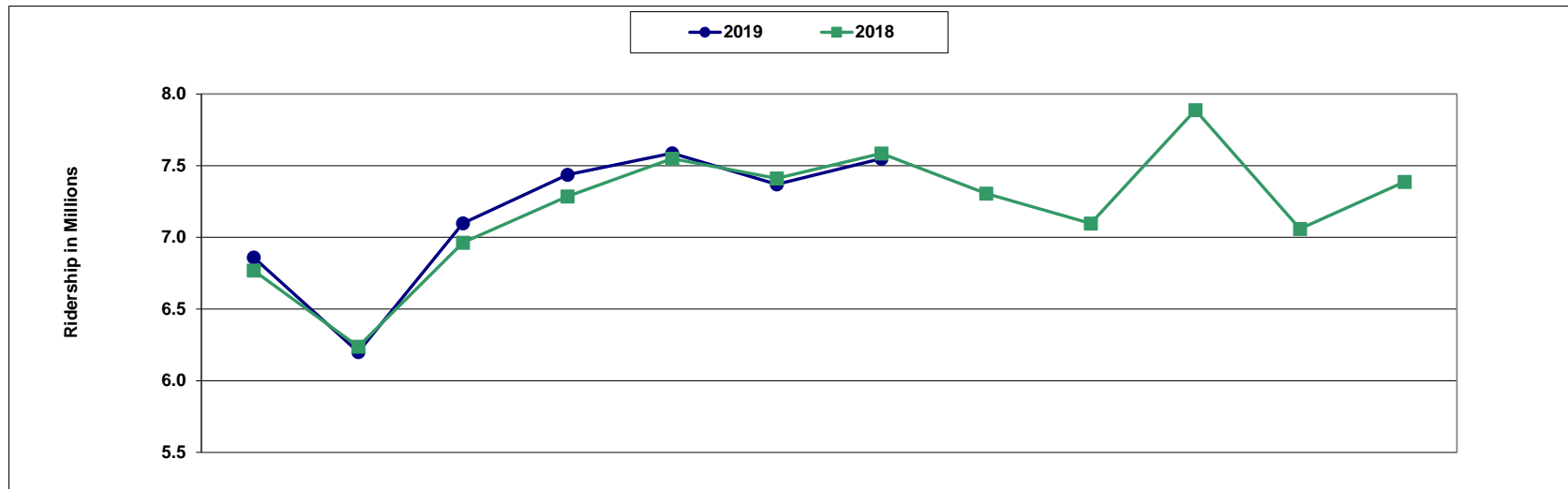
	July 2019	% Change vs. 2018
Total Rail Ridership	7.550	-0.5% ▼
Commutation Ridership	4.133	-0.6% ▼
Non-Commutation Ridership	3.417	-0.4% ▼
Connecting Service Ridership	0.052	+2.7% ▲
Total MNR System Ridership	7.602	-0.5% ▼
Rail Revenue	\$66.3	+2.5% ▲

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

	YTD 2019	% Change vs. 2018	Comparison to Forecast
Total Rail Ridership	50.102	+0.6% ▲	-0.3% ▼
Commutation Ridership	28.662	-0.3% ▼	-0.7% ▼
Non-Commutation Ridership	21.440	+1.9% ▲	+0.1% ▲
Connecting Service Ridership	0.355	+5.9% ▲	+3.4% ▲
Total MNR System Ridership	50.457	+0.6% ▲	-0.3% ▼
Rail Revenue	\$432.4	+2.1% ▲	-0.3% ▼

JULY RAIL RIDERSHIP (1)

- July's Total Rail Ridership was 0.5% below 2018 and 1.4% below forecast.

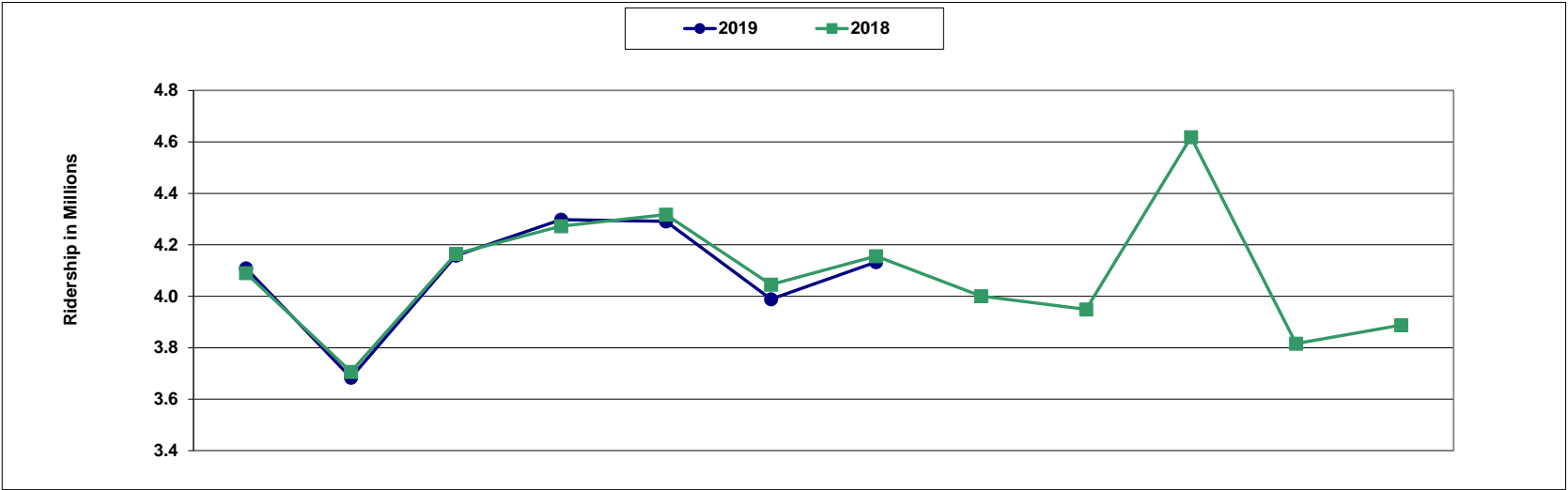


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	6.9	6.2	7.1	7.4	7.6	7.4	7.6						50.1
2018	6.8	6.2	7.0	7.3	7.5	7.4	7.6	7.3	7.1	7.9	7.1	7.4	49.8
PCT CHG.	1.4%	-0.6%	1.9%	2.1%	0.5%	-0.6%	-0.5%						0.6%

1) Includes East and West of Hudson.

JULY RAIL COMMUTATION RIDERSHIP (1)

● July's Rail Commutation Ridership was 0.6% below 2018 and 1.3% below forecast.

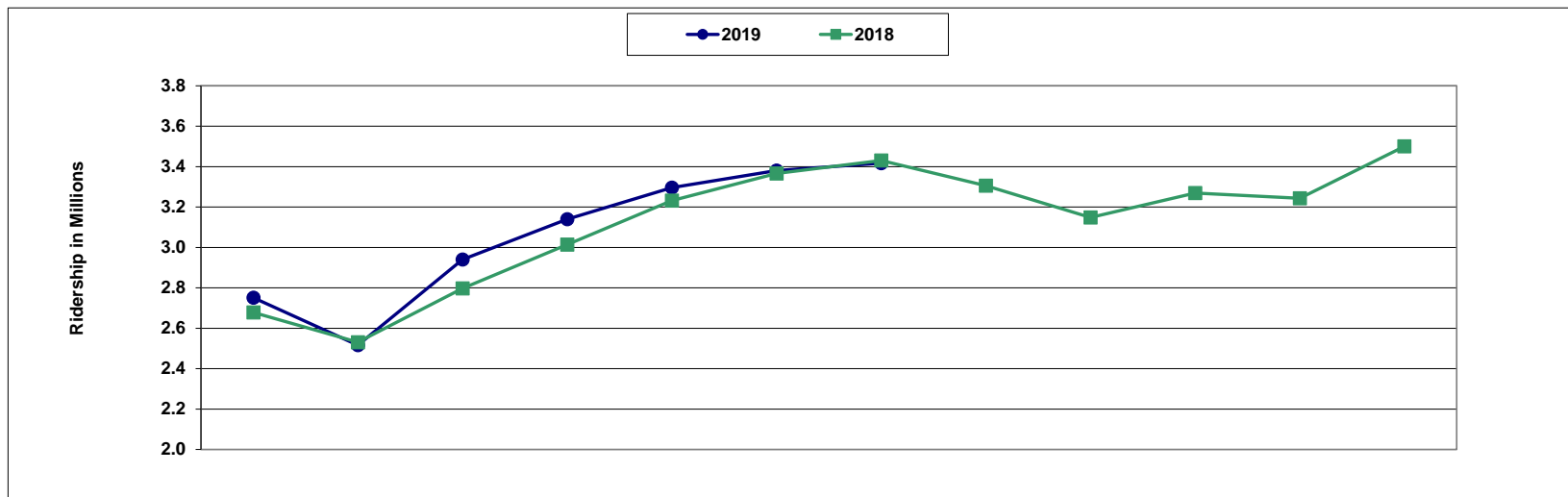


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.1	3.7	4.2	4.3	4.3	4.0	4.1						28.7
2018	4.1	3.7	4.2	4.3	4.3	4.0	4.2	4.0	3.9	4.6	3.8	3.9	28.8
PCT CHG.	0.5%	-0.6%	-0.2%	0.6%	-0.6%	-1.4%	-0.6%						-0.3%

1) Includes East and West of Hudson.

JULY RAIL NON-COMMUTATION RIDERSHIP (1)

- July's Rail Non-Commutation Ridership was 0.4% below 2018 and 1.6% below forecast.

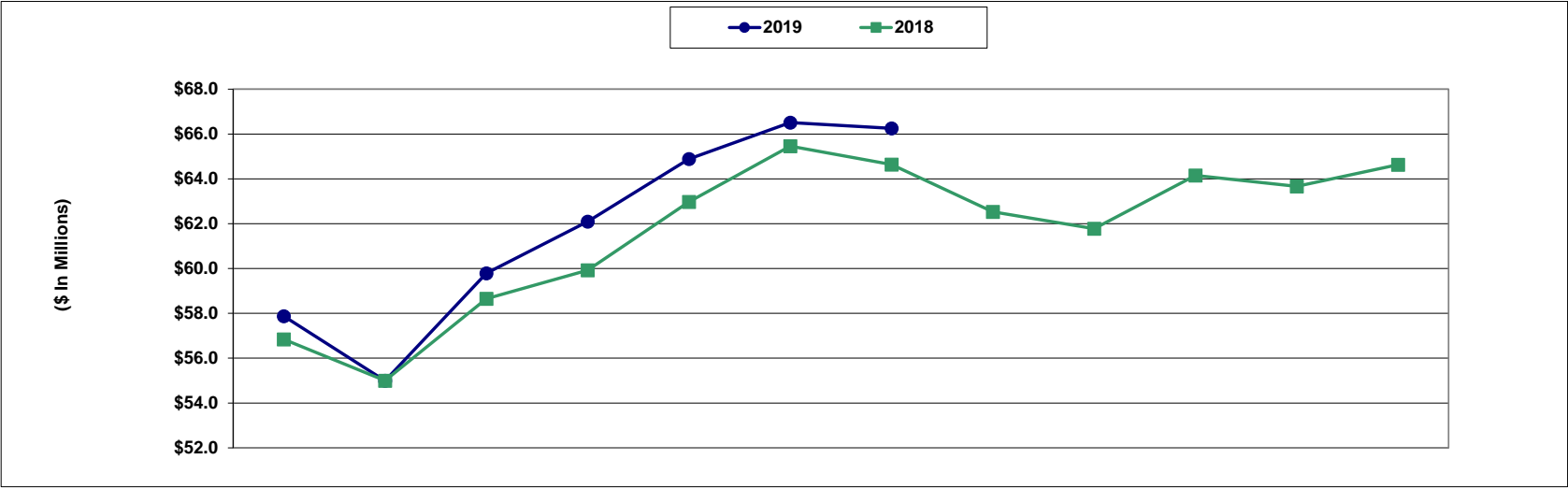


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.8	2.5	2.9	3.1	3.3	3.4	3.4						21.4
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3	3.1	3.3	3.2	3.5	21.0
PCT CHG.	2.7%	-0.6%	5.1%	4.2%	2.0%	0.4%	-0.4%						1.9%

1) Includes East and West of Hudson.

JULY RAIL REVENUE (1)

● July's Total Rail Revenue was 2.5% above 2018 and 1.0% below forecast.



	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	\$64.9	\$66.5	\$66.3						\$432.4
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	\$423.5
PCT CHG.	1.8%	0.0%	1.9%	3.6%	3.0%	1.6%	2.5%						2.1%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
JULY 2019**

TICKET TYPE/SERVICE	JULY 2019 ACTUAL	JULY 2019 FORECAST	VARIANCE VS. FORECAST		JULY 2018 RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,047,393	4,109,860	(62,467)	-1.5%	4,081,938	(34,545)	-0.8%
West of Hudson	85,460	75,338	10,122	13.4%	74,213	11,247	15.2%
Total Rail Commutation Ridership	4,132,853	4,185,198	(52,345)	-1.3%	4,156,151	(23,298)	-0.6%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,331,599	3,400,568	(68,969)	-2.0%	3,354,132	(22,533)	-0.7%
West of Hudson	85,562	72,635	12,927	17.8%	75,816	9,746	12.9%
Total Rail Non-Commutation Ridership	3,417,161	3,473,203	(56,042)	-1.6%	3,429,948	(12,787)	-0.4%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,378,992	7,510,428	(131,436)	-1.8%	7,436,070	(57,078)	-0.8%
West of Hudson (2)	171,022	147,973	23,049	15.6%	150,029	20,993	14.0%
TOTAL RAIL RIDERSHIP	7,550,014	7,658,401	(108,387)	-1.4%	7,586,099	(36,085)	-0.5%
CONNECTING SERVICES RIDERSHIP (3)	52,290	51,334	956	1.9%	50,940	1,350	2.7%
TOTAL MNR SYSTEM RIDERSHIP	7,602,304	7,709,735	(107,431)	-1.4%	7,637,039	(34,735)	-0.5%

Notes:

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

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

TICKET TYPE/SERVICE	2019 YTD ACTUAL	2019 YTD FORECAST	VARIANCE VS. FORECAST		2018 YTD RESTATED (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	28,125,343	28,324,516	(199,173)	-0.7%	28,226,946	(101,603)	-0.4%
West of Hudson	536,845	525,496	11,349	2.2%	527,482	9,363	1.8%
Total Rail Commutation Ridership	28,662,188	28,850,012	(187,824)	-0.7%	28,754,428	(92,240)	-0.3%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	20,998,199	20,985,138	13,061	0.1%	20,625,940	372,259	1.8%
West of Hudson	442,044	434,903	7,141	1.6%	421,684	20,360	4.8%
Total Rail Non-Commutation Ridership	21,440,243	21,420,041	20,202	0.1%	21,047,624	392,619	1.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	49,123,542	49,309,654	(186,112)	-0.4%	48,852,886	270,656	0.6%
West of Hudson	978,889	960,399	18,490	1.9%	949,166	29,723	3.1%
TOTAL RAIL RIDERSHIP	50,102,431	50,270,053	(167,622)	-0.3%	49,802,052	300,379	0.6%
CONNECTING SERVICES RIDERSHIP (2)	354,757	342,975	11,782	3.4%	335,126	19,631	5.9%
TOTAL MNR SYSTEM RIDERSHIP	50,457,188	50,613,028	(155,840)	-0.3%	50,137,178	320,010	0.6%

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
JULY 2019

LINE	JULY 2019 ACTUAL	JULY 2018 RESTATE ⁽¹⁾	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,341,310	2,360,574	(19,264)	-0.8%
Hudson Line	1,532,186	1,521,272	10,914	0.7%
New Haven Line	3,505,496	3,554,224	(48,728)	-1.4%
Total East of Hudson	7,378,992	7,436,070	(57,078)	-0.8%
WEST OF HUDSON				
Port Jervis Line	105,243	87,839	17,404	19.8%
Pascack Valley Line	65,779	62,190	3,589	5.8%
Total West of Hudson (2)	171,022	150,029	20,993	14.0%
TOTAL RAIL RIDERSHIP	7,550,014	7,586,099	(36,085)	-0.5%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	33,088	32,675	413	1.3%
Haverstraw-Ossining Ferry	12,660	11,741	919	7.8%
Newburgh-Beacon Ferry	6,542	6,524	18	0.3%
Total Connecting Services	52,290	50,940	1,350	2.7%
TOTAL MNR SYSTEM	7,602,304	7,637,039	(34,735)	-0.5%

Notes:

- 1) 2018 ridership figures have been restated to eliminate calendar impacts on ridership.
2) West of Hudson ridership figures are preliminary.

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE
2019 YEAR-TO-DATE

TICKET TYPE/SERVICE	2019 YTD ACTUAL	2018 YTD RESTATED (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	15,866,348	15,891,723	(25,375)	-0.2%
Hudson Line	9,980,822	9,793,251	187,571	1.9%
New Haven Line	23,276,372	23,167,912	108,460	0.5%
Total East of Hudson	49,123,542	48,852,886	270,656	0.6%
WEST OF HUDSON				
Port Jervis Line	572,845	546,135	26,710	4.9%
Pascack Valley Line	406,044	403,031	3,013	0.7%
Total West of Hudson	978,889	949,166	29,723	3.1%
TOTAL RAIL RIDERSHIP	50,102,431	49,802,052	300,379	0.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	242,450	235,246	7,204	3.1%
Haverstraw-Ossining Ferry	77,431	69,027	8,404	12.2%
Newburgh-Beacon Ferry	34,876	30,853	4,023	13.0%
Total Connecting Services	354,757	335,126	19,631	5.9%
TOTAL MNR SYSTEM	50,457,188	50,137,178	320,010	0.6%

Notes:

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



Metro-North Railroad

Ridership Report

Michael Shiffer

Vice President, Planning



Harlem Line train heading northbound to Wassaic.

Photo courtesy of Linda Morris



Metro-North Railroad

September 2019 Highlights: Ridership Report

(Note: June West of Hudson data is preliminary)

June 2019 vs. 2018

- Rail Ridership decreased 0.6% vs. June 2018 and was 1.6% below Forecast
 - Commutation ridership decreased 1.4%
 - Non-Commutation ridership increased 0.4%
- East of Hudson ridership by line:
 - Hudson Line ridership increased 0.7%
 - Harlem Line ridership decreased 1.0%
 - New Haven Line ridership decreased 0.3%

2019 vs. 2018 YTD

- Total YTD rail ridership is 0.8% above 2018 and 0.1% below Forecast
 - YTD Commutation ridership is 0.3% below 2018
 - YTD Non-Commutation ridership is 2.3% above 2018

Other

Heritage of Pride Parade, Sunday, June 30:

- We operated 1 extra train on the Hudson Line and added cars to Harlem and New Haven Line trains. Most Sunday trains already have capacity for extra ridership. We counted all day at GCT, and tallied **65,000 riders**, more than double our normal Sunday ridership of 27,000 riders, and 13,000 riders more than Pride Day last year.

Michael Shiffer
Vice President
Planning

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

RIDERSHIP SUMMARY

June Ridership and Revenue (millions)

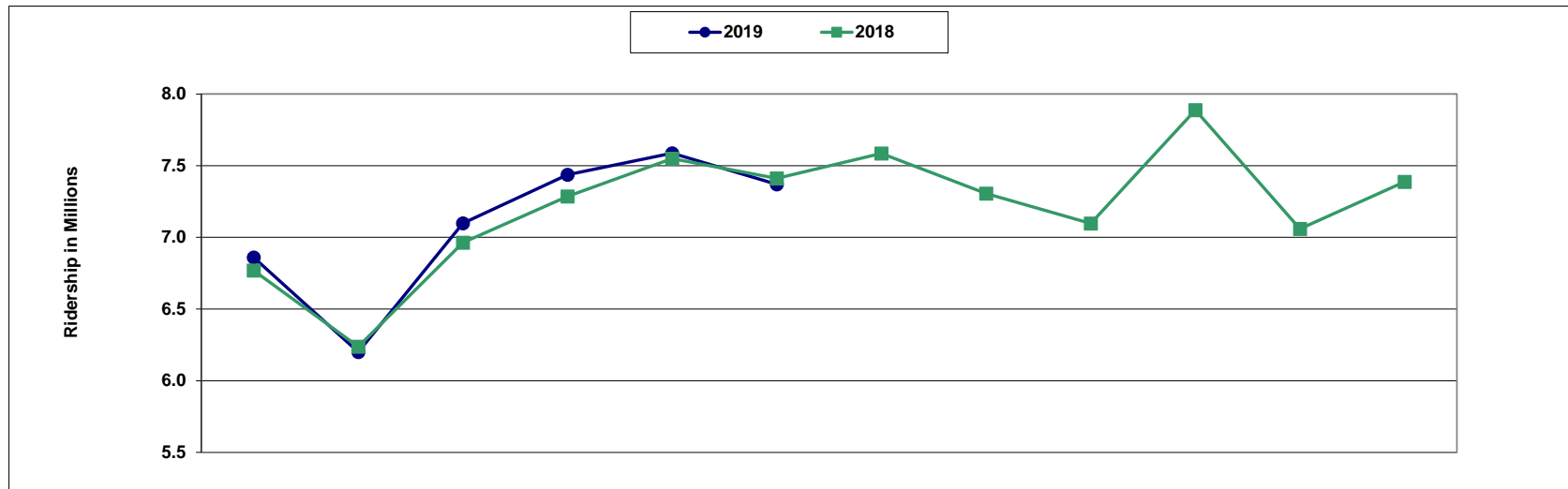
	June 2019	% Change vs. 2018
Total Rail Ridership	7.370	-0.6% ▼
Commutation Ridership	3.989	-1.4% ▼
Non-Commutation Ridership	3.381	+0.4% ▲
Connecting Service Ridership	0.050	+2.4% ▲
Total MNR System Ridership	7.420	-0.5% ▼
Rail Revenue	\$66.5	+1.6% ▲

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

	YTD 2019	% Change vs. 2018	Comparison to Forecast
Total Rail Ridership	42.552	+0.8% ▲	-0.1% ▼
Commutation Ridership	24.529	-0.3% ▼	-0.5% ▼
Non-Commutation Ridership	18.023	+2.3% ▲	+0.4% ▲
Connecting Service Ridership	0.302	+6.4% ▲	+3.7% ▲
Total MNR System Ridership	42.854	+0.8% ▲	-0.1% ▼
Rail Revenue	\$366.2	+2.0% ▲	-0.2% ▼

JUNE RAIL RIDERSHIP (1)

- June's Total Rail Ridership was 0.6% below 2018 and 1.6% below forecast.

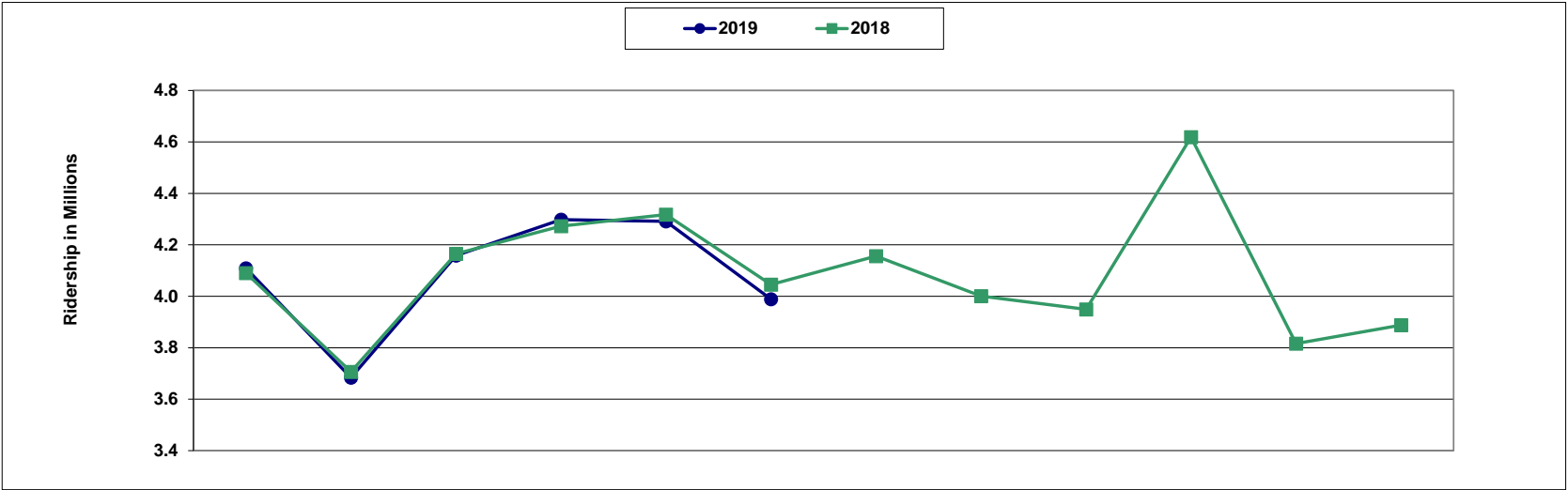


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	6.9	6.2	7.1	7.4	7.6	7.4							42.6
2018	6.8	6.2	7.0	7.3	7.5	7.4	7.6	7.3	7.1	7.9	7.1	7.4	42.2
PCT CHG.	1.4%	-0.6%	1.9%	2.1%	0.5%	-0.6%							0.8%

1) Includes East and West of Hudson.

JUNE RAIL COMMUTATION RIDERSHIP (1)

• June's Rail Commutation Ridership was 1.4% below 2018 and 2.1% below forecast.

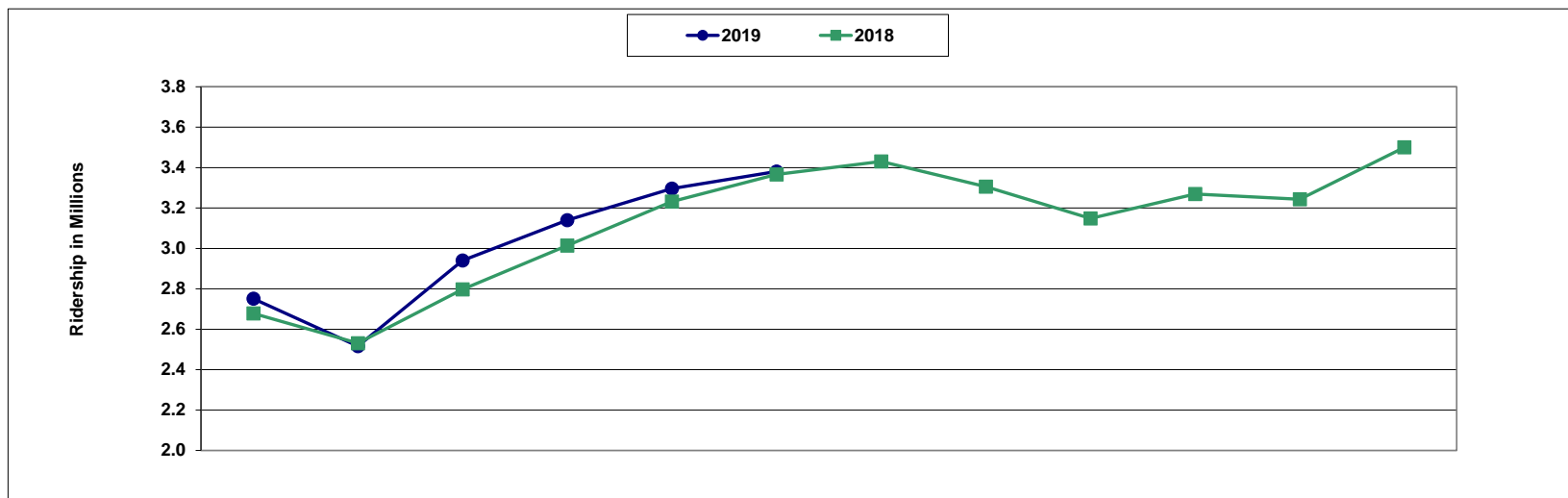


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.1	3.7	4.2	4.3	4.3	4.0							24.5
2018	4.1	3.7	4.2	4.3	4.3	4.0	4.2	4.0	3.9	4.6	3.8	3.9	24.6
PCT CHG.	0.5%	-0.6%	-0.2%	0.6%	-0.6%	-1.4%							-0.3%

1) Includes East and West of Hudson.

JUNE RAIL NON-COMMUTATION RIDERSHIP (1)

- June's Rail Non-Commutation Ridership was 0.4% above 2018 and 1.0% below forecast.

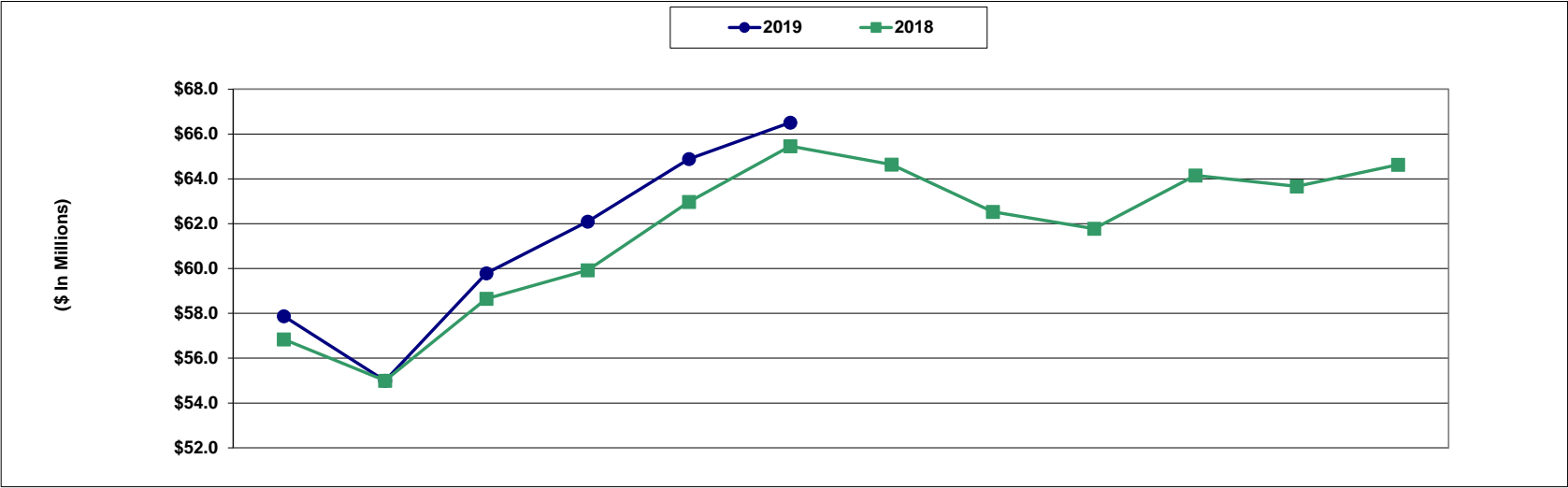


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.8	2.5	2.9	3.1	3.3	3.4							18.0
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3	3.1	3.3	3.2	3.5	17.6
PCT CHG.	2.7%	-0.6%	5.1%	4.2%	2.0%	0.4%							2.3%

1) Includes East and West of Hudson.

JUNE RAIL REVENUE (1)

● June's Total Rail Revenue was 1.6% above 2018 and 1.9% below forecast.



	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	\$64.9	\$66.5							\$366.1
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	\$358.9
PCT CHG.	1.8%	0.0%	1.9%	3.6%	3.0%	1.6%							2.0%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
JUNE 2019**

TICKET TYPE/SERVICE	JUNE 2019 ACTUAL	JUNE 2019 FORECAST	VARIANCE VS. FORECAST		JUNE 2018 RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,926,682	4,000,168	(73,486)	-1.8%	3,973,194	(46,512)	-1.2%
West of Hudson	62,169	73,504	(11,335)	-15.4%	72,478	(10,309)	-14.2%
Total Rail Commutation Ridership	3,988,851	4,073,672	(84,821)	-2.1%	4,045,672	(56,821)	-1.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,325,224	3,347,621	(22,397)	-0.7%	3,302,273	22,951	0.7%
West of Hudson	55,497	66,884	(11,387)	-17.0%	63,512	(8,015)	-12.6%
Total Rail Non-Commutation Ridership	3,380,721	3,414,505	(33,784)	-1.0%	3,365,785	14,936	0.4%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,251,906	7,347,789	(95,883)	-1.3%	7,275,467	(23,561)	-0.3%
West of Hudson (2)	117,666	140,388	(22,722)	-16.2%	135,990	(18,324)	-13.5%
TOTAL RAIL RIDERSHIP	7,369,572	7,488,177	(118,605)	-1.6%	7,411,457	(41,885)	-0.6%
CONNECTING SERVICES RIDERSHIP (3)	49,650	48,875	775	1.6%	48,509	1,141	2.4%
TOTAL MNR SYSTEM RIDERSHIP	7,419,222	7,537,052	(117,830)	-1.6%	7,459,966	(40,744)	-0.5%

Notes:

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

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

TICKET TYPE/SERVICE	2019 YTD ACTUAL	2019 YTD FORECAST	VARIANCE VS. FORECAST		2018 YTD RESTATED (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	24,077,950	24,214,656	(136,706)	-0.6%	24,145,008	(67,058)	-0.3%
West of Hudson	451,385	450,158	1,227	0.3%	453,269	(1,884)	-0.4%
Total Rail Commutation Ridership	24,529,335	24,664,814	(135,479)	-0.5%	24,598,277	(68,942)	-0.3%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	17,666,600	17,584,570	82,030	0.5%	17,271,808	394,792	2.3%
West of Hudson	356,482	362,268	(5,786)	-1.6%	345,868	10,614	3.1%
Total Rail Non-Commutation Ridership	18,023,082	17,946,838	76,244	0.4%	17,617,676	405,406	2.3%
TOTAL RAIL RIDERSHIP							
East of Hudson	41,744,550	41,799,226	(54,676)	-0.1%	41,416,816	327,734	0.8%
West of Hudson	807,867	812,426	(4,559)	-0.6%	799,137	8,730	1.1%
TOTAL RAIL RIDERSHIP	42,552,417	42,611,652	(59,235)	-0.1%	42,215,953	336,464	0.8%
CONNECTING SERVICES RIDERSHIP (2)	302,467	291,641	10,826	3.7%	284,186	18,281	6.4%
TOTAL MNR SYSTEM RIDERSHIP	42,854,884	42,903,293	(48,409)	-0.1%	42,500,139	354,745	0.8%

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
JUNE 2019

LINE	JUNE 2019 ACTUAL	JUNE 2018 RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,306,822	2,330,551	(23,729)	-1.0%
Hudson Line	1,477,997	1,468,033	9,964	0.7%
New Haven Line	3,467,087	3,476,883	(9,796)	-0.3%
Total East of Hudson	7,251,906	7,275,467	(23,561)	-0.3%
WEST OF HUDSON				
Port Jervis Line	64,024	77,500	(13,476)	-17.4%
Pascack Valley Line	53,642	58,490	(4,848)	-8.3%
Total West of Hudson (2)	117,666	135,990	(18,324)	-13.5%
TOTAL RAIL RIDERSHIP	7,369,572	7,411,457	(41,885)	-0.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	32,711	31,702	1,009	3.2%
Haverstraw-Ossining Ferry	11,258	10,758	500	4.6%
Newburgh-Beacon Ferry	5,681	6,049	(368)	-6.1%
Total Connecting Services	49,650	48,509	1,141	2.4%
TOTAL MNR SYSTEM	7,419,222	7,459,966	(40,744)	-0.5%

Notes:

- 1) 2018 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE
2019 YEAR-TO-DATE

TICKET TYPE/SERVICE	2019 YTD ACTUAL	2018 YTD RESTATED (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	13,525,038	13,531,149	(6,111)	0.0%
Hudson Line	8,448,636	8,271,979	176,657	2.1%
New Haven Line	19,770,876	19,613,688	157,188	0.8%
Total East of Hudson	41,744,550	41,416,816	327,734	0.8%
WEST OF HUDSON				
Port Jervis Line	467,602	458,296	9,306	2.0%
Pascack Valley Line	340,265	340,841	(576)	-0.2%
Total West of Hudson	807,867	799,137	8,730	1.1%
TOTAL RAIL RIDERSHIP	42,552,417	42,215,953	336,464	0.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	209,362	202,571	6,791	3.4%
Haverstraw-Ossining Ferry	64,771	57,286	7,485	13.1%
Newburgh-Beacon Ferry	28,334	24,329	4,005	16.5%
Total Connecting Services	302,467	284,186	18,281	6.4%
TOTAL MNR SYSTEM	42,854,884	42,500,139	354,745	0.8%

Notes:

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



August 2019 Highlights: Capital Program Status Report



Overhead Bridge Program – East of Hudson

14th Avenue Bridge, with community benches and plants

John Kennard

Vice President
Capital Programs



Metro-North Railroad

August 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 August, Metro-North awarded project tasks totaling \$30 million including the Brewster Yard Preliminary Engineering design. Metro-North substantially completed \$19 million of projects including the 14th Avenue Design-Build project. Metro-North had no closeouts scheduled for the month of August.

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

	(\$ in Millions)			
	<u>Annual Planned</u>	<u>Planned thru 8/31</u>	<u>Achieved thru 8/31</u>	<u>% thru 8/31</u>
Design Awards*	\$39.1	\$33.1	\$4.9	15%
Construction Awards*	\$228.2	\$162.3	\$38.2	24%
Substantial Completions	\$428.3	\$288.1	\$271.8	94%
Closeouts*	\$31.5	\$7.7	\$4.6	60%

*Does not include support costs

John Kennard
Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

August 31, 2019

CONTRACT AWARDS:

M7060103 Brewster YD Improvements - Design

Milestone: Contract Award \$3,663,096

A design contract for environmental and traffic studies for the Brewster Yard improvements project was awarded for \$3,663,096.

The scope of work consists of three packages:

- Package 1 base contract requires environmental and traffic studies as well as technical analyses necessary to further define the full scope of the Brewster yard improvement project. The major project elements include the relocation/replacement of the existing Southeast Station surface parking lot with a new facility/garage including a flyover access bridge to the parking garage over the yard, construction of a new North Yard within the original parking facility location, and the reconfiguration and upgrade of the existing South Yard.
- Package 2 - Option 1 is for the 30% preliminary design for the four new service tracks from North Yard to be exercised upon Metro-North's approval.
- Package 3 - Option 2 is for the 30% preliminary design for the South Yard to be exercised upon Metro-North's approval to allow mechanical inspection capabilities on all tracks and increased servicing capabilities for Electric Multiple Units (EMUs)

PROJECT COMPLETIONS:

M6030212 Replacement of the 14th Avenue Bridge

Milestone: Substantial Completion

Project Budget: \$19,151,699

The third-party construction of the new 14th Avenue Bridge located over the New Haven Line between CP212 and CP215 is complete. The major work completed includes the following:

- Design for new bridge superstructure
- Lead and Asbestos abatement
- Removal and disposal of original bridge superstructure
- Abutment modifications including structural reinforcement
- Abutment cleaning and repairs to masonry
- Power/Signal line relocations
- Construction and surfacing of new bridge superstructure
- Third party utility removals and re-installations
- Architectural fence and art panel fence installations

MAJOR ON-GOING PROJECT STATUS:

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. RTTDS has 1-year optimization period for tuning accuracy of train predictions. The initial testing has started and will continue throughout the lines / branches until complete. Testing and commissioning of the secondary headend equipment in North White Plains is in progress. Shipment of station equipment is on-going.
- Construction of the Customer Service Equipment Room 7C and the GCT cable plant continues. Installation of conduit and cable to the Big Boards, Information Boards, and south end Gate Boards is complete. Continue to install conduit to north end VIS cabinets and platform displays on the upper level.
- Installation of the Big Boards and Information Boards located on east and west side of Grand Central Terminal (GCT) is complete. Shipment and installation of Gate Boards, located at the lower and upper levels, are on-going.

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

The CSI project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at nineteen (19) Metro-North stations and facilities throughout New York. This project also includes upgrades to elevator monitoring, providing network connectivity for new and existing equipment and real-time data improvements.

The Design-Builder has completed 100% design drawings for four out of five groups of stations that include: first group (Mt. Vernon East, Larchmont, Pelham, Riverdale and North White Plains IT room); second group (Harlem-125th St., Rye, Harrison and New Rochelle); third group (Mamaroneck, Port Chester, Melrose and Tremont); and fourth group (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown. Design development continued for the fifth group of stations (Harriman, Nanuet, and Poughkeepsie).

Site work including raceway, conduit and device installation was completed in August 2019 at the Riverdale, Wakefield, Pelham & Mount Vernon East Station. Site work continues at Harlem-125th and Harrison Station. Raceway and conduit installation at North White Plains IT room continues.

Installation of node houses (48 VDC power plants) and closeout at all 33 locations is complete as of May 2019. Installation of node houses at the three additional locations (Bridgeport, Green

Farms and Fairfield station node houses) is also complete and submission of final documentation continues. Design development for facility enhancements continue along with design development 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. Port Chester and Riverdale stations received a new canopy, waiting plaza, and improvements in station overpass at Riverdale. Harlem-125th Street received station building and platform improvements, as well as, an enhanced lighting installation under the viaduct.

- Crestwood Station – On-going installation of new electrical systems in the overpass and kiss-and-ride area and snowmelt system in the ADA Ramp. This station is scheduled for completion in October 2019.
- White Plains Station - Completed installation of Temporary Ticket Office in front of lobby entrance. Completed demo of island platform waiting room. Ongoing renovation of the new Tim Horton's retail area is expected to be completed by September 30. All station improvements are scheduled for completion in December 2020.

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

The purpose of this project is to replace and restore to a state of good repair the power and communication and signal (C&S) equipment and infrastructure that were destroyed, damaged and/or compromised by Super Storm Sandy on over 30 miles of railroad along the Hudson Line from CP 5 (Bronx) to CP 35 (Croton-Harmon).

- *CP19 to CP35 (Phase 1)* - The Design Build Improvements for Power/C&S Infrastructure Improvements is substantially complete.
- *CP5 to CP19 (Phase 2)* - Continued test pits and surveys for Phase II design finalization; performing the following work: installation of trough, duct bank, manholes, concrete footing and columns for different platforms, lateral and track crossing conduits; continuity jumpers; conduits for sectionalizing switches and performing site survey; test pit excavation and cable pulling. 100% design is under review by key stakeholders and forecasted to be completed by October 2019.

Phase I was complete. Overall project completion is anticipated in the second quarter 2021.

EM050208 Power Infrastructure Restoration – Substations – Sandy

- *Tarrytown* – Continued finalizing Supervisory Control and Data Acquisition (SCADA) with new fiber as part of Sandy Hudson Line restoration. Con Edison feeder release for Metro-North cut-over process and energization of the substation Power Control Room (PCR) is pending agreement signoffs between MNR and Con Edison. This substation is scheduled for completion in December 2019.
- *Croton-Harmon* – Cutover process, commissioning/testing and energization of substation PCR are pending service feeders splicing by MNR power department. coordination with utility and Metro-North stakeholders is underway. This substation is scheduled for completion in March 2020.
- *Riverdale* – Continue installation of outlets, wires, drop ceilings, heat, ventilation and air conditioning (HVAC) and miscellaneous work at the Crew Quarters building. Con Edison cut-over process and energization of the substation PCR is underway for one feeder. The 2nd feeder outage is scheduled for beginning of September 2019. This substation is scheduled for completion in October 2019.
- *The Brewster Substation (under Project M6050103)* – Continued concrete placement for platform footing/columns and grounding the pad mounted gear (PMH-3) at the proposed point of entry (POE). Cutover process, commissioning/testing and energization of substation PCR are pending the installation and splicing of 15Kv feeder. Supervisory Control and Data Acquisition testing is underway. This substation is scheduled for completion in March 2020.

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. Completed site update and regression testing using System Baseline 3.5. 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 and received approval to move extended RSD testing to the non-pilot segments. Commenced extended RSD on Danbury branch line. Ongoing site installation and performance testing on the upper Hudson Line segment (Croton-Harmon to Poughkeepsie, NY) with anticipated extended RSD in September 2019. Completed development of safety plan for submission to the FRA. Training of employees continues. Interoperability discussions with Amtrak and Freight carriers continue. Interoperability testing of Amtrak on Pilot Line was completed. Alternative schedule with updated Implementation Plan which outlines non-pilot segment commissioning plan was approved by the Federal Railroad Administration.

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 available in September 2019.
- *EMU (Electric Multiple Unit) Annex Building* – Design and installation of an enhanced carbon monoxide detection system is underway. When all industrial equipment has completed functional testing, which is anticipated by September 2019, the Maintenance of Equipment Department will then commence with occupying the facility.

Yard Utilities and Miscellaneous – DC substation component functional testing continues.

Overall, Phase V, Stage I substantial completion is anticipated in September 2019.

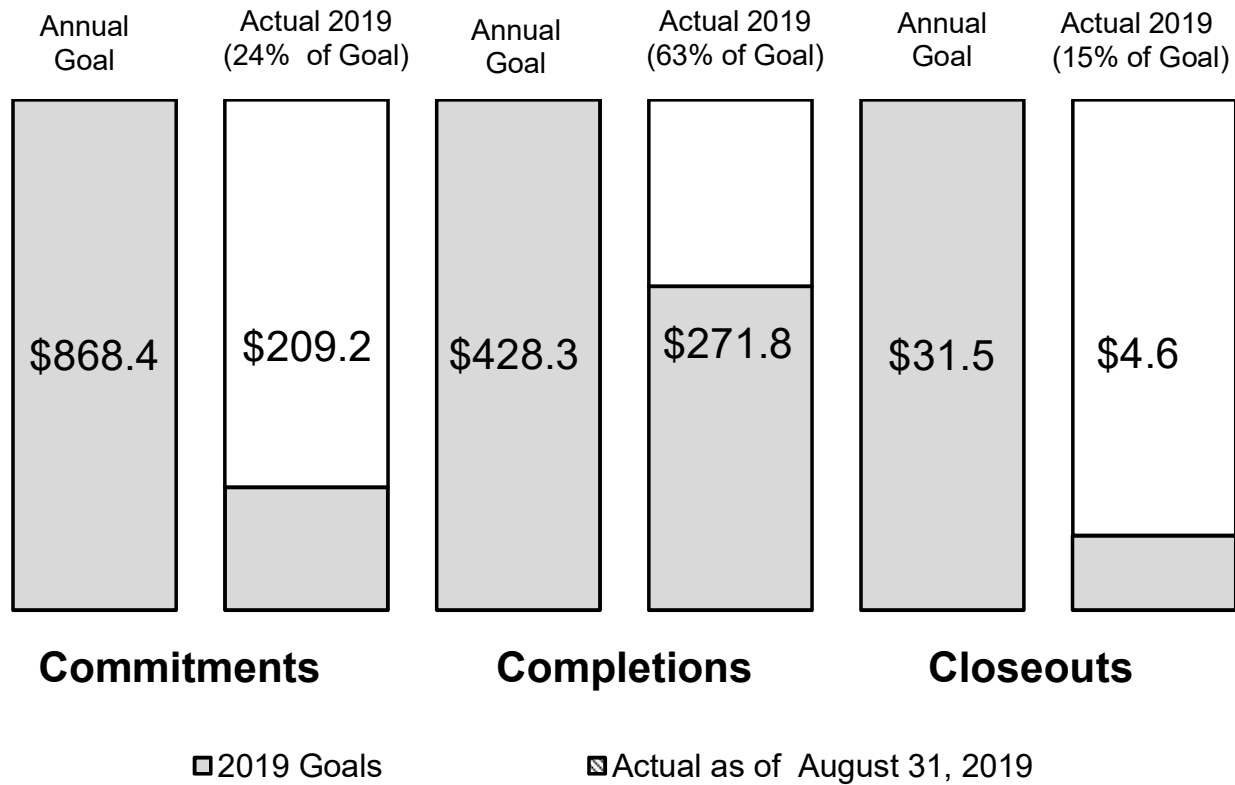
Phase V, Stage II Preliminary Design - The scope of this work includes the demolition of the remainder of Building 6 as well as the associated Building 5 storeroom and the construction of the balance of the Phase V Electric Car Shop and Support Shop facilities.

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

2019 MNR Capital Program Goals

As of August 31, 2019

In Millions





Long Island Rail Road

July 2019 Performance Summary

Rod Brooks, Senior Vice President – Operations



Urban Avenue Grade Crossing Elimination: An alternate service plan was utilized on July 20 and 21, 2019, in support of the Mainline Expansion.



Long Island Rail Road

July 2019 Performance Summary

Highlights

For the month, On-Time Performance (OTP) was below monthly goal at **89.9%**. The AM Peak period OTP registered at **89.8%**, with the PM Peak closing at **87.8%**. Year to Date (YTD) performance is **93.0%**, which is a **2.7%** increase compared to same period last year.

Seasonal summer Montauk service continued throughout the month, including an early release program for the Fourth of July holiday.

Branch Performances

Throughout the month of July **5.9%** of all scheduled trains arrived between 6 and 10 minutes late at their final terminal. The average delay per late train was **12.8** minutes for the month. There were **102** cancelled or terminated trains in July, which accounts for **0.5%** of all scheduled trains for the month.

Consist Compliance

During July **98.4%** of our trains meet established consist requirements during the Peak periods.

Equipment Performance

MDBF continued to perform above expectations YTD through June, and exceeded the yearly targets for every individual fleet. The year-to-date MDBF also exceeded the same period last year by 6.7%.

Performance Summary

			2019 Data			2018 Data	
			Annual	YTD thru		YTD thru	
			Goal	July	July	July	July
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%	89.9%	93.0%	88.9%	90.3%
		AM Peak		89.8%	91.3%	85.0%	88.3%
		PM Peak		87.8%	91.2%	86.8%	86.4%
		Total Peak		88.9%	91.2%	85.8%	87.4%
		Off Peak Weekday		89.1%	92.8%	89.5%	90.7%
		Weekend		92.8%	95.5%	91.1%	92.9%
	Babylon Branch	Overall	93.9%	89.5%	93.4%	87.8%	90.0%
		AM Peak		89.3%	92.6%	84.2%	88.2%
		PM Peak		86.8%	90.7%	85.5%	85.2%
		Total Peak		88.2%	91.7%	84.8%	86.8%
		Off Peak Weekday		89.4%	93.6%	88.5%	90.8%
		Weekend		91.8%	95.7%	90.8%	93.3%
	Far Rockaway Branch	Overall	96.6%	95.2%	96.7%	95.2%	94.5%
		AM Peak		89.5%	91.5%	84.0%	88.2%
		PM Peak		94.4%	97.1%	95.8%	93.9%
		Total Peak		91.9%	94.2%	89.3%	90.8%
		Off Peak Weekday		95.2%	96.7%	96.8%	95.2%
		Weekend		98.5%	99.0%	97.7%	96.8%
	Huntington Branch	Overall	92.5%	87.4%	90.8%	87.4%	88.7%
		AM Peak		90.3%	90.7%	83.2%	87.4%
		PM Peak		79.5%	85.1%	87.5%	84.5%
		Total Peak		85.1%	88.1%	85.2%	86.1%
		Off Peak Weekday		84.8%	89.2%	84.8%	88.0%
		Weekend		93.8%	95.5%	92.2%	92.2%
	Hempstead Branch	Overall	96.5%	91.5%	93.5%	93.4%	91.6%
		AM Peak		92.7%	93.2%	89.0%	89.2%
		PM Peak		84.3%	89.5%	94.2%	87.6%
		Total Peak		88.8%	91.4%	91.5%	88.4%
		Off Peak Weekday		90.7%	93.7%	92.7%	92.3%
		Weekend		95.8%	95.3%	96.5%	93.4%
	Long Beach Branch	Overall	95.9%	93.5%	95.1%	91.4%	92.4%
		AM Peak		92.8%	93.3%	90.1%	89.3%
		PM Peak		95.5%	95.9%	90.0%	90.1%
		Total Peak		94.1%	94.5%	90.1%	89.7%
		Off Peak Weekday		92.2%	95.4%	93.7%	93.0%
		Weekend		95.4%	95.2%	88.7%	94.2%
	Montauk Branch	Overall	90.8%	81.2%	88.9%	84.0%	88.7%
		AM Peak		86.9%	87.9%	81.5%	87.7%
		PM Peak		82.7%	89.1%	82.7%	83.3%
		Total Peak		84.9%	88.5%	82.1%	85.7%
		Off Peak Weekday		83.6%	89.5%	87.4%	90.0%
		Weekend		74.7%	88.2%	80.2%	89.0%
	Oyster Bay Branch	Overall	94.1%	91.7%	93.6%	91.3%	89.8%
		AM Peak		89.6%	91.9%	89.8%	91.2%
		PM Peak		90.2%	89.6%	81.0%	78.2%
		Total Peak		89.9%	90.9%	85.7%	85.2%
		Off Peak Weekday		89.9%	93.4%	91.3%	91.1%
		Weekend		97.8%	97.8%	98.2%	93.0%

Performance Summary		2019 Data			2018 Data	
		Annual	YTD thru		YTD thru	
		Goal	July	July	July	July
Port Jefferson Branch	Overall	90.9%	86.9%	88.9%	88.2%	88.1%
	AM Peak		87.5%	88.3%	82.1%	87.6%
	PM Peak		82.5%	86.1%	86.4%	83.5%
	Total Peak		85.2%	87.3%	84.1%	85.7%
	Off Peak Weekday		84.4%	87.8%	85.7%	86.3%
	Weekend		95.7%	93.5%	97.4%	94.8%
Port Washington Branch	Overall	95.3%	92.2%	94.2%	88.5%	91.1%
	AM Peak		91.7%	94.0%	89.2%	92.2%
	PM Peak		90.9%	93.0%	77.7%	86.2%
	Total Peak		91.3%	93.5%	83.5%	89.3%
	Off Peak Weekday		90.1%	92.9%	89.1%	91.5%
	Weekend		98.2%	97.7%	92.5%	92.5%
Ronkonkoma Branch	Overall	91.6%	86.9%	90.8%	82.9%	86.5%
	AM Peak		87.8%	87.2%	78.9%	84.3%
	PM Peak		87.6%	91.4%	90.5%	87.8%
	Total Peak		87.7%	89.0%	84.0%	85.9%
	Off Peak Weekday		85.4%	90.5%	82.9%	85.7%
	Weekend		89.6%	94.3%	81.2%	89.6%
West Hempstead Branch	Overall	95.8%	95.5%	96.5%	95.7%	93.4%
	AM Peak		89.1%	89.9%	89.5%	86.6%
	PM Peak		93.2%	95.5%	88.9%	88.4%
	Total Peak		91.3%	92.9%	89.2%	87.6%
	Off Peak Weekday		96.9%	97.6%	99.2%	96.2%
	Weekend		98.1%	98.8%	96.1%	94.9%
Operating Statistics						
Trains Scheduled			21,482	144,588	21,074	142,635
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-12.8	-12.1	-11.4	-13.0
Trains Over 15 min. Late excluding trains canceled or terminated			426	1,617	337	2,439
Trains Canceled			61	499	64	1,024
Trains Terminated			41	354	41	616
Percent of Scheduled Trips Completed			99.5%	99.4%	99.5%	98.9%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
			AM Peak	98.8%		
			PM Peak	97.8%		
			Total Peak	98.4%		

System Categories Of Delay	% Total	2019	2019 Data		2018 Data		YTD 2019 Vs 2018
		June	July	YTD Thru July	July	YTD Thru July	
Engineering (Scheduled)	2.8%	27	61	272	52	216	56
Engineering (Unscheduled)	10.5%	297	229	1,618	301	1,636	(18)
Maintenance of Equipment	8.9%	119	193	942	181	1,370	(428)
Transportation	6.6%	38	143	298	63	306	(8)
Capital Projects	4.0%	282	86	678	332	977	(299)
Weather and Environmental	10.2%	100	222	762	37	2,586	(1,824)
Police	12.8%	207	277	1,412	284	1,345	67
Customers	22.6%	395	490	2,272	546	2,415	(143)
Special Events	10.8%	98	234	517	158	652	(135)
Other	5.4%	163	117	700	158	1,104	(404)
3rd Party Operations	5.5%	49	119	694	225	1,248	(554)
Total	100.0%	1,775	2,171	10,165	2,337	13,855	(3,690)

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Jul	Mon	System wide slow loading							14			14		
2-Jul	Tues	Downed Verizon wires fouling tracks at Bayside	4	3					12	4		16	7	
2-Jul	Tues	Low adhesion	6						4			10		
2-Jul	Tues	Customer in need of assistance in Atlantic Terminal				9			7			16		
3-Jul	Wed	Switch trouble in Brook Interlocking	22		1				9	1	1	31	1	2
3-Jul	Wed	Heavy holiday loading				6			21			27		
4-Jul	Thurs	Heavy holiday loading							15			15		
7-Jul	Sun	Heavy holiday loading							18	2		18	2	
8-Jul	Mon	Amtrak train with equipment trouble in Harold Interlocking				8			2			10		
10-Jul	Wed	Switch trouble in Queens Interlocking	11						10			21		
10-Jul	Wed	System wide slow loading	1			2			8			11		
11-Jul	Thurs	Bridge struck near Valley Stream station	4						8			12		
11-Jul	Thurs	Train 752 with equipment trouble at East New York							18	2	1	18	2	1
12-Jul	Fri	Track work at East New York	7		1				7			14		1
13-Jul	Sat	Summer Service loading							14			14		
14-Jul	Sun	Freight train derailed in Farmingdale							25	1		25	1	
15-Jul	Mon	Train 1620 disabled in Harold Interlocking				2			15			17		
15-Jul	Mon	Employee injury							23	1	2	23	1	2
16-Jul	Tues	Slow loading system wide	2			1			8			11		
17-Jul	Wed	Rules violation	35		7				17		1	52	1	7
17-Jul	Wed	Heavy rain system wide				1		1	27		1	28		2
18-Jul	Thurs	Heavy rain system wide	10		1				7			17		1
18-Jul	Thurs	Amtrak related track condition in Line 3							15			15		
18-Jul	Thurs	Loss of Signal Supervisory System at Queens							11			11		
19-Jul	Fri	Switch trouble in F Interlocking				8			4			12		
19-Jul	Fri	Summer Service loading				11			3			14		
20-Jul	Sat	Urban Ave crossing elimination project							20			20		
20-Jul	Sat	Summer Service loading							21			21		
21-Jul	Sun	Summer Service loading							20			20		
22-Jul	Mon	Lightning storm				26	2	1	51	3		77	5	1
23-Jul	Tues	Lightning storm	22						16			38		
23-Jul	Tues	Train 2019 cancelled waiting for EMS	8						2			10		
23-Jul	Tues	Switch trouble in Harold Interlocking				10	1		2	1		12	2	

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
24-Jul	Wed	Unauthorized person on tracks in Penn Station							15	1	2	18		
24-Jul	Wed	Forest Hills Stadium loading				2			11			13		
26-Jul	Fri	Trespasser on tracks in Penn Station				44	5		41	9	7	85	14	7
29-Jul	Mon	Customer fell on tracks at Copiague Station	25	1					2			27	1	
31-Jul	Thurs	Slow loading system wide	5						7			12		
TOTAL FOR MONTH			162	4	10	130	8	2	530	25	15	825	37	24
												886		

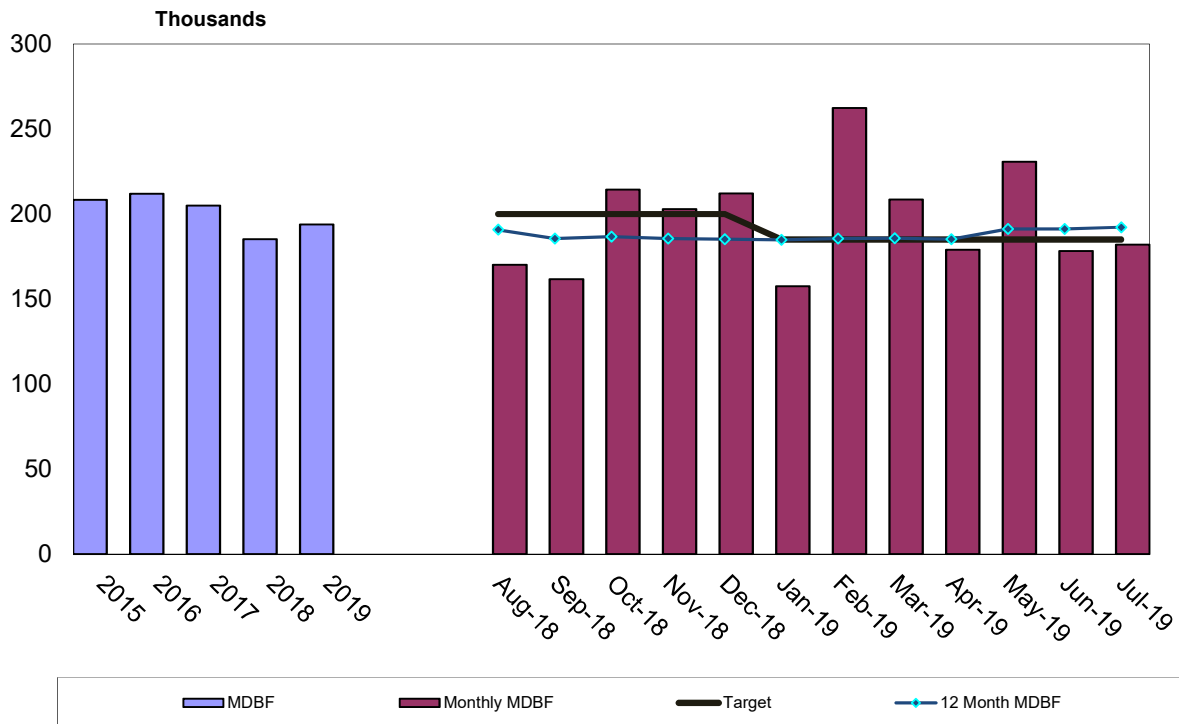
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - JULY 2019

	2019 Data							2018 Data		
	Equip- ment Type	Total Fleet Owned	MDBF Goal (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)	12 month MDBF Rolling Avg (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)
Mean	M-3	142	60,000	56,336	11	59,632	64,923	82,081	7	74,822
Distance	M-7	836	378,000	439,244	12	442,126	443,500	639,979	8	515,977
Between Failures	C-3	134	103,000	169,183	5	115,357	115,315	90,986	9	102,253
	DE	24	19,000	16,338	6	28,867	21,664	10,776	9	17,516
	DM	21	19,000	21,707	4	20,950	20,482	14,543	6	12,337
	Diesel	179	51,000	68,718	15	69,002	63,333	41,796	24	48,619
	Fleet	1,157	185,000	182,142	38	193,988	192,276	171,731	39	181,934

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	
			July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	10	23
		Total Standees	10	23
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	7
		Total Standees	0	7
	Huntington Branch	Program Standees	60	0
		Add'l Standees	25	6
		Total Standees	85	6
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	5
		Total Standees	0	5
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	10	0
		Total Standees	10	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	5	0
		Total Standees	5	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	29	0
		Total Standees	29	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	18	51
		Total Standees	18	51
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	17	25
		Total Standees	17	25
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			176	117

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF JULY 2019

Standee Report

West Of Jamaica

			2019 Data July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	6	33
		Total Standees	6	33
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	7
		Total Standees	0	7
	Huntington Branch	Program Standees	30	0
		Add'l Standees	14	47
		Total Standees	44	47
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	84
		Total Standees	0	84
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	38	2
		Total Standees	66	2
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	7
		Total Standees	0	7
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	18	51
		Total Standees	18	51
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	10	21
		Total Standees	10	21
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			145	251

Definitions

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

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

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

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

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



Long Island Rail Road

August 2019 Performance Summary

Rod Brooks, Senior Vice President – Operations



Covert Avenue Grade Crossing Elimination: An alternate service plan was utilized on August 24 and 25, 2019, in support of the Mainline Expansion.



Long Island Rail Road

August 2019 Performance Summary

Highlights

On-Time Performance (OTP) was at **92.1%** in August, which is below the monthly goal of 94%. The AM Peak period OTP registered at **95.0%**, with the PM Peak closing at **90.8%**. Year to Date OTP is **92.9%**, which is a **3.0%** increase compared to same period last year.

Additional services included seasonal summer Montauk service and extra service was provided for the US Open Tennis Championship, including the qualifying rounds.

Branch Performances

Throughout the month of August **4.8%** of all scheduled trains arrived between 6 and 10 minutes late at their final terminal. The average delay per late train was **11.3** minutes for the month. There were **117** cancelled or terminated trains in August, which accounts for **0.5%** of all scheduled trains for the month.

The Far Rockaway, Oyster Bay, Port Jefferson and West Hempstead branches all operated at or above goal.

Consist Compliance

During August **98.8%** of our trains meet established consist requirements during the Peak periods.

Equipment Performance

MDBF continued to perform above expectations YTD through July, and exceeded the yearly targets. The year to date MDBF also exceeded the same period last year by 6.6%.

Performance Summary

Performance Summary			2019 Data			2018 Data	
			Annual	YTD thru		YTD thru	
			Goal	August	August	August	August
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%	92.1%	92.9%	87.4%	89.9%
		AM Peak		95.0%	91.7%	86.7%	88.1%
		PM Peak		90.8%	91.1%	81.7%	85.8%
		Total Peak		93.0%	91.5%	84.4%	87.0%
		Off Peak Weekday		91.8%	92.6%	86.8%	90.2%
		Weekend		91.7%	95.0%	93.1%	92.9%
	Babylon Branch	Overall	93.9%	92.7%	93.3%	87.7%	89.7%
		AM Peak		95.9%	93.0%	87.0%	88.1%
		PM Peak		88.4%	90.4%	83.3%	85.0%
		Total Peak		92.6%	91.8%	85.3%	86.6%
		Off Peak Weekday		92.7%	93.5%	87.8%	90.4%
		Weekend		92.8%	95.3%	92.4%	93.2%
	Far Rockaway Branch	Overall	96.6%	97.5%	96.8%	95.2%	94.6%
		AM Peak		95.5%	92.0%	90.9%	88.6%
		PM Peak		99.5%	97.5%	92.8%	93.8%
		Total Peak		97.4%	94.6%	91.7%	90.9%
		Off Peak Weekday		97.4%	96.8%	95.9%	95.3%
		Weekend		98.0%	98.9%	98.0%	97.0%
	Huntington Branch	Overall	92.5%	89.8%	90.7%	86.2%	88.4%
		AM Peak		94.8%	91.2%	88.1%	87.5%
		PM Peak		90.6%	85.9%	79.5%	83.8%
		Total Peak		92.8%	88.7%	84.0%	85.8%
		Off Peak Weekday		89.8%	89.3%	84.2%	87.5%
		Weekend		86.5%	94.5%	92.0%	92.1%
	Hempstead Branch	Overall	96.5%	93.9%	93.6%	92.3%	91.7%
		AM Peak		97.7%	93.8%	87.0%	88.9%
		PM Peak		95.5%	90.3%	91.3%	88.1%
		Total Peak		96.7%	92.1%	89.0%	88.5%
		Off Peak Weekday		93.1%	93.6%	91.8%	92.2%
		Weekend		92.4%	94.9%	97.7%	93.9%
	Long Beach Branch	Overall	95.9%	94.3%	95.0%	91.7%	92.3%
		AM Peak		97.0%	93.8%	93.5%	89.8%
		PM Peak		91.3%	95.3%	85.0%	89.4%
		Total Peak		94.3%	94.5%	89.4%	89.6%
		Off Peak Weekday		94.9%	95.4%	93.4%	93.1%
		Weekend		93.1%	94.9%	90.6%	93.8%
	Montauk Branch	Overall	90.8%	85.0%	88.4%	83.4%	88.0%
		AM Peak		94.3%	88.8%	83.2%	87.1%
		PM Peak		79.3%	87.8%	78.4%	82.6%
		Total Peak		87.1%	88.3%	80.8%	85.0%
		Off Peak Weekday		86.3%	89.0%	86.2%	89.4%
		Weekend		81.4%	87.3%	79.9%	88.0%
	Oyster Bay Branch	Overall	94.1%	94.2%	93.7%	90.0%	89.8%
		AM Peak		95.5%	92.4%	87.0%	90.6%
		PM Peak		89.4%	89.6%	79.0%	78.3%
		Total Peak		92.7%	91.1%	83.3%	85.0%
		Off Peak Weekday		96.3%	93.8%	91.1%	91.1%
		Weekend		92.1%	96.9%	98.3%	93.6%

Performance Summary		2019 Data			2018 Data	
		Annual	YTD thru		YTD thru	
		Goal	August	August	August	August
Port Jefferson Branch	Overall	90.9%	90.9%	89.2%	88.8%	88.2%
	AM Peak		94.9%	89.2%	87.0%	87.6%
	PM Peak		91.6%	86.8%	78.3%	82.8%
	Total Peak		93.3%	88.1%	82.9%	85.3%
	Off Peak Weekday		90.2%	88.1%	88.7%	86.7%
	Weekend		88.1%	93.0%	98.2%	95.2%
Port Washington Branch	Overall	95.3%	92.0%	93.9%	83.8%	90.2%
	AM Peak		93.7%	93.9%	86.4%	91.5%
	PM Peak		90.0%	92.6%	72.4%	84.7%
	Total Peak		91.8%	93.3%	79.9%	88.1%
	Off Peak Weekday		90.7%	92.7%	82.2%	90.2%
	Weekend		94.9%	97.4%	92.9%	92.6%
Ronkonkoma Branch	Overall	91.6%	89.5%	90.7%	77.8%	85.3%
	AM Peak		92.1%	87.8%	78.5%	83.5%
	PM Peak		93.6%	91.7%	77.7%	86.5%
	Total Peak		92.8%	89.5%	78.2%	84.8%
	Off Peak Weekday		85.9%	89.9%	71.7%	83.8%
	Weekend		93.6%	94.2%	94.9%	90.3%
West Hempstead Branch	Overall	95.8%	97.2%	96.6%	94.5%	93.6%
	AM Peak		94.5%	90.5%	92.2%	87.4%
	PM Peak		91.7%	95.0%	85.5%	88.0%
	Total Peak		93.0%	92.9%	88.5%	87.7%
	Off Peak Weekday		98.8%	97.8%	96.6%	96.2%
	Weekend		99.4%	98.9%	98.6%	95.3%
Operating Statistics		Trains Scheduled	21,452	166,040	21,371	164,006
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-11.3	-12.0	-14.1	-13.2
Trains Over 15 min. Late excluding trains canceled or terminated			219	1,836	536	2,975
Trains Canceled			78	577	106	1,130
Trains Terminated			39	393	48	664
Percent of Scheduled Trips Completed			99.5%	99.4%	99.3%	98.9%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	98.9%			
		PM Peak	98.6%			
		Total Peak	98.8%			

System Categories Of Delay	% Total	2019	2019 Data		2018 Data		YTD 2019 Vs 2018
		July	August	YTD Thru August	August	YTD Thru August	
Engineering (Scheduled)	2.8%	61	48	320	18	234	86
Engineering (Unscheduled)	11.2%	229	190	1,808	349	1,985	(177)
Maintenance of Equipment	7.3%	193	123	1,065	237	1,607	(542)
Transportation	1.8%	143	30	328	36	342	(14)
Capital Projects	5.7%	86	97	775	361	1,338	(563)
Weather and Environmental	3.6%	222	61	823	314	2,900	(2,077)
Police	10.1%	277	171	1,583	238	1,583	-
Customers	26.2%	490	443	2,715	515	2,930	(215)
Special Events	17.0%	234	287	804	171	823	(19)
Other	5.5%	117	93	793	401	1,505	(712)
3rd Party Operations	8.8%	119	148	842	59	1,307	(465)
Total	100.0%	2,171	1,691	11,856	2,699	16,554	(4,698)

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Aug	Thu	Track condition on the Main Line							14			14		
5-Aug	Mon	Trespasser strike west of Great Neck	11	14					2	5	1	13	19	1
6-Aug	Tue	Slow loading system wide	2			2			6			10		
7-Aug	Wed	Amtrak related switch trouble in F Interlocking	3						9	1		12	1	
8-Aug	Thu	Amtrak related smoke condition in Line 3				12	5		12	2	2	24	7	2
9-Aug	Fri	Track condition east of Babylon Station							9	1		9	1	
10-Aug	Sat	Switch trouble east of Merillon Ave Station							22	4	1	22	4	1
14-Aug	Wed	Train 2015 receiving medical assistance in Jamaica Station	11									11		
14-Aug	Wed	Slow loading system wide	1			1			8			10		
14-Aug	Wed	Train 27 with equipment trouble	10						3			13		
16-Aug	Fri	Track condition west of Hicksville							10			10		
16-Aug	Fri	Summer Service Loading				4			7			11		
17-Aug	Sat	Trespasser strike west of Forest Hills							15		3	15		3
17-Aug	Sat	Summer Service Loading							11			11		
19-Aug	Mon	Train/motor vehicle accident west of Centre Ave. station				5	2		6	3		11	5	
19-Aug	Tue	Signal trouble on Oyster Bay branch due to lightning							6			6		
20-Aug	Tue	Switch trouble in Harold Interlocking				23						23		
20-Aug	Tue	Slow unloading system wide				2			10			12		
21-Aug	Wed	Severe inclement weather							5			5		
22-Aug	Thu	Severe inclement weather							11			11		
23-Aug	Fri	Summer Service Loading				3			9			12		
24-Aug	Sat	Delays due to Main Line Expansion Project							18			18		
24-Aug	Sat	Summer Service Loading							25			25		
25-Aug	Sun	Summer Service Loading							16			16		
25-Aug	Sun	Trespasser strike west of Stewart Manor Station							5	2	5	5	2	5
25-Aug	Sun	Main Line Expansion Project							13			13		
27-Aug	Tue	Mets Willets Point loading				2			13			15		
29-Aug	Thu	Debris strike in "C" Interlocking				34	5		14	1	1	48	6	1
30-Aug	Fri	Heavy holiday loading				2			12			14		
TOTAL FOR MONTH			38	14	0	90	12	0	291	19	13	419	45	13
													477	



Standee Report

East Of Jamaica

			2019 Data August	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	8	13
		Total Standees	8	13
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	5
		Total Standees	0	5
	Huntington Branch	Program Standees	60	0
		Add'l Standees	43	2
		Total Standees	103	2
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	10
		Total Standees	0	10
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	7	0
		Total Standees	7	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	25	0
		Total Standees	25	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	1
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	20	48
		Total Standees	20	48
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	7	17
		Total Standees	7	17
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			169	95

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF AUGUST 2019

Standee Report

West Of Jamaica

			2019 Data August	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	5	15
		Total Standees	5	15
	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	28	36
		Total Standees	58	36
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	19
		Total Standees	0	19
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	14	2
		Total Standees	42	2
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	7
		Total Standees	0	7
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	20	48
		Total Standees	20	48
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	4	5
		Total Standees	4	5
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	6	0
		Total Standees	6	0
System Wide PEAK			134	136

Definitions

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

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

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

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

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

Long Island Rail Road Performance Metrics Report

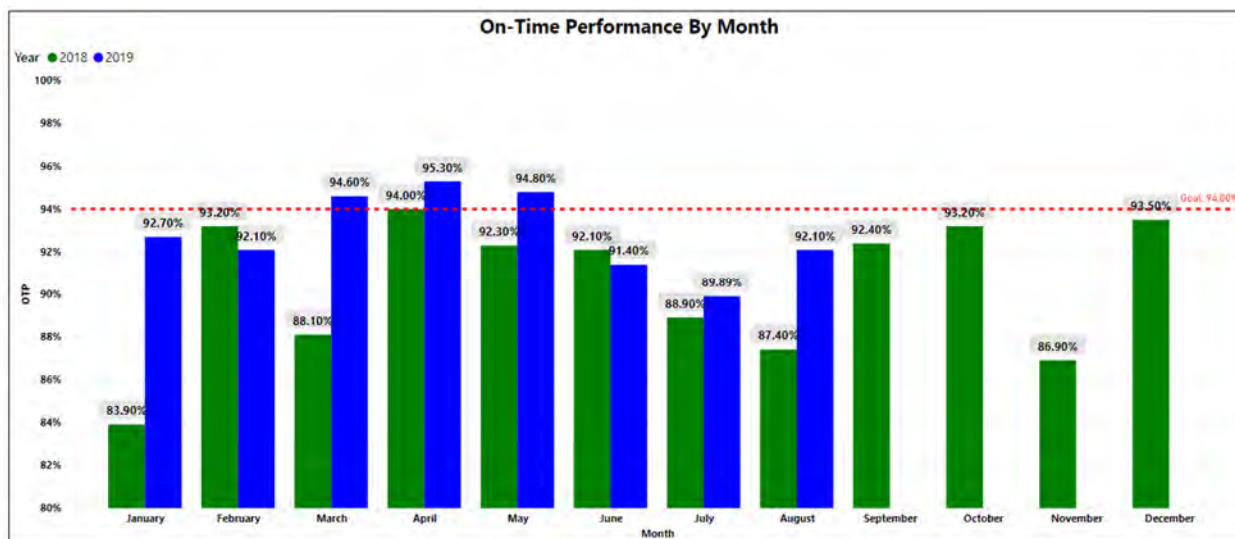


Through August, the LIRR has shown significant improvement in all three operational metrics and both on-board fare collection metrics.

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	August	YTD	August	YTD
94.0%	92.1%	92.9%	87.4%	89.9%

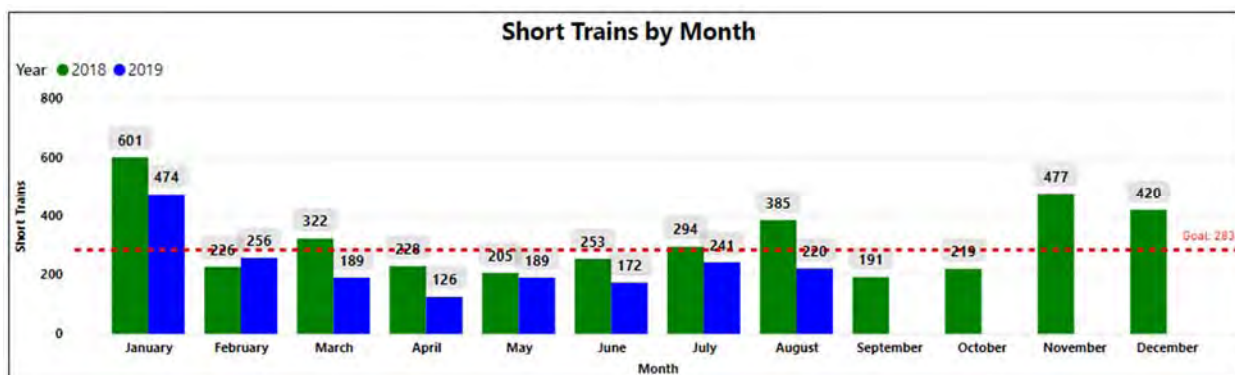


- OTP for August 2019 was 92.1%, which represented a significant improvement when compared to August 2018, when the OTP was 87.4%

Number of Short Trains

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

	2019		2018	
Goal	August	YTD	August	YTD
3,397 annually	220	1,867	385	2,514



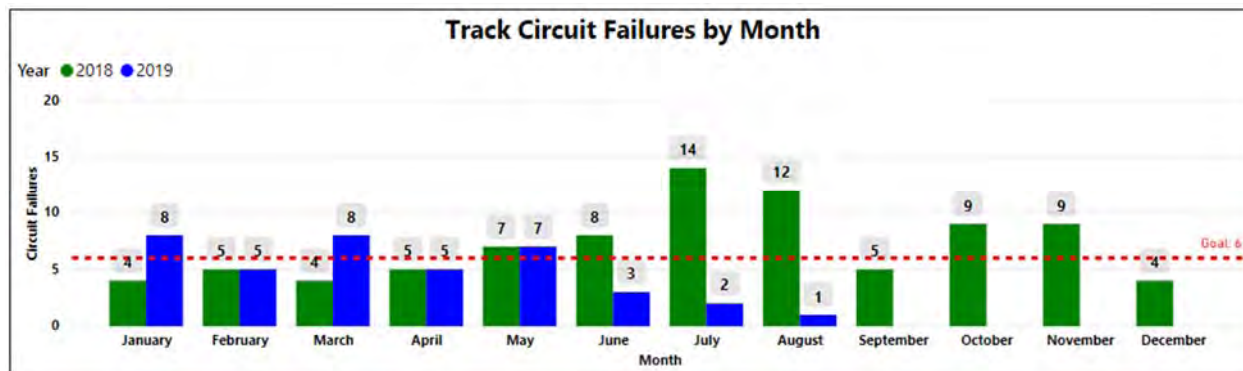
- YTD, the LIRR has reduced the number of short trains by over 25%.
- Key factors have been increased wheel truing capacity and aggressive vegetation management.



Number of Track Circuit Failures

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

	2019		2018	
Goal	August	YTD	August	YTD
72	1	39	12	59

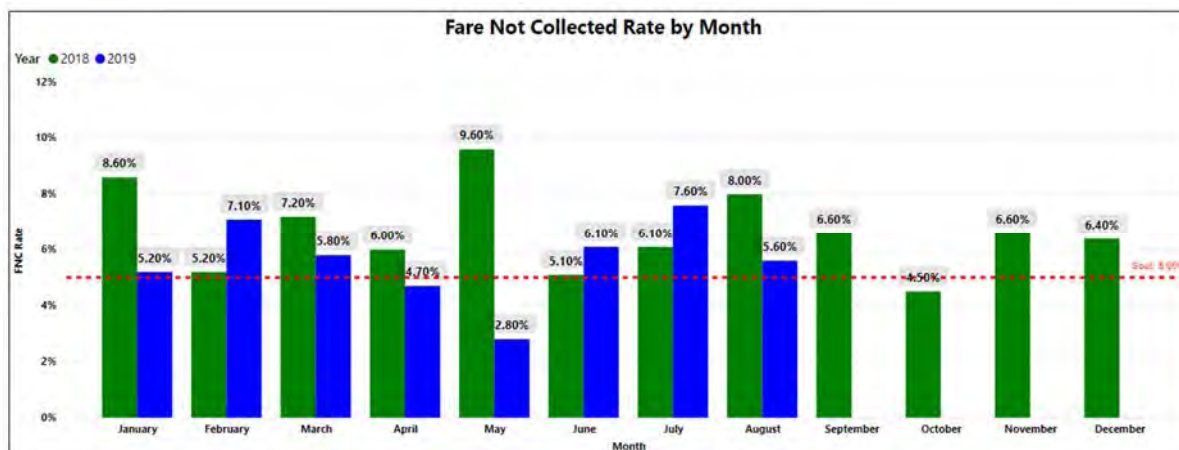


- Through August, the LIRR had experienced 39 track circuit failures causing at least one delay, which was more than a 33% reduction from the same period in 2018.

Fare Not Collected Rate

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

	2019		2018	
Goal	August	YTD	August	YTD
5.0%	5.6%	5.8%	8.0%	7.3%

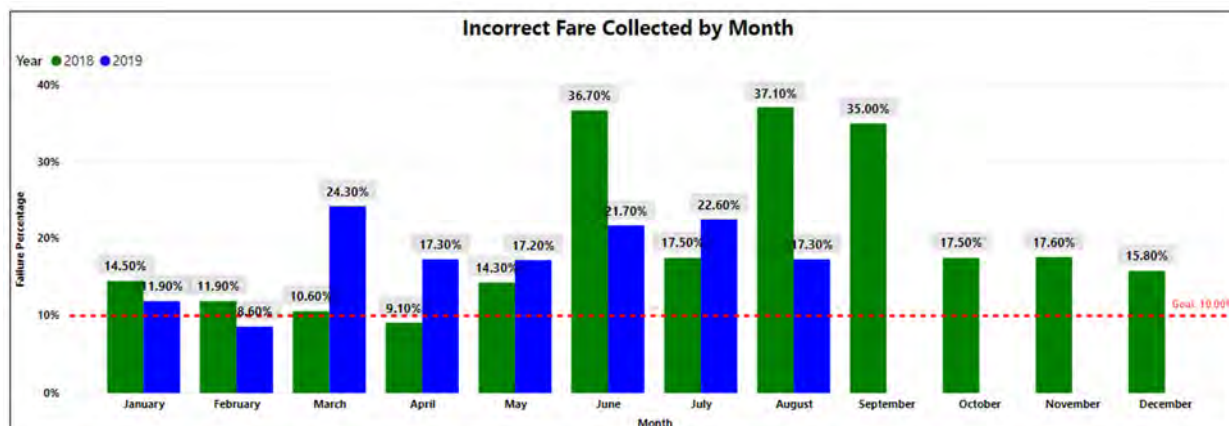


- The Fare Not Collected Rate showed improvement in August versus July and was significantly below August 2018. The LIRR continues to employ enhanced management oversight and is strategically deploying train crews to address the most challenging trains.

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	August	YTD	August	YTD
10.0%	17.3%	18.2%	37.1%	17.9%

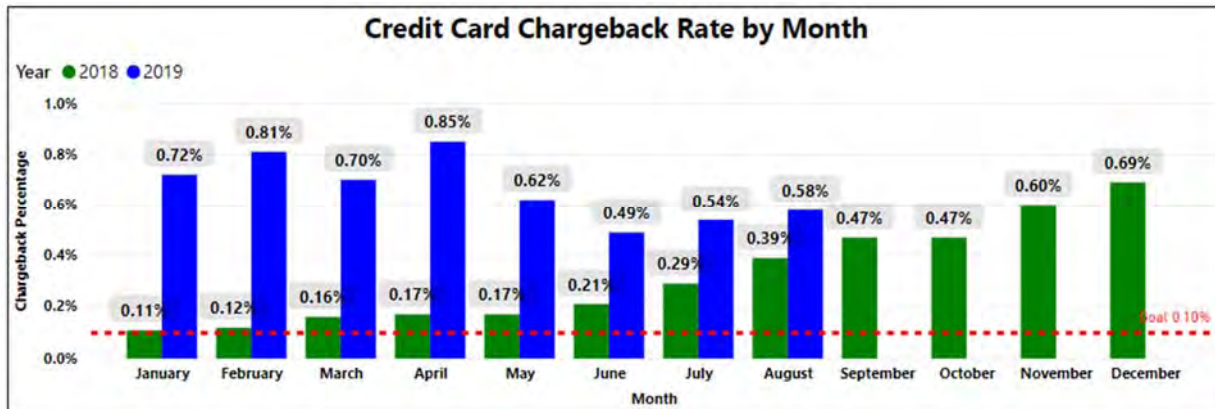


- Since April 2019, Incorrect Fare Collected has been fairly consistent, with three of five months in the 17% range, and has been much stronger than 2018.

Credit Card Chargeback Rate

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

	2019		2018	
Goal	August	YTD	August	YTD
0.10%	0.58%	0.65%	0.39%	0.21%

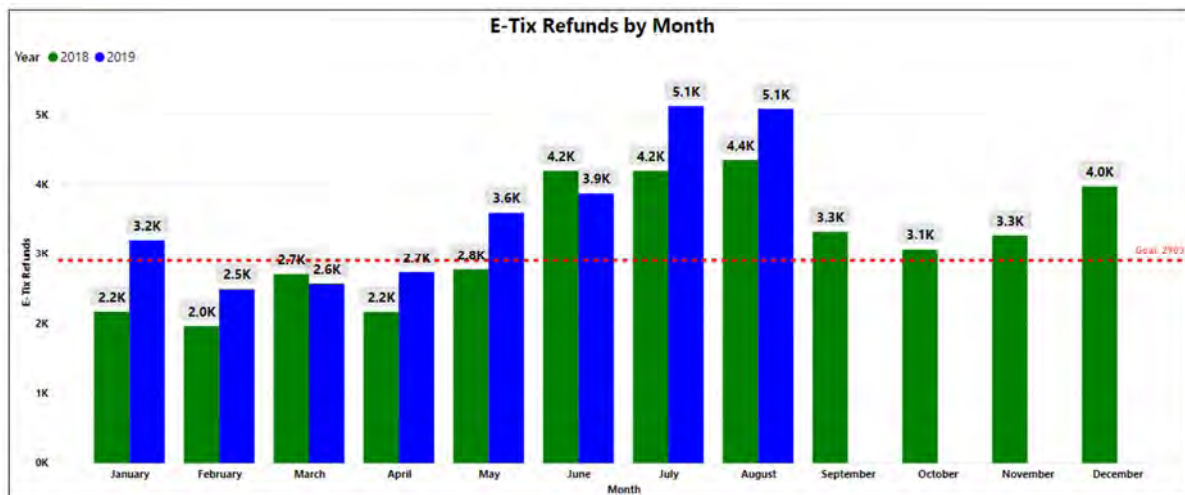


- The upcoming deployment of chip readers on ticket vending machines is expected to dramatically reduce the frequency of chargebacks.

e-Tix Refunds Processed

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

	2019		2018	
Goal	August	YTD	August	YTD
34,480 annually	5,088	28,682	4,352	24,522



- The increase in MTA e-Tix sales, now more than one third of all ticket sales, has been the main factor in the growth of refunds.



Long Island Rail Road

Financial Report Highlights

June 2019



Fluffy summer clouds and picturesque blue skies appear through the window of an LIRR car.



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 Mid-Year Forecast and key financial performance indicators.

June YTD 2019 Highlights

- Total revenue of \$619.0 million was \$31.3 million higher than Forecast. This was primarily due to the timing of reimbursements for capital activity.
- Through June 2019 ridership was 44.7 million, which was 2.6% above 2018 (adjusted for the same number of work days) and 0.3% above Mid-Year Forecast. Commutation ridership of 25.5 million was 0.1% above 2018 and (0.5)% below the Mid-Year Forecast. Non-Commutation ridership of 19.2 million was 6.1% above 2018 and 1.3% above the Forecast. Despite the overall positive ridership, due to lower yield per passenger, farebox revenue of \$370.9 million was \$(0.6) million lower than the Forecast.
- Total expenses before non-cash liability adjustments of \$975.2 million were \$(3.4) million or (0.4)% unfavorable to Forecast. The primary drivers of this unfavorable variance are the timing of materials & supplies and higher capital project overtime, partially offset by vacant positions and associated fringe costs, the timing of claims, lower OPEB current expenses and lower electric expense.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$587.7	\$619.0	\$31.3
Total Expenses Before Non-Cash Liabilities	971.7	975.2	(3.4)
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$384.0)	(\$356.2)	\$27.9
Other Non-Cash Liabilities	203.0	203.6	(0.6)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$587.0)	(\$559.8)	\$27.3
Cash Adjustments	163.5	131.3	(32.2)
Net Cash Surplus/(Deficit)	(\$423.5)	(\$428.5)	\$(5.0)

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

June YTD operating results were favorable by \$27.3 or 4.6% lower than the forecast.

Non-Reimbursable revenues through June were \$(1.6) unfavorable to the Forecast. Farebox Revenue was unfavorable as a result of lower yields, partially offset by higher ridership. Other Operating Revenues were unfavorable to Forecast primarily due to timing. Total Non-Reimbursable expenses were \$28.8 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, timing of maintenance services, materials and claims, lower electric expense and lower OPEB current expenses, partially offset by higher FELA indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$32.8 higher than the Forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date June **Total Revenues** (including Capital and Other Reimbursements) of \$619.0 were \$31.3 or 5.3% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$(0.6) unfavorable to Forecast due to lower yield per passenger, partially offset by higher ridership. Ridership through June was 44.7 million. This was 2.6% higher than 2018 (adjusted for same number of calendar work days) and 0.3% higher than the Forecast.
- **Y-T-D Other Operating Revenues** were \$(1.0) unfavorable to Forecast primarily due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$32.8 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date June **Total Expenses** (including depreciation and other) of \$1,178.8 were unfavorable to the Forecast by \$(4.0) or (0.3)%.

Labor Expenses, \$9.4 favorable Y-T-D.

- **Payroll**, \$9.0 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(2.1) unfavorable Y-T-D (primarily higher capital project activity and vacancy/absentee coverage, partially offset by lower maintenance, scheduled/unscheduled service and weather-related overtime).
- **Health & Welfare**, \$1.1 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$1.7 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(0.3) unfavorable Y-T-D (primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$(12.8) unfavorable Y-T-D.

- **Electric Power**, \$1.6 favorable Y-T-D (lower consumption and rates).
- **Fuel**, \$0.1 favorable Y-T-D.
- **Insurance**, \$0.6 favorable Y-T-D (primarily lower force account insurance).
- **Claims**, \$2.6 favorable Y-T-D (timing of claim settlements).
- **Maintenance and Other Operating Contracts**, \$(0.9) unfavorable Y-T-D (timing of joint facility, elevator/escalator, leases, uniform and vehicle purchases, TVM door installation and other maintenance and operating contracts, partially offset by the timing of prior year accrual reversals and higher bussing services).
- **Professional Services**, \$(1.2) unfavorable Y-T-D (primarily timing of wireless installation and project activity, partially offset by timing of rolling stock decommissioning and other professional service activities and payments).
- **Materials and Supplies**, \$(16.3) unfavorable Y-T-D (primarily timing of capital project material and higher right of way material, partially offset by timing of modifications and Reliability Centered Maintenance activity for revenue fleet).
- **Other Business Expenses**, \$0.7 favorable Y-T-D (lower bad debt and other business expenses).

Depreciation and Other, \$(0.6) unfavorable Y-T-D.

CASH DEFICIT SUMMARY

The Cash Deficit through June of \$428.5 was \$(5.0) unfavorable to the Forecast due to higher material expenditures and the timing of receipts, partially offset by lower labor expenses.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 49.0%, 1.6 percentage points above the Forecast resulting from lower expenses.
- Through June Adjusted Farebox Operating Ratio was 55.4%, which is above the Forecast due to lower expenses.
- Through June Adjusted Cost per Passenger was \$15.79, which is lower than the Forecast due to lower expenses.
- Through June Revenue per Passenger was \$8.31, which was \$0.03 below the Forecast.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JUNE 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$69.218	\$67.987	(\$1.230)	(1.8)	\$0.000	\$0.000	\$0.000	-	\$69.218	\$67.987	(\$1.230)	(1.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.671	3.371	(0.300)	(8.2)	0.000	0.000	0.000	-	3.671	3.371	(0.300)	(8.2)
Capital & Other Reimbursements	0.000	0.000	0.000	-	32.505	41.159	8.654	26.6	32.505	41.159	8.654	26.6
Total Revenue	\$72.889	\$71.358	(\$1.530)	(2.1)	\$32.505	\$41.159	\$8.654	26.6	\$105.394	\$112.517	\$7.124	6.8
Expenses												
<i>Labor:</i>												
Payroll	\$45.340	\$44.095	\$1.245	2.7	\$11.325	\$10.219	\$1.106	9.8	\$56.665	\$54.314	\$2.352	4.1
Overtime	10.900	9.893	1.008	9.2	3.243	4.077	(0.833)	(25.7)	14.144	13.969	0.174	1.2
Health and Welfare	10.097	9.426	0.670	6.6	2.396	2.657	(0.261)	(10.9)	12.492	12.083	0.409	3.3
OPEB Current Payment	5.710	4.916	0.794	13.9	0.000	0.000	0.000	-	5.710	4.916	0.794	13.9
Pensions	10.880	11.040	(0.160)	(1.5)	3.893	3.733	0.160	4.1	14.773	14.773	0.000	0.0
Other Fringe Benefits	12.584	12.905	(0.321)	(2.5)	2.450	2.734	(0.284)	(11.6)	15.034	15.639	(0.605)	(4.0)
Reimbursable Overhead	(2.353)	(3.703)	1.349	57.3	2.353	3.703	(1.349)	(57.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$93.158	\$88.573	\$4.585	4.9	\$25.661	\$27.122	(\$1.461)	(5.7)	\$118.819	\$115.695	\$3.124	2.6
<i>Non-Labor:</i>												
Electric Power	\$8.638	\$7.404	\$1.233	14.3	\$0.024	\$0.047	(\$0.023)	(93.6)	\$8.662	\$7.452	\$1.210	14.0
Fuel	1.816	1.690	0.126	6.9	0.000	0.000	0.000	-	1.816	1.690	0.126	6.9
Insurance	1.717	1.682	0.034	2.0	0.812	0.603	0.208	25.7	2.528	2.286	0.243	9.6
Claims	0.412	0.389	0.022	5.4	0.000	0.000	0.000	-	0.412	0.389	0.022	5.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.826	6.293	0.533	7.8	1.837	2.713	(0.876)	(47.7)	8.663	9.005	(0.342)	(4.0)
Professional Service Contracts	3.342	5.430	(2.088)	(62.5)	0.058	0.417	(0.359)	*	3.400	5.847	(2.447)	(72.0)
Materials & Supplies	14.813	14.652	0.162	1.1	4.080	10.170	(6.090)	*	18.893	24.821	(5.928)	(31.4)
Other Business Expenses	2.322	1.528	0.794	34.2	0.033	0.087	(0.054)	*	2.356	1.615	0.741	31.4
Total Non-Labor Expenses	\$39.886	\$39.069	\$0.817	2.0	\$6.844	\$14.037	(\$7.193)	*	\$46.730	\$53.105	(\$6.375)	(13.6)
<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	\$133.044	\$127.641	\$5.402	4.1	\$32.505	\$41.159	(\$8.654)	(26.6)	\$165.549	\$168.800	(\$3.252)	(2.0)
Depreciation	\$33.646	\$34.011	(\$0.365)	(1.1)	\$0.000	\$0.000	\$0.000	-	\$33.646	\$34.011	(\$0.365)	(1.1)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.145	0.428	(0.283)	*	0.000	0.000	0.000	-	0.145	0.428	(0.283)	*
Total Expenses	\$166.835	\$162.080	\$4.755	2.9	\$32.505	\$41.159	(\$8.654)	(26.6)	\$199.340	\$203.239	(\$3.899)	(2.0)
Net Surplus/(Deficit)	(\$93.946)	(\$90.721)	\$3.225	3.4	(\$0.000)	\$0.000	\$0.000	-	(\$93.946)	(\$90.721)	\$3.225	3.4
<i>Cash Conversion Adjustments</i>												
Depreciation	\$33.646	\$34.011	\$0.365	1.1	\$0.000	\$0.000	\$0.000	-	33.646	\$34.011	\$0.365	1.1
Operating/Capital	(1.264)	(0.212)	1.052	83.2	0.000	0.000	0.000	-	(1.264)	(0.212)	1.052	83.2
Other Cash Adjustments	(0.985)	(21.144)	(20.159)	*	0.000	0.000	0.000	-	(0.985)	(21.144)	(20.159)	*
Total Cash Conversion Adjustments	\$31.397	\$12.654	(\$18.742)	(59.7)	0.000	\$0.000	\$0.000	-	\$31.397	\$12.654	(\$18.742)	(59.7)
Net Cash Surplus/(Deficit)	(\$62.549)	(\$78.067)	(\$15.518)	(24.8)	(\$0.000)	\$0.000	\$0.000	0.0	(\$62.549)	(\$78.067)	(\$15.518)	(24.8)

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JUNE Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$371.503	\$370.918	(\$0.585)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$371.503	\$370.918	(\$0.585)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	20.786	19.801	(0.984)	(4.7)	0.000	0.000	0.000	-	20.786	19.801	(0.984)	(4.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	195.446	228.281	32.835	16.8	195.446	228.281	32.835	16.8
Total Revenue	\$392.289	\$390.719	(\$1.570)	(0.4)	\$195.446	\$228.281	\$32.835	16.8	\$587.735	\$619.000	\$31.265	5.3
Expenses												
<i>Labor:</i>												
Payroll	\$283.113	\$276.672	\$6.441	2.3	\$66.115	\$63.575	\$2.539	3.8	\$349.227	\$340.247	\$8.980	2.6
Overtime	70.607	68.654	1.954	2.8	21.874	25.883	(4.009)	(18.3)	92.482	94.537	(2.055)	(2.2)
Health and Welfare	57.754	55.500	2.254	3.9	15.520	16.704	(1.185)	(7.6)	73.274	72.205	1.069	1.5
OPEB Current Payment	32.109	30.422	1.686	5.3	0.000	0.000	0.000	-	32.109	30.422	1.686	5.3
Pensions	65.233	65.281	(0.047)	(0.1)	23.406	23.359	0.047	0.2	88.639	88.639	0.000	0.0
Other Fringe Benefits	84.726	83.768	0.958	1.1	15.892	17.159	(1.267)	(8.0)	100.618	100.927	(0.309)	(0.3)
Reimbursable Overhead	(18.215)	(23.099)	4.885	26.8	18.215	23.099	(4.885)	(26.8)	0.000	0.000	0.000	-
Total Labor Expenses	\$575.328	\$557.197	\$18.131	3.2	\$161.021	\$169.780	(\$8.759)	(5.4)	\$736.349	\$726.977	\$9.372	1.3
<i>Non-Labor:</i>												
Electric Power	\$40.659	\$38.886	\$1.773	4.4	\$0.297	\$0.423	(\$0.126)	(42.4)	\$40.956	\$39.309	\$1.647	4.0
Fuel	10.503	10.446	0.057	0.5	0.000	0.000	0.000	-	10.503	\$10.446	0.057	0.5
Insurance	9.970	9.937	0.033	0.3	4.237	3.699	0.538	12.7	14.206	\$13.635	0.571	4.0
Claims	4.047	1.466	2.581	63.8	0.000	0.000	0.000	-	4.047	\$1.466	2.581	63.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	34.246	30.839	3.407	9.9	8.508	12.832	(4.324)	(50.8)	42.754	\$43.671	(0.917)	(2.1)
Professional Service Contracts	17.595	18.204	(0.609)	(3.5)	0.613	1.199	(0.586)	(95.5)	18.209	\$19.404	(1.195)	(6.6)
Materials & Supplies	75.472	72.325	3.147	4.2	20.511	39.925	(19.414)	(94.7)	95.983	\$112.250	(16.267)	(16.9)
Other Business Expenses	8.496	7.585	0.910	10.7	0.258	0.424	(0.165)	(63.9)	8.754	\$8.009	0.745	8.5
Total Non-Labor Expenses	\$200.988	\$189.689	\$11.299	5.6	\$34.425	\$58.501	(\$24.076)	(69.9)	\$235.413	\$248.190	(\$12.777)	(5.4)
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	\$776.315	\$746.886	\$29.430	3.8	\$195.446	\$228.281	(\$32.835)	(16.8)	\$971.761	\$975.167	(\$3.406)	(0.4)
Depreciation	\$201.876	\$202.240	(0.365)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$201.876	\$202.240	(\$0.365)	(0.2)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.130	1.367	(0.236)	(20.9)	0.000	0.000	0.000	-	1.130	1.367	(0.236)	(20.9)
Total Expenses	\$979.321	\$950.493	\$28.829	2.9	\$195.446	\$228.281	(\$32.835)	(16.8)	\$1,174.767	\$1,178.774	(\$4.006)	(0.3)
Net Surplus/(Deficit)	(\$587.032)	(\$559.773)	\$27.259	4.6	\$0.000	\$0.000	(\$0.000)	-	(\$587.032)	(\$559.773)	\$27.259	4.6
<i>Cash Conversion Adjustments</i>												
Depreciation	\$201.876	\$202.240	\$0.365	0.2	\$0.000	\$0.000	\$0.000	-	201.876	\$202.240	\$0.365	0.2
Operating/Capital	(7.679)	(10.339)	(2.660)	(34.6)	0.000	0.000	0.000	-	(7.679)	(10.339)	(2.660)	(34.6)
Other Cash Adjustments	(30.662)	(60.584)	(29.922)	(97.6)	0.000	0.000	0.000	-	(30.662)	(60.584)	(29.922)	(97.6)
Total Cash Conversion Adjustments	\$163.534	\$131.318	(\$32.217)	(19.7)	\$0.000	\$0.000	\$0.000	-	\$163.534	\$131.318	(\$32.217)	(19.7)
Net Cash Surplus/(Deficit)	(\$423.498)	(\$428.456)	(\$4.958)	(1.2)	\$0.000	\$0.000	\$0.000	0.0	(\$423.498)	(\$428.456)	(\$4.958)	(1.2)

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

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

June 2019					Year-to-Date June 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.	(1.230)	(1.8)	Lower yield per passenger \$(1.136) and lower ridership \$(0.094).	(0.585)	(0.2)	Lower yield per passenger \$(1.684), partially offset by higher ridership \$1.099.
Other Operating Revenue	Non Reimb.	(0.300)	(8.2)	Primarily due to timing of advertising revenue.	(0.984)	(4.7)	Primarily due to timing of advertising revenue and lower rental revenue.
Capital & Other Reimbursements	Reimb.	8.654	26.6	Timing of capital project activity and interagency reimbursements.	32.835	16.8	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	1.245	2.7	Primarily vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.	6.441	2.3	Primarily vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.
	Reimb.	1.106	9.8	Primarily due to timing of project activity.	2.539	3.8	Primarily due to timing of project activity.
Overtime	Non Reimb.	1.008	9.2	Primarily due to lower maintenance and unscheduled/scheduled service.	1.954	2.8	Primarily due to lower maintenance, scheduled/unscheduled service and weather-related overtime, partially offset by higher vacancy/absentee coverage.
	Reimb.	(0.833)	(25.7)	Over-run attributed to Main Line Third Track Expansion, East Rail Yard and Hicksville North Siding.	(4.009)	(18.3)	Over-run attributed to East Rail Yard, Annual Track Program, Jamaica Capacity Improvements, Main Line Double Track, East Side Access, Main Line Third Track Expansion, PTC efforts, Station Enhancement Initiatives and Hicksville North Siding.
Health and Welfare	Non Reimb.	0.670	6.6	Vacant positions.	2.254	3.9	Vacant positions.
	Reimb.	(0.261)	(10.9)	Primarily due to timing of project activity.	(1.185)	(7.6)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.794	13.9	Fewer retirees/beneficiaries.	1.686	5.3	Fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

June 2019					Year-to-Date June 2019		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	(0.160)	(1.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(0.047)	(0.1)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	0.160	4.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	0.047	0.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	(0.321)	(2.5)	Higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes.	0.958	1.1	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.284)	(11.6)	Primarily due to timing of project activity.	(1.267)	(8.0)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.349	57.3	Primarily due to timing of project activity.	4.885	26.8	Primarily due to timing of project activity.
	Reimb.	(1.349)	(57.3)	Primarily due to timing of project activity.	(4.885)	(26.8)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	1.233	14.3	Lower rates and consumption.	1.773	4.4	Lower consumption and rates.
	Reimb.	(0.023)	(93.6)	VD Yard	(0.126)	(42.4)	YD Yard
Fuel	Non Reimb.	0.126	6.9	Primarily lower consumption and rates.	0.057	0.5	
	Reimb.	0.000	-		0.000	-	
Insurance	Non Reimb.	0.034	2.0		0.033	0.3	
	Reimb.	0.208	25.7	Force Account Insurance associated with project activity.	0.538	12.7	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.022	5.4		2.581	63.8	Timing of claim payments.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

June 2019				Year-to-Date June 2019			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	0.533	7.8	Lower joint facility maintenance, timing of biometrics expenses and vehicle and uniform purchase delays, partially offset by prior year accrued expenses not yet reversed.	3.407	9.9	Primarily due to timing of joint facility, elevator/escalator, leases, uniform and vehicle purchases, TVM door installations and other maintenance services, partially offset by the timing of prior year accruals not yet reversed and higher bussing services.
	Reimb.	(0.876)	(47.7)	Primarily due to timing of project activity.	(4.324)	(50.8)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	(2.088)	(62.5)	Primarily timing of AAJ wireless project installation expenses, partially offset by other outside services and rolling stock decommissioning schedule shifts.	(0.609)	(3.5)	Primarily timing of Atlantic-Terminal, Atlantic-Tunnel and Jamaica (AAJ) wireless project installation expenses, partially offset by timing of EAM and MTA Chargeback payments, rolling stock decommissioning schedule shifts and other outside services.
	Reimb.	(0.359)	*	Primarily due to timing of project activity.	(0.586)	(95.5)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	0.162	1.1	Primarily the timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material.	3.147	4.2	Primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material.
	Reimb.	(6.090)	*	Primarily due to timing of project activity.	(19.414)	(94.7)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.794	34.2	Primarily lower bad debts, print and stationary supplies, office supplies and other miscellaneous expenses.	0.910	10.7	Primarily lower bad debts, office supplies, print and stationary supplies and other miscellaneous expenses.
	Reimb.	(0.054)	*	Primarily due to timing of project activity.	(0.165)	(63.9)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(0.365)	(1.1)	Based on certain capital assets being fully depreciated.	(0.365)	(0.2)	Based on certain capital assets being fully depreciated.
GASB 75 OPEB Expense Adjustment	Non Reimb.	0.000	-	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change (GASB 75) in OPEB liability.	0.000	-	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change (GASB 75) in OPEB liability.

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES June 2019								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$70.252	\$65.371	(\$4.881)	(6.9)	\$384.483	\$380.511	(\$3.972)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.287	2.407	(0.880)	(26.8)	22.253	20.568	(1.685)	(7.6)
Capital & Other Reimbursements	31.206	21.669	(9.537)	(30.6)	179.879	178.198	(1.681)	(0.9)
Total Receipts	\$104.745	\$89.447	(\$15.298)	(14.6)	\$586.615	\$579.277	(\$7.338)	(1.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$54.582	\$52.136	\$2.446	4.5	\$343.017	\$335.719	\$7.298	2.1
Overtime	14.144	13.549	0.595	4.2	95.428	94.070	1.358	1.4
Health and Welfare	12.492	12.058	0.434	3.5	72.598	70.637	1.961	2.7
OPEB Current Payment	5.710	4.909	0.801	14.0	32.837	30.556	2.281	6.9
Pensions	14.773	14.742	0.031	0.2	87.613	86.929	0.684	0.8
Other Fringe Benefits	15.653	13.446	2.207	14.1	99.995	97.361	2.634	2.6
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	\$117.354	\$110.841	\$6.513	5.6	\$731.488	\$715.272	\$16.216	2.2
<i>Non-Labor:</i>								
Electric Power	\$8.662	\$6.345	\$2.317	26.7	\$40.955	\$37.755	\$3.200	7.8
Fuel	1.816	1.524	0.292	16.1	10.777	10.524	0.253	2.3
Insurance	2.125	5.540	(3.415)	*	14.342	17.588	(3.246)	(22.6)
Claims	0.229	0.043	0.186	81.1	0.856	0.641	0.215	25.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.918	7.230	2.688	27.1	66.466	65.022	1.444	2.2
Professional Service Contracts	4.219	2.459	1.760	41.7	20.173	18.115	2.058	10.2
Materials & Supplies	19.529	30.118	(10.589)	(54.2)	108.399	123.555	(15.156)	(14.0)
Other Business Expenses	2.113	2.050	0.063	3.0	11.770	11.865	(0.095)	(0.8)
Total Non-Labor Expenditures	\$48.611	\$55.308	(\$6.697)	(13.8)	\$273.738	\$285.064	(\$11.326)	(4.1)
<i>Other Expenditure Adjustments:</i>								
Other	\$1.329	\$1.329	\$0.000	0.0	\$8.026	\$7.919	\$0.107	1.3
Total Other Expenditure Adjustments	\$1.329	\$1.329	\$0.000	0.0	\$8.026	\$7.919	\$0.107	1.3
Total Expenditures	\$167.294	\$167.478	(\$0.184)	(0.1)	\$1,013.252	\$1,008.255	\$4.997	0.5
Cash Timing and Availability Adjustment	0.000	(0.036)	(0.036)	-	3.139	0.522	(2.617)	(83.4)
Net Cash Deficit (excludes opening balance)	(\$62.549)	(\$78.067)	(\$15.518)	(24.8)	(\$423.498)	(\$428.456)	(\$4.958)	(1.2)
Subsidies								
MTA	62.549	78.091	15.541	24.8	423.498	428.479	4.981	1.2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
(\$ in millions)

Table 5

Generic Revenue or Expense Category	June 2019			Year-to-Date as of June 30, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(4.881)	(6.9)	Lower advance sales impact \$(3.632), lower yields \$(1.136), lower ridership \$(0.094), and lower MetroCard/AirTrain sales \$(0.019).	(3.972)	(1.0)	Lower advance sales impact \$(3.332), lower yields \$(1.684), and lower MetroCard/AirTrain sales \$(0.055), partially offset by higher ridership \$1.099.
Other Operating Revenue	(0.880)	(26.8)	Primarily due to the timing of rental revenue.	(1.685)	(7.6)	Primarily due to the timing of rental revenue.
Capital and Other Reimbursements	(9.537)	(30.6)	Timing of activity and reimbursement for capital and other reimbursements.	(1.681)	(0.9)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.446	4.5	Primarily due to vacant positions, rates and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyout payments.	7.298	2.1	Primarily due to vacant positions, rates and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyout payments.
Overtime	0.595	4.2	Primarily due lower maintenance and scheduled/unscheduled service, partially offset by to higher project overtime.	1.358	1.4	Primarily due to lower maintenance, scheduled/unscheduled service and lower weather-related overtime partially, offset by project overtime and vacancy/absentee coverage.
Health and Welfare	0.434	3.5	Primarily due to vacant positions.	1.961	2.7	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	0.801	14.0	Primarily due to fewer retirees/beneficiaries.	2.281	6.9	Primarily due to fewer retirees/beneficiaries.
Pensions	0.031	0.2	Due to intercompany reimbursements.	0.684	0.8	Due to intercompany reimbursements.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
(\$ in millions)

Table 5

Generic Revenue or Expense Category	June 2019			Year-to-Date as of June 30, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	2.207	14.1	Primarily due to the timing of FELA payments and Railroad Retirement Tax payments which include intercompany reimbursements.	2.634	2.6	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements, partially offset by higher meal payments and the timing of FELA payments.
Non-Labor:						
Electric Power	2.317	26.7	Primarily due to lower rates, lower consumption and the timing of payments.	3.200	7.8	Primarily due to lower consumption, lower rates and timing of payments.
Fuel	0.292	16.1	Primarily due to the timing of payments, lower rates and lower consumption.	0.253	2.3	Primarily due to timing of payments and lower consumption.
Insurance	(3.415)	*	Primarily due to timing of insurance premium payments.	(3.246)	(22.6)	Primarily due to timing of insurance premium payments.
Claims	0.186	81.1	Timing of payment for claims.	0.215	25.1	Timing of payment for claims.
Maintenance and Other Operating Contracts	2.688	27.1	Primarily timing of joint facilities, maintenance and operating service payments, partially offset by the timing of payments for leases & rentals.	1.444	2.2	Primarily timing of joint facilities and maintenance service payments, partially offset by the timing of payments for leases & rentals and operating service payments.
Professional Service Contracts	1.760	41.7	Primarily timing of payments for MTA Chargeback services.	2.058	10.2	Primarily timing of payments for MTA Chargeback and other consulting services.
Materials and Supplies	(10.589)	(54.2)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(15.156)	(14.0)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.063	3.0		(0.095)	(0.8)	
Other Expenditure Adjustments	0.000	0.0		0.107	1.3	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) June 2019 (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$1.034	(\$2.616)	(\$3.651)	*	\$12.980	\$9.594	(\$3.386)	(26.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.384)	(0.965)	(0.580)	*	1.467	0.767	(0.700)	(47.7)
Capital & Other Reimbursements	(1.299)	(19.490)	(18.191)	*	(15.567)	(50.083)	(34.516)	*
Total Receipts	(\$0.649)	(\$23.071)	(\$22.422)	*	(\$1.120)	(\$39.723)	(\$38.603)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$2.083	\$2.177	\$0.094	4.5	\$6.210	\$4.528	(\$1.682)	(27.1)
Overtime	(0.000)	0.420	0.421	*	(2.946)	0.467	3.413	*
Health and Welfare	0.000	0.025	0.025	*	0.676	1.567	0.891	*
OPEB Current Payment	(0.000)	0.007	0.007	*	(0.728)	(0.134)	0.594	81.6
Pensions	0.000	0.031	0.031	*	1.026	1.710	0.684	66.6
Other Fringe Benefits	(0.619)	2.193	2.812	*	0.623	3.566	2.943	*
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	\$1.465	\$4.854	\$3.390	*	\$4.861	\$11.705	\$6.844	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$1.107	\$1.107	*	\$0.001	\$1.554	\$1.554	*
<i>Traction Power</i>	0.000	1.145	1.145	*	0.001	1.288	1.287	*
<i>Non-Traction Power</i>	0.000	(0.039)	(0.039)	*	0.000	0.266	0.266	*
Fuel	(0.000)	0.166	0.166	*	(0.274)	(0.078)	0.196	71.7
<i>Revenue Vehicle Fuel</i>	(0.000)	0.151	0.151	*	0.000	0.100	0.099	*
<i>Non-Revenue Fuel</i>	0.000	0.016	0.016	*	(0.274)	(0.177)	0.097	35.4
Insurance	0.403	(3.255)	(3.658)	*	(0.136)	(3.953)	(3.817)	*
Claims	0.183	0.346	0.163	89.3	3.191	0.825	(2.366)	(74.2)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.255)	1.775	3.031	*	(23.712)	(21.351)	2.361	10.0
Professional Service Contracts	(0.819)	3.388	4.207	*	(1.964)	1.289	3.253	*
Materials & Supplies	(0.636)	(5.296)	(4.660)	*	(12.416)	(11.305)	1.111	8.9
Other Business Expenses	0.243	(0.435)	(0.677)	*	(3.016)	(3.855)	(0.840)	(27.8)
Total Non-Labor Expenditures	(\$1.881)	(\$2.203)	(\$0.322)	(17.1)	(\$38.325)	(\$36.874)	\$1.451	3.8
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.329)	(\$1.329)	\$0.000	0.0	(\$8.026)	(\$7.919)	\$0.107	1.3
Total Other Expenditure Adjustments	(\$1.329)	(\$1.329)	\$0.000	0.0	(\$8.026)	(\$7.919)	\$0.107	1.3
Total Expenditures before Depreciation	(\$1.746)	\$1.322	\$3.068	*	(\$41.491)	(\$33.088)	\$8.403	20.3
Depreciation Adjustment	\$33.646	\$34.011	\$0.365	1.1	\$201.876	\$202.240	\$0.365	0.2
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.145	0.428	0.283	*	1.130	1.367	0.236	20.9
Total Expenditures	\$32.045	\$35.761	\$3.715	11.6	\$161.515	\$170.519	\$9.004	5.6
Cash Timing and Availability Adjustment	0.000	(0.036)	(0.036)	-	3.139	0.522	(2.617)	(83.4)
Total Cash Conversion Adjustments	\$31.397	\$12.654	(\$18.742)	(59.7)	\$163.534	\$131.318	(\$32.217)	(19.7)

MTA LONG ISLAND RAIL ROAD
2019 JULY FINANCIAL PLAN - MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June 2019						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	18,049	\$1.195	20,214	\$1.340	(2,165) -12.0%	(\$0.144) -12.1%	202,123	\$12.959	205,555	\$13.197	(3,432) -1.7%	(\$0.238) -1.8%
<u>Unscheduled Service</u>	9,785	\$0.656	4,389	\$0.295	5,396 55.1%	\$0.362 55.1%	38,306	\$2.572	31,021	\$2.054	7,285 19.0%	\$0.518 20.1%
<u>Programmatic/Routine Maintenance</u>	75,666	\$4.614	58,427	\$3.531	17,239 22.8%	\$1.082 23.5%	461,450	\$27.657	424,098	\$25.498	37,352 8.1%	\$2.160 7.8%
<u>Unscheduled Maintenance</u>	290	\$0.017	1,035	\$0.062	(745) *	(\$0.045) *	8,452	\$0.512	12,811	\$0.773	(4,359) -51.6%	(\$0.261) -50.9%
<u>Vacancy/Absentee Coverage</u>	69,149	\$4.261	69,907	\$4.267	(758) -1.1%	(\$0.005) -0.1%	354,637	\$21.514	358,428	\$21.734	(3,791) -1.1%	(\$0.220) -1.0%
<u>Weather Emergencies</u>	670	\$0.039	103	\$0.006	567 84.7%	\$0.032 83.4%	72,757	\$4.365	69,019	\$4.143	3,738 5.1%	\$0.222 5.1%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	2,261	\$0.117	1,635	\$0.391	626 27.7%	(\$0.274) *	13,092	\$1.028	11,505	\$1.255	1,587 12.1%	(\$0.226) -22.0%
NON-REIMBURSABLE OVERTIME	175,870	\$10.900	155,710	\$9.893	20,160 11.5%	\$1.008 9.2%	1,150,817	\$70.607	1,112,437	\$68.654	38,380 3.3%	\$1.954 2.8%
REIMBURSABLE OVERTIME	56,101	\$3.243	64,493	\$4.077	(8,392) -15.0%	(\$0.833) -25.7%	355,307	\$21.874	397,407	\$25.883	(42,100) -11.8%	(\$4.009) -18.3%
TOTAL OVERTIME	231,971	\$14.144	220,202	\$13.969	11,769 5.1%	\$0.174 1.2%	1,506,124	\$92.482	1,509,844	\$94.537	(3,720) -0.2%	(\$2.055) -2.2%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

³ Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

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

* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
2019 JULY FINANCIAL PLAN - MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June 2019			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(2,165)	(\$0.144)	Higher Crew book overtime within Transportation.	(3,432)	(\$0.238)	Higher Crew book overtime within Transportation.
	-12.0%	-12.1%		-1.7%	-1.8%	
<u>Unscheduled Service</u>	5,396	\$0.362	Less operational support required to achieve on time performance.	7,285	\$0.518	Less operational support required to achieve on time performance.
	55.1%	55.1%		19.0%	20.1%	
<u>Programmatic/Routine Maintenance</u>	17,239	\$1.082	Lower Engineering maintenance \$0.7 and lower rolling stock running repairs and M3 RCM within Equipment \$0.3.	37,352	\$2.160	Lower Engineering maintenance \$1.6 and lower rolling stock running repairs and M3 RCM within Equipment \$0.5.
	22.8%	23.5%		8.1%	7.8%	
<u>Unscheduled Maintenance</u>	(745)	(\$0.045)		(4,359)	(\$0.261)	Due to system wide emergencies.
	*	*		-51.6%	-50.9%	
<u>Vacancy/Absentee Coverage</u>	(758)	(\$0.005)		(3,791)	(\$0.220)	Higher open jobs and lower availability within the Equipment, Stations and Engineering departments.
	-1.1%	-0.1%		-1.1%	-1.0%	
<u>Weather Emergencies</u>	567	\$0.032		3,738	\$0.222	
	84.7%	83.4%		5.1%	5.1%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	626	(\$0.274)	Unfavorable due to variance between actual and forecasted wage rates, includes contractual wage accruals.	1,587	(\$0.226)	Unfavorable due to variance between actual and forecasted wage rates, includes contractual wage accruals.
	27.7%	*		12.1%	-22.0%	
NON-REIMBURSABLE OVERTIME	20,160	\$1.008		38,380	\$1.954	
	11.5%	9.2%		3.3%	2.8%	
REIMBURSABLE OVERTIME	(8,392)	(\$0.833)	Over-run attributed to Main Line Third Track Expansion \$(0.5), East Rail Yard \$(0.2), Hicksville North Siding \$(0.1).	(42,100)	(\$4.009)	Over-run attributed to East Rail Yard \$(0.8), Annual Track Program \$(0.7), Jamaica Capacity Improvements \$(0.6), Main Line Double Track \$(0.4), East Side Access \$(0.4), Main Line Third Track Expansion \$(0.3), PTC efforts \$(0.3), Station Enhancement Initiatives \$(0.3) and Hicksville North Siding \$(0.2).
	-15.0%	-25.7%		-11.8%	-18.3%	
TOTAL OVERTIME	11,769	\$0.174		(3,720)	(\$2.055)	
	5.1%	1.2%		-0.2%	-2.2%	

* 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
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH JUNE 2019

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	1	1
Enterprise Asset Management	7	6	1
Sr. Vice President - Engineering	2	2	0
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	75	63	12
Human Resources	39	34	5
Sr VP Administration	2	2	0
Strategic Investments	15	16	(1)
President	10	6	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	68	3
Gen. Counsel & Secretary	33	33	0
Diversity Management	3	3	0
Security	14	9	5
System Safety	42	36	6
Training	69	67	2
Service Planning	31	28	3
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
Total Administration	524	469	55
Operations			
Transportation Services - Train Operations	2,352	2,321	31
Customer Services	308	316	(8)
Total Operations	2,660	2,637	23
Maintenance			
Engineering	2,025	2,040	(15)
Equipment	2,174	2,146	28
Procurement (Stores)	95	96	(1)
Total Maintenance	4,294	4,282	12
Engineering/Capital			
Department of Program Management	152	129	23
Special Projects/East Side Access	61	43	18
Positive Train Control	14	13	1
Total Engineering/Capital	227	185	42
Baseline Total Positions	7,705	7,573	132
<i>Non-Reimbursable</i>	6,306	6,392	(86)
<i>Reimbursable</i>	1,399	1,181	218
Total Full-Time	7,705	7,573	132
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JUNE 2019**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 86 positions due to Engineering workforce working on maintenance activity instead of capital project activity, partially offset by vacant positions in Maintenance of Equipment, Train Operations, Stations Department and Administrative departments.
REIMBURSABLE POSITIONS - Favorable 218 positions primarily due to the timing of project activity in Engineering, and vacancies within the Department of Project Management, East Side Access/Special Projects, and Procurement and Logistics, partially offset by unfavorable positions in Train Operations.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JUNE 2019

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	277	245	32
Professional, Technical, Clerical	143	118	25
Operational Hourlies	104	106	(2)
Total Administration	524	469	55
Operations			
Managers/Supervisors	321	305	16
Professional, Technical, Clerical	107	97	10
Operational Hourlies	2,232	2,235	(3)
Total Operations	2,660	2,637	23
Maintenance			
Managers/Supervisors	879	767	112
Professional, Technical, Clerical	298	235	63
Operational Hourlies	3,117	3,280	(163)
Total Maintenance	4,294	4,282	12
Engineering/Capital			
Managers/Supervisors	153	128	25
Professional, Technical, Clerical	74	57	17
Operational Hourlies	0	0	0
Total Engineering/Capital	227	185	42
Total Positions			
Managers/Supervisors	1,630	1,445	185
Professional, Technical, Clerical	622	507	115
Operational Hourlies	5,453	5,621	(168)
Total Positions	7,705	7,573	132

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID YEAR
RIDERSHIP
(In Millions)

RIDERSHIP

Monthly
Weekly
Total Commutation

One-Way Full Fare
One-Way Off-Peak
All Other
Total Non-Commutation
Total

JUNE 2019							
Month			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2019	2018	Mid Year		2018		
			#	%	#	%	
Monthly	3.994	3.881	3.966	(0.113)	-2.8%	(0.085)	-2.1%
Weekly	0.192	0.241	0.184	0.049	25.8%	0.057	31.1%
Total Commutation	4.186	4.123	4.150	(0.063)	-1.5%	(0.028)	-0.7%
One-Way Full Fare	0.892	0.887	0.881	(0.005)	-0.5%	0.006	0.7%
One-Way Off-Peak	1.652	1.697	1.735	0.045	2.7%	(0.038)	-2.2%
All Other	1.017	1.030	1.008	0.013	1.3%	0.022	2.2%
Total Non-Commutation	3.561	3.614	3.624	0.053	1.5%	(0.010)	-0.3%
Total	7.747	7.736	7.774	(0.011)	-0.1%	(0.037)	-0.5%

JUNE YEAR TO DATE 2019							
YTD			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2019	2018	Mid Year		2018		
			#	%	#	%	
Monthly	24.498	24.304	24.564	(0.194)	-0.8%	(0.260)	-1.1%
Weekly	1.100	1.170	0.883	0.070	6.4%	0.287	32.5%
Total Commutation	25.598	25.474	25.447	(0.124)	-0.5%	0.027	0.1%
One-Way Full Fare	4.720	4.849	4.270	0.129	2.7%	0.579	13.5%
One-Way Off-Peak	8.784	8.864	8.600	0.080	0.9%	0.264	3.1%
All Other	5.428	5.475	5.208	0.047	0.9%	0.267	5.1%
Total Non-Commutation	18.932	19.188	18.079	0.256	1.3%	1.109	6.1%
Total	44.530	44.661	43.525	0.132	0.3%	1.136	2.6%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
June 2019**

		MONTH			VARIANCE	
		Actual 2019	Mid-Year Forecast	Actual 2018	vs. Forecast	vs. 2018
Farebox Operating Ratio						
	Standard ⁽¹⁾	53.2%	51.6%	51.2%	1.6%	2.0%
	Adjusted ⁽²⁾	59.8%	58.4%	57.7%	1.4%	2.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.53	\$17.32	\$16.44	\$0.79	(\$0.09)
	Adjusted ⁽²⁾	\$15.42	\$16.12	\$15.36	\$0.70	(\$0.06)
Passenger Revenue/Passenger ⁽³⁾		\$8.79	\$8.93	\$8.41	(\$0.14)	\$0.38
		YEAR-TO-DATE			VARIANCE	
		Actual 2019	Mid-Year Forecast	Actual 2018	vs. Forecast	vs. 2018
Farebox Operating Ratio						
	Standard ⁽¹⁾	49.0%	47.4%	49.0%	1.6%	0.0%
	Adjusted ⁽²⁾	55.4%	53.7%	55.7%	1.7%	-0.3%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.95	\$17.60	\$16.79	\$0.65	(\$0.16)
	Adjusted ⁽²⁾	\$15.79	\$16.39	\$15.59	\$0.60	(\$0.20)
Passenger Revenue/Passenger ⁽³⁾		\$8.31	\$8.34	\$8.23	(\$0.03)	\$0.08

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, OPEB Expense (GASB 75), Pension Expense (GASB 68) and Environmental Remediation (GASB-49).

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

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



Long Island Rail Road

Financial Report Highlights

July 2019



Fluffy summer clouds and picturesque blue skies appear through the window of an LIRR car.



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 Mid-Year Forecast and key financial performance indicators.

July YTD 2019 Highlights

- Total revenue of \$736.4 million was \$38.0 million higher than Forecast. This was primarily due to the timing of reimbursements for capital activity.
- Through July 2019 ridership was 52.7 million, which was 2.4% above 2018 (adjusted for the same number of work days) and 0.3% above Mid-Year Forecast. Commutation ridership of 29.7 million was equal to 2018 and (0.6)% below the Mid-Year Forecast. Non-Commutation ridership of 22.9 million was 5.7% above 2018 and 1.4% above the Forecast. Despite higher ridership, farebox revenue of \$440.0 million was \$(0.7) million lower than the Forecast due to lower yield per passenger.
- Total expenses before non-cash liability adjustments of \$1,147.4 million were \$(3.6) million or (0.3)% unfavorable to Forecast. The primary drivers of this unfavorable variance are the timing of materials & supplies, higher capital project overtime and FELA indemnity reserves, partially offset by vacant positions and associated fringe costs, the timing of maintenance services and claims, and lower OPEB current and electric expenses.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$698.4	\$736.4	\$38.0
Total Expenses Before Non-Cash Liabilities	1,143.8	1,147.4	(3.6)
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$445.4)	(\$410.9)	\$34.4
Other Non-Cash Liabilities	235.6	236.3	(0.7)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$681.0)	(\$647.3)	\$33.7
Cash Adjustments	196.0	168.7	(27.3)
Net Cash Surplus/(Deficit)	(\$485.0)	(\$478.6)	\$6.5

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

July YTD operating results were favorable by \$33.7 or 5.0% lower than the forecast.

Non-Reimbursable revenues through July were \$(1.2) unfavorable to the Forecast. Farebox Revenue was unfavorable as a result of lower yields, partially offset by higher ridership. Other Operating Revenues were unfavorable to Forecast primarily due to timing. Total Non-Reimbursable expenses were \$35.0 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, timing of maintenance services and claims, lower overtime, OPEB current expenses and electric expense, partially offset by higher FELA indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$39.2 higher than the Forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date July **Total Revenues** (including Capital and Other Reimbursements) of \$736.4 were \$38.0 or 5.4% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$(0.7) unfavorable to Forecast due to lower yield per passenger, partially offset by higher ridership. Ridership through July was 52.7 million. This was 2.4% higher than 2018 (adjusted for same number of calendar work days) and 0.3% higher than the Forecast.
- **Y-T-D Other Operating Revenues** were \$(0.6) unfavorable to Forecast primarily due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$39.2 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date July **Total Expenses** (including depreciation and other) of \$1,383.7 were unfavorable to the Forecast by \$(4.3) or (0.3%).

Labor Expenses, \$11.1 favorable Y-T-D.

- **Payroll**, \$10.4 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(3.6) unfavorable Y-T-D (primarily higher capital project activity and vacancy/absentee coverage, partially offset by lower maintenance and scheduled/unscheduled service).
- **Health & Welfare**, \$1.0 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$2.5 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$0.9 favorable Y-T-D (primarily lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$(14.7) unfavorable Y-T-D.

- **Electric Power**, \$2.1 favorable Y-T-D (lower consumption and rates).
- **Fuel**, \$0.3 favorable Y-T-D.
- **Insurance**, \$0.8 favorable Y-T-D (primarily lower force account insurance).
- **Claims**, \$2.0 favorable Y-T-D (timing of claim settlements).
- **Maintenance and Other Operating Contracts**, \$2.7 favorable Y-T-D (timing of joint facility, elevator/escalator, leases, biometric expenses, uniform and vehicle purchases, TVM door installation and other maintenance services, partially offset by higher bussing and vegetation management services).
- **Professional Services**, \$0.4 favorable Y-T-D (primarily timing of rolling stock decommissioning and other professional services, partially offset by increased rail testing).
- **Materials and Supplies**, \$(23.8) unfavorable Y-T-D (primarily timing of capital project material and higher right of way material, partially offset by timing of modifications and Reliability Centered Maintenance activity for revenue fleet).
- **Other Business Expenses**, \$0.8 favorable Y-T-D (lower bad debt and other business expenses).

Depreciation and Other, \$(0.7) unfavorable Y-T-D.

CASH DEFICIT SUMMARY

The Cash Deficit through July of \$478.6 was \$6.5 favorable to the Forecast due to lower labor expenses and the timing of claims, partially offset by higher material expenditures and the timing of capital & other reimbursements.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 49.7%, 1.8 percentage points above the Forecast resulting from lower expenses.
- Through July Adjusted Farebox Operating Ratio was 56.1%, which is above the Forecast due to lower expenses.
- Through July Adjusted Cost per Passenger was \$15.68, which is lower than the Forecast due to lower expenses.
- Through July Revenue per Passenger was \$8.36, which was \$0.03 below the Forecast.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JULY 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$69.120	\$69.050	(\$0.070)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$69.120	\$69.050	(\$0.070)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.303	3.727	0.423	12.8	0.000	0.000	0.000	-	3.303	3.727	0.423	12.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	38.283	44.658	6.375	16.7	38.283	44.658	6.375	16.7
Total Revenue	\$72.423	\$72.777	\$0.353	0.5	\$38.283	\$44.658	\$6.375	16.7	\$110.707	\$117.435	\$6.728	6.1
Expenses												
<i>Labor:</i>												
Payroll	\$45.368	\$46.657	(\$1.289)	(2.8)	\$14.395	\$11.695	\$2.700	18.8	\$59.763	\$58.352	\$1.411	2.4
Overtime	14.279	13.598	0.681	4.8	3.050	5.301	(2.251)	(73.8)	17.329	18.899	(1.570)	(9.1)
Health and Welfare	9.363	9.430	(0.067)	(0.7)	2.914	2.940	(0.026)	(0.9)	12.277	12.370	(0.093)	(0.8)
OPEB Current Payment	5.710	4.921	0.789	13.8	0.000	0.000	0.000	-	5.710	4.921	0.789	13.8
Pensions	10.038	10.537	(0.499)	(5.0)	4.735	4.236	0.499	10.5	14.773	14.773	0.000	0.0
Other Fringe Benefits	14.442	13.139	1.303	9.0	2.980	3.046	(0.066)	(2.2)	17.422	16.185	1.237	7.1
Reimbursable Overhead	(2.864)	(4.438)	1.574	55.0	2.864	4.438	(1.574)	(55.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$96.336	\$93.844	\$2.492	2.6	\$30.939	\$31.656	(\$0.718)	(2.3)	\$127.275	\$125.500	\$1.774	1.4
<i>Non-Labor:</i>												
Electric Power	\$7.627	\$7.091	\$0.536	7.0	\$0.026	\$0.060	(\$0.034)	*	\$7.653	\$7.151	\$0.502	6.6
<i>Traction Power</i>	6.495	6.178	0.317	4.9	0.000	0.035	(0.035)	-	6.495	6.213	0.282	4.3
<i>Non-Traction Power</i>	1.131	0.912	0.219	19.4	0.026	0.025	0.001	2.8	1.158	0.938	0.220	19.0
Fuel	1.908	1.701	0.207	10.9	0.000	0.000	0.000	-	1.908	1.701	0.207	10.9
<i>Revenue Vehicle Fuel</i>	1.700	1.498	0.202	11.9	0.000	0.000	0.000	-	1.700	1.498	0.202	11.9
<i>Non-Revenue Fuel</i>	0.208	0.203	0.005	2.6	0.000	0.000	0.000	-	0.208	0.203	0.005	2.6
Insurance	1.717	1.722	(0.005)	(0.3)	0.998	0.724	0.274	27.4	2.715	2.446	0.268	9.9
Claims	0.323	0.891	(0.568)	*	0.000	0.000	0.000	-	0.323	0.891	(0.568)	*
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	6.114	2.325	3.789	62.0	2.257	2.420	(0.163)	(7.2)	8.371	4.745	3.626	43.3
Professional Service Contracts	3.114	1.410	1.704	54.7	0.056	0.180	(0.124)	*	3.170	1.590	1.580	49.8
Materials & Supplies	14.903	17.009	(2.105)	(14.1)	3.966	9.435	(5.469)	*	18.870	26.444	(7.574)	(40.1)
Other Business Expenses	1.722	1.559	0.163	9.5	0.040	0.182	(0.142)	*	1.762	1.741	0.021	1.2
Total Non-Labor Expenses	\$37.427	\$33.707	\$3.720	9.9	\$7.345	\$13.002	(\$5.657)	(77.0)	\$44.772	\$46.709	(\$1.937)	(4.3)
<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	\$133.763	\$127.551	\$6.212	4.6	\$38.283	\$44.658	(\$6.375)	(16.7)	\$172.047	\$172.209	(\$0.162)	(0.1)
Depreciation	\$32.486	\$32.555	(\$0.069)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$32.486	\$32.555	(\$0.069)	(0.2)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.145	0.167	(0.022)	(15.0)	0.000	0.000	0.000	-	0.145	0.167	(0.022)	(15.0)
Total Expenses	\$166.394	\$160.273	\$6.121	3.7	\$38.283	\$44.658	(\$6.375)	(16.7)	\$204.678	\$204.931	(\$0.254)	(0.1)
Net Surplus/(Deficit)	(\$93.971)	(\$87.496)	\$6.475	6.9	\$0.000	\$0.000	\$0.000	-	(\$93.971)	(\$87.496)	\$6.475	6.9
<i>Cash Conversion Adjustments</i>												
Depreciation	\$32.486	\$32.555	\$0.069	0.2	\$0.000	\$0.000	\$0.000	-	32.486	\$32.555	\$0.069	0.2
Operating/Capital	(1.589)	(1.338)	0.251	15.8	0.000	0.000	0.000	-	(1.589)	(1.338)	0.251	15.8
Other Cash Adjustments	1.570	6.184	4.614	*	0.000	0.000	0.000	-	1.570	6.184	4.614	*
Total Cash Conversion Adjustments	\$32.467	\$37.401	\$4.934	15.2	0.000	\$0.000	\$0.000	-	\$32.467	\$37.401	\$4.934	15.2
Net Cash Surplus/(Deficit)	(\$61.504)	(\$50.095)	\$11.409	18.6	\$0.000	\$0.000	\$0.000	-	(\$61.504)	(\$50.095)	\$11.409	18.6

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
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JULY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$440.623	\$439.968	(\$0.655)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$440.623	\$439.968	(\$0.655)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	24.089	23.528	(0.561)	(2.3)	0.000	0.000	0.000	-	24.089	23.528	(0.561)	(2.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	233.729	272.939	39.210	16.8	233.729	272.939	39.210	16.8
Total Revenue	\$464.712	\$463.496	(\$1.216)	(0.3)	\$233.729	\$272.939	\$39.210	16.8	\$698.441	\$736.435	\$37.994	5.4
Expenses												
<i>Labor:</i>												
Payroll	\$328.481	\$323.328	\$5.152	1.6	\$80.509	\$75.270	\$5.239	6.5	\$408.990	\$398.599	\$10.391	2.5
Overtime	84.886	82.252	2.635	3.1	24.924	31.184	(6.260)	(25.1)	109.811	113.435	(3.625)	(3.3)
Health and Welfare	67.118	64.930	2.187	3.3	18.434	19.644	(1.211)	(6.6)	85.552	84.575	0.977	1.1
OPEB Current Payment	37.819	35.344	2.475	6.5	0.000	0.000	0.000	-	37.819	35.344	2.475	6.5
Pensions	75.271	75.818	(0.546)	(0.7)	28.141	27.594	0.546	1.9	103.412	103.412	0.000	0.0
Other Fringe Benefits	99.168	96.907	2.261	2.3	18.872	20.205	(1.333)	(7.1)	118.040	117.112	0.928	0.8
Reimbursable Overhead	(21.079)	(27.538)	6.459	30.6	21.079	27.538	(6.459)	(30.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$671.664	\$651.041	\$20.622	3.1	\$191.959	\$201.436	(\$9.476)	(4.9)	\$863.623	\$852.477	\$11.146	1.3
<i>Non-Labor:</i>												
Electric Power	\$48.285	\$45.977	\$2.309	4.8	\$0.323	\$0.483	(\$0.160)	(49.5)	\$48.609	\$46.460	\$2.149	4.4
<i>Traction Power</i>	40.440	38.635	1.805	4.5	0.165	0.322	(0.157)	(95.4)	40.605	38.957	1.648	4.1
<i>Non-Traction Power</i>	7.846	7.342	0.504	6.4	0.158	0.161	(0.003)	(1.6)	8.004	7.503	0.501	6.3
Fuel	12.411	12.147	0.264	2.1	0.000	0.000	0.000	-	12.411	12.147	0.264	2.1
<i>Revenue Vehicle Fuel</i>	9.567	9.035	0.532	5.6	0.000	0.000	0.000	-	9.567	9.035	0.532	5.6
<i>Non-Revenue Fuel</i>	2.844	3.112	(0.268)	(9.4)	0.000	0.000	0.000	-	2.844	3.112	(0.268)	(9.4)
Insurance	11.686	11.659	0.028	0.2	5.235	4.423	0.812	15.5	16.921	16.082	0.839	5.0
Claims	4.370	2.356	2.014	46.1	0.000	0.000	0.000	-	4.370	2.356	2.014	46.1
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	40.359	33.164	7.196	17.8	10.766	15.252	(4.486)	(41.7)	51.125	48.416	2.709	5.3
Professional Service Contracts	20.709	19.615	1.095	5.3	0.670	1.379	(0.709)	*	21.379	20.994	0.385	1.8
Materials & Supplies	90.376	89.334	1.042	1.2	24.477	49.360	(24.883)	*	114.853	138.694	(23.841)	(20.8)
Other Business Expenses	10.218	9.144	1.073	10.5	0.299	0.606	(0.307)	*	10.517	9.750	0.766	7.3
Total Non-Labor Expenses	\$238.415	\$223.395	\$15.020	6.3	\$41.770	\$71.503	(\$29.734)	(71.2)	\$280.185	\$294.899	(\$14.714)	(5.3)
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$910.079	\$874.437	\$35.642	3.9	\$233.729	\$272.939	(\$39.210)	(16.8)	\$1,143.808	\$1,147.376	(\$3.568)	(0.3)
Depreciation	\$234.362	\$234.796	(0.434)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$234.362	\$234.796	(\$0.434)	(0.2)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.275	1.533	(0.258)	(20.2)	0.000	0.000	0.000	-	1.275	1.533	(0.258)	(20.2)
Total Expenses	\$1,145.716	\$1,110.766	\$34.950	3.1	\$233.729	\$272.939	(\$39.210)	(16.8)	\$1,379.445	\$1,383.705	(\$4.260)	(0.3)
Net Surplus/(Deficit)	(\$681.004)	(\$647.270)	\$33.734	5.0	\$0.000	\$0.000	(\$0.000)	-	(\$681.004)	(\$647.270)	\$33.734	5.0
<i>Cash Conversion Adjustments</i>												
Depreciation	\$234.362	\$234.796	\$0.434	0.2	\$0.000	\$0.000	\$0.000	-	234.362	\$234.796	\$0.434	0.2
Operating/Capital	(9.268)	(11.677)	(2.408)	(26.0)	0.000	0.000	0.000	-	(9.268)	(11.677)	(2.408)	(26.0)
Other Cash Adjustments	(29.092)	(54.400)	(25.308)	(87.0)	0.000	0.000	0.000	-	(29.092)	(54.400)	(25.308)	(87.0)
Total Cash Conversion Adjustments	\$196.002	\$168.719	(\$27.282)	(13.9)	\$0.000	\$0.000	\$0.000	-	\$196.002	\$168.719	(\$27.282)	(13.9)
Net Cash Surplus/(Deficit)	(\$485.002)	(\$478.551)	\$6.451	1.3	\$0.000	\$0.000	\$0.000	0.0	(\$485.002)	(\$478.551)	\$6.451	1.3

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

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

July 2019					Year-to-Date July 2019		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(0.070)	(0.1)	Lower yield per passenger \$(0.224), partially offset by higher ridership of \$0.154.	(0.655)	(0.1)	Lower yield per passenger \$(1.909), partially offset by higher ridership \$1.254.
Other Operating Revenue	Non Reimb.	0.423	12.8	Primarily due to higher rentals and timing of miscellaneous revenue, partially offset by timing of advertising revenue.	(0.561)	(2.3)	Primarily due to timing of advertising, partially offset by higher rental revenue.
Capital & Other Reimbursements	Reimb.	6.375	16.7	Timing of capital project activity and interagency reimbursements.	39.210	16.8	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	(1.289)	(2.8)	Primarily due to the reclassification of Atlantic-Terminal, Atlantic-Tunnel and Jamaica (AAJ) wireless project installation reimbursements, and retiree sick/vacation buyouts, partially offset by vacant positions.	5.152	1.6	Primarily vacant positions , AAJ wireless project reimbursement reclassifications and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts and wage claim accruals.
	Reimb.	2.700	18.8	Primarily due to timing of project activity.	5.239	6.5	Primarily due to timing of project activity.
Overtime	Non Reimb.	0.681	4.8	Primarily due to lower maintenance, partially offset by higher vacancy/absentee coverage.	2.635	3.1	Primarily due to lower maintenance and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage.
	Reimb.	(2.251)	(73.8)	Primarily due to timing of project activity.	(6.260)	(25.1)	Over-run attributed to East Rail Yard, Annual Track Program, Jamaica Capacity Improvements, PTC efforts, Main Line Double Track, Station Enhancement Initiatives, Hicksville North Siding, East Side Access Main Line and Third Track Expansion.
Health and Welfare	Non Reimb.	(0.067)	(0.7)		2.187	3.3	Vacant positions.
	Reimb.	(0.026)	(0.9)	Primarily due to timing of project activity.	(1.211)	(6.6)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.789	13.8	Fewer retirees/beneficiaries.	2.475	6.5	Fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

July 2019				Year-to-Date July 2019			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	(0.499)	(5.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(0.546)	(0.7)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	0.499	10.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	0.546	1.9	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	1.303	9.0	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.	2.261	2.3	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.066)	(2.2)	Primarily due to timing of project activity.	(1.333)	(7.1)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.574	55.0	Primarily due to timing of project activity.	6.459	30.6	Primarily due to timing of project activity.
	Reimb.	(1.574)	(55.0)	Primarily due to timing of project activity.	(6.459)	(30.6)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.536	7.0	Lower consumption, partially offset by higher rates.	2.309	4.8	Lower consumption and rates.
	Reimb.	(0.034)	*	VD Yard	(0.160)	(49.5)	YD Yard
Fuel	Non Reimb.	0.207	10.9	Primarily lower consumption and rates, partially offset by the timing of accruals.	0.264	2.1	Lower consumption and rates, partially offset by the timing of accruals.
	Reimb.	0.000	-		0.000	-	
Insurance	Non Reimb.	(0.005)	(0.3)		0.028	0.2	
	Reimb.	0.274	27.4	Force Account Insurance associated with project activity.	0.812	15.5	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.568)	*	Higher claim reserves.	2.014	46.1	Timing of claim payments.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

July 2019				Year-to-Date July 2019			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	3.789	62.0	Primarily the timing of accrual reversals, biometric and other maintenance expenses, partially offset by higher bussing services.	7.196	17.8	Primarily the timing of joint facility, elevator/escalator, leases, biometric expenses, uniform purchases, TVM door installations and other maintenance services, partially offset by higher bussing services and vegetation management expenses.
	Reimb.	(0.163)	(7.2)	Primarily due to timing of project activity.	(4.486)	(41.7)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.704	54.7	Primarily due to a credit for AAJ wireless project installation expenses, the timing of EAM and MTA Chargeback payments and rolling stock decommissioning schedule shifts, partially offset by increased rail testing and the timing of invoices.	1.095	5.3	Primarily due to the timing of EAM and MTA Chargeback payments, rolling stock decommissioning schedule shifts, consultant contracts and other outside services, partially offset by increased rail testing and the timing of invoices.
	Reimb.	(0.124)	*	Primarily due to timing of project activity.	(0.709)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(2.105)	(14.1)	Higher running repair activity for revenue fleet and higher right of way material, partially offset by the timing of modifications.	1.042	1.2	Primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material.
	Reimb.	(5.469)	*	Primarily due to timing of project activity.	(24.883)	*	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.163	9.5	Primarily less travel meetings and convention expenses, print and stationary supplies, office supplies and other miscellaneous expenses.	1.073	10.5	Primarily lower bad debts, office supplies, print and stationary supplies and other miscellaneous expenses.
	Reimb.	(0.142)	*	Primarily due to timing of project activity.	(0.307)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(0.069)	(0.2)	Based on certain capital assets being fully depreciated.	(0.434)	(0.2)	Based on certain capital assets being fully depreciated.

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES July 2019								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$68.483	\$76.004	\$7.521	11.0	\$452.966	\$456.515	\$3.549	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.711	1.998	0.287	16.8	23.964	22.566	(1.398)	(5.8)
Capital & Other Reimbursements	37.677	30.558	(7.119)	(18.9)	217.556	208.756	(8.800)	(4.0)
Total Receipts	\$107.871	\$108.559	\$0.688	0.6	\$694.486	\$687.837	(\$6.649)	(1.0)
Expenditures								
<i>Labor:</i>								
Payroll	\$55.200	\$49.745	\$5.455	9.9	\$398.217	\$385.464	\$12.753	3.2
Overtime	13.801	14.255	(0.454)	(3.3)	109.229	108.325	0.904	0.8
Health and Welfare	12.277	11.111	1.166	9.5	84.875	81.748	3.127	3.7
OPEB Current Payment	5.710	4.806	0.904	15.8	38.547	35.363	3.184	8.3
Pensions	14.773	13.823	0.950	6.4	102.386	100.752	1.634	1.6
Other Fringe Benefits	15.567	14.202	1.365	8.8	115.562	111.563	3.999	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	\$117.328	\$107.943	\$9.385	8.0	\$848.816	\$823.215	\$25.601	3.0
<i>Non-Labor:</i>								
Electric Power	\$7.653	\$7.252	\$0.401	5.2	\$48.608	\$45.007	\$3.601	7.4
Fuel	1.908	1.868	0.040	2.1	12.685	12.391	0.294	2.3
Insurance	4.544	0.482	4.062	89.4	18.886	18.070	0.816	4.3
Claims	5.168	0.500	4.668	90.3	6.024	1.141	4.883	81.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.685	8.151	0.534	6.2	75.151	73.173	1.978	2.6
Professional Service Contracts	2.587	7.450	(4.863)	*	22.760	25.565	(2.805)	(12.3)
Materials & Supplies	18.128	20.479	(2.351)	(13.0)	126.527	144.034	(17.507)	(13.8)
Other Business Expenses	2.045	2.302	(0.257)	(12.5)	13.815	14.166	(0.351)	(2.5)
Total Non-Labor Expenditures	\$50.718	\$48.483	\$2.235	4.4	\$324.456	\$333.547	(\$9.091)	(2.8)
<i>Other Expenditure Adjustments:</i>								
Other	\$1.329	\$1.346	(\$0.017)	(1.3)	\$9.355	\$9.264	\$0.091	1.0
Total Other Expenditure Adjustments	\$1.329	\$1.346	(\$0.017)	(1.3)	\$9.355	\$9.264	\$0.091	1.0
Total Expenditures	\$169.375	\$157.772	\$11.603	6.9	\$1,182.627	\$1,166.027	\$16.600	1.4
Cash Timing and Availability Adjustment	0.000	(0.882)	(0.882)	-	3.139	(0.361)	(3.500)	*
Net Cash Deficit (excludes opening balance)	(\$61.504)	(\$50.095)	\$11.409	18.6	(\$485.002)	(\$478.551)	\$6.451	1.3
Subsidies								
MTA	61.504	50.511	(10.993)	(17.9)	485.002	478.991	(6.011)	(1.2)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
(\$ in millions)

Table 5

Generic Revenue or Expense Category	July 2019			Year-to-Date as of July 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	7.521	11.0	Higher advance sales impact \$7.620 and higher ridership \$0.154, partially offset by lower yields \$(0.224), and lower MetroCard/AirTrain sales \$(0.029).	3.549	0.8	Higher advance sales impact \$4.288 and higher ridership \$1.254, partially offset by lower yields \$(1.909), and lower MetroCard/AirTrain sales \$(0.084).
Other Operating Revenue	0.287	16.8	Primarily due to the timing of rental and miscellaneous revenue.	(1.398)	(5.8)	Primarily due to the timing of rental revenue.
Capital and Other Reimbursements	(7.119)	(18.9)	Timing of activity and reimbursement for capital and other reimbursements.	(8.800)	(4.0)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	5.455	9.9	Primarily due to vacant positions, rates and the timing of intercompany reimbursements, partially offset by the timing of retiree sick/vacation buyout payments.	12.753	3.2	Primarily due to vacant positions, rates and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyout payments.
Overtime	(0.454)	(3.3)	Primarily due to higher project overtime and vacancy/absentee coverage, partially offset by lower maintenance.	0.904	0.8	Primarily due to lower maintenance and scheduled/unscheduled service, partially offset by project overtime and vacancy/absentee coverage.
Health and Welfare	1.166	9.5	Primarily due to vacant positions and intercompany reimbursements.	3.127	3.7	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	0.904	15.8	Primarily due to fewer retirees/beneficiaries.	3.184	8.3	Primarily due to fewer retirees/beneficiaries.
Pensions	0.950	6.4	Due to intercompany reimbursements.	1.634	1.6	Due to intercompany reimbursements.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
(\$ in millions)

Table 5

Generic Revenue or Expense Category	July 2019			Year-to-Date as of July 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.365	8.8	Primarily due to lower Railroad Retirement Tax payments, which include intercompany reimbursements, and the timing of FELA payments.	3.999	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	0.401	5.2	Primarily due to lower consumption, partially offset by higher rates.	3.601	7.4	Primarily due to the timing of payments, lower consumption and lower rates.
Fuel	0.040	2.1		0.294	2.3	Primarily due to timing of payments, lower consumption and lower rates.
Insurance	4.062	89.4	Primarily due to timing of insurance premium payments.	0.816	4.3	Primarily due to timing of insurance premium payments.
Claims	4.668	90.3	Timing of claims payments.	4.883	81.1	Timing of claims payments.
Maintenance and Other Operating Contracts	0.534	6.2	Primarily timing of construction, joint facilities and maintenance service payments, partially offset by the timing of payments for leases & rentals and operating services.	1.978	2.6	Primarily timing of joint facilities, maintenance and construction service payments, partially offset by the timing of payments for leases & rentals and operating service payments.
Professional Service Contracts	(4.863)	*	Primarily timing of payments for MTA Chargeback and Homeless Outreach services.	(2.805)	(12.3)	Primarily timing of consulting service payments, partially offset by timing of MTA Chargebacks.
Materials and Supplies	(2.351)	(13.0)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(17.507)	(13.8)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.257)	(12.5)	Primarily higher credit/debit card fees payments, partially offset by lower travel, office supplies and miscellaneous expenses.	(0.351)	(2.5)	Primarily higher credit/debit card fees payments, partially offset by lower office, print and stationary supplies and miscellaneous expenses.
Other Expenditure Adjustments	(0.017)	(1.3)	Higher MetroCard/AirTrain pass through payments.	0.091	1.0	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) July 2019 (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$0.637)	\$6.954	\$7.591	*	\$12.343	\$16.547	\$4.204	34.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.592)	(1.729)	(0.137)	(8.6)	(0.125)	(0.962)	(0.837)	*
Capital & Other Reimbursements	(0.606)	(14.100)	(13.494)	*	(16.173)	(64.183)	(48.010)	*
Total Receipts	(\$2.836)	(\$8.876)	(\$6.040)	*	(\$3.955)	(\$48.598)	(\$44.643)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$4.563	\$8.606	\$4.044	88.6	\$10.773	\$13.135	\$2.362	21.9
Overtime	3.528	4.644	1.116	31.6	0.582	5.110	4.529	*
Health and Welfare	0.000	1.259	1.259	*	0.677	2.826	2.150	*
OPEB Current Payment	(0.000)	0.115	0.115	*	(0.728)	(0.019)	0.709	97.4
Pensions	0.000	0.950	0.950	*	1.026	2.660	1.634	*
Other Fringe Benefits	1.855	1.983	0.128	6.9	2.478	5.549	3.071	*
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	\$9.947	\$17.557	\$7.611	76.5	\$14.807	\$29.262	\$14.455	97.6
<i>Non-Labor:</i>								
Electric Power	(\$0.000)	(\$0.102)	(\$0.101)	*	\$0.001	\$1.453	\$1.452	*
<i>Traction Power</i>	0.000	(0.109)	(0.109)	*	0.001	1.179	1.178	*
<i>Non-Traction Power</i>	(0.000)	0.008	0.008	*	(0.000)	0.274	0.274	*
Fuel	0.000	(0.167)	(0.167)	*	(0.274)	(0.245)	0.029	10.7
<i>Revenue Vehicle Fuel</i>	(0.000)	(0.102)	(0.102)	*	0.000	(0.003)	(0.003)	*
<i>Non-Revenue Fuel</i>	0.000	(0.064)	(0.065)	*	(0.274)	(0.242)	0.032	11.7
Insurance	(1.829)	1.965	3.794	*	(1.965)	(1.988)	(0.023)	(1.2)
Claims	(4.845)	0.390	5.235	*	(1.654)	1.215	2.869	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.314)	(3.406)	(3.092)	*	(24.026)	(24.757)	(0.731)	(3.0)
Professional Service Contracts	0.583	(5.860)	(6.443)	*	(1.381)	(4.571)	(3.190)	*
Materials & Supplies	0.742	5.965	5.223	*	(11.674)	(5.340)	6.334	54.3
Other Business Expenses	(0.283)	(0.560)	(0.278)	(98.3)	(3.298)	(4.416)	(1.117)	(33.9)
Total Non-Labor Expenditures	(\$5.946)	(\$1.774)	\$4.172	70.2	(\$44.271)	(\$38.648)	\$5.623	12.7
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.329)	(\$1.346)	(\$0.017)	(1.3)	(\$9.355)	(\$9.264)	\$0.091	1.0
Total Other Expenditure Adjustments	(\$1.329)	(\$1.346)	(\$0.017)	(1.3)	(\$9.355)	(\$9.264)	\$0.091	1.0
Total Expenditures before Depreciation	\$2.672	\$14.437	\$11.765	*	(\$38.819)	(\$18.651)	\$20.168	52.0
Depreciation Adjustment	\$32.486	\$32.555	\$0.069	0.2	\$234.362	\$234.796	\$0.434	0.2
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.145	0.167	0.022	15.0	1.275	1.533	0.258	20.2
Total Expenditures	\$35.303	\$47.159	\$11.857	33.6	\$196.818	\$217.678	\$20.860	10.6
Cash Timing and Availability Adjustment	0.000	(0.882)	(0.882)	-	3.139	(0.361)	(3.500)	*
Total Cash Conversion Adjustments	\$32.467	\$37.401	\$4.934	15.2	\$196.002	\$168.719	(\$27.282)	(13.9)

MTA LONG ISLAND RAIL ROAD
2019 JULY FINANCIAL PLAN - MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July 2019						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	39,320	\$2.548	38,377	\$2.485	943	\$0.063	241,443	\$15.507	243,932	\$15.682	(2,489)	(\$0.175)
					2.4%	2.5%					-1.0%	-1.1%
<u>Unscheduled Service</u>	5,770	\$0.390	5,439	\$0.365	331	\$0.025	44,076	\$2.962	36,460	\$2.419	7,616	\$0.543
					5.7%	6.5%					17.3%	18.3%
<u>Programmatic/Routine Maintenance</u>	82,240	\$5.007	61,413	\$3.758	20,827	\$1.249	543,690	\$32.664	485,511	\$29.256	58,179	\$3.408
					25.3%	24.9%					10.7%	10.4%
<u>Unscheduled Maintenance</u>	740	\$0.045	1,693	\$0.103	(953)	(\$0.058)	9,192	\$0.557	14,504	\$0.875	(5,312)	(\$0.319)
					*	*					-57.8%	-57.2%
<u>Vacancy/Absentee Coverage</u>	99,900	\$6.054	104,726	\$6.326	(4,826)	(\$0.272)	454,537	\$27.568	463,153	\$28.060	(8,616)	(\$0.493)
					-4.8%	-4.5%					-1.9%	-1.8%
<u>Weather Emergencies</u>	2,101	\$0.121	2,554	\$0.176	(453)	(\$0.055)	74,858	\$4.486	71,573	\$4.319	3,285	\$0.167
					-21.5%	-45.4%					4.4%	3.7%
<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	\$0.114	2,741	\$0.385	(480)	(\$0.271)	15,353	\$1.142	14,246	\$1.640	1,107	(\$0.498)
					-21.2%	*					7.2%	-43.6%
NON-REIMBURSABLE OVERTIME	232,332	\$14.279	216,942	\$13.597916	15,390	\$0.681	1,383,149	\$84.886	1,329,379	\$82.252	53,770	\$2.635
					6.6%	4.8%					3.9%	3.1%
REIMBURSABLE OVERTIME	52,680	\$3.050	80,317	\$5.300784	(27,637)	(\$2.251)	407,987	\$24.924	477,724	\$31.184	(69,737)	(\$6.260)
					-52.5%	-73.8%					-17.1%	-25.1%
TOTAL OVERTIME	285,012	\$17.329	297,259	\$18.899	(12,247)	(\$1.570)	1,791,136	\$109.811	1,807,103	\$113.435	(15,967)	(\$3.625)
					-4.3%	-9.1%					-0.9%	-3.3%

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 JULY FINANCIAL PLAN - MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July 2019			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	943	\$0.063		(2,489)	(\$0.175)	Higher Crew book overtime within Transportation.
	2.4%	2.5%		-1.0%	-1.1%	
<u>Unscheduled Service</u>	331	\$0.025		7,616	\$0.543	Less operational support required to achieve on time performance.
	5.7%	6.5%		17.3%	18.3%	
<u>Programmatic/Routine Maintenance</u>	20,827	\$1.249	Lower Equipment rolling stock running repair, delayed modifications and delayed M3 RCM \$1.1. Lower Engineering maintenance \$0.2.	58,179	\$3.408	Lower Engineering maintenance \$1.8 and lower rolling stock running repairs and M3 RCM within Equipment \$1.6.
	25.3%	24.9%		10.7%	10.4%	
<u>Unscheduled Maintenance</u>	(953)	(\$0.058)		(5,312)	(\$0.319)	Due to system wide emergencies.
	*	*		-57.8%	-57.2%	
<u>Vacancy/Absentee Coverage</u>	(4,826)	(\$0.272)	Higher open jobs and lower availability within the Equipment, Stations and Engineering departments.	(8,616)	(\$0.493)	Higher open jobs and lower availability within the Equipment, Stations and Engineering departments.
	-4.8%	-4.5%		-1.9%	-1.8%	
<u>Weather Emergencies</u>	(453)	(\$0.055)		3,285	\$0.167	
	-21.5%	-45.4%		4.4%	3.7%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(480)	(\$0.271)	Unfavorable due to variance between actual and forecasted wage rates.	1,107	(\$0.498)	Unfavorable due to variance between actual and forecasted wage rates.
	-21.2%	*		7.2%	-43.6%	
NON-REIMBURSABLE OVERTIME	15,390	\$0.681		53,770	\$2.635	
	6.6%	4.8%		3.9%	3.1%	
REIMBURSABLE OVERTIME						
	(27,637)	(\$2.251)	Timing of project activity.	(69,737)	(\$6.260)	Over-run attributed to East Rail Yard \$(1.0), Annual Track Program \$(0.8), Jamaica Capacity Improvements \$(0.5), PTC efforts \$(0.4), Main Line Double Track \$(0.4), Station Enhancement Initiatives \$(0.3), Hicksville North Siding \$(0.3), East Side Access \$(0.3) and Main Line Third Track Expansion \$(0.2).
	-52.5%	-73.8%		-17.1%	-25.1%	
TOTAL OVERTIME	(12,247)	(\$1.570)		(15,967)	(\$3.625)	
	-4.3%	-9.1%		-0.9%	-3.3%	

* 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
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH JULY 2019

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	1	1
Enterprise Asset Management	7	6	1
Sr. Vice President - Engineering	2	2	0
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	75	63	12
Human Resources	39	34	5
Sr VP Administration	2	2	0
Strategic Investments	15	15	0
President	10	7	3
VP & CFO	3	2	1
Information Technology	0	0	0
Controller	45	45	0
Management & Budget	18	15	3
BPM, Controls & Compliance	6	4	2
Market Dev. & Public Affairs	71	68	3
Gen. Counsel & Secretary	33	32	1
Diversity Management	3	3	0
Security	14	9	5
System Safety	42	36	6
Training	69	65	4
Service Planning	31	26	5
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
Total Administration	524	464	60
Operations			
Transportation Services - Train Operations	2,350	2,321	29
Customer Services	308	312	(4)
Total Operations	2,659	2,633	26
Maintenance			
Engineering	2,023	2,037	(14)
Equipment	2,166	2,132	34
Procurement (Stores)	95	96	(1)
Total Maintenance	4,284	4,265	19
Engineering/Capital			
Department of Program Management	152	129	23
Special Projects/East Side Access	61	46	15
Positive Train Control	14	13	1
Total Engineering/Capital	227	188	39
Baseline Total Positions	7,694	7,550	144
<i>Non-Reimbursable</i>	6,248	6,429	(181)
<i>Reimbursable</i>	1,445	1,121	324
Total Full-Time	7,694	7,550	144
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JULY 2019**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 181 positions due to Engineering workforce working on maintenance activity instead of capital project activity, partially offset by vacant positions in Train Operations, Maintenance of Equipment, Stations Department and Administrative departments.
REIMBURSABLE POSITIONS - Favorable 324 positions primarily due to the timing of project activity in Engineering, and vacancies within the Department of Project Management, East Side Access/Special Projects and Administrative departments, partially offset by unfavorable positions in Train Operations

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JULY 2019

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	277	238	39
Professional, Technical, Clerical	143	120	23
Operational Hourlies	104	106	(2)
Total Administration	524	464	60
Operations			
Managers/Supervisors	320	310	10
Professional, Technical, Clerical	107	96	11
Operational Hourlies	2,232	2,227	5
Total Operations	2,659	2,633	26
Maintenance			
Managers/Supervisors	879	769	110
Professional, Technical, Clerical	298	241	57
Operational Hourlies	3,107	3,255	(148)
Total Maintenance	4,284	4,265	19
Engineering/Capital			
Managers/Supervisors	153	133	20
Professional, Technical, Clerical	74	55	19
Operational Hourlies	0	0	0
Total Engineering/Capital	227	188	39
Total Positions			
Managers/Supervisors	1,629	1,450	179
Professional, Technical, Clerical	622	512	110
Operational Hourlies	5,443	5,588	(145)
Total Positions	7,694	7,550	144

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID YEAR
RIDERSHIP
(In Millions)

RIDERSHIP

Monthly
Weekly
Total Commutation

One-Way Full Fare
One-Way Off-Peak
All Other
Total Non-Commutation
Total

JULY 2019							
Month			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2019	2018	Mid Year		2018		
			#	%	#	%	
Monthly	4.052	4.003	4.049	(0.049)	-1.2%	(0.046)	-1.1%
Weekly	0.231	0.235	0.225	0.003	1.5%	0.010	4.5%
Total Commutation	4.283	4.238	4.274	(0.046)	-1.1%	(0.036)	-0.8%
One-Way Full Fare	0.869	0.944	0.860	0.075	8.6%	0.084	9.7%
One-Way Off-Peak	1.819	1.793	1.779	(0.026)	-1.4%	0.014	0.8%
All Other	1.001	1.016	0.996	0.015	1.5%	0.020	2.0%
Total Non-Commutation	3.690	3.753	3.636	0.064	1.7%	0.118	3.2%
Total	7.973	7.991	7.909	0.018	0.2%	0.082	1.0%

JULY YEAR TO DATE 2019							
YTD			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2019	2018	Mid Year		2018		
			#	%	#	%	
Monthly	28.550	28.307	28.613	(0.243)	-0.9%	(0.306)	-1.1%
Weekly	1.331	1.404	1.107	0.074	5.5%	0.297	26.8%
Total Commutation	29.881	29.711	29.720	(0.170)	-0.6%	(0.009)	0.0%
One-Way Full Fare	5.589	5.793	5.130	0.203	3.6%	0.662	12.9%
One-Way Off-Peak	10.603	10.657	10.379	0.054	0.5%	0.278	2.7%
All Other	6.430	6.491	6.204	0.061	1.0%	0.287	4.6%
Total Non-Commutation	22.622	22.941	21.714	0.319	1.4%	1.227	5.7%
Total	52.503	52.652	51.434	0.149	0.3%	1.218	2.4%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
JULY 2019**

		MONTH			VARIANCE	
		Actual 2019	Mid-Year Forecast	Actual 2018	vs. Forecast	vs. 2018
Farebox Operating Ratio						
	Standard ⁽¹⁾	53.6%	51.1%	54.5%	2.5%	-0.9%
	Adjusted ⁽²⁾	60.4%	57.3%	61.4%	3.1%	-1.0%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.13	\$16.98	\$15.58	\$0.85	(\$0.55)
	Adjusted ⁽²⁾	\$15.07	\$15.84	\$14.51	\$0.77	(\$0.56)
Passenger Revenue/Passenger ⁽³⁾		\$8.64	\$8.67	\$8.49	(\$0.03)	\$0.15
		YEAR-TO-DATE			VARIANCE	
		Actual 2019	Mid-Year Forecast	Actual 2018	vs. Forecast	vs. 2018
Farebox Operating Ratio						
	Standard ⁽¹⁾	49.7%	47.9%	49.8%	1.8%	-0.1%
	Adjusted ⁽²⁾	56.1%	54.3%	56.5%	1.8%	-0.4%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.83	\$17.51	\$16.61	\$0.68	(\$0.22)
	Adjusted ⁽²⁾	\$15.68	\$16.31	\$15.43	\$0.63	(\$0.25)
Passenger Revenue/Passenger ⁽³⁾		\$8.36	\$8.39	\$8.27	(\$0.03)	\$0.09

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, OPEB Expense (GASB 75), Pension Expense (GASB 68) and Environmental Remediation (GASB-49).

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

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



Long Island Rail Road

Financial Report Highlights

August 2019



Fluffy summer clouds and picturesque blue skies appear through the window of an LIRR car.



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 Mid-Year Forecast and key financial performance indicators.

August YTD 2019 Highlights

- Total revenue of \$851.4 million was \$49.4 million higher than Forecast. This was primarily due to the timing of reimbursements for capital activity.
- Through August 2019 ridership was 60.6 million, which was 2.4% above 2018 (adjusted for the same number of work days) and 0.4% above Mid-Year Forecast. Commutation ridership of 33.8 million was (0.2)% lower than 2018 and (0.8)% below the Mid-Year Forecast. Non-Commutation ridership of 26.8 million was 6.0% above 2018 and 2.0% above the Forecast. Consequently, farebox revenue of \$508.3 million was \$0.1 million higher than the Forecast.
- Total expenses before non-cash liability adjustments of \$1,313.7 million were \$1.5 million or 0.1% favorable to Forecast. The primary drivers of this favorable variance are vacant positions and associated fringe costs, the timing of maintenance services and claims, and lower OPEB current and electric expenses, partially offset by the timing of materials & supplies, higher capital project overtime and FELA indemnity reserves.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$802.0	\$851.4	\$49.4
Total Expenses Before Non-Cash Liabilities	1,315.2	1,313.7	1.5
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$513.2)	(\$462.3)	\$50.9
Other Non-Cash Liabilities	268.3	269.1	(0.8)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$781.5)	(\$731.4)	\$50.1
Cash Adjustments	219.2	177.4	(41.8)
Net Cash Surplus/(Deficit)	(\$562.3)	(\$554.0)	\$8.3

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

August YTD operating results were favorable by \$50.1 or 6.4% lower than the forecast.

Non-Reimbursable revenues through August were \$(0.1) unfavorable to the Forecast. Farebox Revenue was favorable as a result of higher ridership. Other Operating Revenues were unfavorable to Forecast primarily due to timing. Total Non-Reimbursable expenses were \$50.2 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, timing of maintenance services and claims, lower overtime, OPEB current expenses and electric expense, partially offset by higher FELA indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$49.5 higher than the Forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date August **Total Revenues** (including Capital and Other Reimbursements) of \$851.4 were \$49.4 or 6.2% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$0.1 favorable to Forecast due to higher ridership. Ridership through August was 60.6 million. This was 2.4% higher than 2018 (adjusted for same number of calendar work days) and 0.4% higher than the Forecast.
- **Y-T-D Other Operating Revenues** were \$(0.3) unfavorable to Forecast primarily due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$49.5 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date August **Total Expenses** (including depreciation and other) of \$1,582.8 were favorable to the Forecast by \$0.7.

Labor Expenses, \$15.5 favorable Y-T-D.

- **Payroll**, \$13.3 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(4.1) unfavorable Y-T-D (primarily higher capital project activity, partially offset by lower maintenance and scheduled/unscheduled service).
- **Health & Welfare**, \$1.5 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$3.3 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$1.5 favorable Y-T-D (primarily lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$(14.0) unfavorable Y-T-D.

- **Electric Power**, \$2.0 favorable Y-T-D (lower consumption, partially offset by higher rates).
- **Fuel**, \$0.7 favorable Y-T-D (lower consumption and rates).
- **Insurance**, \$1.0 favorable Y-T-D (primarily lower force account insurance).
- **Claims**, \$5.2 favorable Y-T-D (timing of claim settlements).
- **Maintenance and Other Operating Contracts**, \$3.3 favorable Y-T-D (timing of joint facility, elevator/escalator, leases, biometric expenses, uniform purchases, TVM door installation and other maintenance services, partially offset by higher bussing and vegetation management services).
- **Professional Services**, \$1.3 favorable Y-T-D (primarily timing of EAM and MTA chargeback payments, GCT/ESA signage installation and technical scope of work for future maintenance contracts consulting services, rolling stock decommissioning and other professional services, partially offset by increased rail testing).
- **Materials and Supplies**, \$(28.1) unfavorable Y-T-D (primarily timing of capital project material and higher right of way material, partially offset by timing of modifications and Reliability Centered Maintenance activity for revenue fleet).
- **Other Business Expenses**, \$0.7 favorable Y-T-D (lower bad debt and other business expenses).

Depreciation and Other, \$(0.8) unfavorable Y-T-D.

CASH DEFICIT SUMMARY

The Cash Deficit through August of \$554.0 was \$8.3 favorable to the Forecast due to lower labor expenses, partially offset by higher material expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 50.3%, 2.4 percentage points above the Forecast resulting from lower expenses.
- Through August Adjusted Farebox Operating Ratio was 56.9%, which is above the Forecast due to lower expenses.
- Through August Adjusted Cost per Passenger was \$15.56, which is lower than the Forecast due to lower expenses.
- Through August Revenue per Passenger was \$8.39, which was \$0.03 below the Forecast.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$67.530	\$68.298	\$0.768	1.1	\$0.000	\$0.000	\$0.000	-	\$67.530	\$68.298	\$0.768	1.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.109	4.421	0.311	7.6	0.000	0.000	0.000	-	4.109	4.421	0.311	7.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	31.927	42.240	10.314	32.3	31.927	42.240	10.314	32.3
Total Revenue	\$71.639	\$72.719	\$1.079	1.5	\$31.927	\$42.240	\$10.314	32.3	\$103.566	\$114.959	\$11.393	11.0
Expenses												
<i>Labor:</i>												
Payroll	\$52.506	\$50.218	\$2.288	4.4	\$10.867	\$10.268	\$0.599	5.5	\$63.374	\$60.486	\$2.888	4.6
Overtime	12.557	10.757	1.800	14.3	2.962	5.256	(2.294)	(77.4)	15.519	16.013	(0.493)	(3.2)
Health and Welfare	10.190	9.008	1.183	11.6	2.282	2.906	(0.625)	(27.4)	12.472	11.914	0.558	4.5
OPEB Current Payment	5.710	4.911	0.799	14.0	0.000	0.000	0.000	-	5.710	4.911	0.799	14.0
Pensions	11.066	10.768	0.298	2.7	3.707	4.006	(0.298)	(8.0)	14.773	14.773	0.000	0.0
Other Fringe Benefits	12.448	11.235	1.213	9.7	2.333	2.975	(0.642)	(27.5)	14.781	14.210	0.572	3.9
Reimbursable Overhead	(2.250)	(3.802)	1.552	69.0	2.250	3.802	(1.552)	(69.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$102.228	\$93.095	\$9.133	8.9	\$24.401	\$29.212	(\$4.811)	(19.7)	\$126.629	\$122.307	\$4.322	3.4
<i>Non-Labor:</i>												
Electric Power	\$7.466	\$7.548	(\$0.082)	(1.1)	\$0.026	\$0.074	(\$0.048)	*	\$7.491	\$7.621	(\$0.130)	(1.7)
Fuel	1.912	1.524	0.388	20.3	0.000	0.000	0.000	-	1.912	1.524	0.388	20.3
Insurance	1.717	1.682	0.034	2.0	0.749	0.660	0.089	11.9	2.466	2.342	0.124	5.0
Claims	0.323	(2.880)	3.203	*	0.000	0.000	0.000	-	0.323	(2.880)	3.203	*
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	6.346	5.476	0.870	13.7	2.429	2.659	(0.231)	(9.5)	8.774	8.135	0.639	7.3
Professional Service Contracts	3.871	2.946	0.925	23.9	0.233	0.293	(0.061)	(26.0)	4.104	3.239	0.865	21.1
Materials & Supplies	13.898	13.048	0.850	6.1	4.057	9.197	(5.140)	*	17.955	22.245	(4.290)	(23.9)
Other Business Expenses	1.733	1.668	0.065	3.8	0.032	0.145	(0.113)	*	1.765	1.813	(0.048)	(2.7)
Total Non-Labor Expenses	\$37.265	\$31.011	\$6.254	16.8	\$7.525	\$13.028	(\$5.503)	(73.1)	\$44.791	\$44.040	\$0.751	1.7
<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	\$139.493	\$124.106	\$15.387	11.0	\$31.927	\$42.240	(\$10.314)	(32.3)	\$171.420	\$166.346	\$5.073	3.0
Depreciation	\$32.486	\$32.556	(\$0.070)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$32.486	\$32.556	(\$0.070)	(0.2)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.145	0.167	(0.022)	(15.0)	0.000	0.000	0.000	-	0.145	0.167	(0.022)	(15.0)
Total Expenses	\$172.124	\$156.829	\$15.295	8.9	\$31.927	\$42.240	(\$10.314)	(32.3)	\$204.051	\$199.069	\$4.982	2.4
Net Surplus/(Deficit)	(\$100.485)	(\$84.110)	\$16.375	16.3	(\$0.000)	\$0.000	\$0.000	-	(\$100.485)	(\$84.110)	\$16.375	16.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$32.486	\$32.556	\$0.070	0.2	\$0.000	\$0.000	\$0.000	-	32.486	\$32.556	\$0.070	0.2
Operating/Capital	(1.848)	(1.172)	0.676	36.6	0.000	0.000	0.000	-	(1.848)	(1.172)	0.676	36.6
Other Cash Adjustments	(7.473)	(22.741)	(15.268)	*	0.000	0.000	0.000	-	(7.473)	(22.741)	(15.268)	*
Total Cash Conversion Adjustments	\$23.165	\$8.643	(\$14.522)	(62.7)	0.000	\$0.000	\$0.000	-	\$23.165	\$8.643	(\$14.522)	(62.7)
Net Cash Surplus/(Deficit)	(\$77.320)	(\$75.467)	\$1.853	2.4	(\$0.000)	\$0.000	\$0.000	0.0	(\$77.320)	(\$75.467)	\$1.853	2.4

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$508.153	\$508.266	\$0.113	0.0	\$0.000	\$0.000	\$0.000	-	\$508.153	\$508.266	\$0.113	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	28.198	27.949	(0.250)	(0.9)	0.000	0.000	0.000	-	28.198	27.949	(0.250)	(0.9)
Capital & Other Reimbursements	0.000	0.000	0.000	-	265.656	315.180	49.524	18.6	265.656	315.180	49.524	18.6
Total Revenue	\$536.351	\$536.215	(\$0.137)	(0.0)	\$265.656	\$315.180	\$49.524	18.6	\$802.008	\$851.394	\$49.387	6.2
Expenses												
<i>Labor:</i>												
Payroll	\$380.987	\$373.546	\$7.441	2.0	\$91.376	\$85.538	\$5.838	6.4	\$472.363	\$459.084	\$13.279	2.8
Overtime	97.444	93.009	4.435	4.6	27.886	36.440	(8.553)	(30.7)	125.330	129.448	(4.118)	(3.3)
Health and Welfare	77.308	73.938	3.370	4.4	20.716	22.551	(1.835)	(8.9)	98.023	96.489	1.535	1.6
OPEB Current Payment	43.529	40.255	3.274	7.5	0.000	0.000	0.000	-	43.529	40.255	3.274	7.5
Pensions	86.337	86.586	(0.248)	(0.3)	31.848	31.600	0.248	0.8	118.186	118.186	0.000	0.0
Other Fringe Benefits	111.616	108.142	3.474	3.1	21.205	23.180	(1.974)	(9.3)	132.821	131.322	1.500	1.1
Reimbursable Overhead	(23.329)	(31.340)	8.011	34.3	23.329	31.340	(8.011)	(34.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$773.892	\$744.136	\$29.756	3.8	\$216.361	\$230.648	(\$14.287)	(6.6)	\$990.252	\$974.784	\$15.469	1.6
<i>Non-Labor:</i>												
Electric Power	\$55.751	\$53.525	\$2.226	4.0	\$0.349	\$0.557	(\$0.208)	(59.5)	\$56.100	\$54.081	\$2.019	3.6
Fuel	14.323	13.671	0.652	4.6	0.000	0.000	0.000	-	14.323	13.671	0.652	4.6
Insurance	13.403	13.341	0.062	0.5	5.984	5.083	0.901	15.1	19.387	18.424	0.963	5.0
Claims	4.693	(0.524)	5.217	*	0.000	0.000	0.000	-	4.693	(0.524)	5.217	*
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	46.705	38.640	8.066	17.3	13.194	17.912	(4.717)	(35.8)	59.900	56.551	3.348	5.6
Professional Service Contracts	24.581	22.561	2.020	8.2	0.903	1.673	(0.770)	(85.3)	25.483	24.233	1.250	4.9
Materials & Supplies	104.273	102.382	1.892	1.8	28.535	58.557	(30.023)	*	132.808	160.939	(28.131)	(21.2)
Other Business Expenses	11.951	10.812	1.139	9.5	0.330	0.751	(0.420)	*	12.282	11.563	0.719	5.9
Total Non-Labor Expenses	\$275.680	\$254.407	\$21.273	7.7	\$49.295	\$84.532	(\$35.236)	(71.5)	\$324.975	\$338.938	(\$13.963)	(4.3)
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,049.572	\$998.543	\$51.029	4.9	\$265.656	\$315.180	(\$49.524)	(18.6)	\$1,315.228	\$1,313.722	\$1.505	0.1
Depreciation	\$266.848	\$267.352	(0.504)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$266.848	\$267.352	(\$0.504)	(0.2)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.420	1.700	(0.280)	(19.7)	0.000	0.000	0.000	-	1.420	1.700	(0.280)	(19.7)
Total Expenses	\$1,317.840	\$1,267.594	\$50.245	3.8	\$265.656	\$315.180	(\$49.524)	(18.6)	\$1,583.496	\$1,582.774	\$0.722	0.0
Net Surplus/(Deficit)	(\$781.488)	(\$731.380)	\$50.108	6.4	\$0.000	\$0.000	(\$0.000)	-	(\$781.488)	(\$731.380)	\$50.108	6.4
<i>Cash Conversion Adjustments</i>												
Depreciation	\$266.848	\$267.352	\$0.504	0.2	\$0.000	\$0.000	\$0.000	-	266.848	\$267.352	\$0.504	0.2
Operating/Capital	(11.117)	(12.849)	(1.732)	(15.6)	0.000	0.000	0.000	-	(11.117)	(12.849)	(1.732)	(15.6)
Other Cash Adjustments	(36.565)	(77.141)	(40.576)	*	0.000	0.000	0.000	-	(36.565)	(77.141)	(40.576)	*
Total Cash Conversion Adjustments	\$219.166	\$177.362	(\$41.804)	(19.1)	\$0.000	\$0.000	\$0.000	-	\$219.166	\$177.362	(\$41.804)	(19.1)
Net Cash Surplus/(Deficit)	(\$562.322)	(\$554.018)	\$8.304	1.5	\$0.000	\$0.000	\$0.000	0.0	(\$562.322)	(\$554.018)	\$8.304	1.5

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

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

August 2019					Year-to-Date August 2019		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.768	1.1	Higher ridership of \$0.825, partially offset by lower yield per passenger \$(0.057).	0.113	0.0	Higher ridership of \$2.064, partially offset by lower yield per passenger \$(1.951).
Other Operating Revenue	Non Reimb.	0.311	7.6	Primarily due to timing of miscellaneous revenue, partially offset by timing of advertising and rental revenue.	(0.250)	(0.9)	Primarily due to timing of advertising, partially offset by the timing of miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	10.314	32.3	Timing of capital project activity and interagency reimbursements.	49.524	18.6	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	2.288	4.4	Primarily due to vacant positions and higher sick pay law claim credits	7.441	2.0	Primarily vacant positions, higher sick pay law claim credits and Atlantic-Tunnel and Jamaica (AAJ) wireless project reimbursement reclassifications, partially offset by the timing of retiree sick/vacation buyouts and wage claim accruals.
	Reimb.	0.599	5.5	Primarily due to timing of project activity.	5.838	6.4	Primarily due to timing of project activity.
Overtime	Non Reimb.	1.800	14.3	Primarily due to lower maintenance, lower vacancy/absentee coverage and lower scheduled/unscheduled service.	4.435	4.6	Primarily due to lower maintenance and scheduled/unscheduled service.
	Reimb.	(2.294)	(77.4)	Over-run attributed to Annual Track Program, Main Line Third Track Expansion and Jamaica Capacity Improvements.	(8.553)	(30.7)	Over-run attributed to Annual Track Program, timing of Project Activity, East Rail Yard, Main Line Third Track Expansion, Jamaica Capacity Improvements, PTC efforts, Main Line Double Track, East Side Access, Station Enhancement Initiatives, Hicksville North Siding and Jamaica Capacity Improvements Phase 2.
Health and Welfare	Non Reimb.	1.183	11.6	Vacant positions.	3.370	4.4	Vacant positions.
	Reimb.	(0.625)	(27.4)	Primarily due to timing of project activity.	(1.835)	(8.9)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.799	14.0	Fewer retirees/beneficiaries.	3.274	7.5	Fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

August 2019				Year-to-Date August 2019			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.298	2.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.248)	(0.3)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	(0.298)	(8.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.248	0.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	1.213	9.7	Lower FELA indemnity reserves and Railroad Retirement Taxes.	3.474	3.1	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.642)	(27.5)	Primarily due to timing of project activity.	(1.974)	(9.3)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.552	69.0	Primarily due to timing of project activity.	8.011	34.3	Primarily due to timing of project activity.
	Reimb.	(1.552)	(69.0)	Primarily due to timing of project activity.	(8.011)	(34.3)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.082)	(1.1)	Higher rates, partially offset by lower consumption.	2.226	4.0	Lower consumption, partially offset by higher rates.
	Reimb.	(0.048)	*	VD Yard	(0.208)	(59.5)	YD Yard
Fuel	Non Reimb.	0.388	20.3	Primarily lower consumption and rates.	0.652	4.6	Lower consumption and rates, partially offset by the timing of accruals.
	Reimb.	0.000	-		0.000	-	
Insurance	Non Reimb.	0.034	2.0		0.062	0.5	
	Reimb.	0.089	11.9	Force Account Insurance associated with project activity.	0.901	15.1	Force Account Insurance associated with project activity.
Claims	Non Reimb.	3.203	*	Timing of claim payments, partially offset by reserve reversal.	5.217	*	Timing of claim payments.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

August 2019				Year-to-Date August 2019			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	0.870	13.7	Primarily the timing of security systems maintenance, biometric and other maintenance expenses, partially offset by higher bussing services.	8.066	17.3	Primarily the timing of joint facility, elevator/escalator, leases, biometric expenses, security systems maintenance, uniform purchases, TVM door installations and other maintenance services, partially offset by higher bussing services and vegetation management expenses.
	Reimb.	(0.231)	(9.5)	Primarily due to timing of project activity.	(4.717)	(35.8)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.925	23.9	Primarily due to the timing of Grand Central Terminal/East Side Access (GCT/ESA) signage installations and technical scope of work for future maintenance contracts consulting services, EAM and MTA Chargeback payments and rolling stock decommissioning schedule shifts and other outside services, partially offset by the timing of invoices.	2.020	8.2	Primarily due to the timing of EAM and MTA Chargeback payments, GCT/ESA signage installations and technical scope of work for future maintenance contracts consulting services, rolling stock decommissioning schedule shifts, consultant contracts and other outside services, partially offset by increased rail testing and the timing of invoices.
	Reimb.	(0.061)	(26.0)	Primarily due to timing of project activity.	(0.770)	(85.3)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	0.850	6.1	Timing of modifications and lower RCM activity for revenue fleet, partially offset by higher right of way materials.	1.892	1.8	Primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material.
	Reimb.	(5.140)	*	Primarily due to timing of project activity.	(30.023)	*	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.065	3.8	Primarily less print and stationary supplies, office supplies, membership, dues and subscriptions and other miscellaneous expenses.	1.139	9.5	Primarily lower bad debts, office supplies, print and stationary supplies and other miscellaneous expenses.
	Reimb.	(0.113)	*	Primarily due to timing of project activity.	(0.420)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(0.070)	(0.2)	Based on certain capital assets being fully depreciated.	(0.504)	(0.2)	Based on certain capital assets being fully depreciated.
Environmental Remediation	Non Reimb.	(0.022)	(15.0)		(0.280)	(19.7)	

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES August 2019								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$68.564	\$67.719	(\$0.845)	(1.2)	\$521.530	\$524.234	\$2.704	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.458	2.365	(0.093)	(3.8)	26.422	24.931	(1.491)	(5.6)
Capital & Other Reimbursements	31.421	41.706	10.285	32.7	248.977	250.461	1.484	0.6
Total Receipts	\$102.443	\$111.789	\$9.346	9.1	\$796.929	\$799.626	\$2.697	0.3
Expenditures								
<i>Labor:</i>								
Payroll	\$68.009	\$66.335	\$1.674	2.5	\$466.226	\$451.798	\$14.428	3.1
Overtime	19.024	18.722	0.302	1.6	128.253	127.047	1.206	0.9
Health and Welfare	12.472	11.832	0.640	5.1	97.347	93.580	3.767	3.9
OPEB Current Payment	5.710	4.825	0.885	15.5	44.257	40.188	4.069	9.2
Pensions	14.773	14.770	0.003	0.0	117.159	115.523	1.636	1.4
Other Fringe Benefits	18.881	16.830	2.051	10.9	134.443	128.393	6.050	4.5
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	\$138.869	\$133.315	\$5.554	4.0	\$987.685	\$956.530	\$31.155	3.2
<i>Non-Labor:</i>								
Electric Power	\$7.491	\$7.904	(\$0.413)	(5.5)	\$56.099	\$52.911	\$3.188	5.7
Fuel	1.912	1.443	0.469	24.5	14.597	13.834	0.763	5.2
Insurance	1.041	1.633	(0.592)	(56.9)	19.927	19.703	0.224	1.1
Claims	0.139	3.327	(3.188)	*	6.163	4.469	1.694	27.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.274	11.574	(3.300)	(39.9)	83.425	84.747	(1.322)	(1.6)
Professional Service Contracts	2.445	3.106	(0.661)	(27.0)	25.205	28.671	(3.466)	(13.8)
Materials & Supplies	16.216	22.628	(6.412)	(39.5)	142.743	166.662	(23.919)	(16.8)
Other Business Expenses	2.047	1.944	0.103	5.0	15.862	16.110	(0.248)	(1.6)
Total Non-Labor Expenditures	\$39.565	\$53.560	(\$13.995)	(35.4)	\$364.021	\$387.107	(\$23.086)	(6.3)
<i>Other Expenditure Adjustments:</i>								
Other	\$1.329	\$1.336	(\$0.007)	(0.6)	\$10.684	\$10.601	\$0.083	0.8
Total Other Expenditure Adjustments	\$1.329	\$1.336	(\$0.007)	(0.6)	\$10.684	\$10.601	\$0.083	0.8
Total Expenditures	\$179.763	\$188.211	(\$8.448)	(4.7)	\$1,362.390	\$1,354.238	\$8.152	0.6
Cash Timing and Availability Adjustment	0.000	0.955	0.955	-	3.139	0.594	(2.545)	(81.1)
Net Cash Deficit (excludes opening balance)	(\$77.320)	(\$75.467)	\$1.853	2.4	(\$562.322)	(\$554.018)	\$8.304	1.5
Subsidies								
MTA	77.320	75.027	(2.293)	(3.0)	562.322	554.018	(8.304)	(1.5)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	August 2019			Year-to-Date as of August 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.845)	(1.2)	Lower advance sales impact \$(1.570), lower yields \$(0.057), and lower MetroCard/AirTrain sales \$(0.043), partially offset by higher ridership \$0.825.	2.704	0.5	Higher advance sales impact \$2.718 and higher ridership \$2.064, partially offset by lower yields \$(1.951) and lower MetroCard/AirTrain sales \$(0.127).
Other Operating Revenue	(0.093)	(3.8)	Primarily due to the timing of rental and miscellaneous revenue.	(1.491)	(5.6)	Primarily due to the timing of rental and miscellaneous revenue.
Capital and Other Reimbursements	10.285	32.7	Timing of activity and reimbursement for capital and other reimbursements.	1.484	0.6	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	1.674	2.5	Primarily due to vacant positions, rates and higher sick pay law claim credits, partially offset by the timing of intercompany reimbursements.	14.428	3.1	Primarily due to vacant positions, rates and higher sick pay law claim credits, partially offset by the timing of intercompany reimbursements and retiree sick/vacation buyout payments.
Overtime	0.302	1.6	Primarily due to lower maintenance, lower vacancy/absentee coverage and lower scheduled/unscheduled service, partially offset by higher project overtime.	1.206	0.9	Primarily due to lower maintenance and scheduled/unscheduled service, partially offset by project overtime.
Health and Welfare	0.640	5.1	Primarily due to vacant positions.	3.767	3.9	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	0.885	15.5	Primarily due to fewer retirees/beneficiaries.	4.069	9.2	Primarily due to fewer retirees/beneficiaries.
Pensions	0.003	0.0	Due to intercompany reimbursements.	1.636	1.4	Due to intercompany reimbursements.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	August 2019			Year-to-Date as of August 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	2.051	10.9	Primarily due to lower Railroad Retirement Tax payments, partially offset by the timing of FELA payments.	6.050	4.5	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements, partially offset by higher meal payments.
Non-Labor:						
Electric Power	(0.413)	(5.5)	Primarily due to the timing of payments and higher rates, partially offset by lower consumption.	3.188	5.7	Primarily due to the timing of payments and lower consumption, partially offset by higher rates.
Fuel	0.469	24.5	Primarily due to lower consumption and rates.	0.763	5.2	Primarily due to timing of payments, lower consumption and lower rates.
Insurance	(0.592)	(56.9)	Primarily due to timing of insurance premium payments.	0.224	1.1	Primarily due to timing of insurance premium payments.
Claims	(3.188)	*	Timing of a large claim payment.	1.694	27.5	Timing of and lower claim payments.
Maintenance and Other Operating Contracts	(3.300)	(39.9)	Primarily timing of joint facilities, maintenance services and lease & rental payments, partially offset by the timing of payments for construction services.	(1.322)	(1.6)	Primarily timing of payments for leases & rentals, operating services and maintenance services, partially offset by the timing of construction service payments.
Professional Service Contracts	(0.661)	(27.0)	Primarily timing of payments for MTA PD services associated with capital programs.	(3.466)	(13.8)	Primarily timing of consulting service payments, partially offset by timing of MTA Chargeback service payments.
Materials and Supplies	(6.412)	(39.5)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(23.919)	(16.8)	Primarily the timing of program, production plan, and operating funded capital material and supplies.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	August 2019			Year-to-Date as of August 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	0.103	5.0	Primarily lower stationary, office supplies and miscellaneous expenses, partially offset by higher credit/debit card fees payments.	(0.248)	(1.6)	Primarily higher credit/debit card fees payments, partially offset by lower office, print and stationary supplies and miscellaneous expenses.
Other Expenditure Adjustments	(0.007)	(0.6)	Higher MetroCard/AirTrain pass through payments.	0.083	0.8	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) August 2019 (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$1.034	(\$0.579)	(\$1.613)	*	\$13.377	\$15.968	\$2.591	19.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.651)	(2.055)	(0.404)	(24.5)	(1.776)	(3.018)	(1.241)	(69.9)
Capital & Other Reimbursements	(0.506)	(0.535)	(0.029)	(5.7)	(16.679)	(64.718)	(48.039)	*
Total Receipts	(\$1.123)	(\$3.170)	(\$2.047)	*	(\$5.079)	(\$51.768)	(\$46.690)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$4.635)	(\$5.849)	(\$1.214)	(26.2)	\$6.137	\$7.286	\$1.148	18.7
Overtime	(3.505)	(2.709)	0.795	22.7	(2.923)	2.401	5.324	*
Health and Welfare	(0.000)	0.082	0.082	*	0.676	2.908	2.232	*
OPEB Current Payment	(0.000)	0.086	0.086	*	(0.728)	0.067	0.795	*
Pensions	0.000	0.003	0.003	*	1.027	2.663	1.636	*
Other Fringe Benefits	(4.100)	(2.621)	1.479	36.1	(1.622)	2.929	4.550	*
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	(\$12.240)	(\$11.008)	\$1.232	10.1	\$2.567	\$18.254	\$15.687	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$0.283)	(\$0.283)	*	\$0.001	\$1.170	\$1.169	*
<i>Traction Power</i>	(0.000)	(0.282)	(0.282)	*	0.001	0.897	0.896	*
<i>Non-Traction Power</i>	0.000	(0.001)	(0.001)	*	0.000	0.274	0.273	*
Fuel	0.000	0.081	0.081	*	(0.274)	(0.163)	0.110	40.3
<i>Revenue Vehicle Fuel</i>	(0.000)	0.130	0.130	*	0.000	0.127	0.127	*
<i>Non-Revenue Fuel</i>	0.000	(0.049)	(0.049)	*	(0.274)	(0.291)	(0.017)	(6.2)
Insurance	1.425	0.709	(0.716)	(50.3)	(0.540)	(1.279)	(0.739)	*
Claims	0.184	(6.208)	(6.391)	*	(1.470)	(4.993)	(3.522)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.500	(3.438)	(3.939)	*	(23.525)	(28.195)	(4.670)	(19.9)
Professional Service Contracts	1.659	0.133	(1.526)	(92.0)	0.278	(4.438)	(4.716)	*
Materials & Supplies	1.739	(0.383)	(2.122)	*	(9.935)	(5.723)	4.212	42.4
Other Business Expenses	(0.282)	(0.132)	0.150	53.3	(3.580)	(4.548)	(0.967)	(27.0)
Total Non-Labor Expenditures	\$5.226	(\$9.521)	(\$14.746)	*	(\$39.046)	(\$48.169)	(\$9.123)	(23.4)
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.329)	(\$1.336)	(\$0.007)	(0.6)	(\$10.684)	(\$10.601)	\$0.083	0.8
Total Other Expenditure Adjustments	(\$1.329)	(\$1.336)	(\$0.007)	(0.6)	(\$10.684)	(\$10.601)	\$0.083	0.8
Total Expenditures before Depreciation	(\$8.343)	(\$21.865)	(\$13.522)	*	(\$47.162)	(\$40.516)	\$6.647	14.1
Depreciation Adjustment	\$32.486	\$32.556	\$0.070	0.2	\$266.848	\$267.352	\$0.504	0.2
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.145	0.167	0.022	15.0	1.420	1.700	0.280	19.7
Total Expenditures	\$24.288	\$10.858	(\$13.430)	(55.3)	\$221.106	\$228.536	\$7.430	3.4
Cash Timing and Availability Adjustment	0.000	0.955	0.955	-	3.139	0.594	(2.545)	(81.1)
Total Cash Conversion Adjustments	\$23.165	\$8.643	(\$14.522)	(62.7)	\$219.166	\$177.362	(\$41.804)	(19.1)

MTA LONG ISLAND RAIL ROAD
2019 JULY FINANCIAL PLAN - MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	August 2019						August Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	20,556	\$1.355	19,552	\$1.301	1,004	\$0.055	262,000	\$16.863	263,484	\$16.983	(1,484)	(\$0.120)
					4.9%	4.1%					-0.6%	-0.7%
<u>Unscheduled Service</u>	11,611	\$0.781	4,319	\$0.287	7,292	\$0.495	55,687	\$3.744	40,779	\$2.706	14,908	\$1.038
					62.8%	63.3%					26.8%	27.7%
<u>Programmatic/Routine Maintenance</u>	73,561	\$4.490	61,211	\$3.721	12,350	\$0.769	617,251	\$37.154	546,722	\$32.977	70,529	\$4.177
					16.8%	17.1%					11.4%	11.2%
<u>Unscheduled Maintenance</u>	360	\$0.022	1,817	\$0.110	(1,457)	(\$0.088)	9,552	\$0.579	16,321	\$0.986	(6,769)	(\$0.407)
					*	*					-70.9%	-70.3%
<u>Vacancy/Absentee Coverage</u>	93,486	\$5.711	84,981	\$5.152	8,505	\$0.559	548,023	\$33.279	548,134	\$33.212	(111)	\$0.067
					9.1%	9.8%					0.0%	0.2%
<u>Weather Emergencies</u>	1,404	\$0.081	512	\$0.032	892	\$0.049	76,262	\$4.567	72,085	\$4.351	4,177	\$0.216
					63.5%	60.7%					5.5%	4.7%
<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	\$0.117	1,192	\$0.155	1,069	(\$0.038)	17,614	\$1.259	15,438	\$1.795	2,176	(\$0.536)
					47.3%	*					12.4%	-42.6%
NON-REIMBURSABLE OVERTIME	203,239	\$12.557	173,584	\$10.757	29,655	\$1.800	1,586,389	\$97.444	1,502,963	\$93.009	83,426	\$4.435
					14.6%	14.3%					5.3%	4.6%
REIMBURSABLE OVERTIME	51,238	\$2.962	78,245	\$5.256	(27,007)	(\$2.294)	459,225	\$27.886	555,969	\$36.440	(96,744)	(\$8.553)
					-52.7%	-77.4%					-21.1%	-30.7%
TOTAL OVERTIME	254,477	\$15.519	251,829	\$16.013	2,648	(\$0.493)	2,045,614	\$125.330	2,058,932	\$129.448	(13,318)	(\$4.118)
					1.0%	-3.2%					-0.7%	-3.3%

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%

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* 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
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH AUGUST 2019

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	1	1
Enterprise Asset Management	7	6	1
Sr. Vice President - Engineering	2	2	0
Labor Relations	18	17	1
Procurement & Logistics (excl. Stores)	75	63	12
Human Resources	39	34	5
Sr VP Administration	2	2	0
Strategic Investments	15	14	1
President	10	7	3
VP & CFO	3	2	1
Information Technology	0	0	0
Controller	45	45	0
Management & Budget	18	14	4
BPM, Controls & Compliance	6	4	2
Market Dev. & Public Affairs	71	68	3
Gen. Counsel & Secretary	33	31	2
Diversity Management	3	3	0
Security	14	9	5
System Safety	42	36	6
Training	69	65	4
Service Planning	31	27	4
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
Total Administration	524	461	63
Operations			
Transportation Services - Train Operations	2,350	2,325	25
Customer Services	308	308	0
Total Operations	2,659	2,633	26
Maintenance			
Engineering	2,021	2,025	(4)
Equipment	2,166	2,122	44
Procurement (Stores)	95	95	0
Total Maintenance	4,282	4,242	40
Engineering/Capital			
Department of Program Management	152	130	22
Special Projects/East Side Access	61	45	16
Positive Train Control	14	13	1
Total Engineering/Capital	227	188	39
Baseline Total Positions	7,692	7,524	168
<i>Non-Reimbursable</i>	6,363	6,330	33
<i>Reimbursable</i>	1,329	1,194	135
Total Full-Time	7,692	7,524	168
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH AUGUST 2019**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 33 positions due to vacant positions in Train Operations, Maintenance of Equipment, Stations Department and Administrative departments, partially offset by Engineering workforce working on maintenance activity instead of capital project activity.
REIMBURSABLE POSITIONS - Favorable 135 positions primarily due to the timing of project activity in Engineering, and vacancies within the Department of Project Management, East Side Access/Special Projects and Procurement and Logistics departments, partially offset by unfavorable positions in Train Operations.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH AUGUST 2019

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	277	238	39
Professional, Technical, Clerical	143	118	25
Operational Hourlies	104	105	(1)
Total Administration	524	461	63
Operations			
Managers/Supervisors	320	309	11
Professional, Technical, Clerical	107	97	10
Operational Hourlies	2,232	2,227	5
Total Operations	2,659	2,633	26
Maintenance			
Managers/Supervisors	878	766	112
Professional, Technical, Clerical	298	231	67
Operational Hourlies	3,106	3,245	(139)
Total Maintenance	4,282	4,242	40
Engineering/Capital			
Managers/Supervisors	153	133	20
Professional, Technical, Clerical	74	55	19
Operational Hourlies	0	0	0
Total Engineering/Capital	227	188	39
Total Positions			
Managers/Supervisors	1,628	1,446	182
Professional, Technical, Clerical	622	501	121
Operational Hourlies	5,442	5,577	(135)
Total Positions	7,692	7,524	168

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID YEAR
RIDERSHIP
(In Millions)

RIDERSHIP

Monthly
Weekly
Total Commutation

One-Way Full Fare
One-Way Off-Peak
All Other
Total Non-Commutation
Total

AUGUST 2019						
Month			Variance			
	Actual	Adjusted*	Adjusted*			
Mid Year	2019	2018	Mid Year		2018	
			#	%	#	%
3.933	3.809	3.915	(0.124)	-3.2%	(0.106)	-2.7%
0.249	0.269	0.229	0.019	7.8%	0.040	17.3%
4.182	4.077	4.144	(0.105)	-2.5%	(0.066)	-1.6%
0.918	0.976	0.901	0.057	6.3%	0.075	8.3%
1.752	1.848	1.705	0.097	5.5%	0.143	8.4%
0.974	1.020	0.957	0.046	4.7%	0.063	6.6%
3.644	3.844	3.563	0.200	5.5%	0.281	7.9%
7.826	7.921	7.707	0.096	1.2%	0.215	2.8%

AUGUST YEAR TO DATE 2019						
YTD			Variance			
	Actual	Adjusted*			Adjusted*	
Mid Year	2019	2018	Mid Year		2018	
			#	%	#	%
32.483	32.116	32.528	(0.367)	-1.1%	(0.412)	-1.3%
1.580	1.673	1.336	0.093	5.9%	0.337	25.2%
34.063	33.789	33.864	(0.274)	-0.8%	(0.075)	-0.2%
6.507	6.768	6.031	0.261	4.0%	0.737	12.2%
12.355	12.506	12.085	0.151	1.2%	0.421	3.5%
7.404	7.511	7.161	0.107	1.5%	0.350	4.9%
26.266	26.785	25.277	0.519	2.0%	1.508	6.0%
60.329	60.574	59.141	0.245	0.4%	1.433	2.4%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
AUGUST 2019**

		MONTH			VARIANCE	
		Actual 2019	Mid-Year Forecast	Actual 2018	vs. Forecast	vs. 2018
Farebox Operating Ratio						
	Standard ⁽¹⁾	54.5%	47.8%	49.9%	6.7%	4.6%
	Adjusted ⁽²⁾	62.3%	54.3%	56.4%	8.0%	5.9%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.82	\$18.06	\$16.28	\$2.24	\$0.46
	Adjusted ⁽²⁾	\$14.74	\$16.86	\$15.21	\$2.12	\$0.47
Passenger Revenue/Passenger ⁽³⁾		\$8.62	\$8.63	\$8.12	(\$0.01)	\$0.50
		YEAR-TO-DATE			VARIANCE	
		Actual 2019	Mid-Year Forecast	Actual 2018	vs. Forecast	vs. 2018
Farebox Operating Ratio						
	Standard ⁽¹⁾	50.3%	47.9%	49.8%	2.4%	0.5%
	Adjusted ⁽²⁾	56.9%	54.3%	56.5%	2.6%	0.4%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.70	\$17.58	\$16.56	\$0.88	(\$0.14)
	Adjusted ⁽²⁾	\$15.56	\$16.38	\$15.40	\$0.82	(\$0.16)
Passenger Revenue/Passenger ⁽³⁾		\$8.39	\$8.42	\$8.24	(\$0.03)	\$0.15

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, OPEB Expense (GASB 75), Pension Expense (GASB 68) and Environmental Remediation (GASB-49).

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

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



Long Island Rail Road

Ridership Report Highlights

June 2019 vs. 2018

- June 2019 total ridership decreased -0.5% compared to June 2018 (7,736,345 in June 2019 vs. 7,773,652 in June 2018)
- Commutation ridership decreased -0.7% compared to June 2018
- June 2019 Non-Commutation ridership decreased -0.3% compared to June 2018
- The factors affecting Non-Commutation ridership this June are:
 - Trackwork disruptions necessary for service improvements related to the 3rd track construction
 - Greater than usual rainfall (+5.5 inches) compared to last year
 - No Belmont triple crown race this year

2019 vs. 2018 YTD

- Total YTD ridership is +2.6% above 2018 and +2.7% above Budget
- YTD Commutation ridership is +0.1% above 2018
- YTD Non-Commutation ridership is +6.1% above 2018

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

June 2019

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

EXECUTIVE SUMMARY

June Ridership and Revenue (millions)

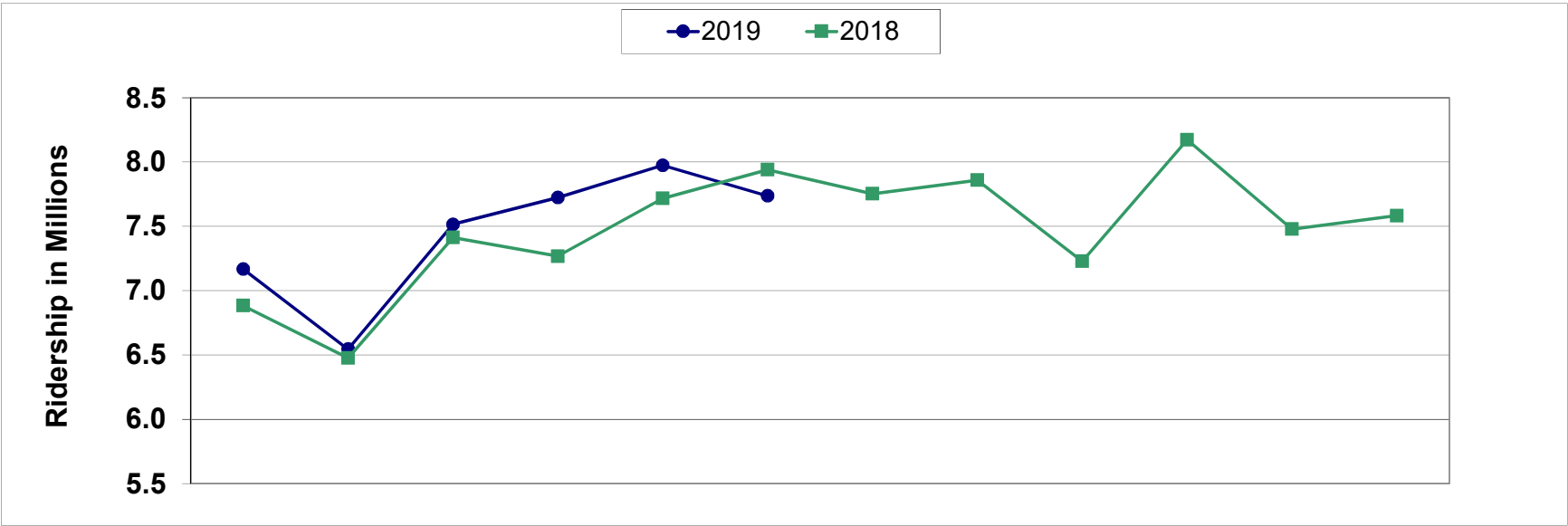
	June 2019	% Change vs. 2018
Total Rail Ridership	7.736	-0.5% ▼
Commutation Ridership	4.123	-0.7% ▼
Non-Commutation Ridership	3.614	-0.3% ▼
Rail Revenue	\$68.0	1.8% ▲

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

	June 2019	% Change vs. 2018	Comparison to Budget
Total Rail Ridership	44.661	2.6% ▲	2.7% ▲
Commutation Ridership	25.474	0.1% ▲	0.1% ▲
Non-Commutation Ridership	19.188	6.1% ▲	6.2% ▲
Rail Revenue	\$370.9	3.3% ▲	3.4% ▲

June Ridership

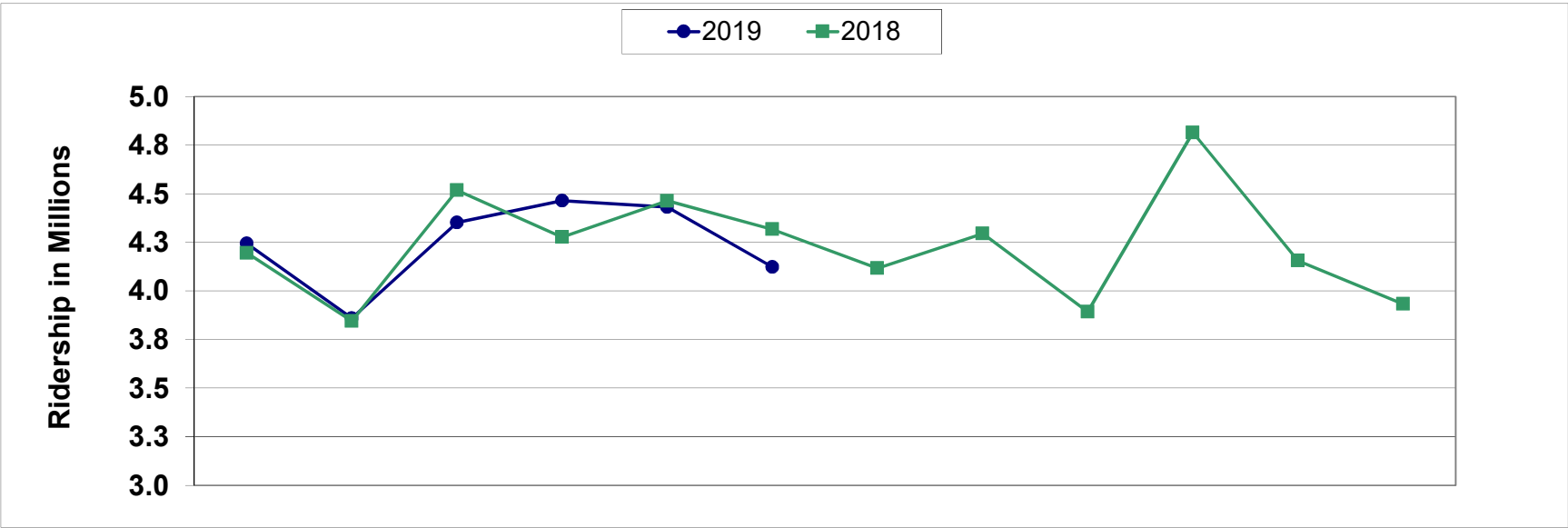
- June Total Ridership was -2.6% below '18 and 2.0% above 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	7.2	6.5	7.5	7.7	8.0	7.7							44.7
2018	6.9	6.5	7.4	7.3	7.7	7.9	7.8	7.9	7.2	8.2	7.5	7.6	43.7
PCT CHG.	4.1%	1.1%	1.4%	6.3%	3.4%	-2.6%							2.2%

June Commutation Ridership

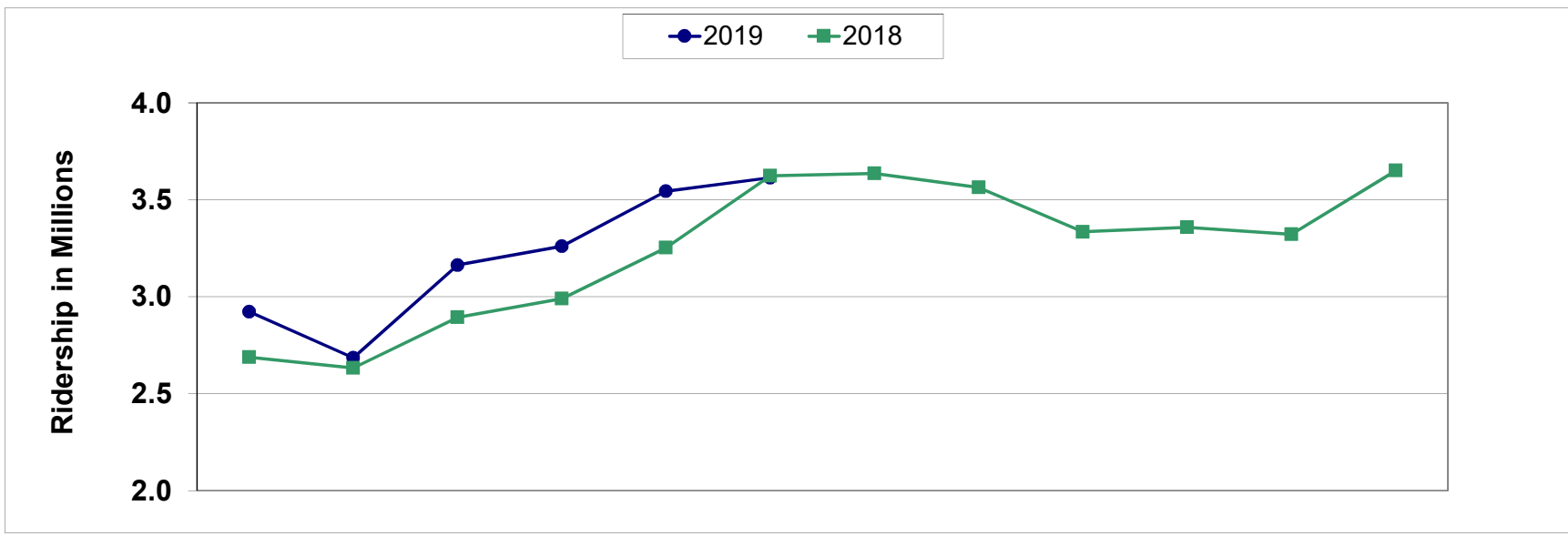
- June Commutation Ridership was -4.5% below '18 and -1.6% below 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.2	3.9	4.4	4.5	4.4	4.1							25.5
2018	4.2	3.8	4.5	4.3	4.5	4.3	4.1	4.3	3.9	4.8	4.2	3.9	25.6
PCT CHG.	1.2%	0.4%	-3.7%	4.4%	-0.7%	-4.5%							-0.6%

June Non-Commutation Ridership

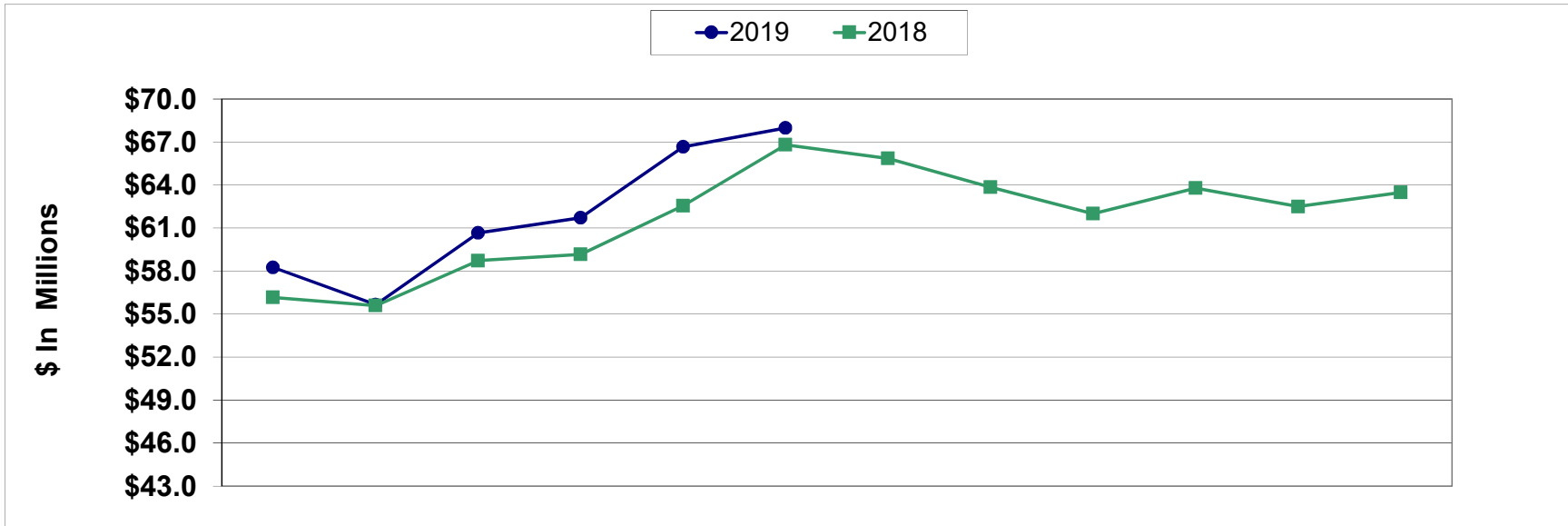
- June Non-Commutation Ridership was -0.3% below '18 and 6.5% above 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.9	2.7	3.2	3.3	3.5	3.6							19.2
2018	2.7	2.6	2.9	3.0	3.3	3.6	3.6	3.6	3.3	3.4	3.3	3.7	18.1
PCT CHG.	8.8%	2.0%	9.3%	9.0%	9.0%	-0.3%							6.1%

June Revenue

- June Total Revenue was 1.8% above '18 and 4.9% 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	\$66.7	\$68.0							\$370.9
2018	\$56.2	\$55.6	\$58.7	\$59.2	\$62.6	\$66.8	\$65.8	\$63.8	\$62.0	\$63.8	\$62.5	\$63.5	\$359.0
PCT CHG.	3.7%	0.1%	3.3%	4.3%	6.6%	1.8%							3.3%

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

TICKET TYPE/SERVICE	June 2019	June 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,122,586	4,150,122	(27,536)	-0.7%
NON-COMMUTATION RIDERSHIP	3,613,759	3,623,530	(9,771)	-0.3%
TOTAL RIDERSHIP	7,736,345	7,773,652	(37,307)	-0.5%

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

TICKET TYPE/SERVICE	June 2019	June 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	25,473,697	25,446,539	27,158	0.1%
NON-COMMUTATION RIDERSHIP	19,187,788	18,078,590	1,109,198	6.1%
TOTAL RIDERSHIP	44,661,485	43,525,129	1,136,356	2.6%

** 2018 ridership numbers were adjusted using 2019 factors.*

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

REVENUE	June 2019	June 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$32,730,873	\$31,936,941	\$793,932	2.5%
NON-COMMUTATION REVENUE	\$35,256,579	\$34,875,397	\$381,182	1.1%
TOTAL REVENUE	\$67,987,452	\$66,812,337	\$1,175,114	1.8%

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

REVENUE	June 2019	June 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$190,650,884	\$189,120,781	\$1,530,103	0.8%
NON-COMMUTATION REVENUE	\$180,266,888	\$169,866,240	\$10,400,648	6.1%
TOTAL REVENUE	\$370,917,772	\$358,987,021	\$11,930,751	3.3%



Long Island Rail Road

Ridership Report Highlights

July 2019 vs. 2018

- July 2019 total ridership increased +1.0% compared to July 2018 (7,990,885 in July 2019 vs. 7,909,320 in July 2018)
- Commutation ridership decreased -0.8% compared to July 2018
- July 2019 Non-Commutation ridership increased +3.2% compared to July 2018
- The factors affecting Non-Commutation ridership this July are:
 - Warmer weather possibly resulted in ridership gains (Leisure Travel went up +14.2%)

2019 vs. 2018 YTD

- Total YTD ridership is +2.4% above 2018 and +0.3% above Mid-Year Forecast
- YTD Commutation ridership shows 0.0% change compared to 2018
- YTD Non-Commutation ridership is +5.7% above 2018

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

July 2019

July 2019 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

July Ridership and Revenue (millions)

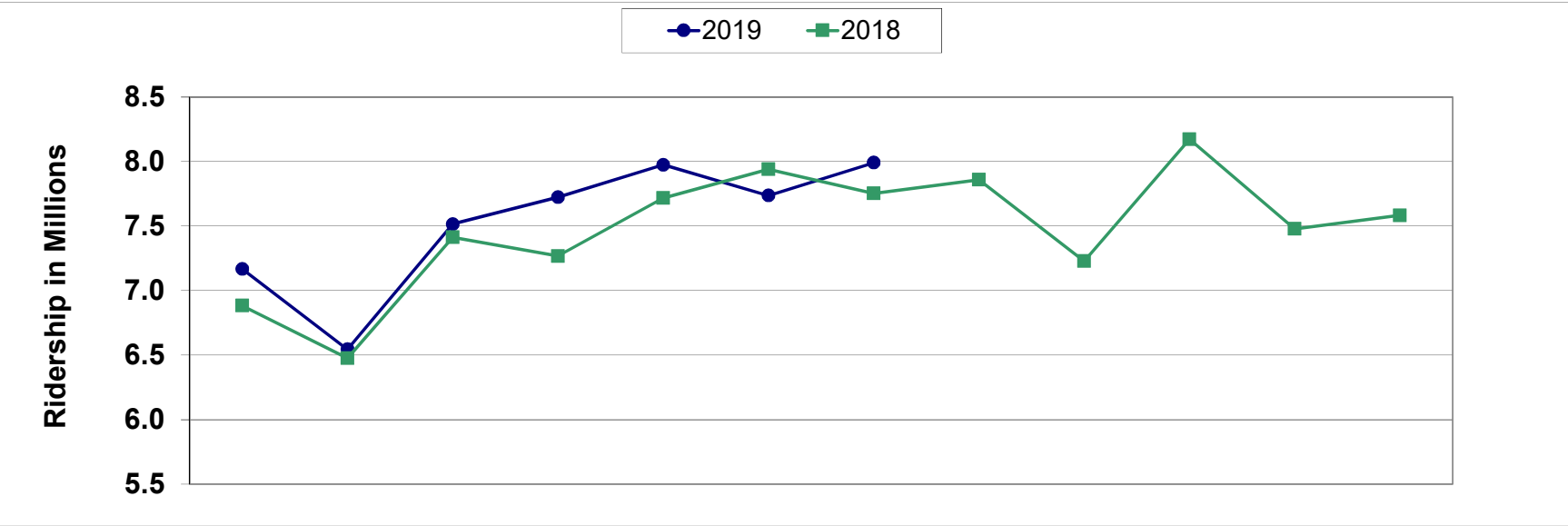
	July 2019	% Change vs. 2018
Total Rail Ridership	7.991	1.0% ▲
Commutation Ridership	4.238	-0.8% ▼
Non-Commutation Ridership	3.753	3.2% ▲
Rail Revenue	\$69.1	4.9% ▲

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

	July 2019	% Change vs. 2018	Comparison to Mid-Year Forecast
Total Rail Ridership	52.652	2.4% ▲	0.3% ▲
Commutation Ridership	29.711	0.0%	-0.6% ▼
Non-Commutation Ridership	22.941	5.7% ▲	1.4% ▲
Rail Revenue	\$440.0	3.6% ▲	-0.1% ▼

July Ridership

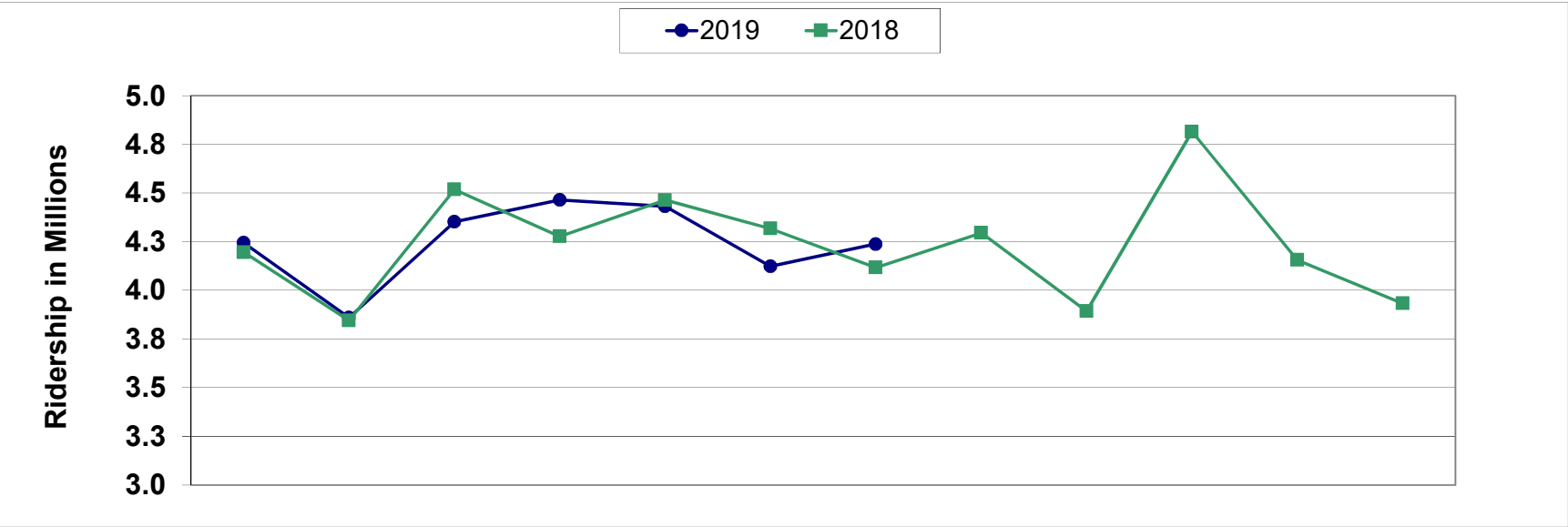
- July Total Ridership was 3.1% above '18 and 0.2% above 2019 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	7.2	6.5	7.5	7.7	8.0	7.7	8.0						52.7
2018	6.9	6.5	7.4	7.3	7.7	7.9	7.8	7.9	7.2	8.2	7.5	7.6	51.4
PCT CHG.	4.1%	1.1%	1.4%	6.3%	3.4%	-2.6%	3.1%						2.3%

July Commutation Ridership

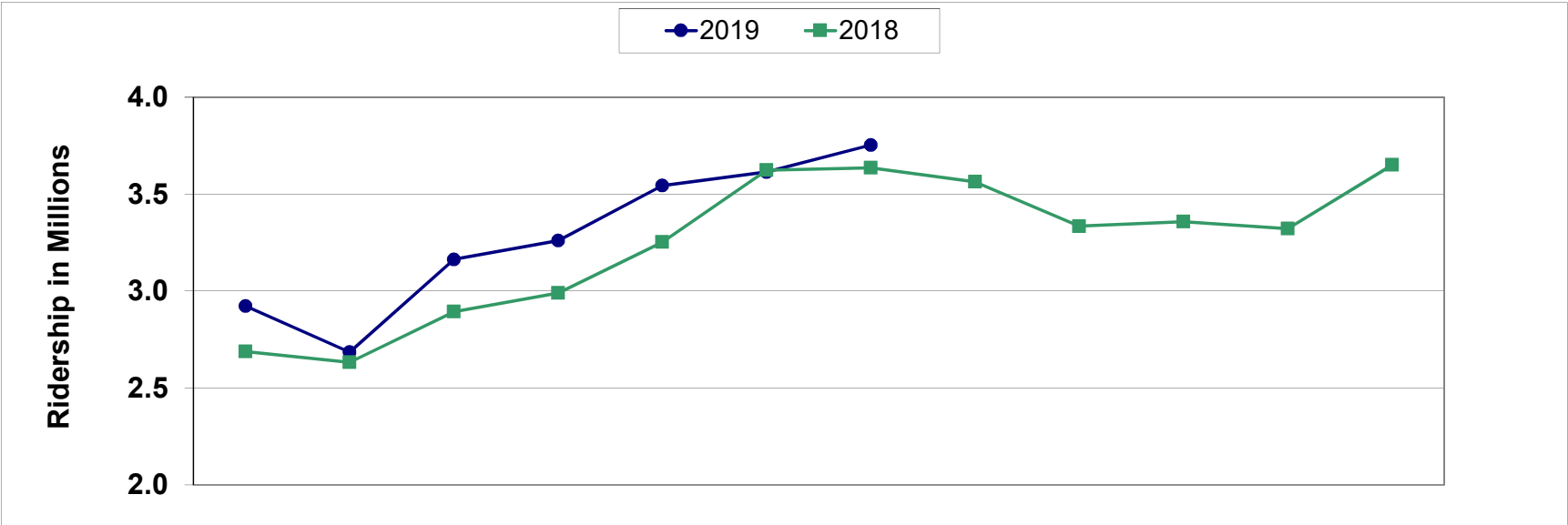
- July Commutation Ridership was 2.9% above '18 and -1.1% below 2019 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.2	3.9	4.4	4.5	4.4	4.1	4.2						29.7
2018	4.2	3.8	4.5	4.3	4.5	4.3	4.1	4.3	3.9	4.8	4.2	3.9	29.7
PCT CHG.	1.2%	0.4%	-3.7%	4.4%	-0.7%	-4.5%	2.9%						-0.1%

July Non-Commutation Ridership

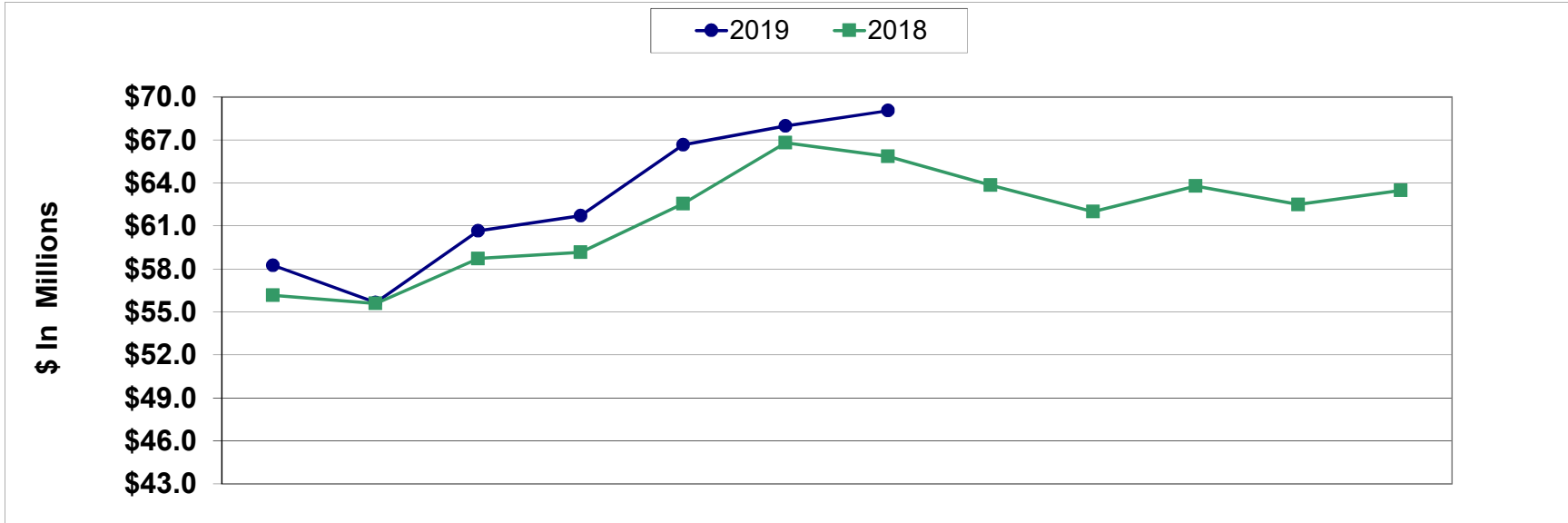
- July Non-Commutation Ridership was 3.2% above '18 and 1.7% above 2019 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.9	2.7	3.2	3.3	3.5	3.6	3.8						22.9
2018	2.7	2.6	2.9	3.0	3.3	3.6	3.6	3.6	3.3	3.4	3.3	3.7	21.7
PCT CHG.	8.8%	2.0%	9.3%	9.0%	9.0%	-0.3%	3.2%						5.7%

July Revenue

- July Total Revenue was 4.9% above '18 and -0.1% below 2019 Mid-Year Forecast.



	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	\$66.7	\$68.0	\$69.1						\$440.0
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	\$424.8
PCT CHG.	3.7%	0.1%	3.3%	4.3%	6.6%	1.8%	4.9%						3.6%

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

TICKET TYPE/SERVICE	July 2019	July 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,237,505	4,273,811	(36,307)	-0.8%
NON-COMMUTATION RIDERSHIP	3,753,380	3,635,509	117,871	3.2%
TOTAL RIDERSHIP	7,990,885	7,909,320	81,564	1.0%

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

TICKET TYPE/SERVICE	July 2019	July 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	29,711,202	29,720,350	(9,148)	0.0%
NON-COMMUTATION RIDERSHIP	22,941,179	21,714,099	1,227,080	5.7%
TOTAL RIDERSHIP	52,652,381	51,434,449	1,217,932	2.4%

* 2018 ridership numbers were adjusted using 2019 factors.

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

REVENUE	July 2019	July 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,225,977	\$30,498,310	\$727,667	2.4%
NON-COMMUTATION REVENUE	\$37,824,172	\$35,347,828	\$2,476,344	7.0%
TOTAL REVENUE	\$69,050,148	\$65,846,138	\$3,204,011	4.9%

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

REVENUE	July 2019	July 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$221,876,861	\$219,619,091	\$2,257,770	1.0%
NON-COMMUTATION REVENUE	\$218,091,060	\$205,214,068	\$12,876,992	6.3%
TOTAL REVENUE	\$439,967,921	\$424,833,159	\$15,134,762	3.6%



Long Island Rail Road

CAPITAL PROGRAM REPORT

LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS & UPDATES
JULY / AUGUST 2019

SPRINGFIELD BOULEVARD BRIDGE AND UNION TURNPIKE BRIDGE REHABILITATION

Milestone: Beneficial Use

Project Budget: \$7.40M

The rehabilitation of two Queens County bridges, Springfield Boulevard Bridge and Union Turnpike, is substantially complete. Springfield Boulevard is a three span, four track bridge, located on the Main Line near Queens Village Station. Work included repair of the girders, platform support infrastructure, various concrete elements, and replacement of passenger platforms currently supported by fascia girders and steel brackets. Some minor extra work, not affecting bridge nor platforms, will continue. Union Turnpike is a single span, two track bridge for freight traffic, located on the Montauk Branch. This bridge work included rehabilitation of bearings and the rebuild of the bridge seat and pedestals. The rehabilitation of railroad bridges and associated components is critical to the LIRR's efforts to maintain and upgrade the bridge infrastructure system throughout the railroad.

LYNBOOK AND ROCKVILLE CENTER VIADUCT RENEWALS

Milestone: Contract Award \$2,287,611

Project Budget: \$7.88M

A Mentor Contract for rehabilitation of one of three viaduct structures in Nassau County was awarded to Hi-Build LLC for \$2,287,611 for Lynbrook Viaduct Package #2, Spans 40-97. The other two viaducts in this project, Lynbrook Spans 1-39 and Rockville Center were awarded in June. The underdeck structural work on these viaducts includes concrete rehabilitation, repairs to joints, utilities, and improvements to the existing drainage system. This project is part of the LIRR's efforts to maintain a state of good repair of the infrastructure, extend the life of the viaduct structures, and improve drainage issues.

NEW HUNTINGTON / PORT JEFFERSON BRANCH ELECTRIC YARD

Milestone: Contract Award \$1,952,388

Project Budget: \$4.00M

A Consultant Contract was awarded to WSP USA Inc to conduct a Feasibility Study and Phase 1 Conceptual Planning for electrification and the associated infrastructure improvements needed on the Port Jefferson Branch from Huntington to Port Jefferson. This contract addresses the first phase of a potential branch-wide expansion effort, and the activities will include gauging public support of an expansion project prior to progressing to full conceptual design. Huntington is a major transfer point between electric and diesel service but does not have a train yard. The Port Jefferson Branch currently operates electric service to Huntington, with the segment between Huntington and Port Jefferson as mostly single track diesel operation. The current project represents the railroad's efforts to alleviate the constraints of single track diesel operation within Commuter Territory and provide for future anticipated ridership growth.

SMALL BUSINESS DEVELOPMENT PROGRAM

New contract/s awarded in this period:

- Lynbrook Viaduct Renewal Package #2 awarded for \$2,287,611 [see above]

Contract/s completed this month:

- Huntington Station HVAC Replacement
- Hempstead Lighting and Fencing

2019 LIRR Capital Program Goals

