



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

May 2020

Members

K. Law

S. Metzger

D. Mack

R. Herman

N. Brown

R. Glucksman

R. Linn

V. Tessitore

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

2 Broadway
20th Floor Board Room
New York, NY

Wednesday, 5/20/2020
10:00 AM - 5:00 PM ET

1. Public Comments Period

2. Summary of Actions

MNR Summary of Actions (None)

LIRR Summary of Actions

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3. Approval of Minutes - April 22, 2020

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LIRR 2020 Work Plan

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LIRR Report

- **LIRR Safety Report**

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MTA C&D Report (None)

MTA Police Report

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- **LIRR/MNR PTC Project Update**

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- **Track Program Quarterly Update**
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8. PROCUREMENTS

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LIRR Procurements

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

MTA C&D Procurements

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- **C&D Non-Competitive (None)**
- **C&D Competitive (None)**
- **C&D Ratifications**
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- **LIRR Capital Program Report**

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Long Island Railroad
Committee Actions and Presentations
Summary for May 2020

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement – LIRR	Hitachi Rail STS	Total Amount: \$27,120,264 \$26,319,065 (Base) + \$801,199 (5 Optional 1-Year Hardware Warranties)	The Long Island Rail Road (LIRR) requests MTA Board approval to award a Public Works contract to Hitachi Rail STS, USA Inc. (formerly Ansaldo STS USA, Inc.) in the amount of \$27,120,264 (\$26,319,065 (Base) + \$801,199 (5 Optional 1-Year Hardware Warranties)) to design, furnish and deliver an upgraded signal system for LIRR's Babylon to Patchogue segment of the LIRR Montauk Branch.
Procurement – C&D	E-J Electric Installation Co. (Long Island City, NY)	Original Amount \$71,248,884 Prior Modifications \$ 2,940,214 Exercised Options \$ -0- Current Amount \$74,189,098 This Request \$10,600,00	Contract CS084 provides the Traction Power System for the East Side Access ("ESA") Project. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA C&D requests that the Board ratify a contract modification for the Contractor to install and test radiating and coaxial cables, and associated conduit and ancillary equipment, for the Positive Train Control ("PTC") system throughout the ESA Project.
Procurement – C&D	Tutor Perini Corporation (Peekskill, New York)	Original Amount \$333,588,000 Prior Modifications \$138,764,767 Exercised Options \$216,800,001 Current Amount \$689,152,768.00 This Request \$ 1,104,000	Contract CS179 provides the systems for the East Side Access ("ESA") project, including the fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA C&D requests that the Board ratify a contract modification for the Contractor to paint exposed steel items installed by the CQ032 Contractor at the Queens Plaza facility, and to fireproof the steel on the Amtrak Bridge. This work is being transferred from Contract CQ032 to Contract CS179.

**Joint Committee and Board Meeting of the Metropolitan Transportation Authority,
the New York City Transit Authority, the Manhattan and Bronx Surface Transit
Operating Authority, the Staten Island Rapid Transit Operating Authority, the
Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority,
the Long Island Rail Road Company, the Metro-North Commuter Railroad Company,
MTA Construction & Development, the MTA Bus Company and
the First Mutual Transportation Assurance Company
Minutes
2 Broadway
New York, NY 10004
Wednesday, April 22, 2020
10:00 a.m.**

The following Board Members were present in person or by videoconference:

**Hon. Patrick Foye, Chairman & CEO
Hon. Randolph Glucksman
Hon. Rhonda Herman
Hon. David Jones
Hon. Linda Lacewell
Hon. Kevin Law
Hon. Robert W. Linn
Hon. David Mack
Hon. Susan Metzger
Hon. Haeda B. Mihaltses
Hon. Robert F. Mujica
Hon. Lawrence Schwartz
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman**

The following alternate non-voting members were present by videoconference:

**Hon. Andrew Albert
Hon. Norman Brown
Hon. John Samuelsen**

The following staff members attended in person or by videoconference:

Mario P eloquin, Chief Operating Officer, Thomas J. Quigley, General Counsel, Robert Foran, MTA Chief Financial Officer, Patrick Warren, MTA Chief Safety Officer, Sarah E. Feinberg, Interim President, NYCT, Craig Cipriano, Acting President, MTA Bus/Senior Vice President, NYCT Department of Buses, Abbey Collins, Chief Communications Officer, Monica Murray, Deputy General Counsel, Governance and Special Projects, Anthony McCord, Chief Transformation Officer, Janno Lieber, MTA Chief Development Officer, MTA Construction & Development, Phillip Eng, President, Long Island Rail Road, Catherine Rinaldi, President, Metro-North Railroad, Daniel DeCrescenzo, Acting President, TBTA, Kuvershen Ayer, Chief Procurement Officer, and David Florio, Director, R.E. Operations, Leasing & Acquisitions.

The Board of the Metropolitan Transportation Authority also met as the Boards of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority, the Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority, the Long Island Rail Road Company, the Metro-North Commuter Railroad Company, MTA Construction & Development, the MTA Bus Company, and the First Mutual Transportation Assurance Company.

Votes reflected in these minutes are those of each Committee and that of the MTA Board.

1. CHAIRMAN FOYE'S OPENING REMARKS.

Chairman Foye called the meeting to order and he thanked Board members, staff and the public for being part of the MTA's Board meeting by videoconference.

The Chairman announced that this MTA regular Board meeting is being held jointly with the Joint Metro North Railroad and Long Island Committee, New York City Transit Committee, Bridges and Tunnels Committee, Finance Committee, Capital Program Oversight Committee and the Safety Committee.

Chairman Foye stated that the meeting is being conducted remotely via videoconference. The Chairman explained that Governor Cuomo's Executive Order 202.1 suspends the Open Meetings Law requirements and accordingly any requirements in the MTA By-Laws that meetings are open to in-person attendance by the public and that Board members may participate only in person are also suspended.

Monica Murray conducted the roll-call and confirmed for the Chairman the presence of a quorum.

Chairman Foye stated that later in the meeting, Agency Presidents and staff will submit their agency reports, procurements and actions for a vote, and the Board members' participation in the meeting by silence at the time of a vote will be considered an affirmative vote for the record. The Chairman advised Board members that if any member would like to vote in opposition or abstain from any action, that Board member should state their name and their vote and it will be recorded for the record.

Chairman Foye noted that speakers for the public comment period were able to register on Monday, April 20, 2020 and send in their video or voice comments. He stated that this approach goes above and beyond what is required for public comment according to the suspension of the Open Meetings Law by Executive Order 202.1.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of Chairman Foye's opening remarks.

2. PUBLIC SPEAKERS SESSION.

The MTA Moderator reminded speakers of the two (2) minute speaking limit and that speakers will be alerted when thirty (30) seconds remain to conclude their remarks.

The following fifteen (15) speakers commented by videoconference during the public speakers session. Refer to the video recording of the meeting produced by the MTA and maintained in MTA records, for the content of speakers statements.

Senator Andrea Stewart-Cousins, NYS Senate Majority Leader
Assemblymember Carl E. Heastie, Speaker of the NYS Assembly
Senator Leroy Comrie, 14th District
Senator Timothy M. Kennedy, 63rd District, Chairman of Committee on Transportation
Assemblymember Amy Paulin, District 88
Assemblymember, Jeffrey Dinowitz, District 81
Assemblymember Robert Carroll, District 44
Anthony Simon, General Chairman, SMART Transportation Union
William DeCarlo, V.P. & National Legislative Director, TCU
Carlo A. Scissura, Esq., New York Building Congress
Colin Wright, TransitCenter
Lisa Daglian, PCAC
Rachael Fauss, Reinvent Albany
Brian Fritsch, Regional Plan Association
Andrew Pollack, Passengers United

3. CHAIRMAN FOYE'S REMARKS.

The Chairman stated that this is undoubtedly the toughest time in MTA history, and the MTA and agencies continues to navigate and manage through this unprecedented emergency. Chairman Foye stated that the most devastating blow of this crisis has been the loss of 83 brave colleagues, who tirelessly dedicated their lives to serving the public, and together with the family members and friends of these employees, the MTA family mourns and grieves their loss of life. The Chairman also commended the rest of the MTA's 74,000-strong workforce, the heroes moving heroes of this pandemic.

Chairman Foye stated that he will begin today's meeting by recognizing and honoring those in the MTA family who we have lost to the coronavirus, with a reading of their names. He and asked Interim President Sarah Feinberg to lead by reading the names of the 52 members of the New York City Transit family that we have lost.

Interim NYCT President Sarah Feinberg recognized the following 52 NYCT employees:

Avron Alves, Dimitry Bozhovskiy, Laricter Brown, Hesroni Cayenne, Randolph Christian, Van Christmas, Jacob Credell, Juan Diaz, Scott Eric Elijah, Clarence Facey, Rhonda Garvin, Ferdi German, Anstay Goddard, Lev Golubuv, David Hamilton, Phyllis Susan Holley, Edward Ilginis, Russell Jackson, Alaa Khalil, Jose Lalu, Frank Lee, Sau Lee, Khemraj Mahadeo, Thankachan Mathai, Aristedes Moraitis, Ananda Mooliya, Foster Moore, Darlisa Nesbitt, Martin O'Connell, Patrick Patoir, Milagros Perez, Peter Petrassi, Winston Pratt, Phyllis Robinson, Steve Rybkin, Caridad Santiago, Robert Sarutto, Palwinder Singh, Rodney Sparrow, Darryl Sweeney, Michael Thompson, Peter Voyt, Uraul Watts, Victor Zapana, Salvatore Lombardo, Thomas David, Robert Mobyed, Nathaniel Brown, Yvette John, Daryl Laborde, Emiliano Padilla, Shelly Johnson.

**MTA and Agencies' Joint Committee and Regular Board Meeting
April 22, 2020**

Craig Cipriano, Acting President, MTA Bus, recognized the 30 members of New York City Transit and MTA Bus who lost their life:

Cornell Anderson, Felix Castillo, Henry Castro, Miguel Chumpitaz, Clyde Coburn, Stuart Cohen, Oliver Cyrus, Wayne Fingall, Joseph Fletcher, Erlin Galarza, Harold Germain, Gregory Graham, Hugo Gutierrez, Ramon Gutierrez, Ernesto Hernandez, Lionel Hogan, James Jackson, Emmanuel Jacob, Cuong Luu, Leon McKnight, Julio Mejia, Hanshraj Nankissure, John Philip, Mohammed Rahman, Alex Saint-Fleur, William Scott, Cesar Torres, Sung Truong, Warren Tucker, Kenneth Wright.

Metro-North Railroad President Catherine Rinaldi recognized the following Metro-North Railroad employee:

John Oles

Following the reading of the employees' names, Chairman Foye asked everyone to join him in a moment of silence to honor these employees and their service and sacrifice.

Chairman Foye stated that he is moved daily by the hardworking transportation employees who continue to show up every day, demonstrating the best of New York. The Chairman stated that New York City has been through tough times before, and in each of these cases New York not only survived, but it thrived and came back stronger and more resilient than before. The Chairman stated that he is optimistic that the same will be true after this pandemic. Chairman Foye stated that the MTA cannot get through this crisis without significant additional federal aid, and the agency is looking to its partners in Washington to deliver adequate funding for New York City and New York State.

The Chairman stated that the MTA is doing everything it can to adapt to this unprecedented situation. Safety is of the utmost importance as the MTA forges ahead to keep the city moving so the other essential workers can continue to move around the city to do their jobs and save lives.

Chairman Foye stated that the MTA is leading the nation in developing a proactive response to protect employees' health, from ensuring priority access to testing for symptomatic transportation workers, to installing plexiglass barriers at back-office work locations. The list of actions that the MTA has taken since March 1, 2020 is long and continues to grow. The Chairman stated that MTA Chief Safety Officer Patrick Warren will provide a more comprehensive update on the safety measures taken.

The Chairman thanked Mr. Warren, Chief Operating Officer Mario Pélouin, and the agency Presidents, Sarah Feinberg, Craig Cipriano, Catherine Rinaldi, Phillip Eng and Daniel DeCrescenzo, for their steadfast leadership during this unprecedented and difficult time. The Chairman also acknowledged the rest of the senior leadership team for their continued hard work.

Reporting on some gains made by the MTA, Chairman Foye stated that more than 5,400 employees have returned to work, and the number of quarantined workers is down to roughly 3,800 from a high of approximately 6,000.

Chairman Foye stated that, as the MTA grieves the loss of 83 of its colleagues, the agency wants to make sure that it cares for the families of these fallen heroes. The Chairman stated that today the Board will vote on a first-in-the-nation COVID-19 Family Benefits program for the dedicated and heroic workforce that will ensure that their families receive support. Twenty-six different unions have approved 41 agreements. The MTA is continuing discussions with all labor partners to extend these benefits to all MTA represented employees. The agreement will cover non-represented employees as well. Chairman Foye stated that the MTA appreciates the support of its labor partners in these efforts, and he commended John Samuelsen and Tony Utano, TWU; Anthony Simon and the other LIRR labor leaders, including Matt Mitchell, and Ed Valente and Bill DeCarlo at Metro-North. Chairman Foye noted that the idea began with discussions held with John Samuelsen.

Chairman Foye stated that the MTA is looking forward to Congress following suit by providing all essential workers, including MTA employees, with a form of federally funded hazard pay that recognizes how every frontline employee continues to show up every day, putting their fears aside in recognition of their service to the public. The Chairman stated that the MTA is hoping that the federal government will also recognize the critical role the MTA and the transportation network plays for the region.

Chairman Foye stated that, although it has been suggested that the transit system should have been shut down by now, it is clear that shutting down the system would only have caused more harm, as the system is responsible for transporting the essential workers who are literally saving lives. The Chairman stated that when this health crisis ends, it will be evident that New York's transportation system is vital and necessary, not only during robust times, but during times of crisis as well.

Chairman Foye stated that what the MTA needs now is \$3.9 billion of significant additional emergency aid from Washington. The pandemic has driven ridership down precipitously, decimating fare and toll revenue, and the dedicated revenue sources that support the agency are also in free fall. The Chairman stated that these are extraordinary times that call for extraordinary measures and that the MTA is calling on Congress to deliver a national solution to a national crisis.

Chairman Foye stated that while the MTA is grateful to the New York Congressional delegation, led by Senator Chuck Schumer and Chairwoman Nita M. Lowey, for the nearly \$4 billion directed to the MTA in the CARES Act, it is not sufficient to plug the massive hole in the MTA's operating budget. The Chairman stated that last week, the MTA released the findings of a detailed economic study that was completed by McKinsey & Company in close partnership with Janno Lieber; the study estimated the full impact of the virus on the MTA to be between \$7 and \$8.5 billion. Chairman Foye stated that restoring the MTA's financial health is a matter of national interest. When this crisis is over, the MTA will be there to power the recovery, because mass transportation is the lifeblood of the New York economy, which accounts for 10 percent of the national GDP. Chairman Foye stated that New York State cannot recover without a strong public transportation system and this country cannot recover without a strong New York State. The MTA's Congressional delegation, led by Senator Schumer and Chairwoman Lowey, support this effort. Chairman Foye stated that the MTA was seeing major gains before the pandemic hit and does not want to go backwards when this crisis ends - the MTA needs Congress to act now. Chairman Foye acknowledged the support of the MTA's union partners in the MTA's efforts to secure funding during its

initial requests and stated that the MTA will continue to work closely with the unions in the mission to secure an additional \$3.9 billion.

4. CHIEF SAFETY OFFICER'S PRESENTATION.

Patrick Warren, MTA Chief Safety Officer, provided an update on the MTA's safety initiatives.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of Mr. Warren's presentation.

5. CHIEF FINANCIAL OFFICER'S PRESENTATION.

Robert Foran, MTA Chief Financial Officer, provided an update on the MTA's financial status and initiatives.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of Mr. Foran's presentation.

Chairman Foye noted that while the Agency's Transformation initiatives remain on pause, Chief Transformation Officer Anthony McCord will continue to support the agencies initiatives.

6. CHIEF DEVELOPMENT OFFICER'S PRESENTATION

MTA Construction and Development and CPOC Presentation

MTA Chief Development Officer and Construction and Development ("C&D") President Janno Lieber gave a presentation to update the Board on the progress of C&D projects during the COVID-19 crisis and on the Capital Program.

President Lieber, on behalf of himself and the entire C&D Construction team, expressed admiration and appreciation for the employees of the Long Island Rail Road, Metro-North Railroad and New York City Transit. C&D has been able to continue critical work on infrastructure projects because these agency employees have made it possible for construction workers to get to their job sites on a daily basis.

Mr. Lieber also reported that C&D started phasing in telecommuting on March 9, 2020, and by the week of March 16th the entire C&D staff was telecommuting. He noted that the ability to work from home has had a positive impact on the agency's relatively low COVID-19 infection rate. C&D has had nine positive cases reported out of a workforce in excess of 700.

Mr. Lieber then went on to explain how telecommuting was implemented at C&D. He reported that one of the first things the agency did was create an app that allowed for remote management of its projects. Mr. Lieber advised that the agency has in excess of 500 projects reporting their daily status virtually. A total of 50 active projects were partly or completely shut down during this crisis due to manpower issues or other COVID-19 related impacts. Mr. Lieber reported that, as of the date of the Board meeting, that number is down to 24 projects, illustrating that the agency is getting back to full strength.

Mr. Lieber also touted the effectiveness of the app in assisting the agency in its efforts to identify and resolve issues quickly. Examples include situations where personal protective equipment ("PPE") is

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April 22, 2020**

needed or where breaks in the supply chain might be occurring, which are situations more easily addressed as a result of the app. He also noted that the app is helpful in disseminating the mandatory protocols for safety and guidance coming from MTA leadership and NY State leadership. Mr. Lieber reiterated that the app has been a key tool in the agency's effectiveness during this period.

Mr. Lieber stressed that safety is C&D's number one priority. Even as projects were deemed to be essential transit infrastructure and allowed to continue progressing, C&D had to implement aggressive safety protocols. The agency completely changed work sequencing on its construction projects to ensure that crews performing the work could accomplish social distancing by limiting crew size and provide appropriate distance among crew members. Equally important was that crews did not interact physically with the other crews, that tools were properly disinfected, that there were controls on the number of workers who are required to work in confined spaces like pump or electrical rooms to allow social distancing to be practiced, and that spaces were disinfected when someone who worked there was identified as having tested positive for COVID-19.

Mr. Lieber also pointed out that C&D published a very effective series of protocol flowcharts depicting different scenarios, which enabled contractors to correctly manage the risk to workers and ensure that the work was being performed properly and in compliance with the medical advice C&D was receiving from the New York State Department of Health and MTA's Office of Health and Safety. C&D also issued to all of the projects a Daily Safety Checklist, which is to be filled out each day and used as a reminder and mechanism to enforce the rules for proper PPE, social distancing, and maintaining safe practices.

Mr. Lieber advised the Board that C&D also created a 24/7 telephone hotline just for contractors and consultants to call with their COVID-19 reports concerning incidents and identification of COVID-19 positives in their work force. Indexes from the hotline indicate that, as of today, out of a contractor and consultant workforce of 5,500, the hotline has almost 100 self-reported COVID-19 cases, all unconfirmed. Mr. Lieber stated that these numbers indicate that, through our practices, we are doing a good job of limiting the spread of COVID-19 through the workforce. Mr. Lieber acknowledged that one of our consultant firms, Hill International, which is providing consultant construction management services on C&D security projects in Staten Island, had a casualty - Construction Manager Phil Pinto, who passed away due to the COVID-19 virus. Mr. Lieber stated that we mourn the loss of Mr. Pinto.

Mr. Lieber further reported that C&D has distributed a ton of supplies and PPE to the projects to keep the workforce safe. He noted that while the agency did suffer a drop in contractor/consultant workforce early on of roughly 25%, in the past few days they have gained back about half of the personnel lost during that time, so they are operating a pretty high level of staffing at this point.

Mr. Lieber emphasized that a lot of the credit for the work continuing goes to the partnership C&D has developed and maintained with the contracting associations and the labor groups around the region. This includes the General Contracting Association ("GCA"), the New York Building Congress, the BTEA and organized labor at the DCTC, along with sister organizations in Long Island, Westchester and the northern suburbs. Mr. Lieber noted that C&D has maintained constant communication with these organizations, and that they have helped the agency disseminate information about worker safety and safe project management, resulting in MTA's ability to maintain progress on the majority of the Capital Program.

Mr. Lieber reported that C&D continues to progress on schedule with the L Train and some of the other projects, and that these accomplishments were due to innovation. Mr. Lieber provided the examples of utilizing Go Pro cameras to allow for remote construction inspections that C&D typically does in-person, using video and Zoom to do factory acceptance tests of equipment or electronic systems when

C&D would normally send MTA personnel to the factories, and, most important, moving this forward with aggressive management from the C&D team.

Mr. Lieber noted that progressing the work also required not burdening the operating agencies, which are focused on maintaining service. Instead, C&D reorganized its work to maximize outages and to minimize flagging resources. Other measures taken by C&D included repositioning work trains to ensure that staff would be in position to load and operate the trains without creating an additional burden on New York City Transit resources. This was a key to C&D's continued success.

Mr. Lieber discussed the progress made on C&D projects during this time. He reported that the Times Square Shuttle Project is actually trending ahead of schedule due to C&D's ability to close the shuttle down and have the No. 7 Line provide the connectivity that the shuttle might otherwise provide. Mr. Lieber also noted that the work on the Third Track Project and many other projects continue to be on schedule. He also cautioned that while C&D is doing well, it is still early, and COVID-19 has caused serious problems in some of the supply chains that has inhibited work progress on some projects. He further noted that a lot of the contractors have submitted force majeure letters that MTA is reviewing. Mr. Lieber said that C&D will look to mitigate any delays and will work closely with the Office of Construction Oversight and the MTA's Independent Engineer to evaluate any schedule impacts and how to mitigate them.

Mr. Lieber reported that one of the other important things that C&D did to ensure that the industry could survive during this tremendously challenging period was to emphasize that timely payments be made to the contractors. Mr. Lieber stated that C&D has been able to continue to make payments to contractors as it did before the crisis and acknowledged the contributions of the MTA's Business Service Center in making that possible while working remotely.

Mr. Lieber reported that the MTA does not have the Capital Program that it had planned, that awards of new contracts are temporarily suspended for at least sixty days and that the \$13 billion in capital contracts that were planned to be awarded in 2020 are currently outstanding. Mr. Lieber noted that some of the projects that C&D had worked hard to set in motion and which are now on hold include the 23 Station ADA Accessibility Project that C&D kicked off so aggressively, the Rutgers Tunnel Project that C&D wanted to get done before the 8th Avenue CBTC Project started, and all of the work on the Flushing Line, especially stations and structures. Mr. Lieber further noted that, despite these holds, C&D is still in a position to kick off that work and accelerate it if and when the federal government deals appropriately with the MTA's request for operating budget relief and also a stimulus program.

Mr. Lieber also recognized the employees at C&D who have been working remotely and have been very productive. As part of the MTA's transformation, C&D is incorporating the Construction Groups from each of the operating agencies, and Mr. Lieber stated his belief that working remotely under these circumstances has allowed the agency to build a cohesive team with a positive team spirit. He noted that a big part of that success is the aggressive communication effort undertaken by C&D, which includes sending out three electronic newsletters a week to keep employees informed and up to date. He further explained that the tremendous amount of electronic and telephone communication, along with the newsletter, makes everyone feel very connected, and, with the use of the new technologies as well with the traditional means of communication, C&D has built something that it can roll into what it hopes will be a more aggressive program in the days to come.

Board Member Albert inquired whether the Rutgers Tube Project delay will mean that the Eighth Avenue CBTC project will also be delayed. Mr. Lieber responded that everything is on hold now, and that C&D needs clarity on where it is “operating budget wise” before the agency starts to make the kind of capital program expenditures that were contemplated in the 2020–24 Capital Program adopted by the Board and approved by the Legislature. Mr. Lieber noted that there are limited exceptions on C&D’s in-house capital construction work where C&D has the forces available and they are being paid for their work and time. He noted that, other than that and maybe a little bit of “use it or lose it funding,” from the federal government, C&D is really at a standstill in terms of making new commitments. Mr. Lieber made clear that all of the good news that he conveyed really has to do with C&D projects that the Board previously authorized and that “going forward projects” have to wait for funding.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for further details of Mr. Lieber’s report.

7. APPROVAL OF MINUTES.

Upon motion duly made and seconded, the Board approved the Minutes of the Joint Committee and Board meeting of the MTA and MTA Agencies held on March 25, 2020.

8. MTA FAMILY BENEFITS.

Chairman Foye stated that it is imperative that the MTA take care of the families of the heroic transportation workers who lost their lives due to COVID-19; these families have suffered a tragic loss, and the sacrifice of their loved ones deserves to be recognized.

Benefits include a payment of \$500,000 from the MTA to the surviving family of any worker who lost his or her life due to COVID-19. The benefits also provide health insurance to the worker’s spouse and dependents to the age of 26 for three years.

Chairman Foye stated that the agency has come to 41 agreements with 26 different unions on this issue, and the agreement extends to non-represented workers as well. The MTA is working with all of its labor partners to extend these benefits to all of the MTA’s represented employees.

Chairman Foye made a motion to adopt and approve the agreements reached with various MTA unions for the COVID-19 Family Benefits program and all other actions presented in the Board materials.

Upon motion duly made and seconded, the Board approved the agreements listed in Attachment A of the staff summary and authorized the Chairman to execute future agreements without further approval on the same terms with any certified representatives of MTA employees that have not yet executed such agreements.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, and to the staff summary for details relating to the action item, copies of which are on file with the records of the Board meeting minutes for MTA.

9. METRO-NORTH PRESIDENT CATHERINE RINALDI’S PRESENTATION.

A. Metro-North President’s Report:

President Rinaldi reported that Metro-North continues to respond to the COVID-19 pandemic and move Metro-North employees and employees of the other MTA agencies, as well as medical providers, police officers, firefighters, grocery store workers, pharmacists, and essential construction workers – all of whom play a critical role during this unprecedented emergency.

On Friday, March 27, 2020, Metro-North began operating a reduced schedule on the Hudson, Harlem, and New Haven Lines while monitoring conditions in the field. With the reduced service, trains were far from crowded, and it is estimated that ridership is down at least 95%. However, at the same time, COVID-19 has had an impact on the availability of Metro-North's train and engine crews. As a result, Metro-North has made further adjustments to schedules (beginning last Monday, April 13, 2020) and started operating all-day hourly service. Normal weekday capacity has been reduced by approximately 60 percent when compared to a normal weekday. The reduced schedule runs 328 trains, down from 713 during a normal schedule.

President Rinaldi reported that Metro-North continues to monitor conditions to ensure customers are still able to maintain social distancing and will layer additional trains into the schedule if conditions warrant. In addition, Metro-North has discontinued ferry service between Haverstraw and Ossining and Newburgh and Beacon and is instead providing substitute bus service. The Hudson Rail Link bus service at Spuyten Duyvil and Riverdale Stations continues to operate. Overall service delivery in March was strong as Metro-North operated above goal at 98.5%. In addition, all service periods operated above goal and year-to-date through the end of March, Metro-North operated 1.9% better than in 2019. For West of Hudson service, the Port Jervis and Pascack Valley Lines performed above goal at 97.5% overall.

President Rinaldi reported that during this difficult time, Metro-North's top priority is keeping customers and employees safe, and Metro-North is taking all measures possible to prevent the spread of COVID-19. Metro-North forces continue to disinfect stations two times a day, sanitize trains daily, and perform a complete cleaning of trains every 72 hours.

Metro-North is also cleaning and disinfecting employee facilities and remains focused on making working conditions as safe as possible. External contractors have been retained to assist with cleaning services, but Metro-North's own cleaning and custodial forces continue to work tremendously hard. Masks have also been distributed to frontline workers and are made available to all employees for social distancing purposes.

President Rinaldi stated that she is very proud of Metro-North's frontline employees who come to work every day to answer an all-important call to duty, by providing essential workers with transportation to their vital workplaces. Metro-North employees are demonstrating amazing dedication to providing service during this unprecedented time, and the essential workers who are doing their part are perhaps the humblest and the least likely to be heralded by the public for their exceptional service.

President Rinaldi remarked that she is truly proud to be working with such a professional work force. The entire team at Metro-North continues to amaze her, and their dedication is

inspiring. She expressed her gratitude to the Metro-North employees who show up every day to keep the region moving and help everyone make it through this difficult time.

In closing, President Rinaldi provided a brief update on Positive Train Control (“PTC”). Metro-North remains on target to fully implement PTC across the territory by December 31, 2020. PTC has been fully implemented along the entire Hudson and Harlem Lines, as well as the Danbury and New Canaan Branches. Metro-North now has 74.5% (182.2) route miles in full PTC functionality and is focused on the next segment that will come on-line between Woodlawn and Stamford on the New Haven Line. Also, during the weekend of March 27, 2020, Metro-North performed the last cut-in segment for the new signal system on the Port Jervis Line. The new signal system is now in fully operational on the Port Jervis Line and is needed to support full PTC implementation.

B. Joint Information Item:

- a. Long Island Rail Road/Metro-North PTC Status Report

C. Metro-North Procurement:

- a. Board approval for a contract modification to an existing miscellaneous service contract with the firm Dayton T. Brown in the not-to-exceed amount of \$1,600,000. The funding will allow Dayton T. Brown to provide additional staffing to support PTC fieldwork and perform additional site visits.

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

D. Other Metro-North Committee Items:

- Minutes of the Joint Metro-North and Long Island Rail Road Committee of March 25, 2020
- Metro-North 2020 Work Plan
- Metro-North Safety Report
- MTA Police Report
- Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports

The details of the above Metro-North Committee items are contained in reports filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi’s presentation.

10. LIRR PRESIDENT PHILLIP ENG'S PRESENTATION.

A) LIRR President's Report

President Eng stated that his heart goes out to all who have been affected by this pandemic and expressed his deepest sympathies to all the families here at the MTA and across our communities that have lost loved ones to this deadly disease. President Eng asked everyone to please keep the Kenny family in their thoughts and prayers as we mourn the loss of Ray Kenny, former Acting LIRR President, who passed away from this deadly virus on Saturday. His love for the railroad community was unsurpassed and in return, all its members loved him back. President Eng stated that Ray Kenny will be deeply missed but his contributions will be with us forever, not only at the LIRR, but across the industry.

President Eng stated that these tragic losses strengthen our determination to join together and fight the pandemic. He assured LIRR employees and riders to that LIRR is doing everything it can to keep them safe. LIRR teams are hard at work each day, aggressively disinfecting stations, the fleet and employee facilities.

President Eng stated that while continuing to run LIRR's robust Essential Service Plan, they realize that these are some of the most important trips LIRR is making in its 185-year history. LIRR is also making sure that these frontline workers who are helping to save lives in this crisis can get to work and back home safely and reliably.

President Eng stated that over the last two years, LIRR has worked aggressively to address infrastructure needs and improve operations so we could provide a growing ridership with a more reliable commute. The LIRR has always been integral to Long Island, and we take our jobs seriously for every customer we serve. But as we sit here today, even with ridership down more than 95%, our service is more vital than ever. President Eng observed that he couldn't be prouder of how the LIRR workforce has risen to this challenge.

President Eng stated that through all this uncertainty, LIRR continues to run safe and reliable service. Since March 27th, LIRR has been nonstop in delivering its Essential Service plan, carrying critical personnel across Long Island.

President Eng stated that LIRR promised its riders that it would monitor the changes in this service and adjust accordingly. He reported that in the first days of this Service Plan, LIRR promptly added 6 AM peak and 6 PM peak trains, bringing service levels to 70% of a normal weekday schedule, totaling 531 trains each weekday and 516 trains on weekends. This level of service allows essential employees to practice social distancing while traveling on the Railroad. LIRR continues to monitor ridership travel patterns and remain prepared to make further modifications if necessary.

President Eng stated that the LIRR workforce continues to work tirelessly helping New York flatten the curve and overcome this pandemic. Together with their colleagues across the MTA, they are truly heroes moving heroes.

President Eng stated that it is important to note LIRR couldn't be doing what it is doing without the leadership and support from its Labor Partners. As Anthony Simon said during his public comments today, open lines of communication have enabled LIRR to address employee needs in an urgent fashion and provide them with the information and tools to safely perform their jobs.

President Eng stated that with the continued running of the Service Plan, now more than ever, critical infrastructure work is needed. The Railroad's department heads are finding new ways to ensure that the workforce can safely accomplish these key projects. This protects service both today and in the future when LIRR begins to increase service levels to support a reimagined New York that reopens in a smart and disciplined manner.

President Eng reported that in March, LIRR finished a variety of critical work on time and as planned, including platform repairs at St. Albans Station; commissioning of the new employee facility at the Mid- Suffolk Yard; continued support for the installation of a new substation in Freeport; and progress on the Sandy rehab efforts in Long Beach.

President Eng highlighted LIRR's completion of state of good repair concrete tie replacement work on the Ronkonkoma Branch between Farmingdale and Ronkonkoma Stations this past month. This work makes this stretch of the Ronkonkoma Branch even more reliable and safer than before.

President Eng noted that in addition, LIRR's critical inspection and maintenance programs have proceeded without delay, including its aggressive Sperry rail testing, which identifies hidden rail defects so LIRR can proactively address them, avoiding potential issues.

President Eng reiterated that it would be impossible to achieve this work without the diligence of managers and, members of the critical workforce, such as Track, Signal, Power and Structures crews. They are not necessarily public-facing, but just as important in accomplishing LIRR's goals.

President Eng stated that looking toward the day when we get past this pandemic, it is imperative LIRR continues to deliver on key expansion projects and work with MTA Construction and Development on both the Main Line Expansion and East Side Access.

Providing an update on Positive Train Control ("PTC"), President Eng stated that LIRR has adjusted its deployment strategy to maintain operations, and the project remains on schedule to meet the deadline. Additionally, although the System Integrator and their vendors are facing the same challenges as all of us through this pandemic, they have found ways to continue working safely and remain committed and on target to hit the December 2020 deadline.

President Eng stated that despite the pandemic, in March LIRR resubmitted its Safety Plan to the Federal Railroad Administration ("FRA") on schedule, as committed, and LIRR continues to add sections into extended Revenue Service Demonstration. Progress is also being made with Amtrak and the FRA to address Amtrak's proposed alternative

solution and ensure their onboard back-to-back software is interoperable as their trains pass through Harold Interlocking.

President Eng referred to the Committee Book for additional information concerning PTC and for LIRR's other reports, including its On-Time-Performance, which was 95.3% in March.

President Eng reported that to date LIRR has had 236 employees test positive for the virus with a total of 407 in quarantine. There are 116 employees who have overcome the virus and are ready to return to work; 758 have returned to work from quarantine. President Eng stated that we are constantly thinking of them, our colleagues across the MTA and all their families as we pray for their full recovery.

President Eng reaffirmed to the public that the LIRR and its workforce are here for you and that LIRR remains committed to providing the necessary level of service that its essential riders depend on. President Eng stated that he wants LIRR's riders and employees to know that he will do everything in his power to ensure that we support them as they demonstrate courage and determination in this battle against an unprecedented and deadly virus. President Eng stated that we are proud members of our communities and because of that we take this personally as we work to protect our friends, family and colleagues against COVID-19.

President Eng affirmed that we will get through this together and thanked those who can stay home for doing so. To all the essential workers including LIRR's own workforce, managers and Labor Partners, President Eng stated that he is proud to work with you to support our workforce, both frontline employees and those working hard behind the scenes. President Eng stated, addressing employees from the Human Resources, Communications, Safety, Procurement, Signal, Power, Track, Structures and Legal departments and to employees in public-facing crafts such as Conductors, Engineers and Stations personnel, who are all coming together to make this happen every single day -- you are heroes moving heroes.

The details of the above LIRR Committee items are contained in reports filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records, contains a complete record of President Eng's presentation.

B. Joint Information Item:

- a. Long Island Rail Road/Metro-North PTC Status Report

C. LIRR Procurements

President Eng reported that for our procurements this month, we have one Non-Competitive sole source procurement which entails exercising two separate options, both of which are Original Equipment Manufacturer ("OEM") contracts for essential OEM replacement parts. One is on behalf of both Metro-North and LIRR for our shared M7

fleet with Bombardier and the other is for the LIRR's DE/DM locomotive fleets with Progress Rail Locomotive.

- The Bombardier contract option is for \$220 million over five (5) years; and
- The Progress Rail Locomotive option is for \$30 million over two (2) years.

Parts would be paid for only upon order and delivery, and only those parts that are necessary for service will be ordered. President Eng noted that approval of this procurement does not commit the MTA to any minimum spending. He also noted that this procurement is necessary and prudent to ensure that both Metro-North and LIRR have the ability to procure essential components and ensure that both fleets can continue to run reliably and safely.

President Eng then submitted this procurement item for Board Approval.

Upon motion duly made and seconded, the Board approved the foregoing procurement. The details of the procurement are contained in documentation filed with the records of this meeting.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of President Eng's report, and to the staff summary for details relating to the procurement, copies of which are on file with the records of the Board meeting minutes for the MTA and LIRR.

D. Other LIRR Committee Items:

- Minutes of the Joint Metro-North and Long Island Rail Road Committee of March 25, 2020
- LIRR 2020 Work Plan
- LIRR Safety Report
- MTA Police Report
- Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports

The details of the above LIRR Committee items are contained in reports filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records, contains a complete record of President Eng's presentation.

11. NYCT INTERIM PRESIDENT SARAH FEINBERG'S PRESENTATION.

Interim President Sarah Feinberg opened by stating that the men and women of NYCT are heroes and first responders. She went through the top priorities of the agency and stated that the first priority was continuing to be the heroes who are moving the heroes. Interim

President Feinberg stated that NYCT is continuing to provide safe and reliable service for the essential workers who continue to get New York through this crisis. She noted that since moving to the essential service plan a few weeks ago in order to respond to crew availability issues, service and reliability have steadily improved. She emphasized that even with thousands of employees out with illness or under quarantine, the agency is now hitting about 95% of our essential service on any given weekday. Interim President Feinberg also noted that NYCT is addressing sporadic crowding issues proactively by increasing service on the #2 line despite crew absences and adding bus service. She stated that NYCT has worked closely with the police to address overcrowding.

Interim President Feinberg stated that another priority was doing everything to keep the workforce safe at this time. She explained that NYCT is providing personal protective equipment (PPE) to workers including millions of gloves, hundreds of thousands of masks and thousands of gallons of hand sanitizer. Interim President Sarah Feinberg emphasized how proud she is that we have been the most aggressive transit agency in the country to act quickly and decisively to protect the workforce. She noted that being on the leading edge of this virus and crisis has been a massive challenge, and everyone at MTA, in New York and in the country would agree that we wish the country had been more prepared in terms of PPE availability from manufacturers. However, she expressed how grateful she was for the procurement team for the supplies they have been able to procure and for the teams who have efficiently moved it throughout the system to our workers. She deeply thanked the workers for their patience. Interim President Feinberg stated that there will always be challenges distributing anything to a workforce of tens of thousands of people who report to more than 1,000 reporting locations, but as she has said repeatedly to the agency's workforce, she implored again that if you show up for work and you do not have the PPE you need, raise your hand, tell your manager, tell your supervisor, email her, and they will make sure you get what you need. She stated that each of us hears from a handful of people here and there and in each case, PPE has either been readily available, which is almost always the case, or has been delivered or refreshed. She thanked the team for being able to provide that.

Interim President Feinberg stated that the third priority has been keeping the system safe and secure for our riders. There is no excuse but for our system to be as safe and secure as it could possibly be, and she stated that we have taken and will continue to take all measures to ensure safety.

Interim President Feinberg then addressed the crime that occurred at 110th Street on March 27th, where, she said a horrendous and allegedly intentionally set fire raced through the 110th street station and train. She stated that Operator Garret Goble, Conductor Rigoberto Mendez and officer and off-duty Conductor Collin Beard evacuated passengers safely and Operator Goble attempted to escape the fire and the resulting heavy smoke but lost his life. Interim President Feinberg said this` incident has been devastating for the NYCT family and that we wish comfort and peace for Garrett's wife Delilah, his mother Vicky, his two young sons and everyone who loved him and cared for him.

Interim President Feinberg closed by offering her heartfelt thanks to the entire workforce, the 51,000 people who continue to work on behalf of NYCT and the public, and to their families, their spouses, their parents and children and loved ones who wait for them to return home.

**MTA and Agencies' Joint Committee and Regular Board Meeting
April 22, 2020**

She emphasized that we are grateful to them as well and we know that their sacrifices are very real and deep.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Interim President Feinberg's presentation.

12. TBTA ACTING PRESIDENT DANIEL DeCRESCENZO'S PRESENTATION.

A. TBTA Report.

Committee on MTA Bridges and Tunnels Operations

Mr. DeCrescenzo offered his condolences to the families of MTA employees who have passed away from COVID-19. Mr. DeCrescenzo also recognized TBTA employees for their ongoing efforts: those who are out in the field keeping the public safe and those who are telecommuting. He noted that both groups are ensuring the continuation of TBTA's core business during these challenging times.

B. TBTA Committee Items:

Procurements

Mr. DeCrescenzo stated that there are two (2) procurements totaling approximately \$42.6 million.

Non-Competitive Procurements

Mr. DeCrescenzo stated that there are no non-competitive procurements.

Competitive Procurements

Mr. DeCrescenzo stated that there are two (2) competitive procurements totaling approximately \$42.6 million.

Modifications to Personal Service Contract and Miscellaneous Service Contract Awarded

TransCore, LP	Contract No. PSC-13-2949 TBTA is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to amend this personal service contract with TransCore, LP to: (i) implement cashless tolling at the Verrazzano-Narrows Bridge Eastbound travel lanes and (ii) upgrade TBTA's Travel Time System to serve as an interim Toll Collection System in case of a catastrophic event.	\$16,996,380.00
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Modifications to Purchase and Public Works Contracts Awarded

El Sol Contracting/ES II Enterprises JV	Contract No. VN-84AX TBTA is seeking Board approval under the All Agency Procurement Guidelines to	\$25,610,000.00
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**MTA and Agencies' Joint Committee and Regular Board Meeting
April 22, 2020**

modify this public works contract with El Sol Contracting/ES II Enterprises, a Joint Venture, for work associated with the implementation of Split Tolling at the Verrazzano-Narrows Bridge.

Upon a motion duly made and seconded, the Board approved these procurements.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Acting President DeCrescenzo's report, and to the staff summaries for the details relating to the procurement items, copies of which are on file with the records of the Board meeting minutes for MTA and TBTA.

13. MTA COMMITTEE ON FINANCE.

- A. Procurement Item.** MTA Chief Procurement Officer Kuvesh Ayer presented a summary of the procurement item for Board approval.

Upon motion duly made and seconded the Board approved the following procurement item listed below. The specifics are set forth in the staff summary and documentation filed with the meeting materials.

1. International Business Machines Corp (IBM) – Managed Security Services for Cyber Security Operations Center – No. 900000000003412). Approval of a competitively negotiated, personal service contract to IBM to assess, design and implement standardized cybersecurity controls across all operations and informational MTA technology systems. IBM will also provide managed security services to augment the MTA's Cyber Security Operations Center (CSOC).

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Mr. Ayer's summary of the procurement item.

- B. Real Estate Items.** David Florio, Director, R.E. Operations, Leasing & Acquisitions, presented a summary of the real estate items for Board approval.

Upon motion duly made and seconded the Board approved the real estate items listed below. The specifics are set forth in the staff summaries and documentation filed with the meeting materials.

New York City Transit Authority

1. Revocable license agreement with Jamestown OTS, L.P. of a volume of space located at Times Square Station Complex, New York, N.Y.
2. License agreement with National Resources, LLC/Hudson View Associates, LLC, for installation of a roof top antenna pole and equipment for telecommunications as part of the Bus Radio System (BRS) located at a mutually agreed portion of the roof at 29 Wells Avenue, Yonkers, N.Y.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Mr. Florio's summary of the real estate items.

14. SAFETY COMMITTEE. Patrick Warren, Chief Safety Officer, presented the Safety Report and a summary of the action item.

A. Action Item. Upon motion duly made and seconded the Board approved the action item listed below. The specifics are set forth in the staff summary and documentation filed with the meeting materials.

1. Public Transportation Agency Safety Plan ("PTASP"). Approved the 2020 PTASP for NYCT Department of Subways and Department of Buses/MTA Bus.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for further details and to the staff summary, a copy of which is on file with the records of the meeting of the MTA Board.

15. ADJOURNMENT.

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 11:44 a.m.

Chairman Foye announced that the next Board meeting will be held on May 20, 2020

Respectfully submitted,

Richard Gans
Vice President,
General Counsel and Secretary
Metro-North Railroad

Paige Graves
Vice President,
General Counsel and Secretary
Long Island Rail Road Company

Mariel A. Thompson
Assistant Secretary
NYCTA

David K. Cannon
Assistant Secretary
MTA C&D

Adana Savery
Assistant Secretary
TBTA

Victoria Clement
Assistant Secretary
MTAHQ

2020 Metro-North Railroad Committee Work Plan

<u>I. RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chairs & Members
2020 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	
<u>II. SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>May 2020</u>	
Final Review of 2019 Operating Budget Results	Finance
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
Diversity/EEO Report – 1 st Quarter 2020	Diversity and EEO
<u>June 2020</u>	
LIRR/MNR PTC Project Update	President
Progress on Way Ahead Strategic Plan	Strategic Initiatives
<u>July 2020</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
<u>September 2020</u>	
2021 Preliminary Budget (Public Comment)	Finance
2020 Mid-Year Forecast	Finance
2020 Fall Schedule Change	Operations Planning & Analysis
PTC Status Report	Engineering
Diversity/EEO Report – 2 nd Quarter 2020	Diversity and EEO
<u>October 2020</u>	
2021 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Project Update	President
Track Program Quarterly Update	Engineering
Holiday Schedule	Operations Planning & Analysis

November 2020

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

Committee Chair & Members
Engineering
Strategic Initiatives

December 2020

2021 Final Proposed Budget
2021 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2020
LIRR/MNR PTC Project Update

Finance
Committee Chairs & Members
Diversity and EEO
President

January 2021

Approval of 2021 Committee Work Plan
Track Program Quarterly Update
PTC Status Report

Committee Chairs & Members
Engineering
Engineering

February 2021

Adopted Budget/Financial Plan 2021
2020 Annual Operating Results
LIRR/MNR PTC Project Update
Diversity/EEO Report – 4th Quarter 2020
2021 Spring/Summer Schedule Change

Finance
Operations
President
Diversity and EEO
Operations Planning & Analysis

March 2021

Annual Elevator & Escalator Report
Customer Satisfaction Survey Report
2020 Annual Ridership Report
PTC Status Report

Engineering
Operations Planning & Analysis
Operations Planning & Analysis
Engineering

April 2021

LIRR/MNR PTC Project Update

President

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2019 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

MAY 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.

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.

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.

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.

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.

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.

Track Program Quarterly Update

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

PTC Status Report

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

SEPTEMBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

2020 Mid-Year Forecast

The agency will provide the 2020 Mid-Year Forecast financial information for revenue and expense by month.

2020 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 2020.

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 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.

OCTOBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 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.

Holiday Schedule

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

NOVEMBER 2020

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

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 2020

2021 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2021.

2021 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2021 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd 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.

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 2021

Approval of 2021 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2021 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 2021

Adopted Budget/Financial Plan 2021

The Agency will present its revised 2021 Financial Plan. These plans will reflect the 2021 Adopted Budget and an updated Financial Plan for 2021 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget.

2020 Annual Operating Results

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

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 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.

2021 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 2021.

MARCH 2021

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 2020 survey distributed to customers on the Hudson, Harlem and New Haven Lines and West of Hudson service.

2020 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2020 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

PTC Status Report

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

APRIL 2021

LIRR/MNR PTC Project Update

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

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2020 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
Performance Metrics Report	President/Senior Staff
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>May 2020</u>	
Final Review of 2019 Operating Budget Results	Management & Budget
Summer Track Work Programs	Service Planning
Diversity/EEO Report – 1 st Q 2020	Administration/Diversity
PTC Status Report	Engineering
<u>June 2020</u>	
Track Work Programs	Service Planning
LIRR/MNR PTC Project Update	President
<u>July 2020</u>	
Penn Station Retail Development	MTA Real Estate
September Timetable Change & Trackwork Programs	Service Planning
PTC Status Report	Engineering
<u>September 2020</u>	
2021 Preliminary Budget (Public Comment)	Management & Budget
2020 Mid-Year Forecast	Service Planning
Fall Trackwork Programs	Engineering
PTC Status Report	Administration/Diversity
Diversity/EEO Report – 2 nd Quarter 2020	
<u>October 2020</u>	
2021 Preliminary Budget (Public Comment)	
LIRR/MNR PTC Project Update	President
November Timetable Change & Trackwork Programs	Service Planning

November 2020

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

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

December 2020

2021 Final Proposed Budget
2021 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Q 2020
LIRR/MNR PTC Project Update
Winter Trackwork Program

Management & Budget
Committee Chair & Members
Administration/Diversity
President
Service Planning

January 2021

Approval of 2021 Committee Work Plan
PTC Status Report
Winter Trackwork Programs

Committee Chair & Members
Engineering
Service Planning

February 2021

Adopted Budget/Financial Plan 2021
2020 Annual Operating Results
Diversity/EEO Report – 4th Q 2020
March Timetable/Spring Trackwork Programs
LIRR/MNR PTC Project Update

Management & Budget
Operations
Administration/Diversity
Service Planning
President

March 2021

Annual Elevator/Escalator Report
Spring Trackwork Programs
Customer Satisfaction Survey Report
PTC Status Report
2020 Annual Ridership Report

Engineering
Service Planning
Public Affairs
Engineering
Finance/Marketing

April 2021

LIRR/MNR PTC Project Update

President

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2020 Work Plan

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

President's Report

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

Safety Report

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

Capital Construction Report

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

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Operations Report

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

Financial Report

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

Ridership Report

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

Capital Program Report

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

II. SPECIFIC AGENDA ITEMS

MAY 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.

Summer Trackwork Programs

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

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

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

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.

SEPTEMBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2020 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 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 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.

NOVEMBER 2020

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 2020

Diversity & EEO Report– 3rd 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.

2021 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2021.

Proposed 2021 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 2021

Approval of 2021 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 2021

Adopted Budget/Financial Plan 2021

The Agency will present its revised 2021 Financial Plan. These plans will reflect the 2021 Adopted Budget and an updated Financial Plan for 2020 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget.

2020 Annual Operating Results

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

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 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.

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

MARCH 2021

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 2020.

Customer Satisfaction Survey Report

The committee will be informed on the results of the 2019 survey distributed to LIRR customers.

2020 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.

PTC Status Report

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

APRIL 2021

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.



Metro-North Railroad



COVID-19 Antibody Testing Center (Grand Central Terminal)

Justin R. Vonashek
Vice President
Office of System Safety



Metro-North Railroad

Safety Highlights:

Over a month has passed since Governor Cuomo issued the order for “New York State on Pause” in an attempt to flatten the curve and slow the spread of COVID-19. Metro-North Railroad (MNR) continues to provide limited train service to move essential frontline workers as they work around the clock to provide vital service to our communities during this pandemic. To support this effort, MNR has implemented several measures to protect our employees and customers:

- Promote social distancing and good hygiene
- Enforce Governor Cuomo’s Executive Order requiring those traveling on public transportation to wear a face covering
- Provide enhanced cleaning at all Metro-North Stations
- Disinfecting and sanitizing employee work stations, facilities and locations
- Enhanced cleaning of rolling stock
- Established employee temperature check stations
- Established COVID-19 Antibody testing
- Distributed personal protective equipment to all employees (surgical masks, face shields, gloves, etc.)

MNR continues to see positive trends in reducing employee lost time injuries. For the current 12-month period (April 2019 – March 2020) versus the previous 12-month period (April 2018 – March 2019), lost time injuries per 200,000 working hours were reduced by 21.5%.

MNR also continues to see positive trends in reducing customer reportable injuries. For the current 12-month period (April 2019 – March 2020) the customer reportable injury rate per one million customer rates decreased by 1.0% versus the previous 12-month period (April 2018 – March 2019).

Justin R. Vonashek
Vice President
Office of System Safety

March 2020 Safety Report

Performance				
Performance Indicator	12-Month Average			
	April 2017 -March 2018	April 2018 -March 2019	April 2019 -March 2020	
FRA Reportable Customer Accident Rate per Million Customers	1.05	0.99	0.98	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.87	2.47	1.94	
	2019		2020	
	March	Year to Date	March	Year to Date
Grade Crossing Incidents ¹	1	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	2019		2020	
	March	Year to Date	March	Year to Date
First Responders Trained	141	294	246	815
Employee Safety Training Courses	144	209	116	233
Employees Trained	1,526	3,156	875	2,931
Employee Safety Training Hours	23,350	78,015	12,147	77,830
Customer and Community: Focus on Grade Crossings	2019		2020	
	March	Year to Date	March	Year to Date
Broken Gates	1	3	2	6
MTA Police Details	74	213	31	113
Summons	44	165	74	218
Warnings	9	29	11	42
Community Education and Outreach	1,735	22,015	505	20,875
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,084	1,084	100.00%	

Definitions:

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

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

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

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

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

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

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

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

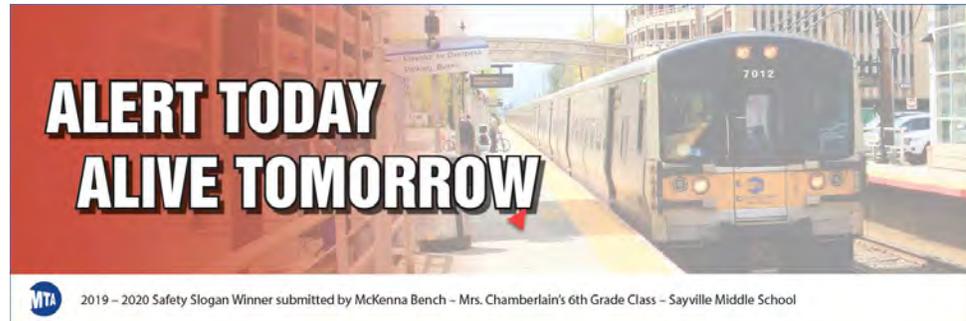
Community Education and Outreach - The number of individuals reached at a TRACKS event.

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



Safety Report Highlights

The middle school winner of our Annual School Safety Slogan Contest was McKenna Bench from Mrs. Chamberlain's sixth grade class at Sayville Middle School. The award-winning slogan, "Alert Today Alive Tomorrow" is displayed on a banner at Sayville Station.



For the reporting period ending March 2020, the average Reportable Customer Injury Rate was 2.25 injuries per million customers as compared to 2.01 injuries per million customers over the same period last year. This is a twelve percent increase over the prior reporting period. Slips, trips, and falls continue to result in the most injuries. The type of injury the majority of customers sustain are bruises and contusions followed closely by lacerations and abrasions. We are focusing on station inspections and customer safety awareness campaigns to address the root causes of customer accidents as they walk through our stations and terminals.

During this reporting period, the average Reportable Employee Lost Time Injury Rate increased from 2.82 injuries per 200,000 hours worked to 3.37 injuries per 200,000 hours worked. This is an approximately twenty percent increase from the previous reporting period. Soft tissue injuries are the greatest type of injury sustained.

In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached 21,464 participants through March 2020.

Lori Ebbighausen
Vice President
Corporate Safety

March Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020		
	FRA Reportable Customer Accident Rate per Million Customers	2.67	2.01	2.25	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.52	2.82	3.37		
		2019		2020	
		March	Year to Date	March	Year to Date
Grade Crossing Incidents ¹		0	3*	1	2
Mainline FRA Reportable Train Derailments		0	0	0	0
Mainline FRA Reportable Train Collisions		0	0	0	0

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

* One event resulted in 2 FRA required reports.

Leading Indicators				
Focus on Safety Training	2019		2020	
	March	Year to Date	March	Year to Date
First Responders Trained	217	339	75	174
Employee Safety Training Courses	92	269	65	239
Employees Trained	1,356	3,551	600	2,815
Employee Safety Training Hours	27,533	73,057	8,658	50,665
Customer and Community: Focus on Grade Crossings	March	Year to Date	March	Year to Date
Broken Gates	11	27	7	24
MTA Police Details	232	367	38	129
Summons	271	559	172	601
Warnings	66	158	63	187
Arrests	1	2	0	0
Community Education and Outreach	6,694	25,207	3,009	21,464
		Completed	Total	% Complete
Cameras on Rolling Stock		M7	772	92
		C3 Cab	23	100
		C3 Trailer	104	94
		DE/DM	38	84
		E-15	4	27

Definitions:

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

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

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

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

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

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

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

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

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

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

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT
FOR THE MONTH OF APRIL 2020**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
No Elevator incidents reported in the month of April 2020			

Escalators	Mechanical Injury	Human Factor Injury
No Escalator incidents reported in the month of April 2020		

Definitions:

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



Police Report



Metro-North Railroad

April 2020 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (1 vs 9) for the month of April compared to the same period last year.
- Year to date Metro-North Railroad is down 18 crimes (17 vs 35).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of April.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

April 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	2	-2	-100%
Burglary	0	1	-1	-100%
Grand Larceny	1	3	-2	-67%
Grand Larceny Auto	0	2	-2	-100%
Total Major Felonies	1	9	-8	-89%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	3	1	33%
Felony Assault	2	7	-5	-71%
Burglary	1	5	-4	-80%
Grand Larceny	10	17	-7	-41%
Grand Larceny Auto	0	3	-3	-100%
Total Major Felonies	17	35	-18	-51%



Long Island Rail Road

April 2020 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (6 vs 7) for the month of April compared to the same period last year.
- Year to date Long Island Rail Road even (25 vs 25).
- There were zero (0) Hate Crimes on Long Island Rail Road for the month of April.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

April 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	2	2	100%
Felony Assault	0	1	-1	-100%
Burglary	0	2	-2	-100%
Grand Larceny	2	2	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	6	7	-1	-14%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	3	4	133%
Felony Assault	4	4	0	0%
Burglary	3	3	0	0%
Grand Larceny	11	14	-3	-21%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	25	25	0	0%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

April 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	3	1	33%
Felony Assault	0	4	-4	-100%
Burglary	0	3	-3	-100%
Grand Larceny	3	5	-2	-40%
Grand Larceny Auto	0	2	-2	-100%
Total Major Felonies	7	17	-10	-59%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	12	7	5	71%
Felony Assault	6	12	-6	-50%
Burglary	4	8	-4	-50%
Grand Larceny	21	32	-11	-34%
Grand Larceny Auto	0	4	-4	-100%
Total Major Felonies	43	63	-20	-32%

INDEX CRIME REPORT
Per Day Average
April 2020

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	4	4	0	0
Fel. Assault	0	0	0	0
Burglary	0	0	0	0
Grand Larceny	3	2	1	0
GLA	0	0	0	0
Total	7	6	1	0
Crimes Per Day	0.23	0.20	0.03	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2020 to 4/30/2020

Arrest Classification	Total Arrests	
	2020	2019
Robbery	11	6
Felony Assault	7	16
Burglary	1	7
Grand Larceny	9	27
Grand Larceny Auto	0	2
Aggravated Harassment	2	3
Aggravated Unlicensed Operator	3	11
Assault-Misdemeanor	10	32
Breach of Peace	2	8
Child Endangerment	2	2
Criminal Contempt	5	5
Criminal Impersonation	1	6
Criminal Mischief	13	18
Criminal Possession Stolen Property	4	3
Criminal Tampering	0	1
Criminal Trespass	14	23
Disorderly Conduct	1	0
Drug Offenses	21	85
DUI Offenses	2	3
Falsely Reporting an Incident	2	5
Forgery	12	13
Fraudulent Accosting	0	6
Graffiti	9	13
Identity Theft	0	1
Issue a Bad Check	0	2
Menacing	3	6
Obstruct Government	2	5
Petit Larceny	28	91
Public Lewdness	5	13
Reckless Endangerment	3	2
Resisting Arrest	10	23
Sex Offenses	2	6
Stalking	1	1
Theft of Services	36	100
VTL Offenses	1	0
Warrant Arrest	15	30
Weapons Offenses	2	2
Unauthorized Use Vehicle	0	1
Total Arrests	239	578

CPOC & Joint MNR/LIRR Committee Meeting PTC Project Update

May 20, 2020



LIRR/MNR Overall PTC Project Status

Schedule

Both LIRR and MNR remain on target to implement PTC across their respective territories by December 31, 2020.

MNR has 202 route miles with full PTC functionality (82%)

LIRR has 223.3 route miles with full PTC functionality (73.2%).

Budget

\$1.086B Current Budget
LIRR and MNR will require \$41M and \$32M, respectively to complete their PTC projects.

LIRR Project Update (since CPOC in Feb)

Segments in RSD/ERSD: 223.3 miles

Since February, placed an additional 111.35 miles into ERSD

- Mainline – Ronkonkoma to Greenport – 44.8 miles (Feb 2020)
- Montauk 1BE (East of Patchogue) – 63.55 miles (Feb 2020)
- ML 5-8 (West of Forest Hills to Metropolitan interlocking) – 3 miles (Mar 2020)

Segments placed into ERSD prior to Feb 2020 included:

- Babylon to Patchogue (Pilot Line 1) - 21.5 miles
- Port Washington (Pilot line 2) – 15.6 miles
- Hempstead – 3.3 miles
- Far Rockaway – 3.25 miles
- West Hempstead – 2.6 miles
- Oyster Bay – 12.4 miles
- Long Beach – 4.5 miles
- Port Jefferson – 29 miles
- Central – 7.05 miles
- Montauk 1BW (west of Babylon to Jamaica) – 12.75 miles

LIRR Project Update (continued)

ERSD

- LIRR modified the schedule, sequence and segment limits to fine-tune operations (accurate stop) at selected station areas before placing segments into ERSD.
- Changed strategy to deploy the Main Line MP 11-49 as a whole, rather than in separate segments to facilitate testing across segment boundaries before going into ERSD in July.

On-board OBC Software updates

- OBC Release S7D has full PTC functionality for deadline
- 71% of Rolling Stock Units (RSU)s updated with OBC S7D
- LIRR car shops on target to complete all software uploads by the end of May to support ERSD for remaining segments

LIRR Project Update (continued)

Field Installation & Testing

- Valley – all testing completed; ERSD targeted in late May pending accurate stop improvements at Valley Stream.
- Atlantic – Post SPT transponder update released; SUP in May; ERSD in June.
- Main Line on schedule for ERSD in July
 - ML 11-15 (West of Hillside to Floral Park) – ERSD ready pending accurate stop improvements at Queens Village.
 - ML 15-25 (Floral Park to Hicksville) – Transponder (TP) site installation testing in progress; closely coordinating with Third Track project work.
 - ML 25-49 (Hicksville to Ronkonkoma) – SPT near completion at end of April.
- Jamaica - MP 8-11 (Metropolitan interlocking to West of Hillside) – Transponders installation completed at west end. East end installations in progress. Sufficient transponders delivered for this area; ERSD date in September at risk due to extensive testing required to interface to vital circuitry.
- Harold - MP 0-5 (West of Harold to West of Forest Hills) – Transponders installed; TP SIT and WIU installations in progress ; ERSD in Sept.

LIRR Project Update (continued)

Accurate Stop improvements

- Accurate stop is a prerequisite to place segments into ERSD for operations.
- Updated transponder designs provided by the SI for Valley Stream and Queens Village stations in support of upcoming ERSD are under test.
- Creative methods outside the original ACSES design guidelines have been explored to improve accurate stop at various locations.

Jamaica Design

- Changes to the SI's initial design were required to meet LIRR's operational requirements.
 - MTEA revisions approved by the FRA.
 - Interface to relay logic at Jamaica will require more extensive circuit reviews/simulation testing by LIRR signal design to ensure no impacts to operations.
 - ERSD date in September may be delayed to 4th Qtr.

Safety Plan

- Revised PTC Safety Plan resubmitted to FRA for review on March 31st.

LIRR Project Update (continued)

Software Testing

- LIRR remotely witnessing factory tests for Baseline 3.8 using TeamViewer
- PTC Security (HMAC) and STS-STC safety server interface have been combined into Baseline 3.8
 - RWPS 3.1.1 and 3.1.2 FAT testing completed
 - Office 3.7 FAT completed on April 26
 - System Integrated Test started on April 29
- System Baseline 3.9 will be released in September for operational improvements and variance corrections.

Status of Siemens scanner antenna recall

- Deliveries for the recall were completed in February. Retrofits on target for June completion.
- Root cause of blue dot issue attributed to T2 transformer and the secondary manufacturing process of adjusting the windings.
 - Field validation of the revised T2 configuration completed.
 - Retrofits will be performed as part of the 92 day period inspection (PI) period. As trains are brought into the shop, units will be tested and replaced as required.
- Siemens providing on-site support for the retrofit work.

LIRR Project Update (continued)

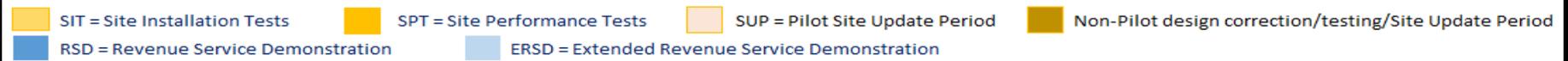
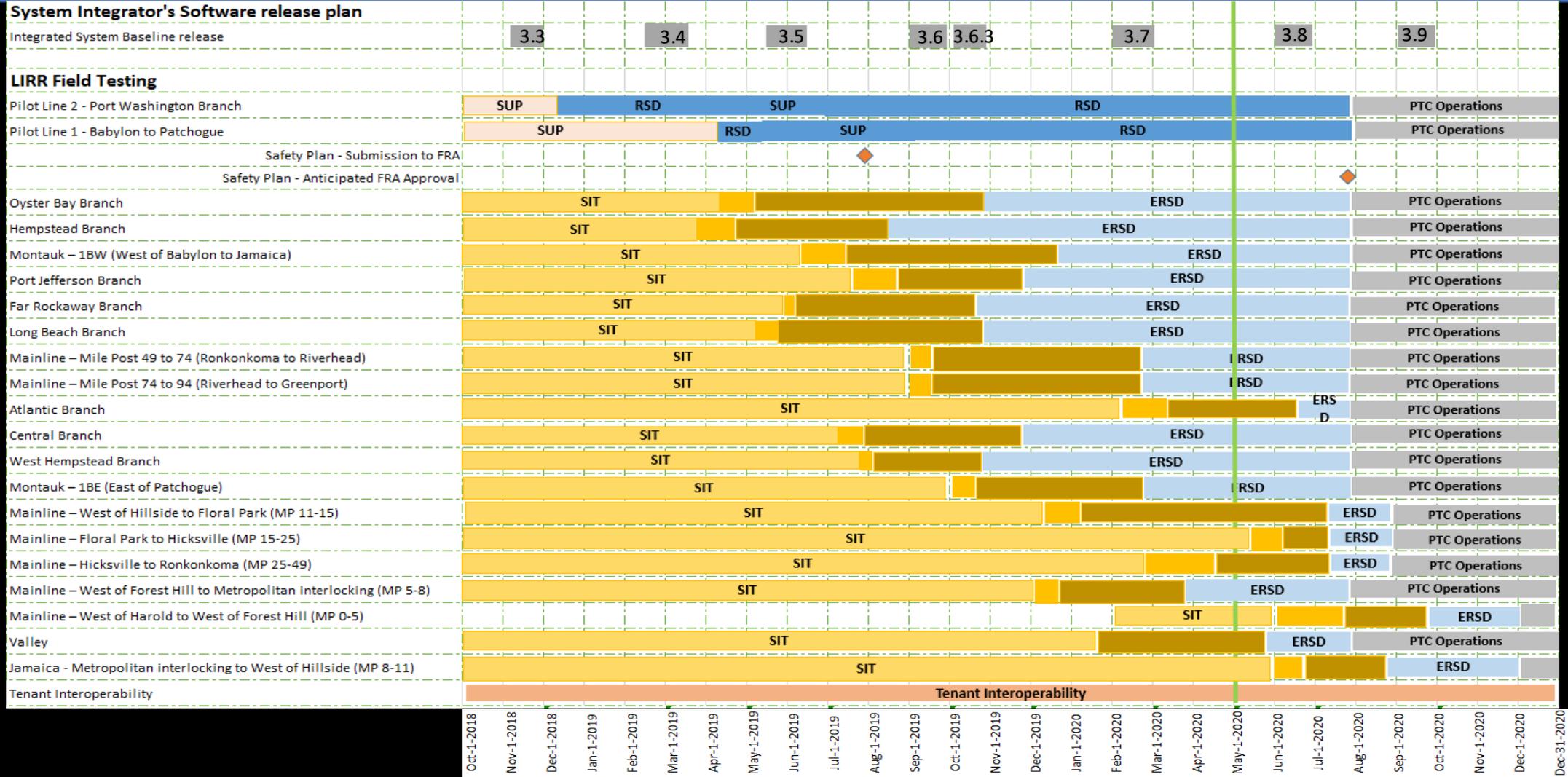
LIRR interoperability with Amtrak

- Factory Acceptance testing (FAT) of the STS-STS interface is in progress.
- Wayside designs, installations and testing are in progress per project schedule.
- PSCC database work completed; preliminary testing of TSRs, messaging in factory was successful.
- Qualification testing of M3 fleet to operate in PTC on Amtrak wayside successfully conducted on April 21 with one minor issue attributed to a wayside issue.

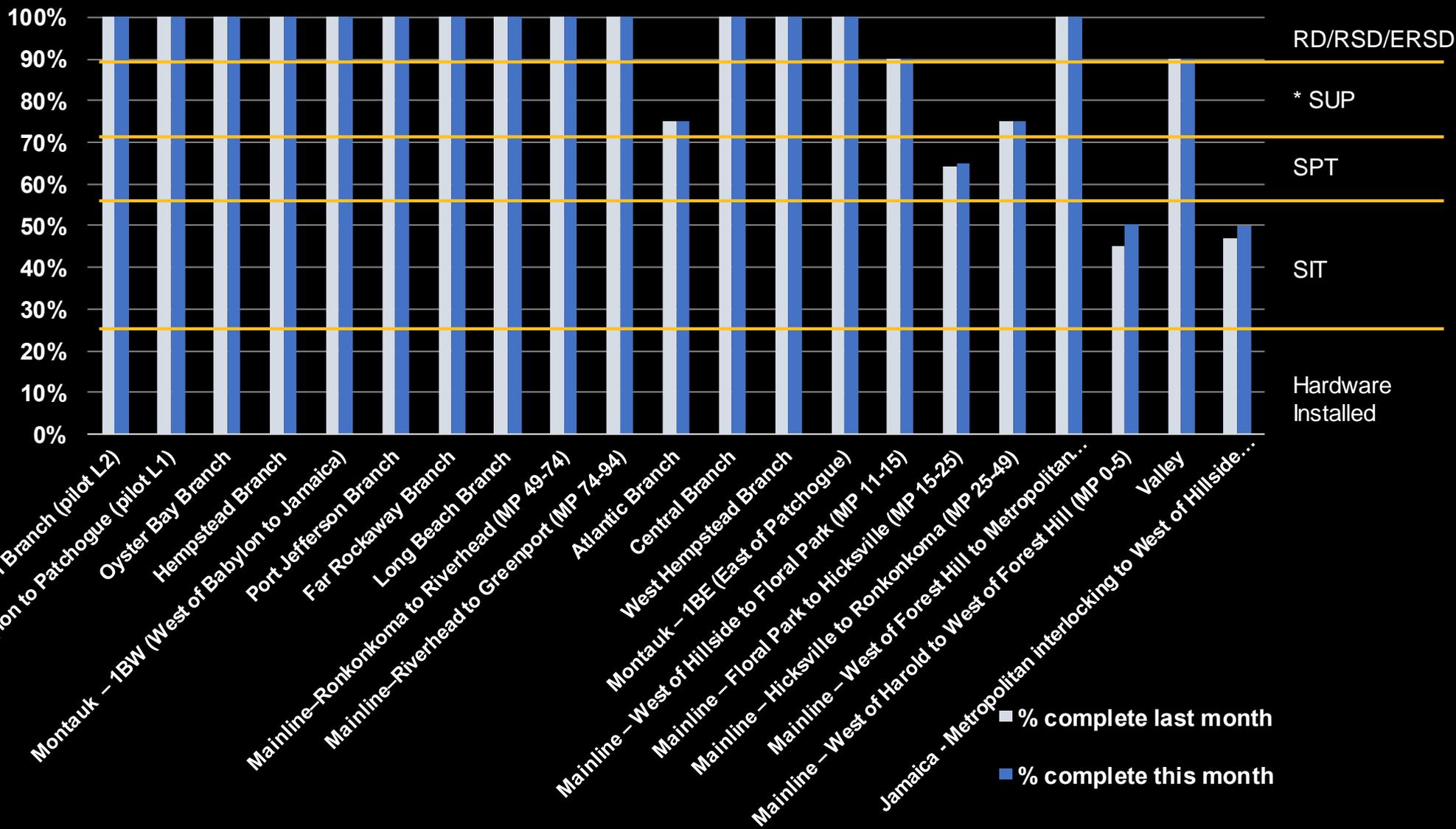
Amtrak interoperability with LIRR

- LIRR Specification to serve as baseline for Amtrak OBC revisions; Amtrak design progressing using this baseline specifications.
- Burns / Siemens currently collaborating on Amtrak specific OBC requirements to supplement baseline
- May 2021 is targeted date for Siemens to provide software release to Amtrak/Burns for testing.
- Design modifications to LIRR WIUs by Siemens in progress for b2b mitigation plan for deadline compliance.

LIRR Working Schedule and Sequence



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

■ % complete last month
■ % complete this month



Key Milestones and Issues (LIRR Only)

Status	Activity	Issues
<p style="text-align: center;">●</p> <p style="text-align: center;">Green</p>	<p>Deployment of on-board software across the fleet multiple times</p> <p>Baseline 3.7</p>	<p>Issues:</p> <ul style="list-style-type: none"> • The SI’s software release plan requires the deployment of multiple iterations of on-board software across the entire fleet. <p>Monthly Update:</p> <ul style="list-style-type: none"> • LIRR and the PTC SI are deploying OBC S7D release to all trains to support ERSD for the rest of the LIRR territory. • Full deployment to entire fleet targeted for completion by end of May. <p>Drivers:</p> <ul style="list-style-type: none"> • LIRR requires System Baseline 3.7 on-board software for deployment across the fleet no later than May 2020 to support ERSD schedule. <p>Mitigations:</p> <ul style="list-style-type: none"> • In addition to the routine 92-day periodic inspection cycle, LIRR will make trains and resources available to accelerate the software upload process as necessary. <p>Potential Impacts:</p> <ul style="list-style-type: none"> • If the SI has unexpected technical issues (system performance or equipment reliability) and on-board software deliveries are pushed beyond mid-2020, this has a potential impact to the PTC deadline.
<p>● Significant impact to Project Schedule and ability to meet PTC deadline.</p> <p>Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.</p> <p>Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline.</p> <p>Green</p>	<p>Date Needed</p> <p>May 2020</p>	



Key Milestones and Issues (LIRR Only)

Status	Activity	Issues
<p style="text-align: center;">● Green (Current)</p> <p style="text-align: center;">● Yellow (Previous)</p>	<p>Amtrak development of plans and schedules for their b2b alternative and permanent solutions for interoperability with LIRR</p>	<p>Issues:</p> <ul style="list-style-type: none"> To operate on LIRR territory Amtrak needs to develop plans/schedules for both the interim (for deadline) and permanent (post 2020) b2b solutions which are approved by LIRR and FRA. <p>Monthly Update:</p> <ul style="list-style-type: none"> FRA has provided verbal assurance at NEC Executive meeting that Amtrak’s proposed interim b2b solution is acceptable for compliance in December 2020. Amtrak/Burns/Siemens progressing the design for Amtrak’s permanent b2b solution based on LIRR’s baseline b2b design. Burns/Siemens have provided a preliminary schedule and plan to provide Amtrak with the first software release in May 2021 for factory testing.
<p style="text-align: center;">● Red</p> <p style="text-align: center;">● Yellow</p> <p style="text-align: center;">● Green</p> <p>Significant impact to Project Schedule and ability to meet PTC deadline.</p> <p>Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.</p> <p>No Near Term Impact to Project Schedule and on target to meet PTC deadline.</p>	<p style="text-align: center;">Date Needed</p> <p style="text-align: center;">May 2020</p>	<p>Drivers:</p> <ul style="list-style-type: none"> An acceptable solution for b2b routes through Harold must be safe, FRA compliant and not impact LIRR operations. <p>Mitigations:</p> <ul style="list-style-type: none"> LIRR has shared their b2b technical requirements/design with Amtrak to help expedite the development of Amtrak’s b2b solution. LIRR has offered technical support to Amtrak for b2b requirements development. Frequent project steering committee meetings will be held to track progress. A risk register is developed and being monitored by Burns (Amtrak’s PTC SI) <p>Potential Impacts:</p> <ul style="list-style-type: none"> If Amtrak does not develop acceptable plans/schedules to LIRR and FRA, Amtrak service on LIRR may be impacted.



Key Milestones and Issues (LIRR & MNR)

Status	Activity	Issues
<p style="text-align: center;">● Green (Current)</p> <p style="text-align: center;">● Yellow (Previous)</p>	<p>Delivery and implementation of System Software for PTC Security & STS-STS interface for Interoperability</p> <p>Baseline 3.8</p>	<p>Issues:</p> <ul style="list-style-type: none"> Timely delivery of System Software Release 3.8 is required for implementation of PTC security requirements and the STS-STS safety server interface for FRA compliance and interoperability with Amtrak. <p>Monthly Update:</p> <ul style="list-style-type: none"> FAT testing of Amtrak/LIRR STS-STS interface started on April 29. Amtrak recently requested MTA to modify the current STS-STS interface control specifications (ICD) due to technical issues with the interface to other NEC Railroads. MTA unwilling to jeopardize deadline; Amtrak agreed to ensure interface to MTA will work per original ICD. <p>Drivers:</p> <ul style="list-style-type: none"> Changes to MTA's design for PTC security was required to meet Amtrak's standard for interoperability on NEC. Deployment is dependent upon installation of SIM card installations for remote deployment of the security keys to all trains.
<p>● Significant impact to Project Schedule and ability to meet PTC deadline. Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline. Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline. Green</p>	<p style="text-align: center;">Date Needed</p> <p>Jun 2020 (LIRR)</p> <p>3rd Qtr. (MNR)</p>	<p>Mitigations:</p> <ul style="list-style-type: none"> More extensive testing of HMAC prior to system integration. MTA have an operational workaround for FRA review/approval should interface fail to be operational at end of 2020. SI to delay the delivery of System Baseline 3.8 from May to June to compress the schedule. <p>Potential Impacts:</p> <ul style="list-style-type: none"> Without remote deployment will take more time to update trains. MTA will need to implement an operational mitigation if interface not available.



Key Milestones and Issues (LIRR & MNR)

Status	Activity	Issues
<p style="text-align: center;">● Yellow</p> <p>● Significant impact to Project Schedule and ability to meet PTC deadline. Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline. Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline. Green</p>	<p>Delivery of material, installations, designs, testing activities are being impacted by COVID-19</p> <hr/> <p>Date Needed</p> <p>Per CPM Schedule</p>	<p>Issues:</p> <ul style="list-style-type: none"> COVID-19 has had a negative impact on various project activities which jeopardizes Railroads' ability to meet interim project milestones. <p>Monthly Update:</p> <ul style="list-style-type: none"> Both Railroad & SI PTC engineering personnel telecommuting which has had a minor impact to employee productivity levels but impacting critical path. Only essential staff are being deployed to the office and factory. Both Railroads have experienced impacts to installation and testing activities due unavailability of Force Account staffing due to positives/quarantines. BT FAT Lab testing being remotely witnessed by the Railroads. Following CDC guidelines, social distancing, wearing masks, regular sanitization of test trains, and limiting personnel in locomotive cabs to protect joint field personnel. Several SI suppliers (overseas and outside NYS) declared shutdowns or slowdowns at beginning of pandemic and have subsequently resumed work – impacts are being assessed Just –in-time transponder deliveries are being narrowly met by the SI Material transportation from overseas are being closely monitored but to date, deliveries are supporting the project schedule. <p>Drivers:</p> <ul style="list-style-type: none"> The FRA has not given any indication that there will be an extension to the PTC deadline due to COVID-19. <p>Potential Impacts:</p> <ul style="list-style-type: none"> Continued delays to interim milestones increases likelihood of missing PTC deadline.



LIRR PTC ERSD Timeline and Look-ahead

February 2020

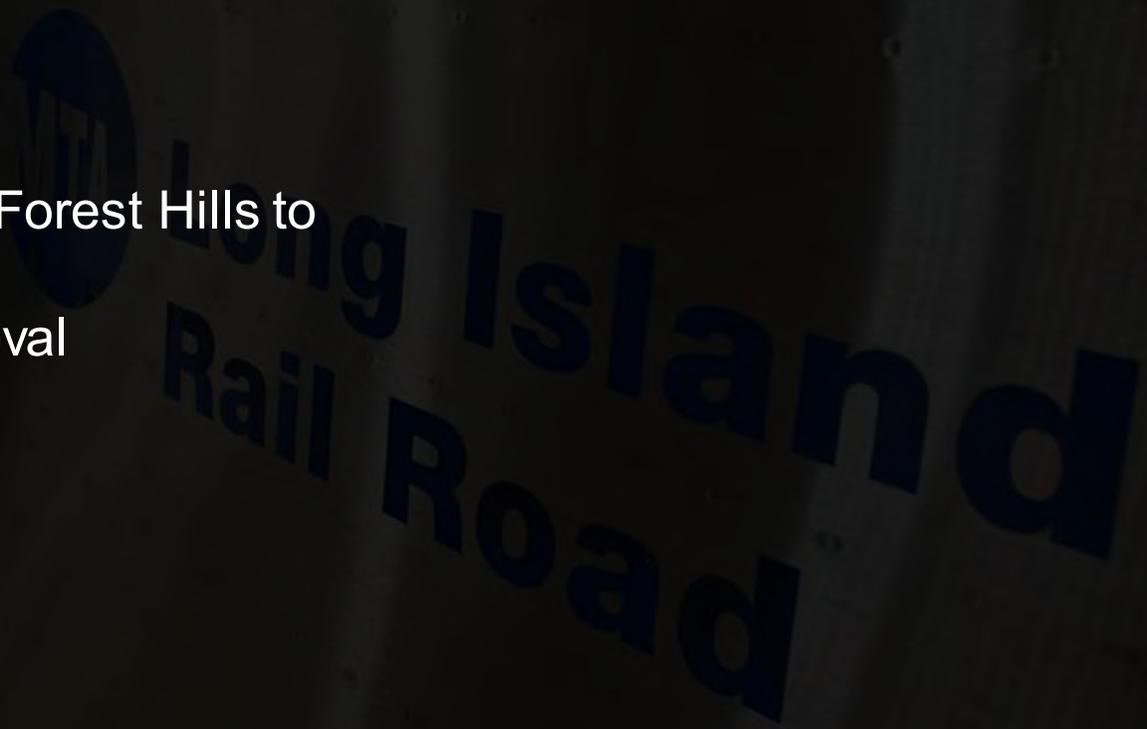
- ✓ Mainline – Mile Post 49 to 74 (Ronkonkoma to Riverhead)
- ✓ Mainline – Mile Post 74 to 94 (Riverhead to Greenport)
- ✓ Montauk – 1BE (East of Patchogue)
- ✓ Delivery of System Software Baseline 3.7

March 2020

- ✓ Mainline – Mile Post 5 to 8 (West of Forest Hills to Metropolitan interlocking)
- ✓ Resubmit PTC Safety for FRA Approval

May 2020

- Valley (previously April)



LIRR PTC ERSD Timeline and Look-ahead

Jun 2020

- Atlantic (previously May)
- Delivery of System Software Baseline 3.8 (previously May with HMAC only)

July 2020

- Mainline – Mile Post 11 to 15 (West of Hillside to Floral Park) (previously Mar for MP 10-15)
- Mainline – Mile Post 15 to 25 (Floral Park to Hicksville)
- Mainline – Mile Post 25 to 49 (Hicksville to Ronkonkoma) (previously May)

September 2020

- Jamaica – Mile Post 8-11 (Metropolitan interlocking to West of Hillside) (MTEA limit changes)
- Mainline – Mile Post 0 to 5 (West of Harold to West of Forest Hill) (previously MP 0-3)
- Delivery of System Software Baseline 3.9 (previously for STS-STIS interface only which is now part of 3.8. This release is currently a placeholder for operational enhancements)

MNR Project Update

Segment in full PTC Functionality:

- Danbury Branch – 24.2 miles
- New Canaan Branch – 6.3 miles
- Hudson Line (CP3 – CP75) – 71.8 miles
- Harlem Line (CP106 – CP182) – 76.9 miles
- Hudson Line (GCT – CP3) – 3 miles
- New Haven Line (CP212 – CP230) – 18 miles (Placed into ERSD on Saturday May 9, 2020)

Note:

MNR is now in full PTC functionality for the entire Hudson/Harlem Line...Every H&H train that leaves GCT and/or outlining territories will be operating under full PTC Functionality .

PTC implementation Summary:

- Total route miles in full PTC – 202/244.3 miles (82%)
- Over 67,000 Revenue Trains ran in full PTC mode from August 2019 – April 2020
- Waterbury Branch is currently operating under PTC Main Line Track Exclusion Addendum
- Amtrak passenger trains (Rev10) are interoperable on the Hudson Line/day
- CSX and P&W freights (Rev10) are interoperable on the Hudson Line and Danbury Branch

MNR Project Update (continued)

Field Installation & Testing Activity:

- Completed transponder migration from CSE to full PTC on the NHL (CP212 – CP230)
 - Completed Site Performance Testing
 - ERSD May 9, 2020
- Completed transponder migration from CSE to full PTC on the NHL (CP255 – CP274)
 - Started transponder Site Integration testing week of May 11, 2020
- Started transponder migration from CSE to full PTC on the NHL (CP 235–CP 255) (217 new, 244 reprogram)
- Continue to mitigate technical and operational issues

Amtrak Boundary design/Commissioning Schedule

- Poughkeepsie – Completed and commissioned December 5, 2019
- Spuyten Duyvil - Commissioning target – May 2020 (slippage due to COVID 19)
- New Haven - Design completion target – 2nd quarter 2020
- New Rochelle - Design completion target – 2nd quarter 2020
- STS-STs interface – 3rd quarter of 2020
- Amtrak Rev 11.3 interoperability testing on MNR Hudson Line completed April 8, 2020.

MNR M8 Project Update

Current Project Status

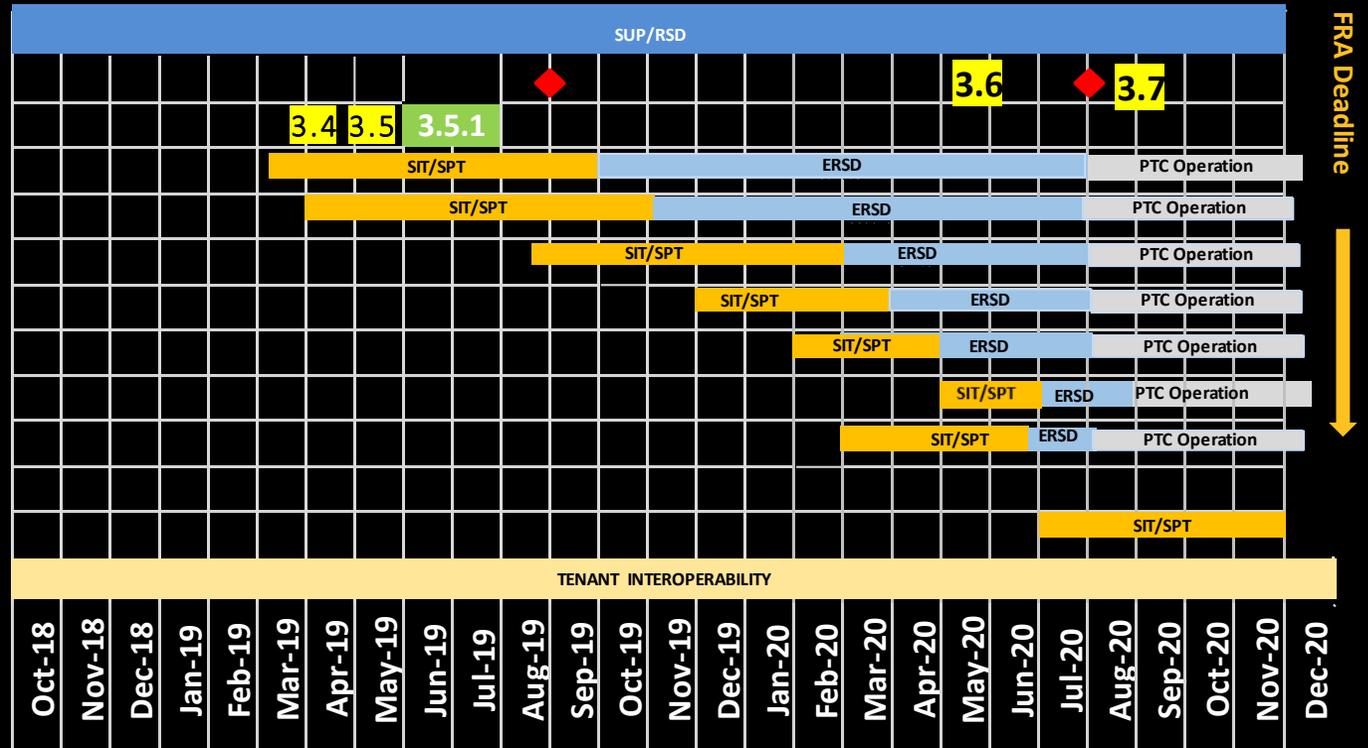
- Completed field engineering testing of first OBC software release (Alpha I) with good test results.
- Commenced commissioning of Mobile Communications Package (MCP) on M8 Fleet – 50% completed
- Gap Analysis – Mitigation and Interoperability efforts continue

Upcoming Milestones

- Final Engineering SW release on May 27th and field testing to be completed. Alpha II is now identified as Beta I.
- Beta I not Alpha II scheduled for field testing week of June 1 2020
- Complete M8 Fleet MCP commissioning July 2020
- M8 Safety Cert expected Sept 2020

MNR Working Schedule and Sequence

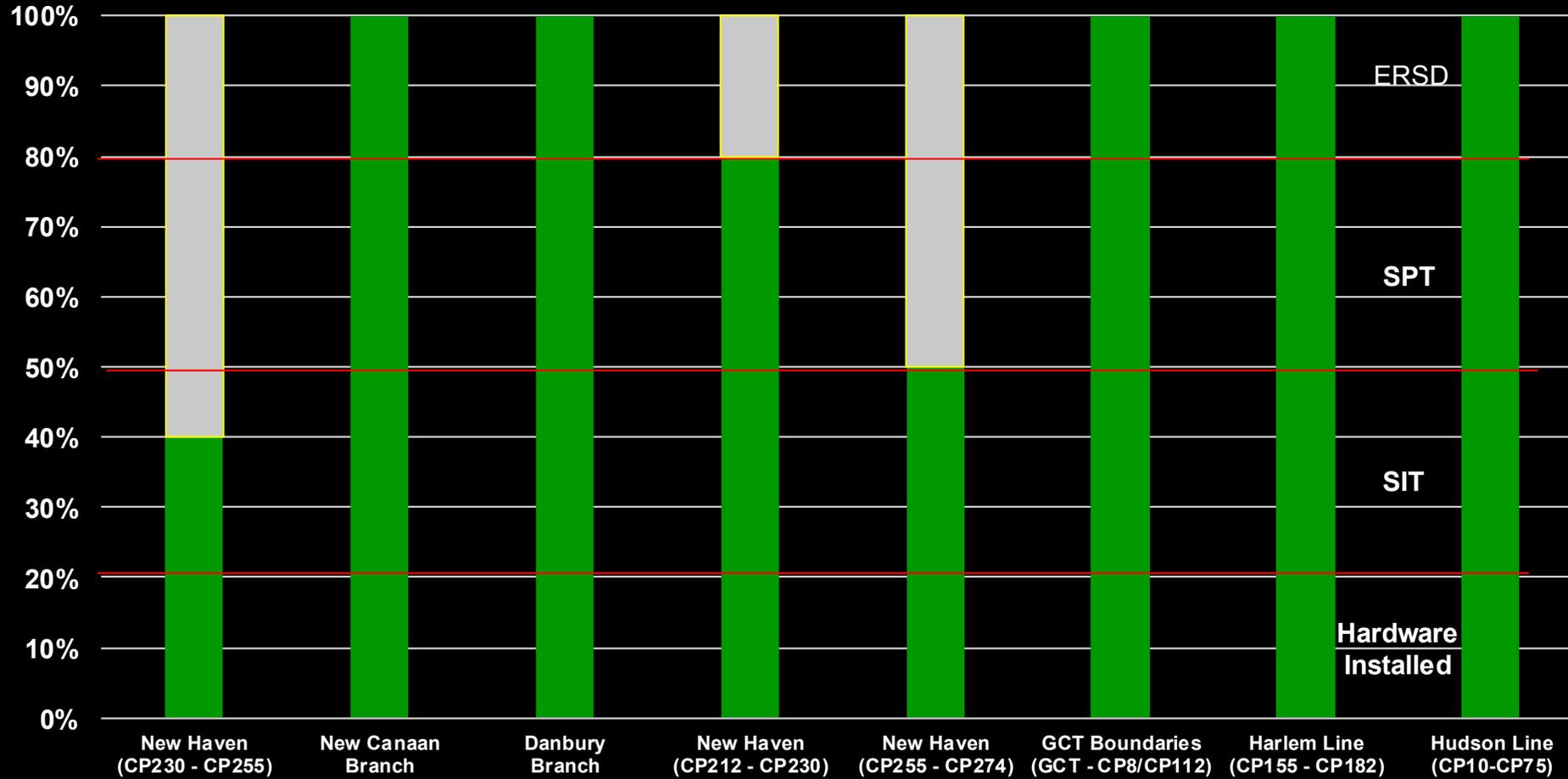
- Pilot Line - Hudson Line (CP25 - CP34)
- PTCSP- Submission/Approval to FRA
- System Integrated Baseline Release
- Danbury Branch
- Hudson Line (CP 10 - CP 75)
- Harlem Line (CP 113 - CP 182)
- GCT Boundaries (CP 1 - CP 8/112/212)
- New Canaan Branch
- New Haven Line (CP256 - CP274)
- New Haven Line (CP 212 - CP 256)
- Waterbury Branch
- Tenant Interoperability



SIT - Site Integration Testing/SUP -Site Update Period/RSD - Revenue Service Demonstration/SPT – Site Performance Test
 ERSD - Extended Revenue Service Demonstration



MNR Segment RSD Readiness



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

■ % complete ■ Remaining



Key Milestones and Issues (MNR Only)

Status	Activity	Issues
<p style="text-align: center;">● Green (Current)</p> <p style="text-align: center;">● Yellow (Previous)</p>	<p>Integration for the M8 OBC into the MNR Wayside</p>	<p>Issues:</p> <ul style="list-style-type: none"> • Commence M8 Fleet Hardware and Software Upgrade for full PTC Operability • Complete Gap analysis, design and implement mitigating measures • Complete M8 OBC Qualification and Integration Testing in MNR / BT Wayside Environment <p>Monthly Update:</p> <ul style="list-style-type: none"> • Weekly Progress Meetings between MNR/Kawasaki/Alstom • Testing of final Engineering Release of full PTC functional Software – 1st Week June 2020 • Continued OBC Software development and finalization of upgraded hardware to begin fleet upgrade <p>Drivers:</p> <ul style="list-style-type: none"> • Hardware Component production/availability for upgrade of OBC • Complete SLR Review/Update, SI M8 SPT test Procedure, and Gap Analysis • Complete and provide MNR wayside PTC design information for use in definition of M8 OBC testing
<p style="text-align: center;">● Red</p> <p style="text-align: center;">● Yellow</p> <p style="text-align: center;">● Green</p> <p>Significant impact to Project Schedule and ability to meet PTC deadline.</p> <p>Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.</p> <p>No Near Term Impact to Project Schedule and on target to meet PTC deadline.</p>	<p style="text-align: center;">Date Needed</p> <p style="text-align: center;">June 2020</p>	<p>Mitigations:</p> <ul style="list-style-type: none"> • Complete design for mitigations defined in the Gap analysis and implement into wayside environment • Define most effective means for PTC hardware and software upgrade of the 190 M8 pairs to include upgrade of the additional 33 M8 pairs being delivered in 2020 <p>Potential Impacts:</p> <ul style="list-style-type: none"> • Potential risk of not completing entire M8 fleet with both hardware and software PTC upgrades



MNR PTC ERSD Timeline

December 2019

- ✓ Harlem Line: Southeast (CP155) – Wassaic (CP182) - 27 miles

January 2020

- ✓ Harlem Line: Mount Vernon (CP113) – Southeast (CP155) – 69 miles

March 2020

- ✓ Hudson Line: Marble Hill (CP10) – GCT (CP1) – 10 miles
- ✓ Harlem Line: Mount Vernon West (CP113) – Melrose (CP106) – 7 miles
- ✓ New Canaan Branch – 6 miles

May 2020

- ✓ New Haven Line: (CP212) – (CP230) – 18 miles
- Re-submit PTC Safety Plan

June - August 2020

- New Haven Line: (CP255 - CP274) - 19 miles
- New Haven Line: (CP230 – CP255) – 25 miles



Metro-North Railroad

Information Items

**MTA METRO-NORTH RAILROAD
2019 YEAR-END REPORT
SUMMARY**

Metro-North's (MNR) overall financial performance in comparison to the 2019 Final Estimate was favorable by 11.0% with a Net Operating Deficit of \$762.5 million that was \$93.9 million lower than projected. This improvement is driven by lower non-cash expenses in GASB 75 Adjustment and Depreciation expense partially offset by lower Farebox revenue and increased expenses, particularly in Payroll, Materials and Supplies and Overtime. Note that before Non-Cash Liability Adjustments, MNR is unfavorable versus the Final Estimate by \$10.1 million.

Total Non-Reimbursable Revenue of \$813.9 million was \$10.7 million lower than the Final Estimate. Farebox Revenue of \$756.7 million was \$7.6 million unfavorable, reflecting lower ridership on the Harlem and New Haven Lines as well as a lower average yield per passenger for New Haven and Hudson Line riders. Other Operating Revenue of \$57.2 million was \$3.1 million unfavorable versus the Final Estimate reflecting lower advertising revenue due to a reduced MNR allocation of MTA-contracted advertising revenue and lower net GCT retail income.

Total Non-Reimbursable Expenses (before Non-Cash Liability Adjustments) of \$1,339.4 million supported not only baseline service levels and maintenance programs, but also Metro-North's strategic plan, which emphasizes three priority areas, our customers, infrastructure and employees, as well as the continuation of the Way Ahead program. This comprehensive program, launched in October 2018, lays out how Metro-North will continue to set the standard for safety, reliability and innovation in the delivery of excellent customer service. MNR has already realized key aspects of its "Way Ahead" vision with customers experiencing upgrades in safety, improved communications, enhanced customer service, reinvigorated stations, and renewed infrastructure, all of which translates to a higher quality commuting experience.

Non-Labor expenses of \$397.6 million were \$2.2 million favorable versus the Final Estimate due to lower Maintenance and Other Operating Contracts mainly caused by the rescheduling of the BL-20 locomotive overhauls, lower rates for electric and fuel, and lower Professional Service Contracts driven by lower consulting and engineering services. These improvements were partially offset by increased Materials and Supplies expense, reflecting the timing of material usage for rolling stock maintenance events, increased infrastructure repairs and obsolete material reserves partially offset by lower inventory adjustments.

Labor expenses of \$941.8 million were \$1.5 million higher than the Final Estimate, reflecting higher payroll expense of \$6.1 million due primarily to the catch-up of 2018 Retroactive Wage Adjustment (RWA) accruals for pending union agreements, and higher overtime expense of \$4.1 million primarily due to increased activity necessary to assure appropriate fleet availability in Maintenance of Equipment, RWA catch-up accruals and higher vacation, sick and vacancy coverage requirements partially offset by increased employee availability based upon lower relief day coverage due to fewer unplanned absences by Train & Engine crews. These results were partially offset by a higher credit in Reimbursable Overhead.

Non-Cash Liability Adjustments, consisting of Depreciation, GASB 68 Pension Adjustment, Environmental Remediation and GASB 75 Adjustment, of \$237.0 million was \$104.1 million below the Final Estimate mainly due to pending year-end valuation adjustments.

Reimbursable revenues (and expenses) totaling \$280.4 million were \$50.2 million lower than the Final Estimate primarily due to revised project scope estimates and delays in several major

initiatives which caused for lower spending in Professional Service Contracts, Materials and Supplies, and Maintenance and Other Operating Contracts, and reflecting . This resulted in lower non-labor expenditures of \$55.9 million partially offset by higher labor expense of \$5.7 million.

The net cash deficit for the year of \$617.3 million was \$23.2 million or 3.9% higher than the Final Estimate. Cash receipts totaling \$1,148.4 million were \$35.0 million or 3.0% lower than the Final Estimate. This was due to \$45.7 million in unfavorable timing variances resulting from the rescheduling of capital project activity. This unfavorable timing variance is partially offset by a real favorable variance of \$10.7 million, which primarily represents reimbursements from the MTA for interagency expenses of \$16.7 million partially offset by lower Farebox Revenue of \$5.0 million and lower Other Operating Revenue of \$1.1 million.

Cash disbursements of \$1,765.8 million were \$11.8 million or 0.7% lower than the Final Estimate, of which \$53.0 million represents a favorable timing difference and \$41.2 million represents an unfavorable real difference. The favorable timing difference is due to the rescheduling of operating and capital activity. The \$41.2 million unfavorable real variance primarily consists of purchases of inventory for M-7 & M-8 parts due to an aging fleet of \$15.9 million, interagency payroll of \$9.6 million, passenger injury claims of \$4.9 million, and higher than estimated health & welfare and overtime costs of \$4.6 million and \$3.8 million, respectively.

Combined, the cash deficit was funded by operating subsidies of \$559.7 million (MTA share \$414.0 million, CDOT share \$145.8 million) with an available cash balance of \$57.6 million.

Detailed explanations for differences between actual results and both the Final Estimate and Adopted Budget are included in the following pages. The financial results included in this document are subject to change pending final year-end accounting adjustments and audit review. As always, Metro-North will continue to closely monitor its financial performance and resource requirements and make appropriate forecast adjustments, as needed.

**MTA METRO-NORTH RAILROAD
2019 YEAR-END REPORT
DETAILED EXPLANATIONS OF REVENUE AND EXPENSES VARIANCES
BY GENERIC CATEGORY – ACCRUAL BASIS**

2019 ACTUALS VS FINAL ESTIMATE

NON-REIMBURSABLE

Revenue:

- **Farebox Revenue** of \$756.7 million was \$7.6 million or 1.0% lower than the estimate, reflecting lower ridership on the Harlem and New Haven Lines as well as a lower average yield per passenger for New Haven and Hudson riders.
- **Other Operating Revenue** of \$57.2 million was \$3.1 million or 5.0% below the estimate due to lower advertising revenue resulting from a reduced MNR allocation of MTA-contracted advertising revenue as well as lower net GCT retail income.

Expense:

- **Payroll** of \$536.1 million was \$6.1 million or 1.2% above the estimate, reflecting primarily the catch-up for 2018 Retroactive Wage Adjustment (RWA) accruals for pending union agreements.
- **Overtime** of \$99.5 million was \$4.1 million or 4.3% higher than the estimate due to increased activity necessary to assure appropriate fleet availability in Maintenance of Equipment, Retroactive Wage Adjustment (RWA) catch-up accruals as well as the timing of RWA payments, and higher vacation, sick and vacancy coverage requirements partially offset by increased employee availability based upon lower relief day coverage due to fewer unplanned absences for Train & Engine crews.
- **Health and Welfare** of \$109.3 million was \$1.9 million or 1.7% below the estimate, reflecting lower than forecasted rates partially offset by higher labor costs.
- **OPEB Current Payment** of \$38.1 million was \$0.9 million or 2.2% below the estimate reflecting lower than forecasted rates.
- **Pension** expense of \$110.0 million was \$1.1 million or 1.0% below the estimate, reflecting lower than forecasted rates partially offset by higher labor costs.
- **Other Fringe Benefits** expense of \$126.8 million was unfavorable to the estimate by \$0.6 million or 0.5% primarily due to higher labor costs, employee reimbursements and employee claims provision partially offset by lower than forecasted rates.
- **Reimbursable Overhead** reflects a credit of \$78.0 million, which was \$4.2 million or 5.7% favorable to the estimate due to higher activity on select projects, e.g., annual track program.
- **Electric Power** of \$70.4 million was \$2.8 million or 3.9% favorable to the estimate primarily due to lower rates.
- **Fuel** of \$19.3 million was \$0.9 million or 4.4% favorable to the estimate, reflecting a lower diesel fuel price per gallon.

- **Insurance** of \$16.4 million was essentially flat to the estimate.
- **Claims** expense of \$2.8 million was \$1.8 million higher than the estimate due to increases in the passenger claims provision.
- **Maintenance and Other Operating Contracts** of \$113.5 million was favorable to the estimate by \$3.0 million or 2.5%, reflecting revised scheduling of the BL-20 locomotive overhauls and lower than anticipated expenses for other miscellaneous maintenance and operating contracts.
- **Professional Services** of \$41.3 million was \$1.8 million or 4.1% favorable to the estimate primarily due to lower than anticipated expenses for consulting and engineering services.
- **Materials & Supplies** of \$107.4 million was \$5.8 million or 5.7% unfavorable to the estimate due to timing of material usage for rolling stock maintenance events, increased infrastructure repairs, and obsolete material reserves partially offset by lower inventory adjustments.
- **Other Business Expenses** of \$26.6 million was \$1.4 million or 4.9% lower than the estimate due to lower print, stationary and other miscellaneous expenses as well as lower subsidy payments to New Jersey Transit resulting from inflationary adjustments partially offset by the write-down of an M-7 railcar that was involved in the 2015 incident in Valhalla.
- **Depreciation** of \$241.6 million was \$4.9 million or 2.0% favorable to the estimate reflecting lower capitalization of assets than estimated due to timing differences in project completions and assets reaching beneficial use.
- **GASB 68 Pension Adjustment** is a credit of \$6.0 million, which was \$2.3 million or 61.5% lower than the estimate and will be further adjusted pending the year-end Actuarial Valuation report.
- **Environmental Remediation** of \$3.1 million was \$1.0 million or 23.7% lower than the estimate reflecting the timing of projects requiring remediation.
- **GASB 75 Adjustment** is a credit of \$1.7 million and was \$95.9 million lower than the estimate, which will be further adjusted pending the year-end valuation report.

REIMBURSABLE

Capital Program expenses (and reimbursements) of \$280.4 million were \$50.2 million lower than the Final Estimate of \$330.6 million. Labor expenses (including fringes and overhead), totaling \$201.7 million, were \$5.7 million higher than the Final Estimate due to higher activity for the Cyclical Track Program, which focused on track maintenance on the Harlem and Hudson lines. Non-Labor expenditures of \$78.7 million were \$55.9 million lower than the Final Estimate mainly due to lower activity on the Maybrook Trailway, the Connecticut Positive Train Control Project, the Waterbury Branch Cab Signal Project, the Grand Central Terminal Leaks Remediation Project, the Cyclical Track Program, the Grand Central Terminal Turnouts and Switch Renewal Program, the Mainline High Speed Turnouts Project, the Harmon Shop Replacement – Phase V Project and the Signal Replacement from Greenwich to South Norwalk Project.

2019 ACTUALS vs. ADOPTED BUDGET (adjusted)

NON-REIMBURSABLE

The 2019 Adopted Budget was enacted prior to Board approval of fare and toll increases, which became effective in April 2019. Accordingly, the following variance explanations reflect the additional farebox revenue anticipated from that increase.

Metro-North's overall financial performance in comparison to the adjusted 2019 Adopted Budget was favorable by 2.2% with a Net Operating Deficit of \$762.5 million that was \$17.5 million lower than projected. This improvement is driven by lower non-cash expenses in OPEB Obligation and Depreciation expense and lower Reimbursable Overhead partially offset by increased expenses, particularly in Payroll, Materials and Supplies, Pensions and Overtime as well as lower Farebox Revenue. Note that before Non-Cash Liability Adjustments, MNR is unfavorable versus the Adopted Budget by \$30.0 million.

Total Revenue of \$813.9 million was \$12.5 million lower than the adjusted Adopted Budget. Farebox Revenue of \$756.7 million was \$13.0 million lower than the adjusted Adopted Budget, reflecting lower ridership on the Harlem and New Haven Lines as well as a lower average yield per passenger for New Haven and Hudson Line riders partially offset by higher non-commutation ridership on the Hudson Line. Other Operating Revenue of \$57.2 million was \$0.5 million higher than the Adopted Budget, reflecting higher net GCT retail income partially offset by the transfer of Maybrook Trailway reimbursements to the Reimbursable budget.

Non-Labor expenses of \$397.6 million were essentially flat to the Adopted Budget with rate related Fuel and Insurance expense essentially offset by higher Materials and Supplies expense due to timing of material usage for rolling stock maintenance events, higher infrastructure repairs, and obsolete material reserves (partially offset by lower inventory adjustments).

Labor expenses of \$941.8 million were \$17.6 million higher than the Adopted Budget due to increased Payroll costs related to catch-up payments for 2018 and 2019 Retroactive Wage Adjustment (RWA) accruals for pending union agreements as well as higher than reserved RWA payments. Other contributing factors include higher Pension costs, reflecting higher labor costs and rates, and higher Overtime costs due to increased activity necessary to ensure appropriate fleet availability in Maintenance of Equipment, and higher vacation, sick and vacancy coverage requirements. Furthermore, overtime costs included Retroactive Wage Adjustment (RWA) catch-up accruals as well as timing of RWA payments partially offset by the impact of an improvement in employee availability among Train & Engine crews. These increases were partially offset by a higher credit in Reimbursable Overhead expense.

Non-Cash Liability Adjustments, consisting of Depreciation, GASB 68 Pension Adjustment, Environmental Remediation and GASB 75 Adjustment, of \$237 million was \$47.6 million below the Adopted Budget mainly due to outstanding year-end valuation adjustments.

Further details by the generic cost category follow.

NON-REIMBURSABLE

Revenue:

- **Farebox Revenue** of \$756.7 million was \$13.0 million or 1.7% lower than the adjusted budget due to lower ridership on the Harlem and New Haven Lines as well as a lower average yield per passenger for New Haven and Hudson Line riders.
- **Other Operating Revenue** of \$57.2 million was \$0.5 million or 0.8% higher than the budget due to greater net GCT retail income. This was partially offset by moving the Maybrook Trailway Reimbursement to the reimbursable budget from the operating budget.
- **Payroll** of \$536.1 million was \$13.1 million or 2.5% higher than the budget due to a catch-up for 2018 and 2019 Retroactive Wage Adjustment (RWA) accruals tied to pending union agreements as well as higher than reserved RWA payments.
- **Overtime** of \$99.5 million was \$4.2 million or 4.4% higher than the budget due to increased activity necessary to assure appropriate fleet availability in Maintenance of Equipment, higher vacation, sick and vacancy coverage requirements, and Retroactive Wage Adjustment (RWA) catch-up accruals as well as the timing of RWA payments. This was partially offset by lower costs resulting from an improvement in employee availability among Train & Engine crews.
- **Health and Welfare** of \$109.3 million was \$2.0 million or 1.8% favorable to the budget due to lower rates partially offset by higher labor costs.
- **OPEB Current Payment** of \$38.1 million was \$3.1 million or 8.9% unfavorable to the budget, reflecting a higher number of retirees.
- **Pension** expense of \$110.0 million was \$5.1 million or 4.9% unfavorable to the budget, reflecting higher labor costs and rates.
- **Other Fringe Benefits** of \$126.8 million was \$2.4 million or 1.9% unfavorable to the budget primarily due to higher labor costs, employee reimbursements and rates than budgeted.
- **Reimbursable Overhead** reflects a credit of \$78.0 million, which is \$8.4 million or 12.1% favorable reflecting unbudgeted overhead rates for several projects as well as higher activity.
- **Electric Power** of \$70.4 million was \$0.5 million or 0.7% lower than the budget primarily due to lower rates.
- **Fuel** of \$19.3 million was \$3.0 million or 13.6% favorable to the budget, reflecting lower diesel fuel price per gallon.
- **Insurance** of \$16.4 million was \$2.4 million or 12.8% favorable to the budget based on lower premiums.
- **Claims** expense of \$2.8 million was \$1.8 million unfavorable to the budget due to an increase in reserve requirements.

- **Maintenance and Other Operating Contracts** of \$113.5 million was \$0.8 million or 0.7% lower than the budget due to revised scheduling of BL-20 locomotive overhauls as well as lower than anticipated expenses for miscellaneous maintenance and operating contracts partially offset by catch-up payments for prior year utility expense.
- **Professional Services** of \$41.3 million was \$0.9 million or 2.3% unfavorable to the budget primarily due to a true-up for 2018 and 2019 New Haven Line shares of MTA IT costs partially offset by lower than anticipated consulting and engineering services.
- **Materials & Supplies** of \$107.4 million was \$6.2 million or 6.1% unfavorable to the budget due to timing of material usage for rolling stock maintenance events, infrastructure repairs and obsolete material reserves partially offset by lower inventory adjustments.
- **Other Business Expenses** of \$26.6 million was \$2.2 million or 7.6% lower than the budget due to higher Amtrak PRIIA recoveries, lower subsidy payments to New Jersey Transit resulting from contractually specified inflation-based adjustments, expense recoveries for 2016 & 2017 Track maintenance on the Port Jervis line from Norfolk Southern, and lower print and stationery and other miscellaneous expenses partially offset by the write-down of an M-7 railcar related to the 2015 incident in Valhalla.
- **Depreciation** of \$241.6 million was \$4.9 or 2.0% favorable to the budget, reflecting lower capitalization of assets than estimated due to timing differences in project completions and assets reaching beneficial use.
- **OPEB Obligation** of \$0.0 million was \$58.0 million or 100.0% lower than the budget reflecting the impact of a GAAP change (GASB 75) in which OPEB Obligation is superseded by GASB 75 Adjustment.
- **GASB 68 Pension Adjustment** of a \$6.0 million credit was \$18.0 million or 75.1% unfavorable to budget and will be adjusted pending the year-end Actuarial Valuation report.
- **Environmental Remediation** of \$3.1 million was \$1.0 million or 23.7% lower than the budget reflecting the timing of projects requiring remediation.
- **GASB 75 Adjustment** is a credit of \$1.7 million and was \$1.7 million lower than budget, which will be adjusted pending the year-end valuation report.

REIMBURSABLE

Capital program expenditures (and reimbursements) totaling \$280.4 million were \$39.1 million lower than the Adopted Budget. Labor expenses, including fringe and overhead, were \$4.1 million higher than the Adopted Budget primarily due to higher activity on the Cyclical Track Program, which focused on track maintenance on the Harlem and Hudson lines. Non-Payroll expenditures were \$43.2 million lower than the Adopted Budget primarily due to the Connecticut Positive Train Control Project and the Waterbury Branch Cab Signaling Project.

MTA METRO NORTH RAILROAD
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-A

NON-REIMBURSABLE

	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget ^a	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$769.661	\$764.320	\$756.680	(\$12.981)	(1.7)	(\$7.640)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	56.741	60.296	57.200	0.459	0.8	(3.096)	(5.1)
<i>Capital & Other Reimbursements:</i>							
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$826.402	\$824.615	\$813.879	(\$12.522)	(1.5)	(\$10.736)	(1.3)
Expenses							
<i>Labor:</i>							
Payroll	\$522.948	\$529.985	\$536.089	(\$13.141)	(2.5)	(\$6.104)	(1.2)
Overtime	95.257	95.419	99.482	(4.226)	(4.4)	(4.064)	(4.3)
Health and Welfare	111.256	111.132	109.252	2.004	1.8	1.880	1.7
OPEB Current Payment	35.000	39.000	38.132	(3.132)	(8.9)	0.868	2.2
Pensions	104.897	111.098	109.999	(5.102)	(4.9)	1.099	1.0
Other Fringe Benefits	124.413	127.391	126.786	(2.373)	(1.9)	0.605	0.5
Reimbursable Overhead	(69.543)	(73.781)	(77.956)	8.413	12.1	4.175	5.7
Total Labor	\$924.228	\$940.245	\$941.784	(\$17.557)	(1.9)	(\$1.540)	(0.2)
<i>Non-Labor:</i>							
Electric Power	\$70.894	\$73.226	\$70.393	\$0.501	0.7	\$2.833	3.9
Fuel	22.306	20.157	19.266	\$3.040	13.6	\$0.891	4.4
Insurance	18.828	16.300	16.410	\$2.418	12.8	(\$0.110)	(0.7)
Claims	1.000	1.000	2.793	(\$1.793)	*	(\$1.793)	*
Paratransit Service Contracts	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Maintenance and Other Operating Contracts	114.327	116.495	113.545	\$0.782	0.7	\$2.950	2.5
Professional Service Contracts	40.357	43.040	41.272	(\$0.916)	(2.3)	\$1.768	4.1
Materials & Supplies	101.233	101.631	107.389	(\$6.156)	(6.1)	(\$5.758)	(5.7)
Other Business Expenses	28.762	27.938	26.569	\$2.193	7.6	\$1.369	4.9
Total Non-Labor	\$397.706	\$399.787	\$397.638	\$0.069	0.0	\$2.150	0.5
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,321.934	\$1,340.032	\$1,339.422	(\$17.488)	(1.3)	\$0.610	0.0
Depreciation	\$246.507	\$246.507	\$241.596	\$4.911	2.0	\$4.911	2.0
OPEB Obligation	58.000	(0.000)	0.000	58.000	100.0	(0.000)	(100.0)
GASB68 Pension Adjustment	(24.000)	(3.700)	(5.975)	(18.025)	(75.1)	2.275	61.5
Environmental Remediation	4.000	4.000	3.050	0.950	23.7	0.950	23.7
GASB75 Adjustment	0.000	94.200	(1.715)	1.715	-	95.915	*
Total Expenses	\$1,606.441	\$1,681.039	\$1,576.377	\$30.063	1.9	\$104.661	6.2
Net Surplus/(Deficit)	(\$780.039)	(\$856.423)	(\$762.498)	\$17.541	2.2	\$93.925	11.0
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$246.507	\$246.507	\$241.596	(\$4.911)	(2.0)	(\$4.911)	(2.0)
Operating/Capital	(100.334)	(67.369)	(66.275)	34.059	33.9	1.094	1.6
Other Cash Adjustments	22.637	83.181	(30.148)	(52.785)	*	(113.329)	*
Total Cash Conversion Adjustments	\$168.810	\$262.319	\$145.173	(\$23.637)	(14.0)	(\$117.146)	(44.7)
Net Cash Surplus/(Deficit)	(\$611.229)	(\$594.105)	(\$617.325)	(\$6.096)	(1.0)	(\$23.220)	(3.9)

Notes:

(a) The 2019 Adopted Budget was enacted prior to Board approval of fare and toll increases, which became effective in April 2019. This table reflects, for the Adopted Budget, the additional farebox revenue anticipated from this increase.

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-B

REIMBURSABLE

	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
<i>Capital & Other Reimbursements:</i>							
MTA	155.610	152.861	142.322	(13.288)	(8.5)	(10.538)	(6.9)
CDOT	158.767	135.444	110.812	(47.955)	(30.2)	(24.632)	(18.2)
Other	5.179	42.288	27.308	22.129	*	(14.981)	(35.4)
Total Capital and Other Reimbursements	319.556	330.593	280.442	(39.114)	(12.2)	(50.151)	(15.2)
Total Revenue	\$319.556	\$330.593	\$280.442	(\$39.114)	(12.2)	(\$50.151)	(15.2)
Expenses							
<i>Labor:</i>							
Payroll	\$58.386	\$52.146	\$52.604	\$5.782	9.9	(\$0.458)	(0.9)
Overtime	26.143	29.501	30.415	(4.272)	(16.3)	(0.913)	(3.1)
Health and Welfare	19.409	17.883	17.811	1.599	8.2	0.072	0.4
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	13.295	12.883	13.103	0.192	1.4	(0.220)	(1.7)
Other Fringe Benefits	14.554	13.929	14.226	0.328	2.3	(0.298)	(2.1)
Reimbursable Overhead	65.875	69.637	73.566	(7.691)	(11.7)	(3.929)	(5.6)
Total Labor	\$197.662	\$195.978	\$201.726	(\$4.063)	(2.1)	(\$5.747)	(2.9)
<i>Non-Labor:</i>							
Electric Power	\$0.000	\$0.002	\$0.338	(\$0.338)	-	(\$0.335)	*
Fuel	0.000	0.000	0.001	(0.001)	-	(0.001)	*
Insurance	4.523	3.331	3.220	1.303	28.8	0.112	3.4
Claims	0.000	0.000	0.005	(0.005)	-	(0.005)	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	33.538	57.069	30.171	3.367	10.0	26.898	47.1
Professional Service Contracts	57.162	31.414	22.365	34.797	60.9	9.049	28.8
Materials & Supplies	26.467	41.969	22.270	4.197	15.9	19.699	46.9
Other Business Expenses	0.204	0.829	0.347	(0.143)	(70.2)	0.481	58.1
Total Non-Labor	\$121.894	\$134.615	\$78.717	\$43.177	35.4	\$55.898	41.5
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$319.556	\$330.593	\$280.442	\$39.114	12.2	\$50.151	15.2
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB75 Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$319.556	\$330.593	\$280.442	\$39.114	12.2	\$50.151	15.2
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-C

NON-REIMBURSABLE/ REIMBURSABLE	2019			Favorable/(Unfavorable) Variance			
	Adopted			Adopted Budget		Final Estimate	
	Budget^a	Final Estimate	Actual	\$	%	\$	%
Revenue							
Farebox Revenue	\$769.661	\$764.320	\$756.680	(\$12.981)	(1.7)	(\$7.640)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	56.741	60.296	57.200	0.459	0.8	(3.096)	(5.1)
<i>Capital & Other Reimbursements:</i>							
MTA	155.610	152.861	142.322	(13.288)	(8.5)	(10.538)	(6.9)
CDOT	158.767	135.444	110.812	(47.955)	(30.2)	(24.632)	(18.2)
Other	5.179	42.288	27.308	22.129	*	(14.981)	(35.4)
Total Capital and Other Reimbursements	319.556	330.593	280.442	(39.114)	(12.2)	(50.151)	(15.2)
Total Revenue	\$1,145.958	\$1,155.208	\$1,094.322	(\$51.636)	(4.5)	(\$60.887)	(5.3)
Expenses							
<i>Labor:</i>							
Payroll	\$581.334	\$582.131	\$588.693	(\$7.359)	(1.3)	(\$6.562)	(1.1)
Overtime	121.400	124.920	129.897	(8.498)	(7.0)	(4.977)	(4.0)
Health and Welfare	130.665	129.015	127.063	3.602	2.8	1.952	1.5
OPEB Current Payment	35.000	39.000	38.132	(3.132)	(8.9)	0.868	2.2
Pensions	118.192	123.981	123.102	(4.910)	(4.2)	0.879	0.7
Other Fringe Benefits	138.967	141.320	141.013	(2.046)	(1.5)	0.307	0.2
Reimbursable Overhead	(3.668)	(4.145)	(4.390)	0.722	19.7	0.245	5.9
Total Labor	\$1,121.890	\$1,136.223	\$1,143.510	(\$21.620)	(1.9)	(\$7.287)	(0.6)
<i>Non-Labor:</i>							
Electric Power	\$70.894	\$73.228	\$70.731	\$0.163	0.2	\$2.498	3.4
Fuel	22.306	20.157	19.267	3.040	13.6	0.890	4.4
Insurance	23.351	19.631	19.630	3.721	15.9	0.001	0.0
Claims	1.000	1.000	2.798	(1.798)	*	(1.798)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	147.865	173.564	143.716	4.149	2.8	29.848	17.2
Professional Service Contracts	97.519	74.454	63.637	33.882	34.7	10.817	14.5
Materials & Supplies	127.700	143.601	129.659	(1.960)	(1.5)	13.942	9.7
Other Business Expenses	28.966	28.767	26.916	2.050	7.1	1.850	6.4
Total Non-Labor	\$519.600	\$534.402	\$476.354	\$43.246	8.3	\$58.048	10.9
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,641.490	\$1,670.625	\$1,619.864	\$21.626	1.3	\$50.761	3.0
Depreciation	\$246.507	\$246.507	\$241.596	\$4.911	2.0	\$4.911	2.0
OPEB Obligation	58.000	(0.000)	0.000	58.000	100.0	(0.000)	(100.0)
GASB68 Pension Adjustment	(24.000)	(3.700)	(5.975)	(18.025)	(75.1)	2.275	61.5
Environmental Remediation	4.000	4.000	3.050	0.950	23.7	0.950	23.7
GASB75 Adjustment	0.000	94.200	(1.715)	1.715	-	95.915	*
Total Expenses	\$1,925.997	\$2,011.632	\$1,856.820	\$69.177	3.6	\$154.812	7.7
Net Surplus/(Deficit)	(\$780.039)	(\$856.423)	(\$762.498)	\$17.541	2.2	\$93.925	11.0
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$246.507	\$246.507	\$241.596	(\$4.911)	(2.0)	(\$4.911)	(2.0)
Operating/Capital	(100.334)	(67.369)	(66.275)	34.059	33.9	1.094	1.6
Other Cash Adjustments	22.637	83.181	(30.148)	(52.785)	*	(113.329)	*
Total Cash Conversion Adjustments	168.810	262.319	145.173	(\$23.637)	(14.0)	(\$117.146)	(44.7)
Net Cash Surplus/(Deficit)	(\$611.229)	(\$594.105)	(\$617.325)	(\$6.096)	(1.0)	(\$23.220)	(3.9)

Notes:

(a) The 2019 Adopted Budget was enacted prior to Board approval of fare and toll increases, which became effective in April 2019. This table reflects, for the Adopted Budget, the additional farebox revenue anticipated from this increase.

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-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
2019 YEAR-END REPORT
DETAILED EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2019 ACTUALS VS FINAL ESTIMATE

RECEIPTS

- **Farebox Revenue** of \$743.7 million was \$5.0 million or 0.7% lower than the estimate primarily due to lower ridership on the Harlem and New Haven Lines as well as a lower average yield per passenger for New Haven and Hudson Line riders.
- **Other Operating Revenue** of \$107.7 million was \$1.1 million or 1.0% lower than the estimate due to lower GCT revenues of \$2.4 million partially offset by higher advertising revenues of \$1.4 million.
- **Capital and Other Reimbursements** of \$297.0 million was \$29.0 million or 8.9% lower than the estimate due to an unfavorable timing variance of \$45.7 million resulting from the rescheduling of capital project activity. This unfavorable timing variance is partially offset by a favorable real variance of \$16.7 million primarily representing reimbursements from the MTA for interagency expenses that are completely offset by labor expenditures as noted below.

EXPENDITURES

- **Payroll** of \$592.3 million was \$9.6 million or 1.6% higher than the estimate due to an unfavorable real variance driven by interagency payments, which are completely reimbursed as noted above in receipts.
- **Overtime** of \$129.6 million was \$3.8 million or 3.0% higher than the estimate representing increased activity necessary to assure appropriate fleet availability in Maintenance of Equipment as well as higher capital project activity.
- **Health and Welfare** of \$145.0 million was \$4.6 million or 3.3% higher than the estimate representing premiums paid for interagency employees.
- **OPEB Current Payment** of \$38.4 million was \$0.6 million or 1.6% lower than the estimate representing a real difference due to a lower number of retirees receiving health care benefits.
- **Pension** expense of \$126.6 million was \$2.1 million or 1.7% higher than the estimate representing a real variance due to a higher than estimated 2019 Actuarially Determined Contribution (ADC) payment.
- **Other Fringe Benefits** of \$144.2 million was \$0.9 million or 0.6% higher than the estimate representing an unfavorable real variance due to higher employee injury claim payments partially offset by lower payroll taxes.
- **Electric Power** of \$76.5 million was \$1.0 million or 1.3% higher than the estimate representing prior period payments.
- **Fuel** of \$18.2 million was \$1.4 million or 7.4% lower than the estimate representing a favorable real variance of \$1.0M due to a lower diesel fuel price per gallon than estimated and a favorable timing variance of \$0.4M.

- **Insurance** of \$20.6 million was \$1.0 million or 4.6% lower than the estimate due to a timing variance driven by the timing of premium payments.
- **Claims** expense of \$24.8 million was \$4.9 million or 24.8% higher than the estimate representing a real variance attributable to higher passenger injury claim settlements than estimated.
- **Maintenance and Other Operating Contracts** of \$178.6 million was \$32.0 million or 15.2% lower than the estimate primarily reflecting a favorable real variance of \$19.1 million due to expenses being charged to Professional Service Contracts but forecasted in Maintenance and Other Operating Contracts combined with a timing variance of \$12.8 million representing the rescheduling of operating and capital activity.
- **Professional Service Contracts** of \$80.9 million was \$1.5 million or 1.9% higher than the estimate reflecting an unfavorable real variance of \$27.9 million which represents expenses incurred in Professional Service Contracts but forecasted in Maintenance and Other Operating Contracts partially offset by a favorable timing variance of \$26.3 million that represents the rescheduling of operating and capital activity.
- **Materials and Supplies** of \$152.6 million was \$3.5 million or 2.3% higher than the estimate due to a real variance of \$15.9 million, which represents increased inventory to maintain aging M-7 and M-8 fleet partially offset by a favorable timing variance of \$12.4 million which represents the rescheduling of capital activity.
- **Other Business Expenses** of \$37.5 million was \$8.7 million or 18.8% lower than the estimate primarily due to a lower real variance driven by lower spending on New Jersey Transit subsidies, stationary & printing and non-capitalizable equipment purchases.

The cash receipts and disbursements activity noted above resulted in a net cash deficit of \$617.3 million, which was \$23.2 million or 3.9% higher than the Final Estimate. Cash subsidies of \$560.0 million and available cash balances of \$57.3 million were drawn to fund this deficit. Cash subsidy requirements were \$34.4 million or 5.8% lower than the Final Estimate (MTA share of \$50.5 million offset by a CDOT share of \$16.1 million).

2019 ACTUALS vs. ADOPTED BUDGET (adjusted)

RECEIPTS

- **Farebox Revenue** of \$743.7 million was \$12.5 million or 1.7% lower than the adjusted budget reflecting the impact of lower ridership on the Harlem and New Haven Lines as well as a lower average yield per passenger for New Haven and Hudson Line riders.
- **Other Operating Revenue** of \$107.7 million was \$21.7 million or 25.3% higher than the budget primarily due to an unbudgeted third-party insurance reimbursement for passenger injury claims of \$11.0 million relating to the Spuyten Duyvil derailment, prior year Amtrak PRRRA reimbursements of \$9.8 million and higher advertising revenues of \$1.9 million.
- **Capital and Other Reimbursements** of \$297.0 million was \$23.1 million or 7.2% lower than the budget reflecting scheduling changes in capital projects, most notably Positive Train Control, Waterbury Branch Cab Signal and the Signal Replacement from Greenwich to South Norwalk projects.

EXPENDITURES

- **Payroll** of \$592.3 million was \$1.0 million or 0.2% higher than the budget primarily due to higher interagency payroll expense partially offset by the timing of RWA payments.
- **Overtime** of \$129.6 million was \$4.2 million or 3.3% higher than the budget due to increased activity necessary to assure appropriate fleet availability in Maintenance of Equipment and higher capital project activity.
- **Health & Welfare** of \$145.0 million was \$1.4 million or 1.0% higher than the budget primarily due to premiums paid for interagency employees.
- **OPEB Current Payment** of \$38.4 million was \$3.4 million or 9.7% higher than the budget primarily due to an increased number of retirees receiving healthcare coverage than budgeted.
- **Pension** expense of \$126.6 million was \$7.6 million or 6.4% higher than the budget primarily due to a higher 2019 Actuarially Determined Contribution (ADC) payment as well as a catch-up payment for the 2018 ADC.
- **Other Fringe Benefits** of \$144.2 million was \$7.8 million or 5.7% higher than the budget primarily due to higher employee claims of \$5.3 million and payroll taxes of \$2.5 million.
- **Electric Power** of \$76.5 million was \$3.5 million or 4.8% higher than the budget primarily due to higher rates.
- **Fuel** of \$18.2 million was \$3.6 million or 16.5% lower than the budget primarily due to lower diesel fuel prices per gallon.
- **Insurance** of \$20.6 million was \$3.1 million or 12.9% lower than the budget primarily due to the timing of premium payments.
- **Claims** expense of \$24.8 million was \$23.4 million higher than the budget and due mainly to several settlements, e.g., Spuyten Duyvil of \$11.6 million (offsetting reimbursement reflected in Other Operating Revenue), and West of Hudson service of \$7.9 million.
- **Maintenance and Other Operating Contracts** of \$178.6 million was \$26.4 million or 12.9% lower than the budget primarily due to the timing of capital projects of \$25.6 million, payments for BL-20 Locomotive Overhauls of \$3.1 million and lower miscellaneous maintenance and operating contracts partially offset by the timing of prior year payments for the New Haven Line share of MTA Police Services of \$4.7 million.
- **Professional Services** contracts of \$80.9 million was \$27.9 million or 25.7% lower than the budget primarily reflecting the favorable timing of engineering services related to Connecticut Positive Train Control of \$26.5 million and the Sasco Creek Traction Power Supply Station Project of \$2.7 million as well as lower spending for various consulting and engineering services partially offset by the timing of payments for New Haven Line share of IT costs of \$7.7 million.
- **Materials and Supplies** of \$152.6 million was \$15.2 million or 11.1% higher than the budget primarily due to materials being placed into inventory partially offset by the timing of capital projects.

- **Other Business Expenses** of \$37.5 million was \$14.3 million or 27.6% lower than the budget primarily due to lower miscellaneous expenses of \$9.9 million as well as the timing of New Jersey Transit subsidy payments of \$3.1 million.

The cash receipts and disbursement activity noted above resulted in a net cash deficit of \$617.3 million that was \$6.1 million or 1.0% higher than the adjusted Adopted Budget.

MTA METRO NORTH RAILROAD
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) ACTUAL
CASH RECEIPTS AND EXPENDITURES
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE III

	2019			Favorable/(Unfavorable) Variance			
	Adopted	Final Estimate	Actual	Adopted Budget		Final Estimate	
	Budget			\$	%	\$	%
Receipts							
Farebox Revenue	\$756,259	\$748,708	\$743,736	(\$12,523)	(1.7)	(\$4,972)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	85,932	108,748	107,667	21,735	25.3	(1,081)	(1.0)
<i>Capital & Other Reimbursements:</i>							
MTA	154,606	146,714	163,462	8,856	5.7	16,748	11.4
CDOT	158,767	135,444	102,833	(55,934)	(35.2)	(32,611)	(24.1)
Other	6,748	43,857	30,741	23,993	-	(13,116)	(29.9)
Total Capital and Other Reimbursements	320,122	326,015	297,036	(23,086)	(7.2)	(28,979)	(8.9)
Total Receipts	\$1,162.313	\$1,183.471	\$1,148.439	(\$13.874)	(1.2)	(\$35.032)	(3.0)
Expenditures							
<i>Labor:</i>							
Payroll	\$591,303	\$582,784	\$592,343	(\$1,040)	(0.2)	(\$9,559)	(1.6)
Overtime	125,434	125,778	129,609	(4,175)	(3.3)	(3,831)	(3.0)
Health and Welfare	143,631	140,393	145,031	(1,400)	(1.0)	(4,638)	(3.3)
OPEB Current Payment	35,000	39,000	38,382	(3,382)	(9.7)	0,618	1.6
Pensions	118,921	124,481	126,554	(7,633)	(6.4)	(2,073)	(1.7)
Other Fringe Benefits	136,414	143,309	144,228	(7,814)	(5.7)	(0,919)	(0.6)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(0.000)	0.000	0.000	(0.000)	(100.0)	0.000	100.0
Total Labor	\$1,150.703	\$1,155.746	\$1,176.147	(\$25.444)	(2.2)	(\$20.401)	(1.8)
<i>Non-Labor:</i>							
Electric Power	\$72,977	\$75,495	\$76,454	(\$3,477)	(4.8)	(\$0,959)	(1.3)
Fuel	21,817	\$19,667	18,221	3,596	16.5	1,446	7.4
Insurance	23,668	\$21,593	20,609	3,059	12.9	0,984	4.6
Claims	1,498	\$19,912	24,849	(23,351)	*	(4,937)	(24.8)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	204,912	210,519	178,554	26,358	12.9	31,965	15.2
Professional Service Contracts	108,810	79,340	80,861	27,949	25.7	(1,521)	(1.9)
Materials & Supplies	137,396	149,119	152,582	(15,186)	(11.1)	(3,463)	(2.3)
Other Business Expenditures	51,761	46,185	37,487	14,274	27.6	8,698	18.8
Total Non-Labor	\$622.838	\$621.830	\$589.617	\$33.221	5.3	\$32.213	5.2
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$1,773.541	\$1,777.576	\$1,765.764	\$7.777	0.4	\$11.812	0.7
Net Cash Surplus/(Deficit)	(\$611.229)	(\$594.105)	(\$617.325)	(\$6.096)	(1.0)	(\$23.220)	(3.9)
Subsidies							
MTA	\$492,593	\$464,437	\$413,967	(\$78,626)	(16.0)	(\$50,470)	(10.9)
CDOT	118,636	129,668	145,782	27,146	22.9	16,114	12.4
Total Subsidies	\$611.229	\$594.105	\$559.749	(\$51.480)	(8.4)	(\$34.356)	(5.8)

Notes:

(a) The 2019 Adopted Budget was enacted prior to Board approval of fare and toll increases, which became effective in April 2019. This table reflects, for the Adopted Budget, the additional farebox revenue anticipated from this increase.

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
DECEMBER YEAR-TO-DATE
(\$ in millions)

	2019			Favorable/(Unfavorable) Variance			
	Adopted		Actual	Adopted Budget		Final Estimate	
	Budget	Final Estimate		\$	%	\$	%
Receipts							
Farebox Revenue	(\$13.402)	(\$15.611)	(\$12.944)	\$0.459	3.4	\$2.668	17.1
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	29.192	48.452	50.467	21.276	72.9	2.015	4.2
<i>Capital & Other Reimbursements:</i>							
MTA	(1.003)	(6.147)	21.140	22.143	*	27.287	*
CDOT	0.000	0.000	(7.979)	(7.979)	-	(7.979)	-
Other	1.569	1.569	3.433	1.864	*	1.864	*
Total Capital and Other Reimbursements	0.566	(4.578)	16.594	16.028	*	21.171	*
Total Receipts	\$16.355	\$28.263	\$54.117	\$37.762	*	\$25.854	91.5
Expenditures							
<i>Labor:</i>							
Payroll	(\$9.969)	(\$0.653)	(\$3.650)	\$6.319	63.4	(\$2.997)	*
Overtime	(4.035)	(0.858)	0.288	4.323	*	1.146	*
Health and Welfare	(12.965)	(11.378)	(17.968)	(5.003)	(38.6)	(6.590)	(57.9)
OPEB Current Payment	0.000	0.000	(0.250)	(0.250)	-	(0.250)	-
Pensions	(0.729)	(0.500)	(3.452)	(2.723)	*	(2.952)	*
Other Fringe Benefits	2.553	(1.989)	(3.215)	(5.769)	*	(1.226)	(61.7)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(3.668)	(4.145)	(4.390)	(0.722)	(19.7)	(0.245)	(5.9)
Total Labor	(\$28.813)	(\$19.522)	(\$32.637)	(\$3.824)	(13.3)	(\$13.115)	(67.2)
<i>Non-Labor:</i>							
Electric Power	(\$2.082)	(\$2.267)	(\$5.723)	(\$3.641)	*	(\$3.456)	*
Fuel	\$0.490	\$0.490	\$1.046	0.556	*	0.556	*
Insurance	(0.317)	(1.962)	(0.979)	(0.661)	*	0.983	50.1
Claims	(0.498)	(18.912)	(22.051)	(21.553)	*	(3.139)	(16.6)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(57.048)	(36.955)	(34.838)	22.210	38.9	2.117	5.7
Professional Service Contracts	(11.291)	(4.886)	(17.224)	(5.933)	(52.5)	(12.338)	*
Materials & Supplies	(9.696)	(5.518)	(22.923)	(13.227)	*	(17.405)	*
Other Business Expenditures	(22.795)	(17.418)	(10.571)	12.225	53.6	6.847	39.3
Total Non-Labor	(\$103.238)	(\$87.429)	(\$113.263)	(\$10.025)	(9.7)	(\$25.834)	(29.5)
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	(\$115.696)	(\$78.688)	(\$91.782)	\$23.914	20.7	(\$13.095)	(16.6)
Depreciation	\$246.507	\$246.507	\$241.596	(\$4.911)	(2.0)	(\$4.911)	(2.0)
OPEB Obligation	58.000	(0.000)	0.000	(58.000)	(100.0)	0.000	100.0
GASB68 Pension Adjustment	(24.000)	(3.700)	(5.975)	18.025	75.1	(2.275)	(61.5)
Environmental Remediation	4.000	4.000	3.050	(0.950)	(23.7)	(0.950)	(23.7)
GASB75 Adjustment	0.000	94.200	(1.715)	(1.715)	-	(95.915)	*
Total Expenditures Adjustments	\$284.507	\$341.007	\$236.955	(\$47.551)	(16.7)	(\$104.051)	(30.5)
Total Cash Conversion Adjustments	\$168.810	\$262.319	\$145.173	(\$23.637)	(14.0)	(\$117.146)	(44.7)

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
2019 YEAR-END REPORT
2019 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$748.7	\$743.7	(\$5.0)	(\$5.0)	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	108.7	107.7	(1.1)	(1.1)	0.0
Capital and Other Reimbursements	326.0	297.0	(29.0)	16.7	(45.7)
Total Receipts	1,183.5	1,148.4	(35.0)	10.7	(45.7)
<u>Expenditures</u>					
Labor:					
Payroll	582.8	592.3	(9.6)	(9.6)	0.0
Overtime	125.8	129.6	(3.8)	(3.8)	0.0
Health and Welfare	140.4	145.0	(4.6)	(4.6)	0.0
OPEB Current Payment	39.0	38.4	0.6	0.6	0.0
Pensions	124.5	126.6	(2.1)	(2.1)	0.0
Other Fringe Benefits	143.3	144.2	(0.9)	(0.9)	0.0
GASB Account	0.0	0.0	0.0	0.0	0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	1,155.7	1,176.1	(20.4)	(20.4)	0.0
Non-Labor:					
Electric Power	75.5	76.5	(1.0)	(1.0)	0.0
Fuel	19.7	18.2	1.4	1.0	0.4
Insurance	21.6	20.6	1.0	0.0	1.0
Claims	19.9	24.8	(4.9)	(4.9)	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	210.5	178.6	32.0	19.1	12.8
Professional Service Contracts	79.3	80.9	(1.5)	(27.9)	26.3
Materials & Supplies	149.1	152.6	(3.5)	(15.9)	12.4
Other Business Expenses	46.2	37.5	8.7	8.7	0.0
Total Non-Labor Expenditures	621.8	589.6	32.2	(20.8)	53.0
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Expenditures	1,777.6	1,765.8	11.8	(41.2)	53.0
Baseline Net Cash Surplus/(Deficit)	(\$594.1)	(\$617.3)	(\$23.2)	(\$30.5)	\$7.3

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

MTA METRO-NORTH RAILROAD
Final (Draft) 2019 Actuals
Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2019 Adopted Budget		2019 Final Estimate		Preliminary Actual		2019 Adopted Budget vs. Actuals		2019 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
	Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	588,595	\$ 38.483	641,314	\$ 38.901	607,284	\$ 36.607	(18,689)	\$ 1.876	34,030	\$ 2.294
							-3.2%	4.9%	5.3%	5.9%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	556,657	\$ 33.381	567,179	\$ 33.787	641,187	\$ 36.903	(84,531)	(\$3.522)	(74,009)	(\$3.116)
							-15.2%	-10.6%	-13.0%	-9.2%
<u>Unscheduled Maintenance</u>	5,102	\$ 0.287	30	\$ 0.002	12	\$ 0.001	5,091	\$ 0.287	18	\$ 0.001
							99.8%	99.8%	60.9%	63.3%
<u>Vacancy/Absentee Coverage</u> ²	298,537	\$ 16.963	304,777	\$ 17.090	336,458	\$ 18.460	(37,920)	(\$1.497)	(31,681)	(\$1.369)
							-12.7%	-8.8%	-10.4%	-8.0%
<u>Weather Emergencies</u>	101,012	\$ 6.143	101,834	\$ 5.952	108,990	\$ 6.170	(7,978)	(\$0.028)	(7,155)	(\$0.218)
							-7.9%	-0.4%	-7.0%	-3.7%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	164	\$ (0.313)	92	\$ 1.342	(92)	(\$1.342)	72	(\$1.655)
Subtotal	1,549,903	\$ 95.257	1,615,297	\$ 95.419	1,694,022	\$ 99.482	(144,119)	(\$4.226)	(78,724)	(\$4.064)
							-9.3%	-4.4%	-4.9%	-4.3%
REIMBURSABLE OVERTIME	427,637	\$ 26.143	493,575	\$ 29.501	486,192	\$ 30.415	(58,555)	(\$4.272)	7,383	(\$0.913)
							-13.7%	-16.3%	1.5%	-3.1%
TOTAL OVERTIME	1,977,540	\$ 121.400	2,108,872	\$ 124.920	2,180,214	\$ 129.897	(202,674)	(\$8.498)	(71,342)	(\$4.977)
							-10.2%	-7.0%	-3.4%	-4.0%

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
2019 YEAR-END REPORT
DETAILED EXPLANATION OF VARIANCES ON
NON-REIMBURSABLE AND REIMBURSABLE POSITIONS
By FUNCTION and DEPARTMENT**

2019 ACTUALS vs. FINAL ESTIMATE

Effective December 31, 2019, Metro-North's staff count was 593 lower than the Final Estimate. This included 110 employees in an unpaid status and 483 vacant positions. While 502 positions were filled, 362 were external hires, with promotions and transfers accounting for the balance. Retirements and staff turnover totaling 356 partially offset hiring.

The variances for the functional categories were as followed:

- **Administrative** headcount was 156 fewer than the Final Estimate primarily due to the delayed hiring for vacant positions and staff turnover in the Training, Human Resources, Procurement, Controllers, Customer Service, Legal, Labor Relations and Budget Departments.
- **Operations** positions paid was 87 fewer than the Final Estimate primarily due to the delayed hiring for vacant positions in the Operations Support and Customer Service Departments.
- **Maintenance** positions paid were 332 fewer than Final Estimate primarily due to retirements in the Maintenance of Way and Maintenance of Equipment Departments, with vacancies filled primarily through internal transfers.
- **Engineering/Capital** positions were 18 fewer than the Final Estimate primarily due to retirements and positions being filling internally.

**MTA METRO-NORTH RAILROAD
2019 YEAR-END REPORT
DETAILED EXPLANATIONS of VARIANCES on
FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
By OCCUPATIONAL GROUP**

2019 ACTUALS vs. FINAL ESTIMATE

Effective December 31, 2019, Metro-North's staff count was 593 lower than the Final Estimate. This included 110 employees in an unpaid status and 483 vacant positions. While 502 positions were filled, 362 were external hires, with promotions and transfers accounting for the balance. Retirements and staff turnover totaling 356 partially offset hiring.

The variances for the functional categories were as followed:

- **Administrative** headcount was 156 fewer than the Final Estimate primarily due to delayed hiring of vacant positions and staff turnover in the Training, Human Resources, Procurement, Controllers, Customer Service, Legal, Labor Relations and Budget Departments.
- **Operations** positions paid was 87 fewer than the Final Estimate primarily due to Operations Support in the Professional, Technical, and Clerical category as well as Customer Service Department in the Operational Hourly category.
- **Maintenance** positions paid were 332 fewer than the Final Estimate primarily due to Operational Hourly vacancies in the Electrician and Coach Cleaner's crafts that support the right-of-way and rolling stock maintenance. Managers, Technicians, and Specialists in the Professional, Technical, and Clerical category, as well as vacant Foreman and Director level staff in the Managers/Supervisors category, also contributed to this variance.
- **Engineering/Capital** positions paid were 18 fewer than the Final Estimate primarily due to retirements and filling positions internally within the Managers/Supervisors and Professional, Technical, and Clerical category.

MTA METRO-NORTH RAILROAD
2019 YEAR-END REPORT
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2019

<u>Department</u>	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration			
President	3	3	-
Labor Relations	20	12	8
Safety	66	53	13
Security	26	19	7
Office of the Executive VP	10	7	3
Corporate & Public Affairs	19	15	4
Customer Service	69	56	13
Legal	20	11	9
Claims	14	6	8
Environmental Compliance & Svce	-	-	-
VP Human Resources	51	34	17
Training	101	83	18
Employee Relations & Diversity	7	4	3
VP Planning	2	2	-
Operations Planning & Analysis	22	20	2
Capital Planning & Programming	18	10	8
Long Range Planning	8	5	3
VP Finance & Info Systems	2	-	2
Controller	82	68	15
Budget	23	18	5
Procurement & Material Management	39	22	17
Total Administration	602	446	156
Operations			
Operations Support	108	72	36
Transportation	1,687	1,685	2
Customer Service	403	367	36
Metro-North West	44	31	13
Total Operations	2,242	2,155	87
Maintenance			
Maintenance of Equipment	1,724	1,608	116
Maintenance of Way	2,304	2,113	191
Procurement & Material Mgmt	141	117	25
Total Maintenance	4,169	3,837	332
Engineering/Capital			
Construction Management	42	34	8
Engineering & Design	94	84	10
Total Engineering/Capital	136	118	18
Total Positions	7,149	6,556	593
Non-Reimbursable	6,487	6,079	408
Reimbursable	662	477	185
Total Full-Time	7,148	6,555	593
Total Full-Time-Equivalents (of part-time positions)	1	1	-

**MTA METRO-NORTH RAILROAD
2019 YEAR-END REPORT
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2019**

	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	198	153	45
Professional, Technical, Clerical	404	293	111
Operational Hourlies	-	-	-
Total Administration	602	446	156
Operations			
Managers/Supervisors	260	248	12
Professional, Technical, Clerical	252	210	42
Operational Hourlies	1,730	1,696	34
Total Operations	2,242	2,155	87
Maintenance			
Managers/Supervisors	691	640	51
Professional, Technical, Clerical	521	463	58
Operational Hourlies	2,957	2,734	223
Total Maintenance	4,169	3,837	332
Engineering/Capital			
Managers/Supervisors	53	41	12
Professional, Technical, Clerical	83	77	6
Operational Hourlies	-	-	-
Total Engineering/Capital	136	118	18
Total Positions			
Managers/Supervisors	1,202	1,082	120
Professional, Technical, Clerical	1,260	1,044	216
Operational Hourlies	4,687	4,430	257
Total Positions	7,149	6,556	593

**MTA METRO-NORTH RAILROAD
2019 YEAR-END REPORT
DETAILED EXPLANATIONS OF VARIANCES ON
RIDERSHIP (UTILIZATION)**

2019 ACTUALS vs. FINAL ESTIMATE

2019 Metro-North rail ridership for East and West of Hudson service totaled 86.6 million rides, a slight increase of 0.1 million or 0.1% above 2018.

Total annual East of Hudson ridership was approximately 85.0 million, which was lower than the Final Estimate by 0.6%. Commutation ridership was 0.6% lower and non-commutation ridership was 0.5% lower than the 2019 Final Estimate.

- The Hudson Line had a record-setting year in 2019 with 17.4 annual rides surpassing last year's record by approximately 220,000 more rides, a 1.3% increase.
- Ridership on the New Haven Line was 0.1% below 2018's record-setting year, with approximately 60,000 fewer rides.
- Ridership on the Harlem Line was 0.3% below 2018, with approximately 80,000 fewer rides primarily due to weekday off-peak and weekend track work to accommodate station-enhancement projects.

During the past year, commutation ridership to/from Manhattan decreased by 0.5% while non-commutation ridership to/from Manhattan grew by 1.8%. Weekday off-peak ridership grew by 1.9%. Intermediate ridership decreased by 1.8%, partly due to low and stable gasoline prices which, combined with shorter distance of intermediate trips, encouraged greater travel by auto.

- -0.5% Commutation to/from Manhattan
- +1.8% Non-Commutation to/from Manhattan
- +1.9% Weekday Off-Peak
- +0.9% Weekend
- -1.8% Intermediate

West-of-Hudson ridership was 1.6 million for the year, which was 0.2% lower than the 2019 Final Estimate and 1.7% lower than 2018.

2019 ACTUALS vs. ADOPTED BUDGET

2019 Metro-North rail ridership for East and West of Hudson service totaled 86.6 million rides, a decrease of 1.2 million or 1.3% below Adopted Budget.

Total annual East of Hudson ridership was approximately 85.0 million. As compared to the Adopted Budget, overall East of Hudson ridership was lower by 1.4%. Commutation ridership was lower by 1.8% and non-commutation ridership was 0.8% lower than the Adopted Budget.

West-of-Hudson ridership was 1.6 million for the year, which was in line with the Adopted Budget but 1.7% lower than 2018.

MTA METRO-NORTH RAILROAD
2019 ADOPTED BUDGET AND FINAL ESTIMATE VS ACTUAL
RIDERSHIP/UTILIZATION
DECEMBER 2019
(in millions)

	YTD AS OF DECEMBER				VARIANCE					
	ADOPTED BUDGET*	FINAL ESTIMATE	ACTUAL 2019	2018 ^(A)	Fav/(Unfav)					
					ADOPTED BUDGET*	FINAL ESTIMATE	2018			
FAREBOX REVENUE										
<i>Harlem Line - Commutation</i>	115.627	114.097	113.095	111.605	(2.532)	-2.2%	(1.002)	-0.9%	1.490	1.3%
<i>Harlem Line - Non-Commutation</i>	106.575	105.503	103.713	99.382	(2.862)	-2.7%	(1.791)	-1.7%	4.330	4.4%
TOTAL HARLEM LINE	\$222.202	\$219.601	\$216.808	\$210.988	(\$5.394)	-2.4%	(\$2.793)	-1.3%	\$5.820	2.8%
<i>Hudson Line - Commutation</i>	75.863	75.640	75.283	73.751	(0.579)	-0.8%	(0.357)	-0.5%	1.532	2.1%
<i>Hudson Line - Non-Commutation</i>	92.387	92.305	92.242	87.230	(0.145)	-0.2%	(0.063)	-0.1%	5.012	5.7%
TOTAL HUDSON LINE	\$168.249	\$167.946	\$167.525	\$160.981	(\$0.724)	-0.4%	(\$0.420)	-0.3%	\$6.544	4.1%
<i>New Haven Line - Commutation</i>	162.615	161.037	157.947	158.018	(4.668)	-2.9%	(3.090)	-1.9%	(0.070)	0.0%
<i>New Haven Line - Non-Commutation</i>	201.961	201.107	199.830	195.673	(2.131)	-1.1%	(1.277)	-0.6%	4.157	2.1%
TOTAL NEW HAVEN LINE	\$364.576	\$362.143	\$357.777	\$353.691	(\$6.799)	-1.9%	(\$4.366)	-1.2%	\$4.086	1.2%
All Lines - Commutation	354.105	350.774	346.326	343.374	(7.779)	-2.2%	(4.448)	-1.3%	2.952	0.9%
All Lines - Non-Commutation	400.922	398.915	395.785	382.286	(5.138)	-1.3%	(3.131)	-0.8%	13.499	3.5%
TOTAL EAST OF HUDSON LINES	\$755.027	\$749.690	\$742.111	\$725.660	(\$12.916)	-1.7%	(\$7.579)	-1.0%	\$16.451	2.3%
West of Hudson ^(B)	<u>\$14.634</u>	<u>\$14.630</u>	<u>\$14.569</u>	<u>\$14.574</u>	<u>(0.065)</u>	<u>-0.4%</u>	<u>(0.061)</u>	<u>-0.4%</u>	<u>(0.005)</u>	<u>0.0%</u>
TOTAL FAREBOX REVENUE	\$769.661	\$764.320	\$756.680	\$740.234	(\$12.981)	-1.7%	(\$7.640)	-1.0%	\$16.446	2.2%
RIDERSHIP										
<i>Harlem Line - Commutation</i>	16.858	16.584	16.462	16.639	(0.395)	-2.3%	(0.121)	-0.7%	(0.177)	-1.1%
<i>Harlem Line - Non-Commutation</i>	11.208	11.090	10.905	10.808	(0.303)	-2.7%	(0.185)	-1.7%	0.096	0.9%
TOTAL HARLEM LINE	28.065	27.673	27.367	27.447	(0.698)	-2.5%	(0.306)	-1.1%	(0.080)	-0.3%
<i>Hudson Line - Commutation</i>	9.445	9.432	9.442	9.415	(0.003)	0.0%	0.010	0.1%	0.027	0.3%
<i>Hudson Line - Non-Commutation</i>	7.903	7.921	7.937	7.744	0.034	0.4%	0.016	0.2%	0.193	2.5%
TOTAL HUDSON LINE	17.348	17.353	17.379	17.159	0.030	0.2%	0.025	0.1%	0.220	1.3%
<i>New Haven Line - Commutation</i>	22.265	21.996	21.805	22.080	(0.461)	-2.1%	(0.191)	-0.9%	(0.275)	-1.2%
<i>New Haven Line - Non-Commutation</i>	18.469	18.436	18.430	18.213	(0.039)	-0.2%	(0.006)	0.0%	0.217	1.2%
TOTAL NEW HAVEN LINE	40.734	40.432	40.235	40.293	(0.500)	-1.2%	(0.197)	-0.5%	(0.058)	-0.1%
Total Ridership East of Hudson										
All Lines - Commutation	48.569	48.011	47.709	48.134	(0.860)	-1.8%	(0.303)	-0.6%	(0.425)	-0.9%
All Lines - Non-Commutation	37.579	37.447	37.272	36.765	(0.308)	-0.8%	(0.176)	-0.5%	0.506	1.4%
TOTAL EAST OF HUDSON LINES	86.148	85.459	84.980	84.899	(1.168)	-1.4%	(0.478)	-0.6%	0.081	0.1%
West of Hudson ^(B)	<u>1.614</u>	<u>1.617</u>	<u>1.614</u>	<u>1.642</u>	<u>0.000</u>	<u>0.0%</u>	<u>(0.003)</u>	<u>-0.2%</u>	<u>(0.028)</u>	<u>-1.7%</u>
TOTAL EAST & WEST OF HUDSON LINES	87.762	87.075	86.594	86.541	(1.167)	-1.3%	(0.481)	-0.6%	0.054	0.1%

^(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.

* Fare increase effective April 1, 2019

MTA METRO-NORTH RAILROAD 2019 YEAR-END REPORT RESULTS OF OPERATIONS

In 2019, Metro-North Railroad (MNR) continued to utilize its resources to sustain current operations and fund strategic investments that further promote safe, secure and reliable transportation service for our customers, a safe and secure working environment for our employees, and constant and impactful improvements in our infrastructure. Over the last several years, Metro-North has taken important steps to develop policies and initiatives to meet these objectives, and that work continues.

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

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

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

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

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

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

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

Metro-North has already realized key aspects of its “Way Ahead” vision with customers experiencing safety upgrades, improved communications, enhanced customer service, reinvigorated stations, and renewed infrastructure, all of which translate to a more positive commuting experience. Many of these accomplishments are discussed later in this document.

Financial Performance Summary

Metro-North’s overall financial performance in comparison to the 2019 Final Estimate was favorable by 11.0% with a Net Operating Deficit of \$762.5 million that was \$93.9 million lower than projected. This improvement is driven by lower non-cash expenses in GASB 75 Adjustment and Depreciation expense partially offset by lower Farebox revenue and increased expenses, particularly in Payroll, Materials and Supplies and Overtime. Note that before Non-Cash Liability Adjustments, MNR is unfavorable versus the Final Estimate by \$10.1 million.

Total Non-Reimbursable Revenue of \$813.9 million was \$10.7 million lower than the Final Estimate. Farebox Revenue of \$756.7 million was \$7.6 million unfavorable reflecting lower ridership on the Harlem and New Haven Lines as well as a lower average yield per passenger for New Haven and Hudson Line riders. Other Operating Revenue of \$57.2 million was \$3.1 million unfavorable versus the Final Estimate, reflecting lower advertising revenue due to a reduced MNR allocation of MTA-contracted advertising revenue and lower net GCT retail income.

Non-Labor expenses of \$397.6 million were \$2.2 million favorable versus the Final Estimate due to lower Maintenance and Other Operating Contracts mainly due to revised scheduling of the BL-20 locomotive overhauls, lower rates for electric and fuel and lower Professional Service Contracts driven by lower consulting and engineering services. These improvements were partially offset by increased Materials and Supplies expense reflecting timing of material usage for rolling stock maintenance events, increased infrastructure repairs and obsolete material reserves partially offset by lower inventory adjustments.

Labor expenses of \$941.8 million were \$1.5 million higher than the Final Estimate, reflecting higher payroll expense of \$6.1 million due to primarily to the catch-up for 2018 Retroactive Wage Adjustment (RWA) accruals for pending union agreements and higher overtime expense of \$4.1 million primarily due to increased activity necessary to assure appropriate fleet availability in Maintenance of Equipment, RWA catch-up accruals and higher vacation, sick and vacancy coverage requirements partially offset by increased employee availability based upon lower relief day coverage due to lower unplanned absences for Train & Engine crews. These were partially offset by improvements in Reimbursable Overhead.

Efforts at controlling overtime were quite successful. When adjusting for the impacts of higher than anticipated Retroactive Wage Adjustments (RWA), Metro-North Non-Reimbursable Overtime was \$1.8 million higher than the Final Estimate. This results primarily from increased Maintenance of Equipment activity necessary to assure appropriate fleet availability partially offset by an improvement in employee availability among Train & Engine crews. Reimbursable Overtime was only 3% higher primarily resulting from weekend overtime required due to track availability issues. Overtime will continue to be a key focus in 2020 and will be monitored closely to ensure it is used wisely.

The Farebox Operating Ratio (FOR), which calculates the percentage of operating expense covered through Farebox Revenue, was 55.6%. This represents a 0.9% increase from 54.7% in the previous year due to higher than expected revenue growth and a 0.8% favorability compared to the Adopted Budget of 54.8% due to lower than budgeted expenses. However, the 2019 actual FOR was unfavorable to the Final Estimate level of 56.2% primarily due to lower than forecasted revenues. The 2019 operating cost per passenger of \$15.71 was \$0.07 higher than the 2018 level of \$15.64, primarily due to higher expenses and marginally higher ridership.

Please note these financial results are preliminary and subject to audit, and thus are subject to change.

Safety and Security Initiatives

Safety

- Introduced a new series of employee-facing videos which focus on specific incidents that occurred on Metro-North property. Called #PlayItSafe, these videos format the scenes in “black and white” to deliver clear, concise and serious message to our employees about how their actions should not compromise safety.
- Continued to expand TRACKS (Together Railroads and Communities Keeping Safe) to promote grade-crossing awareness and rail safety to communities, schools, and others. The TRACKS program has grown by over 100% since it’s 2016 inception, when we reached just over 50,000 persons. In 2019, Metro-North reached over 110,000 people, surpassing our goal of 105,000.
- Launched a new suicide prevention program called QPR Training (*Question, Persuade, Refer*). QPR teaches employees how to identify the warning signs, deescalate the situation, and to provide the support required for a person in need. Over 450 Metro-North

employees have been trained with the training extended to include LIRR employees who plan to adopt the same program.

- Enhanced our partnership with WAZE, the app and community-based GPS Navigation Application. The app has a real-time verbal alert and/or a hazard icon that will display on a device's screen each time a driver comes within 500 feet of an MNR grade crossing.
- In September, Metro-North participated in the 3rd Annual U.S. Rail Safety Week, promoting rail and grade-crossing safety at stations and grade crossings. MNR held 16 customer events and interacted with an estimated 5,500 individuals.
- Created an original weekly social media series, consisting of Tweets and Facebook posts, each highlighting a special safety message. MNR also produced a new "Watch the Gap" series for social media, digital ads, and print, many of which are also featured on our digital media displays.

Security

- Successfully deployed a new video sharing system to improve incident video sharing. The software is part of the department's overall strategy, which reduces the time of video data delivery to key stakeholders. It also mitigates the need to produce physical copies of video and streamlines the logistics of managing the chain of custody.
- As part of the Transit Security Grant Program (TSGP), Metro-North outfitted the Harlem River Lift Bridge with an enhanced electronic security apparatus. The new security system includes advanced technology to ascertain possible trespassers on the structure, along with many high definition security cameras, a digital intercom system, comprehensive electronic access control in all operation areas, and the installation of hurricane-resilient communication node houses.
- Coordinated with the MTA Capital and Development group in delivering updated security cameras in 4 passenger stations as part of the Customer Service Initiative (CSI) program. The camera system utilizes a new technology allowing secured video downloads from cloud servers.
- Ramped up department processes, manpower, and procedures to effectively manage video for the entire revenue fleet with inward-facing and forward-facing cameras.
- Continued to build on the success of the original #IfYouBringItOnTakeItOff™ social media series that is updated every Friday with new content. The series uses models and situations to help people recognize that leaving their belongings on the trains can result in delays and pose security risks.
- Produced a Security Basics computer-based training (CBT) module for annual compliance by all Metro-North employees. The CBT contains vital security information for daily use by employees and a new conflict resolution module for improved communication and assistance with reducing MNR workplace violence incidents.

Operations/Technology

- Furthered the innovative White Rails Initiative, which utilizes heat reflective paint to prevent heat kinks on rails due to high temperatures at the Walk Moveable Bridge in Norwalk, Connecticut. We utilized our custom-designed painting rig, which attaches to a high-rail vehicle, to spray a uniform layer of heat-reflective paint atop 725 feet of rail on all four westerly approaches of the bridge. Heat kinks caused by thermal rail expansion had previously prevented the bridge from opening properly during excessive heat days.
- Successfully completed Revenue Service Demonstration for PTC on its Pilot Territory from Tarrytown to Croton-Harmon. Subsequently, MNR entered Extended Revenue Service Demonstration on the Hudson Line from Marble Hill to Poughkeepsie, on all of the Danbury branch, and on the Harlem line from Mount Vernon to Wassaic, for a total of 117 miles of PTC protection. There were 293 trains per day operating in PTC by the end of 2019.
- Metro-North is on schedule to complete PTC implementation by the December 2020 deadline.
- Installed new PTC equipment on 903 passenger cars.
- Advanced the railroad's track work, a systemwide effort ongoing over the last four years. In 2019, the railroad replaced 60,229 ties, replaced 8.3 miles of continuous welded rail, replaced 29 switches, renewed five railroad crossings, surfaced 117 miles and welded 1,789 rail joints.
- Employed advanced technology and specialized equipment and train cars to supplement visual track inspections:
 - Maintained use of autonomous geometry inspection equipment on three revenue train cars to perform continuous track geometry measurements as trains move through service routes.
 - Utilized a specialized vehicle to detect internal rail defects.
 - Utilized a vehicle that measures rail-end alignment and grades wood/concrete ties
 - Utilized a track-loading vehicle that measures the lateral strength of track, track ties, fasteners, and ballast.
 - Utilized a specialized car that measures rail profile, track geometry, lateral strength clearance, and more. (Metro-North will have its own car in 2020).
- Metro-North purchased and received two new state of the art Catenary Maintenance Vehicles, which enhance our ability to inspect, maintain and repair the New Haven and branch lines' catenary system. The new rail cars replaced two older models, which had passed their useful lifespan.
- Completed the installation of a CCTV security system that includes forward-facing, "cab-view" cameras for all Metro-North rolling stock. By the end of the year, 100 percent of the agency's fleet was equipped with the new "in-cab" and "cab-forward" CCTV systems.
- Metro-North is repowering our existing P-32 locomotives, and in so doing, improving the emissions of pollutants like particulate matter and nitrogen oxides. The P-32 fleet is also in the process of being replaced, and once they are in use, the replacement locomotives will be "Tier 4" compliant, which complies with the strictest EPA emissions requirements for off-highway diesel engines.

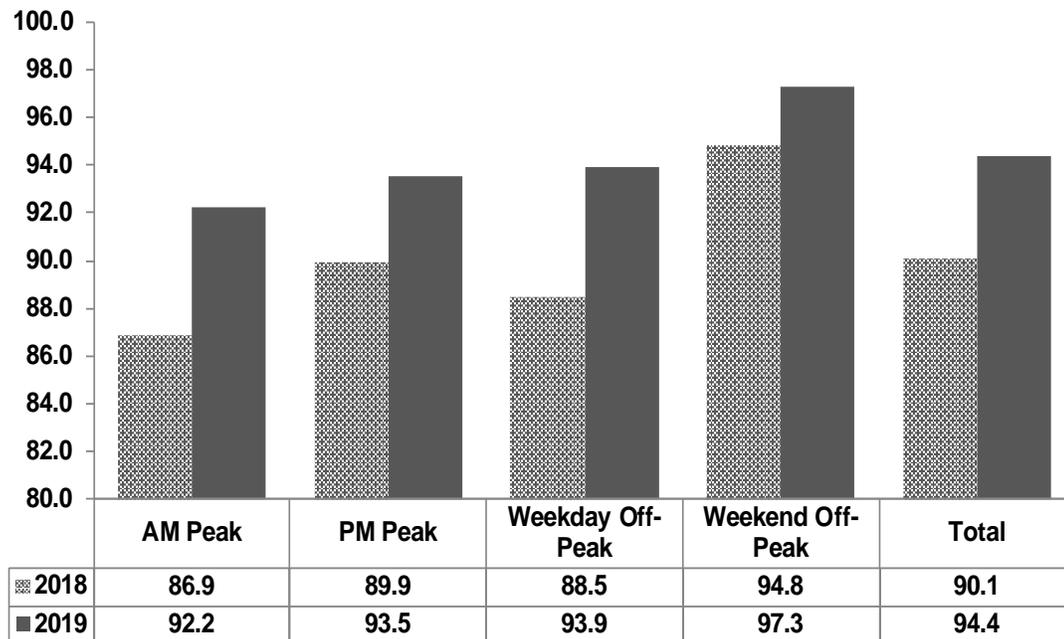
Technology

- Began test-tracking of wheel true data with INFOR (MTA's Enterprise Asset Management System) at the Croton Harmon and New Haven wheel true facilities. The plan is to expand data analysis and functionality of that system to better manage wheel asset allocation in 2020.

2019 On-Time Performance

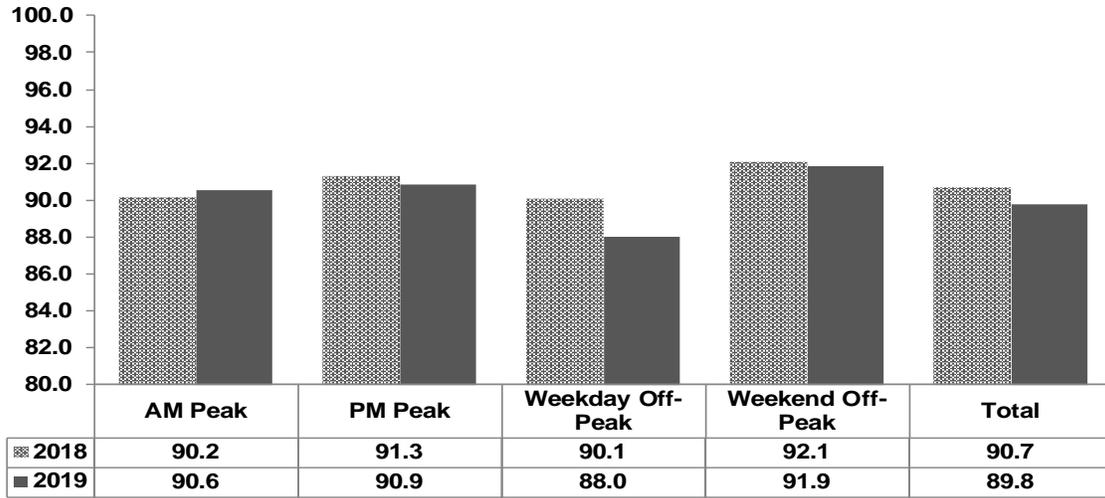
- Metro-North's system-wide on-time performance for 2019 totaled 94.4%, up from 90.1% in 2018 and above the railroad's goal of 93.0%. The Harlem Line performed at 95.3%, the Hudson Line at 95.0% and the New Haven Line at 93.4%.

**MTA Metro-North Railroad
On-Time Performance Percentage
East of Hudson
2018 versus 2019 Actuals**



- West-of-Hudson on-time performance totaled 89.8%, a decrease of 0.9 percentage points from 90.7% the previous year.

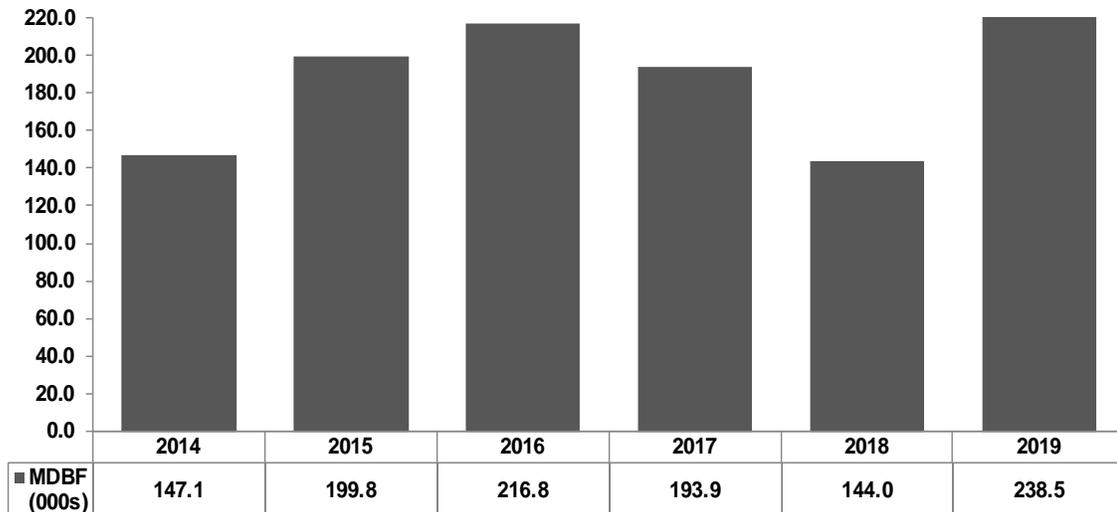
**MTA Metro-North Railroad
On-Time Performance Percentage
West of Hudson
2018 versus 2019 Actuals**



Equipment Reliability

- Rolling Stock “mean distance between failures” (MDBF) improved in 2019, largely due to the warranty correction of new Positive Train Control (PTC) equipment, which generated additional sources of equipment failure in 2018. MDBF was 238,464 miles in 2019 or 45% above goal. Completion of PTC equipment installations also improved car availability in 2019, resulting in a 99.4% “consist compliance rate,” which is the percentage of cars required for service and providing seats for customers each day.

**MTA Metro-North Railroad
Mean Distance Between Failure (MDBF)
Miles 000s**



Ridership

2019 Metro-North rail ridership for East and West of Hudson service totaled 86.6 million rides, an increase of 0.1 million or 0.1% above 2018.

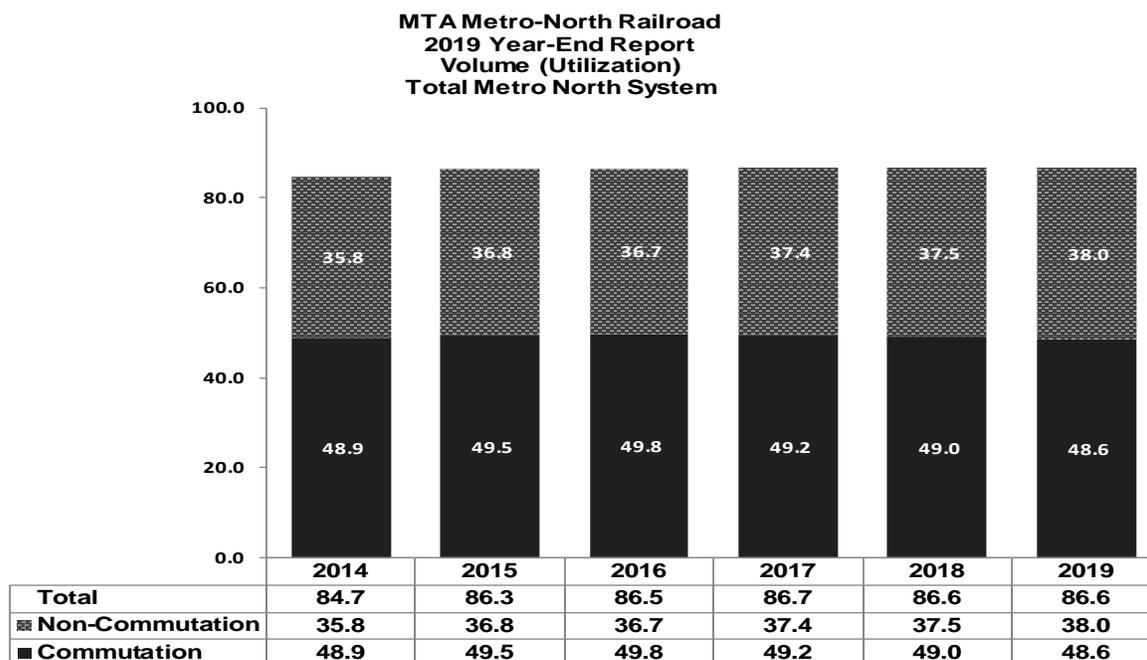
Total annual East of Hudson ridership was approximately 85.0 million, which was lower than the Final Estimate by 0.6%. Commutation ridership was 0.6% lower and non-commutation ridership was 0.5% lower than the 2019 Final Estimate.

- The Hudson Line had a record-setting year in 2019 with 17.4 million annual rides, surpassing last year's record by approximately 220,000 more rides, or 1.3%.
- Ridership on the New Haven Line was 0.1% below 2018's record-setting year with approximately 60,000 fewer rides.
- Ridership on the Harlem Line was 0.3% below 2018 with approximately 80,000 fewer rides primarily due to weekday off-peak and weekend track work to accommodate station-enhancement projects.

During the past year, commutation ridership to/from Manhattan decreased by 0.5% while non-commutation ridership to/from Manhattan grew by 1.8%. Weekday off-peak ridership grew by 1.9%. Intermediate ridership decreased by 1.8%, partly due to low and stable gasoline prices which, combined with shorter distance of intermediate trips, encouraged greater travel by auto.

- -0.5% Commutation to/from Manhattan
- +1.8% Non-Commutation to/from Manhattan
- +1.9% Weekday Off-Peak
- +0.9% Weekend
- -1.8% Intermediate

West-of-Hudson ridership was 1.6 million for the year, which was 0.2% lower than the 2019 Final Estimate and 1.7% lower than 2018.



Customer Service Initiatives

- Continued successful expansion of the customer base for MTA eTix®, the railroad's mobile ticketing app. Preliminary 2019 data suggests MTA eTix® now accounts for more than 37% of Metro-North's East of Hudson ticket sales. Also, MNR began converting Mail&Ride MTA eTix® customers in November of 2019, with 1,600 monthly ticket sales out of 21,303 (almost 8%) being converted by the end of December.
- Completed Phase I of Station Enhancements at the White Plains Station, which included the renovation of the elevator, ticket office, waiting room and public restrooms. Phases II and III are slated for 2020 completion.
- Station enhancements included bird-proofing of the Mount Vernon West and Nanuet Stations. Nanuet Station also received a new ADA access platform and ramp, fresh paint and structural fixes to the platform canopy, additional LED lighting, and new platform safety strips.
- An additional 11 stations underwent enhancements, which encompassed the replacement of 36 recycling centers, upgrading 19 Electric Vehicle Charging units for customer use, installation of stairs, platform and safety upgrades, new seating, and re-pavement of parking lots.
- In 2019, MNR held 14 "Connect with Us" public forums at 12 stations, including two West of Hudson stations and a couple of forums held at Grand Central Terminal. These forums provide a setting in which the agency's senior management meets informally with customers and residents to answer questions and elicit suggestions.
- Installed new cellular LCD kiosks containing train information and advertisements at two Hudson Line Stations and six Harlem Line stations, bringing the total number of stations with kiosks to 64, (33 stations on the Harlem Line with 59 kiosks, 24 stations on the Hudson Line with 52 kiosks, and 8 stations on the New Haven Line with 19 kiosks). We also converted additional legacy ADA electronic signs to real-time train information at another 49 stations, including 21 on the New Haven Line, 11 on the Harlem Line, and 17 on the Hudson Line.
- Implemented a Station Ambassadors Program at the most frequently traveled stations on the East of Hudson line, including Harlem-125th Street, Fordham, New Rochelle, Croton-Harmon, Stamford and White Plains. This expanded program enhances customer experience and enables MNR to learn first-hand from our customers.
- In Grand Central Terminal, we replaced the Big Boards, partially replaced the Gate Boards, and replaced the Public Address/Visual Information System that feeds audio and visual service announcements. We also continued the installation of Digital Media Displays for alternate advertising and emergency messaging at GCT and at all outlying stations.
- Installed Media digital displays as a pilot on three M-8 and two M-7 cars, which carry the same advertising and emergency information as those in the stations. Because the pilot went well, production installations are due to begin in the second quarter of 2020, with a full rollout expected to extend over several years.
- Opened a new publicly accessible lactation room at Grand Central Terminal for *on-the-go* moms and established a connection with the online resource *Mommy Poppins*, which now includes this room in its directory of services.

Capital

Major 2019 Commitments

- Rolling Stock
 - Continued working on the purchase of components and equipment for the new 66 M-8 cars. Most of the additional cars are expected to be delivered in 2020, and spare parts are being purchased for Positive Train Control, propulsion, Heating Ventilation and Air Conditioning (HVAC), Automatic Train Control/Advanced Civil Speed Enforcement System Equipment, and Bench Test Equipment.

- Stations
 - Awarded a contract in June for engineering and design services for the Park Avenue Viaduct inspection/feasibility study. This study will develop and evaluate several different replacement alternatives for the viaduct and examine constructability, feasibility, environmental impacts and factor-in other critical considerations.

 - Awarded the Grand Central Terminal Trainshed Priority Repair Program in December to address areas of deterioration in columns, girders, stringers, and concrete slabs.

- Infrastructure
 - Awarded many contracts including those listed below for the following projects:
 - To minimize potential radio interference issues, Metro-North, on behalf of itself and the LIRR, will purchase a license for additional Positive Control Project radio spectrum and is expected to address contingency and future growth needs.
 - Several contracts to replace three bridges in Mount Vernon, two in Patterson and two on the New Haven line.

Sustainability/Transit Oriented Development Initiatives

- In October 2019, Metro-North was recertified in the ISO-50001 Energy Management System framework, which includes energy conservation and fuel metering initiatives aimed at cutting greenhouse gases while reducing energy and fuel costs. Metro-North, in September 2018, was the first railroad in North America to receive ISO-50001 certification.

- Metro-North integrated internal custom reporting dashboards and quality assurance testing for data integrity in the MTA-wide Energy Management System (EMS). This software platform tracks all utility invoices and provides actual consumption data for electric traction, diesel propulsion, heating fuel, steam, water, natural gas, gasoline, and diesel for automobiles. The EMS also provides historical data for benchmarking energy costs.

- Completed installation of Fuel Tank Monitoring and Leak Detection Systems at Croton Harmon yard to track deliveries, billing, and inventory for all diesel locomotives and heating fuel tanks at that location as part of MTA's Energy Management software platform. Additional installations are planned for Mott Haven, Highbridge, North White Plains, Poughkeepsie, and Grand Central Terminal.

- Replaced 274 1,000-watt High Pressure Sodium high mast yard lighting fixtures with 500-watt LED fixtures at four different Yard locations to enhance workforce safety, reduce

lighting energy consumption by 50% and maintenance costs. Metro-North expects this project to fully pay for itself in energy and maintenance savings within five years.

- Replaced all standard light bulbs throughout Grand Central Terminal, including its historic chandeliers, with LED lighting. These lights are 40 percent more efficient than fluorescent bulbs, and require the bulbs to be changed every two and a half years instead of annually.
- Began installation of platform LED Lighting at Grand Central Terminal, which will replace the current fluorescent fixtures with LED fixtures for all platforms in GCT. This is a New York Power Authority (NYPA) Customer Installation Commitment (CIC) project, whereby NYPA provides low-cost financing for energy efficiency projects with no upfront capital required. Installation is expected to be completed in mid-2020.
- Contractual documents to begin the Harrison Station Transit Oriented Development, were executed pursuant to MTA Board approval. Located on a 3.3 acre MTA property, the project will construct a mixed-use, residential-commercial area around the Metro-North station and will nearly double rail customer parking. Phase I property conveyance was completed and construction began on the parking structure and the first mixed use building in April 2019. Phase I is projected to be completed in first quarter of 2021 which will initiate Phase II property conveyance. The project is expected to be completed mid-2022.
- Metro-North is working with the City of Beacon and their consultants to progress the Maybrook Trailway. The master plan and preliminary design were completed by the consultant and presented to Metro-North, and comments on the areas where the trail nears the Rail right-of-way was communicated by the railroad. Metro-North also provided documents for the purpose of helping the consultant to finalize the design, such as on soil borings at the Beacon station.
- The Penn Station Access Project received a \$695 million commitment in the 2015-2019 Capital Program. In February, the MTA entered into a Memorandum of Understanding with Amtrak and awarded a General Engineering Consultant contract. An Environmental review is expected to be completed by mid-2020 with the Design/Build contract anticipated being awarded by the end of 2020.
- Continued work with local partners to advance several station and Transit Oriented Development planning efforts at 14 different stations, along with plans for four new ADA Compliant Metro-North stations in the Bronx relating to the railroad's Penn Station Access project - an MTA megaproject managed by MTA Construction & Development.

Metro-North—Cost Cutting/Other Revenue Enhancement Initiatives

Cost Cutting

Reduced 2019 budgeted operating subsidies by \$49.0 million through cost-cutting measures, while continuing the strategic, long-term investments needed to ensure safe, secure and reliable transportation services. Beginning in 2020, the agency is instituting additional cost-saving efforts to save approximately \$30.0 million in an annual basis.

MTA METRO-NORTH RAILROAD
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
MONTHLY PERFORMANCE INDICATORS ^(A)
DECEMBER 2019

	YEAR-TO-DATE			VARIANCE	
	FINAL ESTIMATE	2019 ACTUAL	2018	Fav/(Unfav)	
				FINAL ESTIMATE	2018
Farebox Operating Ratio					
Standard ^(B)	56.2%	55.6%	54.7%	-0.6%	0.9%
Adjusted ^(C)	63.5%	62.6%	60.8%	-0.9%	1.8%
Cost per Passenger					
Standard ^(B)	\$15.61	\$15.71	\$15.64	(\$0.10)	(\$0.07)
Adjusted ^(C)	\$15.20	\$15.31	\$15.24	(\$0.11)	(\$0.06)
Passenger Revenue/Passenger	\$8.78	\$8.74	\$8.56	(\$0.04)	\$0.18

	YEAR-TO-DATE			VARIANCE	
	ADOPTED BUDGET	2019 ACTUAL	2018	Fav/(Unfav)	
				ADOPTED BUDGET	2018
Farebox Operating Ratio					
Standard ^(B)	54.8%	55.6%	54.7%	0.8%	0.9%
Adjusted ^(C)	61.5%	62.6%	60.8%	1.1%	1.8%
Cost per Passenger					
Standard ^(B)	15.72	\$15.71	\$15.64	\$0.01	(\$0.07)
Adjusted ^(C)	15.36	\$15.31	\$15.24	\$0.05	(\$0.06)
Passenger Revenue/Passenger	8.62	\$8.74	\$8.56	\$0.12	\$0.18

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

(B) 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) as well as 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.

2020 1st Quarter Maintenance of Way Division

Track, Structures, Stations & Facilities

Metro-North Railroad

May 20,2020



Track Projects Systemwide

■ Production Tie Replacement – 1,758,250 systemwide wood ties (30,000 ties planned)

■	Hudson Line	8,650	ties planned	0	installed	0%
■	New Haven	9,600	ties planned	34	installed	0%
■	Danbury	7,150	ties planned	0	installed	0%
■	Waterbury	2,600	ties planned	0	installed	0%
		28,000	ties planned	34	installed	0% of goal
	New Haven (SmarTrack)	2,000	ties planned	0	installed	0% of goal
	Total 2020	30,000	ties planned			

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

■	GCT	141	ties installed			
■	Hudson	460	ties installed			
■	Harlem	91	ties installed			
■	New Haven	157	ties installed			
■	Danbury	0	ties installed			
■	Waterbury	0	ties installed			
	Total 2020	849	ties installed		21% of goal	

■ Rail Replacement – 1,508 rail miles systemwide (7 miles planned)

■	Hudson Line	4	miles planned	0	installed	0%	complete
■	New Haven	3	miles planned	3.23	installed	108%	complete
	Total 2020	7	miles planned	3.23	installed	46%	of goal

***All subject to change due to current events**



■ **Welds (2,000 joints planned)**

■	GCT	0	joints completed	
■	Hudson Line	117	joints completed	
■	Harlem Line	103	joints completed	
■	New Haven	154	joints completed	
■	West Of Hudson	38	joints completed	
■	Port Jervis	0	joints completed	
	Total 2020	412	joints completed	21% of goal

■ **Loram Rail Grinder (80 miles planned)**

■	Hudson Line	12	miles planned	0	complete	0%
■	Harlem	7	miles Planned	0	complete	0%
■	New Haven	61	miles planned	0	complete	0%
	Total 2020	80	miles planned	0	complete	0% of goal

■ **Switch Renewal - 1,500 Switches systemwide (33 switches planned)**

■	GCT	8switches	planned	8	switches completed	100%complete
■	Hudson	4switches	planned	0	switches completed	0%complete
■	Harlem	11switches	planned	0	switches completed	0%complete
■	New Haven	10switches	planned	1	switches completed	10%complete
	Total 2020	33switches	planned	9	switches completed	27% of goal

***All subject to change due to current events**



■ **Grade Crossing Renewal – 111 Grade Crossings systemwide (9 crossings planned)**

■	Harlem Line	4	Crossings planned	0	complete	0%	
■	New Haven						
	■	Danbury	4	Crossings planned	0	complete	0%
	■	Waterbury	1	Crossings planned	0	complete	0%
		Total 2020	9	Crossings planned	0	complete	0% of goal

■ **Surfacing - 754 track miles systemwide (90 miles planned)**

■	Hudson Line	22	miles planned	10.0	completed		
■	Harlem Line	6	miles planned	2.6	completed		
■	New Haven - NY	17	miles planned	0.1	completed		
■	New Haven - CT	39	miles planned	1.3	completed		
■	New Haven - WBXY	5	miles planned	0.0	completed		
■	New Haven - Danbury	1	miles planned	0.0	completed		
		Total 2020	90	miles planned	14.1	completed	16% of goal



*All subject to change due to current events

- **Ultrasonic Rail Testing (1,480 miles planned, 2 runs per year)**

- **548 miles completed in 2020**

- **Sperry Rail**

- Total defects corrected from 2020 testing : 24

- **DPR**

- Total defects corrected from 2020 testing : 23

- **Ensco Geometry (2x per year)** Contracted for 6 tests over 3 years

- 1st run to be completed April 2020

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

- **Track 13**

- 100 bracket ties, 400 block ties, New Ballast and Surfacing

- Rail will be changed when regular work schedule resumes

- **Track 15** – (In progress)

- Will resume when regular work schedule permits

***All subject to change due to current events**



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

- ▣ Park Avenue Viaduct – replaced 24,064 fasteners with new fastening system (Tk 4 – 76%, Tk 2 – 100% , Tk 1 – 100%, Tk 3 – 95%, Overall – 92%)

▣ GCT Trainshed

- ▣ Repoint of brick tunnel and circular arch brick vents (Track 3, 66th street to 95th street) {40% Complete}

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

- ▣ Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements.
 - ▣ Hudson 5.19 East 144th Street - Steel Repairs (0% complete)
 - ▣ Hudson 21.05 Bible Truss – Flag Repairs (0% complete)
 - ▣ NH 16.37 Centre Ave – Flag Repair (10% complete)
 - ▣ NH 20.73 Hillside Ave – Flag Repairs (0% complete)
 - ▣ NH 21.91 Broadway – Flag Repairs (100% complete)



***All subject to change due to current events**

▣ **Bridge Timbers (NY only – 635 Timbers planned)**

▣	HAR 19.35 Bronx River Tks 1	76	timbers	0% complete
▣	NH 20.37 Mamaroneck Ave Tks 4	60	timbers	100% complete
▣	NH 25.54 Westchester Ave Tks 4	57	timbers	0% complete
▣	NH 25.94 North Main Street 4	115	timbers	0% complete
▣	PJ – JS 32.06 Ramapo River Tk 1 & 2	212	timbers	0% complete
▣	PJ – JS 45.40 Ramapo River Tk 1	45	timbers	0% complete
▣	Beacon 13.06 Fishkill Creek Tk 1	70	timbers	0% complete
	Total 2020	635	Timbers planned	14% complete

▣ **Harlem River Lift Bridge Miter Rail Replacement**

- ▣ Fabricate 120 steel ties (100% complete)
- ▣ Install 120 steel ties (74 ties installed 62% complete)
- ▣ Install track 4 expansion and thick web miter rails (0% complete)

***All subject to change due to current events**



■ NY Undergrade Bridge Repair Program

- Hudson
 - Grand Central Terminal (MP 1.0) – Flag Repairs (0% complete)
 - Park Ave Tunnel (MP 2.0) – Masonry Repairs (10% complete)
 - Park Ave Viaduct (MP 3.01) – Masonry Arch Repairs, Waterproofing (50% complete)
 - Park Ave Viaduct (MP 3.01) – Flag Repair (100% complete)
 - Stream (MP 60.01) – Flag Repair (40% complete)
- Harlem
 - Bronx River (MP 14.57) – Flag Repairs (100% complete)
- Port Jervis
 - Ramapo River (MP 32.06 JS) – Flag Repairs (85% complete)
 - Pond Brook (MP 33.94 JS) – Flag Repairs (90% complete)
 - Ramapo River (MP 42.77 JS) – Flag Repairs (10% complete)
 - Laura Lane (MP 47.73) – Bridge Replacement (0% complete)
 - Moodna Creek (MP 55.03) – Flag Repairs (85 % Complete)
 - Shea Road (MP 63.04) – Masonry Repairs (50 % Complete)



***All subject to change due to current events**

CT Bridge Projects

▣ Bridge Timbers (CT only – 602 ties planned)

▣ NH 29.68 Lukes Crossing Tk 3	34	timbers	0%
▣ NH 32.84 Rippowam River Tk 1	100	timbers	0%
▣ NH 34.72 Hamilton Ave Tk 4	47	timbers	100%
▣ NH 40.89 Franklin (Spring Street) Tks 1 & 2	86	timbers	0%
▣ NH 54.77 Warren Street Tk 2	48	timbers	0%
▣ NH 54.84 Lafayette Street Tk 2	50	timbers	0%
▣ NH 54.93 Broad Street Tk 2	61	timbers	0%
▣ NH 56.20 East Main Street Tk 3	56	timbers	0%
▣ NH 57.46 Bishop Ave Tks 1	50	timbers	0%
▣ NH 57.62 Bruce Ave Tk 2	31	timbers	0%
▣ NH 59.96 East Main Street Tk 3	39	timbers	0%
▣ Total 2020	602	Timbers planned	9%

***All subject to change due to current events**



▣ **S-Program (New Haven – CT only)**

- ▣ Elm Street (NH 33.75) – Steel repairs (10% complete)
- ▣ Hamilton Ave (NH 34.72) – Steel repairs (35% complete)
- ▣ Mill River (NH 49.66) – Steel repairs (0% complete)
- ▣ Park Ave (NH 54.58) – Steel repairs (40% complete)
- ▣ Pembroke Ave (NH 56.35) – Steel repairs (70% complete)
- ▣ Washington Ave (NH 70.36) – Steel repairs (70% complete)
- ▣ Spillway (WB 11.36) – Steel Repairs (0% complete)
- ▣ Maple Street (WB 21.74) – Steel Repairs (85% complete)
- ▣ Jackson Street (WB 26.5) – Steel repairs (85% complete)

***All subject to change due to current events**



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

- ▣ Mitre Rail Replacement, bridge timbers and new walkway (Track 3)
 - ▣ Fabricated/install steel ties, install expansion and thick web miter rails (100% complete)
 - ▣ Install 224 bridge timbers (100% complete)

- ▣ **Right of Way Fence**

- ▣ Installed/repared 600' ft of fence throughout systemwide

- ▣ **Graffiti Removal Program**

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

***All subject to change due to current events**



METRO-NORTH RAILROAD MNR

EEO Report – 1st Quarter 2020

May 20, 2020



Executive Summary

■ EEO

As of **March 31, 2020**, MNR's workforce included **6,639** total employees. This represents a 1% decrease from the first quarter 2019 (1Q19) workforce.

- Females represent 13% (849) of our workforce, remaining constant, when compared to 1Q19 despite continued outreach programs.
- Females were hired above their current representation due to female focused outreach efforts by HR.
- Minorities represent 39% (2,602) of our workforce, an increase of 1% when compared to 1Q19 due to continued outreach efforts by HR targeting minorities.
- Minorities were hired above their current representation due to high minority hiring rate in the Administrative Support and Service Maintenance EEO job categories.



Executive Summary

MNR conducted a **utilization analysis*** of females and minorities in its workforce as of March 31, 2020. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

Females:

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

Minorities:

- ❑ Technicians – Hispanics and Asians
- ❑ Paraprofessionals – Blacks, Hispanics, Asians and 2+ Races
- ❑ Administrative Support – Asians
- ❑ Skilled Craft – Hispanics and 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 and Minority** HR participated in outreach initiatives at more than a dozen high schools in an effort to recruit females and minorities.
 - MNR welcomed NYS Attorney General Letitia James to a special Diversity Hour event on Black History Month 2020. Ms. James described her role as the state Attorney General and the impact of African Americans' contributions on our country.
 - EEO collaborated with Training & Development to develop a comprehensive Diversity & Inclusion Training curriculum for management and agreement employees. Training focuses on educating employees to be more aware of unconscious bias and microaggressions that are barriers to diversity and inclusion and motivates positive behaviors essential for creating a respectful, inclusive workplace.
 - **Veteran** HR will continue its outreach efforts to recruit veterans into MNR workforce.
 - **Persons with disability** HR attended a disability inclusion event at the Viscardi Center as part of MNR's efforts to recruit people with disabilities.



MNR's

Workforce

as of March 31, 2020



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 Avail %	WHITES		Est Avail %	BLACKS		Est Avail %	HISPANICS		Est Avail %	ASIANS		Est Avail %	AI/AN*		Est Avail %	NHUPI**		Est Avail %	2+ RACES		Est Avail %	VETERANS		PWD***	
	#	%	#	%		#	%		#	%		#	%		#	%		#	%		#	%		#	%		#	%	#	%
Officials & Administrators	798		300	38%	28%	498	62%	52%	114	14%	12%	75	9%	8%	73	9%	4%	2	0%	0%	1	0%	0%	35	4%	3%	58	7%	12	2%
F	187	23%	108	14%	9%	79	10%	10%	39	5%	5%	28	4%	2%	32	4%	2%	1	0%	0%	1	0%	0%	7	1%	1%	2	3%	2	17%
M	611	77%	192	24%	18%	419	53%	43%	75	9%	8%	47	6%	5%	41	5%	3%	1	0%	0%	0	0%	0%	28	4%	2%	56	97%	10	83%
Professionals	264		142	54%	31%	122	46%	50%	56	21%	12%	38	14%	10%	33	13%	8%	1	0%	0%	0	0%	0%	14	5%	1%	6	2%	3	1%
F	92	35%	63	24%	17%	29	11%	22%	31	12%	7%	16	6%	6%	11	4%	4%	1	0%	0%	0	0%	0%	4	2%	1%	1	17%	2	67%
M	172	65%	79	30%	14%	93	35%	28%	25	9%	5%	22	8%	4%	22	8%	4%	0	0%	0%	0	0%	0%	10	4%	1%	5	83%	1	33%
Technicians	140		62	44%	32%	78	56%	48%	32	23%	16%	13	9%	10%	8	6%	4%	1	1%	0%	0	0%	0%	8	6%	3%	24	17%	3	2%
F	16	11%	12	9%	5%	4	3%	4%	6	4%	3%	3	2%	1%	0	0%	1%	0	0%	0%	0	0%	0%	3	2%	0%	4	17%	0	0%
M	124	89%	50	36%	27%	74	53%	44%	26	19%	13%	10	7%	9%	8	6%	3%	1	1%	0%	0	0%	0%	5	4%	2%	20	83%	3	100%
Protective Services																														
F																														
M																														
Paraprofessionals	12		4	33%	33%	8	67%	47%	2	17%	14%	1	8%	14%	0	0%	5%	0	0%	0%	0	0%	0%	1	8%	1%	0	0%	0	0%
F	6	50%	3	25%	29%	3	25%	41%	2	17%	12%	1	8%	12%	0	0%	4%	0	0%	0%	0	0%	0%	0	0%	1%	0	0%	0	0%
M	6	50%	1	8%	5%	5	42%	6%	0	0%	2%	0	0%	2%	0	0%	1%	0	0%	0%	0	0%	0%	1	8%	0%	0	0%	0	0%
Administrative Support	379		227	60%	41%	152	40%	39%	137	36%	23%	56	15%	13%	11	3%	3%	0	0%	0%	0	0%	0%	23	6%	3%	18	5%	5	1%
F	154	41%	121	32%	18%	33	9%	11%	79	21%	10%	25	7%	5%	7	2%	1%	0	0%	0%	0	0%	0%	10	3%	1%	1	6%	2	40%
M	225	59%	106	28%	24%	119	31%	27%	58	15%	13%	31	8%	7%	4	1%	2%	0	0%	0%	0	0%	0%	13	3%	2%	17	94%	3	60%
Skilled Craft	3,370		1119	33%	30%	2,251	67%	50%	571	17%	15%	347	10%	10%	49	1%	2%	17	1%	0%	0	0%	0%	135	4%	2%	319	9%	26	1%
F	61	2%	37	1%	2%	24	1%	2%	27	1%	1%	7	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	3	0%	0%	5	2%	0	0%
M	3,309	98%	1082	32%	27%	2,227	66%	48%	544	16%	13%	340	10%	10%	49	1%	2%	17	1%	0%	0	0%	0%	132	4%	2%	314	98%	26	100%
Service Maintenance	1,676		748	45%	42%	928	55%	31%	416	25%	20%	222	13%	24%	32	2%	3%	4	0%	0%	0	0%	0%	74	4%	2%	75	4%	9	1%
F	333	20%	212	13%	4%	121	7%	3%	137	8%	5%	47	3%	6%	5	0%	1%	1	0%	0%	0	0%	0%	22	1%	0%	6	8%	5	56%
M	1,343	80%	536	32%	38%	807	48%	27%	279	17%	16%	175	10%	19%	27	2%	2%	3	0%	0%	0	0%	0%	52	3%	2%	69	92%	4	44%
Total	6,639		2,602	39%		4,037	61%		1,328	20%		752	11%		206	3%		25	0%		1	0%		290	4%		500	8%	58	1%



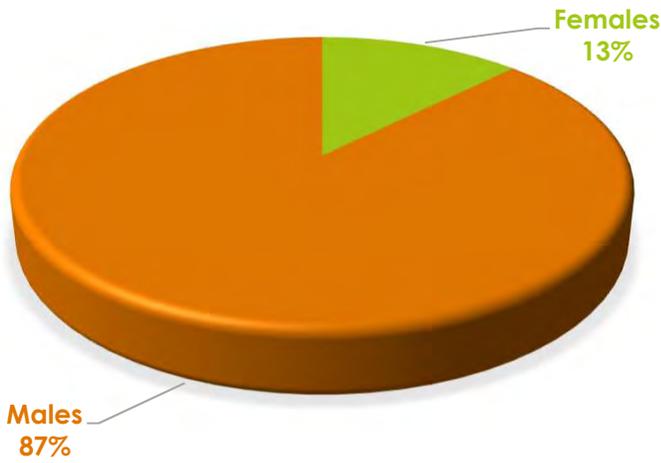
* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

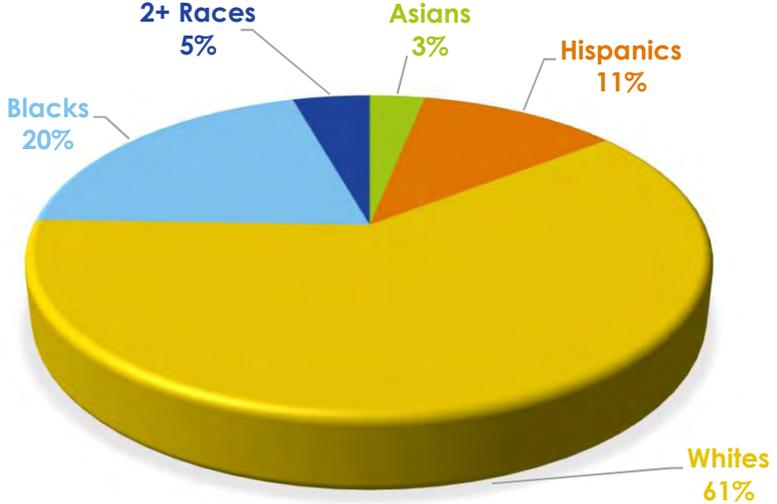
Note: All percentages have been rounded up to the nearest whole number.

MNR's Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MNR's workforce consists of **6,639** employees

- ❑ 13% females, 39% minorities, and 8% veterans.
- ❑ The percentage of females employed remained constant when compared to 1Q19.
- ❑ The percentage of minorities has increased by 1% as it relates to race and ethnicity when compared to 1Q19.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **March 31, 2020** 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 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 percent of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



MNR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	5%	5%	2%	4%	2%	4%	0%	0%	0%	0%	1%	1%	10%	10%
	M	8%	9%	5%	6%	3%	5%	0%	0%	0%	0%	2%	4%		
Professionals	F	7%	12%	6%	6%	4%	4%	0%	0%	0%	0%	1%	2%	22%	11%
	M	5%	9%	4%	8%	4%	8%	0%	0%	0%	0%	1%	4%		
Technicians	F	3%	4%	1%	2%	1%	0%	0%	0%	0%	0%	0%	2%	4%	3%
	M	13%	19%	9%	7%	3%	6%	0%	1%	0%	0%	2%	4%		
Protective Services	F														
	M														
Paraprofessionals	F	12%	17%	12%	8%	4%	0%	0%	0%	0%	0%	1%	0%	41%	25%
	M	2%	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	8%		
Administrative Support	F	10%	21%	5%	7%	1%	2%	0%	0%	0%	0%	1%	3%	11%	9%
	M	13%	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%	1%
	M	13%	16%	10%	10%	2%	1%	0%	1%	0%	0%	2%	4%		
Service Maintenance	F	5%	8%	6%	3%	1%	0%	0%	0%	0%	0%	0%	1%	3%	7%
	M	16%	17%	19%	10%	2%	2%	0%	0%	0%	0%	2%	3%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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



MNR'S

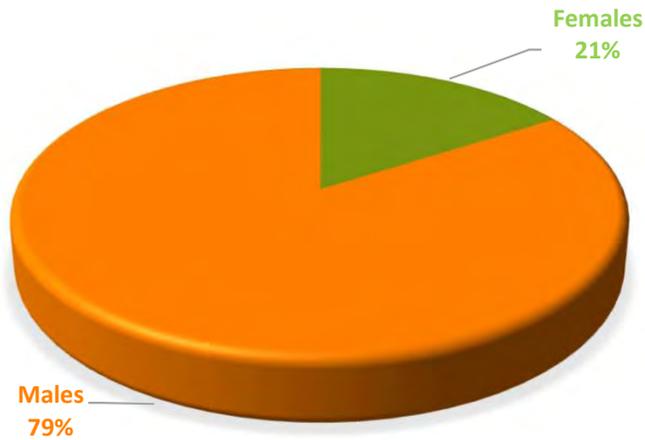
New Hires and Veterans

January 1, 2020 – March 31, 2020

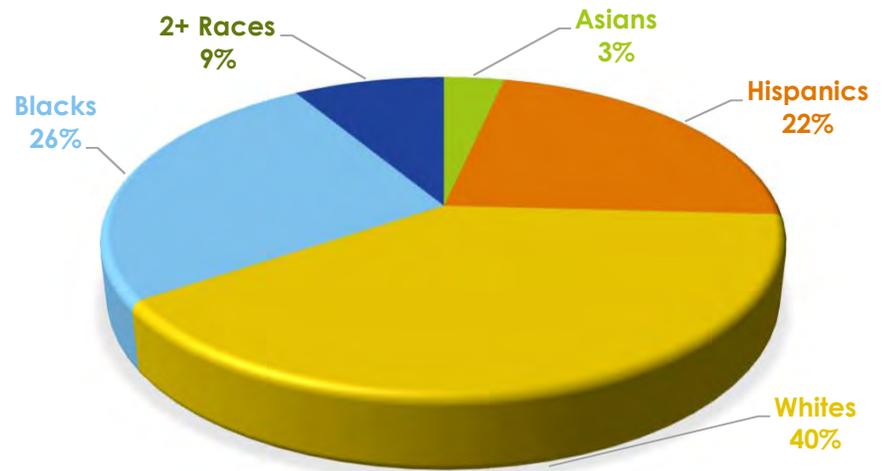


MNR's New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



We added 58 employees including 5 veterans

- ❑ 21% females of which 8% were female veterans.
- ❑ Females were hired at a higher percentage when compared to their current representation in the workforce.
- ❑ 60% minorities of which 11% were minority veterans.
- ❑ Minorities were hired at higher percentage when compared to their current representation in the workforce.



MNR'S

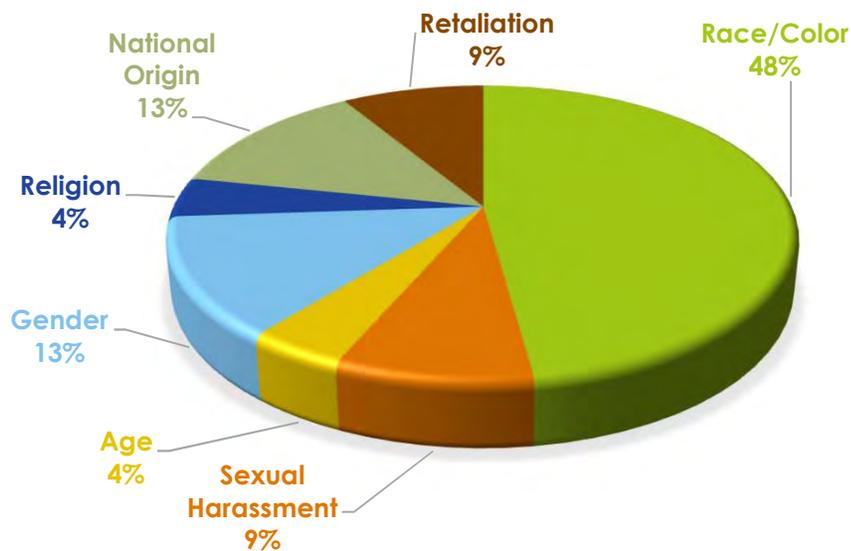
Complaints and Lawsuits

January 1, 2020 – March 31, 2020

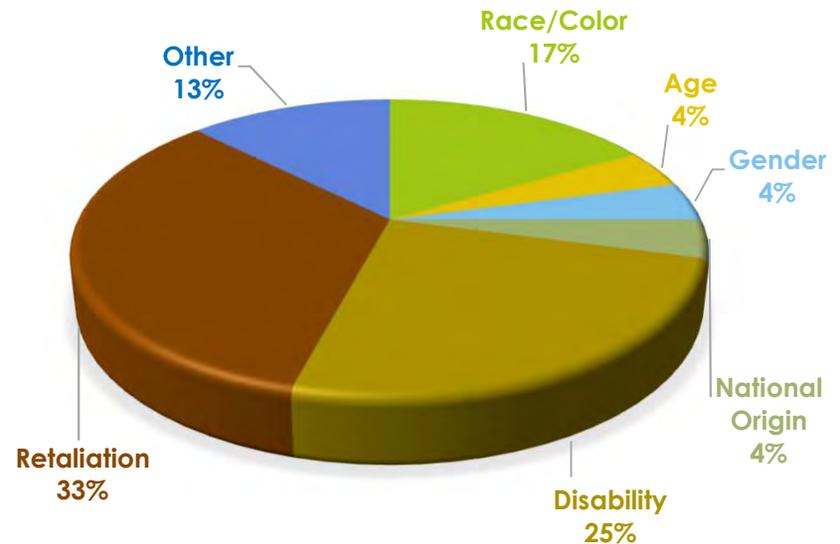


MNR's Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



MNR handled 32 EEO complaints, citing 47 separate allegations, and 11 lawsuits.

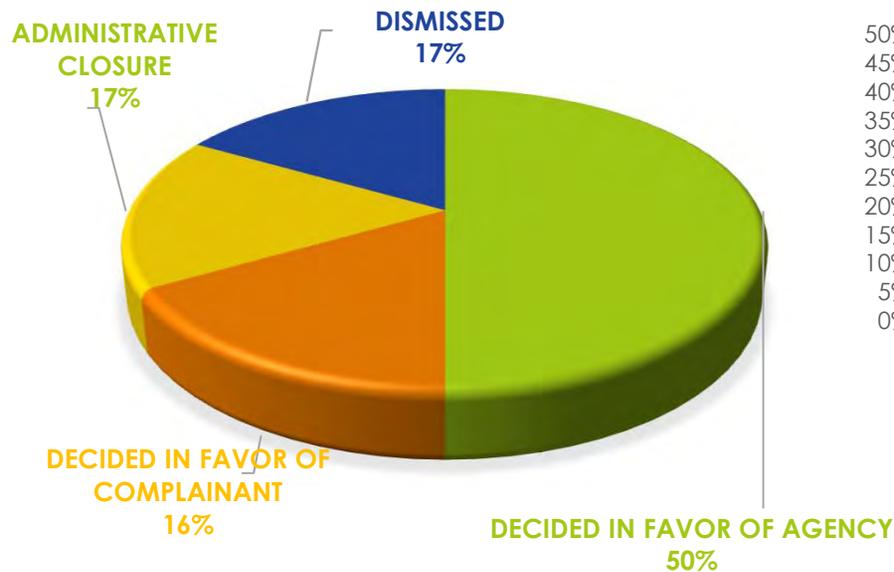
- 17 handled internal complaints.
- 15 handled external complaints.
- The most frequently cited basis internally was race/color and externally was retaliation.



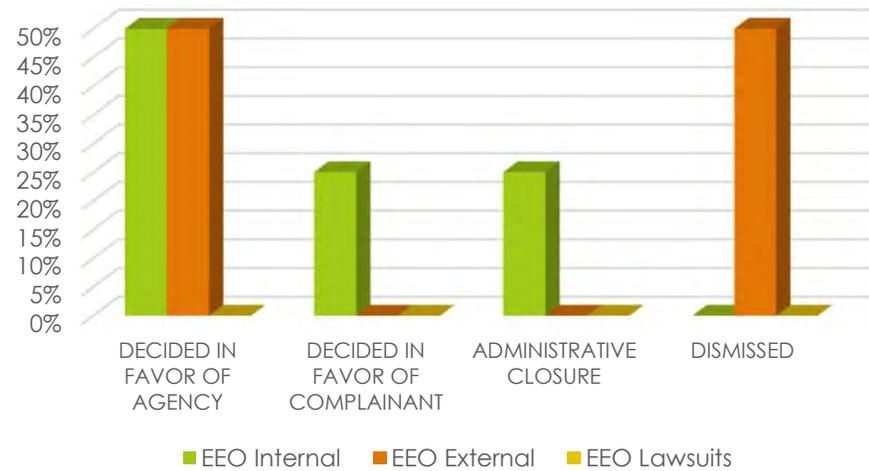
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MNR's EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



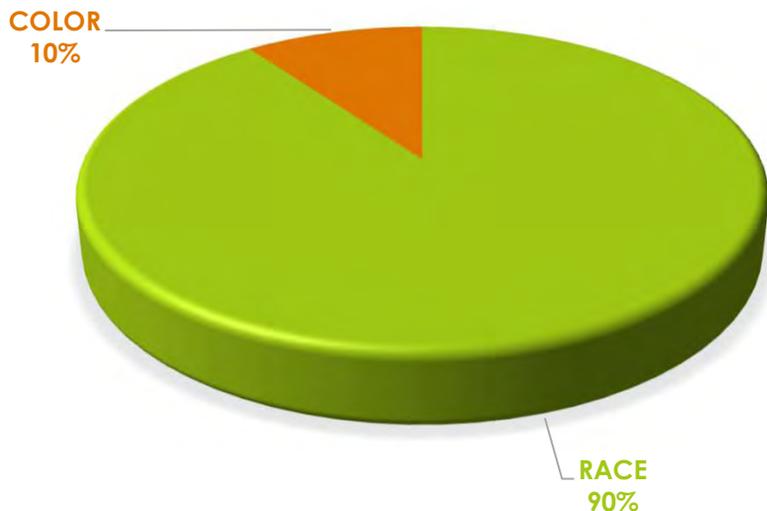
MNR disposed 6 EEO complaints and 0 EEO lawsuits.

- ❑ 50% complaints/lawsuits decided in favor of the agency.
- ❑ 16% complaints/lawsuits decided in favor of the complainant.
- ❑ 17% complaints/lawsuits were administrative closures.
- ❑ 0% complaints/lawsuits were resolved/settled.
- ❑ 0% of complaints/lawsuits were withdrawn.



MNR's Title VI Discrimination Complaints, Lawsuits and Dispositions

TITLE VI DISCRIMINATION COMPLAINTS



TITLE VI DISPOSITIONS



MNR handled 9 Title VI Complaints, citing 10 separate allegations and 0 Title VI lawsuits. Agency disposed of 1 complaints and 0 lawsuits.

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





Long Island Rail Road

INFORMATION

ITEMS

**MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
SUMMARY**

The MTA Long Island Rail Road's financial performance in comparison to the 2019 Final Estimate was favorable. This improvement, in the final result, was due to the actual 2019 non-reimbursable expenses before non-cash liabilities of \$1,513.7 million, which were \$31.2 million lower than the Final Estimate, and Operating Revenues of \$809.2 million which were \$3.7 million lower than the Final Estimate.

LIRR's Cash Deficit of (\$765.0) million was \$34.4 million higher than the Final Estimate, primarily due to higher material, maintenance and professional service expenditures, and the timing of Health and Welfare payments, partially offset by lower labor expenses due mainly to vacancies and the timing of electric power payments and farebox revenue receipts. Excluding timing-related items, the LIRR cash position was \$10.5 million favorable.

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

Total Non-Reimbursable Revenues were \$3.7 million lower than the Final Estimate as a result of Other Operating Revenue, which was \$1.3 million unfavorable due to lower advertising and miscellaneous revenue, partially offset by higher rental revenue, and Farebox revenue which was \$2.4 million lower than projected due to lower ridership and lower yield per passenger. Overall, ridership was 1.5% higher than in 2018 and lower than the Final Estimate by 0.1 million or 0.2%. LIRR ridership totaled 91.1 million, which is the highest ridership since the post-war record in 1949.

Total Non-Reimbursable Expenses Before Depreciation and Other were \$31.2 million lower than the Final Estimate. Labor expenses of \$1,126.0 million were \$19.5 million lower than the estimate primarily due to vacant positions and associated fringe costs, lower maintenance and weather-related overtime, lower OPEB Current payments, higher sick-pay law claim credits, and higher Reimbursable Overhead due to increased capital project activity. This was partially offset by higher Federal Employers Liability Act (FELA) indemnity reserves and higher pension expense.

Non-labor expenses of \$387.7 million were \$11.6 million lower than the Final Estimate due to lower maintenance and electric expenses, lower bad debt reserves and lower write-off of select projects that are no longer capital-eligible, partially offset by the timing of fleet modification and Reliability Centered Maintenance (RCM), right of way track work and higher Claim reserves.

Depreciation, GASB 75 Other Post Employee Benefits (OPEB) Expense Adjustments, GASB 68 Pension Adjustment and Environmental Remediation of \$485.2 million were \$0.3 million above the estimate primarily due to GASB 75 OPEB and GASB 68 Pension Expense Adjustments due to the latest actuarial estimates and higher environmental remediation, partially offset by lower depreciation.

From the year-end preliminary actuals to the final close, the addition of GASB 75 OPEB and GASB 68 Pension Expense Adjustments, and adjustments to depreciation, payroll and associated fringe, environmental remediation, maintenance and other operating contracts, professional services and claims were the only significant changes.

Total Reimbursable revenues and expenses were \$50.2 million higher than the Final Estimate, primarily resulting from an increase in capital project activity.

Cash Deficit of (\$765.0) million was \$34.4 million higher than the Final Estimate, which consisted of a real favorable variance of \$10.5 million and unfavorable timing variance of (\$45.0) million. Cash Receipts of \$1,236.7 million were higher than the Final Estimate by \$5.0 million, comprised of \$31.5 million in real variances and (\$26.5) million in timing variances. The real variance was primarily due to favorable capital reimbursements resulting from higher project activity. The timing variance is attributed to receipts for capital and other reimbursements, partially offset by advance ticket sale receipts.

Cash expenditures of \$2,001.7 million were \$36.2 million higher than the Final Estimate, comprised of (\$17.7) million in real unfavorable variances and (\$18.5) million in unfavorable timing variances. Unfavorable real variances are primarily attributed to higher material, professional service, and maintenance and other operating contract service payments, partially offset by lower payroll and associated fringe costs due to vacant positions as well as lower OPEB current and electric payments. The timing variance is primarily attributed to early material deliveries, New York State Health Insurance Program (NYSHIP) health and welfare and OPEB current payments, delayed intercompany payroll reimbursements and liability insurance payments, partially offset by unsettled contractual wages, and delayed electric and FELA payments.

The overall favorable 2019 financial performance reflects the LIRR's continued focus on maximizing scarce financial resources. Heading into 2020, the LIRR will continue to monitor its operations and cost structure in order to operate as cost efficiently as possible.

**MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2019 Final Estimate vs. Actual

Non-Reimbursable

Revenue:

- **Farebox Revenue** was \$2.4 million below the estimate due to lower yield and ridership. Ridership of 91.1 million was 0.2% below the estimate; and while lower, the LIRR experienced its highest ridership since the post-war record in 1949.
- **Other Operating Revenue** was \$1.3 million or 3.1% lower than estimate primarily due to lower advertising and miscellaneous revenues, partially offset by higher rental revenues.

Expenses:

- **Payroll** was \$5.8 million or 1.0% below the estimate primarily due to vacant positions and higher sick pay law claim credits, partially offset by higher vacation pay accruals and retiree sick/vacation payments.
- **Overtime** was \$8.3 million or 5.4% below the estimate primarily due to lower maintenance, weather-related overtime and scheduled/unscheduled service. The lower overall overtime spending is partially a result of the implementation of the *LIRR Forward* plan which focuses on improving train service and infrastructure repair asset maintenance.
- **Health & Welfare** was \$3.6 million or 3.2% below the estimate due to vacant positions.
- **OPEB Current Payment** was \$3.7 million or 5.8% below the estimate due to fewer retirees/beneficiaries than estimated.
- **Pension** was (\$1.6) million or (1.2%) above the estimate due to the latest actuarial projection.
- **Other Fringe Benefits** were (\$8.2) million or (5.7%) above estimate due to higher FELA indemnity reserves, partially offset by lower Railroad Retirement taxes.
- **Reimbursable Overhead** was \$8.0 million or 20.6% above estimate, resulting in a higher credit, primarily due to increased project activity.
- **Electric Power** was \$3.3 million or 3.9% below the estimate primarily due to lower consumption and lower rates.
- **Fuel** was \$0.4 million or 2.0% below the estimate primarily due to lower rates and consumption.
- **Insurance** was \$0.2 million or 0.8% below estimate due to lower liability insurance, partially offset by higher property insurance.
- **Claims** were (\$3.1) million or (45.0%) above estimate primarily due to an increase in reserves based on the latest actuarial estimate.

- **Maintenance and Other Operating Contracts** were \$4.7 million or 7.0% below estimate, primarily due to lower security system, facility maintenance expenditures and non-revenue vehicle maintenance, partially offset by higher expenses for emergency bussing support, elevator/escalator and HVAC maintenance and equipment/vehicle rentals.
- **Professional Service Contracts** were \$7.0 million or 18.3% below the estimate, primarily due to lower write-offs of various projects that are no longer capital eligible.
- **Materials & Supplies** were (\$4.4) million or (3.1%) above estimate, primarily due to higher Reliability Centered Maintenance (RCM), accelerated installation of M7 threshold plates, M7 12-year propulsion work, M7 truck assembly, Diesel Electric Locomotive/Diesel Dual Mode Locomotive (DE/DM) repairs, and right-of-way material, partially offset by lower fleet running repairs and other delayed modifications.
- **Other Business Expenses** were \$3.8 million or 18.8% below estimate primarily due to lower bad debt reserves, office, print and stationery supplies, and membership dues and subscriptions, partially offset by higher debit/credit card fees.
- **Depreciation** was \$17.9 million or 4.5% below estimate due to a year-end review of capital assets.
- **GASB 75 OPEB Expense Adjustment** was (\$8.5) million or (8.5%) above the estimate due to the latest actuarial report.
- **GASB 68 Pension Adjustment** was (\$1.8) million or (12.8%) above the estimate due to the latest actuarial estimate.
- **Environmental Remediation** was (\$8.0) million above the estimate due to higher expenses for environmental remediation.

The year-end results of 2019 are not projected to substantially impact the 2020 accrued budget since most of its variances are not expected to recur.

Reimbursable:

Total Capital and Other Reimbursements were higher than estimate by \$50.2 million or 11.7%, primarily due to increased Annual Track Program, 3rd Track Expansion and Fiber Optic Network installation work.

2019 Adopted Budget (adjusted) vs. Actual

The 2019 Adopted Budget was enacted prior to Board approval of toll increases, which became effective on March 31, 2019. Accordingly, the following variance explanations reflect the additional toll revenue anticipated from that increase.

The MTA Long Island Rail Road's financial performance in comparison to the adjusted 2019 Adopted Budget was favorable. Actual non-reimbursable 2019 expenses before non-cash liabilities of \$1,513.7 million were \$172.9 million or 10.3% lower than the adjusted Adopted Budget. The operating cash deficit of (\$765.0) million was \$148.7 million or 16.3% favorable to budget.

Non-Reimbursable

Revenue:

- **Farebox Revenue** was \$4.7 million or 0.6% higher than budget. Ridership of 91.1 million was 1.4% above the budget. Ridership resulted in an increase of \$10.6 million, partially offset by lower yield per passenger of (\$5.9) million. The LIRR experienced its highest ridership since the post-war record in 1949.
- **Other Operating Revenue** was (\$6.5) million or (13.9%) lower than budget due to lower advertising, miscellaneous and freight revenues, partially offset by higher rental revenue.

Expenses:

- **Payroll** was \$46.9 million or 7.6% below budget primarily due to vacant positions existing throughout the year and higher sick pay law claim credits, partially offset by higher vacation pay accruals and retiree sick/vacation payments.
- **Overtime** was (\$9.0) million or (6.6%) above budget primarily due to higher vacancy/absentee coverage, maintenance and scheduled/unscheduled service, partially offset by lower weather-related overtime.
- **Health & Welfare** was \$23.5 million or 17.5% below budget primarily due to the existence of vacant positions and lower rates.
- **OPEB Current Payment** was \$12.8 million or 17.5% below budget due to lower rates and fewer retirees/beneficiaries than estimated.
- **Pension** was (\$5.2) million or (3.9%) above budget based on the most recent actuarial report.
- **Other Fringe Benefits** were (\$0.4) million or (0.2%) above budget due to higher FELA indemnity reserves and meal allowance, partially offset by lower Railroad Retirement Taxes.
- **Reimbursable Overhead** was \$20.4 million or 77.4% above the budget, resulting in a higher credit, primarily due to increased project activity.
- **Electric Power** was \$9.1 million or 10.2% below budget due to lower rates and consumption.
- **Fuel** was \$2.4 million or 10.8% below budget due to lower rates.
- **Insurance** was \$1.6 million or 7.4% below budget primarily due to lower liability insurance, partially offset by higher property insurance.
- **Claims** were (\$3.1) million or (45.0%) above budget due to an increase in reserves based on the latest actuarial estimate.
- **Maintenance and Other Operating Contracts** were \$29.9 million or 32.5% below budget due to the timing of platform investments and Atlantic Tunnel Wireless project reimbursements, and lower joint facility expenses and engineering maintenance expenses/activities, partially offset by higher emergency bussing support service and equipment/vehicles rentals.
- **Professional Service Contracts** were \$14.1 million or 31.2% below budget primarily due to the timing of Enterprise Asset Management (EAM) consulting contracts, M7 and M9

propulsion consultant services, Homeless Outreach and various other professional services, partially offset by higher Sperry rail testing.

- **Materials & Supplies** were \$25.7 million or 14.9% below budget. The favorable variance is primarily due to the timing of M7 observer seat modification, C3 door control module upgrade/replacement, M7 RCM air controlled central unit, and 12-year propulsion activities, lower M7 wheel set assembly and delayed corporate safety/security initiatives, partially offset by higher M7 RCM for accelerated threshold plate production and truck assembly, and higher DE/DM repairs.
- **Other Business Expense** was \$4.1 million or 20.1% below budget due to lower bad debt reserves, office supplies, office renovation costs and higher restitution of property damages, partially offset by higher debit/credit card fees.
- **Depreciation** was \$8.9 million or 2.3% below budget due to certain assets being fully depreciated.
- **GASB 75 OPEB Expense Adjustment** was \$35.8 million or 24.9% below budget due to the latest actuarial estimate.
- **GASB 68 Pension Expense Adjustment** was \$12.0 million. This was not forecast in Budget.
- **Environmental Remediation** was (\$8.0) million above budget due to higher expenses for environmental remediation.

Reimbursable:

Total Capital and Other Reimbursements were higher than budget by \$96.2 million or 25.1%, primarily due to increased Annual Track Program, 3rd Track Expansion, Fiber Optic Network Installation and various other capital project activity. This was partially offset by lower and timing of Operating Funded Capital expenditures primarily for Fire Alarm Detection System Installation, Over-height Vehicle Detection System, Hillside Maintenance Facility 2nd Floor Renovation and Build-out, and purchase of a new Wreck Crane.

MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCURAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2019 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$764.034	\$771.110	\$768.739	\$4.705	0.6	(\$2.371)	(0.3)
Other Operating Revenue	47.044	41.819	40.504	(6.539)	(13.9)	(1.314)	(3.1)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$811.078	\$812.929	\$809.243	(\$1.835)	(0.2)	(\$3.685)	(0.5)
Expenses							
Labor:							
Payroll	\$613.488	\$572.367	\$566.613	\$46.875	7.6	\$5.754	1.0
Overtime	136.158	153.440	145.125	(8.967)	(6.6)	8.316	5.4
Health and Welfare	134.543	114.640	111.012	23.530	17.5	3.627	3.2
OPEB Current Payment	72.934	63.893	60.181	12.753	17.5	3.712	5.8
Pensions	131.977	135.488	137.136	(5.158)	(3.9)	(1.648)	(1.2)
Other Fringe Benefits	152.256	144.422	152.636	(0.380)	(0.2)	(8.213)	(5.7)
Reimbursable Overhead	(26.319)	(38.721)	(46.689)	20.369	77.4	7.967	20.6
Total Labor Expenses	\$1,215.036	\$1,145.529	\$1,126.014	\$89.022	7.3	\$19.516	1.7
Non-Labor:							
Electric Power	\$89.671	\$83.783	\$80.528	\$9.143	10.2	\$3.255	3.9
Fuel	22.608	20.569	20.162	2.446	10.8	0.408	2.0
Insurance	21.947	20.494	20.326	1.621	7.4	0.168	0.8
Claims	6.894	6.894	9.995	(3.102)	(45.0)	(3.102)	(45.0)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	92.073	66.864	62.181	29.893	32.5	4.684	7.0
Professional Service Contracts	45.071	37.928	31.001	14.069	31.2	6.927	18.3
Materials & Supplies	172.969	142.775	147.223	25.746	14.9	(4.447)	(3.1)
Other Business Expenses	20.330	19.998	16.242	4.088	20.1	3.757	18.8
Total Non-Labor Expenses	\$471.562	\$399.306	\$387.658	\$83.905	17.8	\$11.649	2.9
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation and GASB Adjs.	\$1,686.598	\$1,544.836	\$1,513.671	\$172.927	10.3	\$31.164	2.0
Depreciation	\$388.118	\$397.085	\$379.199	\$8.919	2.3	\$17.885	4.5
GASB 75 OPEB Expense Adjustment	143.833	99.584	108.047	35.786	24.9	(8.462)	(8.5)
GASB 68 Pension Expense Adjustment	0.000	(13.800)	(12.034)	12.034	-	(1.766)	(12.8)
Environmental Remediation	2.000	2.000	9.955	(7.955)	*	(7.955)	*
Total Expenses	\$2,220.549	\$2,029.705	\$1,998.838	\$221.711	10.0	\$30.867	1.5
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,409.471)	(\$1,216.776)	(\$1,189.595)	\$219.876	15.6	\$27.181	2.2
Cash Conversion Adjustments							
Depreciation	\$388.118	\$397.085	\$379.199	(\$8.919)	(2.3)	(\$17.885)	(4.5)
Operating/Capital	(26.586)	(16.534)	(17.128)	9.458	35.6	(0.594)	(3.6)
Other Cash Adjustments	134.195	105.613	62.487	(71.708)	(53.4)	(43.126)	(40.8)
Total Cash Conversion Adjustments	\$495.726	\$486.163	\$424.558	(\$71.168)	(14.4)	(\$61.605)	(12.7)
Net Cash Surplus/(Deficit)	(\$913.745)	(\$730.613)	(\$765.037)	\$148.708	16.3	(\$34.424)	(4.7)

Notes:

(*) The 2019 Adopted Budget was enacted prior to Board approval of fare and toll increases, which became effective in April 2019. This table reflects, for the Adopted Budget, the additional farebox revenue anticipated from this increase.

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

REIMBURSABLE	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2019 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	382.949	428.961	479.120	96.171	25.1	50.159	11.7
Total Revenue	\$382.949	\$428.961	\$479.120	\$96.171	25.1	\$50.159	11.7
Expenses							
Labor:							
Payroll	\$135.391	\$131.468	\$127.994	\$7.397	5.5	\$3.474	2.6
Overtime	32.699	45.804	55.829	(23.130)	(70.7)	(10.025)	(21.9)
Health and Welfare	27.882	31.373	33.820	(5.938)	(21.3)	(2.446)	(7.8)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	45.301	46.651	47.378	(2.077)	(4.6)	(0.727)	(1.6)
Other Fringe Benefits	28.512	32.199	34.766	(6.254)	(21.9)	(2.567)	(8.0)
Reimbursable Overhead	26.319	38.721	46.689	(20.369)	(77.4)	(7.967)	(20.6)
Total Labor Expenses	\$296.105	\$326.217	\$346.475	(\$50.371)	(17.0)	(\$20.259)	(6.2)
Non-Labor:							
Electric Power	\$0.268	\$0.596	\$0.619	(\$0.350)	*	(\$0.022)	(3.7)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	9.000	8.124	7.549	1.451	16.1	0.575	7.1
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	22.416	25.074	30.550	(8.134)	(36.3)	(5.475)	(21.8)
Professional Service Contracts	0.831	1.762	4.593	(3.761)	*	(2.831)	*
Materials & Supplies	53.941	66.419	88.147	(34.205)	(63.4)	(21.728)	(32.7)
Other Business Expenses	0.386	0.768	1.187	(0.801)	*	(0.419)	(54.5)
Total Non-Labor Expenses	\$86.844	\$102.744	\$132.644	(\$45.800)	(52.7)	(\$29.900)	(29.1)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation and GASB Adjs.	\$382.949	\$428.961	\$479.120	(\$96.171)	(25.1)	(\$50.159)	(11.7)
Depreciation	\$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	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$382.949	\$428.961	\$479.120	(\$96.171)	(25.1)	(\$50.159)	(11.7)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$0.000)	\$0.000	\$0.000	\$0.000	100.0	(\$0.000)	(100.0)
<i>Cash Conversion Adjustments</i>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	(\$0.000)	\$0.000	\$0.000	\$0.000	100.0	(\$0.000)	(100.0)

Totals may not add due to rounding
Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2019 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$764.034	\$771.110	\$768.739	\$4.705	0.6	(\$2.371)	(0.3)
Other Operating Revenue	47.044	41.819	40.504	(6.539)	(13.9)	(1.314)	(3.1)
Capital and Other Reimbursements	382.949	428.961	479.120	96.171	25.1	50.159	11.7
Total Revenue	\$1,194.026	\$1,241.889	\$1,288.363	\$94.336	7.9	\$46.474	3.7
Expenses							
Labor:							
Payroll	\$748.879	\$703.835	\$694.607	\$54.273	7.2	\$9.228	1.3
Overtime	168.857	199.245	200.954	(32.097)	(19.0)	(1.709)	(0.9)
Health and Welfare	162.425	146.013	144.832	17.593	10.8	1.181	0.8
OPEB Current Payment	72.934	63.893	60.181	12.753	17.5	3.712	5.8
Pensions	177.278	182.139	184.513	(7.235)	(4.1)	(2.375)	(1.3)
Other Fringe Benefits	180.768	176.621	187.402	(6.634)	(3.7)	(10.781)	(6.1)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$1,511.141	\$1,471.746	\$1,472.489	\$38.651	2.6	(\$0.743)	0.0
Non-Labor:							
Electric Power	\$89.939	\$84.379	\$81.146	\$8.793	9.8	\$3.233	3.8
Fuel	22.608	20.569	20.162	2.446	10.8	0.408	2.0
Insurance	30.947	28.618	27.875	3.072	9.9	0.742	2.6
Claims	6.894	6.894	9.995	(3.102)	(45.0)	(3.102)	(45.0)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	114.490	91.939	92.730	21.759	19.0	(0.792)	(0.9)
Professional Service Contracts	45.902	39.690	35.594	10.308	22.5	4.096	10.3
Materials & Supplies	226.911	209.195	235.369	(8.459)	(3.7)	(26.175)	(12.5)
Other Business Expenses	20.717	20.767	17.429	3.288	15.9	3.338	16.1
Total Non-Labor Expenses	\$558.406	\$502.050	\$520.302	\$38.104	6.8	(\$18.252)	(3.6)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation and GASB Adjs.	\$2,069.547	\$1,973.796	\$1,992.791	\$76.756	3.7	(\$18.995)	(1.0)
Depreciation	\$388.118	\$397.085	\$379.199	\$8.919	2.3	\$17.885	4.5
GASB 75 OPEB Expense Adjustment	143.833	99.584	108.047	35.786	24.9	(8.462)	(8.5)
GASB 68 Pension Expense Adjustment	0.000	(13.800)	(12.034)	12.034	-	(1.766)	(12.8)
Environmental Remediation	2.000	2.000	9.955	(7.955)	*	(7.955)	*
Total Expenses	\$2,603.498	\$2,458.665	\$2,477.958	\$125.540	4.8	(\$19.292)	(0.8)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,409.471)	(\$1,216.776)	(\$1,189.595)	\$219.876	15.6	\$27.181	2.2
<i>Cash Conversion Adjustments</i>							
Depreciation	\$388.118	\$397.085	\$379.199	(\$8.919)	(2.3)	(\$17.885)	(4.5)
Operating/Capital	(26.586)	(16.534)	(17.128)	9.458	35.6	(0.594)	(3.6)
Other Cash Adjustments	134.195	105.613	62.487	(71.708)	(53.4)	(43.126)	(40.8)
Total Cash Conversion Adjustments	\$495.726	\$486.163	\$424.558	(\$71.168)	(14.4)	(\$61.605)	(12.7)
Net Cash Surplus/(Deficit)	(\$913.745)	(\$730.613)	(\$765.037)	\$148.708	16.3	(\$34.424)	(4.7)

Notes:

(*) The 2019 Adopted Budget was enacted prior to Board approval of fare and toll increases, which became effective in April 2019. This table reflects, for the Adopted Budget, the additional farebox revenue anticipated from this increase.

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

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

	2019 Adopted Budget		2019 Final Estimate		Actual		2019 Adopted Budget vs. Actuals		2019 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Var. - Fav/(Unfav)	Var. - Fav/(Unfav)	Hours	\$
							Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	400,428	\$25.565	435,971	\$27.742	437,171	\$28.056	(36,743) -9.2%	(\$2.491) -9.7%	(1,200) -0.3%	(\$0.313) -1.1%
<u>Unscheduled Service</u>	78,418	5.313	74,474	4.935	59,151	3.928	19,267 24.6%	1.385 26.1%	15,323 20.6%	1.008 20.4%
<u>Programmatic/Routine Maintenance</u>	837,077	50.625	937,831	56.343	837,986	50.355	(909) -0.1%	0.271 0.5%	99,845 10.6%	5.989 10.6%
<u>Unscheduled Maintenance</u>	5,798	0.350	17,321	1.046	30,114	1.822	(24,316) *	(1.473) *	(12,793) -73.9%	(0.776) -74.2%
<u>Vacancy/Absentee Coverage</u>	713,397	43.466	852,618	51.769	854,078	51.832	(140,681) -19.7%	(8.365) -19.2%	(1,460) -0.2%	(0.062) -0.1%
<u>Weather Emergencies</u>	162,633	9.358	159,578	9.470	91,176	5.513	71,457 43.9%	3.845 41.1%	68,402 42.9%	3.957 41.8%
<u>Safety/Security/Law Enforcement</u> ²	-	-	-	-	-	-	-	-	-	-
<u>All Other</u> ³	27,133	1.481	25,556	2.135	25,743	3.620	1,390 5.1%	(2.139) *	(187) -0.7%	(1.486) -69.6%
TOTAL NON-REIMBURSABLE OVERTIME	2,224,884	\$136.158	2,503,349	\$153.440	2,335,418	\$145.125	(110,534) -5.0%	(\$8.967) -6.6%	167,931 6.7%	\$8.316 5.4%
REIMBURSABLE OVERTIME	572,673	\$32.699	730,783	\$45.804	849,589	\$55.829	(276,916) -48.4%	(\$23.130) -70.7%	(118,806) -16.3%	(\$10.025) -21.9%
TOTAL OVERTIME	2,797,557	\$168.857	3,234,132	\$199.245	3,185,007	\$200.954	(387,450) -13.8%	(\$32.097) -19.0%	49,125 1.5%	(\$1.709) -0.9%

1 Includes Tour Length and Holiday overtime.

2 Not Applicable

3 Reflects overtime for customer service, material management, other administrative functions and technical adjustments.

* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPTS AND EXPENDITURE VARIANCES**

2019 Final Estimate vs. Actual

The unfavorable total cash deficit variance of (\$34.4) million, is the net of a real favorable variance of \$10.5 million and an unfavorable timing variance of (\$45.0) million. The timing variance is primarily associated with delayed receipts for capital and other reimbursements, early material deliveries, early NYSHIP payments and delayed intercompany payroll reimbursements, partially offset by the impact of unsettled contractual wages and payments for professional, maintenance and electrical service.

Receipts

- **Farebox Revenue** was \$4.9 million or 0.6% above the estimate as a result of higher advanced sales, partially offset by lower ridership, yield per passenger and MetroCard/AirTrain sales.
- **Other Operating Revenue** was (\$0.4) million or (1.3%) below the estimate.
- **Capital and Other Reimbursements** were \$0.5 million or 0.1% above the estimate primarily due to the favorable timing of capital activity and other reimbursements.

Expenditures

- **Payroll** was \$14.1 million or 2.0% below the estimate due to vacant positions, lower rates due to unsettled contractual wages and higher sick pay law claim credits, partially offset by higher retiree sick/vacation payments and the timing of interagency reimbursements.
- **Overtime** was \$4.5 million or 2.2% below the estimate due to lower maintenance, weather-related overtime, rates and scheduled/unscheduled service, partially offset by higher capital project activity.
- **Health and Welfare** was (\$9.1) million or (6.9%) higher than estimate due to the timing of NYSHIP payments, partially offset by the impact of higher vacant positions and delayed interagency reimbursements.
- **OPEB Current Payment** was (\$0.4) million or (0.7%) higher than the estimate due to the timing of NYSHIP payments, partially offset by fewer retirees/beneficiaries.
- **Pension** was (\$0.7) million or (0.4%) higher than the estimate due to higher contributions based on the latest actuarial information, partially offset by interagency reimbursements.
- **Other Fringe Benefits** were \$7.5 million or 4.1% lower than the estimate due to lower Railroad Retirement Tax payments, including interagency reimbursements and the timing of FELA payments, partially offset by higher meal payments.
- **Electric Power** was \$6.7 million or 7.9% lower than the estimate primarily due to the timing of traction payments, and lower consumption and rates.

- **Fuel** was \$1.1 million or 5.3% lower than the estimate primarily due to the timing of payments, lower rates and lower consumption.
- **Insurance** was (\$2.7) million or (9.3%) higher than the estimate due to the timing of payments.
- **Claims** were \$0.7 million or 11.9% lower due to lower payments.
- **Maintenance and Other Operating Contracts** were (\$7.7) million or (7.1%) higher than the estimate primarily due to higher maintenance and operating services and lease & rental payments, partially offset by lower payments for construction services.
- **Professional Service Contracts** were (\$4.2) million or (11.1%) higher than the estimate due to higher professional service payments, partially offset by the timing of MTA Chargeback payments and other professional services.
- **Materials and Supplies** were (\$47.0) million or (23.9%) higher than the estimate due to timing and increased purchase of items supporting program and production plans.
- **Other Business Expenses** were \$1.0 million or 4.3% lower than estimate primarily due to lower payments for office, print and stationery supplies, membership dues and travel, partially offset by higher debit/credit card fees.
- **Other Expense Adjustments** were \$0.1 million or 0.6% lower than the estimate due to lower MetroCard/AirTrain sales pass-through payments.
- **Cash Timing and Availability Adjustment** was (\$3.2) million higher than the estimate.

2019 Adopted Budget (adjusted) vs. Actual

The 2019 Adopted Budget was enacted prior to Board approval of toll increases, which became effective on March 31, 2019. Accordingly, the following variance explanations reflect the additional toll revenue anticipated from that increase.

Receipts

- **Farebox Revenue** was \$6.1 or 0.8% above the budget due to higher ridership and higher advance sales, partially offset by lower yield per passenger and MetroCard/AirTrain sales.
- **Other Operating Revenue** was (\$0.1) million or (0.3%).
- **Capital and Other Reimbursements** were \$61.8 million or 17.4% higher than budget due to the timing of capital activity and other reimbursements.

Expenditures

- **Payroll** was \$61.7 million or 8.3% lower than budget due to vacant positions, lower rates due to unsettled contractual wages, and higher sick pay law claim credits, partially offset by higher retiree sick/vacation buyout payments.
- **Overtime** was (\$25.9) million or (15.4%) higher than budget due to project requirements, vacancy/absentee coverage, maintenance, and scheduled/ unscheduled service, partially offset by lower weather-related overtime.

- **Health and Welfare** was \$21.8 million or 13.4% lower than budget due to vacant positions, lower rates and interagency reimbursements, partially offset by the timing of NYSHIP payments.
- **OPEB Current Payment** was \$12.7 million or 17.5% lower than budget due to fewer retirees/beneficiaries than estimated and lower rates, partially offset by the timing of NYSHIP payments.
- **Pension** was (\$3.3) million or (1.8%) higher than budget due to higher contributions based on latest actuarial information, partially offset by interagency reimbursements.
- **Other Fringe Benefits** were \$12.4 million or 6.7% lower than budget primarily due to lower Railroad Retirement Tax, including interagency reimbursements and the timing of FELA payments, partially offset by higher meal payments.
- **Electric Power** was \$12.2 million or 13.6% lower than budget due to the timing of traction payments and lower rates and consumption.
- **Fuel** was \$3.1 million or 13.9% lower than the budget primarily due to lower rates.
- **Insurance** was \$0.4 million or 1.2% lower than budget primarily due to the timing of payments and lower premium payments for liability insurance.
- **Claims** were \$1.7 million or 25.0% lower than budget due to lower claim payments.
- **Maintenance and Other Operating Contracts** were (\$1.2) million or (1.1%) higher than budget primarily due to the timing of payments for joint facilities and higher bussing-support payments, partially offset by lower payments for construction services.
- **Professional Service Contracts** were (\$0.2) or (0.5%) higher than budget.
- **Materials and Supplies** were (\$16.5) million or (7.3%) higher than budget primarily due to the needs of program initiatives.
- **Other Business Expenses** were \$1.4 million or 6.1% lower than budget primarily due to lower office supplies, office renovations, and higher restitution of property damages, partially offset by higher debit/credit card fees.
- **Other Expense Adjustments** were \$0.6 million or 3.6% lower than budget due to lower MetroCard/AirTrain sales pass-through payments.
- **Cash Timing and Availability Adjustment** was (\$0.1) million higher than the budget.

MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
CASH RECEIPTS AND EXPENDITURES
December Year-to-Date
(\$ in millions)

	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2019 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$780.534	\$781.755	\$786.627	\$6.093	0.8	\$4.872	0.6
Other Operating Revenue	32.443	32.763	32.352	(0.091)	(0.3)	(0.411)	(1.3)
Capital and Other Reimbursements	355.913	417.225	417.749	61.836	17.4	0.524	0.1
Total Receipts	\$1,168.890	\$1,231.743	\$1,236.727	\$67.837	5.8	\$4.984	0.4
Expenditures							
Labor:							
Payroll	\$742.506	\$694.887	\$680.810	\$61.696	8.3	\$14.077	2.0
Overtime	168.857	199.245	194.785	(25.928)	(15.4)	4.460	2.2
Health and Welfare	162.425	131.471	140.608	21.817	13.4	(9.137)	(6.9)
OPEB Current Payment	72.934	59.799	60.188	12.746	17.5	(0.389)	(0.7)
Pensions	177.278	179.857	180.532	(3.254)	(1.8)	(0.675)	(0.4)
Other Fringe Benefits	184.768	179.864	172.406	12.362	6.7	7.458	4.1
Contribution to GASB Fund	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$1,508.768	\$1,445.123	\$1,429.328	\$79.440	5.3	\$15.795	1.1
Non-Labor:							
Electric Power	\$89.939	\$84.379	\$77.699	\$12.240	13.6	\$6.680	7.9
Fuel	22.608	20.569	19.469	3.139	13.9	1.100	5.3
Insurance	31.508	28.481	31.133	0.375	1.2	(2.652)	(9.3)
Claims	6.723	5.723	5.044	1.679	25.0	0.679	11.9
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	114.490	108.055	115.731	(1.241)	(1.1)	(7.676)	(7.1)
Professional Service Contracts	41.702	37.730	41.907	(0.205)	(0.5)	(4.177)	(11.1)
Materials & Supplies	226.977	196.453	243.469	(16.492)	(7.3)	(47.016)	(23.9)
Other Business Expenses	23.420	22.982	21.995	1.425	6.1	0.987	4.3
Total Non-Labor Expenditures	\$557.367	\$504.372	\$556.447	\$0.920	0.2	(\$52.075)	(10.3)
Other	\$16.500	\$16.000	\$15.902	\$0.598	3.6	\$0.098	0.6
Total Other Expenditure Adjustments	\$16.500	\$16.000	\$15.902	\$0.598	3.6	\$0.098	0.6
Total Expenditures	\$2,082.635	\$1,965.495	\$2,001.677	\$80.958	3.9	(\$36.182)	(1.8)
Cash Timing and Availability Adjustment	0.000	3.139	(0.088)	(0.088)	-	(3.227)	*
Operating Cash Deficit	(\$913.745)	(\$730.613)	(\$765.037)	\$148.708	16.3	(\$34.424)	(4.7)

Notes:

(*) The 2019 Adopted Budget was enacted prior to Board approval of fare and toll increases, which became effective in April 2019. This table reflects, for the Adopted Budget, the additional farebox revenue anticipated from this increase.

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	2019			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	2019 Adopted Budget		Final Estimate	
	Budget	Estimate		\$	%	\$	%
Receipts							
Farebox Revenue	\$16.500	\$10.645	\$17.888	\$1.388	8.4	\$7.242	68.0
Other Operating Revenue	(14.601)	(9.056)	(8.152)	6.448	44.2	0.903	10.0
Capital and Other Reimbursements	(27.036)	(11.736)	(61.371)	(34.335)	*	(49.635)	*
Total Receipts	(\$25.136)	(\$10.146)	(\$51.635)	(\$26.499)	*	(\$41.489)	*
Expenditures							
Labor:							
Payroll	\$6.373	\$8.948	\$13.796	\$7.423	*	\$4.849	54.2
Overtime	(0.000)	(0.000)	6.169	6.170	*	6.169	*
Health and Welfare	(0.000)	14.542	4.224	4.224	*	(10.318)	(71.0)
OPEB Current Payment	(0.000)	4.094	(0.007)	(0.006)	*	(4.101)	*
Pensions	0.000	2.282	3.982	3.981	*	1.700	74.5
Other Fringe Benefits	(4.000)	(3.243)	14.996	18.996	*	18.239	*
Contribution to GASB Fund	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$2.373	\$26.623	\$43.161	\$40.788	*	\$16.538	62.1
Non-Labor:							
Electric Power	(\$0.000)	\$0.000	\$3.448	\$3.448	*	\$3.448	*
Fuel	(0.000)	0.000	0.693	0.693	*	0.693	*
Insurance	(0.561)	0.137	(3.258)	(2.697)	*	(3.395)	*
Claims	0.171	1.171	4.951	4.780	*	3.780	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(0.000)	(16.116)	(23.000)	(23.000)	*	(6.884)	(42.7)
Professional Service Contracts	4.200	1.960	(6.313)	(10.513)	*	(8.273)	*
Materials & Supplies	(0.066)	12.742	(8.100)	(8.034)	*	(20.842)	*
Other Business Expenses	(2.703)	(2.215)	(4.566)	(1.862)	(68.9)	(2.350)	*
Total Non-Labor Expenditures	\$1.039	(\$2.322)	(\$36.145)	(\$37.184)	*	(\$33.824)	*
Other Expense Adjustments:							
Other	(16.500)	(16.000)	(15.902)	0.598	3.6	0.098	0.6
Total Other Expenditure Adjustments	(\$16.500)	(\$16.000)	(\$15.902)	\$0.598	3.6	\$0.098	0.6
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$13.088)	\$8.301	(\$8.886)	\$4.202	32.1	(\$17.187)	*
Depreciation	\$388.118	\$397.085	\$379.199	(\$8.919)	(2.3)	(\$17.885)	(4.5)
GASB 75 OPEB Expense Adjustment	143.833	99.584	108.047	(35.786)	(24.9)	8.462	8.5
GASB 68 Pension Expense Adjustment	0.000	(13.800)	(12.034)	(12.034)	-	1.766	12.8
Environmental Remediation	2.000	2.000	9.955	7.955	*	7.955	*
Total Expenditures	\$520.863	\$493.170	\$476.281	(\$44.582)	(8.6)	(\$16.890)	(3.4)
Cash Timing and Availability Adjustment	0.000	3.139	(0.088)	(0.088)	-	(3.227)	*
Baseline Total Cash Conversion Adjustments	\$495.726	\$486.163	\$424.558	(\$71.168)	(14.4)	(\$61.605)	(12.7)

Notes:

(*) The 2019 Adopted Budget was enacted prior to Board approval of fare and toll increases, which became effective in April 2019. This table reflects, for the Adopted Budget, the additional farebox revenue anticipated from this increase.
Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
2019 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$781.755	\$786.627	\$4.872	\$2.744	\$2.128
Other Operating Revenue	32.763	32.352	(0.411)	(0.298)	(0.113)
Capital and Other Reimbursements	417.225	417.749	0.524	29.024	(28.500)
Total Receipts	\$1,231.743	\$1,236.727	\$4.984	\$31.469	(\$26.485)
<u>Expenditures</u>					
Labor:					
Payroll	\$694.887	\$680.810	\$14.077	\$9.668	\$4.409
Overtime	199.245	194.785	4.460	1.785	2.675
Health and Welfare	131.471	140.608	(9.137)	3.417	(12.554)
OPEB Current Payment	59.799	60.188	(0.389)	3.835	(4.224)
Pensions	179.857	180.532	(0.675)	(0.675)	0.000
Other Fringe Benefits	179.864	172.406	7.458	3.803	3.655
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,445.123	\$1,429.328	\$15.795	\$21.834	(\$6.039)
Non-Labor:					
Electric Power	\$84.379	\$77.699	\$6.680	\$3.247	\$3.433
Traction Power	71.236	65.424	5.812	2.379	3.433
Non-Traction Power	13.143	12.275	0.868	0.868	0.000
Fuel	20.569	19.469	1.100	0.425	0.675
Revenue Vehicle Fuel	16.087	15.053	1.034	0.359	0.675
Non-Revenue Fuel	4.482	4.416	0.066	0.066	0.000
Insurance	28.481	31.133	(2.652)	0.221	(2.873)
Claims	5.723	5.044	0.679	0.679	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	108.055	115.731	(7.676)	(11.471)	3.795
Professional Service Contracts	37.730	41.907	(4.177)	(9.058)	4.881
Materials & Supplies	196.453	243.469	(47.016)	(24.658)	(22.358)
Other Business Expenses	22.982	21.995	0.987	0.987	0.000
Total Non-Labor Expenditures	\$504.372	\$556.447	(\$52.075)	(\$39.628)	(\$12.447)
Other Expenditure Adjustments:					
Other	16.000	15.902	0.098	0.098	0.000
Total Other Expenditure Adjustments	\$16.000	\$15.902	\$0.098	\$0.098	\$0.000
Total Expenditures	\$1,965.495	\$2,001.677	(\$36.182)	(\$17.696)	(\$18.486)
Cash Timing and Availability Adjustment	3.139	(0.088)	(3.227)	(3.227)	0.000
Baseline Net Cash Deficit	(\$730.613)	(\$765.037)	(\$34.424)	\$10.547	(\$44.971)

Totals may not agree due to rounding.

**MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/ (UTILIZATION)**

2019 Final Estimate vs. Actual

Ridership of 91.1 million was 0.2% below the estimate contributing to a decrease of \$2.4 million in Farebox Revenue and includes the impact of lower passenger yields. Non-commutation ridership of 40.5 million was 0.6% lower than the estimate, partially offset by Commutation ridership of 50.6 million, which was 0.2% higher than the Final Estimate. While lower than the Final Estimate, the LIRR experienced its highest ridership since the post-war record in 1949.

2019 Adopted Budget (adjusted) vs. Actual

In comparison to the adjusted Adopted Budget, actual farebox revenue was above budget by \$4.7 million or 0.6%. The increase was due to higher ridership, which exceeded the adjusted Adopted budget by 1.4%, partially offset by lower passenger yields.

Compared to 2018, ridership levels increased 1.5%. Non-commutation ridership increased by 4.1%, while commutation ridership decreased by 0.5%.

**MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
2019 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
UTILIZATION
(in millions)**

	YEAR-TO-DATE as of DECEMBER 2019				Variance Favorable / (Unfavorable)					
	Adopted Budget	Final Estimate	Actual	Adjusted* 2018	Budget		Final Estimate		Adjusted* 2018	
	\$	\$	\$	#	\$	%	\$	%	#	%
FAREBOX REVENUE										
Monthly	\$367.857	\$358.806	\$359.021		(\$8.836)	-2.4%	\$0.215	0.1%		
Weekly	\$19.487	\$21.564	\$21.730		\$2.243	11.5%	\$0.166	0.8%		
Total Commutation	\$387.344	\$380.371	\$380.751		(\$6.593)	-1.7%	\$0.381	0.1%		
One-Way Full Fare	\$107.629	\$113.508	\$114.784		\$7.156	6.6%	\$1.276	1.1%		
One-Way Off-Peak	\$186.770	\$191.667	\$190.212		\$3.443	1.8%	(\$1.454)	-0.8%		
All Other	\$82.292	\$85.564	\$82.991		\$0.699	0.8%	(\$2.573)	-3.0%		
Total Non-Commutation	\$376.690	\$390.739	\$387.988		\$11.297	3.0%	(\$2.752)	-0.7%		
Total	\$764.034	\$771.110	\$768.739		\$4.705	0.6%	(\$2.371)	-0.3%		
RIDERSHIP										
Monthly	49.212	48.032	48.079	48.715	(1.133)	-2.3%	0.047	0.1%	(0.637)	-1.3%
Weekly	1.963	2.445	2.502	2.102	0.539	27.5%	0.057	2.3%	0.400	19.0%
Total Commutation	51.175	50.478	50.581	50.817	(0.594)	-1.2%	0.103	0.2%	(0.236)	-0.5%
One-Way Full Fare	9.061	10.019	10.183	9.258	1.122	12.4%	0.164	1.6%	0.925	10.0%
One-Way Off-Peak	18.640	19.107	18.996	18.638	0.356	1.9%	(0.111)	-0.6%	0.358	1.9%
All Other	10.985	11.647	11.345	11.044	0.361	3.3%	(0.301)	-2.6%	0.301	2.7%
Total Non-Commutation	38.686	40.773	40.524	38.941	1.838	4.8%	(0.249)	-0.6%	1.584	4.1%
Total	89.861	91.250	91.105	89.758	1.244	1.4%	(0.145)	-0.2%	1.347	1.5%

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

**MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
EXPLANATIONS OF VARIANCES on POSITIONS
By FUNCTION and DEPARTMENT
NON-REIMBURSABLE/ REIMBURSABLE and FULL-TIME/ FULL-TIME EQUIVALENTS**

2019 Final Estimate vs. Actual

At the end of 2019, the Long Island Rail Road had 7,487 total employees (actual staffing), which consisted of 6,499 non-reimbursable and 988 reimbursable employees. Staffing was 195 positions or 2.5% below the Final Estimate of 7,682 positions.

The vacancies were primarily in administrative departments followed by Maintenance of Equipment Department, Department of Program Management, Engineering, Special Projects and Train Operations.

MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
Non-Reimbursable-Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents
December 2019

	2019		Favorable (Unfavorable) Variance	
	Final Estimate	Actual	Final Estimate Variance	%
Administration				
Executive VP	2	1	1	50.0%
Enterprise Asset Management	7	6	1	14.3%
Sr Vice President - Engineering	2	1	1	50.0%
Labor Relations	18	16	2	11.1%
Procurement & Logistics (excl. Stores)	75	63	12	16.0%
Human Resources	39	34	5	12.8%
Sr VP Administration	2	2	0	0.0%
Strategic Investments	15	13	2	13.3%
President	10	7	3	30.0%
VP & CFO	3	2	1	33.3%
Controller	45	46	(1)	-2.2%
Management and Budget	18	14	4	22.2%
BPM, Controls, & Compliance	6	4	2	33.3%
Market Dev. & Public Affairs	71	68	3	4.2%
Gen. Counsel & Secretary	32	28	4	12.5%
Diversity Management	3	3	0	0.0%
Security	14	10	4	28.6%
System Safety	42	35	7	16.7%
Training	69	66	3	4.3%
Service Planning	31	27	4	12.9%
Rolling Stock Programs	17	9	8	47.1%
Sr Vice President - Operations	2	2	0	0.0%
Total Administration	523	457	66	12.6%
Operations				
Train Operations	2,340	2,330	10	0.4%
Customer Service	311	308	3	1.0%
Total Operations	2,651	2,638	13	0.5%
Maintenance				
Engineering	2,022	1,997	25	1.2%
Equipment	2,164	2,109	55	2.5%
Procurement (Stores)	95	96	(1)	-1.1%
Total Maintenance	4,281	4,202	79	1.8%
Engineering/Capital				
Department of Project Management	152	125	27	17.8%
Special Projects	61	53	8	13.1%
Positive Train Control	14	12	2	14.3%
Total Engineering/Capital	227	190	37	16.3%
Baseline Total Positions	7,682	7,487	195	2.5%
<i>Non-Reimbursable</i>	6,561	6,499	61	0.9%
<i>Reimbursable</i>	1,121	988	134	11.9%
Total Full-Time	7,682	7,487	195	2.5%
Total Full-Time-Equivalents				

**MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
EXPLANATIONS of VARIANCES
By FUNCTION AND OCCUPATION GROUP**

2019 Final Estimate vs. Actual

At the end of 2019, the Long Island Rail Road had 7,487 total employees (actual staffing), which consisted of 1,467 Managers/Supervisors, 492 Professional, Technical & Clerical and 5,528 Operational Hourlies. This was 195 positions or 2.5% below the final estimate of 7,682. Staffing vacancies were primarily found in Managers/Supervisors and Professional titles.

MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
2019 Final Estimate vs. Preliminary Actual
Total Positions by Function and Occupational Group
December 2019

	2019 Final Estimate Actual		Favorable (unfavorable) Variance	
			Final Estimate	
	Estimate	Actual	Variance	%
Administration				
Managers/Supervisors	278	243	35	12.6%
Professional, Technical, Clerical	141	109	32	22.7%
Operational Hourlies	104	105	(1)	-1.0%
Total Administration	523	457	66	12.6%
Operations				
Managers/Supervisors	325	307	18	5.5%
Professional, Technical, Clerical	104	98	6	5.8%
Operational Hourlies	2,222	2,233	(11)	-0.5%
Total Operations	2,651	2,638	13	0.5%
Maintenance				
Managers/Supervisors	882	776	106	12.0%
Professional, Technical, Clerical	293	236	57	19.5%
Operational Hourlies	3,106	3,190	(84)	-2.7%
Total Maintenance	4,281	4,202	79	1.8%
Engineering/Capital				
Managers/Supervisors	157	141	16	10.2%
Professional, Technical, Clerical	70	49	21	30.0%
Operational Hourlies	0	0	0	0.0%
Total Engineering/Capital	227	190	37	16.3%
Baseline Total Positions				
Managers/Supervisors	1,642	1,467	175	10.7%
Professional, Technical, Clerical	608	492	116	19.1%
Operational Hourlies	5,432	5,528	(96)	-1.8%
Total Baseline	7,682	7,487	195	2.5%

**MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
RESULTS OF OPERATIONS**

FINANCIAL PERFORMANCE

Actual 2019 non-reimbursable expenses before Depreciation, Other Post Employee Benefits (OPEB), GASB 68 Pension Expense Adjustment and Environmental Remediation of \$1,513.7 million were \$172.9 million or 10.3% lower than the Adopted Budget and \$31.2 million or 2.0% lower than the Final Estimate.

The operating cash deficit of (\$765.0) million was 16.3% favorable to the adjusted Adopted Budget and (4.7)% unfavorable to the Final Estimate.

Managing Workforce Levels: Given that payroll spending is the single largest expense category in the budget, it is essential that the LIRR pay close attention to staffing levels. Senior management must ensure that the LIRR is budgeted appropriately for its operation and at the same time make sure that a sufficient number of positions are filled to complete necessary work and avoid the unnecessary use of overtime. In 2019, the LIRR began to aggressively review all hiring decisions, including backfills of existing vacant positions. These efforts resulted in additional budget savings in the Financial Plan.

The LIRR's success at controlling labor-related expenses is founded on the development of a realistic and efficient hiring plan for operational positions. The hiring plan links workload (current and projected) to attrition projections and training and recruitment capacity in an effort to set hiring goals over a two-year planning horizon. The LIRR used its 2019 hiring plan to fill critical positions and minimize the number of vacancies in the key operating departments.

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

In 2019, the Task Force identified several key areas of strategic focus for the year. Specifically, the Task Force targeted filling critical vacant operational positions in the Maintenance of Equipment Department, establishing a clear prioritization of Engineering Department maintenance projects (particularly in the Track discipline) and tightening overtime approval procedures, where necessary.

Overtime hours in 2019 were 328,000 hours (9%) lower than in 2018. More than 67% of this decrease was in Reimbursable activity - primarily capital projects (220,419 hours). Other contributors included lower weather-related overtime, unscheduled service and programmatic/routine maintenance, partially offset by higher vacancy/absentee coverage. Against the 2019 adopted budget, overtime hours worked were 387,500 hours (14.0%) greater than the budget. 71% of this increase was attributable to Reimbursable activity (277,000 hours). The LIRR's decision to expedite capital work along the right-of-way (ROW) required an unprecedented number of track outages and a significant increase in Force Account construction and flagging. Since most of this work was performed during the off-peak, reimbursable overtime requirements within Engineering and Transportation grew.

Maintenance of Equipment focused on filling vacant operational positions. Despite an overall higher workload in 2019, vacant position overtime hours in 2019 were relatively flat from 2018. An aggressive hiring plan was developed to fill positions in anticipation of attrition and in advance of the start of maintenance and modification programs.

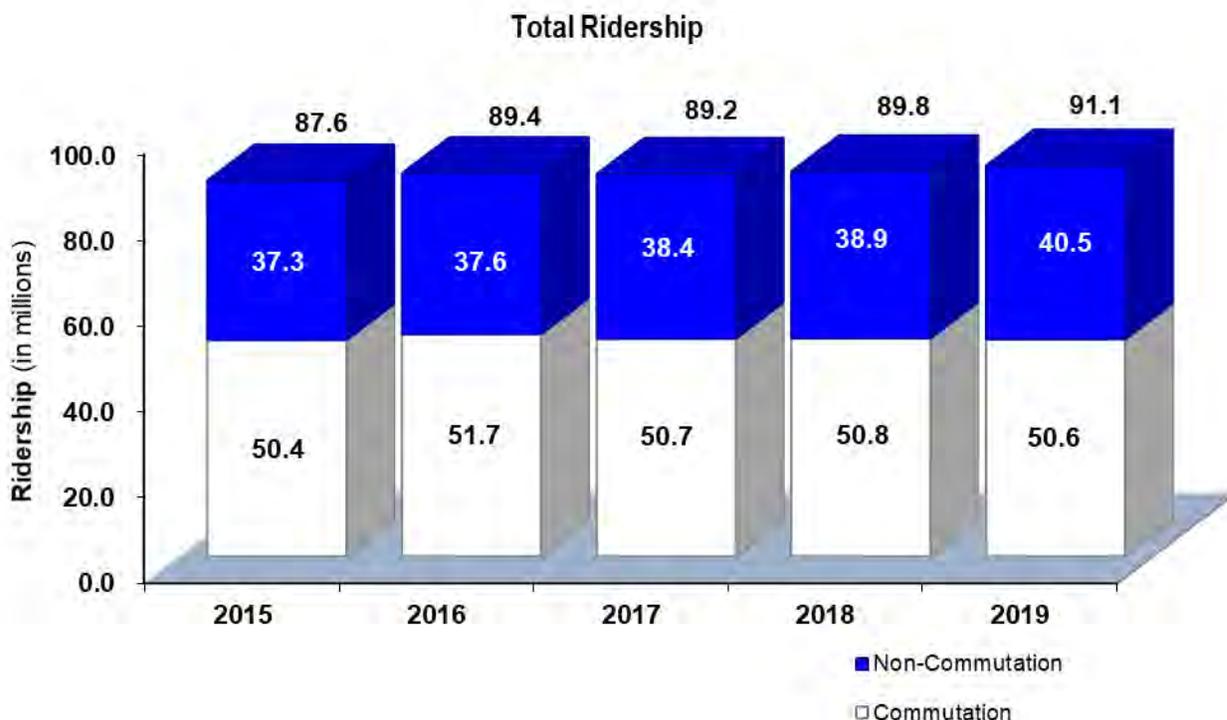
Independent of the MTA-wide biometric initiative, the LIRR tightened internal overtime approval procedures. The Engineering Operational Support Group developed a new standardized electronic Overtime Approval Authorization procedure and form as well as tightened company-wide third-party worksite procedures, requiring Engineering foremen/foremen pilots and employees who work in a gang alone and Transportation flaggers, working at Vanderbilt Yard and West Side Yard, to register their in and out times with a designated project representative. The records were then forwarded by the project representative to the respective department's administrative division for review.

Matching Inventory and Material Purchasing with Needs: Materials and Supplies is the largest non-payroll cost category in the budget. Careful management of spending in this area is an essential component in achieving financial control and stability. The goal is to maximize financial resources and ensure that material is available to meet departmental work plans and infrastructure maintenance needs.

One metric used by the MTA to measure financial performance is Farebox Operating Ratio (FOR), which calculates what percent of operating expenses the LIRR covers through farebox revenue. In 2019, the ratio increased from 49.1% in 2018 to 50.2%. The 2019 actual FOR was favorable to the adjusted Adopted Budget level of 44.6%. It is important to note that excluding the LIRR's unfunded pension liability expenses would have increased the farebox operating ratio to 56.8% in 2019. The LIRR's operating cost per passenger decreased to \$16.80 in 2019 from \$16.82 in 2018.

RIDERSHIP AND REVENUE

The Long Island Rail Road (LIRR) experienced its highest ridership since the post-war record of 91.8 million passengers in 1949. During 2019, the LIRR carried 91.1 million customers, which was a 1.5 percent increase from 89.8 million customers in 2018. LIRR remains the busiest commuter railroad in North America. Strong local economic conditions and continuous growth in non-commutation travel, including trips to entertainment and sports venues, have contributed to these ridership numbers.



The 2019 Non-Commutation market experienced growth of 4.1% when compared to 2018, outpacing the growth of the Commutation market, which decreased by 0.5%. Two major sporting events occurred in 2019, including the PGA golf tournament at Bethpage State Park and the Belmont Stakes at Belmont Park.

During 2019, the LIRR also made several individual train service changes based on the recommendation of customers. Worth nothing is - by working with the South Fork communities, the LIRR launched a pilot program called the South Fork Commuter Connection, which provides additional “shuttle” service on the South Fork of Long Island that meets with buses (provided by the local municipalities). Continuing a tradition begun in 2017, the LIRR ran two “Holiday Express” trains to Penn Station featuring holiday festivities and performances.

In 2019, the LIRR continued its popular summer Saturdays and autumn weekend programs. In addition, the LIRR continues to expand its MyLIRR customer loyalty program providing monthly ticket customers discounts at local vendors.

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

their mobile devices, including smartphones and tablets. MTA eTix popularity continues to grow. In 2019, the eTix share of all sales channels continued to grow and now represents over 37% of all tickets sold.

The LIRR launched a pilot program in October 2019 which offered a mobile solution to its Mail&Ride customers. Mail&Ride customers now have the option to receive their monthly ticket via conventional mail or mobile device – an option that has become extremely popular with LIRR customers who are enrolled in the transit benefit program

SAFETY

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

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

The rate of Federal Railroad Administration (FRA) - reportable employee “lost time” injuries increased in 2019 by 13%, although down 14% from 2017. The highest number of employee accidents continues to be in the “slips, trips, and falls” category, with most injuries identified as soft tissue injuries. Corporate and Department interventions focus on engaging employees to heighten awareness and encourage collaborative problem-solving. This includes a number of Labor Management partnership meetings and initiatives.

From 2018 to 2019, the LIRR experienced an increase of 7% percent in the “customer injury rate”, although down 46% from 2017, and most of these incidents occurred at Penn Station.

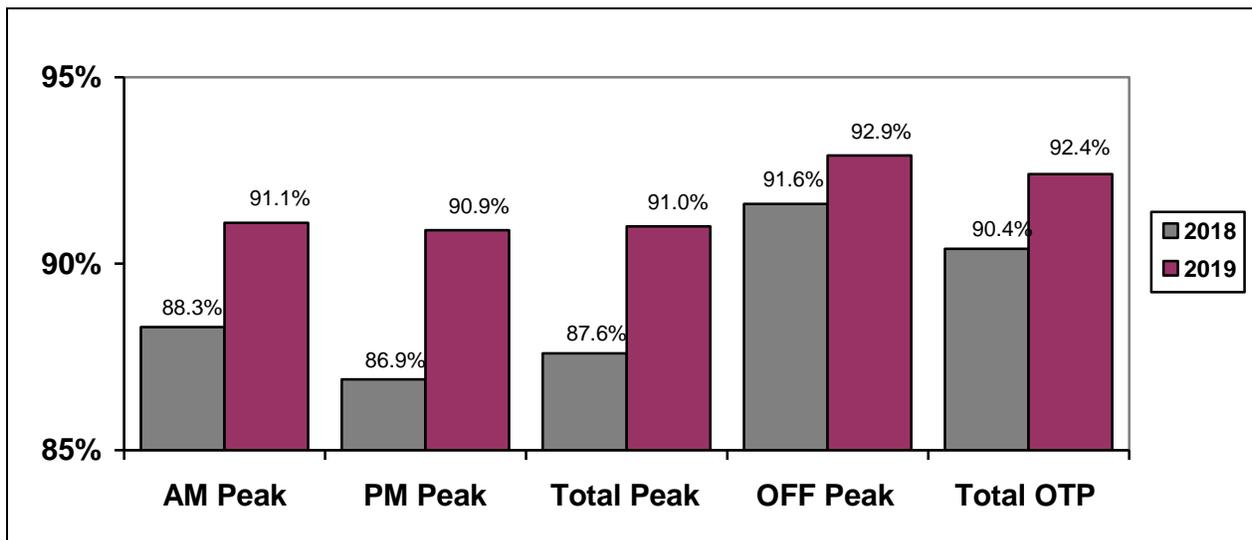
The LIRR accomplished the following in 2019:

- Conducted quarterly “Safety FOCUS (Fatigue, Outside Influences, Communication, Uncertainty, Situational Awareness) Days” across LIRR, each attended by approximately 4,000 employees. The President and Vice President of Corporate Safety also met quarterly with frontline supervisors and managers to discuss how they and their teams experience safety in the field.
- Sustained the Confidential Close Call Reporting System (C3RS), a collaborative effort between management, labor, and the FRA, that provides a mechanism for employees to confidentially report “close calls” that could have resulted in operating and safety incidents. The Peer Review Team, consisting of representatives from each of the LIRR's Labor organizations, management from Operating Departments and Corporate Safety, and the FRA met several times a month to review reports and brainstorm potential mitigations. Several corrective actions recommended by the Peer Review Team were implemented.
- The FRA recognized LIRR for a nation-leading railroad safety program designed to enhance rail safety by using flexible grade crossing delineators and enhanced GPS alerts through a partnership with the app WAZE.

- Implemented a new Enterprise Safety System (ESS) to replace LIRR's existing mainframe-based Accident Control System. In addition to serving as the LIRR's FRA accident-reporting system (the official repository of accident and incident data), the new ESS has robust Business Intelligence functionality to facilitate trend analysis useful for data-driven decision-making to improve safety performance.
- Continued expansion of the "safety management systems" (SMS) approach to LIRR's overall safety program. The SMS approach, which has been endorsed by the Federal Transit Administration (FTA), the FRA, the U.S. Department of Transportation and other transportation authorities, supplements an engineering-centered process with increased attention to the "human element," data sharing, and measurements of safety performance.
- Continued bi-annual Customer Safety Awareness Days in partnerships with New Jersey Transit, Amtrak, and New York City Transit at Penn Station.
- Continued Labor Management Partnership Committees at the corporate and department levels to exchange information and review safety issues specific to the various Long Island Rail Road departments.
- Conducted a comprehensive risk assessment of LIRR yards to facilitate decision-making to prioritize the remediation of hazards to LIRR employees.
- Implemented focused campaigns for personal protective equipment and on track safety to learn more about how employees are experiencing safety in the field.
- Completed a National Safety Council Employee Perception Survey to gain insight into employees' perception of all aspects of safety at the LIRR. An Action Planning Team consisting of representatives from Labor and Management have partnered to review results and make recommendations.
- Continued the installation of inward/outward-facing cameras in the cabs of all rail fleets. The outward-facing cameras are used to record track and wayside activities, while inward-facing cameras are used to record the engineer's control area while train is in operation. Passenger area cameras are also being added to improve passenger and crew safety - a deterrent to crime and enhancing forensic investigative capability – as recommended by the National Transportation Safety Board (NTSB).

OPERATIONAL PERFORMANCE

On-Time Performance (OTP): One of the most reliable predictors of customer satisfaction is the ability of the LIRR to deliver passengers to their intended destinations on time. For 2019, the LIRR's OTP was 92.4%, an increase of 2.0% from the 2018 OTP rate of 90.4%. Service reliability gains encompassed all travel periods (AM, PM and Off-Peak) and on most all LIRR branches. Moreover, the turnaround was achieved while running more trains (+1.2%); carrying more riders (+1.3 million, to 91.1 million total); and undertaking the largest system expansion in more than a century while also performing extensive state-of-good-repair work.



In 2019, The LIRR registered 44% fewer train cancellations and terminations, 29% fewer trains delayed by more than 15 minutes, and 25% fewer trains operating short of planned consist. The total number of delays decreased by 4,575 (19.4%) to 18,976 from 23,551. The largest decreases incurred in the categories Weather and Environmental (2,471), Third Party Operations (702), Capital Projects (440) and Maintenance of Equipment (356).

It is no coincidence that these improvements follow in the wake of the implementation of the *LIRR Forward* plan in April of 2018. *LIRR Forward* represents a solve-it-now approach with a reinvigorated customer focus that is being applied to all aspects of the operation, from train service to infrastructure repair asset maintenance, and customer communication to unplanned event response. Further, it prioritizes critical investments and support staff in achieving this mission. Completing work efficiently, effectively and expeditiously is at its core, with the goal of ensuring this happens and that customers experience tangible positive results.

Several accomplishments achieved in 2019 include:

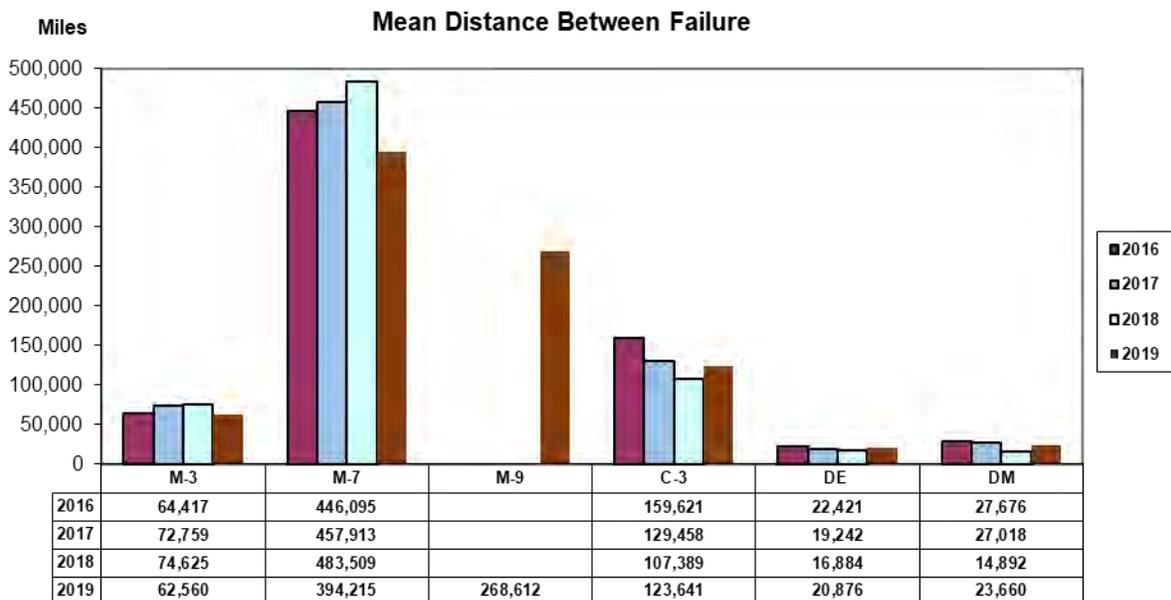
- Rebuilding 13 priority switches, including the recently replaced Nassau Switch, which is one of the most highly trafficked switches in our system
- Installed 3,329 new threshold plates on M7 electric cars to reduce service delays due to door misalignments
- Replacing insulation for 30 switches and 8,000 feet of overhead cable

- Repairing approximately 1,700 rail joints
- Installing 14 third-rail heaters
- Doubling the number of wheel truing machines, to four
- Increasing the frequency of rail safety tests performed by a Sperry Rail Car, a train car fitted with ultrasonic and induction test equipment designed to detect internal rail defects that are not readily visible. In 2019, the LIRR completed 2,015 miles of testing, more than doubling the 953 miles covered in 2018, and quadrupling the amount required by the FRA. Defects that are found during testing are corrected immediately by LIRR track maintenance workers.

Taking a more comprehensive view of the last 19 months since the launch of LIRR Forward, the numbers are even more impressive:

- 170,186 feet of rail replaced
- 298 track circuits renewed
- 225 miles of trackside vegetation cleared
- 116 miles of rail grinding performed
- 76 snow prevention covers added to switches
- 218 utility poles replaced by PSEGLI.

Mean Distance Between Failures (MDBF): MDBF is the standard measurement used to gauge fleet reliability. The MDBF for the entire fleet in 2019 was 185,829 miles, exceeding the 2019 goal of 185,000 miles by 0.4% and represents a 0.3% improvement from 2018.



The M7 fleet, with an MDBF of 394,215 miles, continued to be the strongest contributor in the LIRR’s fleet reliability achievements. The RCM program and rigorous maintenance schedules and enhanced protocols contributed to this outstanding reliability performance. In addition, as part of *LIRR Forward*, over 3,200 heated threshold plates were installed/replaced on the M7 fleet to improve door system reliability.

The Maintenance of Equipment Department's increased maintenance efforts also improved the reliability of the C3 fleet, which reached an MDBF of 123,641 - a remarkable jump of 24% from the previous year. The combined diesel fleet achieved an MDBF of 66,983 miles, which exceeded the goal by 31.3%. This improvement was a result of a substantial increase in C3, DE and DM fleet MDBF in 2019.

At the end of 2019, the multiple unit (MU) electric fleet consisted of 826 M7, 26 M9 and 142 M3 cars available for revenue service. The diesel fleet consisted of 134 C3 coach cars and 45 diesel locomotives. The MU and diesel (C3 Coach) spare ratio was 8.8% and 1.5% respectively. The AM peak requirement at year-end was 866 for the MU fleet and 115 for the C3 coaches.

New M9 rail cars entered passenger service Sept. 11, 2019. The new cars incorporate and improve upon the most successful and popular features of the MTA's two recent electric car fleets, the LIRR's familiar M7 electric cars and the M8 cars serving Metro-North's New Haven Line. A total of 202 cars are expected to be put into revenue service over the next several years.

LIRR continues its efforts to optimize the RCM program, EAM system implementation, new M9 fleet preparedness, and initiatives targeting the performance of the entire fleet.

CUSTOMER COMMUNICATION

Keeping customers fully informed in real time is a high priority of the LIRR, and the Rail Road continues to explore ways to improve in this area. As part of *LIRR Forward*, the LIRR met regularly with elected officials and members of the public to receive feedback on LIRR services, including "customer conversation" Q&A sessions hosted by the LIRR President and senior staff and over three hundred "meet the manager" sessions. The LIRR Public Information Office (PIO) continues to improve messaging protocols to provide customers with recovery estimates for service disruptions as well as early morning messages in advance of anticipated disruptions. Since January 2019, riders have been able to see exactly where their trains are, in real time, thanks to myLIRR.org. This online tool uses real-time GPS tracking technology, enabling our customers to pull up the location of their train and expected time of arrival. It also provides information such as the car length of a train, train direction and whether it's diesel or electric.

CUSTOMER SATISFACTION

In 2019, LIRR "Overall Customer Satisfaction" increased to 80% from 76% in 2018, reversing the declining trend of the previous two years. Many important initiatives, such as the *LIRR Forward* program contributed to service improvements. Although the LIRR undertook a record number of trackwork programs, signal improvements, major capital renewal projects (i.e. Main Line Expansion), it still managed to experience improved OTP, record ridership, reduced short trains, enhanced reliability – all favorably impacting customer perceptions. Also, "Overall Train Service" satisfaction increased (80% in 2019 vs. 75% in 2018), while "On Time Performance" followed closely showing an increase in satisfaction (75% in 2019 vs. 71% in 2018); OTP is significantly tied to train service operations. The highest scoring attributes in 2019 were related to "Courtesy & Responsiveness of Conductors" and "Satisfaction with MTA eTix" - both received 92%, while the satisfaction scores for Train Scheduling attributes received the largest increases compared to 2018.

CAPITAL IMPROVEMENTS

The LIRR Modernization Program is a multibillion dollar investment in the regional transportation infrastructure that aims to foster Long Island's economic growth for generations to come. This

comprehensive program to reconstruct and improve the LIRR system is moving forward with planning, design and construction. These projects range from large system expansion efforts, such as the LIRR Expansion Project from Floral Park to Hicksville and East Side Access, to improvements to existing infrastructure, such as bridge replacements, substation replacements and station enhancements. Collectively, these projects will work together to improve the overall LIRR system efficiency and reliability.

In 2019, 14 stations (Baldwin, Bayside, Bellmore, Brentwood, Deer Park, East Hampton, Farmingdale, Great Neck, Merrick, Northport, Port Jefferson, Stewart Manor, Syosset and Valley Stream) received enhancements and upgrades, including new LED lighting, USB charging ports, free public Wi-Fi, interactive digital kiosks and related improvements.

Bridges that stand 14' in height or less are vulnerable to vehicle strikes; in 2016, there were 20 bridge strikes in Nassau County alone. Replacing low-hanging bridges improves the safety and reliability of both vehicles and LIRR passengers and to that end, seven bridges were replaced and/or rehabilitated, which consist of Cherry Lane, Springfield Boulevard, Tyson Avenue, Nassau Boulevard, Accabonac Road, North Main Street and Flushing Main Street.

Nassau Switch in Mineola is one of the most highly trafficked areas in the LIRR system, with over 200 train traverses every day. The switch installation, which allows trains to be guided from one track to another, was upgraded over several weekends this past fall to prepare for the future third track between Floral Park and Hicksville. These switch upgrades, among many other initiatives, have resulted in 43 percent fewer cancellations, 22 percent fewer short trains and 30 percent fewer trains delayed over 15 minutes

The LIRR Expansion Project (Main Line Third Track) between Floral Park and Hicksville is on schedule and within budget. Major project completions included the Urban Avenue and Covert Avenue grade crossing eliminations. Parking garage construction continues at Mineola Harrison Avenue and Westbury (North) with the Westbury garage to be completed at the end of 2020.

In addition to the above, Positive Train Control (PTC) installation is scheduled for completion by December 31, 2020. In 2019, PTC was activated on more than 100 miles of track, including the entire Far Rockaway, Long Beach, Oyster Bay, Port Jefferson and West Hempstead Branches.

**MTA LONG ISLAND RAIL ROAD
2019 YEAR-END REPORT
2019 ADOPTED BUDGET AND FINAL ESTIMATE vs ACTUALS
MONTHLY PERFORMANCE INDICATORS
December 2019**

		YEAR-TO-DATE			VARIANCE	
		<u>Actual</u>	<u>Final Estimate</u>	<u>2018</u>	<u>vs. Final Estimate</u>	<u>vs. 2018</u>
Farebox Operating Ratio	Standard ⁽¹⁾	50.2%	49.4%	49.1%	0.8%	1.1%
	Adjusted ⁽²⁾	56.8%	56.0%	56.1%	0.8%	0.7%
Cost Per Passenger	Standard ⁽¹⁾	\$16.80	\$17.11	\$16.82	\$0.31	\$0.02
	Adjusted ⁽²⁾	\$15.64	\$15.92	\$15.68	\$0.28	\$0.04
Passenger Revenue/Passenger ⁽³⁾		\$8.44	\$8.45	\$8.25	(\$0.01)	\$0.19

		YEAR-TO-DATE			VARIANCE	
		<u>Actual</u>	<u>Adopted Budget</u>	<u>2018</u>	<u>vs. Adopted Budget</u>	<u>vs. 2018</u>
Farebox Operating Ratio	Standard ⁽¹⁾	50.2%	44.6%	49.1%	5.6%	1.1%
	Adjusted ⁽²⁾	56.8%	50.8%	56.1%	6.0%	0.7%
Cost Per Passenger	Standard ⁽¹⁾	\$16.80	\$19.06	\$16.82	\$2.26	\$0.02
	Adjusted ⁽²⁾	\$15.64	\$17.76	\$15.68	\$2.12	\$0.04
Passenger Revenue/Passenger ⁽³⁾		\$8.44	\$8.50	\$8.25	(\$0.06)	\$0.19

(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.

Staff Summary



Subject SUMMER TRACKWORK PROGRAMS						Date April 29, 2020			
Department SR. VICE PRESIDENT – OPERATIONS (ACTING)						Vendor Name			
Department Head Name R. FREE						Contract Number			
Department Head Signature						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MTA Joint Committee & Board	5/20/2020				3	VP – Corp. Comm	1	President 
						2	CTO (Acting)		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules to support trackwork programs.

All of the schedule changes outlined here are current as of the date of this writing, but due to the continually developing COVID19 pandemic, changes may become necessary, including revisions to or cancellation of trackwork programs, or the possibility of extending the Essential Service Plan Program currently in effect.

TRACK WORK PROGRAMS

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

- **Port Jefferson Branch PSE&G Park Avenue Feeder Repairs** – On the weekend of May 30-31, the single Main Track between Huntington and Port Jefferson will be out of service for a period of approximately 48 hours to support PSE&G Feeder Repairs at Park Avenue.
 - **Temporary Service Adjustments:** On the weekend of May 30-31, buses will replace all train service between Huntington and Port Jefferson. Customers in both directions should expect up to 25 minutes of additional travel time
- **Port Washington Branch Great Neck Pocket Track Switch Installation** – On the weekend of June 6-7, the single Main Track between Great Neck and Port Washington will be out of service for a period of approximately 52 hours to support a switch installation at Great Neck pocket track.
 - **Temporary Service Adjustments:** On the weekend of June 6-7, service will be reduced to hourly, and buses will replace all train service between Great Neck and Port Washington. Customers in both directions should expect up to 25 minutes of additional travel time.

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 – 1st Quarter 2020

May 2020



Executive Summary

■ EEO

As of **March 31, 2020**, LIRR's workforce included 7,558 total employees. This represents a 1% increase from the first quarter 2019 (1Q19) workforce.

- Females represent 15% (1114) of our workforce, remaining constant, when compared to 1Q19, due to hiring activity restrictions combined with attrition.
- Females were hired above their current representation due to recruitment efforts.
- Minorities represent 37% (2,793) of our workforce, a 1% increase when compared to 1Q19, despite hiring activity restrictions and attrition.
- Minorities were hired above their current representation due to recruitment efforts.



Executive Summary

MTA LIRR conducted a **utilization analysis*** of females and minorities in its workforce as of March 31, 2020. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- Officials & Administrators – Black
- Professionals – Black and White
- Technicians – Hispanic, Asian and White
- Administrative Support – Asian
- Skilled Craft– Black, Hispanic and 2+ Races
- Service Maintenance – Asian and White

Minorities:

- Officials & Administrators – Black
- Professionals – Black
- Technicians – Black, Hispanic and Asian
- Administrative Support – Hispanic and Asian
- Skilled Craft – Black, Hispanic, NHOPI and 2+ Races
- Service Maintenance – Hispanic and Asian



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

Executive Summary

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



MTA LIRR

Workforce

as of March 31, 2020



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		Est	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOPI**		Est	2+ RACES		Est	VETERANS	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%
Officials & Administrators	1,420		506	36%		914	64%		186	13%		149	10%		89	6%		7	0%		0	0%		75	5%		94	7%
F	271	19%	139	10%		132	9%	9%	64	5%	6%	34	2%	2%	24	2%	1%	0	0%	0%	0	0%	0%	17	1%	1%	7	7%
M	1,149	81%	367	26%		782	55%	41%	122	9%	8%	115	8%	6%	65	5%	3%	7	0%	0%	0	0%	0%	58	4%	2%	87	93%
Professionals	320		148	46%		172	54%		48	15%		35	11%		51	16%		0	0%		1	0%		13	4%		18	6%
F	52	16%	29	9%		23	7%	14%	7	2%	3%	6	2%	2%	12	4%	2%	0	0%	0%	1	0%	0%	3	1%	0%	0	0%
M	268	84%	119	37%		149	47%	41%	41	13%	6%	29	9%	5%	39	12%	6%	0	0%	0%	0	0%	0%	10	3%	1%	18	100%
Technicians	13		7	54%		6	46%		2	15%		2	15%		1	8%		1	8%		0	0%		1	8%		1	8%
F	1	8%	1	8%		0	0%	6%	1	8%	3%	0	0%	3%	0	0%	2%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%
M	12	92%	6	46%		6	46%	39%	1	8%	10%	2	15%	9%	1	8%	7%	1	8%	0%	0	0%	0%	1	8%	0%	1	100%
Administrative Support	379		184	49%		195	51%		112	30%		40	11%		16	4%		2	1%		0	0%		14	4%		11	3%
F	189	50%	112	30%		77	20%	17%	73	19%	13%	23	6%	6%	9	2%	3%	1	0%	0%	0	0%	0%	6	2%	1%	1	9%
M	190	50%	72	19%		118	31%	23%	39	10%	7%	17	4%	5%	7	2%	3%	1	0%	0%	0	0%	0%	8	2%	2%	10	91%
Skilled Craft	4,564		1528	33%		3,036	67%		699	15%		523	11%		146	3%		8	0%		2	0%		150	3%		339	7%
F	449	10%	202	4%		247	5%	5%	129	3%	5%	41	1%	2%	16	0%	0%	0	0%	0%	0	0%	0%	16	0%	1%	10	3%
M	4,115	90%	1326	29%		2,789	61%	41%	570	12%	13%	482	11%	9%	130	3%	3%	8	0%	0%	2	0%	1%	134	3%	3%	329	97%
Service Maintenance	862		420	49%		442	51%		239	28%		128	15%		20	2%		4	0%		1	0%		28	3%		43	5%
F	152	18%	107	12%		45	5%	6%	71	8%	6%	28	3%	3%	0	0%	1%	1	0%	0%	0	0%	0%	7	1%	1%	3	7%
M	710	82%	313	36%		397	46%	34%	168	19%	11%	100	12%	13%	20	2%	2%	3	0%	0%	1	0%	0%	21	2%	2%	40	93%
Total	7,558		2,793	37%		4,765	63%		1,286	17%		877	12%		323	4%		22	0%		4	0%		281	4%		506	7%



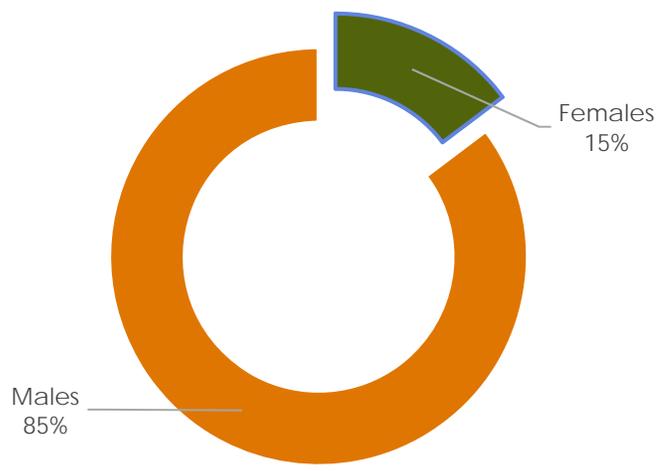
* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

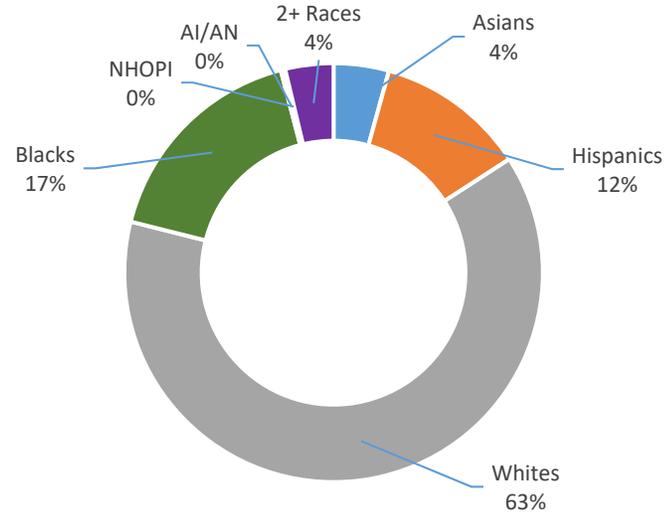
Note: All percentages have been rounded up to the nearest whole number.

MTA LIRR Workforce

Workforce by Gender



Workforce by Race/Ethnicity



LIRR's workforce consists of 7,558 employees

- ❑ 15% females, 37% minorities, and 7% veterans.
- ❑ The percentage of females employed has remained constant when compared to 1Q19.
- ❑ The percentage of minorities has increased, by 1%, as it relates to race and ethnicity when compared to 1Q19.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **March 31, 2020** workforce percentages for females and minorities to the 2020 80 percent estimated availability of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

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



MTA LIRR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	6%	5%	2%	2%	1%	2%	0%	0%	0%	0%	1%	1%	9%	9%
	M	8%	9%	6%	8%	3%	5%	0%	0%	0%	0%	2%	4%		
Professionals	F	3%	2%	2%	2%	2%	4%	0%	0%	0%	0%	0%	1%	14%	7%
	M	6%	13%	5%	9%	6%	12%	0%	0%	0%	0%	1%	3%		
Technicians	F	3%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%
	M	10%	8%	9%	15%	7%	8%	0%	8%	0%	0%	0%	8%		
Administrative Support	F	13%	19%	6%	6%	3%	2%	0%	0%	0%	0%	1%	2%	17%	20%
	M	7%	10%	5%	4%	3%	2%	0%	0%	0%	0%	2%	2%		
Skilled Craft	F	5%	3%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	5%	5%
	M	13%	12%	9%	11%	3%	3%	0%	0%	1%	0%	3%	3%		
Service Maintenance	F	6%	8%	3%	3%	1%	0%	0%	0%	0%	0%	1%	1%	6%	5%
	M	11%	19%	13%	12%	2%	2%	0%	0%	0%	0%	2%	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

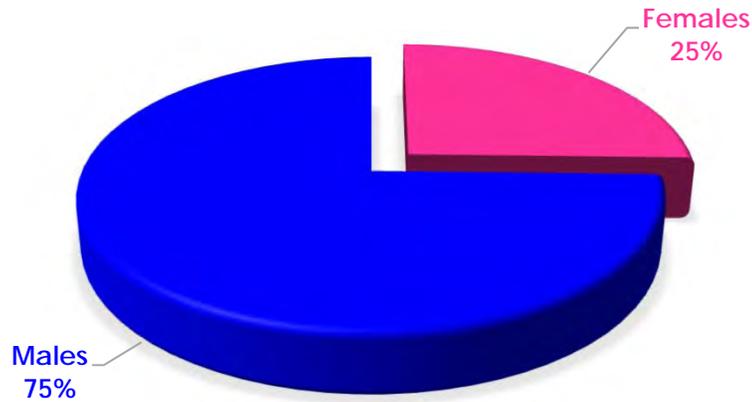
New Hires and Veterans

January 1, 2020 – March 31, 2020

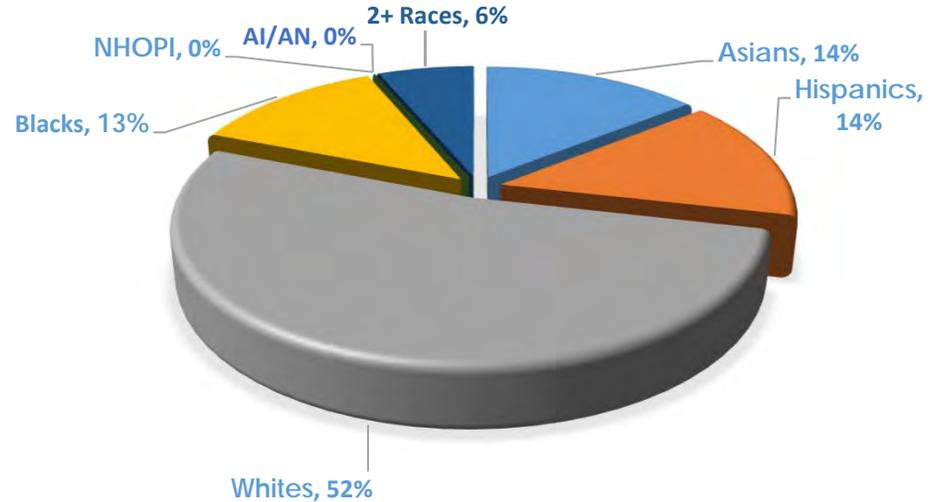


MTA LIRR New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



LIRR added 63 employees, including 1 veteran;

- ❑ 25% females, none of whom were veterans.
- ❑ Female hire percentage was above their current percentage of workforce representation.
- ❑ 48% minorities, none of whom were veterans.
- ❑ Minorities were hired above their current percentage of workforce representation.



MTA LIRR

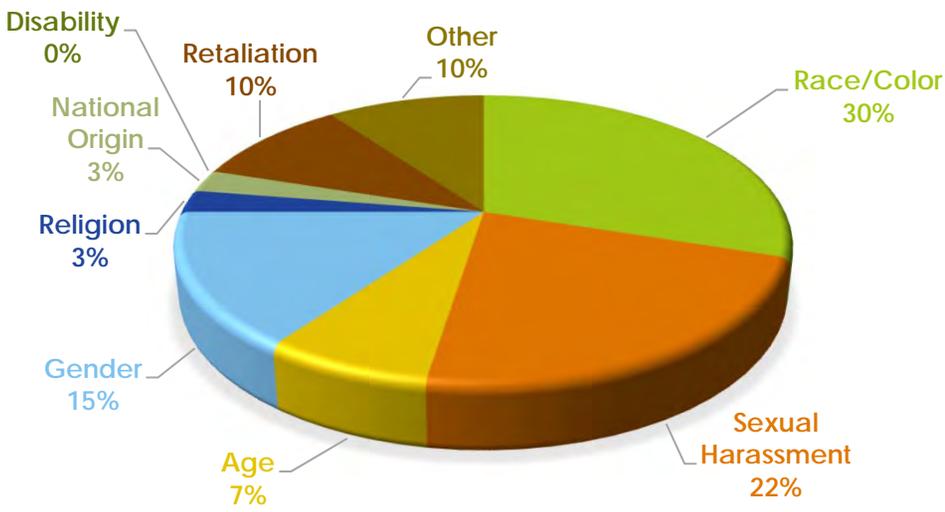
Complaints and Lawsuits

January 1, 2020 – March 31, 2020

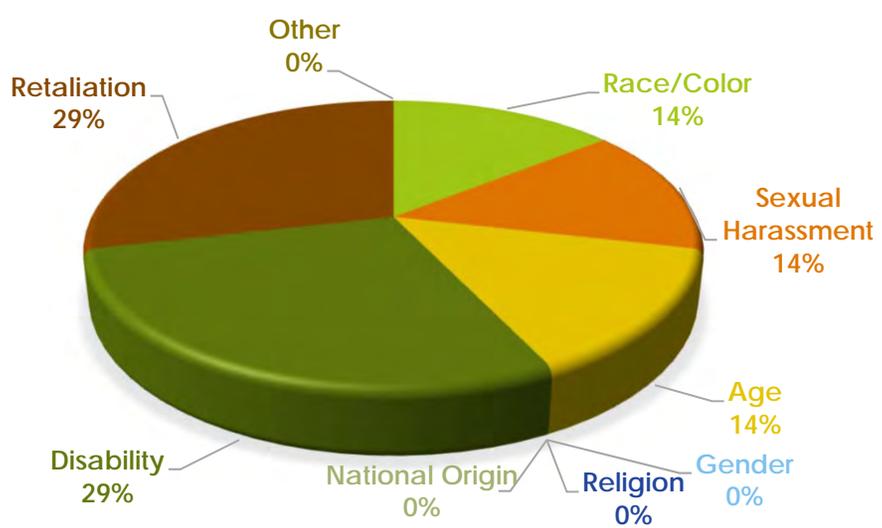


MTA LIRR Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



LIRR handled 27 EEO complaints, citing 47 separate allegations, and 12 lawsuits.

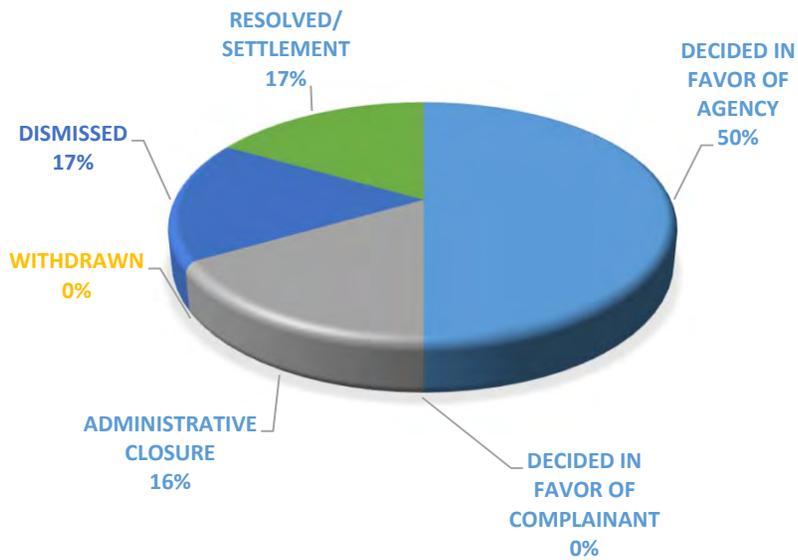
- ❑ 22 internal complaints.
- ❑ 5 external complaints.
- ❑ The most frequently cited basis internally was Race/Color.
- ❑ The most frequently cited basis externally was Disability and Retaliation.



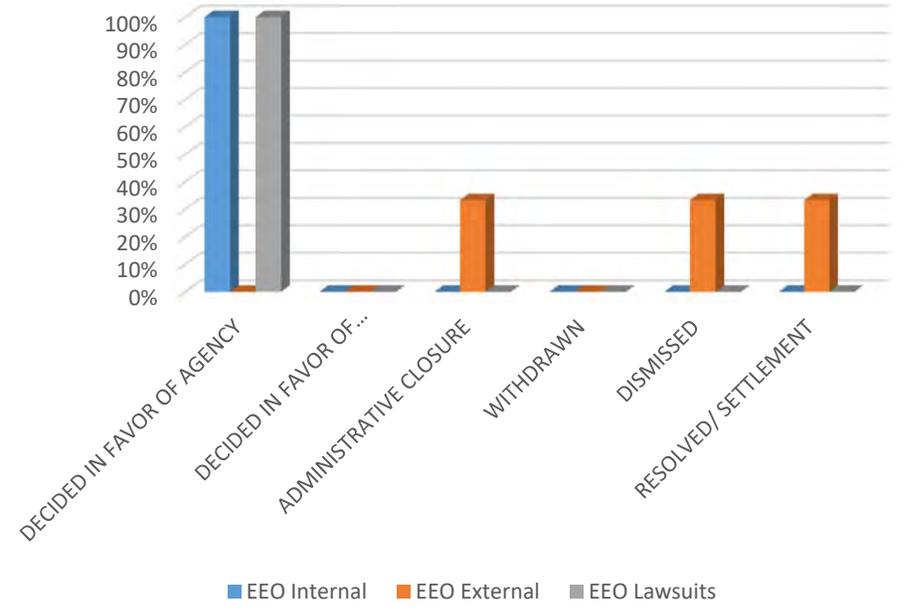
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MTA LIRR EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS

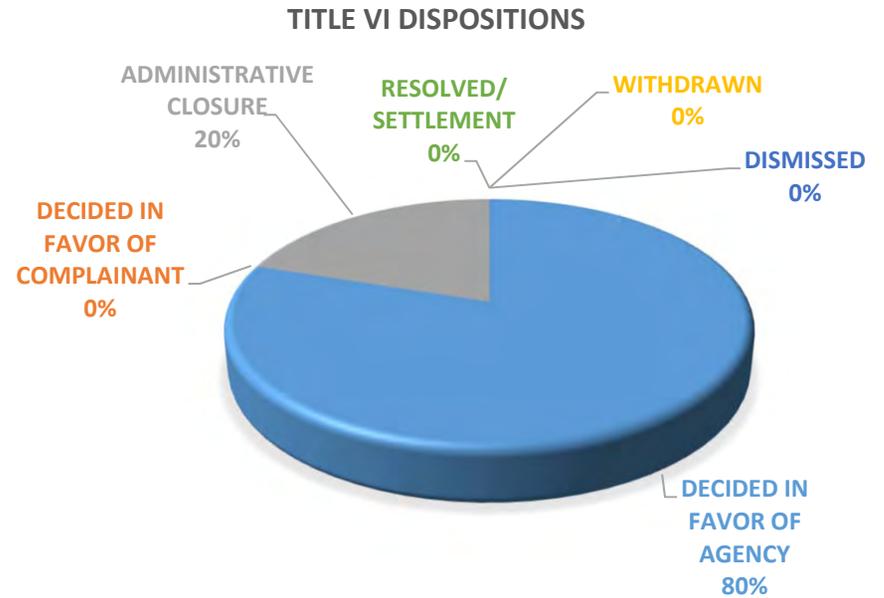
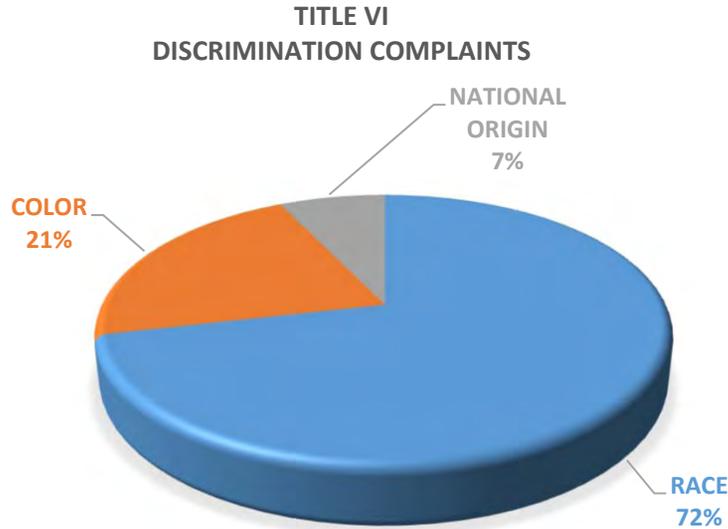


LIRR disposed 4 EEO complaints and 1 EEO lawsuit.

- ❑ 50% complaints/lawsuits were decided in favor of the agency.
- ❑ 17% complaints /lawsuits were administrative closures
- ❑ 17% complaints/lawsuits were dismissed.
- ❑ 17% complaints/lawsuits were resolved/settled.



MTA LIRR Title VI Discrimination Complaints, Lawsuits and Dispositions



LIRR handled 11 Title VI Complaints, citing 14 separate allegations and no Title VI lawsuits. Agency disposed of 5 complaints.

- 80% of the complaints were decided in favor of the agency.
- 20% of the complaints were administratively closed.



LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

May 20, 2020

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.



Staff Summary

Subject: Request for Authorization to Award Various Procurements						Date May 20, 2020			
Department Procurement and Logistics									
Department Head Name Richard A. Mack, Acting Chief Procurement and Logistics Officer									
Department Head Signature									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Orde	Approval
1	MTA Joint Committee & Board	5/20/2020				X	President		

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 categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>	<u>None</u>	
Schedule A: Non-Competitive Purchases and Public Works Contracts		

LIRR proposes to award Competitive Procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule C: Competitive Requests for Proposals	1	\$27,120,264
SUBTOTAL:	<u>1</u>	<u>\$27,120,264</u>

LIRR proposes to award Ratifications in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
	<u>None</u>	
TOTAL:	<u>1</u>	<u>\$27,120,264</u>

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.)

MAY 2020

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts) (Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | | | |
|-----------|--------------------------|---------------------|--|--------------------------------------|
| 1. | Hitachi Rail STS | \$26,319,065 | (Base) | <i><u>Staff Summary Attached</u></i> |
| | Competitive RFP | + \$801,199 | (5 Optional 1-Year Hardware Warranties) | |
| | Contract No. 6283 | \$27,120,264 | | |

The Long Island Rail Road (LIRR) requests MTA Board approval to award a Public Works contract to Hitachi Rail STS, USA Inc. (formerly Ansaldo STS USA, Inc.) in the amount of \$27,120,264 (\$26,319,065 (Base) + \$801,199 (5 Optional 1-Year Hardware Warranties)) to design, furnish and deliver an upgraded signal system for LIRR’s Babylon to Patchogue segment of the LIRR Montauk Branch.

The contract requires Hitachi STS USA, Inc. (Hitachi) to design, furnish and deliver materials necessary to install an upgraded signal system for the LIRR from Babylon to Patchogue. The line is approximately fourteen (14) miles of double track and three (3) miles of single track, all within non-electrified territory that operates under automatic block and manual block signal rules. As part of a commitment to the Federal Railroad Administration in LIRR’s Positive Train Control Implementation Plan, work under this contract includes upgrading the existing 1940’s-installed outmoded signal system, from an Automatic Block System (ABS) to new pre-wired signal enclosures required for an Automatic Speed Control (ASC) system. The ASC system will increase safety and train movement efficiency by allowing bidirectional continuous speed enforcement. Hitachi shall be required to complete the following main elements of Work: Signal Design; Manufacture of Signal Equipment and Enclosures; System Integration and Testing; Delivery and Setting of Central Instrument Locations, Huts and associated equipment; and Design and Delivery of Raised Platforms.

The MTA Board granted approval to issue the Request for Proposal (RFP) method to solicit qualified firms that are capable of designing, furnishing and delivering an upgraded signal system at its September 2017 meeting. On May 22, 2018, LIRR publicly advertised the RFP for this project in the New York State Contract Reporter, N.Y. Post, and on the MTA website.

Staff Summary



Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Richard A Mack					
Department Head Signature & Date					
Division & Division Head Name: Department of Positive Train Control, Deborah Chin					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MTA Joint Committee & Board Meeting	5.20.2020			
Internal Approvals					
Order	Approval	Order	Approval		
4	President	1	Acting SVP Operations		
3	VP Genl Counsl & Secy				
2	VP CFO				

SUMMARY INFORMATION	
Vendor Name	Contract Number
Hitachi Rail STS	6283
Description:	
Babylon to Patchogue Signalization	
Total Amount: \$27,120,264: \$26,319,065 (Base) + \$801,199 (5 Optional 1 Year Hardware Warranties)	
Contract Term (including Options, if any):	
4 Years 3 Months	
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:	

I. PURPOSE/RECOMMENDATION

The Long Island Rail Road (LIRR) requests MTA Board approval to award a Public Works contract to Hitachi Rail STS, USA Inc. (formerly Ansaldo STS USA, Inc.) in the amount of \$27,120,264 (\$26,319,065 (Base) + \$801,199 (5 Optional 1-Year Hardware Warranties)) to design, furnish and deliver an upgraded signal system for LIRR’s Babylon to Patchogue segment of the LIRR Montauk Branch.

II. DISCUSSION

The contract requires Hitachi STS USA, Inc. (Hitachi) to design, furnish and deliver materials necessary to install an upgraded signal system for the LIRR from Babylon to Patchogue. The line is approximately fourteen (14) miles of double track and three (3) miles of single track all within non-electrified territory that operates under automatic block and manual block signal rules. As part of a commitment to the Federal Railroad Administration (FRA) in LIRR’s Positive Train Control (PTC) Implementation Plan, work under this contract includes upgrading the existing 1940’s-installed outmoded signal system, from an Automatic Block System (ABS) to new pre-wired signal enclosures required for an Automatic Speed Control (ASC) system. The ASC system will increase safety and train movement efficiency by allowing bidirectional continuous speed enforcement. Hitachi shall be required to complete the following main elements of Work: Signal Design; Manufacture of Signal Equipment and Enclosures; System Integration and Testing; Delivery and Setting of Central Instrument Locations, Huts and associated equipment; and Design and Delivery of Raised Platforms.

The MTA Board granted approval to issue the Request for Proposal (RFP) method to solicit qualified firms that are capable of designing, furnishing and delivering an upgraded signal system at its September 2017 meeting. On May 22, 2018, LIRR publicly advertised the RFP for this project in the New York State Contract Reporter, N.Y. Post, and on the MTA website.

Staff Summary

The LIRR received two (2) proposals in response to the RFP from the following firms: Hitachi STS USA, Inc. and Siemens Mobility, Inc. (Siemens).

A Technical Evaluation Committee (TEC) assessed each firm's technical proposal against the technical evaluation criteria set forth in the RFP, which consisted of technical approach, demonstrated ability to meet contract schedule and qualifications of the firm and project team including key personnel experience. Based upon evaluations, Hitachi was identified as the top ranked proposer, as its technical proposal met the RFP requirements. It was determined that Siemens provided a vital microprocessor system that is not FRA-approved which is a requirement for this contract. In addition, Hitachi's price was significantly less than the prices identified by Siemens in their cost proposal, by approximately twenty five percent (25%).

Following evaluations, the TEC held multiple discussions with Hitachi to discuss technical clarifications and to confirm Hitachi's overall understanding of the project. Following the discussions, LIRR made clarifying modifications to the scope of work consisting of changes to the PTC Integration, Fire Suppression, Interlockings and Reduced Aspect Signal requirements. Overall Hitachi demonstrated a thorough and comprehensive understanding of the project and adequately responded to all of LIRR's questions.

LIRR then held multiple meetings with Hitachi so that LIRR could gain a better understanding of the elements associated with Hitachi's costs proposal (which was higher than LIRR's estimate) and to negotiate its price to one that the LIRR could deem fair and reasonable for the overall project. LIRR entered into negotiations with Hitachi, addressing various cost-savings initiatives and scope clarifications. As a result of the negotiation discussions, Hitachi offered an overall price reduction by lowering the proposed project management/engineering hours and design cost. LIRR performed a cost and scope analysis, and DPM Estimating and LIRR Procurement determined that Hitachi's proposed price is fair and reasonable.

In connection with previous contract awards to Hitachi, they were found to be responsible notwithstanding significant adverse information (SAI) according to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA in November 2017. A vendor responsibility check was done in December 2019 associated with the subject procurement and returned no new adverse information against Hitachi. In addition, a LexisNexis search did not find any new information that could be deemed AI or SAI. Based upon the foregoing, Hitachi STS USA, Inc. is considered a responsive and responsible firm.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) has established a 20% DBE goal for this project. Hitachi Rail STS, USA Inc. has submitted its plan for review and approval by DDCR. On previous completed MTA contracts, Hitachi STS, USA Inc has achieved the assigned MWDBE goals.

IV. IMPACT ON FUNDING

Funding for this project is included in the LIRR portion of the MTA's 2015-2019 Capital Program Budget.

V. ALTERNATIVES

There are no alternatives, since LIRR does not have the ability to undertake the design and fabrication of these customized signal huts with in-house forces.

**PROCUREMENT PACKAGE
May 2020**



The picture above depicts the CS084 contractor performing tests on various feeder breakers in the C08 substation in Queens for the East Side Access Project. This month's procurement package includes a procurement action for the CS084 Contract.

PROCUREMENT

The Procurement Agenda this month includes two procurement actions for a proposed expenditure of \$11.7M

Staff Summary

Subject		Request for Authorization to Award Procurements				Date: May 5, 2020			
Department		Contracts							
Department Head Name									
David K. Cannon									
Department Head Signature									
						Internal Approvals			
Board Action									
Order	To	Date	Approval	Info	Other		Approval		Approval
1	LIRR Committee	5/20/2020	X			2	Executive Vice President & General Counsel, Contracts	3	President
2	Board	5/20/2020	X			1	Deputy Chief Development Officer, Development		

PURPOSE

To obtain the approval of the Board to ratify the award of two contract modifications and, to inform the Long Island Rail Road Committee of these procurement actions.

DISCUSSION

MTA Construction & Development proposes to award Ratifications in the following category:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule K - Ratification of Completed Procurement Actions	2	\$11,704,000
TOTAL	2	\$11,704,000

Budget Impact:

The approval of these ratifications will obligate MTA Construction & Development Company capital funds in the amounts listed. Funds are available in the capital budget for this purpose.

Recommendation:

That the ratifications be approved as proposed. (The items are included in the resolution of approval at the beginning of the Procurement Section.)

MTA Construction And Development Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

MAY 2020

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedules E-J)
(Staff Summaries required for items requiring Board Approval)

- | | | | |
|-----------|---|---------------------|--------------------------------------|
| 1. | E-J Electric Installation Co.
Contract No. CS084
Modification No. 27 | \$10,600,000 | <u>Staff Summary Attached</u> |
|-----------|---|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA Construction and Development requests that the Board ratify a contract modification for the Contractor to install and test radiating and coaxial cables, and associated conduit and ancillary equipment, for the Positive Train Control (“PTC”) system throughout the East Side Access project.

- | | | | |
|-----------|---|---------------------|--------------------------------------|
| 2. | Tutor Perini Corporation
Contract No. CS179
Modification No. 275 | \$ 1,104,000 | <u>Staff Summary Attached</u> |
|-----------|---|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA Construction and Development requests that the Board ratify a contract modification for the Contractor to paint exposed steel items installed by the CQ032 Contractor at the Queens Plaza facility, and to fireproof the steel on the Amtrak Bridge. This work is being transferred from Contract CQ032 to Contract CS179.

Schedule K: Ratification of Completed Procurement Actions

Item Number 1

Vendor Name (& Location) E-J Electric Installation Co. (Long Island City, NY)	Contract Number CS084	AWO/Modification # 27
Description Traction Power Systems Package No. 4 for the East Side Access Project	Original Amount: \$ 71,248,884	
Contract Term (including Options, if any) 52 Months	Prior Modifications: \$ 2,940,214	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Exercised Options: \$ -0-	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$ 74,189,098	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request \$ 10,600,000	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount: 14%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, R. Troup.	% of Modifications (including This Request) to Original Amount: 19%	

Discussion:

Contract CS084 provides the Traction Power System for the East Side Access (“ESA”) Project. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA C&D requests that the Board ratify a contract modification for the Contractor to install and test radiating and coaxial cables, and associated conduit and ancillary equipment, for the Positive Train Control (“PTC”) system throughout the ESA Project.

The PTC work is necessary to comply with a Federal Railroad Administration mandate. PTC is a system of functional requirements for monitoring and controlling train movements that can prevent accidents and allow the more efficient operation of trains. The LIRR, in accordance with the Federal mandate, is implementing PTC technology across all systems. The detailed PTC design has been developed over a number of years and specifications specific to the ESA project were issued in the Summer of 2019. Change Proposal Requests were issued to Tutor Perini Civil Group (TPC) under ESA Contract CS179 and to the CS084 Contractor (EJ Electric). The CS084 Contractor’s proposal was the lower of the two. The CS084 Contractor will be responsible for installing the PTC system in ESA Project tunnels. The LIRR will furnish the equipment for installation in the tunnels other than radiating cable. The purchase of the required radiating cable was already addressed under a separate contract (CS179), as a schedule mitigation measure because the cable is a long lead time item.

The CS084 Contractor will be performing this work concurrently with the installation of cellular Wi-Fi cable throughout the tunnels (work it was awarded under a separate MTA HQ contract). There are significant cost efficiencies of performing this work concurrently with the installation of Wi-Fi cable in the tunnels. This also minimizes the time that the CS084 Contractor (or another contractor) is occupying space in the tunnels.

To allow the CS084 Contractor to commence this work concurrently with the installation of cellular Wi-Fi cable throughout the tunnels and capitalize on the associated cost efficiencies, on April 21, 2020, the President authorized a retroactive modification and the Contractor was directed to proceed with the work associated with this change up to a Not-To-Exceed value of \$1,200,000.

The Contractor’s proposal was in the amount of \$15,364,556 and the parties agreed to \$10,600,000 for the costs of all work under this Modification, which is deemed to be fair and reasonable.

In connection with previous contracts awarded, E-J Electric Installation Company (“E-J”) was found to be responsible, notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in August 2018. No new significant adverse information has been found relating to E-J. Therefore, E-J has been determined to be responsible.

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	Contract Number CS179	AWO/Modification # 275
Description Systems Facilities Package No. 1 for the East Side Access Project	Original Amount:	\$ 333,588,000
Contract Term (including Options, if any) 75 Months	Prior Modifications:	\$ 138,764,767
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Exercised Options:	\$ 216,800,001
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 689,152,768.00
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request	\$ 1,104,000
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	0.2%
Requesting Dept/Div & Dept/Div Head Name: East Side Access, R. Troup.	% of Modifications (including This Request) to Original Amount:	42%

Discussion:

Contract CS179 provides the systems for the East Side Access (“ESA”) project, including the fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA C&D requests that the Board ratify a contract modification for the Contractor to paint exposed steel items installed by the CQ032 Contractor at the Queens Plaza facility, and to fireproof the steel on the Amtrak Bridge. This work is being transferred from Contract CQ032 to Contract CS179.

In 2015 and 2016, there were multiple contracts working simultaneously at the Queens Plaza facility. The Project decided to transfer CQ032’s remaining metal painting and fireproofing scope to the future CS179 Contract to prevent potential damage to completed painting and fireproofing work and to reduce the amount of rework. In addition, the transfer of scope would allow for the close-out of CQ032 and not risk exposure to compensable delays. A credit was taken on the CQ032 Contract of \$245,000 for the deletion of the Work called for in that Contract.

The Work to be performed by CS179 is more expensive than the credit received from CQ032 because a more expensive paint product was specified, and because of costs associated with protecting installed equipment. Contract CQ032 specified interior paint; however, the CS179 Contractor will use exterior paint, which requires 5-6 layers of application compared to the 3 layers of the interior paint. The originally specified paint was found to have performed poorly in similar applications and had to be upgraded. A similar change would have been required had CQ032 done the work, with a consequent increase in cost of the CQ032 Work that is not reflected in the credit taken from CQ032. Additionally, the CS179 Contractor has installed fans and ductwork near the Amtrak Bridge and this equipment restricts how the Contractor can perform the work, which must also be protected. Although additional cost will be incurred as a result, a savings will be realized because the application of the paint at this later stage will prevent the paint being subject to damage and requiring rework at additional cost. As noted above, this was one of the principal reasons for the transfer of this Work from CQ032 to CS179. A small portion of the increased cost of the Work results from an increase in labor rates since 2017 and the mobilization and demobilization costs that CS179 will incur to perform this Work.

To avoid delay to the Contract Schedule, on April 10, 2019, after the Contractor had completed the installation of the equipment that requires protection, the President authorized a retroactive modification and the Contractor was directed to proceed with the full scope of work associated with this change up to a Not-To-Exceed value of \$500,000.

The Contractor’s proposal was in the amount of \$1,150,464 and the parties agreed to \$1,104,000 for the costs of all work under this Modification, which is deemed to be fair and reasonable.

This issue has been marked as a potential design error or omission and is being pursued with the designer of record.

In connection with previous contracts awarded, the Tutor Perini Corporation was found to be responsible, notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in in February 2017. No new significant adverse information has been found relating to Tutor Perini Corporation. Therefore, Tutor Perini Corporation has been determined to be responsible.

Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

April 2020 Highlights: Operations Report

April service delivery operated above goal at 98.6% with YTD 2.7% better than in 2019.

Due to NY on Pause we operated the MTA Essential Service Plan which provided hourly service to Essential Service Personnel during this Covid-19 crisis.

Hudson Line – 98.6%

4 trains (0.15%) cancelled or terminated

Harlem Line – 98.7%

5 trains (0.16%) cancelled or terminated

New Haven Line – 98.6%

7 trains (0.15%) cancelled or terminated

Train delay minutes are reduced by 52% from last year.

Consist Compliance: 100%

We disinfected passenger cars every 24 to 72 hours when they were operated in service.

West of Hudson Service operated above goal at 95.4%.

Due to Covid-19 service levels have been reduced.

Pascack Valley – 95.0% YTD: 96.6%

Port Jervis – 96.1% YTD: 94.9%

Cancelled Trains

22 (1.9%) PVL: 20, PJL: 2

18 – No Engineer available

Equipment Performance

Fleet Availability was good during April.

Fleet MDBF in March operated 58% above goal at 267,823 against the goal of 170,000.

Our 31 Genesis locomotives are at the end of their useful life and we are proceeding with a RFP for their replacement.

Performance Summary			2020 Data			2019 Data		
			Annual Goal	April	YTD thru April	April	YTD thru April	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	98.6%	97.9%	95.3%	95.7%	
		AM Peak	93.0%		96.6%	95.9%	93.3%	
		AM Reverse Peak	93.0%		97.8%	97.9%	96.2%	
		PM Peak	93.0%		98.2%	95.8%	96.2%	
		Total Peak	93.0%		97.5%	96.2%	94.9%	
		Off Peak Weekday	93.0%	98.5%	97.5%	93.9%	95.2%	
		Weekend	93.0%	98.9%	99.0%	96.8%	97.9%	
		Hudson Line	Overall	93.0%	98.6%	98.2%	95.7%	96.3%
			AM Peak	93.0%		96.2%	94.2%	93.1%
			AM Reverse Peak	93.0%		98.2%	97.9%	95.5%
			PM Peak	93.0%		98.8%	97.6%	98.1%
			Total Peak	93.0%		97.5%	96.1%	95.5%
			Off Peak Weekday	93.0%	98.6%	98.1%	95.1%	96.2%
			Weekend	93.0%	98.3%	99.2%	96.5%	97.9%
		Harlem Line	Overall	93.0%	98.7%	97.9%	97.3%	97.0%
			AM Peak	93.0%		96.9%	97.1%	94.3%
			AM Reverse Peak	93.0%		96.8%	97.4%	96.5%
			PM Peak	93.0%		97.9%	97.0%	96.9%
			Total Peak	93.0%		97.2%	97.1%	95.8%
			Off Peak Weekday	93.0%	98.4%	97.5%	96.8%	97.2%
			Weekend	93.0%	99.5%	99.4%	99.1%	98.8%
	New Haven Line	Overall	93.0%	98.6%	97.7%	93.5%	94.3%	
		AM Peak	93.0%		96.7%	96.1%	92.7%	
		AM Reverse Peak	93.0%		98.6%	98.3%	96.2%	
		PM Peak	93.0%		98.2%	93.8%	94.3%	
		Total Peak	93.0%		97.6%	95.5%	93.9%	
		Off Peak Weekday	93.0%	98.5%	97.2%	91.2%	93.1%	
		Weekend	93.0%	98.8%	98.7%	95.3%	97.3%	
Operating Statistics	Trains Scheduled			10,537	66,622	19,399	75,860	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			16.2	12.7	11.0	11.3	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	54	306	129	535	
	Trains Canceled		230	4	27	10	31	
	Trains Terminated		230	12	56	14	73	
	Percent of Scheduled Trips Completed		99.8%	99.8%	99.9%	99.9%	99.9%	
Consist Compliance	System	Overall	99.0%	100.0%	99.8%	99.6%	99.2%	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	98.0%		99.2%	99.0%	97.9%	
		AM Reverse Peak	99.5%		100.0%	100.0%	100.0%	
		PM Peak	98.0%		99.8%	99.5%	98.5%	
		Total Peak	98.0%		99.5%	99.4%	98.4%	
		Off Peak Weekday	99.5%	100.0%	99.9%	99.8%	99.7%	
		Weekend	99.5%	100.0%	99.9%	99.7%	99.6%	
		Hudson Line						
			AM Peak	99.0%		99.7%	100.0%	99.9%
			PM Peak	99.0%		100.0%	100.0%	99.9%
		Harlem Line						
			AM Peak	98.0%		99.6%	99.1%	98.7%
			PM Peak	98.0%		99.7%	99.6%	98.9%
		New Haven Line						
			AM Peak	97.0%		98.4%	98.3%	95.8%
		PM Peak	97.0%		99.7%	99.1%	97.2%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	March	2020 Data		2019 Data		YTD 2020 Vs 2019
			April	YTD thru April	April	YTD thru April	
Engineering (Scheduled)	4.1%	16	15	108	179	542	-434
Engineering (Unscheduled)	14.3%	91	50	777	240	1,641	-864
Maintenance of Equipment	15.6%	215	55	692	353	1,330	-638
Transportation	1.8%	29	6	115	41	185	-69
Capital Projects	0.3%	21	1	55	201	499	-444
Weather and Environmental	35.1%	3	123	297	28	212	85
Police	14.6%	84	51	401	128	562	-161
Customers	1.5%	6	5	89	138	346	-257
Other	12.7%	77	45	338	318	668	-330
3rd Party Operations	0.0%	0	0	4	14	18	-14
TOTAL	100.0%	542	351	2,877	1,640	6,003	-3,126
HUDSON LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2020 Vs 2019
Engineering (Scheduled)	14.7%	2	14	26	64	132	-106
Engineering (Unscheduled)	23.2%	10	22	111	43	261	-150
Maintenance of Equipment	5.3%	49	5	172	95	304	-132
Transportation	1.1%	12	1	28	2	22	6
Capital Projects	0.0%	3	0	20	37	153	-133
Weather and Environmental	8.4%	0	8	43	2	56	-13
Police	31.6%	23	30	92	30	106	-14
Customers	2.1%	1	2	29	36	72	-43
Other	13.7%	55	13	115	22	98	17
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	155	95	636	331	1,204	-568
HARLEM LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2020 Vs 2019
Engineering (Scheduled)	0.0%	4	0	28	24	48	-20
Engineering (Unscheduled)	5.8%	37	6	297	66	439	-142
Maintenance of Equipment	22.3%	36	23	149	85	350	-201
Transportation	2.9%	4	3	50	7	52	-2
Capital Projects	0.0%	6	0	12	1	38	-26
Weather and Environmental	31.1%	3	32	60	23	109	-49
Police	17.5%	18	18	126	24	140	-14
Customers	2.9%	0	3	29	26	81	-52
Other	17.5%	3	18	79	27	98	-19
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	111	103	830	283	1,355	-525
NEW HAVEN LINE	% Total	March	April	YTD thru April	April	YTD thru April	YTD 2020 Vs 2019
Engineering (Scheduled)	0.0%	9	0	54	91	362	-308
Engineering (Unscheduled)	14.7%	44	22	369	132	938	-569
Maintenance of Equipment	18.0%	126	27	356	154	566	-210
Transportation	1.3%	13	2	36	32	110	-74
Capital Projects	0.7%	12	1	22	162	308	-286
Weather and Environmental	54.7%	0	82	193	3	47	146
Police	1.3%	42	2	182	75	316	-134
Customers	0.0%	5	0	31	74	187	-156
Other	9.3%	19	14	144	263	465	-321
3rd Party Operations	0.0%	0	0	0	1	1	-1
TOTAL	100.0%	270	150	1,387	987	3,300	-1,913

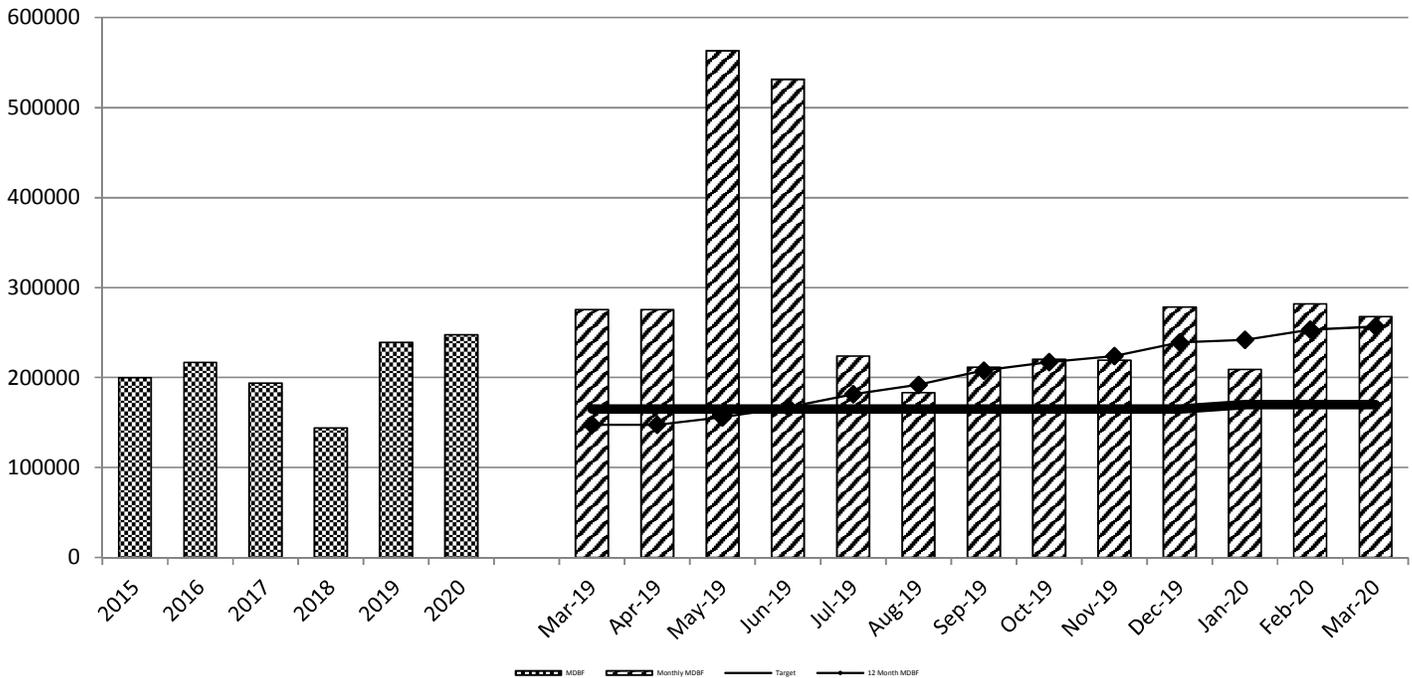
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
04/13	Mon	Thunderstorms with high winds caused several incidents throughout the day.	0	0	0	0	0	0	0	0	0	0	0	0	38	0	5	38	0	5
TOTAL FOR MONTH			0	0	0	0	0	0	0	0	0	0	0	0	38	0	5	38	0	5
43																				

	Equip-ment Type	Total Fleet Size	2020 Data						2019 Data		
			MDBF Goal (miles)	Mar MDBF (miles)	Primary Failure Goal	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)	12 month MDBF Rolling Avg (miles)	Mar MDBF (miles)	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)
Mean Distance Between Failures	M8	405	285,000	506,846	9	5	364,116	434,696	261,054	10	222,168
	M3	138	80,000	96,068	4	3	113,461	94,834	40,746	8	76,984
	M7	334	335,000	490,473	6	4	529,879	453,200	396,455	5	239,919
	Coach	207	205,000	471,382	8	3	265,107	273,965	495,322	3	305,355
	P-32	31	21,000	30,666	9	6	37,104	36,892	63,756	3	42,641
	BL-20	12	13,000	15,100	4	3	18,454	27,306	37,008	0	35,212
	Fleet	1127	170,000	267,823	40	24	247,567	256,594	229,785	29	192,288
	M8		285,000	506,846	9	5	364,116	434,696	261,054	10	222,168
M3/7		232,000	321,442	10	7	354,545	295,211	177,557	13	185,608	
Diesel/Coach		85,000	136,953	21	12	129,670	140,329	290,832	6	166,442	

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 2015 - 2020



West of Hudson Performance Summary			2020 Data			2019 Data	
			Annual Goal	April	YTD thru April	April	YTD thru April
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	93.0%	95.4%	95.9%	94.3%	91.9%
		AM Peak	93.0%		95.2%	96.2%	90.6%
		PM Peak	93.0%		95.7%	96.9%	91.8%
		Total Peak	93.0%		95.5%	96.5%	91.2%
		Off Peak Weekday	93.0%	96.4%	95.7%	91.8%	91.1%
		Weekend	93.0%	92.8%	96.5%	96.4%	94.7%
	Pascack Line	Overall	93.0%	95.0%	96.6%	96.8%	95.0%
	Valley Line	AM Peak	93.0%		96.4%	98.7%	95.5%
		PM Peak	93.0%		96.4%	97.4%	94.3%
		Total Peak	93.0%		96.4%	98.1%	94.9%
		Off Peak Weekday	93.0%	96.4%	96.4%	96.1%	94.9%
		Weekend	93.0%	91.1%	97.0%	96.4%	95.1%
	Port Jervis Line	Overall	93.0%	96.1%	94.9%	90.9%	87.8%
		AM Peak	93.0%		93.9%	93.2%	84.9%
		PM Peak	93.0%		94.8%	96.2%	88.8%
	Total Peak	93.0%		94.4%	94.7%	86.8%	
	Off Peak Weekday	93.0%	96.3%	94.7%	86.1%	85.9%	
	Weekend	93.0%	95.5%	95.8%	96.4%	93.9%	
Operating Statistics	Trains Scheduled		1,184	5,943	1,650	6,497	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		22.1	21.6	20.3	24.1	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	14	99	33	226	
	Trains Canceled	60	22	34	2	21	
	Trains Terminated	60	6	25	2	17	
	Percent of Scheduled Trips Completed	99.4%	97.6%	99.0%	99.8%	99.4%	
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM	99.0%	100.0%	99.7%	99.9%	98.9%	
	Pascack Valley - AM	99.0%	100.0%	99.9%	99.8%	98.7%	
	Port Jervis - AM	99.0%	100.0%	99.5%	100.0%	99.2%	

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

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
04/04	Sat	PVL: TRAIN 2119 WAS CANCELLED ACCOUNT MECHANICAL PROBLEMS.	0	0	0	0	0	0	0	0	0	3	2	0	3	2	0
04/12	Sun	PVL: SIX TRAINS WERE CANCELLED ACCOUNT NO AVAILABLE ENGINEER.	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0
04/14	Tue	PVL: TRAIN 9618 STRUCK A MOTOR VEHICLE AT MAIN ST., MP 15.4.	0	0	0	0	0	0	0	0	0	0	2	4	0	2	4
TOTAL FOR MONTH			0	0	0	0	0	0	0	0	0	3	10	4	3	10	4
17																	

APRIL 2020 STANDEE REPORT
East of Hudson

			APR 2019	YTD 2019	APR 2020	YTD 2020
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	6
Total Standees			0	2	0	6
AM Peak	Harlem Line	Program Standees	31	8	0	0
		Add'l Standees	5	20	0	8
Total Standees			36	28	0	8
	New Haven Line	Program Standees	24	6	0	0
		Add'l Standees	27	94	0	29
Total Standees			51	100	0	29
EAST OF HUDSON TOTAL - AM PEAK			86	130	0	43
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	5	8	0	1
Total Standees			5	8	0	1
	New Haven Line	Program Standees	140	35	0	0
		Add'l Standees	11	87	0	4
Total Standees			151	122	0	4
EAST OF HUDSON TOTAL - PM PEAK			156	130	0	5

West of Hudson

			APR 2019	YTD 2019	APR 2020	YTD 2020
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
AM Peak	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
WEST OF HUDSON TOTAL - AM PEAK			0	0	0	0
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
PM Peak	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
WEST OF HUDSON TOTAL - PM 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.

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF April 2020

Elevator Availability	2020		2019	
	April	Year to Date	April	Year to Date
Grand Central Terminal	100.00%	98.22%	81.44%	85.22%
Harlem	99.99%	99.02%	99.85%	99.94%
Hudson	99.65%	99.59%	99.73%	99.79%
New Haven	99.97%	97.36%	100.00%	99.92%
Overall Average	99.90%	98.55%	95.25%	96.22%

PLEASE NOTE: The NE-1 Elevator (the 47th St cross passageway) and Elevators T-18 and T-19 (the B Hall elevators) are Out of Service due to East Side Access construction and are excluded from this report. The NE-1 estimated Return To Service (RTS) is August 2020. T-18 T-19 estimated Return To Service (RTS) is September 2020.

Escalator Availability	2020		2019	
	April	Year to Date	April	Year to Date
Grand Central Terminal	100.00%	99.91%	86.63%	70.06%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.95%	93.31%	85.03%

PLEASE NOTE: Escalators #1 and #2 (West Side near Transit Museum) are both Out of Service for scheduled service upgrade work and are excluded from this report. The estimated Return To Service (RTS) is March 2021.



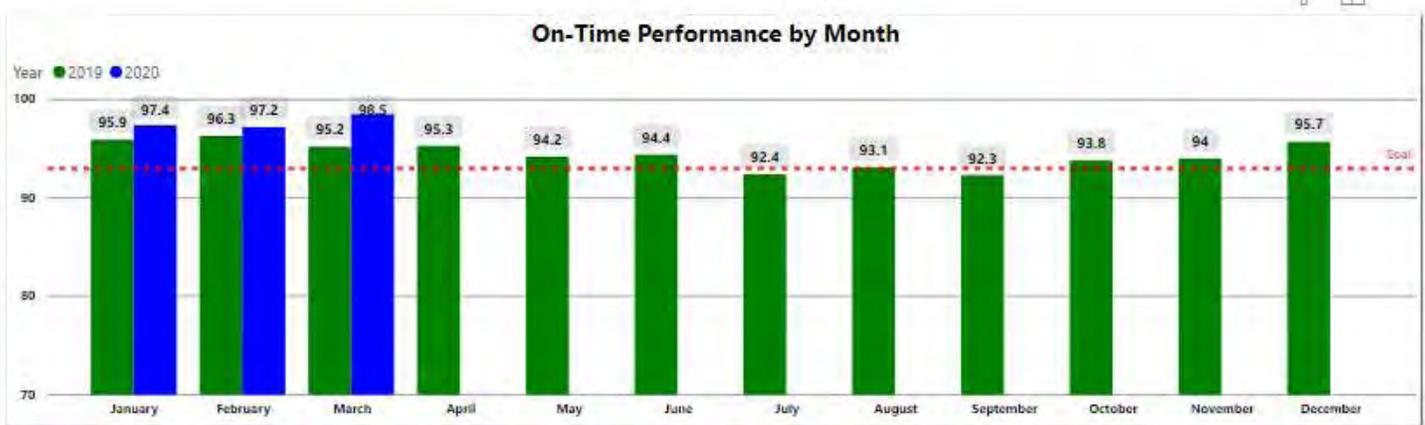
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

	2020		2019	
Goal	Mar	YTD	Mar	YTD
93.0%	98.5%	97.7%	95.2%	95.8%



Short Trains

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

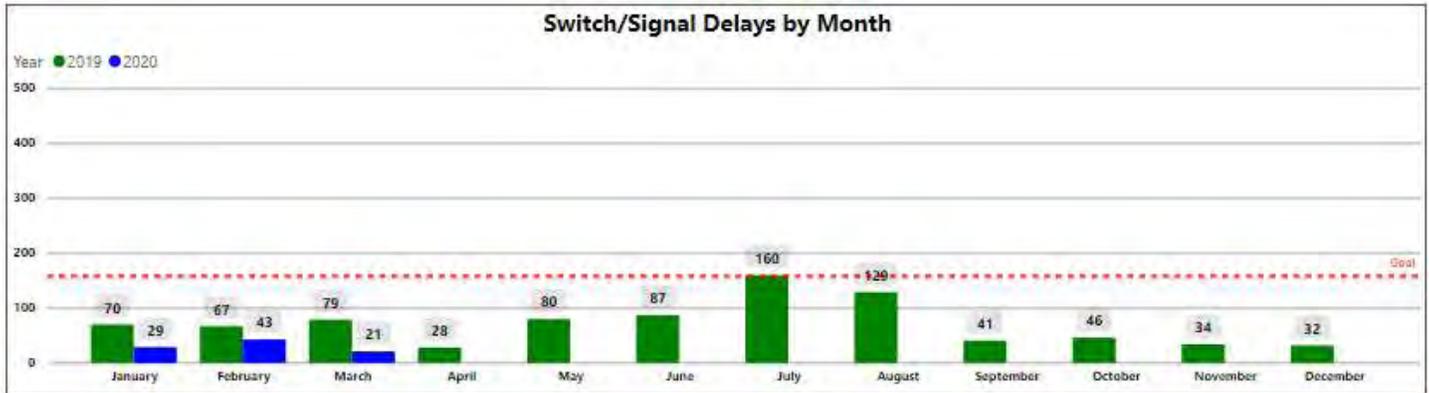
	2020		2019	
Goal	Mar	YTD	Mar	YTD
1138	0	70	100	99



Switch/Signal Delays

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

	2020		2019	
Goal	Mar	YTD	Mar	YTD
1896	41	194	117	360



Ridership Report

Michael Shiffer

Vice President, Planning



MTA Metro-North train heading northbound by Beacon.

Photo courtesy of Linda Morris



Metro-North Railroad

May 2020 Highlights: Ridership Report

(Note: April West of Hudson ridership is preliminary)

April 2020 vs. 2019

- Large decreases in April ridership continue to be attributed to the Covid-19 epidemic where nonessential workers continue to be mandated to work from home by the Governor of New York.
- East of Hudson ridership decreased 94.1% vs. April 2019 and Budget
 - East of Hudson Commutation ridership decreased 93.6%
 - East of Hudson Non-Commutation ridership decreased 94.6%
- East of Hudson ridership by line:
 - Hudson Line ridership decreased 93.9%
 - Harlem Line ridership decreased 93.2%
 - New Haven Line ridership decreased 94.7%

Note: (1) April ridership Includes Mail & Ride returned and unused refund adjustments.

Michael Shiffer
Vice President
Planning

**APRIL 2020 RIDERSHIP & REVENUE REPORT
MTA METRO-NORTH RAILROAD**

RIDERSHIP SUMMARY

April Ridership and Revenue (millions)

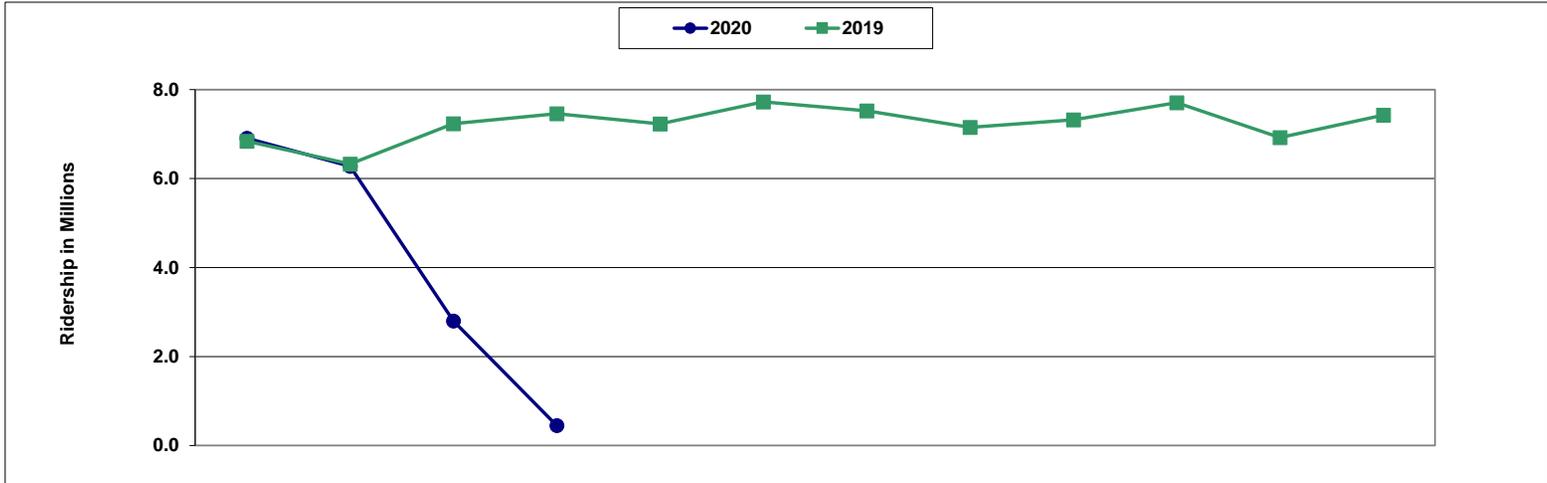
	April 2020	% Change vs. 2019
Total Rail Ridership	0.449	-94.0% ▼
Commutation Ridership	0.277	-93.6% ▼
Non-Commutation Ridership	0.172	-94.6% ▼
Connecting Service Ridership	0.002	-97.1% ▼
Total MNR System Ridership	0.451	-94.0% ▼
Rail Revenue	\$3.831	-93.8% ▼

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

	YTD 2020	% Change vs. 2019	Comparison to Budget
Total Rail Ridership	16.430	-41.0% ▼	-41.1% ▼
Commutation Ridership	9.534	-41.9% ▼	-41.9% ▼
Non-Commutation Ridership	6.896	-39.8% ▼	-40.0% ▼
Connecting Service Ridership	0.119	-41.0% ▼	-42.1% ▼
Total MNR System Ridership	16.549	-41.0% ▼	-41.1% ▼
Rail Revenue	\$160.2	-31.8% ▼	-32.6% ▼

APRIL RAIL RIDERSHIP (1)

• April's Total Rail Ridership was 94.0% below both 2019 and budget.

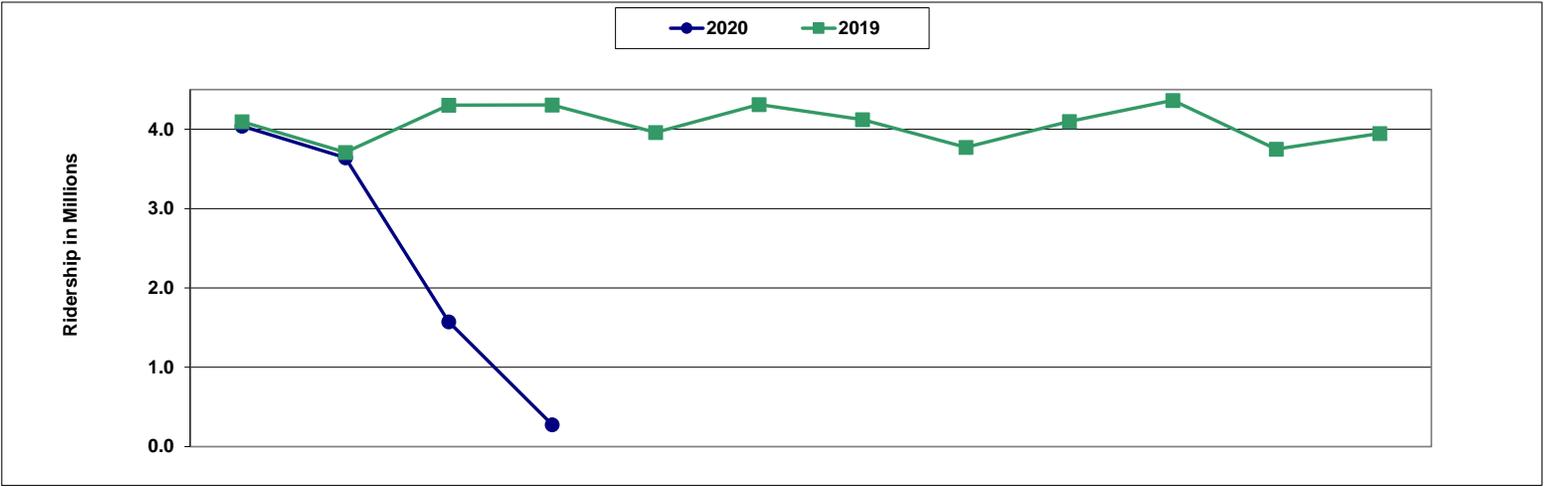


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	6.9	6.3	2.8	0.4									16.4
2019	6.8	6.3	7.2	7.5	7.2	7.7	7.5	7.2	7.3	7.7	6.9	7.4	27.9
PCT CHG.	1.0%	-0.8%	-61.3%	-94.0%									-41.0%

1) Includes East and West of Hudson.

APRIL RAIL COMMUTATION RIDERSHIP (1)

• April's Rail Commutation Ridership was 93.6% below 2019 and budget.

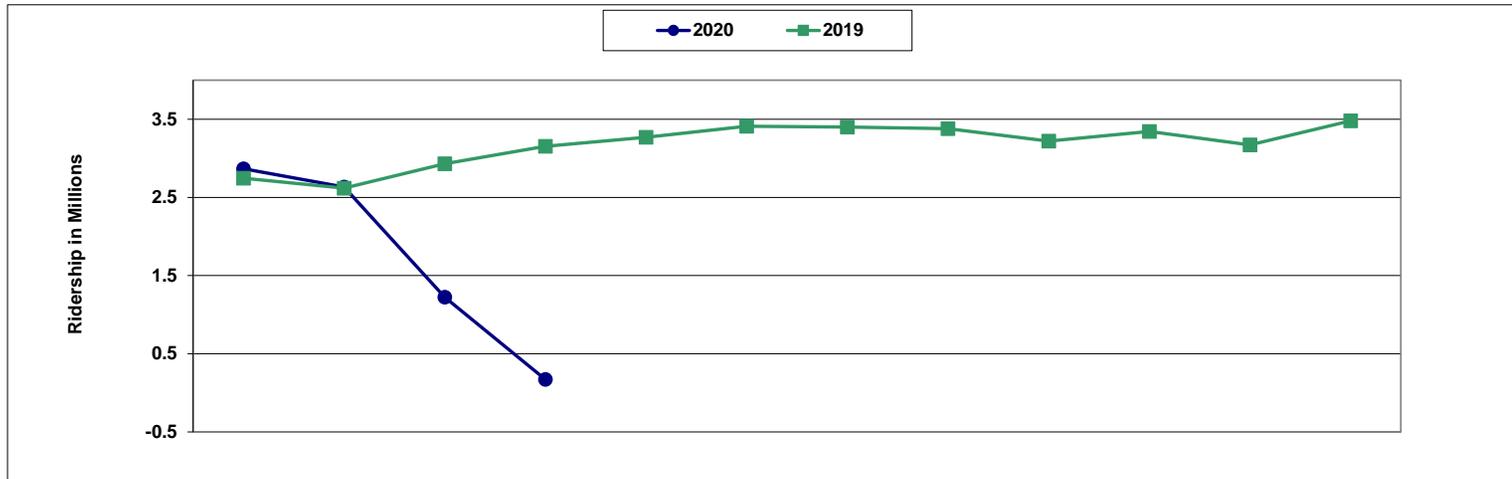


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	4.0	3.6	1.6	0.3									9.5
2019	4.1	3.7	4.3	4.3	4.0	4.3	4.1	3.8	4.1	4.4	3.8	3.9	16.4
PCT CHG.	-1.4%	-1.8%	-63.4%	-93.6%									-41.9%

1) Includes East and West of Hudson.

APRIL RAIL NON-COMMUTATION RIDERSHIP (1)

• April's Rail Non-Commutation Ridership was 94.6% below 2019 and budget.

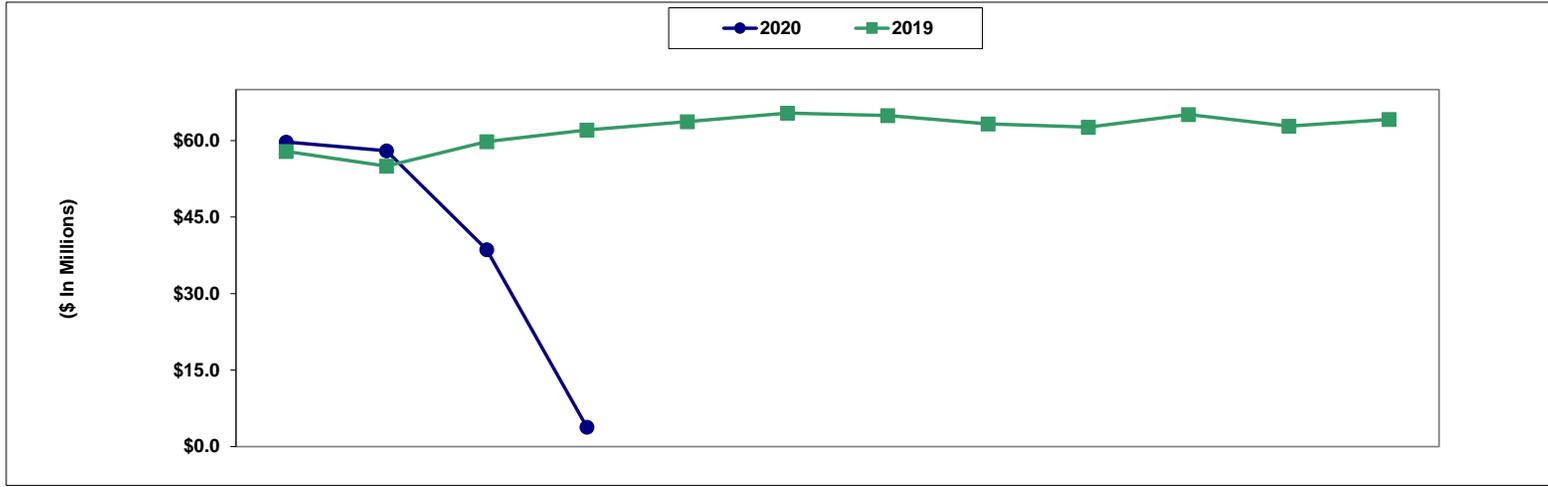


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	2.9	2.6	1.2	0.2									6.9
2019	2.7	2.6	2.9	3.2	3.3	3.4	3.4	3.4	3.2	3.3	3.2	3.5	11.4
PCT CHG.	4.4%	0.5%	-58.2%	-94.6%									-39.8%

1) Includes East and West of Hudson.

APRIL RAIL REVENUE (1)

• April's Total Rail Revenue was 93.8% below 2019 and 93.9% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	\$59.7	\$58.0	\$38.6	\$3.8									\$160.2
2019	\$57.9	\$55.0	\$59.8	\$62.1	\$63.7	\$65.4	\$64.9	\$63.3	\$62.6	\$65.1	\$62.8	\$64.1	\$234.7
PCT CHG.	3.2%	5.4%	-35.4%	-93.8%									-31.8%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
APRIL 2020

TICKET TYPE/SERVICE	APRIL	APRIL	VARIANCE VS.		APRIL	CHANGE FROM 2019	
	2020	2020	BUDGET		2019		
	ACTUAL	BUDGET	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	269,364	4,223,228	(3,953,864)	-93.6%	4,228,411	(3,959,047)	-93.6%
West of Hudson	7,965	80,277	(72,312)	-90.1%	77,119	(69,154)	-89.7%
Total Rail Commutation Ridership	277,329	4,303,505	(4,026,176)	-93.6%	4,305,530	(4,028,201)	-93.6%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	165,403	3,126,129	(2,960,726)	-94.7%	3,091,211	(2,925,808)	-94.6%
West of Hudson	6,245	62,859	(56,614)	-90.1%	62,502	(56,257)	-90.0%
Total Rail Non-Commutation Ridership	171,648	3,188,988	(3,017,340)	-94.6%	3,153,713	(2,982,065)	-94.6%
TOTAL RAIL RIDERSHIP							
East of Hudson	434,767	7,349,357	(6,914,590)	-94.1%	7,319,622	(6,884,855)	-94.1%
West of Hudson (2)	14,210	143,136	(128,926)	-90.1%	139,621	(125,411)	-89.8%
TOTAL RAIL RIDERSHIP	448,977	7,492,493	(7,043,516)	-94.0%	7,459,243	(7,010,266)	-94.0%
CONNECTING SERVICES RIDERSHIP (3)	1,632	56,715	(55,083)	-97.1%	55,700	(54,068)	-97.1%
TOTAL MNR SYSTEM RIDERSHIP	450,609	7,549,208	(7,098,599)	-94.0%	7,514,943	(7,064,334)	-94.0%

Notes:

- 1) 2019 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.
- 3) Includes Haverstraw-Ossining and Newburgh-Beacon Ferries; who both provided substitute bus service beginning April 13th and Hudson Rail Link.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
2020 YEAR-TO-DATE

TICKET TYPE/SERVICE	2020 YTD ACTUAL	2020 YTD BUDGET	VARIANCE VS. BUDGET		2019 YTD RESTATE (1)	CHANGE FROM 2019	
			AMOUNT	PERCENT		AMOUNT	PERCENT
			RAIL COMMUTATION RIDERSHIP				
East of Hudson	9,380,043	16,104,963	(6,724,920)	-41.8%	16,124,789	(6,744,746)	-41.8%
West of Hudson	153,416	301,790	(148,374)	-49.2%	289,705	(136,289)	-47.0%
Total Rail Commutation Ridership	9,533,459	16,406,753	(6,873,294)	-41.9%	16,414,494	(6,881,035)	-41.9%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	6,772,109	11,268,217	(4,496,108)	-39.9%	11,212,435	(4,440,326)	-39.6%
West of Hudson	124,272	233,609	(109,337)	-46.8%	235,263	(110,991)	-47.2%
Total Rail Non-Commutation Ridership	6,896,381	11,501,826	(4,605,445)	-40.0%	11,447,698	(4,551,317)	-39.8%
TOTAL RAIL RIDERSHIP							
East of Hudson	16,152,152	27,373,180	(11,221,028)	-41.0%	27,337,224	(11,185,072)	-40.9%
West of Hudson	277,688	535,399	(257,711)	-48.1%	524,968	(247,280)	-47.1%
TOTAL RAIL RIDERSHIP	16,429,840	27,908,579	(11,478,739)	-41.1%	27,862,192	(11,432,352)	-41.0%
CONNECTING SERVICES RIDERSHIP (2)	118,672	204,941	(86,269)	-42.1%	201,214	(82,542)	-41.0%
TOTAL MNR SYSTEM RIDERSHIP	16,548,512	28,113,520	(11,565,008)	-41.1%	28,063,406	(11,514,894)	-41.0%

Notes:

- 1) 2019 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
APRIL 2020**

LINE	APRIL 2020 ACTUAL	APRIL 2019 RESTATE (1)	CHANGE FROM 2019	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	162,080	2,377,648	(2,215,568)	-93.2%
Hudson Line	90,669	1,496,643	(1,405,974)	-93.9%
New Haven Line	182,018	3,445,331	(3,263,313)	-94.7%
Total East of Hudson	434,767	7,319,622	(6,884,855)	-94.1%
WEST OF HUDSON				
Port Jervis Line	8,322	81,048	(72,726)	-89.7%
Pascack Valley Line	5,888	58,573	(52,685)	-89.9%
Total West of Hudson (2)	14,210	139,621	(125,411)	-89.8%
TOTAL RAIL RIDERSHIP	448,977	7,459,243	(7,010,266)	-94.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	1,048	35,880	(34,832)	-97.1%
Haverstraw-Ossining Ferry	335	13,622	(13,287)	-97.5%
Newburgh-Beacon Ferry	249	6,198	(5,949)	-96.0%
Total Connecting Services (3)	1,632	55,700	(54,068)	-97.1%
TOTAL MNR SYSTEM	450,609	7,514,943	(7,064,334)	-94.0%

Notes:

- 1) 2019 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.
- 3) Includes Haverstraw-Ossining and Newburgh-Beacon Ferries; who both provided substitute bus service beginning April 13th and Hudson Rail Link.

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE
2020 YEAR-TO-DATE

TICKET TYPE/SERVICE	2020	2019	CHANGE FROM 2019	
	YTD ACTUAL	YTD RESTATE ⁽¹⁾	AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	5,323,924	8,920,797	(3,596,873)	-40.3%
Hudson Line	3,251,949	5,502,875	(2,250,926)	-40.9%
New Haven Line	7,576,278	12,913,552	(5,337,274)	-41.3%
Total East of Hudson	16,152,152	27,337,224	(11,185,072)	-40.9%
WEST OF HUDSON				
Port Jervis Line	160,781	300,383	(139,602)	-46.5%
Pascack Valley Line	116,907	224,585	(107,678)	-47.9%
Total West of Hudson	277,688	524,968	(247,280)	-47.1%
TOTAL RAIL RIDERSHIP	16,429,840	27,862,192	(11,432,352)	-41.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	83,120	141,877	(58,757)	-41.4%
Haverstraw-Ossining Ferry	24,033	42,271	(18,238)	-43.1%
Newburgh-Beacon Ferry	11,519	17,066	(5,547)	-32.5%
Total Connecting Services	118,672	201,214	(82,542)	-41.0%
TOTAL MNR SYSTEM	16,548,512	28,063,406	(11,514,894)	-41.0%

Notes:

1) 2019 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

April 2020 Highlights: Capital Program Status Report



Customer Service Initiative

Harlem – 125th Street - Platform level display boards installation

John Kennard
Vice President
Capital Programs



Metro-North Railroad

April 2020 Highlights: Capital Program Status Report

The purpose of the Capital Program Status Report is to provide a monthly and year-to-date overview of the progress of Metro-North’s Capital Program including a brief discussion of the current month’s project highlights. The report focuses primarily on providing a summary of achievements regarding design and construction awards, project completions and contract closeouts. The point of contact for the report is John Kennard, Vice President, Capital Program Management.

In the month of April, Metro-North awarded project tasks totaling \$13.9 million including the change order to Bombardier for the PTC System Integrator. Metro-North had no scheduled substantial completions for the month of April. Metro-North had no scheduled closeouts for the month of April.

Metro-North’s performance against its 2020 Capital Project Goal was:

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 4/30</u>	<u>Achieved thru 4/30</u>	<u>% thru 4/30</u>
Design Awards*	\$19	\$0	\$0	0%
Construction Awards*	\$286	\$0	\$0	0%
Substantial Completions	\$313.4	\$0	\$0	0%
Closeouts*	\$61.5	\$0	\$0	0%

*Does not include support costs

John Kennard
Vice President
Capital Programs

**CAPITAL PROGRAM
HIGHLIGHTS
April 2020**

CONTRACT AWARDS:

No design or construction contract awards planned or actual in April 2020.

PROJECT COMPLETIONS:

No project completions planned or actual in April 2020.

MAJOR ON-GOING PROJECT STATUS:

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

- Completed replacement of 84 new gate boards at GCT, including installation and testing, out of a total of 96 gate boards. PA/VIS system is operating and providing information to all Big Boards, new gate boards, new employee monitors and several arrival/departure displays recently installed on the main and dining concourses. System monitoring and back-up head end system testing and integration is ongoing.
- Continued with: construction of the Customer Service Equipment Room 7C and the GCT cable plant; installation of speakers, amplifiers and other PA/VIS equipment is ongoing at various locations in GCT; sheet metal enclosures have been replaced in the 45th Street, 47th Street passages and the east & west spines. Coordination of work between CSI and East Side Access is ongoing in the 47th Street Passageway at the 48th Street and Park Ave entry.

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 Street, 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 continues for the fifth group of stations (Harriman, Nanuet, and Poughkeepsie).

Site work is substantially complete at the Riverdale, Pelham, Larchmont, Wakefield and Mount Vernon East stations. Site work continues at Harlem-125th Street, Tremont, Tarrytown, New Rochelle, Melrose, Rye, Port Chester, Spuyten-Duyvil, and Morris Heights Stations. Contractor mobilized to Mamaroneck Station and commenced mobilization at Ossining Station.

100% design for facility enhancements including video, access control, elevator & escalator management and security systems has been submitted. Review by Metro-North is ongoing.

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, 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, Riverdale, Harlem-125th Street and Crestwood stations are complete.
- White Plains Station – Completed installation of various electrical systems, HVAC, sprinkler, wood ceiling and glass wall cladding system in the Elevator Hall, awaiting delivery of metal wall cladding system. Completed major demolition of Side Platform and Streetscape, prep of remaining Side Platform foundations has commenced. Completed installation of sprinkler, lighting and ceiling in the north stair/escalator from the Lobby. Area was re-opened on 4/24. Commenced installation of Lobby Dashboard. 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 through a design-build contract 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) - Achieved substantial completion in May 2019.
- CP5 to CP19 (Phase 2) - Continued installation of temporary access road; pull boxes; snow melter pedestals; conduits for C&S trough, signal power, sectionalizing switches and snow melters. Continue signal power cable splicing; cable pulling; excavation and concrete placement for platform footings and columns and performing punch list repairs and cable ties for track crossings.

Overall project substantial completion is anticipated in the second quarter 2021.

EM050208 Power Infrastructure Restoration – Substations – Sandy

- Tarrytown – Substation energization and short circuit testing are pending the completion of energization and system cut-over of Riverdale Substation. This substation is scheduled for completion in July 2020.
- Croton-Harmon – Substation energization and short circuit testing are pending Metro-North installation and connection of the 15kV feeder cables to the new substation. This substation is scheduled for completion in September 2020.
- Riverdale – Continued the 3rd rail connection and energization of all negative/positive cables and impedance bonds for the adjacent tracks and short circuits testing. This substation is scheduled for completion in June 2020.
- The Brewster Substation (under Project M6050103) –SCADA testing, and the cut-over process, commissioning/testing and energization of substation PCR are anticipated in the upcoming months. This substation is scheduled for completion in July 2020.

M6040101 Positive Train Control (PTC)

- Subsystem designs are being finalized. Software enhancements continue. Factory Acceptance Testing (FAT) for sub-system level software for On-Board version S5 and Office version 3.5 have been 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).
- All wayside and on-board PTC equipment installations as required in the Implementation Plan to support Revenue Service Demonstration (RSD) have been completed. Third party contract work for communications infrastructure installation is complete.
- Primary Control Center at Grand Central Terminal (back office) has been fully developed and is operational.
- Continued migration of Civil Speed Enforcement transponders to PTC and commissioning of radio cases on New Haven Line.
- 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 in August 2019 on Danbury Branch Line, in March 2020 on Harlem Line (Mott Haven Yard, NY to Wassaic, NY), Hudson Line (Grand Central Terminal, NY to Poughkeepsie, NY), and New Canaan Branch Line.
- Continued development for revised submission of safety plan to the FRA in May 2020. Alternative schedule with updated Implementation Plan which outlines non-pilot segment commissioning plan was approved by the Federal Railroad Administration in March 2019.
- Interoperability testing of Amtrak on Pilot Line was completed. Amtrak and CSX are operating in extended revenue service demonstration (ERSD) on Hudson Line and P&W is operating in ERSD on Danbury Branch Line. Interoperability discussions with Amtrak and freight carriers continue.
- Training of employees continues.

M6060101/M7060101 Harmon Shop Improvements

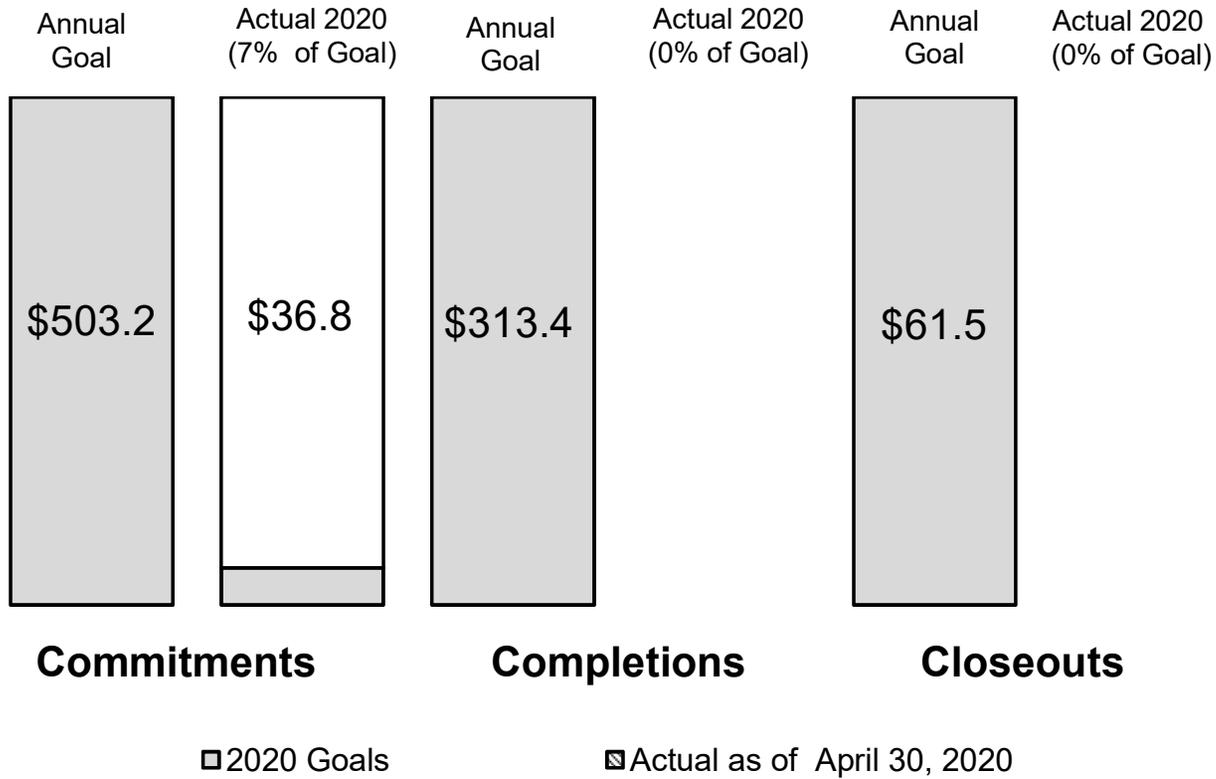
Phase V, Stage I Design-Build

Overall, Phase V, Stage I substantial completion was achieved in October 2019.

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

- 90% design of the Running Repair Support Shop is complete. Development of the 100% design is in progress.
- Continued with the installation of underground electrical duct banks, concrete pads, cable and electric equipment for the site transformers. Continued asbestos abatement and demolition of Building 5 and Building 6.

2020 MNR Capital Program Goals As of April 30th, 2020 In Millions





Long Island Rail Road

April 2020 Performance Summary

Robert Free, Acting Senior Vice President – Operations



The above pictured golden railroad tie celebrates the 250,000th concrete tie installed by Harsco Rail on the LIRR with the P811SP-FC Track Laying Machine.



Long Island Rail Road

April 2020 Performance Summary

Highlights

The Essential Service Plan ran throughout April 2020. This plan does not provide PEAK service; therefore Consist Compliance, Standee, and PEAK OTP data is not reportable for this time period.

On-Time Performance (OTP) for the month of April closed at 98.3%, which is above the monthly goal of 94%.

2020 year-to-date OTP was **95.1%**, which is an increase of **1.4** percentage points as compared to last year.

Cancelled/Terminated trains are down **286** trains year to date compared to year to date 2019.

Branch Performances

Ten out of the eleven branches on the Long Island Rail Road operated at or above goal for the month of April.

Nine out of the eleven branches on the Long Island Rail Road operated at or above goal year to date.

Delays

A severe weather system on April 13, 2020 was the biggest events to negatively impact OTP for the month of April.

Consist Compliance

Consist Compliance data is not reportable for this time period.

Equipment Performance

The LIRR fleet MDBF operated at **307,431** in March and exceeded the goal. It also performed better, year to date, then the same period last year.

Performance Summary

			2020 Data			2019 Data	
			Annual	YTD thru		YTD thru	
			Goal	Apr	Apr	Apr	Apr
On Time Performance			94.0%	98.3%	95.1%	95.3%	93.7%
<i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>							
System	Overall						
*	AM Peak		0.0%	92.2%	94.5%	90.3%	
*	PM Peak		0.0%	92.1%	96.5%	92.4%	
*	Total Peak		0.0%	92.2%	95.5%	91.3%	
	Off Peak Weekday		98.1%	95.7%	94.7%	93.6%	
	Weekend		98.9%	96.3%	96.3%	96.9%	
Babylon Branch	Overall		93.9%	99.0%	95.3%	95.8%	94.0%
*	AM Peak		0.0%	92.5%	95.6%	92.1%	
*	PM Peak		0.0%	92.7%	94.8%	91.0%	
*	Total Peak		0.0%	92.6%	95.2%	91.6%	
	Off Peak Weekday		99.1%	96.7%	95.6%	94.3%	
	Weekend		98.8%	95.0%	97.4%	97.5%	
Far Rockaway Branch	Overall		96.6%	99.0%	97.6%	97.4%	97.0%
*	AM Peak		0.0%	94.8%	93.2%	91.1%	
*	PM Peak		0.0%	96.7%	99.0%	97.6%	
*	Total Peak		0.0%	95.7%	95.9%	94.2%	
	Off Peak Weekday		98.9%	97.8%	97.4%	97.1%	
	Weekend		99.4%	98.5%	99.2%	99.3%	
Huntington Branch	Overall		92.5%	98.7%	94.1%	94.6%	91.5%
*	AM Peak		0.0%	92.1%	96.4%	88.7%	
*	PM Peak		0.0%	84.8%	95.1%	88.0%	
*	Total Peak		0.0%	88.7%	95.8%	88.4%	
	Off Peak Weekday		98.6%	95.2%	93.0%	89.6%	
	Weekend		98.9%	95.7%	95.8%	96.8%	
Hempstead Branch	Overall		96.5%	99.3%	95.2%	94.4%	94.2%
*	AM Peak		0.0%	94.7%	95.0%	93.1%	
*	PM Peak		0.0%	85.6%	98.0%	90.2%	
*	Total Peak		0.0%	90.4%	96.4%	91.7%	
	Off Peak Weekday		99.3%	95.8%	93.6%	94.5%	
	Weekend		99.4%	97.3%	93.8%	96.0%	
Long Beach Branch	Overall		95.9%	96.9%	94.5%	96.5%	95.6%
	AM Peak		0.0%	93.6%	95.8%	93.2%	
*	PM Peak		0.0%	92.0%	97.9%	96.0%	
*	Total Peak		0.0%	92.8%	96.8%	94.5%	
*	Peak Weekday		96.3%	94.5%	96.5%	96.2%	
	Weekend		98.5%	96.0%	96.1%	95.8%	
Montauk Branch	Overall		90.8%	98.5%	94.2%	91.9%	91.7%
*	AM Peak		0.0%	87.9%	89.2%	85.4%	
*	PM Peak		0.0%	94.9%	95.6%	91.7%	
*	Total Peak		0.0%	91.2%	92.2%	88.4%	
	Off Peak Weekday		98.7%	96.5%	89.4%	91.0%	
	Weekend		98.2%	91.5%	96.7%	95.7%	
Oyster Bay Branch	Overall		94.1%	97.8%	95.7%	94.8%	94.2%
*	AM Peak		0.0%	92.9%	96.1%	91.0%	
*	PM Peak		0.0%	92.8%	90.9%	90.7%	
*	Total Peak		0.0%	92.8%	93.7%	90.8%	
	Off Peak Weekday		97.5%	96.2%	94.8%	94.5%	
	Weekend		98.6%	98.0%	96.6%	98.0%	

Performance Summary		2020 Data			2019 Data	
		Annual	YTD thru		YTD thru	
		Goal	Apr	Apr	Apr	Apr
Port Jefferson Branch	Overall	90.9%	96.6%	91.2%	93.2%	89.9%
*	AM Peak		0.0%	89.4%	94.3%	87.2%
*	PM Peak		0.0%	87.1%	95.5%	88.9%
*	Total Peak		0.0%	88.3%	94.8%	88.0%
	Off Peak Weekday		96.4%	90.0%	92.2%	89.3%
	Weekend		97.5%	96.5%	92.9%	93.5%
Port Washington Branch	Overall	95.3%	98.5%	97.2%	95.6%	94.4%
*	AM Peak		0.0%	94.4%	97.0%	93.3%
*	PM Peak		0.0%	95.8%	97.2%	93.5%
*	Total Peak		0.0%	95.1%	97.1%	93.4%
	Off Peak Weekday		98.1%	97.3%	94.3%	93.4%
	Weekend		99.8%	98.9%	96.8%	97.8%
Ronkonkoma Branch	Overall	91.6%	98.1%	93.4%	95.3%	91.8%
*	AM Peak		0.0%	89.1%	92.1%	85.2%
*	PM Peak		0.0%	93.2%	98.8%	94.1%
*	Total Peak		0.0%	90.9%	95.1%	89.2%
	Off Peak Weekday		97.9%	93.4%	95.8%	92.0%
	Weekend		98.7%	96.1%	94.6%	95.7%
West Hempstead Branch	Overall	95.8%	93.2%	96.3%	96.9%	96.7%
*	AM Peak		0.0%	92.3%	88.2%	89.3%
*	PM Peak		0.0%	95.6%	98.5%	96.4%
*	Total Peak		0.0%	94.1%	93.8%	93.2%
	Off Peak Weekday		92.2%	96.7%	97.6%	97.9%
	Weekend		98.7%	97.9%	100.0%	98.9%
Operating Statistics	Trains Scheduled		15,667	76,782	20,452	81,076
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.8	-11.2	-10.6	-11.7
	Trains Over 15 min. Late excluding trains canceled or terminated		54	512	124	742
	Trains Canceled		17	140	16	313
	Trains Terminated		19	100	19	213
	Percent of Scheduled Trips Completed		99.8%	99.7%	99.8%	99.4%
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				
	*	PM Peak				
	*	Total Peak				

***Please note: The Essential Service Plan ran throughout April 2020. This plan does not provide PEAK service, therefore PEAK OTP, Consist Compliance, and Standee data is not reportable for this time period.**

System Categories Of Delay	% Total	2020	2020 Data		2019 Data		YTD 2020 Vs 2019
		Mar	Apr	YTD Thru Apr	Apr	YTD Thru Apr	
Engineering (Scheduled)	4.8%	37	13	205	45	132	73
Engineering (Unscheduled)	21.0%	167	57	624	97	940	(316)
Maintenance of Equipment	9.2%	72	25	356	109	523	(167)
Transportation	5.5%	44	15	174	37	100	74
Capital Projects	11.4%	70	31	352	88	234	118
Weather and Environmental	22.5%	12	61	205	82	402	(197)
Police	12.9%	144	35	392	85	828	(436)
Customers	4.8%	113	13	797	258	1,060	(263)
Special Events	0.0%	7	-	30	53	99	(69)
Other	6.6%	101	18	303	80	289	14
3rd Party Operations	1.1%	189	3	333	34	502	(169)
Total	100.0%	956	271	3,771	968	5,109	(1,338)

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
2-Apr	Thu	Signal trouble east of Great Neck Station							13	2	1	13	2	1
13-Apr	Mon	Severe weather and high winds system wide							29		1	29		1
14-Apr	Tue	Severe weather and high winds system wide							16			16		
17-Apr	Fri	Debris on tracks west of Murray Hill Station							3		9	3		9
29-Apr	Wed	Track condition on Lead Bridge							1	9	1	1	9	1
TOTAL FOR MONTH			0	0	0	0	0	0	62	11	12	62	11	12
												85		

Long Island Rail Road

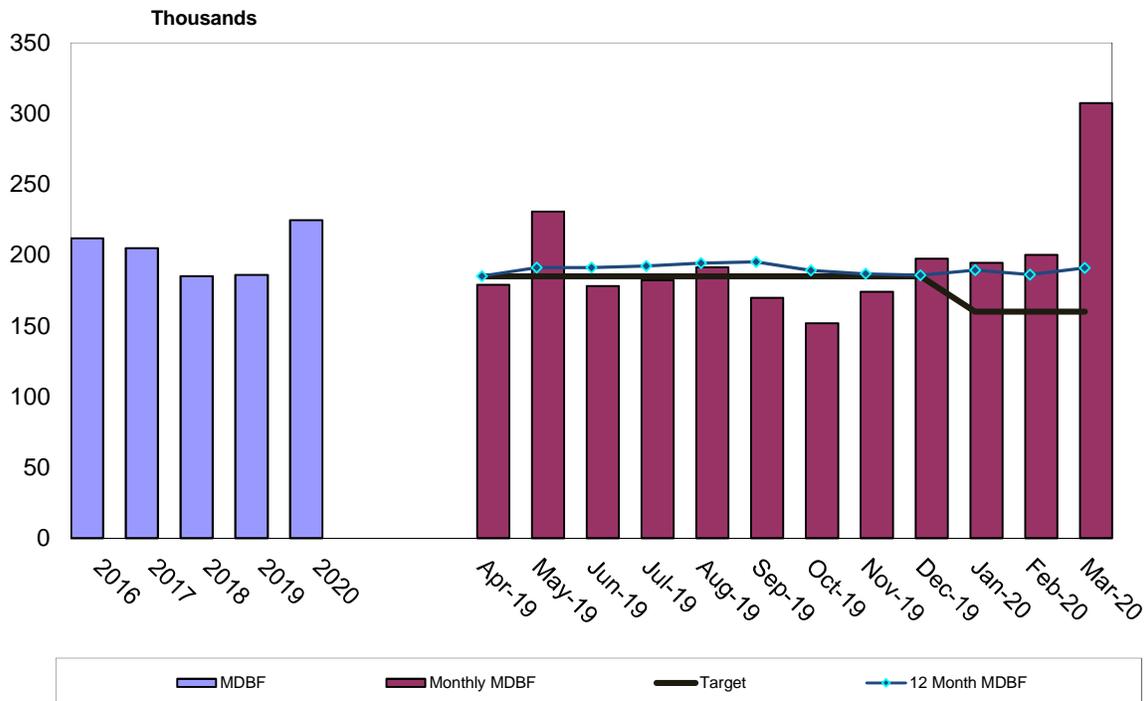
MEAN DISTANCE BETWEEN FAILURES - MARCH 2020

			2020 Data					2019 Data		
	Equip-ment Type	Total Fleet Owned	MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month MDBF Rolling Avg (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
Mean Distance Between Failures	M-3	142	60,000	92,341	5	71,064	66,339	57,201	10	55,041
	M-7	836	360,000	750,309	7	447,278	393,113	433,823	12	452,368
	M-9	40	180,000	145,308	0	215,489	233,197	-	-	-
	C-3	134	103,000	104,865	7	166,254	137,025	105,083	7	107,171
	DE	24	19,000	45,251	2	22,643	19,035	43,455	2	42,826
	DM	21	19,000	79,743	1	36,200	27,067	77,599	1	20,277
	Diesel	179	51,000	90,430	10	85,491	69,679	90,009	10	70,903
	Fleet	1,197	160,000	307,431	22	224,784	190,946	208,687	32	198,878

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.

Note: Since M9 fleet had no primary failures in March 2020, actual miles are shown on the chart above.

ALL FLEETS Mean Distance Between Failure 2016 - 2020



**ELEVATOR AND ESCALATOR OPERATING REPORT
FOR THE MONTH OF APRIL 2020**

Elevator Availability		2020		2019	
		April	Year to Date	April	Year to Date
Branch	Babylon Branch	99.4%	99.5%	98.8%	99.3%
	Far Rockaway Branch	99.6%	99.6%	99.7%	98.0%
	Hempstead Branch	99.6%	99.7%	99.7%	99.5%
	Long Beach Branch	99.5%	99.6%	99.3%	99.4%
	Port Jefferson Branch	99.2%	98.9%	97.6%	98.3%
	Port Washington Branch	98.6%	99.5%	98.7%	99.2%
	Ronkonkoma Branch	93.1%	98.2%	99.0%	99.2%
	City Terminal Branch	99.4%	99.0%	99.2%	97.8%
	Overall Average	98.0%	98.7%	98.9%	98.8%

Escalator Availability		2020		2019	
		April	Year to Date	April	Year to Date
Branch	Babylon Branch	98.1%	98.9%	95.4%	97.3%
	Far Rockaway Branch	99.0%	98.3%	98.4%	99.0%
	Hempstead Branch	99.2%	99.2%	99.0%	98.9%
	Long Beach Branch	78.2%	92.1%	99.1%	98.0%
	Port Jefferson Branch	99.1%	99.0%	98.4%	98.3%
	City Terminal Branch	95.3%	95.7%	95.5%	96.7%
	Overall Average	96.4%	97.4%	95.9%	97.3%

Long Island Rail Road Performance Metrics Report

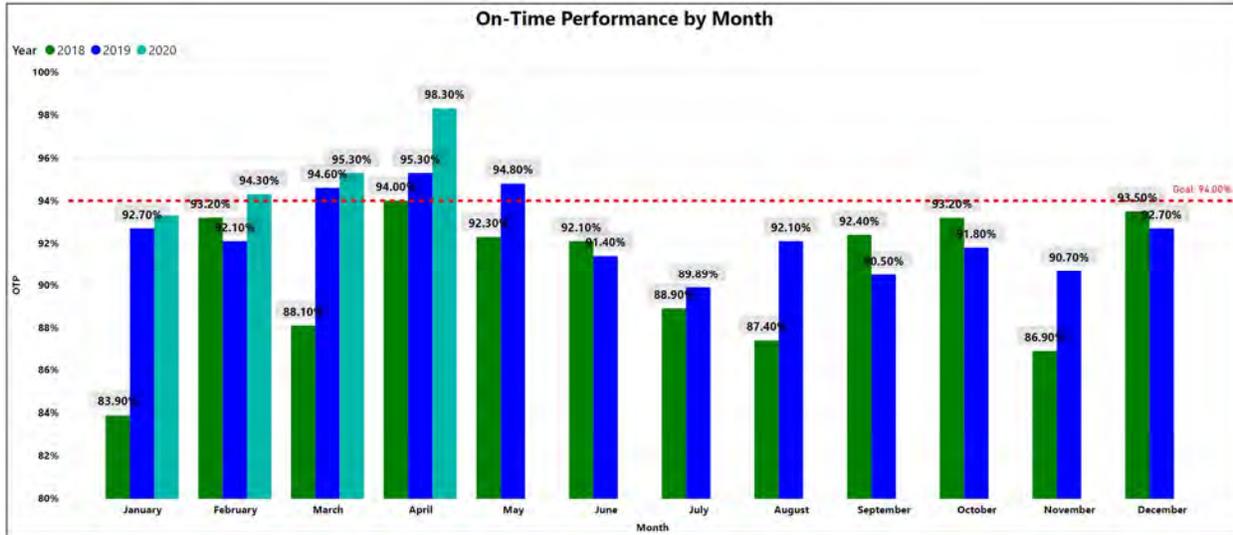


The LIRR's performance metrics are being affected by the impacts of the COVID-19 pandemic. That having been said, the LIRR has shown significant improvement in all three operational metrics. MTA Audit Services suspended its fare collection audits in March.

On Time Performance

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

Goal	2020		2019	
	April	YTD	April	YTD
94.0%	98.3%	95.1%	95.3%	93.7%

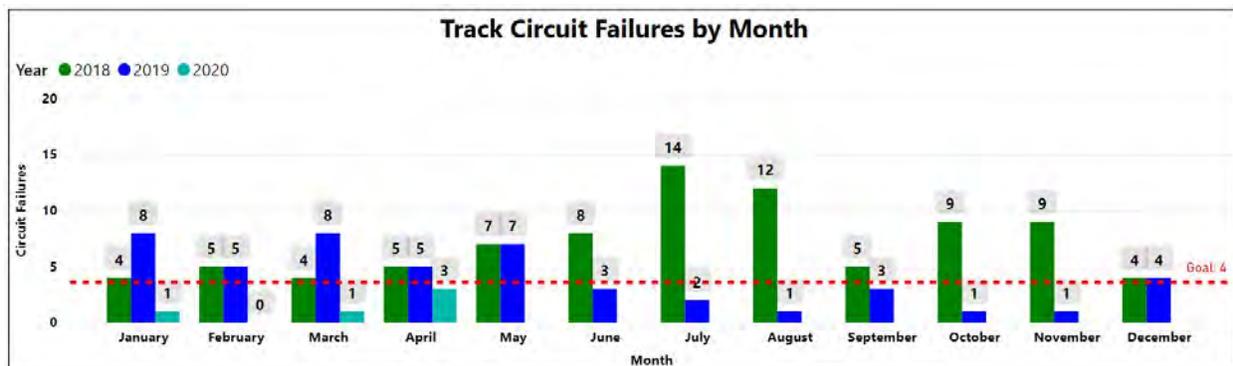


- OTP for April 2020 was 98.3%, which was a significant increase from April 2019's OTP of 95.2%. This increase is directly related to the reduction in service under the Essential Service Plan.

Number of Track Circuit Failures

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

Goal	2020		2019	
	April	YTD	April	YTD
44	3	5	5	26

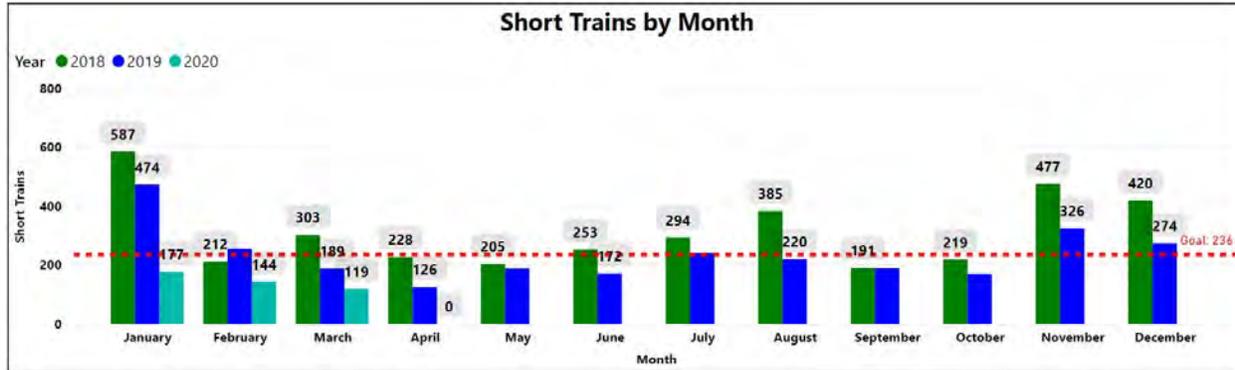


- In April 2020, the LIRR experienced 3 track circuit failure that caused at least 1 delay. In April 2019, the LIRR experienced 5 such failures. Year to date, the LIRR has reduced these failures by 21, from 26 in 2019 to 5 this year, which is a reduction of over 80%.

Number of Short Trains

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

	2020		2019	
Goal	April*	YTD	April	YTD
2,828 annually	0	440	126	1,045



- In April 2020, the LIRR reported 0 short trains, compared with 126 short trains in April 2019. It must be noted that on March 26th, with the adoption of the Essential Service Plan, the LIRR eliminated peak service trains, which is what short trains count.



Long Island Rail Road

Ridership Report Highlights

April 2020 vs. 2019

- Total ridership decreased -96.7% compared to April 2019 (253,571 in April 2020 vs. 7,724,038 in April 2019).
- Commutation ridership decreased -96.2% compared to April 2019
- Non-Commutation ridership decreased -97.4% compared to April 2019
- The April 2020 ridership reflects essential-only travel. The ridership loss is attributed to the impact of COVID-19 travel restrictions.

2020 vs. 2019 YTD

- Total YTD ridership is -40.5% below 2019 and -39.9% below Budget
- YTD Commutation ridership is -40.7% below 2019
- YTD Non-Commutation ridership is -40.2% below 2019

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

April 2020

**April 2020 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

April Ridership and Revenue (millions)

	April 2020	% Change vs. 2019
Total Rail Ridership	0.254	-96.7% ▼
Commutation Ridership	0.168	-96.2% ▼
Non-Commutation Ridership	0.086	-97.4% ▼
Rail Revenue	\$2.3	-96.3% ▼

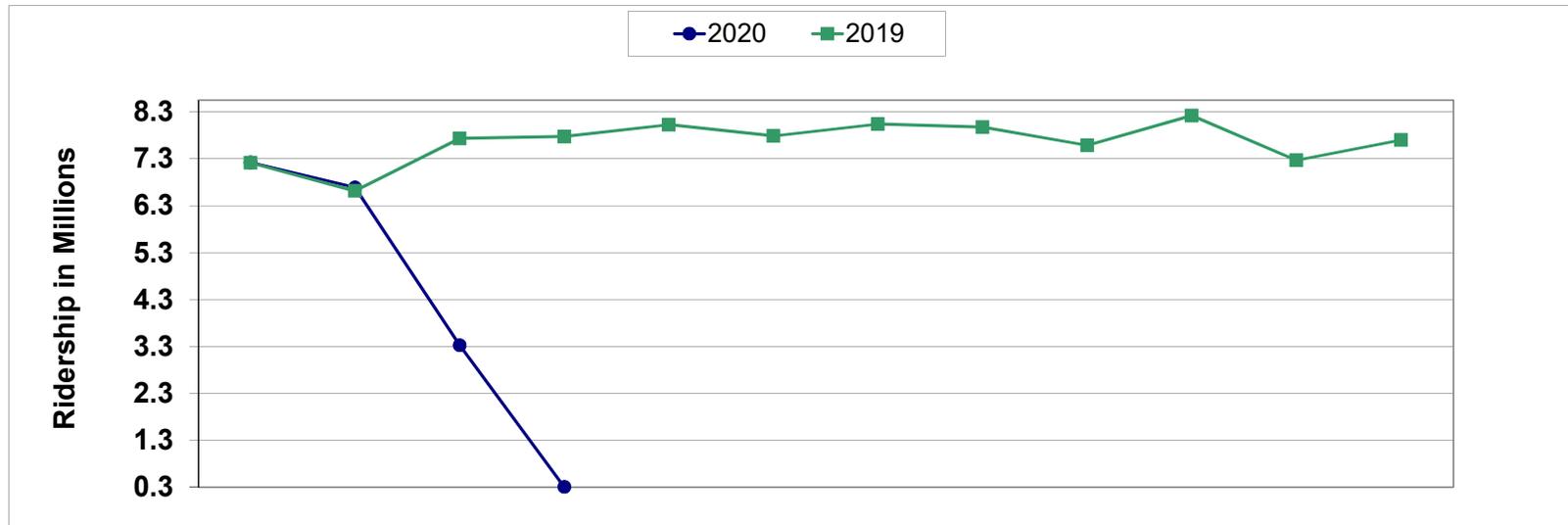
Year-to-Date through April Prelim. Ridership and Revenue (millions)

	April 2020	% Change vs. 2019	Comparison to Budget
Total Rail Ridership	17.339	-40.5% ▼	-39.9% ▼
Commutation Ridership	10.149	-40.7% ▼	-40.4% ▼
Non-Commutation Ridership	7.191	-40.2% ▼	-39.3% ▼
Rail Revenue	\$164.6	-30.3% ▼	-31.6% ▼

Please Note: Ridership is based on ticket sales data.

April RIDERSHIP

- April Total Ridership was -96.7% below '19 and -96.7% below 2020 Budget.

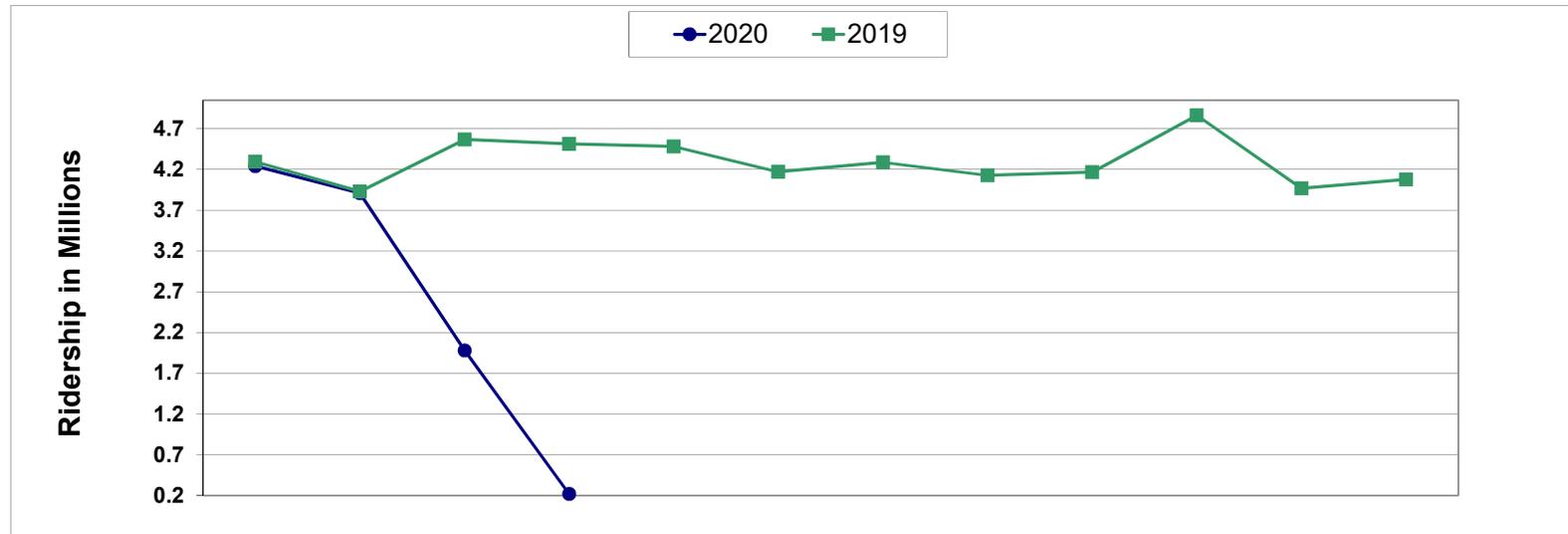


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	7.2	6.6	3.3	0.3									17.3
2019	7.2	6.6	7.7	7.7	8.0	7.7	8.0	7.9	7.5	8.2	7.2	7.6	29.1
PCT CHG.	0.1%	1.1%	-57.4%	-96.7%									-40.5%

Please Note: Ridership is based on ticket sales data.

April COMMUTATION RIDERSHIP

- April Commutation Ridership was -96.2% below '19 and -96.2 % below 2020 Budget.

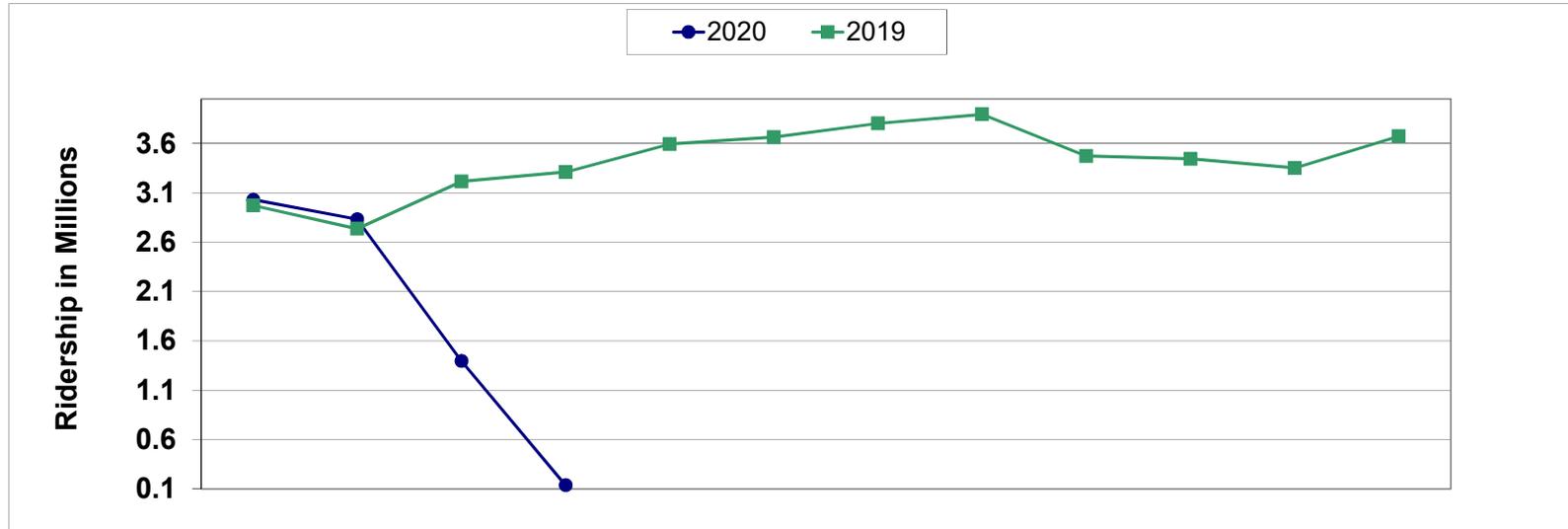


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	4.2	3.9	1.9	0.2									10.1
2019	4.2	3.9	4.5	4.5	4.4	4.1	4.2	4.1	4.1	4.8	3.9	4.0	17.1
PCT CHG.	-1.2%	-0.5%	-57.3%	-96.2%									-40.7%

Please Note: Ridership is based on ticket sales data.

April NON-COMMUTATION RIDERSHIP

- April Non-Commutation Ridership was -97.4% below '19 and -97.3% below 2020 Budget.

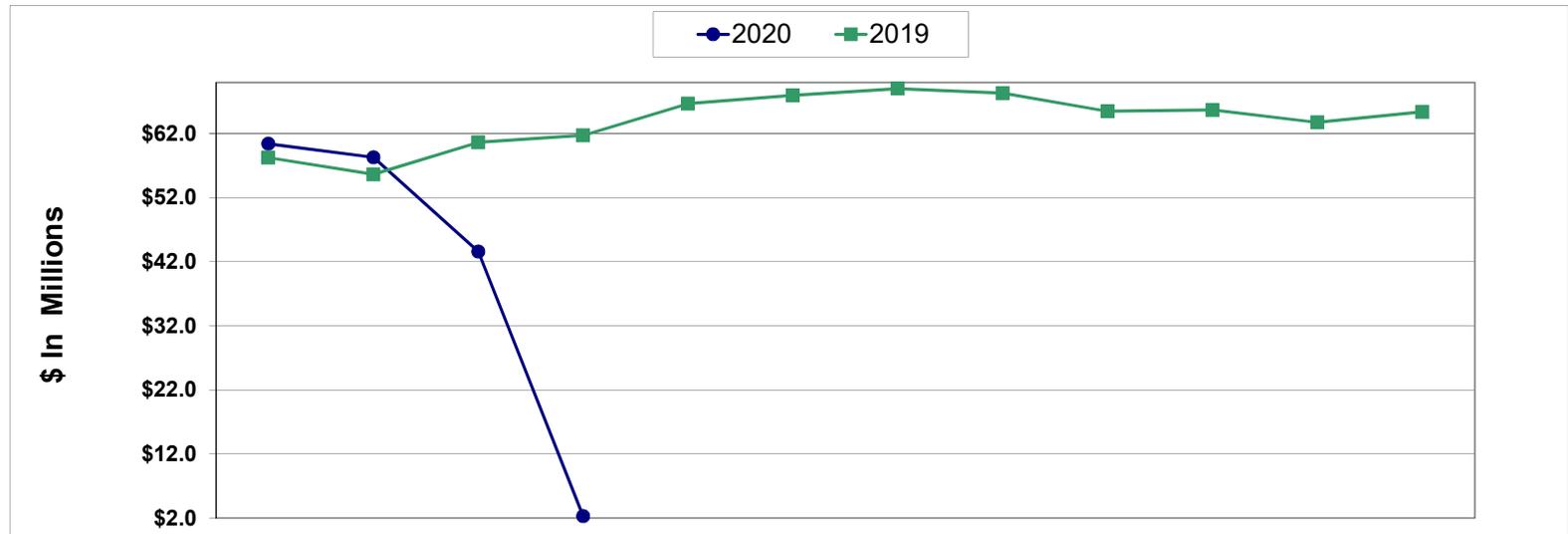


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	3.0	2.8	1.3	0.1									7.2
2019	2.9	2.7	3.2	3.3	3.5	3.6	3.8	3.8	3.4	3.4	3.3	3.6	12.0
PCT CHG.	2.0%	3.5%	-57.5%	-97.4%									-40.2%

Please Note: Ridership is based on ticket sales data.

April REVENUE

- April Total Revenue was -96.3% below '19 and -96.2% below 2020 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	\$60.4	\$58.3	\$43.6	\$2.3									\$164.6
2019	\$58.3	\$55.7	\$60.7	\$61.7	\$66.7	\$68.0	\$69.1	\$68.3	\$65.5	\$65.7	\$63.8	\$65.4	\$236.3
PCT CHG.	3.7%	4.8%	-28.2%	-96.3%									-30.3%

***Fare increase was implemented in April 2019.**
 Please Note: Ridership is based on ticket sales data.

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
April 2020**

TICKET TYPE/SERVICE	April 2020	*April 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	167,932	4,464,378	(4,296,445)	-96.2%
NON-COMMUTATION RIDERSHIP	85,639	3,259,660	(3,174,021)	-97.4%
TOTAL RIDERSHIP	253,571	7,724,038	(7,470,466)	-96.7%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2020 YEAR-TO-DATE**

TICKET TYPE/SERVICE	April 2020	*April 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	10,148,564	17,107,470	(6,958,906)	-40.7%
NON-COMMUTATION RIDERSHIP	7,190,802	12,029,996	(4,839,194)	-40.2%
TOTAL RIDERSHIP	17,339,366	29,137,466	(11,798,100)	-40.5%

* 2019 ridership numbers were adjusted using 2020 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
April 2020**

REVENUE	April 2020	April 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$1,563,148	\$31,552,232	(\$29,989,084)	-95.0%
NON-COMMUTATION REVENUE	\$736,096	\$30,154,751	(\$29,418,655)	-97.6%
TOTAL REVENUE	\$2,299,244	\$61,706,984	(\$59,407,739)	-96.3%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2020 YEAR-TO-DATE**

REVENUE	April 2020	April 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$96,482,566	\$125,613,809	(\$29,131,243)	-23.2%
NON-COMMUTATION REVENUE	\$68,123,463	\$110,660,993	(\$42,537,530)	-38.4%
TOTAL REVENUE	\$164,606,029	\$236,274,802	(\$71,668,773)	-30.3%



Long Island Rail Road

CAPITAL PROGRAM REPORT

LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS
APRIL 2020

L70204UM: MURRAY HILL STATION – NEW ELEVATORS

Milestone: Beneficial Use

Project Budget: \$11.5M

Two new elevators and associated improvements were installed at Murray Hill Station in Queens on the Port Washington Branch. Murray Hill is a below grade station with two 4-car platforms, an overpass, and platform stairs. The new elevators for the east and westbound platforms, and the street level improvements, support ADA compliance. The elevator project at Murray Hill is part of the LIRR's efforts to improve the customer experience and facilitate ADA compliance throughout the system.

SMALL BUSINESS DEVELOPMENT PROGRAM

No new contract/s awarded this month.

No contract/s completed this month.

2020 LIRR Capital Program Goals

