



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

July 2019

Joint Metro-North and Long Island Committees Meeting

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

**Monday, 7/22/2019
8:30 - 10:00 AM ET**

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

MTA CC Procurements (None)

- **Non-Competitive**
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Date of next meeting: September 23rd at 8:30 a.m.



Long Island Rail Road



Metro-North Railroad

SUMMARY OF ACTIONS

Long Island Railroad
Committee Actions and Presentations
Summary for July 2019

Responsible Department	Vendor Name	Total Amount	Summary of Action
Procurement	TBD	TBD	<ul style="list-style-type: none">• LIRR seeks to move forward with the M7/M9, DM Locomotive and C3 Train Simulator procurement that supports agency-wide initiatives associated with securing the success for East Side Access Opening Day• Critical operational and public-safety issues demand that the LIRR Engineer Locomotive Training Program produce Locomotive Engineers qualified to operate trains safely and efficiently. Moreover, they require programs designed to maintain these skills at the highest possible level. The work consists of the design, manufacture, assembly, test and delivery of a new Train Cab Simulator System.

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

Responsible Department	Vendor Name	Total Amount	Summary of action
Metro-North Planning	Agreement with City of Newburgh	MNR is reimbursed by NYSDOT; zero impact on operating budget	<ul style="list-style-type: none"> • Agreement for Metro-North to pay City of Newburgh for lease payments through Dec. 31, 2020 in support of parking & ferry facilities used by the Newburgh-Beacon Ferry connecting service. • Lease payments include a one-time 3% increase in rental payments, the first increase since 2013.
Procurement	Dayton T. Brown, Inc.	\$3,400,149	<ul style="list-style-type: none"> • Contract modification for additional funding provided to Metro-North via an FRA grant • To provide laboratory testing of Positive Train Control (PTC) communication systems and components.
Procurement	Port Imperial Ferry Corporation d/b/a NY Waterway	\$4,500,000	<ul style="list-style-type: none"> • Contract modification to exercise the first of three two-year contract renewal options which is funded by New York State Department of Transportation (NYSDOT) and MTA grants using state and federal funds. • To provide both ferry and ancillary services for two routes: Haverstraw-Ossining and Newburgh-Beacon Ferry Service.

Responsible Department	Vendor Name	Total Amount	Summary of action
MTACC	Marsh USA, Inc.	\$400,000	<ul style="list-style-type: none"> • Purchase of a Pollution Legal Liability Insurance Policy ("PLL Policy") for the Penn Station Access Project • Policy insures MTA's risk of losses arising out of government-mandated remediation of, and third-party claims for damages arising from, environmental contamination at, on or migrating from Amtrak's right-of-way that MTA uncovers while performing work on Amtrak property.

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, June 24, 2019**

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

The following Board Members were present:

Hon. Susan G. Metzger, Chair, Metro-North Committee
Hon. Kevin Law, Chair, Long Island Rail Road Committee
Hon. David Mack, Vice Chair, Long Island Rail Road Committee
Hon. Rhonda Herman, Vice Chair, Metro-North Committee
Hon. Robert Linn
Hon. Veronica Vanterpool
Hon. Neal Zuckerman

The following Board Members were not present:

Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Vincent Tessitore, Jr.

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

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

Representing MTA Police: Chief Owen Monaghan

Metro-North Committee Chair Susan Metzger called the Joint Meeting of the Metro-North and Long Island Rail Road Committees to order. Chair Metzger introduced and welcomed new Board Member Robert Linn.

In addition to MTA Long Island Rail Road (“LIRR”) President Phillip Eng and members of the LIRR staff noted above, MTA Metro-North Railroad (“Metro-North”) President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of June 24, 2019 should be consulted for matters addressed at the joint Committee meeting relating to Metro-North.

SAFETY PROCEDURES

Metro-North Vice President of System Safety Justin Vonashek reviewed the emergency safety procedures.

PUBLIC COMMENT

Richard L. Gans, Metro-North Vice President – General Counsel & Secretary introduced the three public speakers. Mr. Gans requested each speaker to limit comments to two minutes and only address matters on the agenda for the meeting.

Orin Getz, Vice Chairman of the Metro-North Railroad Commuter Council spoke about matters pertaining to Metro-North and commented that LIRR needs more coaches and should consider the possibility of obtaining surplus Comet 3 cars from New Jersey Transit. Mr. Getz also commented that he would like MTA to be an active partner in the Gateway Project.

Jason A. Pineiro commented about the Sunday, June 23rd slow speed derailment which was only reported by e-mail. He also commented that he supports the expansion of the Atlantic Ticket; and that LIRR should consider lowering the fare to \$2.75 and extend the Atlantic Ticket to include late night and weekend travel to Penn Station.

Murray Bodin reserved his right to comment after the Metro-North and LIRR Presidents' Reports.

APPROVAL OF MINUTES AND 2019 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the May 20, 2019 Long Island Rail Road Committee Meeting. There were no reported changes to the 2019 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Eng acknowledged the incredible work of LIRR staff in providing seamless service to the Belmont Stakes on June 8th. LIRR served over 27,000 riders, added 50 extra trains on top of our normal weekend service; and our On-Time Performance ("OTP") for the day was over 96%. We took lessons learned from last year and improved operations by dedicating Main Line 4 to Belmont. This eliminated the conflict between regular weekend service and Belmont Stakes service, allowing trains to enter and leave without the need to wait for normal Main Line trains to pass.

The hard work of our employees continues to yield positive results for riders. Our OTP in May reached 94.8%, the highest May OTP since 2012. In addition, we exceeded 94% OTP on nine of our 11 branches and the number of cancellations Year-to-Date ("YTD") has dropped by 56% compared to 2018, the lowest since 1996. YTD our average delay is 11.4 minutes, the lowest since 1996.

In May, ridership increased by 3.4% compared to 2018. That's over 250,000 more riders choosing to get out of their cars and take the LIRR, demonstrating the importance of our expansion projects and state of good repair work.

To ensure that we can sustain improved OTP for the long term for a growing ridership, we will continue with a sense of urgency in planning and accomplishing our essential track program. We continue to accelerate critical work over the summer while providing 24/7 service. In July, we have multiple programs happening system wide, including Amtrak state of good repair, Main Line expansion work, and other critical track and signal improvements.

President Eng thanked LIRR's labor force for helping to get this done and thanked our customers for their patience as we rebuild the system for future generations. We remain laser-focused on improving customer experience: over 190 Meet Your Manager events; over 98,000 users on MyLIRR; and the LIRR CARE program has served over 1,800 requests.

President Eng stated that he was pleased to announce that the Atlantic Ticket field study has been extended. We have seen many riders switch their destination from Penn Station to Atlantic Terminal, helping to balance riders out across the western terminals. However, with changing travel patterns, there are a few AM peak trains at or above capacity between Jamaica and Atlantic Terminal that we are carefully monitoring.

President Eng stated that another challenge has been that some riders continue to try to use Atlantic Ticket to travel to Penn Station, which requires the customer to pay a step-up fare and runs the risk of slowing down fare collection along an already busy route. We will also continue messaging to our riders regarding Atlantic ticket availability and usage.

President Eng stated that our LIRR team and MTA Real Estate recently secured a new vendor, Hampton Coffee, to occupy the station house at Riverhead Station, where it will invest over \$400,000 in renovations. This is a win-win for our customers, the Riverhead community and LIRR.

President Eng stated that our LIRR Sponsorship Program is also a success. Thanks to Laz Parking's investment at Ronkonkoma Station and the hard work of our Stations and Engineering staff, the community and our customers are enjoying a newly landscaped exterior, with over 200 new plants and trees planted.

President Eng stated that rolling stock is one key area crucial to long-term service improvements. Kawasaki and their subs continue to troubleshoot issues identified during testing of the M-9 fleet. We are encouraged to see that 75% of the issues identified have been fixed and no new issues have developed as testing continues. However, Kawasaki has informed us that the fixes to a few key items need additional time to be addressed properly.

President Eng stated that LIRR is holding Kawasaki accountable until the cars are revenue-ready, we will withhold payment of \$1.4M per car from Kawasaki and liquidated damages of \$500 per car per day will be accrued. A safe and reliable fleet is paramount for our

customers and employees, and Kawasaki is fully aware that we will not allow the fleet to enter service until the cars meet the contract requirements.

President Eng stated that knowing the car-building challenges that all railroads are encountering in North America, and our own challenges, is the reason we made the critical decision last year to focus on maintenance and repairs to our existing fleet, including the M3s. With the hard work our fleet managers and our Maintenance of Equipment labor workforce, we have been able to keep our existing fleet running, continue to exceed our consist compliance goals, and mitigate short trains where we can.

Board Member Kevin Law commented that he agreed with President Eng and with LIRR's decision not to accept the M-9s until they are ready. He commented that he has a problem with Kawasaki. This sounds like Siemens all over again. Here we have this big multi-billion-dollar international company to whom deadlines and budgets do not seem to matter. Part of the problem is that there is no competition. When I was asked to be on this Board three months ago I was asked not to accept the status quo and not to be afraid to shake things up. Do we need to haul in the Chief Executive Officer or Senior Management of Kawasaki to get their commitment to get this job done and deliver these trains to our riders on time? The status quo is not acceptable, and part of the problem is competition. The appetite for change is in the air. Mr. Law asked President Eng his thoughts on getting Kawasaki to make the commitments and get us more comfortable with their work like we just did with Siemens.

President Eng responded that he agreed with Board Member Law's comments. He had those conversations with Kawasaki executives with regards to their need to step up and fix these problems. He stated that he has made it clear to Kawasaki that if they continue on this path, we will bring them in to speak to the Board Members directly. That is why we made the point to withhold payments of the M-9 fleet and to leverage what we have in the contract to ensure we get a reliable fleet. Until the fleet is ready, Kawasaki will not get payment.

Board Member Law requested President Eng to let Kawasaki know that the Board Members are upset, and that budgets and deadlines mean something.

Board Member Neal Zuckerman commented that he endorses the statements of Board Member Law and that he has the same desire to shake things up. He suggested a motion to send a letter to Kawasaki asking for their presence at our July Board meeting.

Upon motion duly made and seconded, the above motion was approved by the Committee.

Board Member Veronica Vanterpool thanked President Eng and his team for extending the Atlantic Ticket pilot program for another year. She commented that she was glad to see that the ridership numbers have increased. She knows the challenges of having customers who want to travel to Penn Station and she is in favor of that option. Board Member Vanterpool commented that she understands the limitations and challenges of offering that now, but with the One Metro New York ("OMNY") pilot program and our new modified payment system with e-tickets, there is more opportunity moving forward.

President Eng responded that LIRR agrees and we are pleased we are able to extend this pilot program.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Report appears on Page 46 of the Committee Book, reporting through the end of April 2019.

She reported that LIRR's reportable customer injury rate decreased 29%: from 2.54 injuries per million customers for the period May 2017 through April 2018 to 1.81 injuries per million customers for the period May 2018 through April 2019.

In partnership with Amtrak, New Jersey Transit ("NJT") and MTA New York City Transit, on Thursday, June 20th, LIRR hosted its biannual Customer Safety Awareness Day at Penn Station's West End Concourse. Since its inception in 2015, the number of reportable customer injuries at Penn Station has decreased approximately 38%.

In partnership with the MTA Police Department ("MTAPD"), the Together Railroads and Communities Keeping Safe ("TRACKS") program reached over 34,000 participants through the end of April 2019. LIRR's broken gate incidents have increased. With the construction of Third Track and the change of traffic patterns LIRR has been continuing its Operation Lifesaver outreach efforts in partnership with the Public Transportation Safety Board ("PTSB"), the Federal Railroad Administration ("FRA") and MTAPD. Through its educational and outreach programs, LIRR is helping those communities to work through those challenges.

LIRR's Employee Lost Time injury rate decreased 17%: from 3.44 injuries per 200,000 hours worked during the period May 2017 through April 2018; to 2.84 injuries per 200,000 worked from the period May 2018 through April 2019. Soft tissue injuries continue to be the most challenging for LIRR.

Board Member Veronica Vanterpool asked whose fiscal responsibility is it to repair the broken gates and is there an effort to collect reimbursement through the insurance companies.

Vice President Ebbighausen responded in the affirmative.

Board Member Vanterpool asked if we are mostly successful and is the recovery rate a good and fair recovery rate,

LIRR Vice President-General Counsel and Secretary Mark D. Hoffer also responded in the affirmative. He noted that LIRR collects several million dollars a year. Collection depends on the nature of the incident and the drivers' insurance coverage. He commented that when we encounter broken gates or other incidents where railroad infrastructure is damaged, our Claims personnel investigate, collect evidence and proceed against the driver and the driver's insurance carrier, which is the real party in interest.

Chair Metzger thanked Vice President Ebbighausen for her excellent report.

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

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber stated that his report will be presented to the Committee during the procurement portion of the meeting.

MTA POLICE DEPARTMENT

Chief Monaghan reported that YTD, system-wide crime has decreased 28%, 79 crimes compared to 109 in 2018. System-wide during the month of May, crime has decreased 6%, 16 compared to 17 in 2018.

YTD, crime on LIRR has decreased 24%, 32 crimes compared to 42 in 2018. In May, crime on LIRR has decreased 13%, 7 compared to 8 in 2018. The 7 crimes during May 2019 included 1 robbery, 2 felony assaults, and 4 grand larcenies.

Board Member Law asked, whether, when the Nassau and Suffolk County police reveal their statistics on crime rates going down, if they include our MTA numbers or are our numbers extrapolated from their numbers.

Chief Monaghan responded their overall numbers do include railroad crimes and we communicate on a regular basis.

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

MTA CAPITAL CONSTRUCTION **ACTION ITEMS**

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

LONG ISLAND RAIL ROAD and METRO NORTH RAILROAD
JOINT INFORMATION ITEM

One joint information item was presented to the Joint Committee:

- LIRR/Metro-North PTC Project Update

Board Member Zuckerman, chair of the Positive Train Control (“PTC”) Working Group, summarized the actions that will take place during next week. He stated that as Board Member Law commented earlier, we are no longer willing as an organization to accept poor service; the willingness of this organization to spend vast amounts of money and time in support of global corporations without receiving a commensurate level of service in return has ended. The Governor has made this clear and we as a Board have made this clear. We have called Siemens on the carpet three different times and now for a fourth time as a visit by the CEO of Siemens is planned in the not too distant future. As I stated in the last Board meeting, we are prepared to go and examine the mysteries in Pittsburgh and several Board Members will be going to demonstrate our concern and to verify the level of effort that is being made to solve the problems with PTC. We are there to ask those doing the work on PTC on the ground what issues they are facing. We are going to validate with our own eyes the progress we are hearing about and most importantly we are going to make clear that this Board will no longer be satisfied with words but will insist on deeds. Board Members Rhonda Herman, Randolph Glucksman and Neil Zuckerman will be traveling to Pittsburgh on July 2nd. We are going because Bombardier and Siemens must know we care and we expect results. He commented that he appreciates the support of President Eng, President Rinaldi and MTA Managing Director Veronique Hakim.

Chair Metzger commented that she agrees with the comments by Board Members Zuckerman and Law and is somewhat heartened to see that we appear to be making progress with Siemens and Bombardier. It appears that leadership has stepped up and management changes have been made. She commented that we seem to be getting back on track but that remains to be seen, hopefully by next month.

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

LONG ISLAND RAIL ROAD
INFORMATION ITEMS

- Diversity/EEO Report – 1st Quarter 2019
- July Timetable & Trackwork Programs
- Lease Agreement for Riverhead Station

The details of the information items are contained in reports filed with the records of this meeting, and in the video recording of the meeting produced by the MTA and maintained in the

MTA records, which recording includes Board Members' comments and discussion regarding the information item.

MTA LONG ISLAND RAIL ROAD

Procurement

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

MTA CAPITAL CONSTRUCTION

Procurement

MTA Chief Development Officer Janno Lieber presented two (2) competitive procurement items to the Committee for approval, as described below:

- **WSP USA Inc.** – Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTACC seeks Board approval to award a competitively solicited personal service contract to provide Project Management consulting services for administering and overseeing the New York Penn Station Long Island Rail Road (“LIRR”) Train Hall Renovation Projects.
- **Skanska USA Civil Northeast Inc.** – In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the contract to commence construction of the portion of the Eastbound Reroute Approach Structure, between Stations RT 66 and RT 73 in the Harold Interlocking.

The first procurement item was for a project management consultant agreement the Louis Berger Group, a new affiliate of WSP, for Penn East End Gateway project. Mr. Lieber reported that the project only recently received board approval and construction is already about to begin. Mr. Lieber noted this efficient timeline and praised the Long Island Railroad's excellent cooperation and effective communication initiatives.

Mr. Lieber also reported that the pricing for the contract was within MTA Capital Construction's cost estimate. He noted that, as a part of this agreement, MTACC negotiated both a disincentive for lateness and a success incentive that allows for cost sharing if the project comes in under budget.

Mr. Lieber then provided a brief project update. He reported that MTACC previously executed a Memorandum of Understanding (“MOU”) with Vornado, which operates the retail on the north side of the Long Island Railroad concourse. In this MOU, Vornado has agreed to move its storefronts back twenty-seven feet to allow for concourse widening, to construct the new 33rd Street entrance, to renovate the 33rd Street Concourse and back-of-house, and ultimately to

operate all retail spaces. Mr. Lieber further noted that in June, phase one of the Development Agreement between MTA Capital Construction and Vornado was executed. The agreed price is within the MTA's independent cost estimate. While MTA Capital Construction was somewhat constrained by the need to use the same general contractor on entrance, retail, and concourse work, subcontracts are required to be competitively bid, and an incentive structure was negotiated to ensure that any cost savings are shared. MTA Capital Construction also negotiated a goal for thirty-six percent of subcontracts to be awarded to minority and/or woman-owned business enterprises (MWBE), small and disadvantaged businesses (SDB), or service-disabled veteran businesses (SDVB).

Mr. Lieber reported that phase one of this project will deliver a new entrance at 33rd Street and Seventh Avenue, providing New Yorkers with an excellent view of the Empire State Building. The entrance, which will place an escalator and stair package in the middle of the busiest part of the busiest passenger rail terminal in the country, will be a major undertaking, but must be completed by the time Moynihan Station opens.

Mr. Lieber also reported that the widening and completion of the concourse will be done in 2022. The Concourse will ultimately be twenty-three thousand square feet in size, and the goal of the design is to provide a visual entrance into the Long Island Railroad and subway concourse and to provide New Yorkers with a new landmark.

Commissioner Law expressed his excitement over the project and asked whether funds recently allocated to the project by the state legislature represented a new commitment from New York State. Mr. Lieber replied that the funds were reflective of a prior commitment by the state.

The second procurement item was a change order request for East Side Access Harold Interlocking work. Mr. Lieber reported that Skanska was previously awarded the contract to complete the last remaining major work of the Harold Interlocking project after a competitive bidding process. The MTA has recently identified an opportunity to complete some of the Regional Investment work earlier than currently planned and, as a result, Mr. Lieber asked for approval to award Skanska a contract modification to perform a portion of the work required for the Eastbound Reroute, subject to MTA Capital Construction's ability to negotiate a cost sharing agreement with Amtrak.

Mr. Lieber explained that Amtrak and the MTA have worked together to create a regional schedule to coordinate outage requests and that the regional schedule process has improved predictability and collaboration with Amtrak. Mr. Lieber noted that in the course of work on the regional schedule, MTA identified a window in the Harold Interlocking that would allow Skanska to begin work on the Eastbound Reroute before the full East Side Access project is completed. Previously, it was thought that work could not begin on Eastbound Reroute until after the completion of East Side Access. Mr. Lieber further stated that if the Eastbound Reroute is completed in a timely manner it will provide significant benefits when the East River tunnels must be closed down for renovations.

Board Member Zuckerman asked whether the federal grant for the project covered the whole cost of the project or only a portion of it. Mr. Lieber replied that money from the Federal Railroad Administration has provided funds for a project called Regional Investments, which is not technically a part of the East Side Access project. Mr. Lieber explained that Regional Investments is a set of parallel projects—two reroute tracks, a loop track, and some additional work, and that the MTA has accepted federal money to support those projects. Mr. Lieber went on to note that some federal money and MTA money has already been spent but work had to be stopped because of difficulty in getting Amtrak support and because of a decision to get the East Side Access into revenue service before proceeding on the federal projects.

Mr. Lieber also clarified that the project will be funded through a mixture of federal funds and MTA funds, and that the project will not be fully funded unless MTA Capital Construction successfully works out a deal with Amtrak to share costs. Mr. Lieber advised that he will bring such a deal to the board if and when negotiations between the MTA and Amtrak come to a satisfactory conclusion.

Upon motion duly made and seconded, the two (2) procurement items described above were approved for recommendation to the Board.

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

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

President Eng reported that through the end of May, LIRR generated \$506 million in total revenue and spent \$806 million, resulting in a net operating loss of \$300 million. Due to higher than expected revenues, the net operating loss is lower than what was assumed in the adopted budget.

Board Member Law asked the railroads to highlight in future meetings, for the benefit of the Committee, any major red flag issues the Committee should focus on.

Adjournment

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

Respectfully submitted,



Mark D. Hoffer,
Secretary

Minutes of the Regular Meeting
Metro-North Committee
Monday, June 24, 2019

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

The following Board Members were present:

Hon. Susan Metzger
Hon. Kevin Law
Hon. Rhonda Herman
Hon. David Mack
Hon. Veronica Vanterpool
Hon. Neal Zuckerman
Hon. Robert Linn

The following Board Members were not present:

Hon. Vincent Tessitore, Jr.
Hon. Norman Brown
Hon. Randolph Glucksman

Also Present:

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

The members of the Metro-North Committee met jointly with the members of the Long Island Rail Road Committee. In addition to the Metro-North President and Metro-North staff noted above, President Eng and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Rail Road Committee for the meeting of June 24, 2019 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

Susan Metzger, as Chair of the Metro-North Committee, called the joint meeting to order.

SAFETY PROCEDURES:

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

NEW BOARD MEMBER INTRODUCTION:

Prior to the public comment period, Chair Metzger introduced new Board Member Robert Linn.

PUBLIC COMMENT:

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council (“Commuter Council”), commented that Amtrak and Metro-North wish to replace their dual mode locomotives and recommended a combined procurement. Mr. Getz also commented that Metro-North has two surplus Comet 3 cars that could possibly be used by the Long Island Rail Road. Mr. Getz asked that Metro-North find out when NJT will restore express train service on the Pascack Valley Line. Mr. Getz recommended that the MTA take control of the Suffern Station, so it can be made ADA accessible. Mr. Getz also commented that he would like the MTA to be an active partner in the Gateway Project.

Jason Pineiro provided comments on behalf of “Passengers United.” Mr. Pineiro commented that Metro-North’s MYMNR Train Tracking tool should provide train model information.

Murray Bodin reserved his right to comment after the Metro-North and Long Island Rail Road Presidents’ Reports.

Additional details of the comments made by the public speakers are contained in the minutes of the Long Island Rail Road Committee for the meeting of June 24, 2019. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the public comments.

APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the May 20, 2019 joint Metro-North and Long Island Railroad Committee Meeting.

METRO-NORTH 2019 WORK PLAN:

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

METRO-NORTH PRESIDENT’S REPORT:

President Rinaldi reported that earlier this month Metro-North participated in International Level Crossing Awareness Day by reaching out to 2,000 drivers at seven grade crossings in both New York and Connecticut. This outreach effort was done in coordination with the MTA Police Department, Connecticut Department of Transportation, Federal Railroad Administration, and Operation Lifesaver. President Rinaldi thanked them for their continued rail safety support.

President Rinaldi reported that on-time performance during the month of May remained strong at 94.2%, marking the fifth consecutive month Metro-North trains operated above goal. Year-

to-date, on-time performance stands at 95.4%, which is 2.4% higher than last year. West of Hudson service operated below goal at 92.2% due primarily to Metro-North infrastructure work.

President Rinaldi recognized the retirements of Kevin O'Connor, Chief Transportation Officer, and Mike Yaeger, Chief Mechanical Officer, who were both instrumental in the delivery of reliable service. President Rinaldi stated that Mr. O'Connor always strived to ensure that Metro-North's workforce had what it needed to run safe, reliable service for the thousands of Metro-North riders. Mr. Yaeger's role has been to ensure Metro-North's train equipment is properly maintained and ready for service each day. On behalf of Metro-North's customers, President Rinaldi thanked them both for their years of service and dedication and wished them all the best in retirement.

President Rinaldi also reported that ridership in April increased across all three lines, growing by 2.4% compared to 2018 and Metro-North continues to reach out to customers through "Connect With Us" forums. Forums will be held tomorrow morning at the Bridgeport Station, on July 23, 2019 at the Woodlawn Station, and on September 17, 2019 at the Mount Kisco Station.

Regarding the Way Ahead initiative, President Rinaldi reported on major improvements at the White Plains Station that include new and attractive restrooms and waiting area. President Rinaldi also reported on the groundbreaking at the Village of Harrison for the AvalonBay development. Metro-North staff, Janno Lieber, and Board Member Glucksman attended the groundbreaking. President Rinaldi reported that the mixed-use development project will be the first of its kind in the railroad's system and will include a garage for both riders and the public, a housing complex with 143 apartment units (seven of which will be affordable units), 27,000 square feet of retail space, and two pedestrian plazas at the station. The garage will increase commuter parking by at least 218 spaces, which is an 85% increase. Housed on a 3.28-acre site on the south side of the station along Halstead Avenue, the development intends to spark a downtown rebirth, serving as a catalyst for the revitalization of Harrison. This previously underutilized parcel of property presently contains a surface parking lot that is too small to meet current commuter demand.

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

METRO-NORTH CUSTOMER SERVICE REPORT:

Thomas Mitchell, Vice President, Customer Service and Stations, provided an update on the station ambassador pilot program. He reported on one station ambassador who helped to facilitate the MTAPD's arrest of a man impersonating a police officer and two other station ambassadors who assisted a senior customer. Mr. Mitchell stated that these situations are not unique, and the station ambassador pilot program is helping to provide a positive customer experience at Metro-North's stations.

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

METRO-NORTH SAFETY REPORT:

Justin Vonashek, Vice President, System Safety, reported that customer injuries continue to trend less than one injury per million customers and are down over 2.5% versus the previous 12 months. Employee lost time injuries are down 18% over the previous 12 months. Additionally, Metro-North's community outreach program, TRACKS, has reached over 30,240 individuals through April.

Mr. Vonashek reported that Metro-North held its third annual Safety Excellence Awards Ceremony. The event recognized Metro-North employees and work groups who have gone above and beyond to ensure the safety of Metro-North's employees and customers.

Mr. Vonashek reported that Metro-North recently introduced a new safety campaign, called "Safety Focused." Metro-North has changed its quarterly safety focus day to an entire week each quarter. The first safety focus week took place the week of June 3, 2019. This additional time provided managers and supervisors additional opportunities to attend more safety focus events with all of their employees.

Board Member Zuckerman thanked President Rinaldi and Mr. Vonashek for their leadership and work to make safety part of the Metro-North culture. Chair Metzger echoed Board Member Zuckerman's sentiments and stated that she appreciates the station ambassador program.

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

LONG ISLAND RAIL ROAD PRESIDENT'S REPORT:

The details of President Eng's remarks and Board Members' comments are contained in the minutes of the Long Island Rail Road Committee for the meeting of June 24, 2019. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Eng's remarks and Board Members' comments.

MTAPD REPORT:

Owen Monaghan, Chief of the MTA Police Department ("MTAPD"), reported on crime statistics. Year to date, systemwide, total major felonies are down by 28%, 79 versus 109. During the month of May, systemwide, total major felonies decreased by six percent, 16 versus 17. For Metro-North, year to date, systemwide, total major felonies decreased by 31%, 43 versus 62. For Metro-North during the month of May, total major felonies increased by two, eight versus six. Of the total major felonies during the month of May, Metro-North experienced one robbery and seven grand larcenies.

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

METRO-NORTH ACTION ITEM:

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

- Board approval for Metro-North to increase the per ticket subsidy for the Westchester County Department of Public Works and Transportation Bus Shuttle UniTickets. This action will be effective with the sale of the August 2019 Metro-North monthly tickets. The full year financial impact will be \$10,550, which is included in the operating budget.

President Rinaldi presented the above information item to the Committee. Board Member Zuckerman asked for a more detailed explanation. President Rinaldi and Michael Shiffer, Vice President Planning, explained that Metro-North and Westchester County have an agreement where

Metro-North sells a UniTicket that combines rail and bus fare to provide subsidized connecting bus services in Westchester County. The subsidies have historically been adjusted when the MTA Board approves fare increases. The increase per customer is \$2.00 per month.

Upon motion duly made and seconded, the Committee approved the foregoing action item. The details of the above action item are contained in documentation filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the discussion between Board Members and staff.

JOINT INFORMATION ITEMS:

One joint information item was presented to the Committee:

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

Board Member Zuckerman, chair of the PTC Working Group, summarized the actions that will take place during the next week. He stated that as Board Member Law commented earlier, the MTA is no longer willing as an organization to accept poor contractual performance by global corporations. He stated that Board Members Rhonda Herman and Randolph Glucksman will accompany him on July 1, 2019 to visit the Siemens and Bombardier facility in Pittsburgh. During the visit, they will ask those working on PTC what issues they are facing. He stated that they are going to validate the progress they are hearing about and most importantly they are going to clearly demonstrate that this Board will no longer tolerate words over deeds. He stated that they were going because Bombardier and Siemens must know the Board cares and expects results. He commented that he appreciates the support of President Eng, President Rinaldi, and MTA Managing Director Veronique Hakim.

Chair Metzger commented that she reinforces the comments made by Board Members Zuckerman and Law and is heartened to see that the Board appears to be making progress with Siemens and Bombardier. She stated that it appears that leadership has stepped up and management changes have been made. She commented that the project seems to be getting back on track but that remains to be seen.

The details of the joint information item are contained in reports filed with the records of this meeting, and in the video recording of the meeting produced by the MTA and maintained in the MTA records, contains a complete record of Board Members' comments.

METRO-NORTH INFORMATION ITEMS:

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

- Diversity/EEO Report – 1st Quarter 2019
- June-July Schedule Change

Michael Shiffer, Vice President Planning, stated that the new East of Hudson schedules are effective Sunday, June 30, 2019. On the Hudson Line, restoration of full service to and from Poughkeepsie will be part of the schedule change in time for the Hudson Line weekend day trippers. Minor schedule changes of one to three minutes will account for the track work on the Line. On the Harlem Line, the most notable amount of track work will be taking place in the Bronx, which will impact the Harlem and New Haven Lines. One of the four tracks will be out of service, which will result in a significant reduction in capacity. Weekday stops at Melrose and Tremont Stations will be

suspended. Alternative busing will be provided during this period. Minor schedule changes of one to three minutes will account for track work on other parts of the Harlem Line. On the New Haven Line, similar schedule adjustments will be made to account for the shifting of the infrastructure work. From June 29, 2019 to July 7, 2019, a special schedule will be in place on the New Haven Line to support the Atlantic Street Bridge Project in Stamford and the New Canaan Branch will be served by a bus shuttle during the entire nine-day period.

Board Member Vanterpool commented that she is concerned about losing ridership at the Melrose and Tremont Stations and asked about the frequency of the buses. Mr. Shiffer responded that the bus service will maintain frequency and President Rinaldi commented that once the infrastructure work is completed, Metro-North will be able to increase service to those stations.

- Lease Agreement with Winfield Street Rye LLC for a Café and Cocktail Bar at the Rye Station Building
- Discussion on Future Capital Investments

Board Member Zuckerman reported on potential future capital investments and improvements on Metro-North's East of Hudson Lines. First, he emphasized two operating issues that take precedence over capital investments: PTC and the \$1 billion operating deficit facing the MTA in the year 2022.

He stated that in the last Capital Plan, the Long Island Rail Road received 238% more in funding than Metro-North and New York City Transit received 528% more than Metro-North. The riders in Putnam and Dutchess Counties pay the highest rates on a monthly basis and have not seen station or service improvements in a long time. The largest improvement in the last capital plan was the Croton Shops. Board Member Zuckerman submitted the following list of capital needs:

- Station upgrades to the Southeast, Garrison, and Brewster Stations;
- Hudson Line upgrades due to increased popularity, including electrification between Croton-Harmon and Poughkeepsie and the exploration of access to Penn Station; and
- 125th Street viaduct capacity increases.

Board Member Zuckerman repeated his sentiment that those riders who pay the most from Putnam, Dutchess, and Suffolk Counties should not receive the least. Speaking for the West of Hudson riders, Chair Metzger remarked that the Port Jervis Station is 95 miles from Hoboken, yet it is the least served part of the MTA family because there is no mid-point yard and it is a single track for a fair distance. She expressed support for a mid-point yard and passing siding.

The details of the foregoing information items are contained in staff summaries and documentation filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of comments made by Board Members and staff.

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

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

Regarding the EEO and Diversity Report, Board Member Vanterpool stated that she had asked in February to see a historical analysis, which was not included in the June Report. She asked to see a historical analysis in the September Report. She also stated that EEO complaints based on race are increasing and asked to have a discussion with the Diversity Committee Chair and the agency presidents to better understand the trend.

Board Member Zuckerman raised concerns about trespassing on the right of way and would like to discuss the issue further. President Rinaldi agreed that it is a troubling issue and commented that Justin Vonashek, Vice President, System Safety has done a good job engaging with the suicide prevention community and would be happy to brief the Committee on the work that the railroads have done to try to reduce these unfortunate incidents.

President Rinaldi reported that MTA Chairman and CEO Patrick Foye requested that each agency President provide a verbal report on his or her agency's financial performance in the form of its operating loss or deficit. Through the end of May, Metro-North generated \$422 million in revenue and spent \$643 million, resulting in a net operating loss of \$220 million. Due to lower than expected revenues more than offset by lower than expected expenditures, the net operating loss through May is lower than what was assumed to be in the adopted budget.

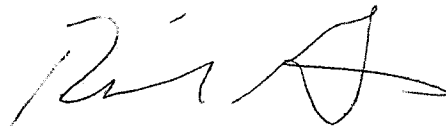
The details of the Operations, Performance Metrics, Financial, Ridership, and Capital Program Reports are contained in reports filed with the records of the meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the discussion between Board Members and staff.

ADJOURNMENT:

Board Member Law requested that for future meetings company names be included on the meeting agendas and the railroads highlight any major issues Board Members should be aware of.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Richard Gans', with a stylized flourish at the end.

Richard Gans
Vice President, General Counsel and
Secretary

June 2019 Committee Minutes – FINAL

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2019

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

September 2019

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

October 2019

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

November 2019

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

December 2019

2020 Final Proposed Budget	Management & Budget
2020 Proposed Committee Work Plan	Committee Chair & Members

January 2020

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

Committee Chair & Members
Engineering
Service Planning

February 2020

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

Management & Budget
Operations
Operations
Administration/Diversity
Service Planning
President

March 2020

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

Strategic Investments
Engineering
Service Planning
Public Affairs
Engineering

April 2020

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

Management & Budget
Finance/Marketing
Procurement
Service Planning
President

May 2020

Summer Service & Track Work Programs
PTC Status Report

Service Planning
Engineering

June 2020

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

Administration/Diversity
Service Planning
President

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2019 Work Plan

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

President's Report

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

Safety Report

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

Capital Construction Report

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

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Operations Report

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

Financial Report

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

Ridership Report

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

Capital Program Report

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

II. SPECIFIC AGENDA ITEMS

JULY 2019

Penn Station Retail Development

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

PTC Status Report

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

Environmental Audit Report

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

September Timetable & Trackwork Programs

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

SEPTEMBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2019 Mid-Year Forecast

The agency will provide the 2019 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2019

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

PTC Status Report

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

OCTOBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

Project Update on PTC

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

MTA Homeless Outreach

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

Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance

NOVEMBER 2019

Review Committee Charter

Annual review of Long Island Committee Charter for Committee revision/approval.

East Side Access Support Projects Update

The Committee will be briefed on the status of the East Side Access Support Projects.

Holiday Schedule

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

PTC Status Report

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

DECEMBER 2019

Diversity & EEO Report– 3rd Quarter 2019

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

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

2020 Final Proposed Budget

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

Proposed 2020 Committee Work Plan

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

Project Update on PTC

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

JANUARY 2020

Approval of 2020 Committee Work Plan

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

PTC Status Report

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

FEBRUARY 2020

Adopted Budget/Financial Plan 2020

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

2019 Annual Operating Results

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

2019 Annual Fleet Maintenance Report

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

Project Update on PTC

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

Diversity & EEO Report– 4th Quarter 2019

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

2020 Spring/Summer Construction Schedule Changes

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

MARCH 2020

Annual Strategic Investments & Planning Study

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

Annual Elevator/Escalator Report

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

Spring Trackwork Programs

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

Customer Satisfaction Survey Report

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

PTC Status Report

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

APRIL 2019

Final Review of 2019 Operating Results

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

2019 Annual Ridership Report

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

2020 Summer Schedule Change

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

MTA Homeless Outreach

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

Project Update on PTC

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

MAY 2020

2020 Summer Service and Trackwork Programs

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

PTC Status Report

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

JUNE 2020

Project Update on PTC

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

Track Work Programs

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

Diversity & EEO Report– 1st Quarter 2020

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

2019 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chairs & Members
2019 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2019

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

September 2019

2020 Preliminary Budget (Public Comment)	Finance
2019 Mid-Year Forecast	Finance
2019 Fall Schedule Change	Operations Planning & Analysis
PTC Status Report	Engineering
Diversity/EEO Report – 2 nd Quarter 2019	Diversity and EEO

October 2019

2020 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Project Update	President
Track Program Quarterly Update	Engineering

November 2019

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

December 2019

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

Finance
Committee Chairs & Members
Diversity and EEO
President

January 2020

Approval of 2020 Committee Work Plan
Track Program Quarterly Update
PTC Status Report

Committee Chairs & Members
Engineering
Engineering

February 2020

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

Finance
Operations
Operations
President
Diversity and EEO
Operations Planning & Analysis

March 2020

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

Capital Planning
Engineering
Operations Planning & Analysis
Engineering

April 2020

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

Finance
Operations Planning & Analysis
Procurement
Engineering
President

May 2020

PTC Status Report
Progress on Way Ahead Strategic Plan

Engineering
Strategic Initiatives

June 2020

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

President
Diversity and EEO

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

JULY 2019

Grand Central Terminal Retail Development

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

Environmental Audit Report

The Committee will be briefed on the results of the 2019 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

Track Program Quarterly Update

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

PTC Status Report

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

SEPTEMBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2019 Mid-Year Forecast

The agency will provide the 2019 Mid-Year Forecast financial information for revenue and expense by month.

2019 Fall Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines for the Fall of 2019.

PTC Status Report

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

Diversity & EEO Report– 2nd Quarter 2019

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

OCTOBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

LIRR/MNR PTC Project Update

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

Track Program Quarterly Update

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

NOVEMBER 2019

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

Holiday Schedule

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

PTC Status Report

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

Progress on Way Ahead Strategic Plan

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

DECEMBER 2019

2020 Final Proposed Budget

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

2020 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2020 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd Quarter 2019

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

LIRR/MNR PTC Project Update

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

JANUARY 2020

Approval of 2020 Committee Work Plan

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

Track Program Quarterly Update

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

PTC Status Report

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

FEBRUARY 2020

Adopted Budget/Financial Plan 2020

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

2019 Annual Operating Results

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

2019 Annual Fleet Maintenance Report

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

LIRR/MNR PTC Project Update

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

Diversity & EEO Report– 4th Quarter 2019

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

2020 Spring/Summer Schedule Change

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

MARCH 2020

Annual Strategic Investments & Planning Studies

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

Annual Elevator/Escalator Report

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

Customer Satisfaction Survey Report

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

PTC Status Report

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

APRIL 2020

Final Review of 2019 Operating Results

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

2019 Annual Ridership Report

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

Track Program Quarterly Update

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

LIRR/MNR PTC Project Update

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

MAY 2020

PTC Status Report

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

Progress on Way Ahead Strategic Plan

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

JUNE 2020

LIRR/MNR PTC Project Update

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

Diversity & EEO Report– 1st Quarter 2020

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



Long Island Rail Road

Safety Report Highlights

American Public Transportation Association



Safety and Security Excellence Awards Rail Safety Gold Award Commuter/Intercity Rail June 2019

MTA Police and LIRR Corporate Safety
Right of Way Task Force



Long Island Rail Road

Safety Report Highlights

For the reporting period ending May 2019, the average Reportable Customer Injury Rate decreased twenty-seven percent from 2.46 injuries per million customers to 1.79 injuries per million customers. Slips, trips, and falls generate most injury reports. On Thursday, June 20th from 3pm-7pm we engaged close to 400 customers at our biannual Customer Safety Awareness Day at Penn Station's West End Concourse with our partners from Amtrak, NJ Transit, and NYCT. In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached over 43,433 participants through the end of May 2019.

Our second successful partnership since 2002 with the MTA Police, the Right of Way Task Force (ROWTF), was recognized by the industry with a Gold Award for Safety during the American Public Transportation Association's Annual Conference. Consisting of a dedicated MTA Police Officer and a Safety Officer from the LIRR Corporate Safety Department, this team proactively inspects the LIRR Right of Way (ROW) for signs of trespassers; debris; evidence of encroachments by adjacent property owners; homeless encampments; and responds to observations of trespass by train crews as well as safety concerns voiced by community members and elected officials. By immediately responding to complaints and abating the hazards, the ROWTF mitigates ROW risk.

The main responsibilities of the Task Force are:

- Monitoring ROW conditions through a variety of methods including a minimum of two site inspections of the LIRR infrastructure per calendar year; daily review of the Transportation Services Department Daily Log; and investigation of issues along the ROW as reported by internal and external sources.
- Taking immediate action to safeguard the ROW as required based upon conditions discovered during site inspections and investigations of reported issues.
- Documenting inspections and corrective actions in the ROWTF database and our Geographic Information System (GIS).
- Documenting locations of High Security Fence Installations using GIS.
- Developing an annual mitigation priority scale for Corporate decision-making based on prior year's incidents.
- Maintaining the High Security Fencing - LIRR Program Corporate Policy and Procedure.

During this reporting period, there was a twenty-one percent decrease in the average Reportable Employee Lost Time Injury Rate. The rate decreased from 3.52 injuries per 200,000 hours worked to 2.78 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President
Corporate Safety

May Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	June 2016-May 2017	June 2017 - May 2018	June 2018 - May 2019	
FRA Reportable Customer Accident Rate per Million Customers	4.61	2.46	1.79	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.26	3.52	2.78	
		2018		2019
		May	Year to Date	May Year to Date
Grade Crossing Incidents ¹		1	3	2 5*
Mainline FRA Reportable Train Derailments		0	0	0 0
Mainline FRA Reportable Train Collisions		0	3	1** 1**

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

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

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

Leading Indicators				
Focus on Safety Training	2018		2019	
	May	Year to Date	May	Year to Date
First Responders Trained	284	1,312	228	720
Employee Safety Training Courses	90	420	88	480
Employees Trained	1,274	5,370	1,144	5,645
Employee Safety Training Hours	22,739	121,712	18,696	114,245
Customer and Community Focus on Grade Crossings		May	Year to Date	May Year to Date
Broken Gates		16	40	5 43
MTA Police Details		120	586	128 655
Summons		141	603	99 836
Warnings		66	248	68 292
Arrests		0	1	0 4
Community Education and Outreach		9,159	40,448	9,015 43,433
		Completed	Total	% Complete
Cameras on Rolling Stock		M7	530	63.4
		C3 Cab	23	100
		C3 Trailer	69	62.2
		DE/DM	12	26.7

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

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

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

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

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Flushing (B)	0	0	1
Mineola Garage #2 (South)	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
Copiague	0	1
Penn Station	0	1

Definitions:



**Safety Excellence Awards Ceremony
Vanderbilt Hall, Grand Central Terminal
June 19, 2019**



Safety Highlights:

Metro-North Railroad's (MNR) third annual Safety Excellence Awards Ceremony was held on June 19, 2019 in Vanderbilt Hall in Grand Central Terminal. This prestigious safety award program recognizes MNR individuals, districts, departments and groups that have made exemplary efforts to improve the safety for our employees and our customers, both key drivers of MNR's Way Ahead initiative. This year, MNR recognized four individuals and two groups for their commitment to safety. The individual award recipients are Mr. Frederick Chidester – Director, Customer Service and Stations Department, Mr. Kevin O'Connor – Chief Transportation Officer, Transportation Department, Mr. Wayne Ebanks and Mr. Matthew Higgins – Locomotive Engineers, Transportation Department. These individuals have made significant contributions to the safety of their fellow employees and our customers. The group awards were presented to members of the Maintenance of Way Department sub-groups; North White Plains Work Equipment for their Housekeeping Initiative and the New Haven Tinsmith group for their Safety Signage initiative on the right-of-way.

MNR introduced a new employee safety campaign, called "Safety Focused." The campaign is designed to remind employees of the need to constantly remain focused on safety. It incorporates the principles of MNR's Way Ahead Plan, which includes making the safety of our customers and our employees a driver of everything we do, every day for every person who works at MNR.



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

MNR also continues to see positive trends in reducing customer reportable injuries. For the current 12-month period (June 2018 – May 2019) the customer reportable injury rate per one million customer rates decreased by 15.5% versus the previous 12-month period (June 2017 – May 2018). The FRA reportable accident rate continues to remain below one reportable injury per million customers (0.87).

Justin R. Vonashek
Vice President
Office of System Safety

May 2019 Safety Report

Performance				
Performance Indicator	12-Month Average			
	June 2016 -May 2017	June 2017 -May 2018	June 2018 -May 2019	
FRA Reportable Customer Accident Rate per Million Customers	1.12	1.03	0.87	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.08	2.79	2.21	
	2018		2019	
	May	Year to Date	May	Year to Date
Grade Crossing Incidents ¹	0	1	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2018		2019	
	May	Year to Date	May	Year to Date
First Responders Trained	230	894	365	994
Employee Safety Training Courses	138	280	122	257
Employees Trained	1,278	4,313	989	4,173
Employee Safety Training Hours	18,090	124,590	22,593	122,583
Customer and Community: Focus on Grade Crossings	2018		2019	
	May	Year to Date	May	Year to Date
Broken Gates	3	12	8	13
MTA Police Details	114	561	51	350
Summons	36	222	37	246
Warnings	6	20	13	51
Community Education and Outreach	29,345	58,445	17,195	47,435
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	955	99.90%	
Passenger Compartment Cameras	1,085	988	91.06%	

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.



Police Report

Owen Monaghan
Chief of Police



Long Island Rail Road

June 2019 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (11 vs 8) for the month of June compared to the same period last year.
- Year to date Long Island Rail Road is down 7 crimes (43 vs 50).
- There were (2) Hate Crimes on Long Island Rail Road for the month of June.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

June 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	2	1	50%
Felony Assault	1	0	1	100%
Burglary	2	1	1	100%
Grand Larceny	5	5	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	11	8	3	38%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	5	2	40%
Felony Assault	7	9	-2	-22%
Burglary	5	2	3	150%
Grand Larceny	23	33	-10	-30%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	43	50	-7	-14%



Metro-North Railroad

June 2019 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (11 vs 10) for the month of June compared to the same period last year.
- Year to date Metro-North Railroad is down 17 crimes (55 vs 72).
- There were (2) Hate Crimes on Metro-North Railroad for the month of June.

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

June 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	2	1	1	100%
Burglary	0	3	-3	-100%
Grand Larceny	6	5	1	20%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	11	10	1	10%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	7	-1	-14%
Felony Assault	10	9	1	11%
Burglary	5	14	-9	-64%
Grand Larceny	30	42	-12	-29%
Grand Larceny Auto	4	0	4	100%
Total Major Felonies	55	72	-17	-24%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

June 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	3	3	100%
Felony Assault	3	1	2	200%
Burglary	3	4	-1	-25%
Grand Larceny	11	10	1	10%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	24	18	6	33%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	16	13	3	23%
Felony Assault	18	20	-2	-10%
Burglary	11	16	-5	-31%
Grand Larceny	54	77	-23	-30%
Grand Larceny Auto	5	1	4	400%
Total Major Felonies	104	127	-23	-18%

INDEX CRIME REPORT

Per Day Average

June 2019

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	6	3	2	1
Fel. Assault	3	1	2	0
Burglary	3	2	0	1
Grand Larceny	11	5	6	0
GLA	1	0	1	0
Total	24	11	11	2
Crimes Per Day	0.80	0.37	0.37	0.07



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - June 2019)

Motivation	2019	2018	Diff	% Change
Asian	0	0	0	0 %
Black	5	5	0	0 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	2	-2	-100 %
Muslim	0	0	0	0 %
Other	0	1	-1	-100 %
Anti-Semitic	9	7	2	28 %
Sexual Orientation	1	1	0	0 %
White	0	0	0	0 %
Motivation Total	15	16	-1	-6 %

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	1	2	-1	-50 %
Felony Assault	1	0	1	0 %
Misdemeanor Assault	0	1	-1	-100 %
Criminal Mischief #3	1	0	1	0 %
Criminal Mischief #4	12	13	-1	-7 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	15	16	-1	-6 %

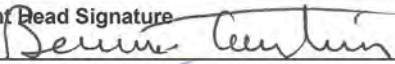



MTA Police Department Arrest Summary: Department Totals

1/1/2019 to 6/30/2019



Arrest Classification	Total Arrests	
	2019	2018
Robbery	11	25
Felony Assault	21	21
Burglary	9	15
Grand Larceny	28	31
Grand Larceny Auto	2	1
Aggravated Harassment	4	3
Aggravated Unlicensed Operator	17	12
Assault-Misdemeanor	42	46
Breach of Peace	9	10
Child Endangerment	2	0
Conspiracy	0	1
Criminal Contempt	9	6
Criminal Impersonation	7	3
Criminal Mischief	22	25
Criminal Possession Stolen Property	4	10
Criminal Tampering	1	0
Criminal Trespass	31	21
Disorderly Conduct	0	2
Drug Offenses	107	40
DUI Offenses	3	5
Falsely Reporting an Incident	5	4
Forgery	21	32
Fraudulent Accosting	7	1
Graffiti	24	8
Identity Theft	1	0
Issue a Bad Check	2	0
Make Terrorist Threat	0	3
Menacing	9	11
NYC Admin Code	0	2
Obstruct Government	6	6
Petit Larceny	134	92
Public Lewdness	14	9
Reckless Endangerment	4	1
Resisting Arrest	31	24
Sex Offenses	8	12
Stalking	1	1
Theft of Services	138	108
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	1	0
VTL Offenses	2	0
Warrant Arrest	51	64
Weapons Offenses	2	7
Unauthorized Use Vehicle	1	1
Total Arrests	792	663




Staff Summary

Subject Fifth Memorandum of Understanding (MOU) between MNR and City of Newburgh for Reimbursement of Ferry Landing/ Parking Lease
Department Operations Planning and Analysis
Department Head Name Ben Cornelius
Department Head Signature 
Project Manager Name Scott Ornstein 

Date July 1, 2019
Vendor Name N/A
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
	M-N Comm. Mtg.	7/22/19	X		
	MTA Board Mtg.	7/24/19	X		

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

Internal Approvals (cont.)					
Order	Approval	Order	Approval	Order	Approval
1	VP Planning 		Government Relations		2  General Counsel
	Press		VP Human Resources		4  Executive Vice-President

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

DISCUSSION: In August 2004, Metro-North and the City entered into an agreement concerning the mooring, docking, and use of facilities in Newburgh to be used for the Newburgh-Beacon Ferry. Under that agreement, the City would lease from a private landowner the land and facilities to create a ferry dock and 250-space parking facility for ferry riders. At the same time, the City and the New York State Department of Transportation (NYSDOT) entered into a contract by which NYSDOT reimbursed the City for the rent payments under the lease; that contract has expired and will not be renewed by NYSDOT. NYSDOT reimbursed the City for the lease payments through April 2015. Under an MOU dated May 26, 2015, between Metro-North and the City previously approved by the MTA Board, Metro-North reimbursed the City for lease payments from May through December 2015, at the monthly rate of \$21,278. A second MOU dated January 26, 2016 extended this agreement under the same terms, as did a third MOU, dated January 5, 2017. In October, 2017, the property on which the Newburgh Ferry Dock and Parking Facility is located was sold for the second time in little more than a year, and a fourth MOU dated January 2, 2019, extended the lease again under the existing terms through June 30, 2019.

The City has negotiated a lease extension with the new owner of this property through December 31, 2020, which provides for a one-time 3% increase in rental payments compared to the current lease, and the first increase in rent since 2013. Under the proposed Fifth MOU, Metro-North will reimburse the City for the same period of time as the lease extension (July 1, 2019 – December 31, 2020). The Fifth MOU also provides that the City and Metro-North will continue to work together in a diligent, cooperative and time sensitive manner to identify and make available alternative locations for the Ferry Service and parking facility, should the current site not be available in the future, as well as work together to identify possible other sources of funding. The Fifth MOU has been authorized and executed by the City.

The City does not have the resources to shoulder the expense of the ferry facility property lease. If Metro-North does not reimburse the City for the expense of leasing the ferry facility lands, the lease will terminate and the Newburgh-Beacon Ferry service will be interrupted.

NYSDOT has committed to provide Metro-North with Congestion Mitigation/Air Quality (“CMAQ”) funds, which may be used as reimbursement for assistance payments made to the City by Metro-North to fund the lease extension through December 31, 2020. The MTA Board approved Metro-North’s acceptance of these funds for various connecting services-related projects, including the Newburgh-Beacon Ferry. Of the CMAQ funds, \$262,992 will be used annually to fund the reimbursement to the City upon proof of payment of the monthly lease cost.

BUDGET IMPACT: Metro-North applies for reimbursement from NYSDOT as the payments are made to the City of Newburgh. There is a zero net impact on the operating budget.

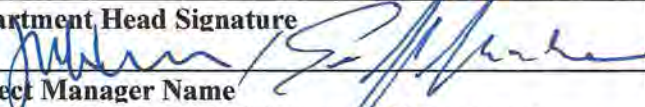
ALTERNATIVE: If Metro-North does not enter into this Fifth MOU, then the City would terminate the lease agreement for the Newburgh-Beacon Ferry landing, parking facility, and mooring rights. The likely impact of this action would be interruption of the ferry service while a new site is identified, procured, and any required improvements are constructed.

RECOMMENDATION: That the MTA Board grant approval for MNR to enter into a Fifth Memorandum of Understanding with the City of Newburgh regarding reimbursement of lease expenses paid by the City for land used for the Newburgh-Beacon ferry landing and parking facility for the period July 1, 2019 through December 31, 2020.

**MTA Capital Construction
Action Item**

July 2019

Staff Summary**Action Item**


Subject Pollution Legal Liability Insurance for Penn Station Access Project
Department MTA Capital Construction
Department Head Name Eve Michel, Vice President and Program Manager
Department Head Signature 
Project Manager Name P. Rachmuth/MTA Risk & Insurance Management

Date July 16, 2019
Vendor Name Marsh USA, Inc.
Contract Number 16365
Contract Manager Name N/A
Table of Contents Ref # N/A

Board Action

Order	To	Date	Approval	Info	Other
1	MNR and LIRR Joint Committee	7/22/19	X		
2	Board	7/24/19	X		

Internal Approvals

Order	Approval	Order	Approval
1	Vice President and Chief Financial Officer <i>AR</i>	2	Executive Vice President and General Counsel 
3	President <i>JH</i>		

Purpose:

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

Background:

MTA reported to the Board in January that it had entered into a Memorandum of Understanding ("MOU") with Amtrak relating to the operation of new commuter service by Metro-North Commuter Railroad on the existing Amtrak corridor between New Rochelle, NY and Penn Station, NY, known as the Hell Gate Line ("HGL"). Metro-North's future commuter trains will serve four stations that will be constructed along the HGL in the East Bronx at Hunts Point, Parkchester/Van Nest, Morris Park and Co-Op City. Further, in January, the Board approved the award of a contract to HNTB New York Engineering and Architecture, P.C. (the "GEC") for General Engineering Consulting Services for the Project.

MTA is presently negotiating a Preliminary Design Phase Agreement ("DPA") with Amtrak pursuant to which MTA and its GEC will obtain access to Amtrak's right-of-way to complete preliminary design and engineering for the Project. Upon consummating the DPA, MTA anticipates negotiating a Design-Build Phase Agreement ("DBPA") with Amtrak to establish terms and conditions for the remaining design and construction of the Project. The DPA requires that MTA assume responsibility, at its sole cost, for government-mandated investigations and remediation of environmental contamination at, on or migrating from Amtrak's right-of-way that MTA uncovers while performing work on the Project, and that MTA indemnify Amtrak for any third-party claims for damages arising out of such environmental contamination, regardless of whether such contamination was pre-existing or whether any act or omission of MTA caused or contributed to the contamination. MTA anticipates that the DBPA will have the same requirements.

Discussion:

MTA Risk and Insurance Management ("RIM") engaged MTA's master insurance broker, Marsh USA, Inc. ("Marsh") to work with Greenberg Traurig LLP ("Greenberg"), MTA's environmental counsel for the Project, to explore pollution legal liability insurance coverage for the Project. Working collaboratively, Marsh and Greenberg prepared an underwriting submission memorandum and engaged in discussions with the following seven (7) environmental insurers that provide the coverage sought for the Project: Beazley, Great American, Sirius, Ironshore, XL, AWAC, and Tokio Marine.

Action Item**Pollution Legal Liability Insurance**

Page 2 of 2

Of the seven (7) insurers solicited, two (2), Beazley and Great American, provided quotes for coverage consistent with the requested specifications and Project requirements. Beazley's pricing and policy enhancements were superior to that of the Great American proposal, and Beazley was recommended as the primary insurer. Beazley is only able to provide up to \$25,000,000 in coverage for a seven-year term. However, Great American has offered an additional \$25,000,000 in coverage excess of the Beazley policy for a total limit of \$50,000,000. The total expected cost for the PLL is expected not to exceed \$400,000.

RIM, Marsh, and Greenberg reviewed and discussed a number of policy terms, durations, and self-insured retentions and recommend procuring the PLL option for a seven-year policy period with \$50,000,000 limits of liability per incident and in the aggregate and a \$500,000 self-insured retention. The PLL Policy premium is due in full within 30 days of binding the PLL Policy.

Recommendation:

It is recommended that the Board authorize MTA RIM to purchase the PLL Policy for the Penn Station Access Project to mitigate the risk of losses arising out of government-mandated remediation of, and third-party claims for damages arising from, environmental contamination at, on or migrating from Amtrak's right-of-way that MTA uncovers while performing work on the Penn Station Access Project.

Alternatives:

The only alternative would be to proceed with the Project without insuring the risks mitigated by the PLL Policy.

Impact on Funding

The full financial impact is expected not to exceed \$400,000, which is included in the Capital budget for the Project.



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

July 2019

Joint MNR/LIRR Committee Meeting

PTC Project Update


July 22, 2019






LIRR/MNR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"><input type="checkbox"/> MNR received FRA approval to go into Extended RSD (ERSD) on the Danbury Branch and Hudson Line segment, targeted in July/August.<input type="checkbox"/> LIRR has resumed RSD on the Pilot 2 Port Washington branch with System Software release 3.5, with a plan to go into ERSD on the Hempstead line in August (ahead of schedule).<input type="checkbox"/> SI has identified their wayside designs and testing at Harold as a risk to the July 2020 ERSD date for this segment. They are putting mitigations in place and don't anticipate impact to PTC deadline.<input type="checkbox"/> Future software releases still have the potential to impact the Railroads' schedules; however, both Railroads remain on target to implement PTC across their respective territories by December 31, 2020.
Budget	<p>\$1.037B (MNR/LIRR)</p> <p>Due to the 2 year extension, LIRR requires an additional \$30.4M, and MNR requires an additional \$12M to complete the project.</p>


Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Complete Design for Back to Back Interlockings and Delivery of System Software Release 3.6 (LIRR only)	Sept 2019	<p><u>Issues:</u></p> <ul style="list-style-type: none"> This software release includes the design for back-to-back (b2b) interlockings which supports ERSD on non-pilot segments with the exception of Harold and Valley. <p><u>Impacts:</u></p> <ul style="list-style-type: none"> Delays in the delivery of this software release will delay ERSD Risk to full PTC deployment by deadline on December 31, 2020 <p><u>Drivers:</u></p> <p>The SI,</p> <ul style="list-style-type: none"> Requires finalization of b2b requirements to start design Requires updated Transponder and WIU designs Requires updated OBC software Requires additional resources Requires dedicated technical staff and leadership <p><u>Mitigations:</u></p> <ul style="list-style-type: none"> Incremental development and testing of OBC software to identify issues earlier in the development phase. <p><u>Monthly update:</u></p> <ul style="list-style-type: none"> The SI has started to test the OBC software in the factory to validate the design with positive results and are on target to start FAT in mid July.




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




Key Milestones and Issues

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






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


Key Milestones and Issues




Status	Activity	Date Needed	Issues
 Yellow	Complete Design for Interoperability and Delivery of System Software LIRR 3.7 only	Jan 2020	<p>Issues:</p> <ul style="list-style-type: none"> This software release includes the design for a safety server interface for interoperability with Amtrak at Harold for LIRR. Includes the design for b2b interlockings to support ERSD for Valley and Harold. <p>Impacts:</p> <ul style="list-style-type: none"> Risk to full PTC deployment by the PTC deadline on December 31, 2020. LIRR will not have the necessary test data to support the full FRA approval of their PTC safety plan. <p>Drivers:</p> <ul style="list-style-type: none"> Revise STS safety server design Develop wayside design for Harold Shared operations of Harold area with Amtrak <p>Mitigations:</p> <ul style="list-style-type: none"> Obtain early agreement with Amtrak to incorporate their database into LIRR safety server to eliminate line boundary issues and allow sufficient time for software development. Modify STS-STs safety server interface design with Amtrak to align with the rest of the NEC Corridor so as not to have a one-off design. <p>Monthly Update:</p> <ul style="list-style-type: none"> Agreement finalized with Amtrak for the design solution for Harold and PSCC Operations incorporating Amtrak territory into LIRR Safety server which simplifies design and need for new development. Harold wayside design is driving the delay in the current schedule to July 2020; No anticipated impact to achieve PTC deadline, but mitigations being evaluated to bring this date back to original schedule.



	Red	Significant impact to Project Schedule and ability to meet PTC deadline.
	Yellow	Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.
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
Key Milestones and Issues




Status	Activity	Date Needed	Issues
 Yellow	Change in Leadership and Additional Resources	On-going	<p>Issues:</p> <ul style="list-style-type: none"> The aggressive working schedules for both Railroads requires additional resources and leadership to ensure that the SI meets their schedule commitments to meet PTC deadline. <p>Impacts:</p> <ul style="list-style-type: none"> Without appropriate leadership, project priorities and areas of concern are not being properly attended to, and this delays timely decisions. Failure to add resources will delay the progress of design, software development, testing, V&V, Safety, and other support functions to ensure that the project stays on schedule to meet the PTC deadline. <p>Drivers:</p> <ul style="list-style-type: none"> Both Railroads require dedicated staff and leadership due to diverging needs Contractually filled positions approved by the Railroads are not being properly utilized to support the project due to scope of supply issues within Consortium MNR requires onsite Systems Engineering support to troubleshoot failures. Dedicated staff should be allocated to interoperability, b2b design <p>Mitigations:</p> <ul style="list-style-type: none"> Railroads are filling in gaps in expertise in areas of Signaling, Equipment Engineering and Railroad operations to support factory and field testing. SI is utilizing third party consultants to strengthen team in areas of concern. <p>Monthly Update:</p> <ul style="list-style-type: none"> Full benefits of leadership changes and added resources have not been totally realized. The submission of the SI's resource loaded CPM schedule is expected at the end of July to confirm adequacy of staffing levels.

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




Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Deployment of on-board software across the fleet multiple times 3.5, 3.6, 3.7, 3.8	Aug 2019 for new procedures	<p>Issues:</p> <ul style="list-style-type: none"> Based on the SI's software release plan, multiple OBC software releases will require LIRR/MNR to deploy software across the entire fleet at least 2-3 times. Without a streamlined set of procedures it will take too long for LIRR to deploy the software to support the schedule. <p>Impacts:</p> <ul style="list-style-type: none"> This has potential to impact the PTC deadline if LIRR has software releases beyond mid-2020. <p>Drivers:</p> <ul style="list-style-type: none"> The current procedures takes about 4 hours per car based on current procedures. <p>Mitigations:</p> <ul style="list-style-type: none"> SI to streamline the Communications software upload procedure with a script to allow Railroad staff to perform the software uploads more efficiently. LIRR and MNR to establish a dedicated support team to deploy on-board software in a reduced time frame in lieu of performing this task during the regular 92 day vehicle inspection period. SI to provide additional laptops so Railroad staff can support the upload process to support the project schedule while a faster method is implemented. BT to continue providing technical support to verify on-board over the air test and system functionality fleet-wide. <p>Monthly Updates:</p> <ul style="list-style-type: none"> SI is simplifying the communications software upload procedure and reduced the time to upload software to an hour per car; SI is developing a procedure to upload MCM software remotely with new SIM cards for cellular connectivity. SI will provide staff to perform this activity to keep the project on schedule SI will also train Railroad staff during the software upload activities.




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



Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Timely and reliable repair of all undercar antenna assembly	Sep 2019	<p>Issues:</p> <ul style="list-style-type: none"> The SI may not have fully resolved the undercar Antenna Scanner, CTV unit and Cable issue and may not be able to deliver the required number of repaired units to MNR & LIRR to support their ERSD schedule. <p>Impacts:</p> <ul style="list-style-type: none"> Delays in the delivery of the units will require MNR & LIRR to perform installations under a more aggressive schedule putting a strain on internal resources. Impact full PTC deployment by the PTC deadline on December 31, 2020. Limit the opportunity to identify any reliability problems prior to the deadline. <p>Drivers:</p> <ul style="list-style-type: none"> Siemens to re-evaluate all their manufacturing, assembly, testing, QA procedures to avoid repeat situation. Siemens to increase the number of test stations and ramp up to full staffing in May Siemens to meet their delivery commitments on a weekly basis to provide sufficient time for Railroads to perform re-installations. <p>Mitigations:</p> <ul style="list-style-type: none"> Placement of a third party QA monitor at SI's expense in their manufacturing facility in Pittsburgh Joint LIRR/MNR QA oversight/surveillance and tracking to closely monitor equipment failures to ensure system level reliability/functionality of repairs. Onsite support at LIRR and MNR for troubleshooting failures found during installation and in service <p>Monthly Updates:</p> <ul style="list-style-type: none"> QA monitor will issue their first report at the end of July. Additional environmental testing is almost complete; no negative test results to date. SI at full staffing to support the recall process with expected completion in October



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

LIRR/MNR Undercar Delivery Progress

Long Island Rail Road

	April	May	Jun	Jul	Aug	Sept	Oct	TOTAL
Delivery Forecast	40	125	100	165	280	140	35	895
Delivery Actuals	40	125	110					
Cum Delivery Total	40	165	275					

Metro North Railroad

	April	May	Jun	Jul	TOTAL
Delivery Forecast	40	120	120	96	376
Delivery Actuals	40	120	102		
Cumulative Delivery Total	40	160	262		

LIRR Monthly Project Update (thru June 2019)

- Completed Site Performance Testing (SPT) on Oyster Bay, Hempstead, Far Rockaway, Long Beach lines; SPT for Montauk 1BW line in progress.
- Completed Site Installation Testing (SIT) on Oyster Bay, Hempstead, Far Rockaway, Long Beach, Central, Montauk 1BW, Port Jefferson lines, Main Line Mile Post 3-10, 10-15, and 49-94 lines.
- Started pre-FAT for System Software release 3.6 with FAT targeted for July 15.
- Performing final field corrections for ERSD (pending FRA approval) on Hempstead branch.
- LIRR is reviewing the 100% version of PTC Safety Plan from the SI and expects to submit to FRA for approval at the end of July.
- Finalized safety server interface for interoperability between MTA and Amtrak.
- Agreement reached with AMTRAK and their PTC supplier on an interoperability design; Design development plan and schedule under review by joint team.
- LIRR has completed its System Design review for back to back interlockings. Review of Sub-System designs are ongoing. Factory Testing of back to back design is in progress.

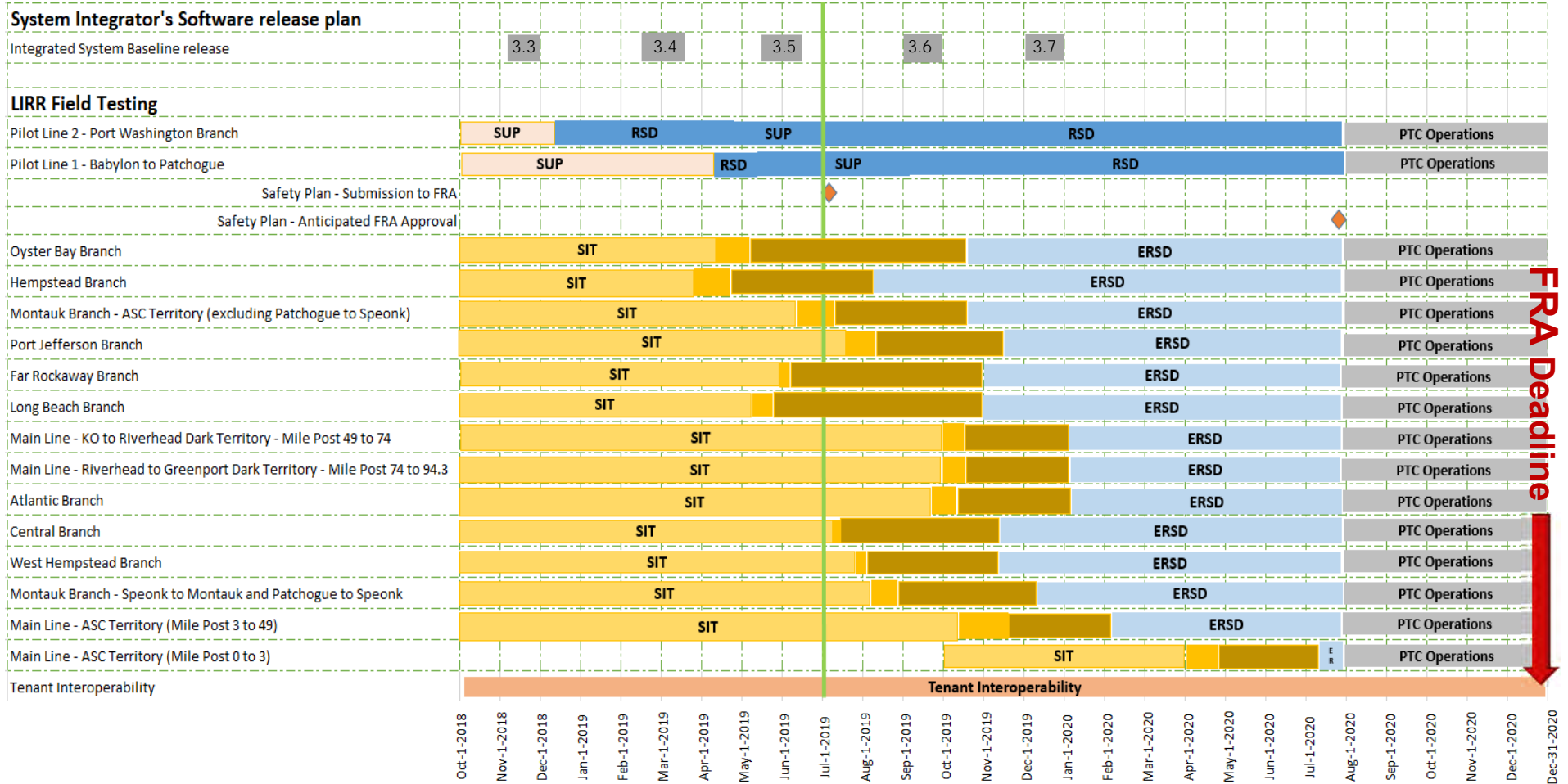


LIRR Working Schedule and Sequence

Start RSD on Babylon to Patchogue pilot segment in Sep 2019

Start ERSD in August 2019

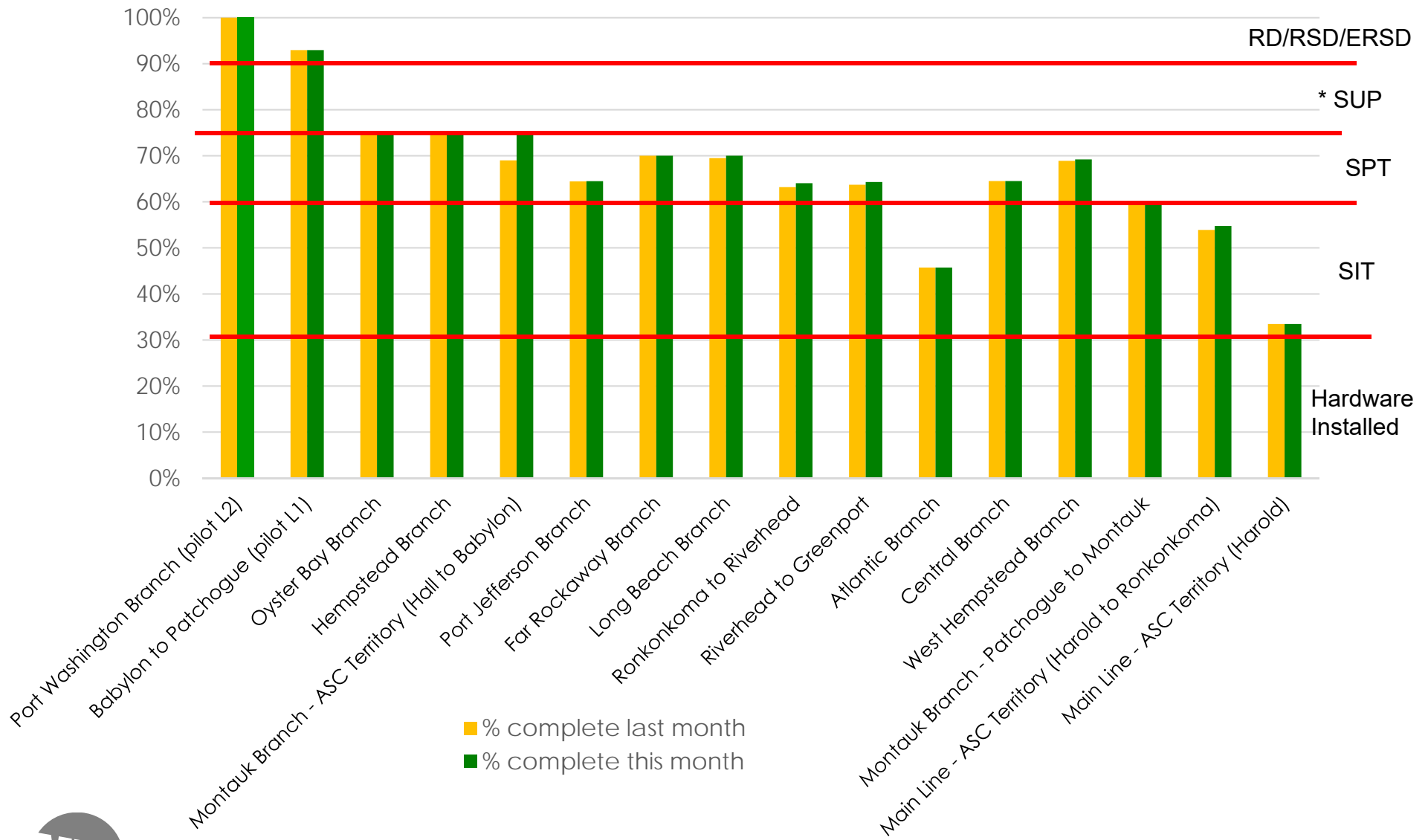
Last non-pilot segment in ERSD in July 2020



SIT = Site Installation Tests
 SPT = Site Performance Tests
 SUP = Pilot Site Update Period
 Non-Pilot design correction/testing/Site Update Period

RSD = Revenue Service Demonstration
 ERSD = Extended Revenue Service Demonstration

LIRR Segment RSD Readiness (Previous vs Current Month)



■ % complete last month
■ % complete this month

SIT = Site Installation Tests

SPT = Site Performance Testing

*SUP = Site Update Period includes design corrections and testing

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



MNR Monthly Project Update (thru June 30, 2019)

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

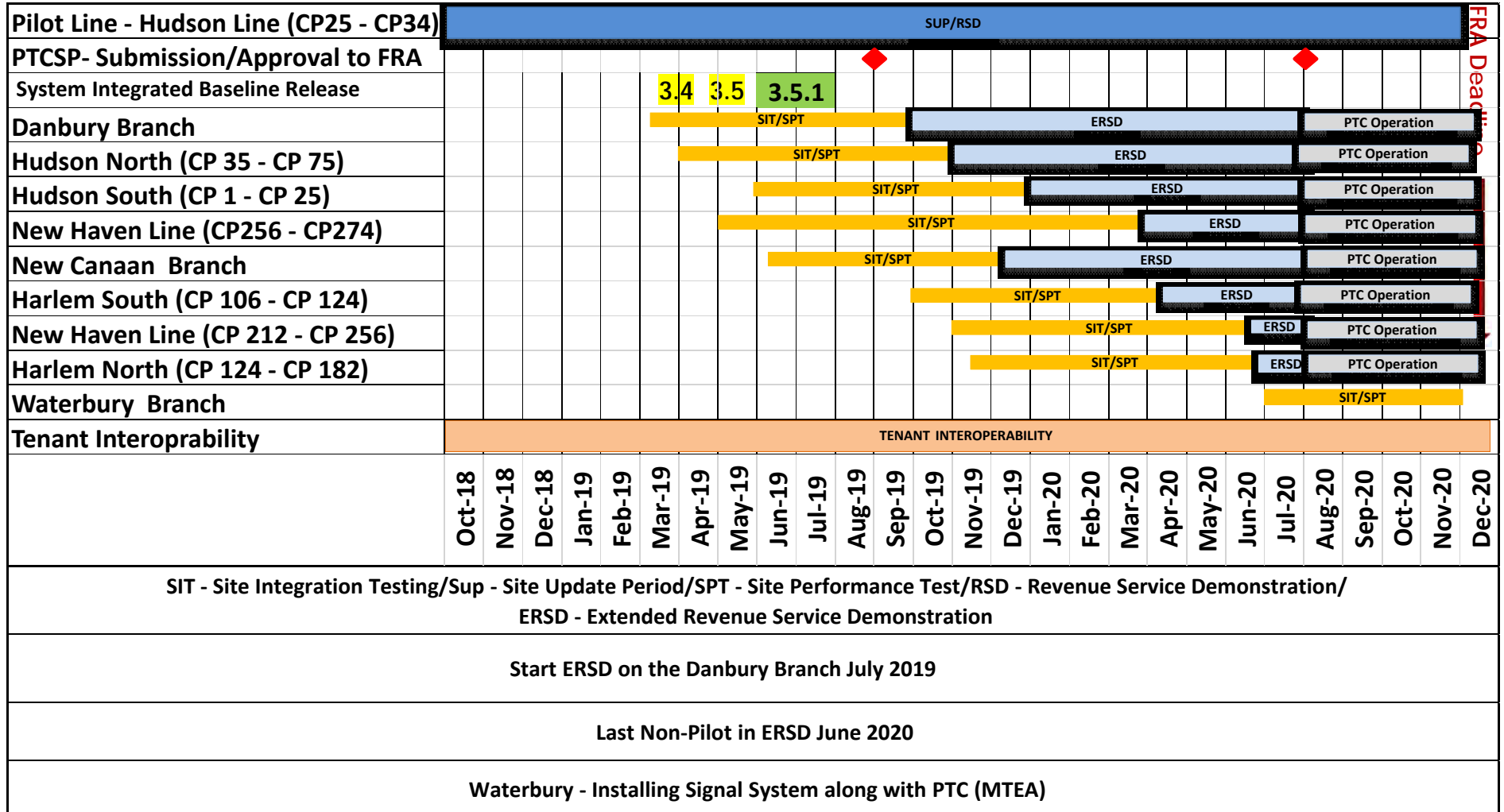


MNR Monthly Project Update (thru June 30, 2019)

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

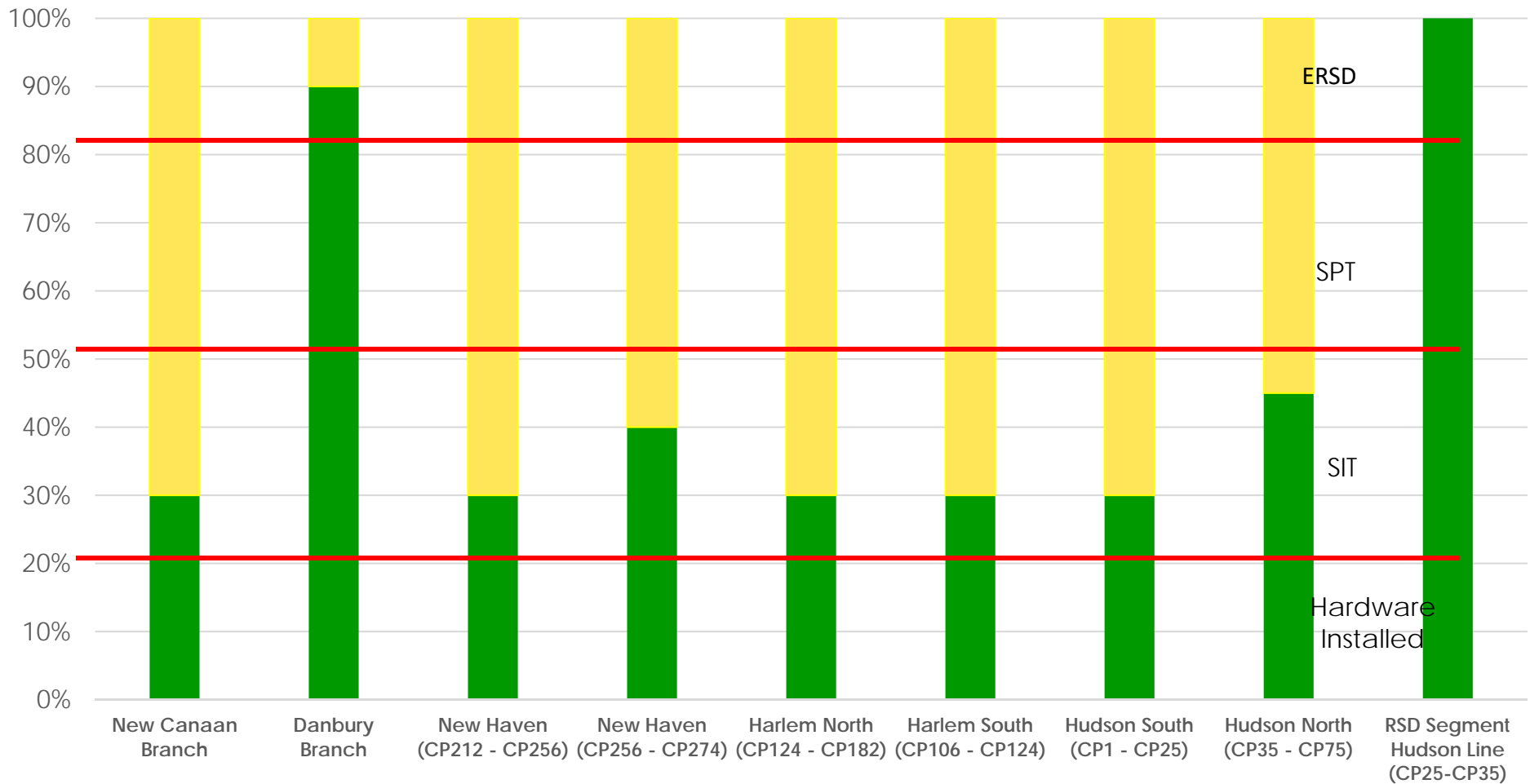


MNR Working Schedule and Sequence



AA1

MNR Segment RSD Readiness



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



■ % complete ■ Remaining

LIRR PTC Timeline and Look-ahead

Jun 2019

- ✓ SI completed Baseline 3.5 FAT and field testing
- ✓ SI completed SCCB for Baseline 3.5 and released for RSD
- ✓ SI started Pre-FAT for system Baseline 3.6
- ✓ Commenced Site Performance Tests on Montauk 1BW Branch
- ✓ LIRR conducted a safety audit of the OBC 3.5 release in advance of the SSCB
- ✓ LIRR conducted a CM audit on the SI's adherence to their approved processes
- ✓ LIRR conducted a monthly QA audit of the undercar antenna manufacturing facility to ensure adherence to their approved processes

Jul 2019

- ❑ Submit PTC Safety Plan to FRA for approval
- ❑ SI to deliver OBC S6 software for field testing
- ❑ SI to release Baseline 3.6 for factory & field testing
- ❑ LIRR to complete SPT on Montauk 1BW line
- ❑ LIRR to commence SPT on Central, Port Jeff & West Hempstead Branches
- ❑ LIRR to commence SUP testing on Pilot Line 1 with Baseline 3.6 software
- ❑ LIRR to resume RSD on Pilot Line 2 (Port Washington Branch)



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

Aug 2019

- ☐ Plan to place Hempstead Branch into ERSD (Previously in Oct'19)

Sep 2019

- ☐ SI to deliver system software baseline 3.6 (including back-to-back solution) to support ERSD on all lines.
- ☐ LIRR to resume RSD On Pilot Line 1

Oct 2019

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

Nov 2019

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

Dec 2019/Jan 2020

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



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

June 2019

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

July 2019

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



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

August – December 2019

- Place Tarrytown – Croton Harmon into ERSD targeted August.
- Place Lower/Upper Hudson Line into ERSD (full PTC functionality).
- Submit PTC Safety Plan to the FRA for System Certification.
- Provide System Level Requirements (SLR) documents from BT/Siemens to Alstom for integrating M8 OBC into the MNR PTC Wayside





Long Island Rail Road

INFORMATION

ITEMS



Long Island Rail Road

RETAIL DEVELOPMENT

AT

PENN STATION

JULY 2019

MTA Real Estate

I. GENERAL

In 2018 the MTA Real Estate Department managed 16 existing retail stores and two newsstand kiosks on the LIRR's Level A Concourse at Penn Station in the Connecting Corridor and Exit Concourse. A comprehensive plan to completely renovate the entire concourse is in the planning stages. As such, MTA Real Estate has entered into no new leases and has terminated all existing tenancies, but has allowed them to remain into 2019. Doing so provides amenities to the more than 300,000 LIRR customers who use Penn Station each day plus thousands of other travelers who have occasion to enter the Station, before construction commences. At present, about half of the retailers occupying MTA LIRR space are eateries. Other tenants include a bank, a stationery and newsstand.

At present, six store spaces are vacant. The following tenant roster lists all MTA managed spaces and tenants.

II. TENANT ROSTER – JULY 2019

SPACE TYPE	ID	LOCATION	STATUS	CURRENT TENANT/USE	PRIOR TENANT/USE	SQUARE FEET
Store	2, 2A	Connecting Concourse	Vacant		Sanaa	1,390
Store	5A	Connecting Concourse	Occupied	Storage for Taste of NY Carts		460
Store	5	Connecting Concourse	Occupied	Bank of America		1,000
Store	9A	Connecting Concourse	Occupied	Jamba Juice		1,600
Store	9B	Connecting Concourse	Occupied	Carlton Cards		2,000
Store	10A	Connecting Concourse	Occupied	Au Bon Pain		2,170
Store	10B	Connecting Concourse	Vacant		Hot & Crusty	2,340
Store	11	Connecting Concourse	Occupied	Tracks at Penn		3,290
Store	12	Connecting Concourse	Occupied	McDonald's		1,925
Store	14	Connecting Concourse	Vacant		LIRR Customer Service	850
Store	3	Exit Corridor	Occupied	Penn Wine & Spirits	-	1,200
Store	4	Exit Corridor	Vacant		Rosens	300
Store	6	Exit Corridor	Occupied	Auntie Annie's		435
Store	7	Exit Corridor	Vacant	LIRR Lost & Found	Hudson News	1,170
Store	8	Exit Corridor	Vacant		Beer Table	980
Store	13	Exit Corridor	Occupied	Dunkin Donuts		385
Kiosk	C2	Connecting Concourse	Occupied	Hudson News		90
Kiosk	C4	Connecting Concourse	Occupied	Hudson News		140

III. PROPERTY PERFORMANCE

	2016	2017	2018
Gross Tenant Revenue	\$4,409,331	\$4,237,809	\$4,402,610


Gross tenant revenue increased slightly by 3.9% in 2018. The number of tenants remained the same but as leases expired in 2018 the holdover requirement increased rents by 5%. At present, October 31, 2019 is the date by which all tenants must vacate their retail spaces but this is subject to change.

Memorandum



Date: July 2019

To: Members of the MTA Board LIRR Operating Committee

From: Phillip Eng, President 

Re: 2019 NYS Department of Environmental Conservation Audit Summary

This memorandum summarizes the findings to the LIRR's 2019 NYS Environmental Conservation Audit.

The NYS Department of Environmental Conservation (NYSDEC) audit is a self-certifying annual assessment required by state environmental law. The audit provides summary data of environmental violations at each LIRR property, remedial activities that were conducted, and planned investigation or cleanup activities. For the 2019 audit the LIRR performed the following:

- Conducted audit inspections at various LIRR properties including stations, yards, repair shops, substations, etc.;
- Reviewed capital projects for compliance with regulations; and
- Updated the audit database for pre-existing violations and entered new violations that may have occurred during the audit period.

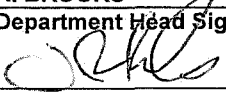



LIRR's findings identified 34 ongoing violations as follows:

- Chemical spills (15)
- Third Party Actions (7)
- Oil/Petroleum Spills (9)
- Other (3)

During the audit period four violations were closed to the satisfaction of the NYSDEC. Of the 34 open issues at the end of the audit period, 22 are attributable to historic railroad operations predating current day environmental regulations. Fifteen new petroleum spills occurred during the latest audit period, with four caused by third parties. Fourteen were cleaned up and closed out by the NYSDEC within the latest audit period. None of the non-compliance violations were ranked as an N1. An N1 ranking indicates an imminent threat to public health and to the environment. There were 27 violations ranked as N2, 7 as N3, and none as N4.

Staff Summary



Subject SEPTEMBER TIMETABLE CHANGE & TRACKWORK PROGRAMS						Date June 28, 2019			
Departments SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Names R. BROOKS						Contract Number			
Department Head Signature 						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	7/22/19				4	Sr VP – Eng. 	1	President 
						3	VP - Corp. Comm. T.N.		
						2	CTO 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning September 3, 2019, through November 10, 2019.

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

Additionally, Trackwork Programs will support Montauk Branch Mechanized Tie Replacement, Switch replacements at Nassau Interlocking in Carle Place and at Amott Interlocking in Syosset, Main Line Expansion/Covert Avenue Crossing Elimination and Tyson Avenue Bridge Replacement.

SEPTEMBER 3 TIMETABLE CHANGE

Service Improvements

- **South Fork Commuter Connection** – Afternoon westbound Train 2729 is adjusted and extended to terminate at Westhampton instead of Hampton Bays in response to customer requests for service to terminate west of the Shinnecock Canal so that traffic congestion at the Canal can be avoided by commuters.

Service Adjustments Within Guidelines

- **Oyster Bay Branch Weekend Service** – Four Oyster Bay Branch trains eliminated, bringing service levels to a consistent two-hourly pattern. These lightly-patronized trains had provided periods of hourly service on the branch.

- **Montauk Branch Summer Service** – One seasonal weekday midday Speonk train will go from Monday-Friday to Fridays only during its operating season (May-October). This train was added in the Summer 2013 season.
- **Montauk Branch PM Peak Service** – One PM Peak dual-mode service opportunity to Speonk will return to operating as an electric MU from Penn Station to Babylon, then a connecting diesel between Babylon and Speonk. The train operated in this manner until February 2018 when it was converted to a dual-mode through train.
- **Port Jefferson Branch Weekend Dual-Mode Service** – Two pairs of weekend dual-mode through trains revert to electric MU service between Penn Station and Huntington, with a diesel connection between Huntington and Port Jefferson. The service operated in this manner prior to November 2018, and had been suspended for much of this year as a result of Main Line Third Track weekend construction work.

Construction Activities

- **Montauk Branch, Babylon-Sayville – Mechanized Tie Replacement** – One of two main tracks will be out of service middays between Babylon and Sayville for Mechanized Tie Replacement.
 - **Temporary Service Adjustments:** With one of two main tracks out of service middays, three eastbound and three westbound midday trains will be replaced with bus service, and remaining trains will have added stops and be adjusted up to 12 minutes later to preserve service patterns.
- **Lynbrook Station Improvements – Long Beach Branch, Valley Stream-Long Beach & Babylon Branch, Valley Stream-Rockville Centre** – One of two main tracks will be out of service midday weekdays between Valley Stream and Long Beach on the Long Beach Branch, and between Valley Stream and Rockville Centre on the Babylon Branch for Lynbrook Station Improvement Work. This work is being coordinated with the ongoing Long Beach Branch post-Sandy Restoration project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service midday weekdays, some Babylon Branch trains are adjusted between 13 minutes earlier and 20 minutes later, with any Montauk Branch connecting trains adjusted accordingly.
- **Main Line, Queens-Nassau 1 – Main Line Expansion (Weekdays)** – One of two main tracks on the Main Line will be out of service midday weekdays between Queens Interlocking and Nassau 1 Interlocking in New Hyde Park for work related to the Main Line Expansion Project. This essential work, and the related work described below on the overnights and weekends, will help progress Main Line Expansion and the service benefits it will provide.
 - **Temporary Service Adjustments:** With one of two main tracks out of service middays, some Ronkonkoma Branch trains are adjusted between 30 minutes earlier and 32 minutes later, with connecting Riverhead/Greenport trains adjusted accordingly. Additionally, some Huntington trains are adjusted up to 19 minutes earlier.
- **Main Line, Nassau3 - Divide – Main Line Expansion (Overnights)** – One of two main tracks will be out of service overnights on the Main Line between Nassau 3 Interlocking in Carle Place and Divide Interlocking in Hicksville for work related to the Main Line Expansion Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service overnights, some overnight Ronkonkoma Branch and Huntington trains are adjusted between 6 minutes earlier and 18 minutes later in both directions, with Jamaica connections adjusted accordingly to preserve connections.

TRACKWORK PROGRAMS

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

- **Port Jefferson Branch, Hicksville-Huntington – Amott Interlocking Switch Replacement** – On the weekends of July 27-28, August 3-4, 10-11, and 17-18, one of two main tracks of the Port Jefferson Branch will be out of service between Hicksville and Huntington for the replacement of track switches at Amott Interlocking in Syosset. The new switches will improve reliability and help maintain State Of Good Repair going forward. This program is for the continuation and completion of work first reported on in the last reporting period.
 - **Temporary Service Adjustments:** Service to and from Huntington will be reduced from half-hourly to hourly, and Port Jefferson service will be reduced from every 90 minutes to every two hours. There will be no impact on service west of Hicksville, as the other train each hour that would normally originate/terminate at Huntington will operate between Hicksville and points west. *Special Note: During a period of approximately 12 hours on each of these weekends, both main tracks will be out of service, resulting in bus service replacing train service between Hicksville and Port Jefferson.*
- **Main Line Expansion Project – Tyson Avenue Bridge Replacement** – On the weekend of August 17-18, both main tracks of the Hempstead Branch between Floral Park and Hempstead will be out of service for a period of approximately 48 hours to support the replacement of Tyson Avenue Bridge as part of the Main Line Expansion Project.
 - **Temporary Service Adjustments:**
 - No train service will be provided at Bellerose Station or east of Floral Park Station on the Hempstead Branch.
 - Bus service will be provided between Hempstead and Mineola stations only.
- **Main Line Expansion Project – Covert Avenue Crossing Elimination** – On the weekend of August 24-25, both main tracks of the Main Line between New Hyde Park and Hicksville will be out of service for a period of approximately 48 hours to support the elimination of the Covert Avenue grade crossing in New Hyde Park as part of the Main Line Expansion Project. Grade crossing elimination in the Main Line Corridor is one of the key benefits of Main Line Expansion Project, improving safety and decreasing train horn use and traffic congestion.
 - **Temporary Service Adjustments:**
 - Eastbound, there will be no Main Line service between Penn Station and Hicksville. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington and Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then

transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville. Oyster Bay Branch diesel service will operate between Mineola and Oyster Bay.

- Westbound, there will be no Main Line service between Hicksville and Penn Station. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals. Oyster Bay Branch diesel service will operate between Oyster Bay and Mineola.
 - *Bus service will be provided for Oyster Bay and Mineola Customers between Mineola and Hempstead.*
 - *Extra trains have been added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
 - *Extra trains have been added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
 - *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on adjusted schedules.*
- **Nassau 1 Interlocking Switch Replacement** - As part of the Long Island Rail Road State of Good Repair, switches at Nassau 1 Interlocking in New Hyde Park will be replaced over several weekends, beginning the weekends of September 7-8 & 14-15.
 - **Temporary Service Adjustments:**
 - **For one 24-hour period of each weekend, both main tracks of the Main Line will be out of service, with the following service changes as a result:**
 - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between Mineola and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.
 - Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and Jamaica. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at

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

- *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
- *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
- *Bus service will be provided for Oyster Bay and Mineola Customers between Mineola and Hempstead.*
- *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*
- **For the other 24-hour period each weekend, one of two main tracks will be out of service, with reduced service operating on the remaining track:**
 - During this time, train service to Huntington will be reduced from half-hourly to hourly, and connecting train service between Huntington and Port Jefferson will be reduced from hourly to two-hourly.
- **Long Beach Branch – Sandy Restoration Work** – For a period of 48 hours on the weekend of September 21-22, both main tracks of the Long Beach Branch between Valley Stream and Island Park, along with the single track to Long Beach, will be out of service for signal and Lead Bridge work related to the Sandy Restoration Project.
 - **Temporary Service Adjustments:** Buses will replace train service between Valley Stream and Long Beach.

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.



GRAND CENTRAL

**RETAIL DEVELOPMENT
AT
GRAND CENTRAL TERMINAL**

July 2019

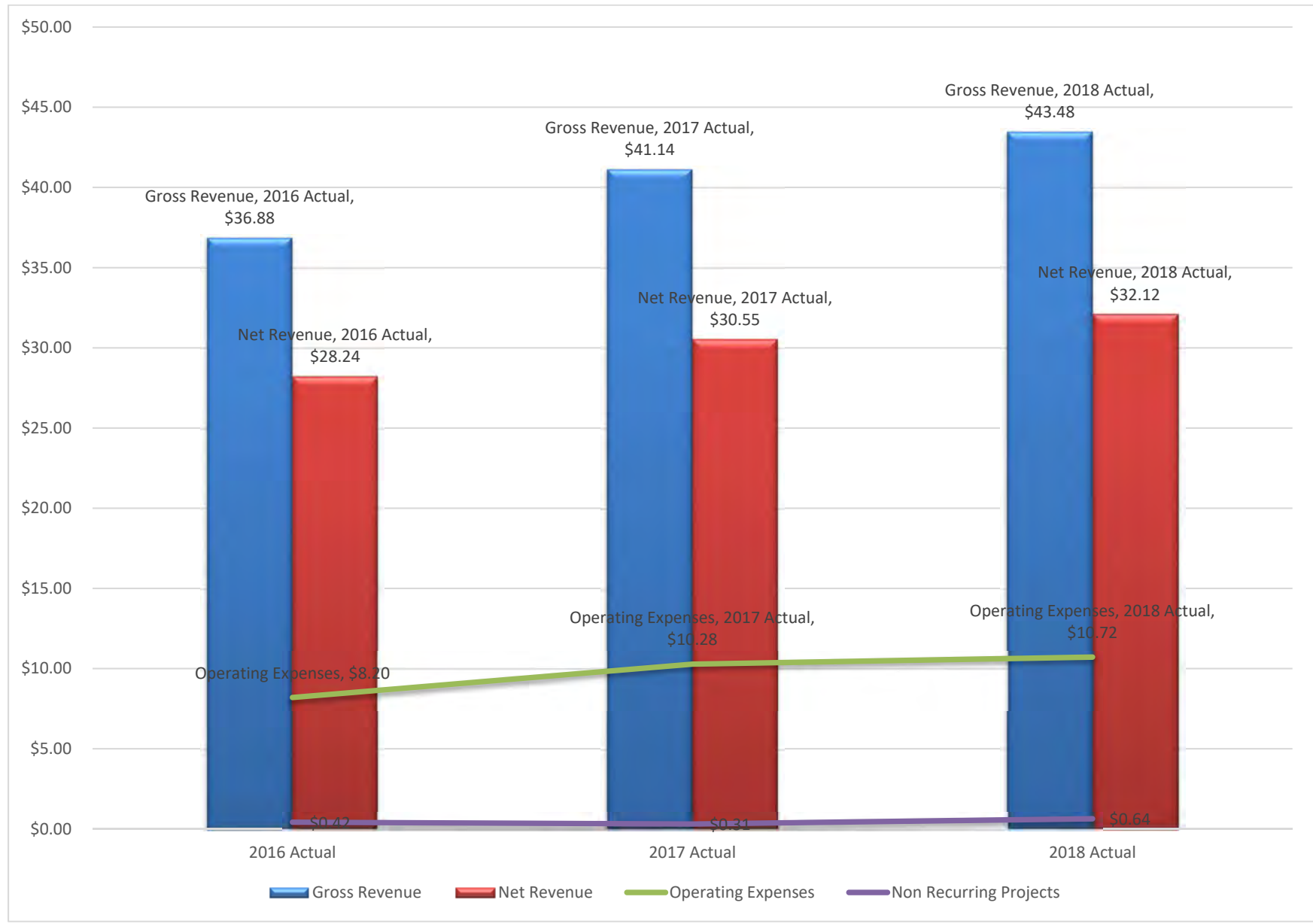
I. GENERAL

In 2018 the MTA Real Estate Department managed approximately 140,000 square feet of retail and restaurants in Grand Central Terminal. The 93 tenants include the Grand Central Market, fine dining, quick serve restaurants, coffee shops and various retailers. The tenant mix provides services and convenience for the commuters, tourists and office workers who frequent Grand Central Terminal.

Work to improve the customer experience in the dining concourse continued in 2018 with the construction of a 2nd pavilion for a new restaurant with a larger footprint and private seating on the east side. Additionally, MTA Real Estate acquired the former employee-operated bar carts in the dining concourse and much to the delight of the GCT customer, Joe Coffee has returned, and Doughnut Plant opened to rave reviews and sales totaling \$1,127,000 in six months out of 199 sq. ft.

Currently, 11 leases are under negotiation and there will be exciting new buildouts of many locations in the Terminal. All Grand Central spaces are leased, except 2 spaces impacted by the One Vanderbilt project that, in addition to East Side Access retail planned for 2022, will bring many more visitors to the terminal.

PROPERTY PERFORMANCE (in millions)



Financial Summary - 2016 - 2018 Income and Expenses

	Actual 2016	Actual 2017	Nov Plan 2018	Actual 2018	July Plan 2019	Actual 18 v Nov Plan 18		Variance Actual 18 v Actual 17		July Plan 19 v Actual 18	
						Amount	%	Amount	%	Amount	%
Tenant Revenue	30,825,368	34,400,074	36,274,777	36,495,919	38,199,110	221,142	1%	2,095,844	6%	1,703,192	5%
Other Income	6,051,350	6,745,666	7,974,094	6,988,257	6,633,139	(985,837)	-12%	242,591	4%	(355,118)	-5%
Total Revenue	36,876,718	41,145,740	44,248,871	43,484,176	44,832,249	(764,695)	-2%	2,338,435	6%	1,348,073	3%
Operating Expenses	8,211,275	10,284,399	12,050,132	10,724,285	10,507,319	1,325,847	11%	(439,886)	-4%	216,966	2%
Non Recurring Projects	421,784	309,842	1,500,000	641,378	1,500,000	858,622	57%	(331,536)	-107%	(858,622)	-134%
Total Expenses	8,633,060	10,594,241	13,550,132	11,365,663	12,007,319	2,184,469	16%	(771,422)	-7%	(641,656)	-6%
Net Income	28,243,658	30,551,499	30,698,739	32,118,513	32,824,930	1,419,774	5%	1,567,013	5%	706,417	2%

GUARANTEED MINIMUM AND PERCENTAGE RENT

We continue to experience positive growth in tenant revenue with substantial increases in guaranteed minimum rents for new leases:

- Average guaranteed minimum rent for the 2 new leases is \$948 psf, a 213% increase over the previous guaranteed minimum rent for these same spaces.
- Average guaranteed minimum rent for the Terminal is \$237 psf, excluding restaurant/balcony tenants the average is \$368 psf
- This average exceeds comparable transactions of varying sizes within the GCT neighborhood, according to information provided by our leasing agent NGKF.
- \$1.49 million in percentage rent was paid in 2018
- \$0.98 million reduction in Other Income vs. November Plan Budget due to reversal of Great Northern Food Hall & Agern Late fees and Interest.

NON RECURRING PROJECTS

- \$0.64 million was spent on non-recurring projects in 2018.

II. **LEASING ACTIVITY**

LEASES SIGNED – 2018

<u>Graybar Passage</u>	Irving Farm
<u>Dining Concourse</u>	Chase Bank

LICENSES SIGNED – 2018

<u>Graybar Passage</u>	Moet Hennessy
<u>Dining Concourse</u>	Donut Plant Joe Coffee

LEASES IN NEGOTIATION

<u>Biltmore Room</u>	Central Watch
<u>Lexington Passage</u>	Tumi Inaya Jet Set Candy
<u>42nd Street Retail</u>	Vineyard Vines Neuhaus
<u>42nd Street Passage</u>	Warby Parker
<u>Graybar Passage</u>	Leather Spa Beer Table
<u>Market</u>	Spices and Tease
<u>NEP/NWP</u>	Star Shoe Repair and Shoeshine

TENANT SALES PERFORMANCE**Average Comp Sales Per Square Foot by Retail Area**

	<u>2018</u>	<u>2017</u>	<u>Change</u>	<u>Q1 2019</u>	<u>Q1 2018</u>	<u>Change</u>
42nd St. Passage	\$1,910	\$1,857	3%	\$432	\$428	1%
42nd Street Retail	\$934	\$965	(3%)	\$164	\$182	(10)%
Biltmore Room	\$1,621	\$1,535	8%	\$441	\$364	21%
Dining Concourse	\$2,046	\$2,103	(3%)	\$795	\$803	(1%)
Graybar Passage	\$4,587	\$4,324	6%	\$1,075	\$1,074	0%
Lexington Passage	\$2,067	\$2,109	(2%)	\$560	\$560	0%
Main Concourse	\$642	\$624	3%	\$613	\$644	(5%)
Grand Central Market	\$3,494	\$3,415	2%	\$834	\$895	(7%)
Restaurants/Balcony	\$548	\$502	9%	\$232	\$229	1%
Shuttle Passage	\$2,407	\$2,309	4%	\$586	\$569	3%
All GCT	\$1,336	\$1,306	2%	\$443	\$446	(1%)
*All GCT	\$1,923	\$1,904	1%	\$571	\$577	(1%)

*Excluding Balcony/Restaurants: Oyster Bar, Agern, Great Northern Food Hall, Cipriani Dolci, The Campbell Apt

2018 YEAR END GROSS SALES PERFORMANCE

	<u>2018</u>	<u>2017</u>	
42 nd St. Retail	11,608,607	11,994,509	(3%)
Main Concourse	7,948,722	7,727,171	3%
Shuttle	37,890,223	36,349,962	4%
42 nd St. Passage	7,937,074	8,711,377	(10%)
Graybar	12,312,294	13,165,400	(7%)
Lexington Passage	21,112,314	20,354,864	4%
Biltmore	2,293,392	2,511,895	(10%)
Market	23,921,378	23,335,353	2%
Dining Concourse	40,719,604	39,961,073	2%
Restaurants	39,709,876	40,224,522	(1%)
Total	\$205,453,484	\$204,336,126	1%

Total reported retail sales for 2018 equaled \$205,453,484 an increase of \$1,117,358 or 1%.

The increase is the result of new tenants who opened in mid to late 2018, had strong performances & their sales offset the decline in sales experienced by Michael Jordan's Steakhouse in the last months of its tenancy.

These tenants include:

- Art Bird & Whisky Bar
- Doughnut Plant

2018 CHALLENGES

In 2018, the New York City retail market continues to suffer the impact from online retailers offering lower prices and promotions. Sales have suffered in many categories due to this competition. Many retailers are using their brick and mortar locations for customers to experience their brand. The focus is not on the immediate sale but rather the consumer's connection to the brand with the purchase occurring later online. Generally, these experiential marketing techniques are occurring in larger spaces which are not available in Grand Central Terminal.

In the dining concourse, while the opening of the west pavilion for Art Bird brought additional sales, the barricade built for the construction of the east pavilion for Tartinery presented another visual blockage and caused commuters to change their path of travel. On a broader scale, the outdated furniture and design of the dining concourse has resulted in our customers seeking alternate dining options as we have experienced a 3% drop in sales. Furthermore, the continuing challenge of the homeless population has not helped in promoting the dining concourse as a first choice for dining. A plan to redesign the dining concourse has been proposed to address these challenges, along with even greater collaboration with Metro-North and MTA Police partners.

COMPARABLE SALES

<u>Comp Sales 2018/2017</u>			
	<u>2018</u>	<u>2017</u>	<u>%</u>
42 nd St. Retail	11,608,607	11,994,509	(3%)
Main Concourse	7,948,722	7,727,171	3%
Shuttle	37,890,223	36,373,999	4%
42 nd St. Passage	7,937,074	7,716,057	3%
Graybar	12,256,165	11,553,488	6%
Lexington Passage	18,054,761	18,423,767	(2%)
Biltmore	2,293,392	2,132,650	7%
Market	23,162,657	22,639,044	2%
Dining Concourse	36,433,981	37,442,039	(3%)
Restaurants	33,376,156	30,558,729	8%
Total	\$190,961,738	\$186,561,453	2%

Total sales for the 73 tenants open for all of 2018 and 2017 increased \$4,400,285

2018 \$ 190,961,738
2017 \$ 186,561,453

Of these tenants:

40 reported positive comparable sales. The tenants with the greatest comparable increases are:

Great Northern	24%	New GM focused on training staff to provide better customer service; Changes in menu offerings and pricing.
Juice Press	20%	Strong management and customer service.
Café Grumpy	17%	The closure of Joe Coffee in Graybar resulted in customers looking for alternate options.
Beverage Bar	17%	Consistent management; Able to move lines quickly.
Frankies Dogs on the Go	15%	Changes in visual merchandising; New displays were added reducing clutter.

2 were flat to last year's sales.

Café Spice	0%
Shiro of Japan	0%

31 reported negative comparable sales. The tenants with the greatest comparable decreases are:

Tia's Place	(24%)	Unappealing merchandise & poor visual merchandising.
Tri Tip Grill	(23%)	Poor management and unappealing merchandise display.
M.A.C. Cosmetics	(14%)	Brand is declining in all locations; Closing many stores.
O & Co.	(13%)	Brand is doing poorly in all locations; Weak management in store and downsizing in corporate management.
La Chula	(12%)	Operational Issues; Quality of food has declined.

2019 end of Q1 COMP SALES PERFORMANCE

<u>Q1 Comp Sales 2019/2018</u>			
<u>Comp Sales Neighborhood</u>	<u>Q1 2019</u>	<u>Q1 2018</u>	<u>Change</u>
42 nd St. Retail	2,041,807	2,257,105	(10%)
42 nd St. Passage	1,795,583	1,776,720	1%
Biltmore	\$612,655	505,769	21%
Dining Concourse	8,824,245	8,915,647	(1%)
Graybar Passage	2,873,148	2,870,076	0%
Lexington Passage	4,892,838	4,891,309	0%
Main Concourse	1,650,120	1,732,515	(5%)
Market	5,530,716	5,933,062	(7%)
Restaurants	9,220,453	9,113,130	1%
Shuttle	9,221,941	8,950,601	3%
Total	\$46,663,506	\$46,945,934	(1%)

Comp Sales: includes only tenants that reported sales for all months of Q1 2019 and Q1 2018.

The tenants with the greatest sales increase for Q1 2019:

Central Watch	27%	Well priced, well merchandised good quality.
Rituals Cosmetics	23%	Change of management and staff focusing on customer service.
Grand Central Optical	21%	Great customer service; fewer privately owned optical stores in the midtown area contributed to increased sales.
Juice Press	20%	Introduced larger size smoothies at higher price points.
Cipriani Dolci	16%	Benefiting from Michael Jordan's Steakhouse closure.

The tenants with the largest decrease for Q1:

Devialet	(52%)	Introduced lower price point products that require a higher volume of sales.
Tia's Place	(20%)	Poor visual merchandising.
MAC	(15%)	Brand continues to decline due to increased competition. with organic options.
The Art of Shaving	(19%)	Brand is declining and most of their locations have closed.
E.A.T. Gifts	(17%)	Poor visual merchandising. Competition with Paper Source located right outside of GCT.

IV. **MARKETING**

Retail marketing efforts continue to strengthen the Grand Central brand, generating local and international publicity. It has increased exposure for all tenants and for Grand Central as a world-class destination. The 2018 marketing efforts, supported by a diversified and creative marketing plan, have allowed for maximum exposure for tenants through various marketing outlets including social media, press, advertising, special events, signage, and other digital platforms.

Grand Central Celebrates 40 Years Rescued, 20 Years Renewed

In 2018, Grand Central celebrated two significant milestones that changed the course of history for the landmark building: the 40th anniversary of the U.S. Supreme Court's ruling that saved the Terminal (June) and the 20th anniversary of a renovation that restored the iconic landmark and transformed it into a retail and dining destination (October). The Terminal marked these moments with signage posted around the building including Main Concourse banners and a series of special events:

- June: 40th anniversary photo installation in Vanderbilt Hall as part of the annual Taste of the Terminal event featuring tastings from Grand Central shops and restaurants
- July/August: Dining Concourse in Concert – a lunchtime music series featuring 1990s cover bands
- September: “Saving Grand Central Terminal” exhibit in partnership with New York Transit Museum, the Municipal Art Society of New York, and the Museum of the City of New York
- October: 20th anniversary celebration featuring 1990s throwback-themed Rubik's cube giveaways around GCT, 1998 pricing from shops, and 1990s cover bands

Other 2018 Retail Promotions and events

A full calendar of events and promotions designed to keep locals, area workers, and tourists engaged with Grand Central retail and dining:

- Ongoing distribution: Grand Central Special Offers Books
- Biannual: Connections Magazine – Spring and Holiday issues
- Biannual: Concierge events hosted at GCT restaurants
 - Summer: hosted at Art Bird & Whiskey Bar

- Holiday: hosted at Cipriani Dolci
- April: National Beer Day – special offers at participating Grand Central shops and restaurants
- June: Taste of the Terminal – tastings and free giveaways from tenants in Vanderbilt Hall
- July: Taste of Grand Central Market – Free tastings and special offers from Market vendors
- September: Taste of the Dining Concourse – Free tastings and special offers from Dining Concourse vendors
- October: Trick or Treat the Terminal – Halloween event inviting families to trick or treat at participating shops and attend a pop-up Halloween event in Vanderbilt Hall
- October: Taste of Grand Central Market – Free tastings and special offers from Market vendors (returned after very positive feedback from tenants in July)
- November: Thanksgiving Market – dessert sales at the taxi stand on Vanderbilt Avenue
- December: Holiday Wrap Up – free gift-wrap and gift wrap with purchase at kiosk next to Station Master’s Office

Social Media

- [Facebook](#): 8.15% follower increase since January 2018. Added 11,000 followers (146k as of April 2019)
 - Our average engagement rate increased from 3.64% (January 2018) to 3.68% (December 2018), which far exceeds the 0.17% industry average
 - Also produced a Facebook Live video tour hosted by the Holiday Fair Merchandising Manager which featured four Holiday Fair vendors (13,640 impressions, 1,182 post engagements)
- [Instagram](#): 18% follower increase since January 2018. Added 21,000 followers (119k as of April 2019)
 - Our average engagement rate increased from 1.70% (January 2018) to 2.47% (December 2018), which continues to exceed the industry average of 1.66%
 - Anniversary content—especially shots of GCT pre- and post-renovations—performed extremely well and received positive engagement
- [Twitter](#): 6.5% follower increase since January 2018. Added 1,300 followers (20.2k followers as of April 2019)
 - Our average engagement rate increased from 0.17% (January 2018) to 0.20% (December 2018), which exceeds the industry average of 0.08%

- [20th Anniversary video series](#): We filmed 10 videos featuring 11 tenants who have been open in Grand Central since the retail redevelopment in the late 90s. The videos were widely shared and promoted on social media and garnered 100k views across all social media channels.

Paid Social Media

- Optimized paid digital media through partnership with digital agency Search Laboratory
 - We introduced a new versatile ad format (“Canvas ads”), which combines video, photography, and copy, allowing users to engage with more of our content in a short period of time
 - Tourist campaign: Targeted people who live 125+ miles outside of NYC, ages 21-65+
Earned 1.4 million impressions (people reached) and 28,000 link clicks to our website
 - We utilized new geo-targeting preferences to reach potential consumers within close range of GCT. E.g. Designed a new Dining Concourse campaign targeting employees in GCT’s 10017 zip code
 - Earned 490,000 impressions (people reached) and 6,000 link clicks to our dining concourse landing page
- Dedicated Facebook account rep reviewed 2018 campaigns at no additional cost
- Dedicated paid social campaigns include but are not limited to the following:
 - Lead generation: garnering new Grand Central weekly email subscribers
 - Special events: Taste of the Terminal, Dining Concourse in Concert, Taste of the Dining Concourse, Taste of Grand Central Market, Trick or Treat, Holiday Fair
 - Launched an anniversary awareness campaign to celebrate 40 Years Rescued, 20 Years Renewed
 - New animations produced to promote Grand Central retail: Super Bowl, Valentine’s Day (shopping & dining), National Hot Chocolate Day, St. Patrick’s Day, National Cocktail Day, National Beer Day, Easter, Passover, Dining Concourse video, Grand Central Market video
- Paid social reach in 2018 (total for all paid campaigns):
 - 8 million impressions
 - 700,000 post engagements
 - 90,000 link clicks

Paid Search

Digital agency Search Laboratory managed Grand Central's paid search campaigns on Google and Bing to attract search traffic to our website. Paid search keywords targeted a range of Grand Central retail marketing initiatives including new tenants, Grand Central Market, dining concourse, restaurants, shopping, and events.

- Paid search reach in 2018 (total for all paid campaigns):
 - 1.2 million impressions
 - 36,300 link clicks
 - 4,501 total conversions (e.g. email signups, over 3 minutes spent on website)

Digital Partnerships

- Grand Central Reads: In partnership with Penguin Random House, a microsite featuring free excerpts to Penguin books was launched to promote new public WiFi access in Grand Central
- New York Botanical Garden social media partnership
 - "NYC Spring Getaway" package to collect email signups for both partners, which included dinner for two at Grand Central Oyster Bar and a dessert from Magnolia Bakery
 - 2-week social media sweepstakes to drive engagement on Facebook and Instagram which awarded two participants a pair of NYBG tickets and gift cards to The Campbell Bar and Irving Farm New York.

Website Improvements/Additions

Since the website's launch in 2017, Grand Central's website traffic has continued to grow and be more engaged. The website received a 20.3% increase (from 428,000 to 515,000) in average monthly page views and a 27.5% increase (from 236,000 to 301,000) increase in average monthly unique visitors since January 2018.

In addition to initial awards received in 2017, the Grand Central website has since earned recognition from the W3 Awards: Best in Show Winner (Gold); Website Features – Visual Appeal (Silver); and Real Estate Website (Silver)

We have continued to optimize the website by improving the mobile experience and page load times. In the past year, we have optimized information and content available on the website:

- Language translations for basic GCT info (8 different translation options)
- Construction alerts
- Dedicated tenant category landing pages:
 - Restaurants
 - Bars
 - Coffee shops and bakeries
- New tenant deals and seasonal products

E-Blast

Weekly e-blasts are sent out to approximately 42,000 subscribers every Tuesday. This is a 50% subscriber increase since 2017. The e-blasts began employing new technology (MailChimp) with the launch of the new Grand Central website in September. Our average 16.5% email open rate exceeds the 13.7% industry open rate.

Weekly e-blasts feature: GCT event announcements and follow-up surveys, new tenant grand openings (including the Graybar Passageway Kiosks), monthly product roundups for Grand Central retail, holiday/seasonal promotions, historical facts and anecdotes, invitations to client events in Vanderbilt Hall, and sweepstakes and/or partnership initiatives.

Print advertising

We continue to invest in advertising targeting tourists and locals in print publications and online.

- Ongoing: New York Guide & Map (translated in 9 languages), City Guide, Where New York, Time Out New York, GPS New York (Chinese), Phone kiosks across the street from GCT (43rd/Lex and Pershing Square)
- Full page ad in June/July issue of Amtrak's The National Magazine during Amtrak's re-route to GCT
- Holiday season: Metro, Playbill, Time Out New York, Midtown Phone kiosks

Grand Central Media/Public Relations

In 2018, Goodman Media, our PR firm, participated in active media outreach and promotion for various events, retail tenants and dining establishments within Grand Central.

Press coverage throughout 2018 resulted in 686 hits, generating about 8.3 billion unique monthly impressions from national and regional newspapers, news websites and blogs, magazines, radio and TV segments, and influencer social and online posts. This included anniversary coverage celebrating the Terminal's 40 years rescued, 20 years renewed.

Press coverage throughout 2019 has resulted in more than 130 hits thus far, generating more than 650 million unique monthly impressions from national and regional newspapers, news websites and blogs, magazines, radio and TV segments.

V. EVENTS

Vanderbilt Hall events, including the Holiday Fair, grossed \$2,159,750 in 2018, a record amount.

After conducting an analysis of comparable public and private New York City event venues, we determined that Grand Central would benefit from the ability to offer discounted and negotiated rates. In order to increase Vanderbilt Hall activations and to remain competitive in the current market, the MTA Board approved a new schedule of rates that went into effect on May 1, 2018. The schedule included discounted rates for non-profit clients, January, July, and August events, and an hourly fee for load in and load out. The goal of the discounted rates was to draw in more business during slower months when events tend move to outdoor venues. With the new non-profit rate, the goal is to bring in quality exhibits that are not strictly consumer based.

The East Side of Vanderbilt Hall was in use a total of 236 days out of the year. The most notable event was Brooks Brothers' 100th Anniversary Exhibit, which took advantage of the newly discounted summer rates and contracted for a total of 35 days in August and September. Two other large activations were Stella's World Water Day kinetic installation at 10 days in March and the Paul McCartney private concert one day in September, which garnered unparalleled press and worldwide attention for his newest album, Egypt Station.

In celebration of 40 years since the Terminal was named a Landmark and 20 years since the revitalization, the MTA's property management vendor, JLL, in partnership with The New York Transit Museum, Municipal Arts Society, and The Museum of the City of New York, produced a 15-day exhibit in Vanderbilt

Hall. The installation had video montages, large-format imagery, and historical text about the Terminal's path through history.

As of June 2019, contracts totaling \$615,500 in revenue have been signed. This represents 58% of the \$1,060,000 budget for client-produced events, excluding the Holiday Fair.

2018 Vanderbilt Hall Usage and Revenue - 236 Days				
Month	# Client Events Days	# MNR Event Days Including Film Shoots	# JLL Event Days	Total Revenue
January	20	1		155,700
February	10	5		191,250
March	18	-		226,875
April	3	1	1	60,000
May	9	4		135,000
June	9	3	3	135,000
July	9	10		61,875
August	31			165,000
September	7	2	9	89,050
October	12	5	7	200,000
November			27	740,000
December			30	-
TOTAL	128	31	77	2,159,750

VI. **GCT RETAIL PROJECTS**

Projects for MNR Operating Capital In 2018 Included:

Carey's Hole Storage	937,210
Dining Concourse Retail Pavilion	866,793
Installation of Roof platform for access	<u>539,561</u>
Total	\$2,343,564


Memorandum



Metro-North Railroad

Date: June 7, 2019

To: Members of the MTA Metro-North Railroad Committee

From: Justin Vonashek, Vice President, Office of System Safety 

Re: Information Item: 2018-19 NYS Department of Environmental Conservation Audit Summary

This Memorandum summarizes the findings of Metro-North's 2018/19 New York State Department of Environmental Conservation Audit (the "Audit").

The Audit is a self-certifying, annual assessment required by the New York State Environmental Conservation Law. The Audit provides summary data of environmental violations at Metro-North properties, remedial activities that were conducted, and planned investigation or clean-up activities. For the 2018/19 Audit, Metro-North performed the following:

- Conducted audit inspections at various Metro-North properties, to include yards, repair shops and substations;
- Reviewed Capital Projects for compliance with regulations; and
- Updated the database for pre-existing violations.

Summary of Audit Findings

Total findings for Metro-North identifies seven (7) open violations:

- Six (6) violations resulting from prior periods; of the six,
 - one (1) is ranked as an "N4" or "having no evidence of discernible threat to the public health or the environment" and
 - five (5) are ranked as "N3" or "poses a discernible but not substantial threat to public health or the environment."
- One (1), or the seventh violation is from the current reporting period due to a spill that remains open is ranked as "N4".

(NYSDEC Environmental Audit Ranking system ranges from "N1" "a violation involving an imminent threat to public health and the environment" to N4 as noted above.)

Of the open violations, three pre-date Metro-North's formation. Each open violation is being addressed by Metro-North remediation plans which are described on the accompanying 'List of Violations' provided below. The estimated outstanding cost of remediation for these open violations is \$497,000.

**MTA METRO-NORTH RAILROAD
2018 ANNUAL ENVIRONMENTAL AUDIT*
LIST OF VIOLATIONS**

1. Mott Haven Yard Clean Up (Rank N3)

Estimated Cost to Remediate - \$125,000

Incidental spills while filling work equipment contaminated this area with diesel fuel. The contaminated soil was removed during a project that installed a new storage tank, fuel pad and oil water separator, which will prevent future such releases. Soil removal is complete. An action plan to address contaminated groundwater at the site was approved by the NYSDEC and a petroleum recovery system has been installed. The estimated cost to remediate the groundwater is \$125,000 (annual operating costs of \$25,000 for five (5) years).

2. Metro-North Harmon Yard Petroleum Plumes (Rank N3) (Inherited Violation)

Estimated Cost to Remediate - \$75,000

There are several plumes of petroleum on the groundwater at Metro-North Harmon Yard related to releases that pre-date Metro-North's inception. There are now systems in place to protect against such releases (i.e. fuel pads, oil water separator, etc.). The petroleum plumes have been delineated and recovery systems are in place. Several of the plume areas have been successfully remediated. Metro-North provides quarterly reports to the NYSDEC noting how much petroleum has been recovered and in some cases requesting close out of recovery wells that may not be evidencing any petroleum recovery. Operation of the recovery system costs approximately \$25,000 a year. Decommissioning of the recovery systems is contingent on NYSDEC approval. For cost estimating purposes an estimate of three (3) additional years of operation, or \$75,000 has been included in the total at the end of this memo.

3. Metro-North Harmon Lagoon (Rank N4) (Inherited Violation)

Estimated Cost to Remediate - \$125,000

The Lagoon (a former inactive hazardous waste site) has been remediated. The Lagoon was a wastewater detention system that was contaminated with PCBs by a predecessor railroad and Metro-North inherited clean-up responsibility. Remediation of the Lagoon was completed in the late 1990's. Because Metro-North was not at fault, NYSDEC paid for 75% of the eligible clean-up costs. The open issue remains groundwater contamination in the vicinity of the Lagoon. A recovery system is in place and quarterly reports are made to the NYSDEC. Sampling of the recovered oil shows no PCBs. It is estimated that another \$125,000 will need to be spent before Metro-North is able to obtain NYSDEC permission to close out the recovery system.

4. Harmon Yard Fire Protection Towers Spill (Rank N3)

Estimated Cost to Remediate - \$50,000

This item involves a petroleum release from a heating oil tank used to keep the water in a set of fire protection towers from freezing. The release was detected in 2000. A recovery system is in place and Metro-North makes periodic reports to the NYSDEC on the extent.

**MTA METRO-NORTH RAILROAD
2018 ANNUAL ENVIRONMENTAL AUDIT*
LIST OF VIOLATIONS**

of recovery. Operation of the recovery systems costs approximately \$25,000.00 a year. Decommissioning of the recovery system is contingent on NYSEC approval. For cost estimating purposes an estimate of two (2) additional years of operation, or \$50,000, has been included in the total at the end of this memo.

5. North White Plains Yard Petroleum Recovery (Rank N3) (Inherited Violation)
Estimated Cost to Remediate - \$50,000

A petroleum recovery system is in place at the yard to address historic spills that pre-date Metro-North's inception. Operation of the system is routine and periodic reports are made to the NYSDEC. Operation of the recovery system costs approximately \$25,000 a year. Decommissioning of the recovery system is contingent on NYSDEC approval. For cost estimating purposes an estimate for two (2) additional years of operation, or \$50,000 has been included in the total at the end of this memo.

6. Brewster Yard Petroleum (Rank N3)
Estimated Cost to Remediate - \$50,000

A pipe connection failed in 2003 causing a spill. A recovery system is in place and a bi-annual report provided to the NYSDEC. Operation of the recovery system costs approximately \$25,000 a year. Decommissioning of the recovery system is contingent on NYSDEC approval. For cost estimating purposes an estimate of two (2) additional years of operation, or \$50,000, has been included in the total at the end of this memo.

7. Southeast Station Petroleum Spill (Rank N4)
Estimated Cost to Remediate - \$ 22,000

Oil stained concrete was noticed at the Southeast Station transformer. Investigation revealed a slow weep from the transformer on to the concrete pad. Temporary measures are in place to prevent further staining until the transformer is replaced. At the time of the transformer replacement, further remediation will be completed. Closing of the spill will be is contingent on NYSDEC approval. For cost estimating purposes an estimate of boom maintenance, transformer replacement and remediation of \$22,000, has been included in the total at the end of this memo.

TOTAL estimated future costs to remediate outstanding violations - \$497,000

*The NYSDEC guidelines for the ranking of each environmental violation are based on the threat it poses to public health or the environment, with a four-tier hierarchy of rankings used to classify the violations as follows:
Metro-North 2018/19 Audit = Five (5) N3 Violations + Two (2) N4 Violations

N1 – Poses an imminent substantial threat to the public health or the environment
N2 – Poses a potential substantial threat to the public health or the environment
N3 – Poses a discernible but not substantial threat to the public health or the environment
N4 – No evidence of discernible threat to the public health or the environment
C – Violation has been corrected

**MTA METRO-NORTH RAILROAD
2018 ANNUAL ENVIRONMENTAL AUDIT*
LIST OF VIOLATIONS**

Metro-North 2018 -19 Environmental Accomplishments

During 2018-19 Metro-North took steps to protect the environment and conserve resources. Highlighted below are some of the agency's accomplishments:

- Every 10-years there is an inspection of both the 200,000-gallon Diesel Fuel Oil Tank at Harmon Yard and 26,600-gallon Diesel Fuel Oil Tank at Brewster Yard. This 10-year inspection is a substantial undertaking involving many different in-house departments to coordinate. The tanks had to be taken off line, emptied, cleaned, inspected, repaired and then put back in service. All activities were completed while not disrupting train service or the around the clock fueling of locomotives (Harmon). This lengthy process occurred without incident, under budget and was an exemplary show of teamwork and workmanship.
- Continue to enhance the Environmental Training Program for the Capital Department focusing on Environmental Compliance, and the 'Need to Know' information regarding additional regulations impacting construction in relation to moratoriums, permits for extinct and endangered species. This additional information is to assure that Environmental Compliance and Sustainability requirements and guidelines are considered in the infancy of all capital projects and carried throughout the life of the project and into operation and close out.
- Continued to work with MTA Real-Estate to conduct property evaluations for purchase by Metro-North to be used by Track, Power and others. These Environmental Site Assessment [ESA] and survey maps identify and analyze the environmental condition, risks and liabilities associated with a property prior to transfer transactions. It involves site visits, inspections, review of historical records, interviews with current and former property owners or associates and an evaluation of findings. Several of the properties required further investigation due to the presence of contamination. Remedial actions and recommendations were prepared with a list of risks to current/future users.
- Metro-North Railroad is finishing up the M2 car salvage program involving the draining of transformers and removal of cars from service on Metro-North's New Haven Line which started in 2011. The process continued over the past 7+ years with the last of the 342 cars decommissioned and shipped this year. Cars were readied for shipment by the removal and disposal of transformer oil (approximately 32,500 gallons total). Once oil was removed, the cars they were sent to Frontier Industrial Corp. in Ashtabula Ohio for dismantling and salvage. The M2's were built by General Electric between May 1973 and July 1976, the fleet served our customers on the New Haven Line for 45 years. The M2, M4 and M6 cars were replaced by the M8 fleet.

2019 2nd Quarter Maintenance of Way Division

Track, Structures, Stations & Facilities

Metro-North Railroad

July 22, 2019



Track Projects Systemwide

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

■	Hudson Line	10,200	ties planned	8,911	complete	87%
■	New Haven	7,500	ties planned	1,608	complete	21%
■	Danbury	8,200	ties planned	0	complete	0%
■	Waterbury	4,500	ties planned	0	complete	0%
■	Port Jervis	15,200	ties planned	0	complete	0%
	Total 2019	45,600	ties planned	10,519	complete	23% complete

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

■	GCT	184	ties complete		
■	Hudson	2,945	ties complete		
■	Harlem	647	ties complete		
■	New Haven	412	ties complete		
	Total 2019	4,188	ties complete	105%	complete

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

■	Hudson Line	3.2	miles planned	2	completed	63%	complete
■	Harlem	0.2	miles planned	0.18	completed	90%	complete
■	New Haven	6.2	miles planned	3.67	completed	59%	complete
■	Port Jervis	0.6	miles planned	0	completed	0%	complete
	Total 2019	10.2	miles planned	5.85	completed	57%	complete



■ Welds (2,000 joints planned)

■	GCT	41	joints completed	
■	Hudson Line	273	joints completed	
■	Harlem Line	287	joints completed	
■	New Haven	154	joints completed	
■	West Of Hudson	41	joints completed	
■	Port Jervis	6	joints completed	
	Total 2019	802	joints completed	40% complete

■ Loram Rail Grinder (62 miles planned)

■	Hudson Line	10	miles planned	34	complete	342%
■	Harlem	30	miles Planned	38	complete	0%
■	New Haven	22	miles planned	0	complete	0%
	Total 2019	62	miles planned	72	complete	117% complete

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

■	GCT	8 switches	planned	7	switches completed	88% complete
■	Hudson	12 switches	planned	4	switches completed	33% complete
■	New Haven	6 switches	planned	1	switches completed	17% complete
■	Waterbury	3 switches	planned	0	switches completed	0% complete
■	Port Jervis	3 switches	planned	0	switches completed	0% complete
	Total 2019	32 switches	planned	12	switches completed	38% complete

* 3 Frog Panels were Replaced at CP212 - CP215, 12A, 13A, 13B



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

▣	Hudson Line	1	Crossings planned	0	complete	0%
▣	Harlem Line	3	Crossings planned	1	complete	33%
▣	New Haven					
	▣ Danbury	4	Crossings planned	0	complete	0%
	▣ Waterbury	1	Crossings planned	0	complete	0%
▣	West of Hudson	1	Crossings planned	0	complete	0%
	Total 2019	10	Crossings planned	1	complete	10% complete

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

▣	Hudson Line	30	miles planned	31.0	completed	103%	complete
▣	Harlem Line	10	miles planned	2.0	completed	20%	complete
▣	New Haven - NY	8	miles planned	4.5	completed	57%	complete
▣	New Haven - CT	16	miles planned	2.9	completed	18%	complete
▣	New Haven - WTBV	10	miles planned	0.0	completed	0%	complete
▣	New Haven - Danbury	16	miles planned	0.0	completed	0%	complete
▣	Port Jervis	20	miles planned	0.0	completed	0%	complete
	Total 2019	110	miles planned	40.4	completed	37%	complete



■ Ultrasonic Rail Testing

■ Sperry Rail

- Defects corrected from 1st run: NY – 11, CT - 7
 - 49% tested
 - 2nd run begins end of July
- HAR 1st run defects: 4
- HAR 2nd run began June 17, 2019
 - 37% tested, 6 defects
- HUD 1st run defects: 23
- HUD 2nd run defects: 4% tested

■ DPR

- NHL 1st run defects: NY – 0, CT – 1
 - 43% tested
- HAR 1st run defects: 14
 - 79% tested
- PJI 1st run defects: 9
 - 100% tested

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

- 1st run completed April 2019
- 2nd run – Survey begins September 2019



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

- Track 14 – (Completed)
 - 1,200' rail, 56 bracket ties, 306 block ties
- Track 18 – (Completed)
 - 45 bracket ties, 380 block ties
- Track 23 – (Completed)
 - 97 bracket ties, 392 block ties
- Track 112 – (In Progress)
 - 800' rail laid, not yet completed
 - 48 bracket ties, 758 block ties
- Track 200 – (In Progress)
 - 89 block ties

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

- Park Avenue Viaduct – replaced 24,064 fasteners with new fastening system (Tk 4 – 67%, Tk 2 – 76% , Tk 1 – 90%, Tk 3 – 71%, Overall – 76%)

■ **GCT Trainshed**

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



■ **Overhead Bridge Program (NY)**

- Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements.
 - Hudson 14.43 (0% complete)
 - Hudson 65.34 (0% complete)
 - NH 16.37 Centre Avenue – Flag repairs (10% complete)
 - NH 20.89 North Barry – Flag Repair (45% complete)
 - NH 22.91 Broadway - Steel floorbeam repairs (10% complete)

■ **Bridge Timbers (NY only – 985 Timbers planned)**

■ New Haven- Mamaroneck Ave (MP 20.37, Tk 3, Tk4)	120 timbers	0	0%
■ New Haven – Locust Avenue (MP 23.71, Tk2)	43 timbers	43	100%
■ New Haven – Westchester Ave (MP 25.54, All Tracks)	240 timbers	0	0%
■ PJ – JS 55.03 Moodna Viaduct TkS (spot replacement)	510 timbers	150	31%
■ PJ – Ramapo River (JS 45.40, TKS)	72 timbers	0	0%
Total 2019	985 Timbers planned	193	26% complete



▣ **NY Undergrade Bridge Repair Program**

▣ New Haven

- ▣ South Main. (MP 25.28) – masonry repairs (100% complete)

▣ Port Jervis

- ▣ MP 47.19JS – masonry repairs (0% complete)
- ▣ MP 47.73JS – super-structure replacement (0% complete)
- ▣ MP 63.08JS – masonry repairs (0% complete)
- ▣ MP 66.40JS – steel repair (87% complete)

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

- ▣ Completed 20 various steel /or concrete repairs

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

- ▣ Fabricate 120 steel ties (100% complete)
- ▣ Install 120 steel ties (3% complete)
- ▣ Install expansion and thick web miter rails (0% complete)



CT Bridge Projects

▣ Bridge Timbers (CT only – 612 ties planned)

▣ NH 34.17 East Main Street 1 & 3	184 timbers	0	0%
▣ NH 34.72 Hamilton Ave Trk 3	52 timbers	52	100%
▣ NH 34.72 Hamilton Ave Trk 4	52 timbers	0	0%
▣ NH 40.89 Franklin (Spring Street) Tk1 & TK 2	86 timbers	0	0%
▣ NH 41.28 Washington & Main Tk2	96 timbers	0	0%
▣ NH 53.72 Hancock Ave Tk4	50 timbers	0	0%
▣ NH 53.84 Howard Ave Tk1	53 timbers	53	100%
▣ NH 59.96 East Main Street Tk3	39 timbers	0	0%
▣ Total 2019	612 Timbers planned	105	25% complete

▣ S-Program (New Haven – CT only)

- ▣ Canal St. (NH 33.41) – Steel repairs/masonry repairs (98% complete)
- ▣ East Main St. (NH 59.96) – Steel repairs/masonry repairs (100% complete)
- ▣ Saugatuck Ave. (NH 43.97) - Steel repairs/masonry repairs (25% complete)
- ▣ Park Ave (NH 54.58) - Steel repairs/masonry repairs (20% complete)
- ▣ Pembroke St (NH56.35) - Steel repairs/masonry repairs (30% complete)
- ▣ Old Mill Rd (DB 11.01) - Masonry and Misc. repairs (25% complete)
- ▣ Maple St (WB 21.74) - Steel repairs/masonry repairs (35% complete)
- ▣ Jackson St (WB 26.50) - Steel repairs/masonry repairs (35% complete)



- ▣ **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 (complete)
 - ▣ Install 224 bridge timbers (complete)
 - ▣ Install new employee walkway (north side of bridge) (80% complete)

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

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

- ▣ **Right of Way Fence**


- ▣ Installed 1,000 ft of fence throughout systemwide

- ▣ **Graffiti Removal Program**

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

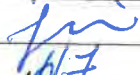




Staff Summary

Subject ACQUISITION OF PROPERTY IN CHAPPAQUA, TOWN OF NEW CASTLE, NY
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name STEPHEN BROWN

Date JULY 22, 2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	7/22/19		X	
2	Finance Committee	7/22/19	X		
3	Board	7/24/19	X		

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

AGENCY: MTA Metro-North Railroad ("Metro-North")

SELLER: SG Chappaqua B LLC

LOCATION: Roaring Brook Road adjacent to Metro-North's Harlem Line, Town of New Castle, New York

ACTIVITY: Acquisition of fee simple title to the Property

ACTION REQUESTED: Authorization to acquire property

PROPERTY: Approximately 1.983 acres of land located on the southerly side of Roaring Brook Road described on the official Tax Map of New Castle as Section 92.12, Block 2 Lot 1

PURCHASE PRICE: \$500,000

COMMENTS:

Metro-North is seeking to acquire this strategically located subject property to facilitate construction and operation of a new electrical power substation as part of its Harlem and Hudson Power Improvement Project. Also at this site, Metro-North will install and operate a Wayside Energy Storage System ("WESS"), which is included in Metro-North's Way Ahead Initiative, to deploy technology to improve power delivery to trains on the Harlem Line. The Location is vacant and is uniquely situated and suited to support the future substation and WESS Projects as it is contiguous to Metro-North's Harlem Line.

The Purchase Price reflects the fair market value as determined by an independent appraiser engaged by MTA Real Estate.

Currently, Metro-North's Environmental Compliance and Services Department is undertaking an environmental assessment of the site and acquisition of the Property is subject to a satisfactory environmental review.

The main criterion for selection was the need for the additional substation to be located roughly equidistant between two existing substations. Four locations meeting that criterion were examined. Two contained wetlands sufficient enough to disqualify them as viable candidates. Another was an active development site which was not available. That left only the subject property as the viable option.

Staff Summary

FINANCE COMMITTEE MEETING ACQUISITION OF PROPERTY IN CHAPPAQUA (Cont'd.)



Page 2 of 2

Based on the foregoing, MTA Real Estate requests authorization for Metro-North to enter into a purchase and sale agreement, and other transaction documents deemed necessary to consummate the transaction described above with SG Chappaqua B LLC on the terms and conditions set forth above.

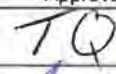


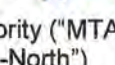
**Information Items
July 2019**

Staff Summary

Subject ESA CONSTRUCTION AGREEMENT WITH JP MORGAN CHASE RELATED TO REDEVELOPMENT OF 270 PARK AVENUE
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name RANDALL J. FLEISCHER

Date July 22, 2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR/LIRR Committee	7/22/19		X	
2	Finance Committee	7/22/19	X		
3	Board	7/24/19	X		

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

AGENCIES and MTA Capital Construction ("MTACC"), the Metropolitan Transportation Authority ("MTA"), MTA Long Island Rail Road ("LIRR") and MTA Metro-North Railroad ("Metro-North")

COUNTERPARTY: JP Morgan Chase ("JPMC")

LOCATION: A portion of the Metro-North Express Level and a portion of the ESA LIRR concourse level, below the footprint of JPMC's headquarters building at 270 Park Avenue, New York, New York

ACTION REQUESTED: Authorization to enter into a Construction Agreement and related agreements described herein with JPMC

Purpose:

To obtain Board authorization to enter into a Construction Agreement with JPMorgan Chase Bank, N.A. ("JPMC") relating to the redevelopment by JPMC of its global headquarters at 270 Park Avenue (the "JPMC Project"), and the mitigation of JPMC Project impacts on Metro-North and East Side Access ("ESA") facilities in and around Grand Central Terminal ("GCT"). Approval is also sought for a project and the necessary funding (not to exceed \$189M) to repair structural elements supporting the Metro-North Train Shed beneath the JPMC Project site, to address a critical infrastructure need in the most cost-effective manner and avoiding future impacts to the site (the "Metro-North Project").

Comments:

As previously reported to the Board in March 2019, in connection with the Board's approval of a Memorandum of Understanding with JPMC (the "MOU"), the JPMC Project will involve the demolition of an existing 50-story, 1,350,000 square foot commercial office building and the construction of a new 1,400-foot tall building, totaling approximately 2,400,000 square feet. A portion of the 270 Park Avenue basement, foundation walls and structural support facilities (all of which will require enhanced fortification as part of the JPMC Project) are within the Metro-North Express Level and a portion of the ESA LIRR concourse level, which is currently under construction.

As explained in the Staff Summary submitted in support of the MOU, JPMC holds an easement granting it the right to locate structural support facilities for its existing building within the Metro-North and ESA spaces. In addition, the easement granted

ESA CONSTRUCTION AGREEMENT WITH JPMORGANCHASE (Cont'd)

Page 2 of 3

JPMC the right to relocate and/or construct new structural support facilities, subject to the requirement that JPMC obtain the reasonable approval of the MTA for critical aspects of demolition and construction activities affecting the MTA and pay all costs and expenses of the MTA directly attributable to such activities.

Accordingly, to compensate MTA for (i) the extensive intrusion into the Metro-North Express Level (GCT Trainshed) and the ESA concourse construction and testing activities that the JPMC Project will impose, and (ii) the enlarged volume of the structural support facilities and other structural and systems elements required for the JPMC Project requiring approval under the easement, JPMC has agreed to contribute to the cost and implementation of certain improvements to MTA and Metro-North facilities and a new ESA/LIRR entrance in the vicinity of 48th Street and Madison Avenue.

As contemplated by the MOU, the parties have now finalized negotiations of a definitive and binding Construction Agreement detailing precisely how the general terms agreed to in the MOU will be carried out, including provisions for mitigating impacts on both Metro-North operations and the construction and systems testing of the ESA LIRR concourse. The Construction Agreement explicitly limits the disruption of Metro-North service and prohibits the JPMC Project from adversely impacting the MTA's commitment to open the ESA project on time for revenue service in 2022. The Construction Agreement will include the following details:

1. MTA Review and Approval of Plans and Specifications: JPMC will design and construct shear walls and footings required for the JPMC Project, which run through portions of the ESA project and the Metro-North trainshed. This will require deconstruction of certain ESA project improvements, re-design of portions of the ESA Project, and re-construction by JPMC of the ESA concourse to operational readiness. The JPMC Project will also require alteration or replacement of certain Metro-North operational elements which may require JPMC to provide temporary or replacement measures in order to maintain certain functions. All work is to be performed by contractors engaged and/or paid for by JPMC. All JPMC designs, contractor submittals, means and methods, protection plans, security and safety plans, project schedules, insurance, etc., are subject to MTA and/or Metro-North review and approval prior to JPMC Project construction start.
2. Construction Schedule: JPMC is obligated to coordinate with Metro-North and other ESA ongoing work and complete all of the JPMC Project work within the MTA spaces, including the ESA and Metro-North components, by June 30, 2021, in order not to interfere with the opening of the ESA Project in 2022 and without interfering with Metro-North service.
3. ESA Project Integration:
 - MTA will monitor JPMC performance of work and will have continuous on-site access to inspect work as it progresses and, if milestones are not met, to direct acceleration or trigger a contingency plan which will allow for ESA's on time opening in 2022.
 - JPMC must comply with MTA safety and security protocols, protect MTA facilities and operational functions, and maintain compliance with all government requirements, including NYS Building Code, and those of the Federal Transit Administration and Federal Railroad Administration.
 - MTA will modify its CM014B contract to delete remaining work impacted by the JPMC Project which will be completed by JPMC. In accounting for JPMC's obligation to pay for work, MTA will give JPMC "credit" equal to the net savings realized by any deletion of scope from the CM014B contract.
4. Special Provisions related to Metro-North facilities: JPMC is required to repair, replace or otherwise maintain Metro-North functional elements such as ventilation shafts, the 48th Street emergency egress and drainage fixtures, sidewalk vaults and utility connections to maintain their function throughout JPMC Project construction. In addition, JPMC will design and construct sidewalk improvements and structural slab/supporting element repairs within the block bound by 47th and 48th Street and Park and Madison Avenues.

The Metro-North Project:

The work to be progressed by JPMC creates a unique opportunity to address the substantial deterioration of structural steel in the area of the JPMC Project that remains a Metro-North responsibility. The completion of this work is a priority project for Metro-North and it expects to include this project in the MTA 2020-2024 Capital Plan, at a total estimated cost of \$214M. JPMC has agreed to provide a \$25 million contribution towards this structural repair work which includes reconstruction of portions of the viaduct and train shed, and has agreed to manage the design and construction services

Staff Summary

ESA CONSTRUCTION AGREEMENT WITH JPMORGANCHASE (Cont'd)

Page 3 of 3

for this work. JPMC's work on its Project and for ESA will expose the areas of deterioration, and JPMC will have construction contractors mobilized at this location. This will result in efficiencies and costs savings to the benefit of Metro-North. Failure to address this deterioration as part of the overall JPMC Project would require Metro-North to demolish JPMC Project work at a later date, incurring additional costs and negatively impacting the JPMC site. JPMC's contribution of \$25M is in part based upon the ability to complete all of the work under the new building before its opening. Accordingly, Metro-North seeks Board approval of this project as part of this action.

Funding:

Pursuant to the existing expense reimbursement agreement and as contemplated by the Construction Agreement, the JPMC funded project will be cost neutral to the MTA. Authorization for the funding of the Metro-North Project, and for the Chairman, the Managing Director, the Chair of the Finance Committee, the Vice Chairman, the Chief Financial Officer or the Director, Finance to enter into the necessary documentation to secure such funding not to exceed \$189M is being sought. Additionally, the Construction Agreement will provide the option of obtaining financing for the Metro-North work from JPMC at commercially reasonable rates if in the determination of the CFO such approach is economically advantageous.

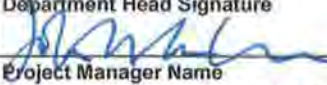
MTA may finance portions of the Metro-North Project from its own funds, and reimburse such expenditures with proceeds of tax-exempt or tax-advantaged debt, if permitted. The expenditures incurred in connection with the Metro-North Project to be reimbursed will have been incurred and paid after the date that is 60 days prior to the date hereof. The MTA reasonably expects that such expenditures and the principal amount of such bonds will be approximately \$189 million. These statements are intended to be statements of official intent as required by Treasury Regulation Section 1.150-2(e).

Recommendation:

The JPMC Project is the very sort of expansion and positive economic activity that was envisioned by the rezoning of the Midtown East business district and the ESA project. Although engaging in an integrated construction project adds to the complexity of the overall ESA construction project, to engage in such efforts at a later date, and to defer the Metro-North structural work, would cause even greater impact and disruption to rail service operations, passenger benefit, resource coordination, logistics and schedule.





Based on the foregoing, MTA, MTACC, Metro-North, and LIRR request approval to enter into the Construction Agreement and associated documents necessary to facilitate the transactions contemplated by the same on the terms and conditions described above.

Staff Summary

Subject EASEMENT AND AGREEMENTS FOR ESA ENTRANCE AT 48TH STREET
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name RANDALL J. FLEISCHER

Date July 22, 2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR/LIRR Committee	7/22/19		X	
	Finance Committee	7/22/19	X		
2	Board	7/24/19	X		

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

AGENCIES: MTA Capital Construction ("MTACC") and the Metropolitan Transportation Authority ("MTA")

GRANTOR: 415 Madison Avenue LLC ("415 LLC")

LOCATION: East 48th Street, located just east of Madison Avenue on the northern side of the street, including ground and below-grade areas that will create a direct connection to the East Side Access ("ESA") LIRR Concourse for the purpose of creating a pedestrian entrance.

ACTION REQUESTED: Authorization to enter into a Master Acquisition Agreement, an Easement Agreement, a Design and Construction Agreement and related agreements described herein with 415 LLC, an affiliate of Rudin Management Co., Inc. ("Rudin Management"), relating to 415 Madison Avenue and providing for the design and construction of an ESA street level entrance at 48th Street.

COMMENTS:

The ESA design includes a street level entrance in the vicinity of 48th Street and Madison Avenue (the "48th Street Entrance"). As previously reported to the Board in March 2019, in connection with the Board's approval of a Memorandum of Understanding with JPMorgan Chase Bank, N.A. ("JPMC") relating to the redevelopment by JPMC of its global headquarters at 270 Park Avenue, JPMC agreed to assist MTA in identifying a location for the 48th Street Entrance, and to contribute to the acquisition and construction costs of such entrance. JPMC was able to facilitate negotiations with Rudin Management and 415 LLC for an entrance in its building at 415 Madison Avenue. Those negotiations have now been finalized through a series of agreements detailing the terms under which the necessary property rights will be transferred to the MTA and the 48th Street Entrance will be constructed. Rudin Management/415 LLC expects to demolish its existing building and construct a new building at 415 Madison Avenue and will in all events construct the 48th Street Entrance for the MTA on the site of its existing building. The MTA and MTACC are seeking authorization for the MTA to enter into the Master Acquisition Agreement, Easement Agreement, Design and Construction Agreement and related agreements and for MTACC to join in the same where it is a party, and to take such further action as is customary and necessary to acquire the easement real property interests and to accomplish this arrangement.

The Master Acquisition Agreement among MTA, 415 LLC and JPMC provides for 415 LLC to grant MTA a perpetual easement within portions of the 415 Madison Avenue footprint for the 48th Street Entrance and makes provision for the

Staff Summary

FINANCE COMMITTEE MEETING

ACQUISITION OF AN EASEMENT FOR AN ESA ENTRANCE AT 48TH STREET (CONT'D)

Page 2 of 2

payment for the easement by JPMC (subject to reimbursement by MTA pursuant to a separate Expense Agreement among the MTA, MTACC and JPMC).

Pursuant to the Design and Construction Agreement, the MTA will provide previously designed 48th Street Entrance plans to 415 LLC, to be incorporated into 415 LLC's new building plans. 415 LLC shall perform the design and construction of the core and shell work of the 48th Street Entrance (the "Base Work") at its cost and expense. The MTA will engage 415 LLC to serve as development manager to oversee the design and construction of the fit out of the 48th Street Entrance on behalf of the MTA (the "Fit Out"). The Fit Out work will be performed at the MTA's cost and expense as between 415 LLC and the MTA (but will be partially reimbursed by JPMC as provided below). The MTA will have broad design review and approval rights and construction oversight and inspection rights with regard to the Fit Out work. Pursuant to the Design and Construction Agreement, the 48th Street Entrance is scheduled to be completed by June 2023. This entrance is not required to open ESA to the public and will not interfere with the ESA scheduled opening in 2022. The MTA has approved the deferred opening of this entrance based, in part, on additional egress capacity added at 47th Street with JPMC's cooperation.

In addition, the parties will execute an Easement Agreement which will transfer the necessary property rights and interests for the 48 Street Entrance to the MTA.

Pursuant to these agreements, JPMC will pay 415 LLC \$35 million, and transfer certain valuable air rights, obtained by JPMC at its cost, to 415 LLC, for the easement for the 48th Street Entrance (as improved with the Base Work), which payment will be made in installments at the initial closing, as demolition progresses and as the Base Work progresses. The MTA will reimburse JPMC in the amount of \$45 million for the payments and the air rights, in three equal installments of \$15 million, with the first payment made on the later of January 30, 2022 or 60 days after the completion of the Base Work; the second payment to be made nine months later; and the final payment to be made 18 months after the first payment. JPMC and the MTA will split evenly costs for the Fit Out work up to \$25 million, with the MTA responsible for all costs in excess of \$25 million. 415 LLC will also dismiss its pending lawsuit against the MTA with prejudice. In that lawsuit, 415 LLC alleged damages for, among other things, lost rent and monies allegedly owed under a utility relocation funding agreement.

FUNDING:

Funding for these transactions is available in the Capital Program for the ESA project.

RECOMMENDATION:

Based on the foregoing, the MTA and MTACC request approval to enter into the Master Acquisition Agreement, the Design and Construction Agreement, the Easement Agreement and associated documents necessary to facilitate the transactions contemplated thereby on the terms and conditions described above.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

July 24, 2019

Staff Summary



Long Island Rail Road

Subject: Request for Authorization to Award Various Procurements						Date <div style="text-align: center;">July 24, 2019</div>			
Department Procurement and Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer									
Department Head Signature									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	7.22.19				X	President		
2	MTA Board	7.24.19							

PURPOSE:

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

DISCUSSION:

LIRR proposes to award Non-Competitive Procurements in the following	<u># of Actions</u>	<u>\$ Amount</u>
	None	

LIRR proposes to award Competitive Procurements in the following	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals	1	\$TBD
SUBTOTAL:	1	\$TBD

LIRR proposes to award Ratifications in the following categories:	<u># of Actions</u>	<u>\$ Amount</u>
	None	
TOTAL:	<u>1</u>	<u>\$TBD</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.)

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.

JULY 2019

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

(Staff Summaries required for all items estimated to be greater than \$1M)

- | | | | |
|-----------|---|--------------|--------------------------------------|
| 2. | TBD
Competitive RFP
Contract No. TBD | \$TBD | <i><u>Staff Summary Attached</u></i> |
|-----------|---|--------------|--------------------------------------|

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract for the design, manufacture, test and delivery of Train Simulator Systems for each of its M7/M9, Dual Mode (DM) Locomotive and C3 fleets. These three simulators will support increased training requirements for (i) train crews required in advance of operating equipment within East Side Access (ESA) territory to Grand Central Terminal (GCT), (ii) Positive Train Control (PTC), and (iii) new equipment familiarization i.e. M9. These simulators will also support potential remedial training, emergency situations, equipment failures, physical characteristics, and numerous operating scenarios.

Staff Summary



Long Island Rail Road

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Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Division & Division Head Name: Executive Dir--ESA/Special Projects, Neville Perkins <i>Neville Perkins</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	7.22.19			
2	MTA Board	7.24.19			
Internal Approvals					
Order	Approval	Order	Approval		
5	President <i>OK</i>	2	Sr. VP/Operations <i>OK</i>		
4	VP/Gen'l Counsel & Sec'y <i>OK</i>	1	Sr. VP/Administration <i>OK</i>		
3	VP/CFO <i>OK</i>				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Purchase M7/M9, DM Locomotive, C3 Train Simulator System	
Total Amount \$TBD	
Contract Term (including Options, if any) TBD	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract for the design, manufacture, test and delivery of Train Simulator Systems for each of its M7/M9, Dual Mode (DM) Locomotive and C3 fleets. These three simulators will support increased training requirements for (i) train crews required in advance of operating equipment within East Side Access (ESA) territory to Grand Central Terminal (GCT), (ii) Positive Train Control (PTC), and (iii) new equipment familiarization i.e. M9. These simulators will also support potential remedial training, emergency situations, equipment failures, physical characteristics, and numerous operating scenarios.

II. DISCUSSION:

LIRR seeks to move forward with the M7/M9, DM Locomotive and C3 Train Simulator procurement that supports agency-wide initiatives associated with securing the success for East Side Access Opening Day.

The opening of the ESA/GCT will generate a significant increase in train service, which will directly affect the need to hire additional train and engine service employees. A fully developed hiring and staffing plan has been prepared anticipating the ramp-up of new work forces. Adherence to required Federal Railroad Administration training and qualification rules necessitates the need to skillfully expedite the process to meet specific readiness milestones.

The Simulators shall model all modes of operation of the M7/M9, DM locomotive and C3 cab car equipment that is currently in operations and future use on the LIRR. Train configurations shall allow for operation of a train consisting of between six and twelve electric multiple unit cars. The simulation will be developed

Staff Summary



Page 2 of 2

primarily for the instruction and qualification of train and engine crews on the Metropolitan Transportation Authority's – Long Island Rail Road's new East Side Access territory, but should allow for future inclusion of other Long Island Rail Road electrified routes and branches using M7/M9, DM locomotive and C3 cab car equipment.

Critical operational and public-safety issues demand that the LIRR Engineer Locomotive Training Program produce Locomotive Engineers qualified to operate trains safely and efficiently. Moreover, they require programs designed to maintain these skills at the highest possible level. The work consists of the design, manufacture, assembly, test and delivery of a new Train Cab Simulator System.

The LIRR is requesting to use the competitive Request for Proposal (RFP) procurement method that will allow the LIRR to negotiate with and evaluate contractors and proposal criteria rather than on price alone - based on technical capability, development, qualifications, work experience, cost of total solution and overall responsiveness.

III. D/M/WBE INFORMATION:

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

IV. IMPACT ON FUNDING:

This contract will be funded with the MTA Capital Construction East Side Access Federal Funds, which is included in the MTA's 2015-2019 Capital Program.

V. ALTERNATIVES:

The alternative is to use the Invitation-for-Bid (IFB) procurement method. The IFB method limits the Railroad's ability to have pre-award discussions with manufacturers prior to selection of a Contractor in order for LIRR to consider other factors such as technical expertise, qualification, capability, and quality in addition to cost against stated selection criteria.



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

Date	July 12, 2019
Vendor Name	Various
Contract Number	Various
Contract Manager Name	Various
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	7-22-19	X		
2	MTA Board Mtg.	7-24-19	X		

Internal Approvals			
Approval		Approval	
X <i>AG</i>	President	X <i>SW</i>	Executive Director Management & Budget
X <i>AG</i>	Executive Vice President	X <i>AG</i>	V.P. Capital Programs
X <i>AG</i>	Sr. V.P. Operations		
X <i>AG</i>	V.P. & General Counsel		

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

PURPOSE:

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

DISCUSSION:

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

	# of Actions	\$ Amount
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule H: Modifications to Persona/Miscellaneous Service Contracts	1	\$3,400,149
• Dayton T. Brown, Inc. \$3,400,149		
SUB TOTAL:		1 \$3,400,149

MNR proposes to award competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$4,500,000
• Port Imperial Ferry d/b/a NY Waterway \$4,500,000		
SUB TOTAL:	1	\$4,500,000

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>	<u>NONE</u>	
SUB TOTAL:		
TOTAL:	2	\$7,900,149

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

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

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

JULY 2019

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

H. Modifications to Personal /Miscellaneous Service Contracts

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

1. Dayton T. Brown, Inc. \$3,400,149 (not-to-exceed) Staff Summary Attached
Contract modification for Engineering Support Services for Positive Train Control (PTC)

Approval is requested for a contract modification for additional funding provided to Metro-North via an FRA grant in the not-to-exceed amount of \$3,400,149 to the firm, Dayton T. Brown, Inc. (DTB), for laboratory testing of Positive Train Control (PTC) communication systems and components. The approved FRA grant funding will be added to the existing contract with DTB to perform additional / necessary communications system testing in a lab based environment, which is significantly more economical than testing in the field on live track.

DTB's testing lab will be outfitted with communications hardware, simulation systems, and test equipment and will allow the testing of actual PTC message communications. This lab in conjunction with MNR's "on-track test bed" will be the premier method for testing PTC radios, and all aspects of PTC communications at the system, subsystem, software, and component level. Simulated PTC testing can be accomplished at 88 percent less than the cost of rail testing in the field and in half the time compared to on-site rail testing which is disruptive and relies on track outages.

MNR has received the benefit of DTB pricing established by the US Defense Contract Audit Agency (DCAA). This contract modification for additional funds is to be provided by an approved federally funded FRA PTC grant.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

Item Number: H

Vendor Name (& Location) Dayton T. Brown, Inc. Bohemia, NY 11716-5014		Contract Number 88157	AWO/Modification # 03
Description Contract modification for Engineering Support Services for Positive Train Control (PTC)		Original Amount: \$ 500,000	
Contract Term (including Options, if any) November 22, 2017 – May 21, 2021		Prior Modifications: \$ 3,412,000	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Prior Budgetary Increases: \$	
Procurement <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Current Amount: \$ 3,912,000	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source		This Request: \$3,400,149 (not-to-exceed)	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 87%	
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Anthony Gardner, Acting Sr. Director		% of Modifications (including This Request) to Original Amount: 1.360%	

Discussion:

Approval is requested for a contract modification for additional funding provided to Metro-North via an FRA grant in the not-to-exceed amount of \$3,400,149 to the firm, Dayton T. Brown, Inc. (DTB), for laboratory testing of Positive Train Control (PTC) communication systems and components. The approved FRA grant funding will be added to the existing contract with DTB to perform additional / necessary communications system testing in a lab based environment, which is significantly more economical than testing in the field on live track.

DTB's testing lab will be outfitted with communications hardware, simulation systems, and test equipment and will allow the testing of actual PTC message communications. This lab in conjunction with MNR's "on-track test bed" will be the premier method for testing PTC radios, and all aspects of PTC communications at the system, subsystem, software, and component level. Simulated PTC testing can be accomplished at 88 percent less than the cost of rail testing in the field and in half the time compared to on-site rail testing which is disruptive and relies on track outages. The controlled laboratory environment also makes it easier to isolate and diagnose issues and allows for rapid testing and implementation of solutions. Additionally, interoperability with other North-East Corridor (NEC) Railroads is a key component of the testing which under real world loading conditions would include coordination and significant cost impact to their operations.

As indicated in the original non-competitive award to DTB approved by the Board in November 2017, DTB has the necessary experience in providing engineering support in both heavy rail and transit environments. They are the only qualified firm in the North-East region with available resources to immediately support this vital effort.

MNR completed a responsibility review of Dayton T. Brown as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

MNR has received the benefit of DTB pricing established by the US Defense Contract Audit Agency (DCAA). This contract modification for additional funds is to be provided by an approved federally funded FRA PTC grant.

JULY 2019

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

H. Modifications to Personal/Miscellaneous Service Contracts

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

1. Port Imperial Ferry Corporation \$4,500,000 (not-to-exceed) Staff Summary Attached
d/b/a NY Waterway

Ferry and Ancillary Services – Renewal Option Funding

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

The ferry services are to be funded by the New York State Department of Transportation (NYSDOT) and MTA grants using state and federal funds.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

Item Number: H

Vendor Name (& Location) Port Imperial Ferry Corporation d/b/a NY Waterway Weehawken, NJ 07086		Contract Number 1000044225	AWO/Modification # 4
Description Contract Renewal Option for Ferry and Ancillary Services		Original Amount: \$16,000,000	
Contract Term (including Options, if any) Four Years with Three 2-Year Renewal Options		Prior Modifications: \$1,202,982	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Prior Budgetary Increases: \$0	
Procurement <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$17,202,982	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$4,500,000 (not-to-exceed)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 26.15%	
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Anthony Gardner, Acting Sr. Director		% of Modifications (including This Request) to Original Amount: 35.64%	

Discussion:

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

In 2014, a Board approved contract was awarded to the NY Waterway for a four year with three (2) year options for ferry services. The NY Waterway continues to provide service for two routes Haverstraw-Ossining and Newburgh-Beacon Ferry Service. The ferry services for both routes provides regularly-scheduled commuter ferry service Monday through Friday during AM and PM peak times, and on certain holidays designated by Metro-North. Ancillary services provided by NY Waterway include daily maintenance of the parking facilities; trash removal; snow removal; ferry repairs; and, management of substitute bus services when the ferry is unable to operate.

Funding for the contract modification is based on the NYSDOT Memorandum of Understanding with Metro-North for both ferry services. Based on the NY Region CPI, the adjusted rates for 2019 were increased by 1.91%. This increase is .06 less than the 2018 CPI increase of 1.97%.

MNR completed a responsibility review of Port Imperial Ferry Corp. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

The ferry services are to be funded by NYSDOT and MTA grants using state and federal funds.



Long Island Rail Road

June 2019 Performance Summary

Rod Brooks, Senior Vice President – Operations



Belmont Stakes: On Saturday, June 8, 2019, the Long Island Rail Road provided extra service to Belmont Park for over 27,100 customers.



Long Island Rail Road

June 2019 Performance Summary

Highlights

For the month, On-Time Performance (OTP) was below monthly goal at **91.4%**. The AM Peak period OTP registered at **91.2%**, with the PM Peak closing at **89.9%**. Year to Date (YTD) performance is **93.5%**, which is a **3.0%** increase compared to same period last year.

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

Branch Performances

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

Consist Compliance

During June **98.8%** of our trains meet established consist requirements during the Peak periods.

Equipment Performance

Fleet MDBF shown improvements in both electric and diesel fleets in May. The overall MDBF in both monthly and year to date categories surpassed the goal, and performed better than the same period last year.

Performance Summary

			2019 Data			2018 Data	
			Annual	YTD thru		YTD thru	
			Goal	June	June	June	June
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	91.4%	93.5%	92.1%	90.5%
		AM Peak		91.2%	91.5%	92.5%	88.9%
		PM Peak		89.9%	91.8%	91.4%	86.3%
		Total Peak		90.6%	91.6%	92.0%	87.7%
		Off Peak Weekday		91.4%	93.4%	92.3%	90.9%
		Weekend		92.2%	95.9%	91.8%	93.2%
	Babylon Branch	Overall	93.9%	92.7%	94.1%	93.1%	90.3%
		AM Peak		92.3%	93.1%	94.0%	88.9%
		PM Peak		92.2%	91.3%	92.3%	85.2%
		Total Peak		92.2%	92.3%	93.2%	87.2%
		Off Peak Weekday		93.1%	94.4%	92.5%	91.2%
		Weekend		92.7%	96.4%	94.1%	93.8%
	Far Rockaway Branch	Overall	96.6%	96.4%	96.9%	96.9%	94.4%
		AM Peak		90.5%	91.9%	91.2%	88.9%
		PM Peak		96.7%	97.6%	97.3%	93.6%
		Total Peak		93.2%	94.6%	94.0%	91.1%
		Off Peak Weekday		96.7%	97.0%	97.7%	94.9%
		Weekend		98.5%	99.1%	98.0%	96.7%
	Huntington Branch	Overall	92.5%	87.4%	91.4%	89.3%	88.9%
		AM Peak		91.7%	90.7%	91.0%	88.1%
		PM Peak		80.7%	86.2%	89.2%	84.0%
		Total Peak		86.4%	88.6%	90.2%	86.2%
		Off Peak Weekday		87.5%	90.0%	87.0%	88.5%
		Weekend		88.3%	95.7%	91.9%	92.1%
	Hempstead Branch	Overall	96.5%	92.3%	93.9%	93.9%	91.3%
		AM Peak		90.0%	93.3%	95.7%	89.2%
		PM Peak		93.3%	90.4%	94.7%	86.5%
		Total Peak		91.6%	91.9%	95.2%	87.9%
		Off Peak Weekday		93.4%	94.2%	94.7%	92.2%
		Weekend		91.3%	95.2%	91.0%	92.8%
	Long Beach Branch	Overall	95.9%	94.4%	95.4%	95.0%	92.6%
		AM Peak		92.1%	93.4%	93.6%	89.1%
		PM Peak		96.4%	96.0%	95.2%	90.1%
		Total Peak		94.1%	94.6%	94.4%	89.6%
		Off Peak Weekday		95.0%	96.0%	96.8%	92.9%
		Weekend		93.5%	95.2%	92.3%	95.4%
	Montauk Branch	Overall	90.8%	86.2%	90.4%	85.6%	89.6%
		AM Peak		90.0%	88.1%	87.3%	88.8%
		PM Peak		84.5%	90.3%	82.9%	83.4%
		Total Peak		87.3%	89.1%	85.2%	86.3%
		Off Peak Weekday		87.5%	90.7%	87.9%	90.4%
		Weekend		83.7%	91.1%	82.0%	90.8%
	Oyster Bay Branch	Overall	94.1%	91.3%	94.0%	91.8%	89.5%
		AM Peak		90.0%	92.3%	92.4%	91.5%
		PM Peak		83.3%	89.6%	84.8%	77.7%
		Total Peak		86.9%	91.0%	88.8%	85.1%
		Off Peak Weekday		91.6%	94.0%	95.6%	91.0%
		Weekend		95.3%	97.7%	86.7%	92.1%

Performance Summary		2019 Data			2018 Data	
		Annual	YTD thru		YTD thru	
		Goal	June	June	June	June
Port Jefferson Branch	Overall	90.9%	85.7%	89.3%	93.6%	88.1%
	AM Peak		88.1%	88.5%	95.2%	88.6%
	PM Peak		81.4%	86.7%	89.7%	83.0%
	Total Peak		85.0%	87.7%	92.6%	86.0%
	Off Peak Weekday		83.7%	88.3%	92.6%	86.4%
	Weekend		90.5%	93.2%	96.6%	94.3%
Port Washington Branch	Overall	95.3%	94.6%	94.6%	92.1%	91.5%
	AM Peak		96.4%	94.4%	95.2%	92.7%
	PM Peak		94.2%	93.4%	88.0%	87.6%
	Total Peak		95.3%	93.9%	91.6%	90.2%
	Off Peak Weekday		93.3%	93.4%	92.3%	91.9%
	Weekend		96.2%	97.6%	92.2%	92.5%
Ronkonkoma Branch	Overall	91.6%	87.1%	91.5%	88.3%	87.1%
	AM Peak		87.6%	87.1%	89.1%	85.2%
	PM Peak		86.0%	92.1%	93.3%	87.4%
	Total Peak		86.9%	89.3%	91.0%	86.2%
	Off Peak Weekday		85.6%	91.4%	86.0%	86.2%
	Weekend		90.3%	95.1%	89.4%	91.5%
West Hempstead Branch	Overall	95.8%	95.3%	96.7%	96.3%	93.0%
	AM Peak		89.0%	90.0%	88.5%	86.2%
	PM Peak		93.3%	95.9%	94.4%	88.3%
	Total Peak		91.4%	93.2%	91.7%	87.3%
	Off Peak Weekday		95.8%	97.7%	99.0%	95.7%
	Weekend		98.9%	98.9%	96.5%	94.7%
Operating Statistics		Trains Scheduled	20,637	123,106	20,281	121,561
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-13.8	-11.9	-12.6	-13.4
Trains Over 15 min. Late excluding trains canceled or terminated			355	1,191	282	2,102
Trains Canceled			82	438	57	960
Trains Terminated			44	313	31	575
Percent of Scheduled Trips Completed			99.4%	99.4%	99.6%	98.7%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.1%			
		PM Peak	98.5%			
		Total Peak	98.8%			

System Categories Of Delay	% Total	2019	2019 Data		2018 Data		YTD 2019 Vs 2018
		May	June	YTD Thru June	June	YTD Thru June	
Engineering (Scheduled)	1.5%	52	27	211	40	164	47
Engineering (Unscheduled)	16.7%	163	297	1,389	241	1,335	54
Maintenance of Equipment	6.7%	107	119	749	228	1,189	(440)
Transportation	2.1%	19	38	155	34	243	(88)
Capital Projects	15.9%	76	282	592	200	645	(53)
Weather and Environmental	5.6%	36	100	540	37	2,549	(2,009)
Police	11.7%	100	207	1,135	99	1,061	74
Customers	22.3%	325	395	1,782	279	1,869	(87)
Special Events	5.5%	86	98	283	224	494	(211)
Other	9.2%	122	163	583	152	946	(363)
3rd Party Operations	2.8%	24	49	575	66	1,023	(448)
Total	100.0%	1,110	1,775	7,994	1,600	11,518	(3,524)

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Jun	Sat	Unauthorized person on the tracks at Freeport							20	2	2	20	2	2
3-Jun	Mon	Mainline Expansion Project	73	9		15			65	6	3	153	15	3
3-Jun	Mon	Track condition in Jay Interlocking	14									14		
4-Jun	Tues	Police activity at Merrick Station				30	11		9	2		39	13	
6-Jun	Thur	Track circuit failure near Floral Park				9			10			19		
7-Jun	Fri	Track circuit failure near Mineola	10						3			13		
7-Jun	Fri	Track condition between Queens and Nassau Interlockings				3			16			19		
7-Jun	Fri	Summer Service loading				2			8			10		
11-Jun	Tues	Gas leak near tracks in Westbury	2						8	1	1	10	1	1
11-Jun	Tues	Amtrak power outage in Penn Station				6	1		5			11	1	
15-Jun	Sat	Switch trouble at Nassau 1							13			13		
17-Jun	Tues	Train 2023 disabled in Jay Interlocking	37		1				29			66		1
19-Jun	Wed	Rules violation - Pond Interlocking	9	1					4			13	1	
19-Jun	Wed	Medical emergency at New Hyde Park				6			4			10		
19-Jun	Wed	Low adhesion system wide	1	1		7		1	1			9	1	1
26-Jun	Wed	Loss of supervisory system in Valley Tower				7	1	1	13	4	1	20	5	2
26-Jun	Wed	Track circuit failure at Central Islip				5			5	1		10	1	
29-Jun	Sat	Track circuit failure in Nassau Interlocking							17			17		
30-Jun	Sun	High winds							32	12	9	32	12	9
TOTAL FOR MONTH			146	11	1	90	13	2	262	28	16	498	52	19
													569	

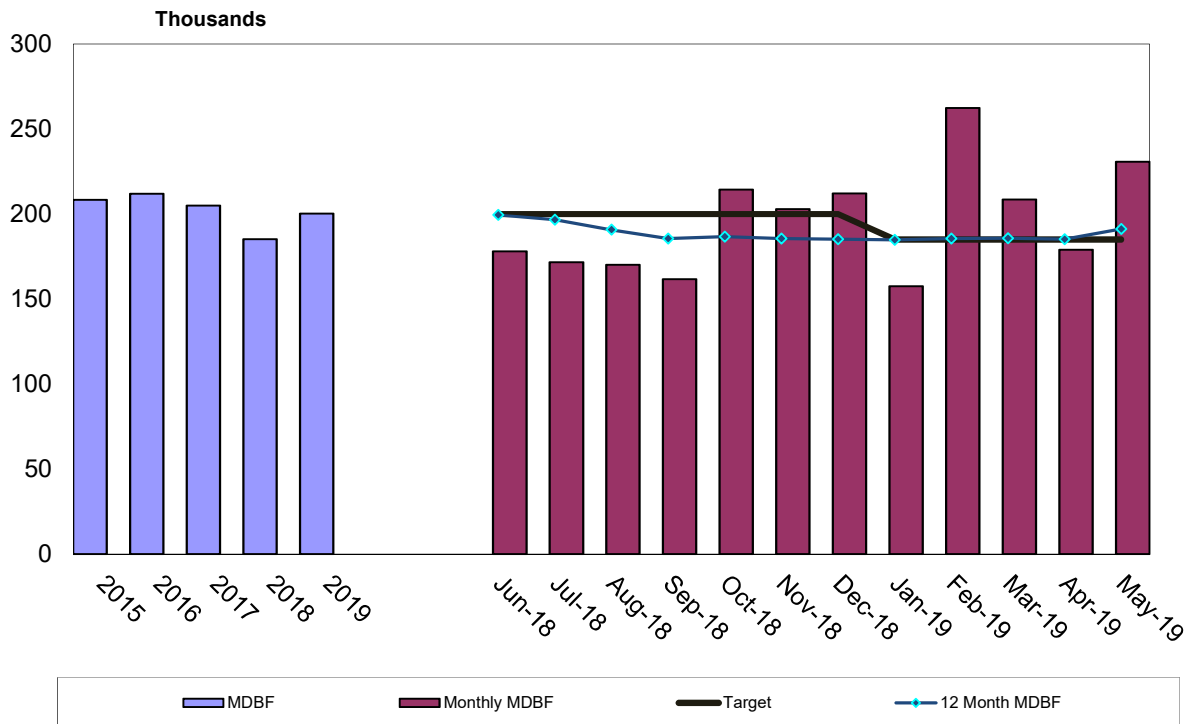
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - MAY 2019

	2019 Data							2018 Data		
	Equip- ment Type	Total Fleet Owned	MDBF Goal (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
Mean	M-3	142	60,000	79,247	7	58,953	67,100	87,556	7	75,274
Distance	M-7	836	378,000	541,655	10	454,943	468,765	465,983	11	489,742
Between Failures	C-3	134	103,000	129,733	6	107,079	110,585	122,013	6	99,465
	DE	24	19,000	50,471	2	39,895	21,378	13,989	7	17,772
	DM	21	19,000	14,607	5	20,935	17,350	6,612	11	13,851
	Diesel	179	51,000	73,260	13	70,736	59,056	37,614	24	49,765
	Fleet	1,157	185,000	230,789	30	200,248	191,253	158,130	42	185,072

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

ALL FLEETS Mean Distance Between Failure 2015 - 2019





Standee Report

East Of Jamaica

			2019 Data	
			June	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	16
		Total Standees	0	16
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	3
		Total Standees	0	3
	Huntington Branch	Program Standees	60	0
		Add'l Standees	33	1
		Total Standees	93	1
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	13	2
		Total Standees	13	2
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	28	2
		Total Standees	28	2
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	21	60
		Total Standees	21	60
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	19
		Total Standees	0	19
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			158	102

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF JUNE 2019

Standee Report

West Of Jamaica

			2019 Data June	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	18
		Total Standees	0	18
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	4	3
		Total Standees	4	3
	Huntington Branch	Program Standees	30	0
		Add'l Standees	28	14
		Total Standees	58	14
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	14
		Total Standees	0	14
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	13	0
		Total Standees	41	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	40
		Total Standees	0	40
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	21	60
		Total Standees	21	60
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	15
		Total Standees	0	15
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	7	0
		Total Standees	7	0
System Wide PEAK			132	163

Definitions

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

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

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

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

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

ELEVATOR AND ESCALATOR OPERATING REPORT FOR THE MONTH OF JUNE 2019

Elevator Availability		2019		2018	
		June	Year to Date	June	Year to Date
Branch	Babylon Branch	98.7%	99.2%	99.6%	97.9%
	Far Rockaway Branch	99.8%	98.5%	99.5%	99.3%
	Hempstead Branch	99.7%	99.5%	99.6%	99.5%
	Long Beach Branch	99.4%	99.5%	99.7%	99.4%
	Port Jefferson Branch	98.7%	98.6%	99.1%	98.7%
	Port Washington Branch	98.5%	98.9%	99.5%	99.4%
	Ronkonkoma Branch	97.4%	99.0%	98.7%	99.2%
	City Terminal Stations	99.7%	98.3%	99.3%	99.4%
	Overall Average	98.7%	98.8%	99.3%	99.0%

Escalator Availability		2019		2018	
		June	Year to Date	June	Year to Date
Branch	Babylon Branch	97.4%	97.4%	97.3%	96.2%
	Far Rockaway Branch	98.0%	98.8%	98.8%	95.8%
	Hempstead Branch	99.1%	99.0%	97.5%	96.9%
	Long Beach Branch	98.4%	98.2%	99.4%	98.2%
	Port Jefferson Branch	98.7%	98.2%	99.4%	99.2%
	City Terminal	97.8%	97.1%	97.9%	97.5%
	Overall Average	97.7%	97.5%	97.7%	96.9%

Long Island Rail Road Performance Metrics Report

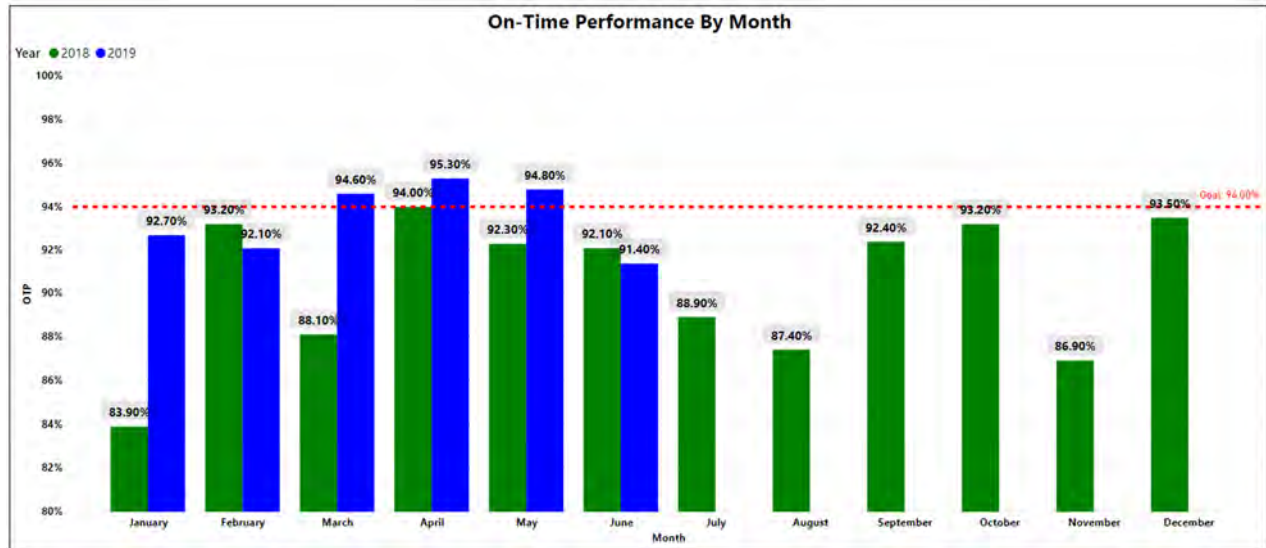


The LIRR's Performance Metrics Report includes seven metrics in two areas: operations and fare collection/evasion.

On Time Performance

The percent of trains that arrive at their final destination within 5:59 minutes of their scheduled arrival.

	2019		2018	
Goal	June	YTD	June	YTD
94.00%	91.4%	93.5%	92.1%	90.5%

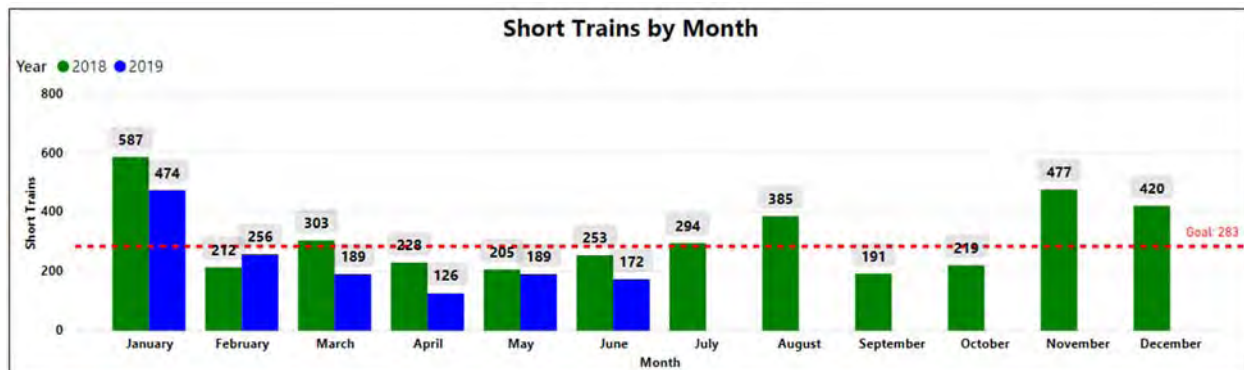


- OTP for June 2019 was 91.4%, in part due to several delay-causing incidents outside LIRR control.
- Despite the dip in June, YTD OTP is 93.5%, much better than the same point in 2018.

Number of Short Trains

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

	2019		2018	
Goal	June	YTD	June	YTD
3,397 annually	172	1,406	253	1,788

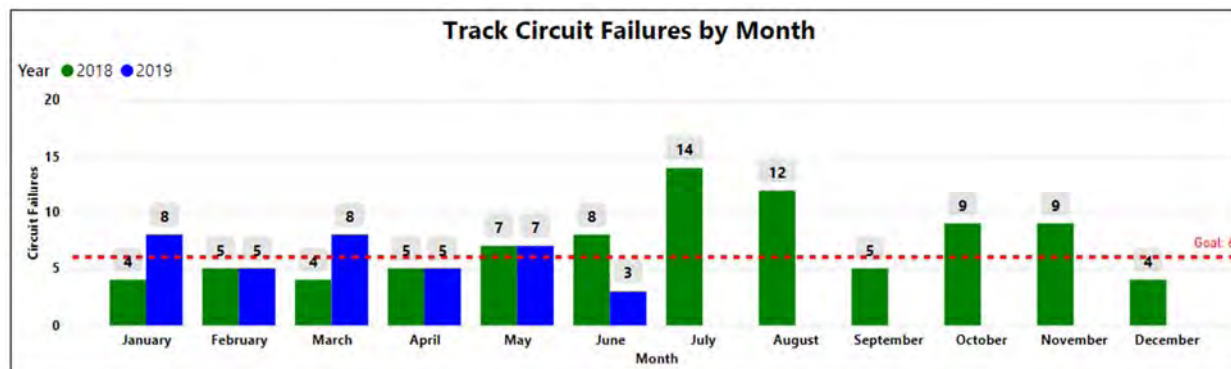


- YTD, the LIRR has reduced the number of short trains by over 21%.
- Key factors have increased wheel truing capacity and aggressive vegetation management.

Number of Track Circuit Failures

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

	2019		2018	
Goal	June	YTD	June	YTD
72	3	36	8	33

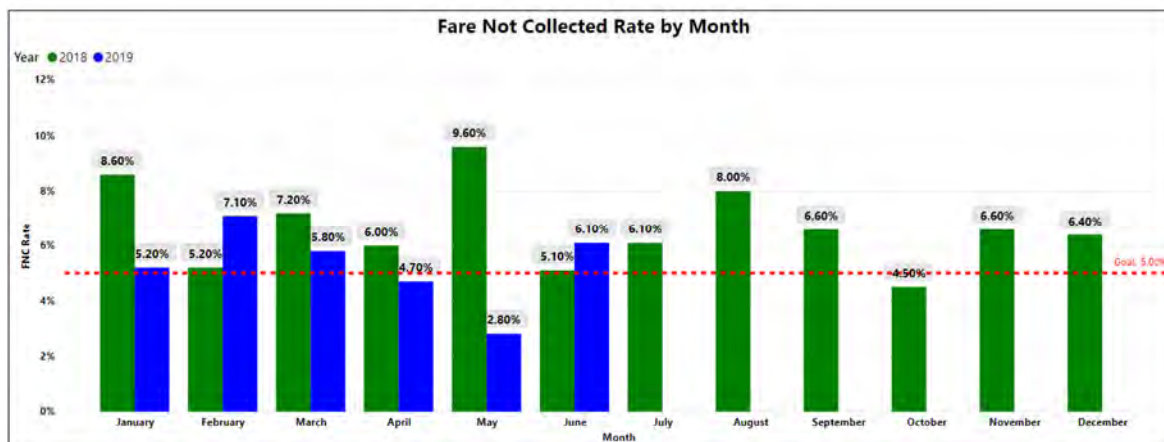


- YTD 2019, the LIRR experienced 36 track circuit failures causing at least one delay, which was 3 more incidents than the same period in 2018.
- In June 2019, the LIRR reported 3 track circuit failures, which was the lowest monthly total since February 2017. The LIRR has launched an enhanced inspection program.

Fare Not Collected Rate

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

	2019		2018	
Goal	June	YTD	June	YTD
5.0%	6.1%	5.2%	5.1%	7.4%

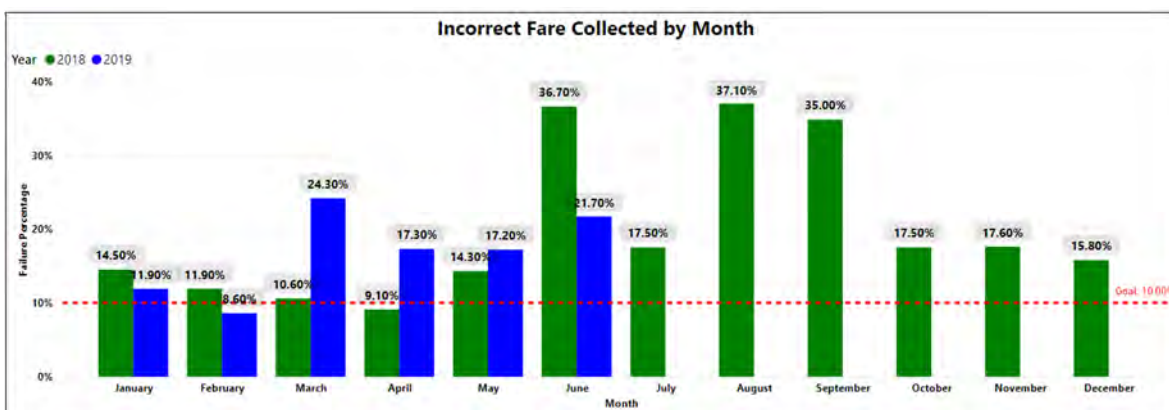


- In June 2019, the Fare Not Collected Rate increased over May, but YTD it is significantly less than 2018, due in part to enhanced management oversight and strategically deployed train crews to address the most challenging trains.

Incorrect Fare Collected Rate

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

	2019		2018	
Goal	June	YTD	June	YTD
10.0%	21.7%	17.0%	36.7%	15.4%

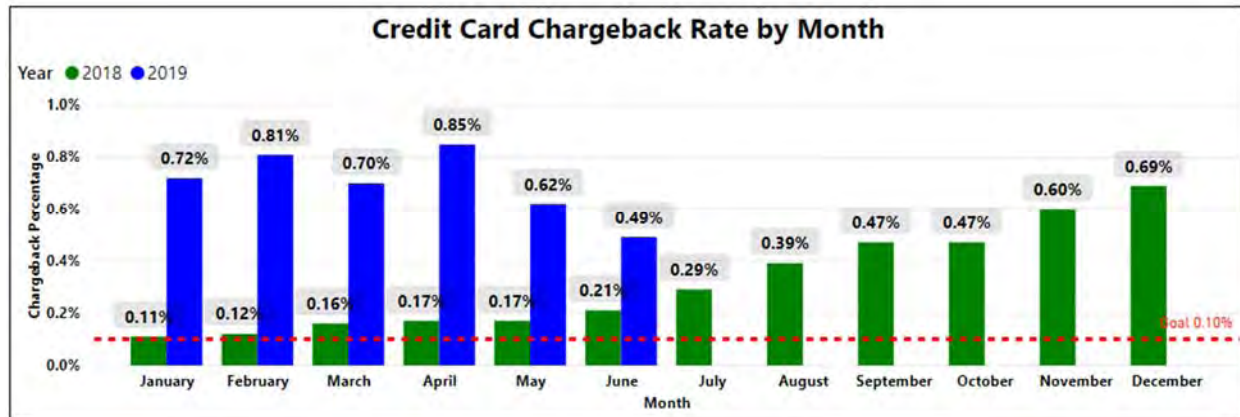


- The June 2019 Rate was 21.7% -- a marked improvement over 36.7% in June 2018.
- The LIRR continues to encounter fare collection challenges with Atlantic Ticket customers attempting to utilize those tickets for travel to Penn Station.

Credit Card Chargeback Rate

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

	2019		2018	
Goal	June	YTD	June	YTD
0.10%	0.49%	0.69%	0.21%	0.16%

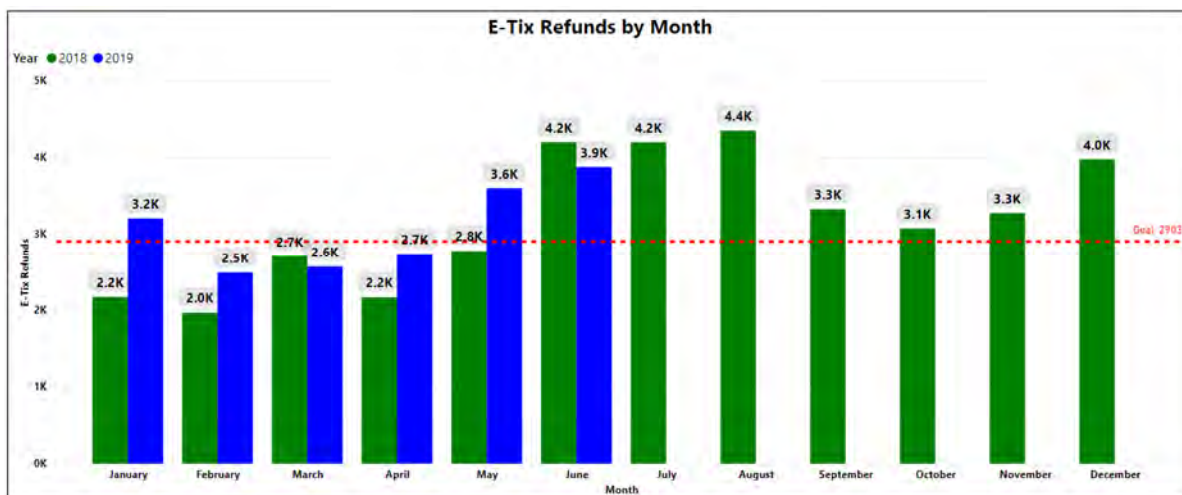


- The Credit Card Chargeback Rate declined for the second consecutive month, and in June 2019 it was 0.49%, the lowest since November 2018.
- The upcoming deployment of chip readers on vending machines will reduce this rate dramatically.

e-Tix Refunds Processed

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

	2019		2018	
Goal	June	YTD	June	YTD
34,480 annually	3,875	18,469	4,199	15,972



- Growth in e-Tix is largely responsible for this increase.



Long Island Rail Road

Financial Report Highlights



The Market Development's Sales & Promotions team along with invited partners held a successful summer kickoff event at Atlantic Terminal.



Long Island Rail Road

Financial Report Highlights

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

May YTD 2019 Highlights

- Total revenue of \$506.5 million was \$39.0 million higher than the budget. This was primarily due to the timing of reimbursements for capital activity and higher farebox revenue.
- Through May 2019 ridership was 36.9 million, which was 3.3% above 2018 (adjusted for the same number of work days) and 2.8% above the budget. Commutation ridership of 21.4 million was 0.3% above 2018 and 0.5% above the budget. Non-Commutation ridership of 15.6 million was 7.7% above 2018 and 6.2% above the budget. Consequently, farebox revenue of \$302.9 million was \$6.1 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$806.4 million were \$43.0 million or 5.1% favorable to the budget. The primary drivers of this favorable variance are vacant positions and associated fringe costs, the timing of maintenance services, lower electric expense which includes a meter settlement and lower OPEB current expenses, partially offset by higher project and maintenance overtime.

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

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$467.5	\$506.5	\$39.0
Total Expenses Before Non-Cash Liabilities	849.3	806.4	43.0
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$381.8)	(\$299.9)	\$82.0
Other Non-Cash Liabilities	222.6	169.2	53.4
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$604.4)	(\$469.1)	\$135.4
Cash Adjustments	161.8	118.7	(43.1)
Net Cash Surplus/(Deficit)	(\$442.6)	(\$350.4)	\$92.2

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

May YTD operating results were favorable by \$135.4 or 22.4% lower than the budget.

Non-Reimbursable revenues through May were \$5.9 favorable to the budget. Farebox Revenue was favorable as a result of higher ridership. Other Operating Revenues were unfavorable to budget primarily due to timing. Total Non-Reimbursable expenses were \$129.4 favorable due to a lower GASB 75 OPEB (Other Post Employment Benefits) Expense Adjustment which reflects the impact of a Generally Accepted Accounting Principles (GAAP) change (GASB 75) in OPEB liability, lower labor expenses as a result of vacant positions and associated fringe costs, timing of maintenance services and materials, lower electric expense which includes a meter settlement and lower OPEB current expenses, partially offset by higher depreciation.

YTD capital and other reimbursable expenditures (and reimbursements) were \$33.1 higher than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date May **Total Revenues** (including Capital and Other Reimbursements) of \$506.5 were \$39.0 or 8.3% favorable to the budget.

- **Y-T-D Farebox Revenues** were \$6.1 favorable to the budget due to higher ridership, partially offset by lower yield per passenger. Ridership through May was 36.9 million. This was 3.3% higher than 2018 (adjusted for same number of calendar work days) and 2.8% higher than the budget.
- **Y-T-D Other Operating Revenues** were \$(0.2) unfavorable to the budget primarily due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$33.1 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date May **Total Expenses** (including depreciation and other) of \$975.5 were favorable to the budget by \$96.4 or 9.0%.

Labor Expenses, \$20.9 favorable Y-T-D.

- **Payroll**, \$21.5 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(9.6) unfavorable Y-T-D (primarily higher capital project activity, maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by lower weather-related overtime).
- **Health & Welfare**, \$7.6 favorable Y-T-D (vacant positions and lower rates).
- **OPEB Current Payment**, \$4.9 favorable Y-T-D (fewer retirees/beneficiaries than projected and lower rates).
- **Other Fringe**, \$(3.4) unfavorable Y-T-D (primarily higher FELA indemnity reserves and Railroad Retirement Taxes).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$22.0 favorable Y-T-D.

- **Electric Power**, \$5.2 favorable Y-T-D (PSEG meter settlement credit, lower rates and consumption).
- **Fuel**, \$0.7 favorable Y-T-D (lower rates).
- **Insurance**, \$1.4 favorable Y-T-D (primarily lower liability and force account insurance).
- **Claims**, \$3.2 favorable Y-T-D (timing of claim settlement).
- **Maintenance and Other Operating Contracts**, \$8.7 favorable Y-T-D (timing of Atlantic terminal wireless and TVM door installation, lower joint facility and vegetation management and the timing of locomotive leases and other maintenance and operating contracts, partially offset by higher bussing services).
- **Professional Services**, \$2.5 favorable Y-T-D (primarily timing of rolling stock decommissioning and other professional service activities, partially offset by the write-off of various projects that are no longer capital eligible).
- **Materials and Supplies**, \$(1.3) unfavorable Y-T-D (primarily timing of capital project material and higher right of way material, partially offset by timing of modifications and Reliability Centered Maintenance activity for revenue fleet).
- **Other Business Expenses**, \$1.6 favorable Y-T-D (lower bad debt and other business expenses, and higher restitution of property damages).

Depreciation and Other, \$53.4 favorable Y-T-D (lower GASB 75 OPEB Expense Adjustment which reflects the impact of a GAAP change (GASB 75) in OPEB liability, partially offset by higher depreciation.)

CASH DEFICIT SUMMARY

The Cash Deficit through May of \$350.4 was \$92.2 favorable to the budget due to the timing of capital and other reimbursements, higher farebox and rental revenues, and lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 48.2%, 5.9 percentage points above the budget resulting from lower expenses and higher farebox revenue.
- Through May Adjusted Farebox Operating Ratio was 54.5%, which is above the budget due to lower expenses and higher farebox revenue.
- Through May Adjusted Cost per Passenger was \$15.86, which is lower than the budget due to lower expenses and higher ridership.
- Through May Revenue per Passenger was \$8.20, which was \$0.06 below the budget.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$65.210	\$66.656	\$1.445	2.2	\$0.000	\$0.000	\$0.000	-	\$65.210	\$66.656	\$1.445	2.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.659	3.316	(0.343)	(9.4)	0.000	0.000	0.000	-	3.659	3.316	(0.343)	(9.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	31.895	41.560	9.665	30.3	31.895	41.560	9.665	30.3
Total Revenue	\$68.870	\$69.972	\$1.102	1.6	\$31.895	\$41.560	\$9.665	30.3	\$100.765	\$111.532	\$10.767	10.7
Expenses												
<i>Labor:</i>												
Payroll	\$55.732	\$53.035	\$2.697	4.8	\$11.125	\$9.788	\$1.337	12.0	\$66.857	\$62.823	\$4.034	6.0
Overtime	10.167	9.746	0.421	4.1	3.076	3.719	(0.643)	(20.9)	13.243	13.465	(0.222)	(1.7)
Health and Welfare	11.249	9.690	1.559	13.9	2.341	2.552	(0.212)	(9.0)	13.590	12.242	1.348	9.9
OPEB Current Payment	6.078	4.957	1.120	18.4	0.000	0.000	0.000	-	6.078	4.957	1.120	18.4
Pensions	10.970	11.221	(0.251)	(2.3)	3.803	3.552	0.251	6.6	14.773	14.773	0.000	0.0
Other Fringe Benefits	13.879	13.489	0.390	2.8	2.394	2.612	(0.218)	(9.1)	16.273	16.101	0.172	1.1
Reimbursable Overhead	(2.250)	(3.482)	1.232	54.7	2.250	3.482	(1.232)	(54.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$105.825	\$98.656	\$7.169	6.8	\$24.989	\$25.706	(\$0.717)	(2.9)	\$130.813	\$124.361	\$6.452	4.9
<i>Non-Labor:</i>												
Electric Power	\$7.128	\$6.442	\$0.687	9.6	\$0.021	\$0.064	(\$0.043)	*	\$7.149	\$6.506	\$0.643	9.0
Fuel	1.946	1.748	0.198	10.2	0.000	0.000	0.000	-	1.946	1.748	0.198	10.2
Insurance	1.842	1.705	0.137	7.4	0.792	0.551	0.242	30.5	2.634	2.255	0.379	14.4
Claims	0.374	0.403	(0.028)	(7.5)	0.000	0.000	0.000	-	0.374	0.403	(0.028)	(7.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.177	5.456	1.721	24.0	1.871	2.255	(0.385)	(20.6)	9.048	7.711	1.337	14.8
Professional Service Contracts	3.058	2.580	0.479	15.7	0.059	0.260	(0.201)	*	3.118	2.839	0.278	8.9
Materials & Supplies	14.017	10.014	4.003	28.6	4.131	12.644	(8.513)	*	18.148	22.658	(4.510)	(24.9)
Other Business Expenses	1.588	1.582	0.006	0.4	0.032	0.081	(0.048)	*	1.620	1.662	(0.042)	(2.6)
Total Non-Labor Expenses	\$37.131	\$29.928	\$7.203	19.4	\$6.907	\$15.855	(\$8.948)	*	\$44.038	\$45.782	(\$1.745)	(4.0)
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$142.956	\$128.584	\$14.372	10.1	\$31.895	\$41.560	(\$9.665)	(30.3)	\$174.851	\$170.144	\$4.707	2.7
Depreciation	\$32.343	\$33.646	(\$1.303)	(4.0)	\$0.000	\$0.000	\$0.000	-	\$32.343	\$33.646	(\$1.303)	(4.0)
GASB 75 OPEB Expense Adjustment	11.986	0.000	11.986	100.0	0.000	0.000	0.000	-	11.986	0.000	11.986	100.0
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
Total Expenses	\$187.452	\$162.396	\$25.055	13.4	\$31.895	\$41.560	(\$9.665)	(30.3)	\$219.347	\$203.956	\$15.391	7.0
Net Surplus/(Deficit)	(\$118.582)	(\$92.424)	\$26.157	22.1	\$0.000	\$0.000	\$0.000	-	(\$118.582)	(\$92.424)	\$26.157	22.1
<i>Cash Conversion Adjustments</i>												
Depreciation	\$32.343	\$33.646	\$1.303	4.0	\$0.000	\$0.000	\$0.000	-	32.343	\$33.646	\$1.303	4.0
Operating/Capital	(1.301)	(3.445)	(2.144)	*	0.000	0.000	0.000	-	(1.301)	(3.445)	(2.144)	*
Other Cash Adjustments	(6.551)	(8.434)	(1.882)	(28.7)	0.000	0.000	0.000	-	(6.551)	(8.434)	(1.882)	(28.7)
Total Cash Conversion Adjustments	\$24.491	\$21.767	(\$2.723)	(11.1)	0.000	\$0.000	\$0.000	-	\$24.491	\$21.767	(\$2.723)	(11.1)
Net Cash Surplus/(Deficit)	(\$94.091)	(\$70.657)	\$23.434	24.9	\$0.000	\$0.000	\$0.000	-	(\$94.091)	(\$70.657)	\$23.434	24.9

For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 fare increase, effective on 4/21/19. Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MAY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$296.824	\$302.930	\$6.106	2.1	\$0.000	\$0.000	\$0.000	-	\$296.824	\$302.930	\$6.106	2.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	16.618	16.430	(0.188)	(1.1)	0.000	0.000	0.000	-	16.618	16.430	(0.188)	(1.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	154.051	187.122	33.071	21.5	154.051	187.122	33.071	21.5
Total Revenue	\$313.442	\$319.361	\$5.918	1.9	\$154.051	\$187.122	\$33.071	21.5	\$467.493	\$506.483	\$38.990	8.3
Expenses												
<i>Labor:</i>												
Payroll	\$252.595	\$232.577	\$20.018	7.9	\$54.883	\$53.356	\$1.526	2.8	\$307.477	\$285.933	\$21.544	7.0
Overtime	57.412	58.761	(1.349)	(2.3)	13.540	21.806	(8.267)	(61.1)	70.952	80.567	(9.615)	(13.6)
Health and Welfare	56.322	46.074	10.248	18.2	11.353	14.048	(2.694)	(23.7)	67.676	60.122	7.554	11.2
OPEB Current Payment	30.389	25.506	4.883	16.1	0.000	0.000	0.000	-	30.389	25.506	4.883	16.1
Pensions	55.420	54.240	1.180	2.1	18.446	19.626	(1.180)	(6.4)	73.866	73.866	0.000	0.0
Other Fringe Benefits	70.248	70.863	(0.615)	(0.9)	11.610	14.425	(2.815)	(24.2)	81.858	85.288	(3.430)	(4.2)
Reimbursable Overhead	(10.760)	(19.396)	8.637	80.3	10.760	19.396	(8.637)	(80.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$511.626	\$468.625	\$43.002	8.4	\$120.591	\$142.657	(\$22.066)	(18.3)	\$632.218	\$611.282	\$20.936	3.3
<i>Non-Labor:</i>												
Electric Power	\$36.993	\$31.482	\$5.511	14.9	\$0.104	\$0.376	(\$0.271)	*	\$37.097	\$31.857	\$5.240	14.1
Fuel	9.417	8.756	0.661	7.0	0.000	0.000	0.000	-	9.417	\$8.756	0.661	7.0
Insurance	9.058	8.254	0.804	8.9	3.663	3.095	0.567	15.5	12.721	\$11.350	1.371	10.8
Claims	4.272	1.076	3.196	74.8	0.000	0.000	0.000	-	4.272	\$1.076	3.196	74.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	34.460	24.546	9.914	28.8	8.912	10.120	(1.208)	(13.6)	43.372	\$34.666	8.706	20.1
Professional Service Contracts	15.833	12.775	3.059	19.3	0.272	0.782	(0.510)	*	16.106	\$13.557	2.549	15.8
Materials & Supplies	65.788	57.673	8.114	12.3	20.351	29.755	(9.405)	(46.2)	86.138	\$87.429	(1.290)	(1.5)
Other Business Expenses	7.829	6.057	1.772	22.6	0.157	0.337	(0.179)	*	7.986	\$6.394	1.592	19.9
Total Non-Labor Expenses	\$183.651	\$150.620	\$33.031	18.0	\$33.459	\$44.465	(\$11.005)	(32.9)	\$217.110	\$195.085	\$22.025	10.1
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$695.277	\$619.245	\$76.032	10.9	\$154.051	\$187.122	(\$33.071)	(21.5)	\$849.328	\$806.367	\$42.961	5.1
Depreciation	\$161.716	\$168.230	(6.514)	(4.0)	\$0.000	\$0.000	\$0.000	-	\$161.716	\$168.230	(\$6.514)	(4.0)
GASB 75 OPEB Expense Adjustment	59.930	0.000	59.930	100.0	0.000	0.000	0.000	-	59.930	0.000	59.930	100.0
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.923	0.939	(0.016)	(1.7)	0.000	0.000	0.000	-	0.923	0.939	(0.016)	(1.7)
Total Expenses	\$917.846	\$788.413	\$129.433	14.1	\$154.051	\$187.122	(\$33.071)	(21.5)	\$1,071.897	\$975.535	\$96.362	9.0
Net Surplus/(Deficit)	(\$604.404)	(\$469.052)	\$135.352	22.4	\$0.000	\$0.000	\$0.000	-	(\$604.404)	(\$469.052)	\$135.352	22.4
<i>Cash Conversion Adjustments</i>												
Depreciation	\$161.716	\$168.230	\$6.514	4.0	\$0.000	\$0.000	\$0.000	-	161.716	\$168.230	\$6.514	4.0
Operating/Capital	(7.192)	(10.127)	(2.935)	(40.8)	0.000	0.000	0.000	-	(7.192)	(10.127)	(2.935)	(40.8)
Other Cash Adjustments	7.254	(39.439)	(46.694)	*	0.000	0.000	0.000	-	7.254	(39.439)	(46.694)	*
Total Cash Conversion Adjustments	\$161.778	\$118.664	(\$43.114)	(26.7)	\$0.000	\$0.000	\$0.000	-	\$161.778	\$118.664	(\$43.114)	(26.7)
Net Cash Surplus/(Deficit)	(\$442.626)	(\$350.389)	\$92.237	20.8	\$0.000	\$0.000	\$0.000	-	(\$442.626)	(\$350.389)	\$92.237	20.8

For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 fare increase, effective on 4/21/19. Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

TABLE 3

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

May 2019					Year-to-Date May 2019		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	1.445	2.2	Higher ridership \$1.876, partially offset by lower yield per passenger \$(0.431).	6.106	2.1	Higher ridership \$8.352, partially offset by lower yield per passenger \$(2.246).
Other Operating Revenue	Non Reimb.	(0.343)	(9.4)	Primarily due to lower advertising revenue.	(0.188)	(1.1)	Primarily due to lower advertising and freight revenue, partially offset by higher rental revenue and the timing of miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	9.665	30.3	Timing of capital project activity and interagency reimbursements.	33.071	21.5	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	2.697	4.8	Primarily vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.	20.018	7.9	Primarily vacant positions, rates and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.
	Reimb.	1.337	12.0	Primarily due to timing of project activity.	1.526	2.8	Primarily due to timing of project activity.
Overtime	Non Reimb.	0.421	4.1	Primarily due to programmatic/routine maintenance and unscheduled/scheduled service, partially offset by vacancy/absentee coverage.	(1.349)	(2.3)	Primarily due to higher maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by lower weather-related overtime.
	Reimb.	(0.643)	(20.9)	Over-run attributed to Jamaica Capacity Improvements, East Rail Yard and Main Line Third Track Expansion, partially offset by Annual Track Program.	(8.267)	(61.1)	Over-run attributed to East Side Access, East Rail Yard, Main Line Double Track, Main Line Third Track Expansion, Annual Track Program, PTC efforts and Station Enhancement Initiatives.
Health and Welfare	Non Reimb.	1.559	13.9	Vacant positions and lower rates.	10.248	18.2	Vacant positions and lower rates.
	Reimb.	(0.212)	(9.0)	Primarily due to timing of project activity.	(2.694)	(23.7)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.120	18.4	Fewer retirees/beneficiaries and lower rates.	4.883	16.1	Fewer retirees/beneficiaries and lower rates.

TABLE 3

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

May 2019				Year-to-Date May 2019			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	(0.251)	(2.3)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	1.180	2.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	0.251	6.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(1.180)	(6.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.390	2.8	Lower Railroad Retirement Taxes offset by higher FELA indemnity reserves.	(0.615)	(0.9)	Higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes.
	Reimb.	(0.218)	(9.1)	Primarily due to timing of project activity.	(2.815)	(24.2)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.232	54.7	Primarily due to timing of project activity.	8.637	80.3	Primarily due to timing of project activity.
	Reimb.	(1.232)	(54.7)	Primarily due to timing of project activity.	(8.637)	(80.3)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.687	9.6	Lower rates and consumption.	5.511	14.9	Due to a PSEG prior year meter settlement credit, lower rates and consumption.
	Reimb.	(0.043)	*	VD Yard	(0.271)	*	YD Yard
Fuel	Non Reimb.	0.198	10.2	Primarily lower consumption and lower rates.	0.661	7.0	Primarily lower rates.
	Reimb.	0.000	-		0.000	-	
Insurance	Non Reimb.	0.137	7.4	Primarily lower liability insurance.	0.804	8.9	Primarily lower liability insurance.
	Reimb.	0.242	30.5	Force Account Insurance associated with project activity.	0.567	15.5	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.028)	(7.5)		3.196	74.8	Decrease in reserves.

TABLE 3

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

May 2019				Year-to-Date May 2019			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.721	24.0	Timing of Atlantic Terminal wireless installation, leases, escalators & elevators and joint facility maintenance, partially offset by the timing of janitorial/custodial and other maintenance services.	9.914	28.8	Timing of Atlantic Terminal wireless and TVM door installations, lower joint facility and vegetation management, timing of leases and other maintenance services, partially offset by higher bussing services.
	Reimb.	(0.385)	(20.6)	Primarily due to timing of project activity.	(1.208)	(13.6)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.479	15.7	Primarily timing of EAM, rolling stock decommissioning and MTA chargebacks, partially offset by higher write-offs of projects that are no longer capital eligible and the timing of engineering and other outside services.	3.059	19.3	Primarily timing of rolling stock decommissioning, EAM, equipment testing, MTA chargebacks, bank processor conversion and other outside services, partially offset by higher write-offs of projects that are no longer capital eligible and higher engineering services.
	Reimb.	(0.201)	*	Primarily due to timing of project activity.	(0.510)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	4.003	28.6	Primarily the timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material.	8.114	12.3	Primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material.
	Reimb.	(8.513)	*	Primarily due to timing of project activity.	(9.405)	(46.2)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.006	0.4		1.772	22.6	Primarily lower bad debts, higher restitution on property damage and lower office supplies and other miscellaneous expenses.
	Reimb.	(0.048)	*	Primarily due to timing of project activity.	(0.179)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(1.303)	(4.0)	Based on certain capital assets being fully depreciated.	(6.514)	(4.0)	Based on certain capital assets being fully depreciated.
GASB 75 OPEB Expense Adjustment	Non Reimb.	11.986	100.0	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change (GASB 75) in OPEB liability.	59.930	100.0	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change (GASB 75) in OPEB liability.

Table 4

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES May 2019								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$66.586	\$67.953	\$1.367	2.1	\$303.700	\$315.140	\$11.440	3.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.811	1.133	(0.678)	(37.4)	16.264	18.162	1.898	11.7
Capital & Other Reimbursements	22.546	34.651	12.105	53.7	107.882	156.529	48.647	45.1
Total Receipts	\$90.943	\$103.738	\$12.795	14.1	\$427.846	\$489.831	\$61.985	14.5
Expenditures								
<i>Labor:</i>								
Payroll	\$70.069	\$62.287	\$7.782	11.1	\$306.391	\$283.582	\$22.809	7.4
Overtime	16.478	17.404	(0.926)	(5.6)	73.585	80.521	(6.936)	(9.4)
Health and Welfare	13.590	11.553	2.037	15.0	67.677	58.580	9.097	13.4
OPEB Current Payment	6.078	4.905	1.173	19.3	30.390	25.647	4.743	15.6
Pensions	14.773	14.450	0.323	2.2	73.865	72.187	1.678	2.3
Other Fringe Benefits	19.044	19.355	(0.311)	(1.6)	85.911	83.914	1.997	2.3
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$140.032	\$129.954	\$10.078	7.2	\$637.819	\$604.431	\$33.388	5.2
<i>Non-Labor:</i>								
Electric Power	\$7.149	\$5.864	\$1.285	18.0	\$37.097	\$31.410	\$5.687	15.3
Fuel	1.946	2.038	(0.092)	(4.8)	9.417	9.000	0.417	4.4
Insurance	0.021	1.780	(1.759)	*	14.712	12.048	2.664	18.1
Claims	0.291	0.194	0.097	33.2	4.684	0.598	4.086	87.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.048	8.410	0.638	7.0	43.372	57.792	(14.420)	(33.2)
Professional Service Contracts	1.900	1.336	0.564	29.7	12.621	15.656	(3.035)	(24.1)
Materials & Supplies	21.405	23.329	(1.924)	(9.0)	94.681	93.437	1.244	1.3
Other Business Expenses	1.867	1.890	(0.023)	(1.2)	9.194	9.815	(0.621)	(6.8)
Total Non-Labor Expenditures	\$43.627	\$44.842	(\$1.215)	(2.8)	\$225.778	\$229.756	(\$3.978)	(1.8)
<i>Other Expenditure Adjustments:</i>								
Other	\$1.375	\$1.183	\$0.192	13.9	\$6.875	\$6.590	\$0.285	4.1
Total Other Expenditure Adjustments	\$1.375	\$1.183	\$0.192	13.9	\$6.875	\$6.590	\$0.285	4.1
Total Expenditures	\$185.034	\$175.979	\$9.055	4.9	\$870.472	\$840.777	\$29.695	3.4
Cash Timing and Availability Adjustment	0.000	1.585	1.585	-	0.000	0.557	0.557	-
Net Cash Deficit (excludes opening balance)	(\$94.091)	(\$70.657)	\$23.434	24.9	(\$442.626)	(\$350.389)	\$92.237	20.8
Subsidies								
MTA	94.091	62.056	(32.035)	(34.0)	442.626	350.389	(92.237)	(20.8)

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

Table 5

Generic Revenue or Expense Category	May 2019			Year-to-Date as of May 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	1.367	2.1	Higher ridership \$1.876, partially offset by lower yields \$(0.431), lower MetroCard/AirTrain sales \$(0.048) and lower advance sales impact \$(0.030).	11.440	3.8	Higher ridership \$8.352 and higher advance sales impact \$5.785, partially offset by lower yields \$(2.246) and lower MetroCard/AirTrain sales \$(0.451).
Other Operating Revenue	(0.678)	(37.4)	Primarily due to the timing of rental revenue, partially offset by the timing of miscellaneous revenue.	1.898	11.7	Primarily due to a prior year Amtrak payment for retroactive wireless rental revenue and the timing of other rental and miscellaneous revenue, partially offset by the return of 2018 wireless rental revenue which was received in error and lower freight revenue.
Capital and Other Reimbursements	12.105	53.7	Timing of activity and reimbursement for capital and other reimbursements.	48.647	45.1	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	7.782	11.1	Primarily due to vacant positions, rates and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyout payments.	22.809	7.4	Primarily due to vacant positions, rates and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyout payments.
Overtime	(0.926)	(5.6)	Primarily due to higher project overtime and vacancy/absentee coverage, partially offset by lower maintenance and scheduled/unscheduled service.	(6.936)	(9.4)	Primarily due to higher project overtime, maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by lower weather-related overtime.
Health and Welfare	2.037	15.0	Primarily due to vacant positions, lower rates and intercompany reimbursements.	9.097	13.4	Primarily due to vacant positions, lower rates and intercompany reimbursements.
OPEB Current Payment	1.173	19.3	Primarily due to fewer retirees/beneficiaries and lower rates.	4.743	15.6	Primarily due to fewer retirees/beneficiaries and lower rates.
Pensions	0.323	2.2	Due to intercompany reimbursements.	1.678	2.3	Due to intercompany reimbursements.

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

Table 5

Generic Revenue or Expense Category	May 2019			Year-to-Date as of May 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(0.311)	(1.6)	Primarily due to the timing of FELA payments and higher meal payments, partially offset by lower Railroad Retirement Tax payments which include intercompany reimbursements.	1.997	2.3	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements, partially offset by higher meal payments and the timing of FELA payments.
Non-Labor:						
Electric Power	1.285	18.0	Primarily due to lower rates and the timing of payments.	5.687	15.3	Primarily due to a PSEG prior year meter settlement credit, lower rates and lower consumption.
Fuel	(0.092)	(4.8)	Primarily due to the timing of payments, partially offset by lower consumption and rates.	0.417	4.4	Primarily due to lower rates.
Insurance	(1.759)	*	Primarily due to an additional 2018 Force Account Insurance payment due upon audit.	2.664	18.1	Timing of insurance premium payments and lower station liability installment payments, partially offset by an additional payment for 2018 Force Account insurance due upon audit.
Claims	0.097	33.2	Timing of payment for claims.	4.086	87.2	Timing of payment for claims.
Maintenance and Other Operating Contracts	0.638	7.0	Primarily timing of joint facilities and construction services payments, partially offset by the timing of maintenance service payments.	(14.420)	(33.2)	Primarily timing of prior year joint facilities and maintenance payments and higher payments for bussing, partially offset by the timing of and payments for construction services.
Professional Service Contracts	0.564	29.7	Timing of payments for consulting services.	(3.035)	(24.1)	Primarily timing of payments for MTA Chargeback and other consulting services.
Materials and Supplies	(1.924)	(9.0)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	1.244	1.3	Primarily the timing of program, production plan, and operating funded capital material and supplies.

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

Table 5

Generic Revenue or Expense Category	May 2019			Year-to-Date as of May 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	(0.023)	(1.2)	Primarily higher credit/debit card fees payments, partially offset by lower miscellaneous expenses.	(0.621)	(6.8)	Primarily higher credit/debit card fees payments, partially offset by higher restitution of property damages and lower miscellaneous expenses.
Other Expenditure Adjustments	0.192	13.9	Lower MetroCard/AirTrain pass through payments.	0.285	4.1	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
May 2019								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.376	\$1.298	(\$0.078)	(5.7)	\$6.876	\$12.210	\$5.334	77.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.848)	(2.183)	(0.335)	(18.1)	(0.354)	1.731	2.085	*
Capital & Other Reimbursements	(9.349)	(6.909)	2.440	26.1	(46.169)	(30.593)	15.576	33.7
Total Receipts	(\$9.822)	(\$7.795)	\$2.028	20.6	(\$39.647)	(\$16.652)	\$22.995	58.0
Expenditures								
<i>Labor:</i>								
Payroll	(\$3.212)	\$0.536	\$3.748	*	\$1.086	\$2.351	\$1.265	*
Overtime	(3.235)	(3.939)	(0.704)	(21.8)	(2.633)	0.046	2.680	*
Health and Welfare	(0.000)	0.689	0.690	*	(0.001)	1.542	1.544	*
OPEB Current Payment	(0.000)	0.052	0.052	*	(0.001)	(0.141)	(0.140)	*
Pensions	0.000	0.323	0.323	*	0.001	1.679	1.678	*
Other Fringe Benefits	(2.771)	(3.254)	(0.483)	(17.4)	(4.053)	1.373	5.427	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$9.219)	(\$5.592)	\$3.626	39.3	(\$5.601)	\$6.851	\$12.452	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.642	\$0.642	*	\$0.000	\$0.448	\$0.448	*
<i>Traction Power</i>	0.000	0.656	0.655	*	0.001	0.143	0.142	*
<i>Non-Traction Power</i>	(0.000)	(0.014)	(0.014)	*	(0.001)	0.305	0.306	*
Fuel	0.000	(0.291)	(0.291)	*	0.000	(0.244)	(0.244)	*
<i>Revenue Vehicle Fuel</i>	(0.000)	(0.517)	(0.517)	*	0.000	(0.051)	(0.051)	*
<i>Non-Revenue Fuel</i>	0.000	0.227	0.226	*	0.000	(0.193)	(0.193)	*
Insurance	2.613	0.475	(2.138)	(81.8)	(1.991)	(0.698)	1.293	64.9
Claims	0.083	0.208	0.125	*	(0.412)	0.479	0.890	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.000)	(0.699)	(0.699)	*	0.000	(23.126)	(23.127)	*
Professional Service Contracts	1.218	1.503	0.286	23.5	3.485	(2.099)	(5.584)	*
Materials & Supplies	(3.257)	(0.671)	2.586	79.4	(8.543)	(6.009)	2.534	29.7
Other Business Expenses	(0.247)	(0.227)	0.019	7.9	(1.208)	(3.421)	(2.213)	*
Total Non-Labor Expenditures	\$0.411	\$0.940	\$0.529	*	(\$8.668)	(\$34.671)	(\$26.003)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.375)	(\$1.183)	\$0.192	13.9	(\$6.875)	(\$6.590)	\$0.285	4.1
Total Other Expenditure Adjustments	(\$1.375)	(\$1.183)	\$0.192	13.9	(\$6.875)	(\$6.590)	\$0.285	4.1
Total Expenditures before Depreciation	(\$10.183)	(\$5.836)	\$4.347	42.7	(\$21.144)	(\$34.410)	(\$13.266)	(62.7)
Depreciation Adjustment	\$32.343	\$33.646	\$1.303	4.0	\$161.716	\$168.230	\$6.514	4.0
Other Post Employment Benefits	11.986	0.000	(11.986)	(100.0)	59.930	0.000	(59.930)	(100.0)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.923	0.939	0.016	1.7
Total Expenditures	\$34.313	\$27.977	(\$6.336)	(18.5)	\$201.425	\$134.758	(\$66.667)	(33.1)
Cash Timing and Availability Adjustment	0.000	1.585	1.585	-	0.000	0.557	0.557	-
Total Cash Conversion Adjustments	\$24.491	\$21.767	(\$2.723)	(11.1)	\$161.778	\$118.664	(\$43.114)	(26.7)

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

	May 2019						May Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	29,692	\$1.919	31,109	\$2.017	(1,417) -4.8%	(\$0.098) -5.1%	174,275	\$11.068	185,341	\$11.857	(11,065) -6.3%	(\$0.789) -7.1%
<u>Unscheduled Service</u>	8,483	\$0.577	3,617	\$0.235	4,866 57.4%	\$0.342 59.2%	26,211	\$1.770	26,633	\$1.759	(422) -1.6%	\$0.011 0.6%
<u>Programmatic/Routine Maintenance</u>	67,812	\$4.145	55,213	\$3.357	12,599 18.6%	\$0.788 19.0%	331,532	\$19.764	365,672	\$21.966	(34,140) -10.3%	(\$2.202) -11.1%
<u>Unscheduled Maintenance</u>	196	\$0.012	2,941	\$0.175	(2,745) *	(\$0.163) *	1,950	\$0.118	11,776	\$0.711	(9,826) *	(\$0.592) *
<u>Vacancy/Absentee Coverage</u>	54,763	\$3.362	59,101	\$3.620	(4,338) -7.9%	(\$0.257) -7.7%	254,122	\$15.341	288,520	\$17.468	(34,398) -13.5%	(\$2.127) -13.9%
<u>Weather Emergencies</u>	458	\$0.028	199	\$0.011	259 56.6%	\$0.017 59.3%	152,241	\$8.738	68,917	\$4.136	83,324 54.7%	\$4.601 52.7%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	2,261	\$0.124	1,490	\$0.331	771 34.1%	(\$0.207) *	11,303	\$0.613	9,870	\$0.863	1,433 12.7%	(\$0.250) -40.9%
NON-REIMBURSABLE OVERTIME	163,664	\$10.167	153,670	\$9.746	9,994 6.1%	\$0.421 4.1%	951,634	\$57.412	956,728	\$58.761	(5,094) -0.5%	(\$1.349) -2.3%
REIMBURSABLE OVERTIME	53,960	\$3.076	57,731	\$3.719	(3,771) -7.0%	(\$0.643) -20.9%	237,988	\$13.540	332,914	\$21.806	(94,926) -39.9%	(\$8.267) -61.1%
TOTAL OVERTIME	217,625	\$13.243	211,401	\$13.465	6,223 2.9%	(\$0.222) -1.7%	1,189,622	\$70.952	1,289,642	\$80.567	(100,020) -8.4%	(\$9.615) -13.6%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

³ Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

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

* Exceeds 100%

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

	May 2019			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(1,417)	(\$0.098)		(11,065)	(\$0.789)	Higher Crew book overtime within Transportation \$(0.9) and higher Holiday overtime within Stations \$(0.1), partially offset by lower Holiday overtime within Equipment \$0.2.
	-4.8%	-5.1%		-6.3%	-7.1%	
<u>Unscheduled Service</u>	4,866	\$0.342	Less operational support required to achieve on time performance.	(422)	\$0.011	Less operational support required to achieve on time performance.
	57.4%	59.2%		-1.6%	0.6%	
<u>Programmatic/Routine Maintenance</u>	12,599	\$0.788	Lower Engineering maintenance \$0.7 and lower rolling stock running repairs within Equipment \$0.2, partially offset by higher Sperry rail car inspections \$(0.1).	(34,140)	(\$2.202)	Higher M3 and Diesel Shop running repairs, Support Shop M7 wheel repairs and additional fleet cleaning efforts within Equipment \$(1.5). Higher Sperry rail car inspections \$(0.8) and track drainage maintenance/timber replacement between Kew Gardens & Jamaica \$(0.7), partially offset by lower Engineering track maintenance \$0.8.
	18.6%	19.0%		-10.3%	-11.1%	
<u>Unscheduled Maintenance</u>	(2,745)	(\$0.163)	Due to system wide emergencies.	(9,826)	(\$0.592)	Due to system wide emergencies.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	(4,338)	(\$0.257)	Higher Open jobs and lower availability within the Equipment, Stations, Engineering and Transportation departments.	(34,398)	(\$2.127)	Higher Open jobs and lower availability within the Equipment, Stations, Engineering and offset by higher availability within the Transportation departments.
	-7.9%	-7.7%		-13.5%	-13.9%	
<u>Weather Emergencies</u>	259	\$0.017		83,324	\$4.601	
	56.6%	59.3%		54.7%	52.7%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	771	(\$0.207)	Unfavorable due to variance between actual and forecasted wage rates.	1,433	(\$0.250)	Unfavorable due to variance between actual and forecasted wage rates.
	34.1%	*		12.7%	-40.9%	
NON-REIMBURSABLE OVERTIME	9,994	\$0.421		(5,094)	(\$1.349)	
	6.1%	4.1%		-0.5%	-2.3%	
REIMBURSABLE OVERTIME	(3,771)	(\$0.643)	Over-run attributed to Jamaica Capacity Improvements \$(0.6), East Rail Yard \$(0.2) and Main Line Third Track Expansion \$(0.1), partially offset by the Annual Track Program \$0.2.	(94,926)	(\$8.267)	Over-run attributed to East Side Access \$(2.3), East Rail Yard \$(1.7), Main Line Double Track \$(1.5), Main Line Third Track Expansion \$(1.2), Annual Track Program \$(0.6), PTC efforts and Station Enhancement Initiatives.
	-7.0%	-20.9%		-39.9%	-61.1%	
TOTAL OVERTIME	6,223	(\$0.222)		(100,020)	(\$9.615)	
	2.9%	-1.7%		-8.4%	-13.6%	

* Exceeds 100%

Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2019 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH MAY 2019**

			Favorable/ (Unfavorable)
	Budget	Actual	Variance
Administration			
Executive VP	2	2	0
Enterprise Asset Management	7	6	1
Sr. Vice President - Engineering	2	2	0
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	75	64	11
Human Resources	44	34	10
Sr VP Administration	2	2	0
Strategic Investments	18	16	2
President	9	5	4
VP & CFO	3	2	1
Information Technology	0	0	0
Controller	45	45	0
Management & Budget	18	16	2
BPM, Controls & Compliance	6	4	2
Market Dev. & Public Affairs	71	70	1
Gen. Counsel & Secretary	33	33	0
Diversity Management	3	3	0
Security	14	9	5
System Safety	42	35	7
Training	68	67	1
Service Planning	31	28	3
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
Total Administration	530	472	58
Operations			
Transportation Services - Train Operations	2,350	2,347	3
Customer Services	303	308	(5)
Total Operations	2,653	2,655	(2)
Maintenance			
Engineering	2,080	2,042	38
Equipment	2,227	2,140	87
Procurement (Stores)	95	95	0
Total Maintenance	4,402	4,277	125
Engineering/Capital			
Department of Program Management	152	131	21
Special Projects/East Side Access	57	43	14
Positive Train Control	14	13	1
Total Engineering/Capital	223	187	36
Baseline Total Positions	7,808	7,591	217
<i>Non-Reimbursable</i>	6,414	6,426	(12)
<i>Reimbursable</i>	1,394	1,165	229
Total Full-Time	7,808	7,591	217
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH MAY 2019**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 12 positions due to Engineering workforce working on maintenance activity instead of capital project activity, partially offset by vacant positions in Maintenance of Equipment, Train Operations, Stations Department and Administrative departments.
REIMBURSABLE POSITIONS - Favorable 229 positions primarily due to the timing of project activity in Engineering, and vacancies within the Department of Project Management, East Side Access/Special Projects, and Procurement and Logistics, partially offset by unfavorable positions in Train Operations and Stations Department.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH MAY 2019

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	275	245	30
Professional, Technical, Clerical	151	122	29
Operational Hourlies	104	105	(1)
Total Administration	530	472	58
Operations			
Managers/Supervisors	318	304	14
Professional, Technical, Clerical	102	100	2
Operational Hourlies	2,233	2,251	(18)
Total Operations	2,653	2,655	(2)
Maintenance			
Managers/Supervisors	849	773	76
Professional, Technical, Clerical	295	234	61
Operational Hourlies	3,258	3,270	(12)
Total Maintenance	4,402	4,277	125
Engineering/Capital			
Managers/Supervisors	152	128	24
Professional, Technical, Clerical	71	59	12
Operational Hourlies	0	0	0
Total Engineering/Capital	223	187	36
Total Positions			
Managers/Supervisors	1,594	1,450	144
Professional, Technical, Clerical	619	515	104
Operational Hourlies	5,595	5,626	(31)
Total Positions	7,808	7,591	217

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

RIDERSHIP

Monthly
 Weekly
 Total Commutation

 One-Way Full Fare
 One-Way Off-Peak
 All Other
 Total Non-Commutation
 Total

MAY 2019						
Month			Variance			
Adopted Budget	Actual 2019	Adjusted* 2018	Adopted Budget		Adjusted* 2018	
			#	%	#	%
4.288	4.255	4.327	(0.033)	-0.8%	(0.073)	-1.7%
0.148	0.176	0.136	0.028	18.6%	0.040	29.4%
4.436	4.431	4.464	(0.005)	-0.1%	(0.033)	-0.7%
0.777	0.927	0.798	0.150	19.3%	0.129	16.2%
1.602	1.648	1.535	0.046	2.9%	0.112	7.3%
0.937	0.969	0.919	0.032	3.4%	0.050	5.4%
3.316	3.544	3.253	0.228	6.9%	0.291	9.0%
7.752	7.975	7.716	0.223	2.9%	0.259	3.4%

MAY YEAR TO DATE 2019						
YTD			Variance			
Adopted Budget	Actual 2019	Adjusted* 2018	Adopted Budget		Adjusted* 2018	
			#	%	#	%
20.510	20.423	20.598	(0.088)	-0.4%	(0.175)	-0.8%
0.743	0.928	0.699	0.185	24.9%	0.230	32.9%
21.253	21.351	21.296	0.098	0.5%	0.055	0.3%
3.452	3.962	3.389	0.510	14.8%	0.573	16.9%
7.004	7.167	6.865	0.163	2.3%	0.302	4.4%
4.205	4.445	4.201	0.241	5.7%	0.244	5.8%
14.661	15.574	14.455	0.913	6.2%	1.119	7.7%
35.915	36.925	35.751	1.011	2.8%	1.174	3.3%

*Prior year adjusted to reflect current year calendar.

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

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

		MONTH			VARIANCE	
		Actual 2019	Adopted Budget	Actual 2018	vs. Budget	vs. 2018
Farebox Operating Ratio						
	Standard ⁽¹⁾	50.6%	45.3%	54.3%	5.3%	-3.7%
	Adjusted ⁽²⁾	56.7%	51.2%	63.0%	5.5%	-6.3%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.56	\$18.61	\$14.97	\$2.05	(\$1.59)
	Adjusted ⁽²⁾	\$15.47	\$17.35	\$13.90	\$1.88	(\$1.57)
Passenger Revenue/Passenger ⁽³⁾		\$8.36	\$8.41	\$8.13	(\$0.05)	\$0.23
		YEAR-TO-DATE			VARIANCE	
		Actual 2019	Adopted Budget	Actual 2018	vs. Budget	vs. 2018
Farebox Operating Ratio						
	Standard ⁽¹⁾	48.2%	42.3%	48.6%	5.9%	-0.4%
	Adjusted ⁽²⁾	54.5%	48.0%	55.3%	6.5%	-0.8%
Cost Per Passenger						
	Standard ⁽¹⁾	\$17.04	\$19.56	\$16.87	\$2.52	(\$0.17)
	Adjusted ⁽²⁾	\$15.86	\$18.20	\$15.65	\$2.34	(\$0.21)
Passenger Revenue/Passenger ⁽³⁾		\$8.20	\$8.26	\$8.19	(\$0.06)	\$0.01

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, 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.

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



Long Island Rail Road

Ridership Report Highlights

May 2019 vs. 2018

- May 2019 total ridership increased +3.4% compared to May 2018 (7,974,945 in May 2019 vs. 7,716,073 in May 2018).
- Commutation ridership decreased 0.7% compared to May 2018
- May 2019 Non-Commutation ridership increased +9.0% compared to May 2018
- The factors affecting Non-Commutation ridership this May are:
 - The PGA Championship at Bethpage Park brought an additional 97,534 riders to the event helping to boost Non-Commutation ridership.
 - Ridership gains during the Memorial Day weekend provided a 16% increase in Friday eastbound travel to Montauk.

2019 vs. 2018 YTD

- Total YTD ridership is +3.3% above 2018 and +2.8% above Budget
- YTD Commutation ridership is +0.3% above 2018
- YTD Non-Commutation ridership is +7.7% above 2018

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

MAY 2019

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

EXECUTIVE SUMMARY

May Ridership and Revenue (millions)

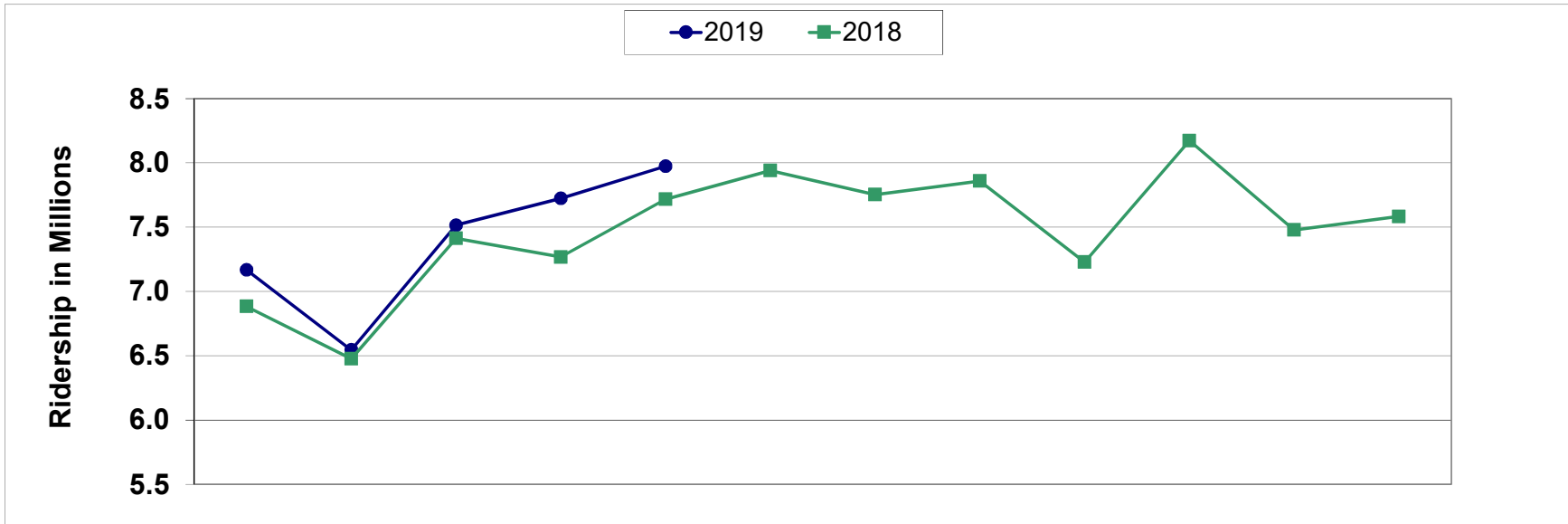
Total Rail Ridership	7.975	3.4% ▲
Commutation Ridership	4.431	-0.7% ▼
Non-Commutation Ridership	3.544	9.0% ▲
Rail Revenue	\$66.7	6.6% ▲

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

Total Rail Ridership	36.925	3.3% ▲	2.8% ▲
Commutation Ridership	21.351	0.3% ▲	0.5% ▲
Non-Commutation Ridership	15.574	7.7% ▲	6.2% ▲
Rail Revenue	\$302.9	3.7% ▲	3.0% ▲

MAY RIDERSHIP

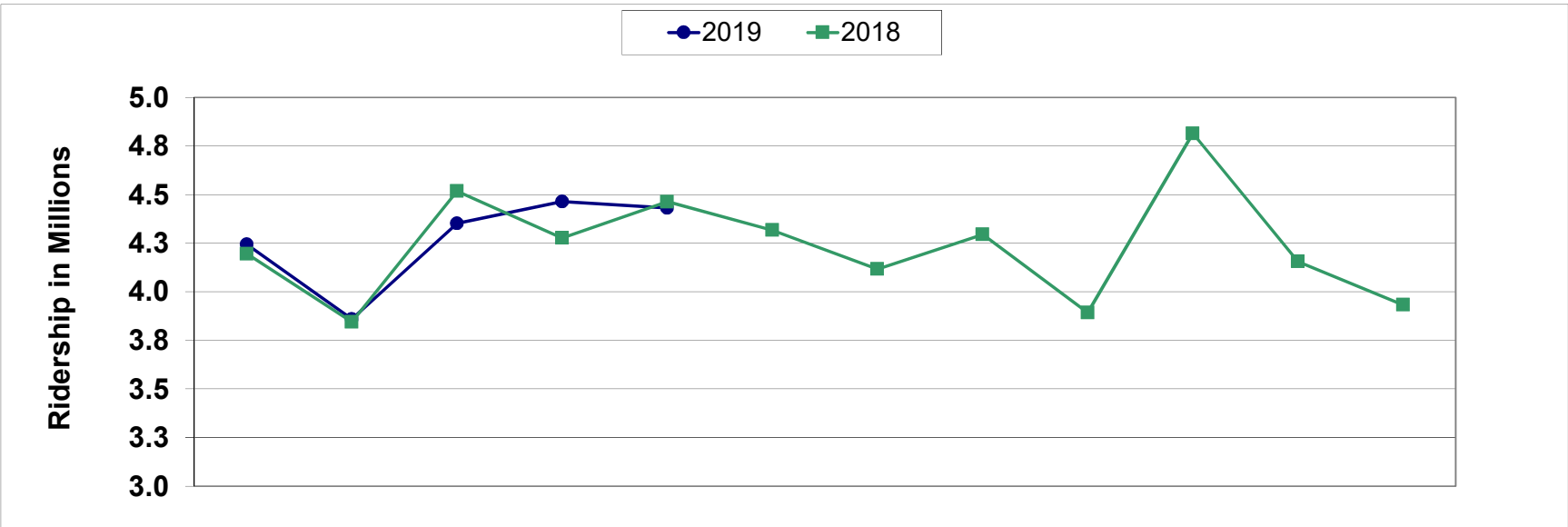
- May Total Ridership was 3.4% above '18 and 2.8% above 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	7.2	6.5	7.5	7.7	8.0								36.9
2018	6.9	6.5	7.4	7.3	7.7	7.9	7.8	7.9	7.2	8.2	7.5	7.6	35.8
PCT CHG.	4.1%	1.1%	1.4%	6.3%	3.4%								3.3%

MAY COMMUTATION RIDERSHIP

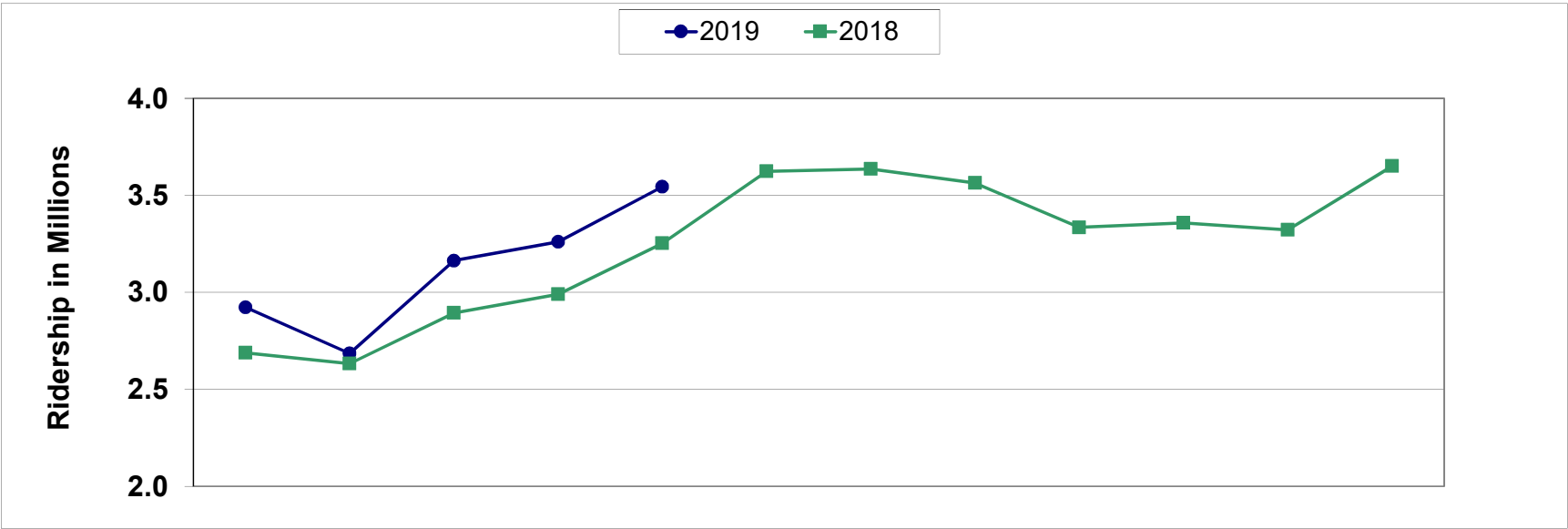
- May Commutation Ridership was -0.7% below '18 and -0.1% below 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.2	3.9	4.4	4.5	4.4								21.4
2018	4.2	3.8	4.5	4.3	4.5	4.3	4.1	4.3	3.9	4.8	4.2	3.9	21.3
PCT CHG.	1.2%	0.4%	-3.7%	4.4%	-0.7%								0.2%

MAY NON-COMMUTATION RIDERSHIP

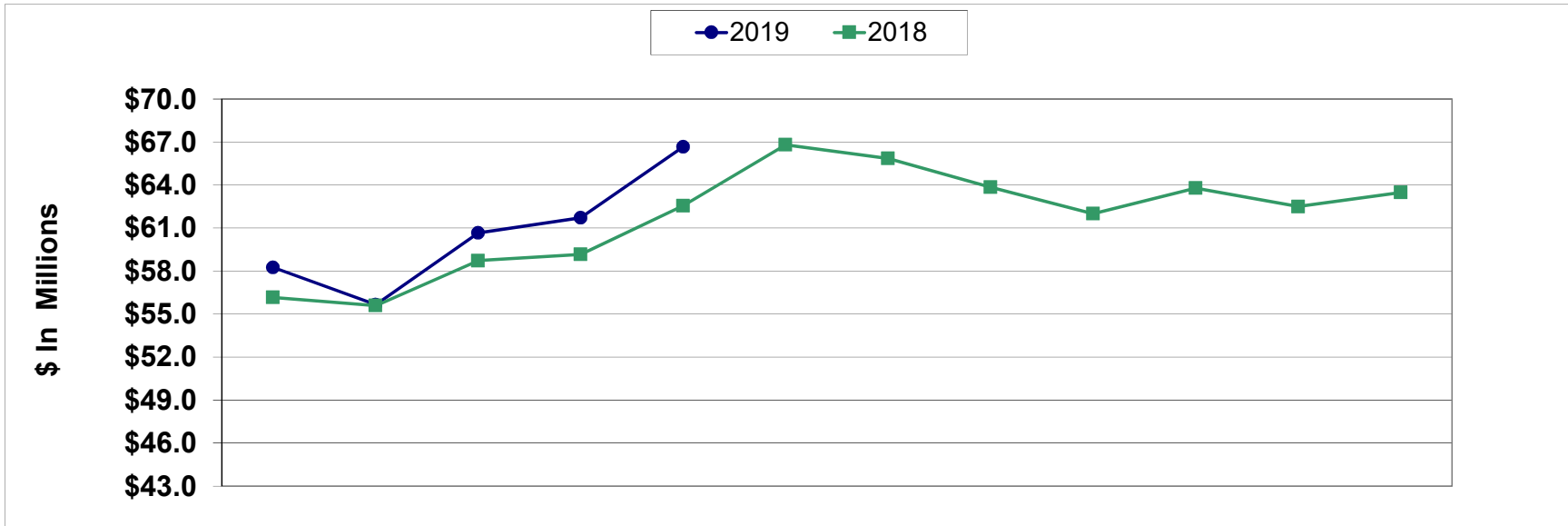
- May Non-Commutation Ridership was 9.0% above '18 and 6.7% above 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.9	2.7	3.2	3.3	3.5								15.6
2018	2.7	2.6	2.9	3.0	3.3	3.6	3.6	3.6	3.3	3.4	3.3	3.7	14.5
PCT CHG.	8.8%	2.0%	9.3%	9.0%	9.0%								7.7%

MAY REVENUE

- May Total Revenue was 6.6% above '18 and 6.2% above 2019 Budget.



	Jan	Feb	Mar	Apr*	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	\$58.3	\$55.7	\$60.7	\$61.7	\$66.7								\$302.9
2018	\$56.2	\$55.6	\$58.7	\$59.2	\$62.6	\$66.8	\$65.8	\$63.8	\$62.0	\$63.8	\$62.5	\$63.5	\$292.2
PCT CHG.	3.7%	0.1%	3.3%	4.3%	6.6%								3.7%

*Fare increase was implemented in April 2019.

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

TICKET TYPE/SERVICE	May 2019	May 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,430,912	4,463,513	(32,600)	-0.7%
NON-COMMUTATION RIDERSHIP	3,544,033	3,252,560	291,473	9.0%
TOTAL RIDERSHIP	7,974,945	7,716,073	258,873	3.4%

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

TICKET TYPE/SERVICE	May 2019	April 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	21,351,111	21,296,417	54,694	0.3%
NON-COMMUTATION RIDERSHIP	15,574,029	14,455,060	1,118,969	7.7%
TOTAL RIDERSHIP	36,925,140	35,751,477	1,173,663	3.3%

** 2018 ridership numbers were adjusted using 2019 factors.*

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

REVENUE	May 2019	May 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$32,306,201	\$31,584,704	\$721,498	2.3%
NON-COMMUTATION REVENUE	\$34,349,317	\$30,970,998	\$3,378,319	10.9%
TOTAL REVENUE	\$66,655,518	\$62,555,702	\$4,099,817	6.6%

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

REVENUE	May 2019	May 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$157,920,011	\$157,183,840	\$736,170	0.5%
NON-COMMUTATION REVENUE	\$145,010,310	\$134,990,843	\$10,019,466	7.4%
TOTAL REVENUE	\$302,930,320	\$292,174,683	\$10,755,637	3.7%



Long Island Rail Road

CAPITAL PROGRAM REPORT

LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS & UPDATES

JUNE 2019

LYNBROOK and ROCKVILLE CENTRE VIADUCT RENEWALS

Milestone: Mentor Contract Award \$3,476,954 for Lynbrook Package 1

Milestone: Mentor Contract Award \$1,746,185 for Rockville Centre

Project Budget: \$6.00M

Mentor Contracts for rehabilitation of two viaduct structures in Nassau County were awarded to Zion Contracting for \$3,476,954 for Lynbrook Viaduct Spans 1-39, and to Lux Builders for \$1,746,185 for Rockville Centre Viaduct. The underdeck structural work on these viaducts includes concrete rehabilitation, repairs to handrails, joints, utilities, and improvements to the existing drainage system to maintain a state of good repair of the viaducts. Similar work at Lynbrook for Spans 40-97 is anticipated to commence in late summer. This project is part of the LIRR's efforts to maintain a state of good repair of the infrastructure, extend the life of the viaduct structures, and improve drainage issues.

STATION INITIATIVES – 6 STATIONS

Milestone: Beneficial Use

Project Budget: \$25.48M

Project work to enhance the appearance, function, and customer experience at Great Neck, Bayside, Northport, Valley Stream, Ronkonkoma, and Baldwin stations is substantially complete. These six stations received amenities including new wayfinding signage, Wi-Fi, customer information totems, USB Charge Ports, benches, bike racks, and trash receptacles. The Northport station building also received interior and exterior renovations. This project is part of the LIRR's efforts to improve station aesthetics and the customer's total travel experience.

STEWART MANOR STATION REHABILITATION

Milestone: Beneficial Use

Project Budget: \$5.29M

Station enhancements to improve the appearance of Stewart Manor on the Hempstead Branch are substantially complete. Project work included Wi-Fi, USB charging stations, customer information totems, new platforms and railings, LED lighting, art glass within new platform shelter sheds, bike racks, stamped concrete sidewalks and curbs, and benches. This project continues the LIRR's efforts to improve the customer's travel experience.

STATION IMPROVEMENTS – PORT JEFFERSON

Milestone: Beneficial Use

Project Budget: \$3.95M

The historic restoration of Port Jefferson station in Suffolk County is complete. The station building was designed by Stanford White and originally constructed in 1903. The architectural station rehabilitation included improved ADA accessibility, a new waiting room with terrazzo flooring, new restrooms, tile and wood wall and ceiling finishes, windows, doors, and HVAC upgrades. Amenities include wayfinding signage, Wi-Fi, bike racks, benches, USB charging stations, digital information display totems, and CCTV cameras. On the station platforms, new shelter sheds, railings, LED lighting, and security cameras were installed. Additionally, the north side parking lot was paved, striped, and lit. Port Jefferson station rehabilitation is part of the LIRR's strategic efforts to improve and enhance the customer experience while maintaining the intrinsic historic elements of this station.

CENTRALIZED TRAIN CONTROL – TOWER MIGRATION STUDY

Milestone: Study Completed

Project Budget: \$2.30M

The Signal Migration Study, which evaluates and assesses the current Signal System throughout the railroad, is complete. Currently, independent Traffic Control Systems serve individual control towers that govern specific geographic areas of LIRR territory. The long-term goal is to migrate the existing systems from the present tower locations and integrate these systems into a single CTC System located within the JCC Theater in Jamaica, Queens. The Signal Migration Study supports the long-term goal of a centralized facility where LIRR operational functions are integrated into a cohesive unit to facilitate information sharing and LIRR's incident response.

SMALL BUSINESS MENTOR PROGRAM

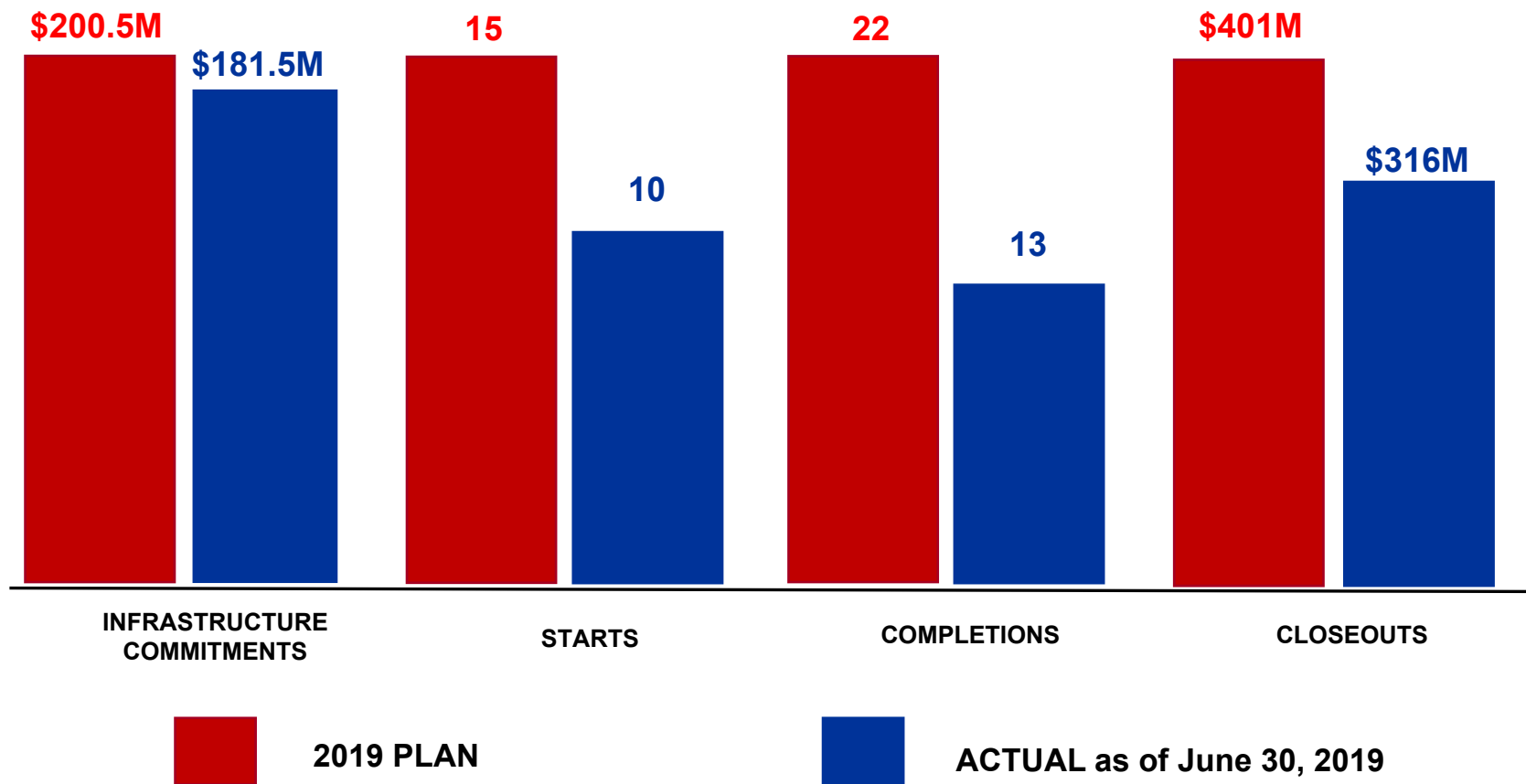
New contract/s awarded this month:

- Rockville Center Viaduct awarded for \$1,746,185 [see above]
- Lynbrook Package 1 awarded for \$3,476,954 [see above]
- Buckram Road Bridge Landscaping awarded for \$208,812.

Contract/s completed this month:

- Stewart Manor Station renewal [see above].

2019 LIRR Capital Program Goals



Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

June 2019 Highlights: Operations Report

June service delivery operated above goal at 94.4% overall with 92.7% in peak periods. YTD OTP is 95.2% with 94.6% in peak periods.

Hudson Line – 92.7% with 92.2% in peak (impacted by residential fire/mud slide on 6/20)
95.9% of trains arrived within 10" of schedule with 34 (0.72%) cancelled or terminated

Harlem Line – 95.6% with 95.4% in peak
98.3% of trains arrived within 10" of schedule with 10 (0.17%) cancelled or terminated

New Haven Line – 94.5% with 93.5% in peak
97.8% of trains arrived within 10" of schedule with 35 (0.43%) cancelled or terminated

In June 3.1% of trains arrived 6-10" late with 79 (0.42%) cancelled or terminated.
Overall, 97.5% of trains arrived within 10" of schedule.

Consist Compliance: 99.7% overall with 99.3% during Peak.

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

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

West of Hudson Service operated below goal at 88.9% due to MNR Infrastructure Work, MNR Switch/Signal Failures and NJT failures. YTD is at 91.5%

Pascack Valley – 92.2% YTD: 94.9%

Port Jervis – 84.4% YTD: 86.9%

Cancelled Trains

41 (2.6%) PVL: 25, PJJ: 16

35 – No NJT Engineer (14 on Sat 6/22)

3 – NJT Equipment Failure

3 – Trespasser Fatality on PVL 6/17

Equipment Performance

Fleet Availability was good during June.

Fleet MDBF in May operated above goal at 563,050 against the goal of 165,000 with YTD above goal at 239,744.

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

Performance Summary			2019 Data			2018 Data	
			Annual Goal	June	YTD thru June	June	YTD thru June
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	94.4%	95.2%	88.6%	92.3%
		AM Peak	93.0%	93.6%	93.3%	87.8%	91.5%
		AM Reverse Peak	93.0%	96.2%	96.0%	95.4%	95.4%
		PM Peak	93.0%	93.1%	94.9%	88.0%	91.3%
		Total Peak	93.0%	93.8%	94.3%	89.1%	92.0%
		Off Peak Weekday	93.0%	93.3%	94.7%	85.5%	90.5%
		Weekend	93.0%	97.2%	97.7%	94.1%	96.2%
	Hudson Line	Overall	93.0%	92.7%	95.5%	88.5%	92.3%
		AM Peak	93.0%	91.0%	92.3%	85.5%	90.0%
		AM Reverse Peak	93.0%	93.6%	95.0%	96.5%	97.5%
		PM Peak	93.0%	93.0%	97.1%	87.8%	92.1%
		Total Peak	93.0%	92.2%	94.6%	87.9%	91.8%
		Off Peak Weekday	93.0%	90.6%	95.2%	85.4%	89.9%
		Weekend	93.0%	97.0%	97.4%	94.9%	97.2%
	Harlem Line	Overall	93.0%	95.6%	96.3%	92.9%	93.2%
		AM Peak	93.0%	96.5%	94.8%	90.4%	92.7%
		AM Reverse Peak	93.0%	98.4%	96.6%	96.0%	94.3%
		PM Peak	93.0%	93.0%	94.8%	91.1%	91.0%
		Total Peak	93.0%	95.4%	95.1%	91.6%	92.3%
		Off Peak Weekday	93.0%	94.3%	96.2%	93.3%	93.1%
		Weekend	93.0%	98.4%	98.7%	94.2%	95.1%
	New Haven Line	Overall	93.0%	94.5%	94.2%	85.6%	91.7%
		AM Peak	93.0%	93.1%	92.6%	87.2%	91.5%
		AM Reverse Peak	93.0%	95.5%	96.0%	94.3%	95.3%
		PM Peak	93.0%	93.2%	93.6%	85.6%	91.0%
		Total Peak	93.0%	93.5%	93.5%	87.7%	91.9%
		Off Peak Weekday	93.0%	94.2%	93.3%	79.9%	89.0%
		Weekend	93.0%	96.4%	97.1%	93.5%	96.5%
Operating Statistics							
	Trains Scheduled			18,857	114,592	19,059	114,073
	Avg. Delay per Late Train (min) <i>excluding trains cancelled or terminated</i>			14.2	12.4	11.9	13.5
	Trains Over 15 min. Late <i>excluding trains cancelled or terminated</i>		2,300	230	1,024	352	1,789
	Trains Canceled		230	50	123	14	461
	Trains Terminated		230	29	117	29	208
	Percent of Scheduled Trips Completed		99.8%	99.6%	99.8%	99.8%	99.4%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	98.5%	99.7%	99.4%	98.7%	98.8%
		AM Peak	97.0%	99.5%	98.4%	97.0%	97.3%
		AM Reverse Peak	99.5%	100.0%	100.0%	100.0%	99.9%
		PM Peak	97.0%	99.0%	98.6%	97.5%	97.0%
		Total Peak	97.0%	99.3%	98.3%	97.6%	97.9%
		Off Peak Weekday	99.5%	99.9%	99.8%	99.1%	99.4%
		Weekend	99.5%	99.8%	99.7%	99.6%	99.6%
	Hudson Line	AM Peak	99.0%	100.0%	99.9%	99.6%	99.3%
		PM Peak	99.0%	99.7%	99.8%	99.7%	98.4%
	Harlem Line	AM Peak	97.0%	99.8%	99.0%	95.3%	96.1%
		PM Peak	97.0%	98.9%	98.9%	97.8%	98.0%
	New Haven Line	AM Peak	95.0%	98.8%	96.7%	96.7%	96.9%
		PM Peak	95.0%	98.5%	97.6%	95.6%	95.3%

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

	% Total	May	2019 Data YTD thru June		2018 Data YTD thru June		YTD 2019 Vs 2018
Engineering (Scheduled)	3.3%	49	75	666	1,130	2,626	-1,961
Engineering (Unscheduled)	23.3%	664	538	2,861	1,662	6,082	-3,221
Maintenance of Equipment	12.6%	172	290	1,792	690	2,895	-1,103
Transportation	3.2%	114	73	372	168	527	-155
Capital Projects	5.1%	143	117	758	57	204	554
Weather and Environmental	5.6%	111	129	452	46	3,318	-2,866
Police	7.0%	145	161	868	158	1,111	-243
Customers	4.6%	122	106	574	164	653	-79
Other	35.2%	993	812	2,473	124	792	1,681
3rd Party Operations	0.1%	63	3	83	16	32	51
TOTAL	100.0%	2,574	2,304	10,898	4,214	18,241	-7,343
HUDSON LINE	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2019 Vs 2018
Engineering (Scheduled)	2.6%	18	24	174	146	527	-353
Engineering (Unscheduled)	11.2%	155	105	521	366	1,577	-1,056
Maintenance of Equipment	7.3%	74	68	468	198	891	-423
Transportation	0.3%	23	3	48	66	169	-121
Capital Projects	7.3%	53	68	274	45	175	99
Weather and Environmental	3.7%	8	35	98	31	504	-406
Police	2.5%	32	23	160	46	175	-15
Customers	3.1%	28	29	129	62	218	-89
Other	61.9%	72	580	750	26	144	606
3rd Party Operations	0.2%	5	2	11	4	14	-3
TOTAL	100.0%	468	937	2,633	990	4,394	-1,761
HARLEM LINE	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2019 Vs 2018
Engineering (Scheduled)	5.9%	7	30	85	214	553	-468
Engineering (Unscheduled)	20.4%	183	104	744	286	1,904	-1,160
Maintenance of Equipment	16.1%	31	82	477	154	691	-214
Transportation	6.9%	14	35	102	41	154	-52
Capital Projects	3.1%	20	16	75	4	15	60
Weather and Environmental	11.6%	19	59	188	2	1,372	-1,184
Police	7.6%	35	39	215	16	293	-78
Customers	5.1%	29	26	136	32	176	-40
Other	23.3%	474	119	691	14	139	552
3rd Party Operations	0.0%	0	0	0	4	4	-4
TOTAL	100.0%	812	510	2,713	767	5,301	-2,588
NEW HAVEN LINE	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2019 Vs 2018
Engineering (Scheduled)	2.6%	23	22	407	770	1,546	-1,139
Engineering (Unscheduled)	38.3%	380	329	1,650	1,010	2,601	-951
Maintenance of Equipment	16.4%	67	141	846	338	1,313	-467
Transportation	4.2%	76	36	222	60	203	19
Capital Projects	3.7%	70	32	409	8	15	394
Weather and Environmental	4.1%	84	35	166	13	1,441	-1,275
Police	11.5%	78	99	492	97	642	-150
Customers	5.9%	65	51	310	70	260	50
Other	13.3%	447	114	1,032	84	508	524
3rd Party Operations	0.1%	3	1	18	7	15	3
TOTAL	100.0%	1,293	860	5,552	2,457	8,544	-2,992

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

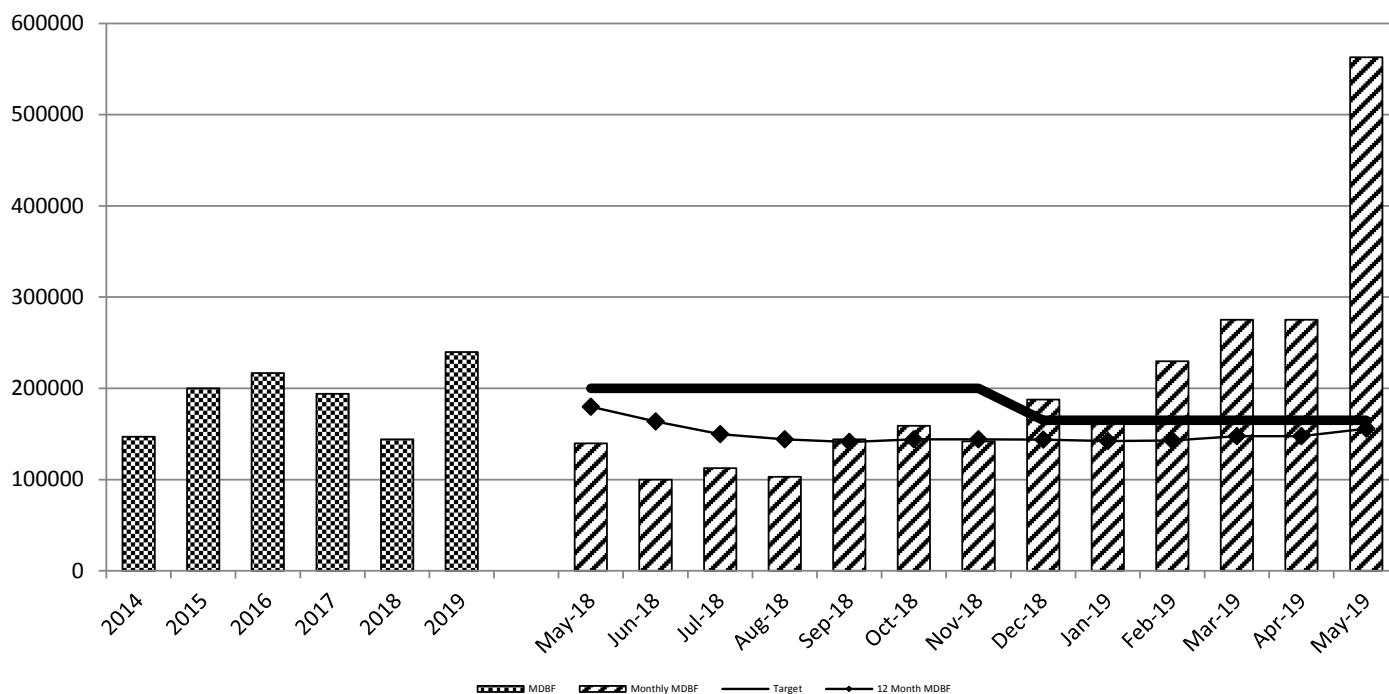
DateDayDESCRIPTION OF EVENT			Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
06/06	Thu	Train 1427 was unable to take power at CP234.	15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	16	0	1
06/10	Mon	Train 1552 had an overspeed penalty at Pelham, causing an emergency brake application.	0	0	0	0	0	0	14	0	0	2	0	0	0	0	0	16	0	0
06/10	Mon	Yankee game was postponed due to heavy rain resulting in train congestion.	0	0	0	0	0	0	7	0	0	3	7	0	0	0	0	10	7	0
06/12	Wed	Train 636 struck a trespasser on track 2 at Scarsdale Station.	0	0	1	1	0	0	0	0	0	9	1	3	0	0	0	10	1	4
06/17	Mon	Catenary failure damaged pantograph on car 9400 disabling train 1409 leaving Bridgeport Yard.	21	10	3	6	1	1	0	0	0	6	0	1	0	0	0	33	11	5
06/18	Tue	Tree down across track 1 south of Cold Spring.	0	0	0	0	0	0	6	0	0	5	0	0	0	0	0	11	0	0
06/20	Thu	Track circuit down on track 1 south of CP3.	0	0	0	0	0	0	6	0	0	4	0	0	0	0	0	10	0	0
06/20	Thu	Delays due to mudslide on track 3 & 1 between Greystone and Glenwood resulting from adjacent house fire.	28	4	0	10	0	0	16	2	0	41	17	3	0	0	0	95	23	3
06/21	Fri	Vehicle broke gate arm at Hudson Avenue Crossing in Peekskill.	0	0	0	0	0	0	8	0	0	5	0	0	0	0	0	13	0	0
06/21	Fri	A track condition at Manitou Crossing resulting in single tracking.	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18	0	0
06/21	Fri	Four track circuits down at CP3.	37	0	0	2	0	0	0	0	0	15	0	0	0	0	0	54	0	0
06/26	Wed	Crew unable to start diesel engine on train 1868 north of 125th Street.	0	0	0	0	0	0	15	0	0	2	0	0	0	0	0	17	0	0
06/28	Fri	A vehicle struck the Park Avenue Viaduct at 126th Street.	0	0	0	0	0	0	33	0	0	25	0	0	0	0	0	58	0	0
06/30	Sun	Signal power ground from CP230 to CP274 due to tree in wire from storm.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
TOTAL FOR MONTH			101	14	5	19	1	1	114	2	0	127	25	7	10	0	0	371	42	13
			426																	

	Equip- ment Type	Total Fleet Size	2019 Data						2018 Data		
			MDBF Goal (miles)	May MDBF (miles)	Primary Failure Goal	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
Mean Distance Between Failures	M8	405	280,000	669,616	9	4	298,918	209,212	262,570	10	322,451
	M3	138	80,000	347,811	4	0	101,444	79,564	72,932	4	81,880
	M7	334	330,000	1,002,888	6	2	303,661	288,920	403,002	5	392,872
	Coach	209	200,000	743,938	8	2	363,497	175,349	185,501	8	255,118
	P-32	31	21,000	47,030	9	4	42,157	23,063	17,635	11	18,292
	BL-20	12	13,000	48,552	4	0	62,763	19,375	20,639	2	21,428
	Fleet	1129	165,000	563,050	40	12	239,744	155,801	168,477	40	184,015
	M8		280,000	669,616	9	4	298,918	198,951	271,306	10	288,545
	M3/7		229,000	1,176,793	10	2	236,256	215,811	256,304	9	262,689
	Diesel/Coach		80,000	283,316	21	6	184,230	90,751	81,870	21	93,151

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels in revenue service before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

ALL FLEETS

Mean Distance Between Failures 2014 - 2019



West of Hudson Performance Summary			2019 Data			2018 Data	
			Annual Goal	June	YTD thru June	June	YTD thru June
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	93.0%	88.9%	91.5%	90.6%	91.6%
		AM Peak	93.0%	93.8%	91.5%	89.8%	90.2%
		PM Peak	93.0%	92.3%	92.5%	90.1%	91.6%
		Total Peak	93.0%	93.1%	92.0%	89.9%	90.9%
		Off Peak Weekday	93.0%	87.1%	90.2%	89.7%	91.4%
		Weekend	93.0%	86.5%	93.2%	93.7%	93.2%
	Pascack Line Valley Line	Overall	93.0%	92.2%	94.9%	96.0%	95.0%
		AM Peak	93.0%	94.3%	96.0%	95.3%	94.3%
		PM Peak	93.0%	92.9%	94.9%	96.6%	96.3%
		Total Peak	93.0%	93.6%	95.4%	95.9%	95.3%
		Off Peak Weekday	93.0%	92.8%	94.7%	96.0%	94.7%
		Weekend	93.0%	89.8%	94.5%	95.9%	94.9%
	Port Jervis Line	Overall	93.0%	84.4%	86.9%	83.4%	86.9%
		AM Peak	93.0%	93.3%	86.3%	83.3%	84.8%
		PM Peak	93.0%	91.7%	89.9%	82.5%	86.0%
		Total Peak	93.0%	92.5%	88.1%	82.9%	85.4%
		Off Peak Weekday	93.0%	79.7%	84.2%	81.3%	86.7%
		Weekend	93.0%	80.7%	90.8%	89.7%	90.1%
Operating Statistics							
	Trains Scheduled			1,604	9,792	1,634	9,934
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			18.9	22.4	24.1	21.5
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		300	53	322	81	331
	Trains Canceled		60	41	79	10	117
	Trains Terminated		60	6	29	7	42
	Percent of Scheduled Trips Completed		99.4%	97.1%	98.9%	99.0%	98.4%
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>							
	System - AM		99.0%	99.5%	99.1%	98.4%	98.1%
	Pascack Valley - AM		99.0%	99.1%	98.9%	97.3%	97.7%
	Port Jervis - AM		99.0%	100.0%	99.3%	99.5%	98.6%

*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												TOTAL		
			AM Peak			PM Peak			Off Peak			Weekend					
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
06/09	Sun	PJL: Late Bus connections from MNR Infrastructure work.	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0
06/17	Mon	PVL: Late account trespasser fatality near Park Ridge.	0	1	2	0	0	0	5	2	2	0	0	0	5	3	4
06/22	Sat	Cancellations account of no NJT engineers. (PJL: 6 and PVL: 8)	0	0	0	0	0	0	0	0	0	1	14	0	1	14	0
TOTAL FOR MONTH			0	1	2	0	0	0	5	2	2	8	14	0	13	17	4
															34		

JUNE 2019 STANDEE REPORT

East of Hudson

East of Hudson			JUN 2018	YTD 2018	JUN 2019	YTD 2019
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	11	15	0	2
		Total Standees	11	15	0	2
	Harlem Line	Program Standees	0	0	31	5
		Add'l Standees	123	115	11	17
		Total Standees	123	115	42	22
	New Haven Line	Program Standees	0	0	24	4
		Add'l Standees	44	62	17	72
		Total Standees	44	62	41	76
	EAST OF HUDSON TOTAL - AM PEAK		177	191	83	101
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	5	5	2	0
		Total Standees	5	5	2	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	14	24	16	9
		Total Standees	14	24	16	9
	New Haven Line	Program Standees	0	0	140	23
		Add'l Standees	140	113	44	71
		Total Standees	140	113	184	94
	EAST OF HUDSON TOTAL - PM PEAK		159	142	203	104

West of Hudson

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

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

Definitions

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

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

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

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

Operations Planning and Analysis/jc

ELEVATOR AND ESCALATOR OPERATING REPORT

FOR MONTH OF June 2019

Elevator Availability	2019		2018	
	June	Year to Date	June	Year to Date
Grand Central Terminal	86.87%	85.78%	86.12%	92.21%
Harlem	99.85%	99.90%	100.00%	99.80%
Hudson	99.73%	99.79%	100.00%	99.84%
New Haven	99.77%	99.87%	100.00%	99.68%
Overall Average	96.56%	96.34%	96.53%	97.88%

GCT Availability for May 2019 is impacted by the NE-1 Elevator being Out of Service due to East Side Access construction since February 2017. The T-20 Elevator (leftmost B-Hall elevator) is Out of Service for conversion for Tracking Center Program.

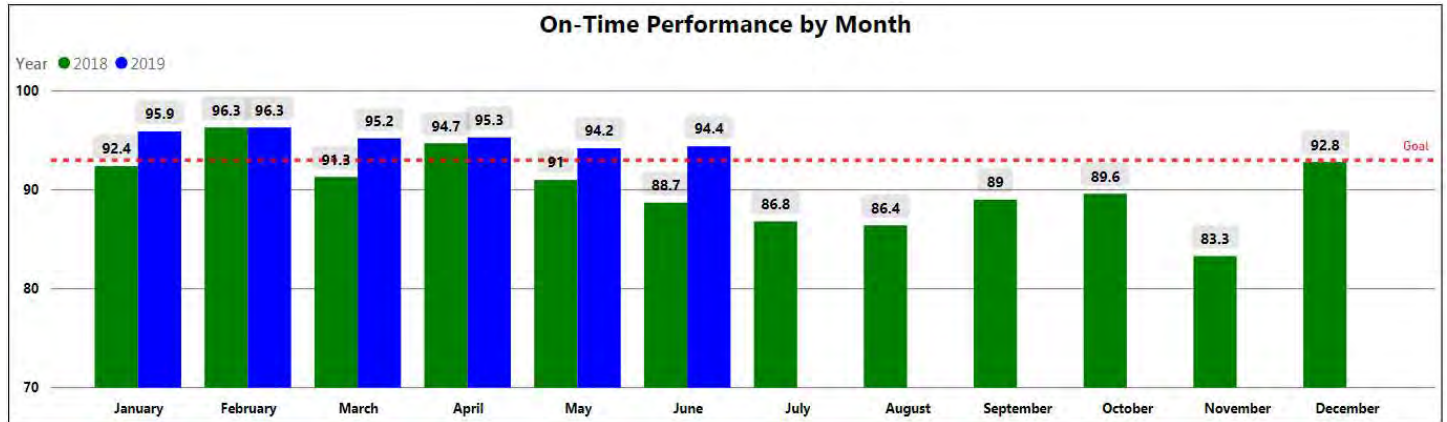
Escalator Availability	2019		2018	
	June	Year to Date	June	Year to Date
Grand Central Terminal	100.00%	79.27%	98.92%	97.51%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	89.63%	99.46%	98.76%

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

On-Time Performance

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

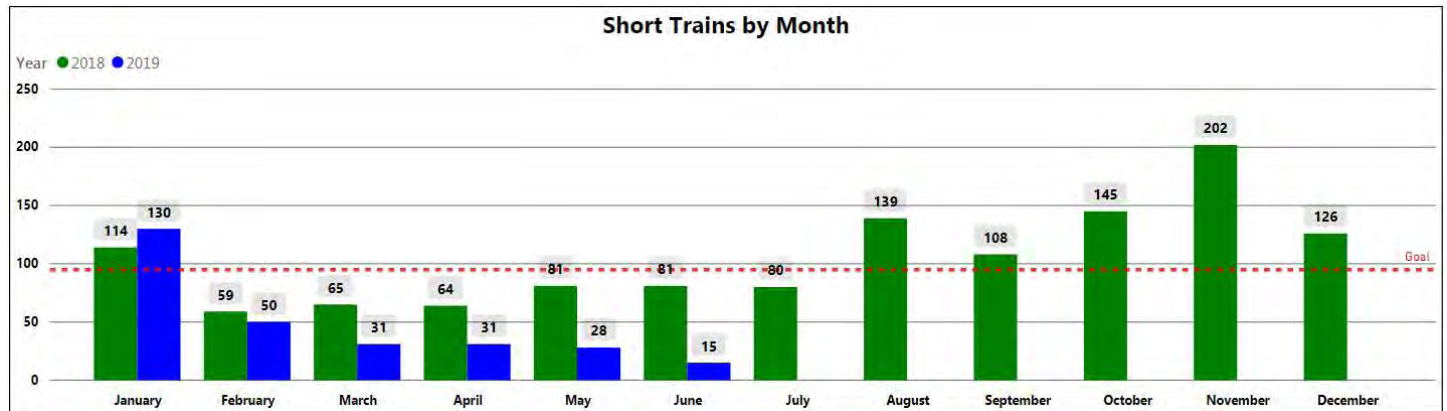
	2019		2018	
Goal	June	YTD	June	YTD
93.0%	94.4%	95.2%	88.7%	92.3%



Short Trains

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

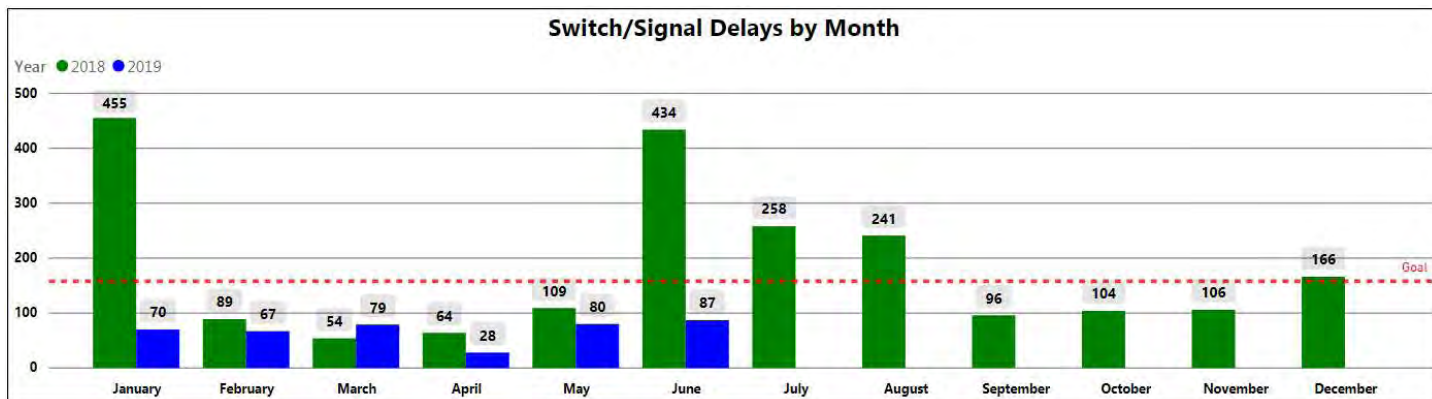
	2019		2018	
Goal	June	YTD	June	YTD
1138	15	285	81	464



Switch/Signal Delays

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

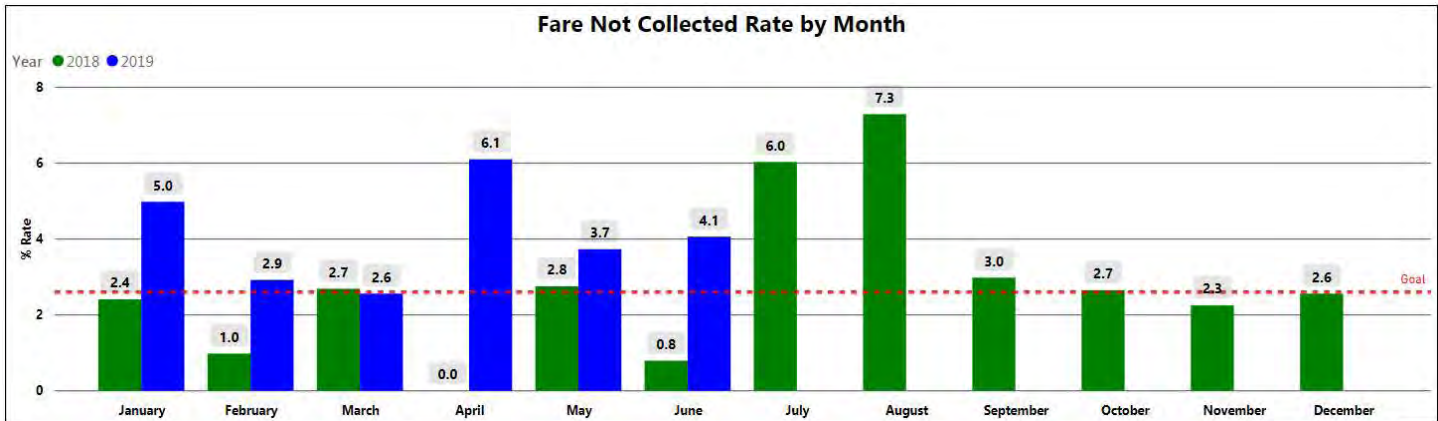
	2019		2018	
Goal	June	YTD	June	YTD
1896	87	411	434	1205



Fare Not Collected Rate

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

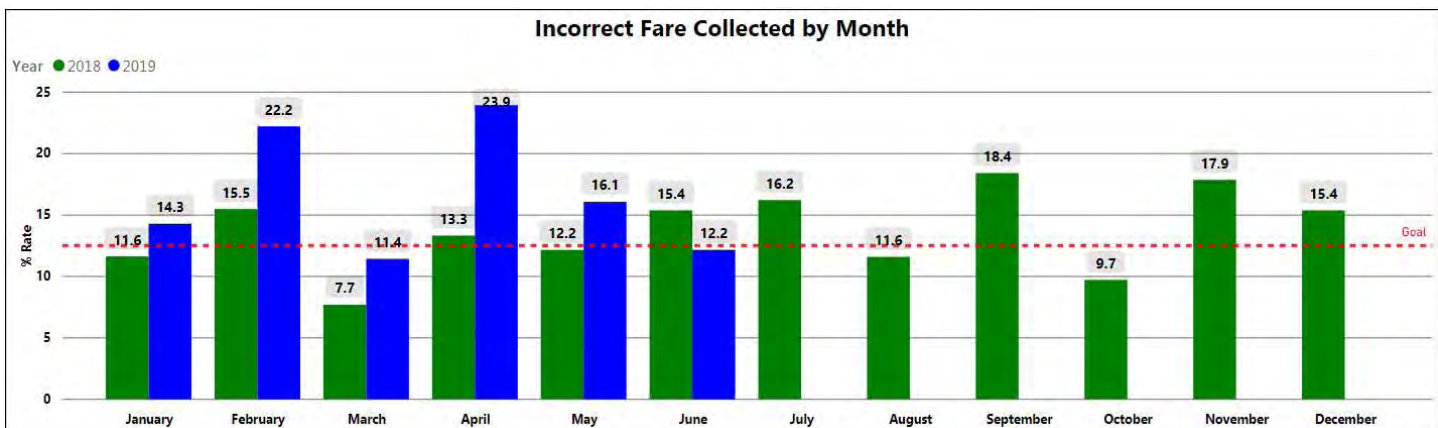
	2019		2018	
Goal	June	YTD	June	YTD
2.6%	4.1%	4.2%	0.8%	1.9%



Incorrect Fare Collected Rate

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

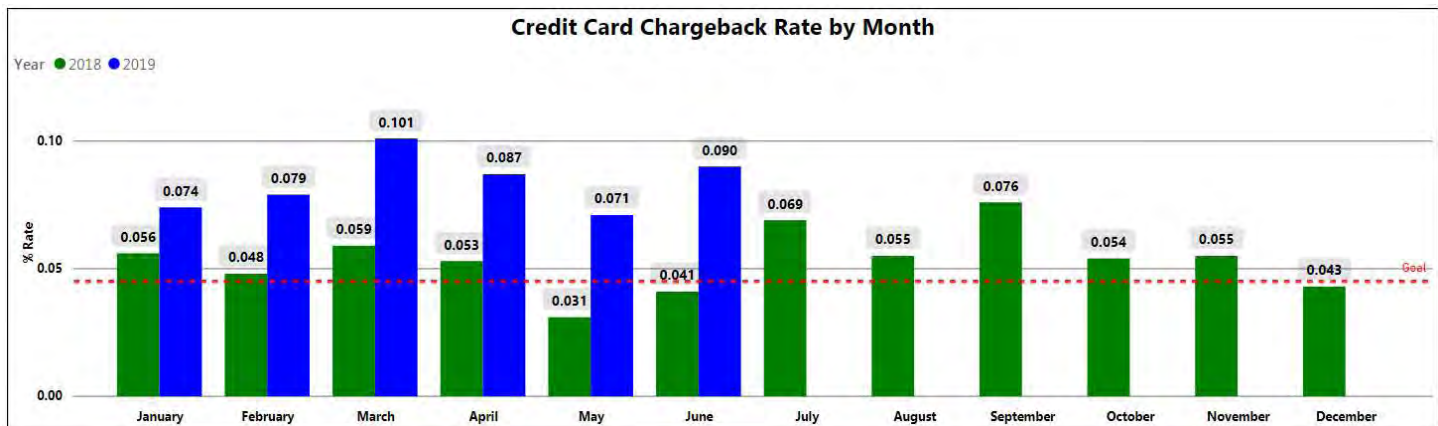
	2019		2018	
Goal	June	YTD	June	YTD
12.5%	12.2%	17.0%	15.4%	12.4%



Credit Card Chargeback Rate

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

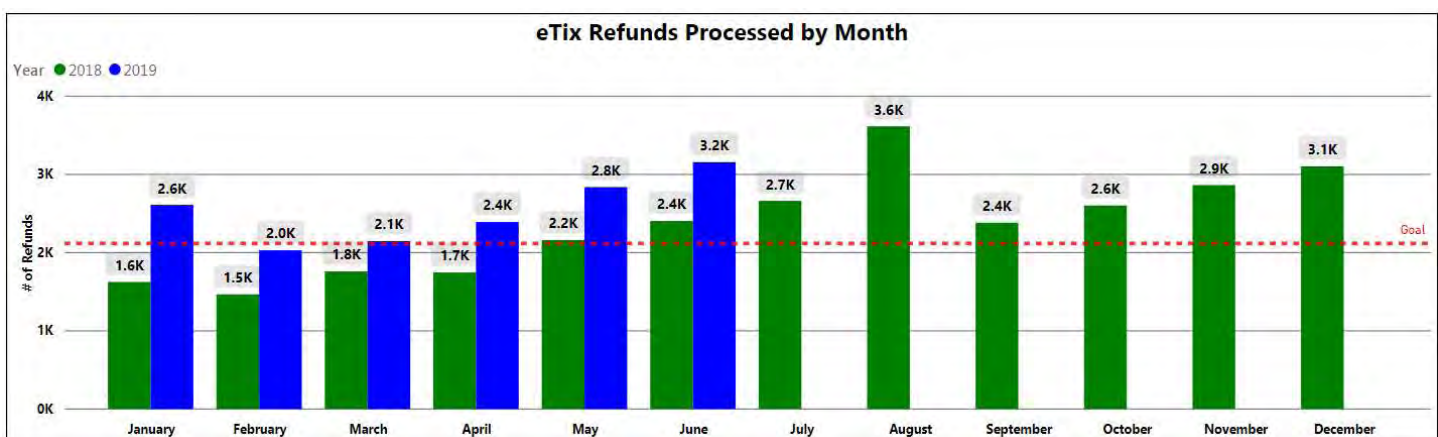
	2019		2018	
Goal	June	YTD	June	YTD
0.045%	0.090%	0.084%	0.041%	0.047%



eTix Refunds Processed

The number of eTix refunds processed.

	2019		2018	
Goal	June	YTD	June	YTD
2118	3157	15174	2404	11162



Finance Report

Steven Weiss

Executive Director, Management & Budget



In early June, Metro-North's Hudson Avenue grade crossing at Peekskill Station, one of the busiest along our territory, was one of seven sites to participate in International Level Crossing Awareness Day (ILCAD). This global initiative provides another opportunity to interact with our communities, provide safety information and remind them of the dangers at grade crossings.

May 2019 Highlights: Financial Report

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

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

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

- Ridership of 35.2 million, which includes East of Hudson ridership of 34.5 million and West of Hudson ridership of 0.7 million, was 0.4% unfavorable vs. budget. Consequently, farebox revenue of \$299.6 million was \$0.6 million lower than budget.
- Total revenue of \$323.8 million was \$1.3 million or 0.4% higher than budget primarily due to higher net GCT retail income.
- Total expenses of \$544.1 million were \$8.0 million or 1.4% favorable vs. budget primarily due to lower discretionary contractual spending in the maintenance and other operating contracts and professional services categories.

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

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

	<u>Adopted Budget</u>	<u>Actual</u>	Fav/(Unfav) \$ Var	Variance % Var
Total Revenue	\$322.5	\$323.8	\$1.3	0.4%
Total Expenses before Non-Cash Liability Adjs.	552.1	544.1	8.0	1.4%
Operating Surplus/(Deficit)	(229.5)	(220.3)	9.3	4.0%
<i>Other Non-Cash Liabilities</i>	<i>122.5</i>	<i>97.8</i>	<i>24.7</i>	<i>20.2%</i>
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(352.1)	(318.1)	34.0	9.6%
<i>Cash Adjustments</i>	<i>108.1</i>	<i>72.7</i>	<i>(35.4)</i>	<i>-32.8%</i>
Net Cash Surplus/(Deficit)	(\$244.0)	(\$245.4)	(\$1.4)	-0.6%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

May 2019 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$318.1 million was \$34.0 million or 9.6% favorable vs. the Adopted Budget.

Major drivers of the May 2019 YTD favorable result of \$34.0 million include lower Non-Reimbursable Expenses of \$32.7 million mainly due to lower Other Post-Employment Benefits (OPEB) which reflects the impact of a Generally Accepted Accounting Principles (GAAP) change and lower discretionary contractual spending in both the maintenance and other operating contracts and professional services categories as well as favorable Non-Reimbursable Revenues of \$1.8 million primarily due to higher net GCT retail income.

May 2019 YTD Reimbursable Expenses of \$98.4 million was \$39.7 million favorable vs. the Adopted Budget primarily due to the timing of several capital projects including Connecticut Positive Train Control and Waterbury Branch Cab Signal System Installation.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$0.6 million lower vs. the Adopted Budget primarily due to lower ridership on the Harlem and New Haven Lines.
 - YTD Ridership of 35.2 million was 0.4% unfavorable vs. the Adopted Budget and 1.1% favorable vs. YTD 2018.
- **Other Operating Revenue** – YTD was \$1.8 million or 8.3% favorable vs. the Adopted Budget primarily due to higher net GCT retail income.
- **Capital and Other Reimbursements** – YTD was \$39.7 million or 28.7% unfavorable vs. the Adopted Budget due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$740.3 million were \$72.4 million or 8.9% favorable vs. the Adopted Budget.

Labor Expenses (including fringes and overhead recoveries) of \$467.4 million YTD were \$2.3 million unfavorable vs. the Adopted Budget.

- **Payroll** – YTD was \$1.7 million unfavorable vs. the Adopted Budget which primarily reflects the timing of retiree payouts.
- **Overtime** – YTD was \$1.1 million unfavorable vs. the Adopted Budget primarily due to higher Reimbursable activity in various projects due to accelerated timing and additional night and weekend work. This Reimbursable activity was partially offset by lower Non-Reimbursable overtime due to increased employee availability for train crews.

Non-Labor Expenses of \$175.1 million YTD were \$49.9 million favorable vs. the Adopted Budget.

- **Electric Power** – YTD results were \$1.8 million unfavorable vs. the Adopted Budget primarily due to higher rates.
- **Fuel** – YTD expenses were \$1.1 million favorable vs. the Adopted Budget due primarily to lower diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$15.2 million favorable vs. the Adopted Budget due to the timing of Reimbursable project activity primarily for the Signal Replacement from Greenwich to South Norwalk Project and the timing of Non-Reimbursable

expenses for M-8 Bridgeport Derailment repairs, the BL-20 Overhaul Program, GCT utilities and other various expenses.

- **Professional Services** – YTD was \$30.0 million favorable vs. the Adopted Budget due to the timing of Reimbursable project activity primarily for the Connecticut Positive Train Control and Waterbury Branch Cab Signal System Installation Projects as well as lower than anticipated Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$2.4 million favorable vs. the Adopted Budget due to the timing of Reimbursable project activity primarily for the Connecticut Positive Train Control and Phase V of the Harmon Shop Replacement Projects partially offset by increased usage for infrastructure and rolling stock repairs and reliability centered maintenance programs.
- **Other Business Expenses** – YTD was \$1.4 million favorable vs. the Adopted Budget primarily due to a recovery from Norfolk Southern related to track maintenance on the Port Jervis Line in 2016 and 2017 and a property damage settlement.

Depreciation and Other Non-Cash Liability Adjustments were \$24.7 million favorable vs. the YTD Adopted Budget primarily due to lower Other Post-Employment Benefits (OPEB) which reflects the impact of a Generally Accepted Accounting Principles (GAAP) change.

CASH DEFICIT SUMMARY

May YTD Net Cash Deficit of \$245.4 million was \$1.4 million or 0.6% unfavorable to the Adopted Budget. This is mainly due to revised milestone scheduling of capital projects and timing of payments in several expenditure categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 62.1% was 3.1 percentage points favorable vs. the Adopted Budget.
- Adjusted Cost per Passenger of \$15.04 was \$0.65 favorable vs. the Adopted Budget.
- Revenue per Passenger of \$8.52 was \$0.02 favorable vs. the Adopted Budget.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$65.381	\$64.890	(\$0.491)	(0.8)	\$0.000	\$0.000	\$0.000	-	\$65.381	\$64.890	(\$0.491)	(0.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.411	4.409	(0.002)	(0.1)	0.000	0.000	0.000	-	4.411	4.409	(0.002)	(0.1)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	14.493	11.050	(3.443)	(23.8)	14.493	11.050	(3.443)	(23.8)
CDOT	0.000	0.000	0.000	-	14.874	7.685	(7.189)	(48.3)	14.874	7.685	(7.189)	(48.3)
Other	0.000	0.000	0.000	-	0.464	1.189	0.725	*	0.464	1.189	0.725	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	29.831	19.924	(9.906)	(33.2)	29.831	19.924	(9.906)	(33.2)
Total Revenue/Receipts	\$69.792	\$69.299	(\$0.493)	(0.7)	\$29.831	\$19.924	(\$9.906)	(33.2)	\$99.622	\$89.223	(\$10.400)	(10.4)
Expenses												
<i>Labor:</i>												
Payroll	\$45.727	\$46.683	(\$0.956)	(2.1)	\$5.657	\$4.076	\$1.580	27.9	\$51.384	\$50.760	\$0.624	1.2
Overtime	7.875	8.314	(0.440)	(5.6)	2.873	2.132	0.741	25.8	10.747	10.447	0.301	2.8
Health and Welfare	9.797	9.653	0.145	1.5	1.939	1.341	0.598	30.8	11.737	10.994	0.742	6.3
OPEB Current Payment	2.917	3.175	(0.258)	(8.9)	0.000	0.000	0.000	-	2.917	3.175	(0.258)	(8.9)
Pensions	9.114	9.362	(0.248)	(2.7)	1.327	0.996	0.331	24.9	10.441	10.358	0.083	0.8
Other Fringe Benefits	10.744	10.704	0.040	0.4	1.457	1.067	0.390	26.8	12.201	11.770	0.430	3.5
Reimbursable Overhead	(7.192)	(5.811)	(1.381)	(19.2)	6.852	5.480	1.372	20.0	(0.340)	(0.331)	(0.010)	(2.8)
Total Labor	\$78.981	\$82.080	(\$3.099)	(3.9)	\$20.105	\$15.093	\$5.012	24.9	\$99.086	\$97.173	\$1.913	1.9
<i>Non-Labor:</i>												
Electric Power	\$5.172	\$6.316	(\$1.144)	(22.1)	\$0.000	\$0.000	\$0.000	-	\$5.172	\$6.316	(\$1.144)	(22.1)
Fuel	1.754	1.585	0.170	9.7	0.000	0.000	(0.000)	-	1.754	1.585	0.169	9.6
Insurance	1.582	1.350	0.232	14.7	0.496	0.243	0.253	51.0	2.078	1.593	0.485	23.3
Claims	0.098	0.040	0.057	58.8	0.000	0.000	0.000	-	0.098	0.040	0.057	58.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.399	7.205	2.195	23.3	1.876	2.921	(1.045)	(55.7)	11.276	10.126	1.150	10.2
Professional Service Contracts	3.148	3.033	0.115	3.6	5.229	0.613	4.616	88.3	8.377	3.646	4.730	56.5
Materials & Supplies	8.519	9.454	(0.936)	(11.0)	2.105	1.029	1.077	51.1	10.624	10.483	0.141	1.3
Other Business Expenses	2.692	2.418	0.274	10.2	0.019	0.025	(0.005)	(28.6)	2.711	2.442	0.269	9.9
Total Non-Labor	\$32.364	\$31.401	\$0.963	3.0	\$9.725	\$4.831	\$4.894	50.3	\$42.089	\$36.232	\$5.857	13.9
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adj.	\$111.344	\$113.481	(\$2.136)	(1.9)	\$29.831	\$19.924	\$9.906	33.2	\$141.175	\$133.405	\$7.770	5.5
Depreciation	20.542	19.166	1.376	6.7	0.000	0.000	0.000	-	20.542	19.166	1.376	6.7
OPEB Obligation	4.833	0.000	4.833	100.0	0.000	0.000	0.000	-	4.833	0.000	4.833	100.0
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.333	0.000	0.333	100.0	0.000	0.000	0.000	-	0.333	0.000	0.333	100.0
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$137.053	\$132.647	\$4.406	3.2	\$29.831	\$19.924	\$9.906	33.2	\$166.884	\$152.571	\$14.313	8.6
Net Surplus/(Deficit)	(\$67.262)	(\$63.348)	\$3.913	5.8	\$0.000	\$0.000	\$0.000	-	(\$67.262)	(\$63.348)	\$3.913	5.8
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	19.166	(1.376)	(6.7)	0.000	0.000	0.000	-	20.542	19.166	(1.376)	(6.7)
Operating/Capital	(5.791)	(3.923)	1.868	32.3	0.000	0.000	0.000	-	(5.791)	(3.923)	1.868	32.3
Other Cash Adjustments	(0.336)	(8.556)	(8.220)	*	0.000	0.000	0.000	-	(0.336)	(8.556)	(8.220)	*
Total Cash Conversion Adjustments	\$14.416	\$6.687	(\$7.728)	(53.6)	\$0.000	\$0.000	\$0.000	-	\$14.416	\$6.687	(\$7.728)	(53.6)
Net Cash Surplus/(Deficit)	(\$52.846)	(\$56.661)	(\$3.815)	(7.2)	\$0.000	\$0.000	\$0.000	-	(\$52.846)	(\$56.661)	(\$3.815)	(7.2)

Notes:

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

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

-- Differences are due to rounding.

* Variance exceeds 100%.

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

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$300.215	\$299.638	(\$0.577)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$300.215	\$299.638	(\$0.577)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	22.317	24.164	1.846	8.3	0.000	0.000	0.000	-	22.317	24.164	1.846	8.3
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	59.410	55.673	(3.737)	(6.3)	59.410	55.673	(3.737)	(6.3)
CDOT	0.000	0.000	0.000	-	76.453	36.261	(40.192)	(52.6)	76.453	36.261	(40.192)	(52.6)
Other	0.000	0.000	0.000	-	2.234	6.500	4.266	*	2.234	6.500	4.266	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	138.096	98.434	(39.663)	(28.7)	138.096	98.434	(39.663)	(28.7)
Total Revenue/Receipts	\$322.533	\$323.802	\$1.269	0.4	\$138.096	\$98.434	(\$39.663)	(28.7)	\$460.629	\$422.235	(\$38.393)	(8.3)
Expenses												
<i>Labor:</i>												
Payroll	\$216.053	\$220.248	(\$4.196)	(1.9)	\$23.452	\$20.930	\$2.522	10.8	\$239.505	\$241.178	(\$1.674)	(0.7)
Overtime	41.085	40.586	0.499	1.2	10.165	11.755	(1.590)	(15.6)	51.249	52.340	(1.091)	(2.1)
Health and Welfare	46.458	44.754	1.704	3.7	7.738	7.055	0.683	8.8	54.196	51.809	2.387	4.4
OPEB Current Payment	14.583	16.178	(1.594)	(10.9)	0.000	0.000	0.000	-	14.583	16.178	(1.594)	(10.9)
Pensions	43.792	44.451	(0.660)	(1.5)	5.301	5.127	0.175	3.3	49.093	49.578	(0.485)	(1.0)
Other Fringe Benefits	52.105	52.304	(0.199)	(0.4)	5.802	5.584	0.218	3.7	57.907	57.888	0.018	0.0
Reimbursable Overhead	(27.909)	(29.829)	1.920	6.9	26.477	28.238	(1.761)	(6.7)	(1.432)	(1.591)	0.159	11.1
Total Labor	\$386.167	\$388.692	(\$2.525)	(0.7)	\$78.934	\$78.688	\$0.246	0.3	\$465.101	\$467.380	(\$2.279)	(0.5)
<i>Non-Labor:</i>												
Electric Power	\$29.885	\$31.616	(\$1.732)	(5.8)	\$0.000	\$0.083	(\$0.083)	-	\$29.885	\$31.699	(\$1.815)	(6.1)
Fuel	9.675	8.526	1.149	11.9	0.000	0.000	(0.000)	-	9.675	8.527	1.149	11.9
Insurance	7.720	6.759	0.961	12.5	1.886	1.200	0.686	36.4	9.605	7.958	1.647	17.1
Claims	0.478	0.409	0.069	14.5	0.000	0.000	0.000	-	0.478	0.409	0.069	14.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	48.092	39.571	8.521	17.7	14.363	7.729	6.634	46.2	62.456	47.300	15.155	24.3
Professional Service Contracts	16.443	12.699	3.744	22.8	30.173	3.966	26.207	86.9	46.616	16.666	29.950	64.2
Materials & Supplies	41.493	45.102	(3.609)	(8.7)	12.645	6.655	5.990	47.4	54.138	51.757	2.381	4.4
Other Business Expenses	12.115	10.704	1.411	11.6	0.095	0.112	(0.017)	(17.6)	12.210	10.816	1.394	11.4
Total Non-Labor	\$165.900	\$155.386	\$10.514	6.3	\$59.162	\$19.746	\$39.417	66.6	\$225.062	\$175.132	\$49.930	22.2
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$552.067	\$544.078	\$7.989	1.4	\$138.096	\$98.434	\$39.663	28.7	\$690.163	\$642.512	\$47.651	6.9
Depreciation	102.711	96.319	6.392	6.2	0.000	0.000	0.000	-	102.711	96.319	6.392	6.2
OPEB Obligation	24.167	0.000	24.167	100.0	0.000	0.000	0.000	-	24.167	0.000	24.167	100.0
GASB68 Pension Adjustment	(6.000)	(0.225)	(5.775)	(96.2)	0.000	0.000	0.000	-	(6.000)	(0.225)	(5.775)	(96.2)
Environmental Remediation	1.667	1.642	0.025	1.5	0.000	0.000	0.000	-	1.667	1.642	0.025	1.5
GASB75 Adjustment	0.000	0.092	(0.092)	-	0.000	0.000	0.000	-	0.000	0.092	(0.092)	-
Total Expenses	\$674.611	\$641.906	\$32.705	4.8	\$138.096	\$98.434	\$39.663	28.7	\$812.708	\$740.340	\$72.368	8.9
Net Surplus/(Deficit)	(\$352.079)	(\$318.105)	\$33.974	9.6	\$0.000	\$0.000	\$0.000	-	(\$352.079)	(\$318.105)	\$33.974	9.6
<i>Cash Conversion Adjustments:</i>												
Depreciation	102.711	96.319	(6.392)	(6.2)	0.000	0.000	0.000	-	102.711	96.319	(6.392)	(6.2)
Operating/Capital	(32.575)	(16.162)	16.412	50.4	0.000	0.000	0.000	-	(32.575)	(16.162)	16.412	50.4
Other Cash Adjustments	37.970	(7.460)	(45.430)	*	0.000	0.000	0.000	-	37.970	(7.460)	(45.430)	*
Total Cash Conversion Adjustments	\$108.106	\$72.697	(\$35.409)	(32.8)	\$0.000	\$0.000	\$0.000	-	\$108.106	\$72.697	(\$35.409)	(32.8)
Net Cash Surplus/(Deficit)	(\$243.973)	(\$245.408)	(\$1.435)	(0.6)	\$0.000	\$0.000	\$0.000	-	(\$243.973)	(\$245.408)	(\$1.435)	(0.6)

Notes:

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

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
May 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	(\$0.002)	(0.1%)		\$1.846	8.3%	Reflects higher net GCT retail income.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$9.906)	(33.2%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$39.663)	(28.7%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$1.580	27.9%	Reflects primarily lower activity in the Connecticut Track Program.	\$2.522	10.8%	Reflects primarily lower activity in the Connecticut Track Program, Waterbury Branch and Cyclical Insulated Joint Projects partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Program.
OVERTIME	Non-Reimb	(\$0.440)	(5.6%)	See overtime tables.	\$0.499	1.2%	See overtime tables.
	Reimb	\$0.741	25.8%	See overtime tables.	(\$1.590)	(15.6%)	See overtime tables.
HEALTH AND WELFARE	Reimb	\$0.598	30.8%	Reflects lower activity in the Connecticut Track Program.	\$0.683	8.8%	Reflects lower activity in the Connecticut Track Program partially offset by increased activity in the Cyclical Track Program and Cos Cob Bridge Mitre Rail Replacement Program.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.258)	(8.9%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.	(\$1.594)	(10.9%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.
PENSIONS	Reimb	\$0.331	24.9%	Reflects lower activity in the Connecticut Track Program partially offset by increased activity in the Cyclical Track Program.	\$0.175	3.3%	
OTHER FRINGE BENEFITS	Reimb	\$0.390	26.8%	Reflects lower activity in the Connecticut Track Program partially offset by increased activity in the Cyclical Track Program.	\$0.218	3.7%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.381)	(19.2%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	\$1.920	6.9%	The non-reimbursable and reimbursable variances reflect unbudgeted overhead rates for several projects which will be corrected in the Mid-Year Forecast.
	Reimb	\$1.372	20.0%		(\$1.761)	(6.7%)	
ELECTRIC POWER	Non-Reimb	(\$1.144)	(22.1%)	Primarily due to higher rates.	(\$1.732)	(5.8%)	Primarily due to higher rates.
FUEL	Non-Reimb	\$0.170	9.7%	Primarily due to lower diesel fuel price per gallon.	\$1.149	11.9%	Primarily due to lower diesel fuel price per gallon.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
May 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
INSURANCE	Non-Reimb	\$0.232	14.7%	Reflects lower than budgeted premiums for Station Liability and All Agency Excess.	\$0.961	12.5%	Reflects lower than budgeted premiums for Station Liability and All Agency Excess.
	Reimb	\$0.253	51.0%	Reflects primarily lower activity in the Connecticut Track Program.	\$0.686	36.4%	Reflects lower activity in the Connecticut Track Program partially offset by increased activity in the Cyclical Track Program.
CLAIMS	Non-Reimb	\$0.057	58.8%	Reflects a lower passenger claims provision than budgeted.	\$0.069	14.5%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.195	23.3%	Reflects primarily the timing of expenses for miscellaneous maintenance and operating contracts including infrastructure expenses, environmental testing, and security services.	\$8.521	17.7%	Reflects the timing of NHL Derailment M-8 Repairs, BL-20 Locomotive Overhauls, timing of billing for GCT utility expenses and lower than anticipated expenses for miscellaneous maintenance and operating contracts.
	Reimb	(\$1.045)	(55.7%)	Reflects higher activity in the Signal Replacement from Greenwich to South Norwalk Project and Hot Bearing and Wheel Impact Project due to timing of work and billing of the project.	\$6.634	46.2%	Reflects timing of invoices and lower activity in the Signal Replacement from Greenwich to South Norwalk Project and late award of the Transformer Rehabilitation Project partially offset by higher activity on Hot Bearing and Wheel Impact Project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.115	3.6%		\$3.744	22.8%	Primarily due to lower than anticipated consulting and engineering services.
	Reimb	\$4.616	88.3%	Reflects timing of Connecticut Positive Train Control Project and delayed start to Waterbury Branch Cab Signal System Installation Project.	\$26.207	86.9%	Reflects timing of Connecticut Positive Train Control Project and delayed starting dates for Waterbury Branch Cab Signal System Installation and Sasco Creek Traction Power Supply Station Projects partially offset by the transfer of Maybrook Trailway expense from Operating Capital.
MATERIALS AND SUPPLIES	Non-Reimb	(\$0.936)	(11.0%)	Increased usage for infrastructure repairs and timing of expense for Reliability Centered Maintenance (RCM) Programs.	(\$3.609)	(8.7%)	Increased usage for infrastructure repairs and timing of expense for Reliability Centered Maintenance (RCM) Programs partially offset by offset by lower inventory adjustments and obsolete reserves.
	Reimb	\$1.077	51.1%	Reflects lower activity in Turnouts: Mainline and High Speed Interlocking Replacement, Phase Five of the Harmon Shop Replacement and GCT Switch Renewal Project partially offset by higher activity on the Cyclical Track Program.	\$5.990	47.4%	Primarily reflects timing of Connecticut Positive Train Control Project, Phase Five of the Harmon Shop Replacement Project and Turnouts: Mainline and High Speed Interlocking Replacement Project partially offset by higher activity on Connecticut Track Program and Cyclical Track Program.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
May 2019
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.274	10.2%	Reflects lower travel, office supplies, memberships and subscriptions, and other miscellaneous expenses	\$1.411	11.6%	Primarily due to recovery of expense from Norfolk Southern related to track maintenance on the Port Jervis line in 2016 and 2017, a property damage settlement, and lower travel, office supplies, memberships and subscriptions, and other miscellaneous expenses partially offset by the timing of a CSX reimbursement.
	Reimb	(\$0.005)	(28.6%)	Reflects primarily higher activity in the Power Infrastructure Restoration and Signal Replacement from Greenwich to South Norwalk Projects.	(\$0.017)	(17.6%)	Reflects higher activity in the Interlocking Replacement and Power Infrastructure Restoration Projects.
DEPRECIATION	Non-Reimb	\$1.376	6.7%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	\$6.392	6.2%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$4.833	100.0%	Reflects the impact of a GAAP change (GASB 75) in OPEB liability.	\$24.167	100.0%	Reflects the impact of a GAAP change (GASB 75) in OPEB liability.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		(\$5.775)	(96.2%)	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.333	100.0%	Reflects timing of projects requiring remediation.	\$0.025	1.5%	
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-		(\$0.092)	-	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$1.868	32.3%	Primarily due to the transfer of Maybrook Trailway expense to Reimbursable.	\$16.412	50.4%	Lower activity primarily in the following projects: Track Geometry Car Purchase, Renovation of the GCT Training Facility, Upper Harlem Pole Replacement, Installation of Cameras for the non-M-8 Fleet, and the Enhanced Security Camera Monitoring System as well as the transfer of Maybrook Trailway to Reimbursable.

* Variance exceeds 100%.

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

	May						Year To Date(May)					
	Adopted Budget		Actual		Var. - Fav/(Unfav)		Adopted Budget		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	52,695	\$ 3.439	47,177	\$ 2.808	5,518	\$0.631	250,875	\$ 16.409	249,377	\$ 14.831	1,498	\$1.577
					10.5%	18.4%					0.6%	9.6%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	45,039	\$ 2.700	54,631	\$ 3.125	(9,592)	(\$0.425)	220,061	\$ 13.130	269,960	\$ 15.476	(49,899)	(\$2.346)
					-21.3%	-15.7%					-22.7%	-17.9%
<u>Unscheduled Maintenance</u>	3,272	\$ 0.188	0	\$ -	3,272	\$0.188	4,708	\$ 0.265	11	\$ 0.001	4,698	\$0.264
					100.0%	100.0%					99.8%	99.8%
<u>Vacancy/Absentee Coverage</u> ²	24,316	\$ 1.384	24,251	\$ 1.325	65	\$0.059	116,763	\$ 6.621	123,425	\$ 6.754	(6,662)	(\$0.133)
					0.3%	4.2%					-5.7%	-2.0%
<u>Weather Emergencies</u>	2,634	\$ 0.164	91	\$ 0.006	2,543	\$0.158	76,681	\$ 4.659	70,002	\$ 3.925	6,679	\$0.735
					96.5%	96.6%					8.7%	15.8%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	0	\$ 1.051	-	(\$1.051)	0	\$ -	39	\$ (0.401)	(39)	\$0.401
Subtotal	127,956	\$ 7.875	126,151	\$ 8.314	1,806	(\$0.440)	669,088	\$ 41.085	712,814	\$ 40.586	(43,725)	\$0.499
					1.4%	-5.6%					-6.5%	1.2%
REIMBURSABLE OVERTIME	47,037	\$ 2.873	34,389	\$ 2.132	12,648	\$0.741	165,606	\$ 10.165	193,771	\$ 11.755	(28,165)	(\$1.590)
					26.9%	25.8%					-17.0%	-15.6%
TOTAL OVERTIME	174,993	\$ 10.747	160,540	\$ 10.447	14,454	\$0.301	834,694	\$ 51.249	906,585	\$ 52.340	(71,890)	(\$1.091)
					8.3%	2.8%					-8.6%	-2.1%

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable.

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

	May			Year To Date(May)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	5,518	\$0.631	Increased employee availability based upon lower relief day coverage due to lower unplanned absences.	1,498	\$1.577	Increased employee availability based upon lower relief day coverage due to lower unplanned absences as well as lower seasonal demand for Reimbursable flagging personnel.
	10.5%	18.4%		0.6%	9.6%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(9,592)	(\$0.425)	Higher infrastructure repairs of \$0.3M, of which \$0.2M is Reimbursable Capital and will be re-classed, and Reliability Centered Maintenance (RCM) of \$0.1M.	(49,899)	(\$2.346)	Higher infrastructure repairs of \$1.4M, of which \$0.4M is Reimbursable Capital and will be re-classed, and Reliability Centered Maintenance (RCM) of \$1.0M.
	-21.3%	-15.7%		-22.7%	-17.9%	
<u>Unscheduled Maintenance</u>	3,272	\$0.188	Fewer than planned unscheduled maintenance events.	4,698	\$0.264	Fewer than planned unscheduled maintenance events.
	100.0%	100.0%		99.8%	99.8%	
<u>Vacancy/Absentee Coverage</u> ²	65	\$0.059	Slightly lower required vacancy coverage.	(6,662)	(\$0.133)	Slightly higher required vacancy coverage for must fill jobs in Customer Service.
	0.3%	4.2%		-5.7%	-2.0%	
<u>Weather Emergencies</u>	2,543	\$0.158	Fewer weather events than budgeted.	6,679	\$0.735	Fewer weather events than budgeted.
	96.5%	96.6%		8.7%	15.8%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	0	(\$1.051)	Reflects timing differences related to payroll and calendar cutoff dates.	(39)	\$0.401	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	1,806	(\$0.440)		(43,725)	\$0.499	
	1.4%	-5.6%		-6.5%	1.2%	
REIMBURSABLE OVERTIME	12,648	\$0.741	Reflects lower expense in the Connecticut Track Program due to the acceleration of work on the New York Cyclical Track Program and timing related to the Turnouts Mainline High Speed Project.	(28,165)	(\$1.590)	Reflects accelerated timing and additional weekend and night work in the Cyclical Track Program, Turnouts and Switch Renewal in the GCT Trainshed, and the Harlem Wayside and West of Hudson Signal Improvement Projects partially offset by lower expense in the Connecticut Track Program due to the acceleration of work on the New York Cyclical Track Program.
	26.9%	25.8%		-17.0%	-15.6%	
TOTAL OVERTIME	14,454	\$0.301		(71,890)	(\$1.091)	

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

MTA METRO-NORTH RAILROAD
2019 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	May 2019				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$64.198	\$63.596	(\$0.602)	(0.9)	\$294.439	\$296.999	\$2.560	0.9
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.184	10.482	4.298	69.5	33.540	58.791	25.251	75.3
<i>Capital & Other Reimbursements:</i>								
MTA	9.931	18.068	8.137	81.9	57.134	67.846	10.712	18.7
CDOT	14.874	6.180	(8.694)	(58.5)	76.453	34.341	(42.112)	(55.1)
Other	0.464	0.514	0.050	10.9	2.234	7.486	5.252	*
Total Capital and Other Reimbursements	25.268	24.762	(0.506)	(2.0)	135.821	109.673	(26.148)	(19.3)
Total Receipts	\$95.651	\$98.840	\$3.189	3.3	\$463.800	\$465.463	\$1.663	0.4
Expenditures								
<i>Labor:</i>								
Payroll	\$54.972	\$54.618	\$0.354	0.6	\$240.636	\$245.017	(\$4.381)	(1.8)
Overtime	11.757	12.007	(0.250)	(2.1)	52.339	53.419	(1.080)	(2.1)
Health and Welfare	12.821	15.426	(2.605)	(20.3)	59.551	59.280	0.271	0.5
OPEB Current Payment	2.917	3.089	(0.172)	(5.9)	14.583	16.281	(1.698)	(11.6)
Pensions	10.508	10.400	0.108	1.0	49.379	51.384	(2.005)	(4.1)
Other Fringe Benefits	13.112	14.150	(1.038)	(7.9)	56.252	66.750	(10.498)	(18.7)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$106.086	\$109.690	(\$3.604)	(3.4)	\$472.741	\$492.131	(\$19.390)	(4.1)
<i>Non-Labor:</i>								
Electric Power	\$5.346	\$5.978	(\$0.632)	(11.8)	\$30.752	\$33.449	(\$2.697)	(8.8)
Fuel	1.713	1.733	(0.020)	(1.2)	9.471	8.465	1.006	10.6
Insurance	0.526	5.470	(4.944)	*	7.082	5.470	1.612	22.8
Claims	0.098	5.112	(5.014)	*	0.478	18.601	(18.123)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.857	11.852	0.005	0.0	65.028	61.887	3.141	4.8
Professional Service Contracts	7.954	2.977	4.977	62.6	44.600	16.040	28.560	64.0
Materials & Supplies	10.546	11.148	(0.602)	(5.7)	56.232	60.074	(3.842)	(6.8)
Other Business Expenditures	4.371	1.541	2.830	64.7	21.389	14.754	6.635	31.0
Total Non-Labor	\$42.410	\$45.811	(\$3.401)	(8.0)	\$235.032	\$218.740	\$16.292	6.9
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$148.497	\$155.501	(\$7.004)	(4.7)	\$707.773	\$710.871	(\$3.098)	(0.4)
Net Cash Deficit (excludes Opening Cash Balance)	(\$52.846)	(\$56.661)	(\$3.815)	(7.2)	(\$243.973)	(\$245.408)	(\$1.435)	(0.6)
Subsidies								
MTA	43.502	51.877	8.375	19.3	187.483	205.686	18.203	9.7
CDOT	9.344	4.401	(4.943)	(52.9)	56.489	37.615	(18.874)	(33.4)
Total Subsidies	\$52.846	\$56.278	\$3.432	6.5	\$243.973	\$243.301	(\$0.672)	(0.3)
Cash Timing and Availability Adjustment	\$0.000	(\$1.361)	(\$1.361)	-	\$0.000	\$2.107	\$2.107	-

Notes:

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

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

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

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	May Month vs Budget			Year-to-Date as of May 31, 2019 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER OPERATING REVENUE	4.298	69.5%	Reflects reimbursement from a third party insurance carrier for Spuyten Duyvil passenger injury settlements and timing of advertising revenues partially offset by timing of MTA-LaSalle charges.	25.251	75.3%	Reflects the reimbursement from a third party insurance carrier for Spuyten Duyvil passenger injury settlements, timing of Amtrak PRIIA reimbursements from prior year, MTA-LaSalle charges and advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	8.137	81.9%	Higher cash receipts than budgeted combined with higher capital related project activity.	10.712	18.7%	Higher cash receipts than budgeted partially offset by lower capital related project activity.
CDOT	(8.694)	(58.5%)	Lower capital related project activity combined with lower cash receipts than budgeted.	(42.112)	(55.1%)	Lower capital related project activity combined with lower cash receipts than budgeted.
OTHER	0.050	10.9%	Higher reimbursable related project activity partially offset by lower cash receipts than budgeted.	5.252	*	Higher cash receipts than budgeted combined with higher reimbursable related project activity.
HEALTH & WELFARE	(2.605)	(20.3%)	Reflects timing of payments for dental & vision premiums for employees combined with inter-agency payroll partially offset by lower rates than budgeted.	0.271	0.5%	
OPEB CURRENT PAYMENT	(0.172)	(5.9%)	Reflects timing of payments combined with higher number of retirees receiving healthcare premiums than	(1.698)	(11.6%)	Reflects timing of payments combined with higher number of retirees receiving healthcare premiums than
PENSIONS	0.108	1.0%		(2.005)	(4.1%)	Reflects timing of payments which includes the Final Actuarially Determined Contribution (ADC) payment for 2018 and higher labor costs than budgeted.
OTHER FRINGE BENEFITS	(1.038)	(7.9%)	Reflects timing of payroll taxes, higher labor costs and inter-agency payroll.	(10.498)	(18.7%)	Reflects timing of payroll taxes, higher employee claim payments, inter-agency payroll and higher labor costs and rates.
ELECTRIC POWER	(0.632)	(11.8%)	Reflects higher rates than budgeted partially offset by timing of payments.	(2.697)	(8.8%)	Reflects higher rates than budgeted combined with timing of payments.
FUEL	(0.020)	(1.2%)		1.006	10.6%	Primarily due to lower diesel fuel price per gallon.
INSURANCE	(4.944)	*	Reflects timing of premium payments for Station Liability, Force Account, All Agency Property and Automobile.	1.612	22.8%	Reflects timing of premium payments for All Agency Property, Automobile and Force Account partially offset by Station Liability.

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

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	May Month vs Budget			Year-to-Date as of May 31, 2019 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
CLAIMS	(5.014)	*	Reflects Spuyten Duyvil passenger injury settlements (Offset by same amount in Other Operating Revenue above).	(18.123)	*	Reflects Spuyten Duyvil passenger injury settlements (Offset by same amount in Other Operating Revenue above) and injury claim settlements for two NJT employees operating West of Hudson service.
MAINTENANCE & OTHER OPERATING CONTRACTS	0.005	0.0%		3.141	4.8%	Reflects the timing of capital related projects (Signal Replacement from Greenwich to South Norwalk, NYS Maybrook Trailway and Upper Harlem Pole Replacement), timing of NHL Derailment M-8 Repairs and BL-20 Locomotive Overhauls partially offset by the timing of payments for MTA Police Services and Vehicle purchases.
PROFESSIONAL SERVICE CONTRACTS	4.977	62.6%	Reflects the timing of engineering services relating to Connecticut Positive Train Control and the delayed start to the Waterbury Branch Cab Signal System Installation Project.	28.560	64.0%	Reflects timing of engineering services relating to Connecticut Positive Train Control and Waterbury Branch Cab Signal System Installation Project.
MATERIALS & SUPPLIES	(0.602)	(5.7%)	Reflects timing of materials placed into inventory.	(3.842)	(6.8%)	Reflects timing of materials placed into inventory.
OTHER BUSINESS EXPENSES	2.830	64.7%	Reflects timing of New Jersey Transit subsidy payment.	6.635	31.0%	Reflects timing of New Jersey Transit subsidy payment, Operating Capital Projects (GCT 7B Renovation and Track Geometry Car Storage and Support Vehicles) and lower Travel expense.
MTA SUBSIDY RECEIPTS	8.375	19.3%	Lower CDOT subsidy combined with higher net cash deficit partially offset by available cash balance.	18.202	9.7%	Lower CDOT subsidy combined with higher net cash deficit partially offset by available cash balance.
CDOT SUBSIDY RECEIPTS	(4.943)	(52.9%)	Lower CDOT share of estimated deficit than budgeted.	(18.874)	(33.4%)	Lower CDOT share of estimated deficit than budgeted.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	May 2019				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$1.183)	(\$1.294)	(\$0.111)	(9.4)	(\$5.776)	(\$2.639)	\$3.137	54.3
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.773	6.073	4.300	*	11.223	34.627	23.405	*
Capital & Other Reimbursements:								
MTA	(4.562)	7.018	11.580	*	(2.276)	12.173	14.449	*
CDOT	0.000	(1.505)	(1.505)	-	0.000	(1.920)	(1.920)	-
Other	0.000	(0.675)	(0.675)	-	0.000	0.986	0.986	-
Total Capital and Other Reimbursements	(4.562)	4.838	9.400	*	(2.276)	11.239	13.515	*
Total Revenue/Receipts	(\$3.972)	\$9.617	\$13.589	*	\$3.171	\$43.228	\$40.056	*
Expenditures								
Labor:								
Payroll	(\$3.588)	(\$3.858)	(\$0.270)	(7.5)	(\$1.132)	(\$3.839)	(\$2.707)	*
Overtime	(1.010)	(1.560)	(0.551)	(54.6)	(1.090)	(1.079)	0.011	1.1
Health and Welfare	(1.084)	(4.432)	(3.348)	*	(5.354)	(7.471)	(2.116)	(39.5)
OPEB Current Payment	0.000	0.086	0.000		0.000	(0.103)	(0.103)	-
Pensions	(0.067)	(0.042)	0.025	37.1	(0.286)	(1.806)	(1.520)	*
Other Fringe Benefits	(0.911)	(2.380)	(1.469)	*	1.655	(8.862)	(10.517)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.340)	(0.331)	0.010	2.8	(1.432)	(1.591)	(0.159)	(11.1)
Total Labor	(\$7.000)	(\$12.517)	(\$5.517)	(78.8)	(\$7.640)	(\$24.751)	(\$17.111)	*
Non-Labor:								
Electric Power	(\$0.174)	\$0.338	\$0.512	*	(\$0.868)	(\$1.750)	(\$0.882)	*
Fuel	0.041	(0.148)	(0.189)	*	0.204	0.062	(0.142)	(69.8)
Insurance	1.552	(3.877)	(5.429)	*	2.523	2.488	(0.035)	(1.4)
Claims	0.000	(5.072)	(5.072)	-	0.000	(18.192)	(18.192)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.581)	(1.726)	(1.145)	*	(2.572)	(14.587)	(12.015)	*
Professional Service Contracts	0.423	0.669	0.247	58.4	2.016	0.626	(1.390)	(69.0)
Materials & Supplies	0.078	(0.665)	(0.743)	*	(2.094)	(8.317)	(6.223)	*
Other Business Expenses	(1.660)	0.901	2.562	*	(9.179)	(3.938)	5.241	57.1
Total Non-Labor	(\$0.321)	(\$9.579)	(\$9.258)	*	(\$9.970)	(\$43.608)	(\$33.638)	*
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	(\$7.321)	(\$22.096)	(\$14.775)	*	(\$17.610)	(\$68.359)	(\$50.749)	*
Depreciation	20.542	19.166	(1.376)	(6.7)	102.711	96.319	(6.392)	(6.2)
OPEB Obligation	4.833	0.000	(4.833)	100.0	24.167	0.000	(24.167)	100.0
GASB68 Pension Adjustment	0.000	0.000	0.000	-	(6.000)	(0.225)	5.775	(96.2)
Environmental Remediation	0.333	0.000	(0.333)	(100.0)	1.667	1.642	(0.025)	1.5
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.092	0.092	-
Total Expenditures Adjustments	\$18.387	(\$2.930)	(\$21.317)	*	\$104.935	\$29.469	(\$75.466)	(71.9)
Total Cash Conversion Adjustments	\$14.416	\$6.687	(\$7.728)	(53.6)	\$108.106	\$72.697	(\$35.409)	(32.8)

Notes:

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

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

-- Differences are due to rounding.

* Variance exceeds 100%.

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

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED BUDGET	2019	2018 ^(A)	ADOPTED BUDGET		2018		ADOPTED BUDGET	2019	2018 ^(A)	ADOPTED BUDGET		2018	
FAREBOX REVENUE														
Harlem Line - Commutation	9.852	9.615	9.472	(0.237)	-2.4%	0.143	1.5%	47.378	46.780	46.729	(0.598)	-1.3%	0.050	0.1%
Harlem Line - Non-Commutation	9.037	9.043	8.449	0.006	0.1%	0.594	7.0%	39.781	39.422	38.138	(0.359)	-0.9%	1.283	3.4%
TOTAL HARLEM LINE	\$18.889	\$18.658	\$17.921	(\$0.231)	-1.2%	\$0.737	4.1%	\$87.158	\$86.201	\$84.868	(\$0.957)	-1.1%	\$1.334	1.6%
Hudson Line - Commutation	6.461	6.407	6.206	(0.055)	-0.8%	0.201	3.2%	31.207	31.438	30.825	0.231	0.7%	0.613	2.0%
Hudson Line - Non-Commutation	8.026	8.025	7.494	(0.001)	0.0%	0.531	7.1%	33.669	33.764	32.107	0.095	0.3%	1.657	5.2%
TOTAL HUDSON LINE	\$14.487	\$14.431	\$13.700	(\$0.056)	-0.4%	\$0.732	5.3%	\$64.876	\$65.202	\$62.931	\$0.326	0.5%	\$2.270	3.6%
New Haven Line - Commutation	13.499	13.414	13.349	(0.085)	-0.6%	0.065	0.5%	66.146	66.050	65.896	(0.096)	-0.1%	0.154	0.2%
New Haven Line - Non-Commutation	17.258	17.228	16.807	(0.030)	-0.2%	0.421	2.5%	76.123	76.366	73.862	0.243	0.3%	2.503	3.4%
TOTAL NEW HAVEN LINE	<u>\$30.757</u>	<u>\$30.642</u>	<u>\$30.156</u>	<u>(\$0.115)</u>	<u>-0.4%</u>	<u>\$0.486</u>	<u>1.6%</u>	<u>\$142.269</u>	<u>\$142.416</u>	<u>\$139.759</u>	<u>\$0.147</u>	<u>0.1%</u>	<u>\$2.657</u>	<u>1.9%</u>
All Lines - Commutation	29.812	29.435	29.027	(0.377)	-1.3%	0.409	1.4%	144.731	144.268	143.450	(0.463)	-0.3%	0.818	0.6%
All Lines - Non-Commutation	34.321	34.296	32.749	(0.025)	-0.1%	1.546	4.7%	149.572	149.551	144.107	(0.021)	0.0%	5.444	3.8%
TOTAL EAST OF HUDSON LINES	\$64.133	\$63.731	\$61.776	(\$0.402)	-0.6%	\$1.955	3.2%	\$294.303	\$293.819	\$287.557	(\$0.484)	-0.2%	\$6.261	2.2%
West of Hudson ^(B)	<u>\$1.248</u>	<u>\$1.159</u>	<u>\$1.200</u>	<u>(0.089)</u>	<u>-7.1%</u>	<u>(0.041)</u>	<u>-3.4%</u>	<u>\$5.912</u>	<u>\$5.819</u>	<u>\$5.834</u>	<u>(0.093)</u>	<u>-1.6%</u>	<u>(0.015)</u>	<u>-0.3%</u>
TOTAL FAREBOX REVENUE	\$65.381	\$64.890	\$62.976	(\$0.491)	-0.8%	\$1.913	3.0%	\$300.215	\$299.638	\$293.392	(\$0.577)	-0.2%	\$6.246	2.1%
RIDERSHIP														
Harlem Line - Commutation	1.475	1.443	1.462	(0.032)	-2.2%	(0.019)	-1.3%	7.069	6.943	7.000	(0.126)	-1.8%	(0.058)	-0.8%
Harlem Line - Non-Commutation	0.940	0.942	0.924	0.002	0.2%	0.018	2.0%	4.309	4.276	4.200	(0.034)	-0.8%	0.075	1.8%
TOTAL HARLEM LINE	2.415	2.385	2.386	(0.030)	-1.2%	(0.001)	0.0%	11.378	11.218	11.201	(0.160)	-1.4%	0.018	0.2%
Hudson Line - Commutation	0.834	0.831	0.827	(0.003)	-0.4%	0.003	0.4%	3.973	3.999	3.938	0.027	0.7%	0.061	1.5%
Hudson Line - Non-Commutation	0.688	0.690	0.678	0.002	0.2%	0.012	1.8%	2.963	2.971	2.865	0.008	0.3%	0.106	3.7%
TOTAL HUDSON LINE	1.522	1.521	1.505	(0.001)	-0.1%	0.016	1.0%	6.936	6.971	6.804	0.035	0.5%	0.167	2.4%
New Haven Line - Commutation	1.958	1.927	1.949	(0.031)	-1.6%	(0.022)	-1.1%	9.284	9.210	9.233	(0.074)	-0.8%	(0.024)	-0.3%
New Haven Line - Non-Commutation	1.583	1.587	1.567	0.004	0.2%	0.020	1.3%	7.075	7.094	6.904	0.019	0.3%	0.191	2.8%
TOTAL NEW HAVEN LINE	<u>3.541</u>	<u>3.514</u>	<u>3.516</u>	<u>(0.027)</u>	<u>-0.8%</u>	<u>(0.002)</u>	<u>-0.1%</u>	<u>16.359</u>	<u>16.304</u>	<u>16.137</u>	<u>(0.055)</u>	<u>-0.3%</u>	<u>0.167</u>	<u>1.0%</u>
Total Ridership East of Hudson														
All Lines - Commutation	4.267	4.201	4.238	(0.066)	-1.6%	(0.037)	-0.9%	20.325	20.151	20.172	(0.174)	-0.9%	(0.021)	-0.1%
All Lines - Non-Commutation	3.211	3.219	3.169	0.007	0.2%	0.050	1.6%	14.348	14.341	13.970	(0.006)	0.0%	0.372	2.7%
TOTAL EAST OF HUDSON LINES	7.478	7.420	7.407	(0.059)	-0.8%	0.013	0.2%	34.673	34.493	34.141	(0.180)	-0.5%	0.351	1.0%
West of Hudson ^(B)	<u>0.143</u>	<u>0.168</u>	<u>0.142</u>	<u>0.025</u>	<u>17.4%</u>	<u>0.025</u>	<u>17.9%</u>	<u>0.669</u>	<u>0.690</u>	<u>0.663</u>	<u>0.022</u>	<u>3.2%</u>	<u>0.027</u>	<u>4.1%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.621	7.587	7.549	(0.034)	-0.4%	0.038	0.5%	35.342	35.183	34.804	(0.159)	-0.4%	0.378	1.1%

^(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.

MTA METRO-NORTH RAILROAD
2019 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
May 31, 2019

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	3	-	
Labor Relations	18	13	5	B
Safety	58	59	(1)	A,B,C
Security	26	23	3	
Office of the Executive VP	9	8	1	
Corporate & Public Affairs	19	15	4	A
Customer Service	67	57	10	B
Legal	13	12	1	
Claims	12	10	2	
Environmental Compliance & Svce	7	-	7	C
Human Resources	52	42	10	A
Training	90	84	6	
Employee Relations & Diversity	7	5	2	
VP Planning	2	2	-	
Operations Planning & Analysis	21	20	1	
Capital Planning & Programming	16	13	3	
Long Range Planning	8	8	-	
VP Finance & Info Systems	1	-	1	
Controller	80	73	7	B
Budget	22	17	5	B
Procurement & Material Mgmt	33	22	11	A, B
Total Administration	564	486	78	
Operations				
Operations Support	106	72	34	B
Transportation	1,617	1,654	(37)	D
Customer Service	408	366	42	B
Metro-North West	38	31	7	
Total Operations	2,169	2,123	46	
Maintenance				
Maintenance of Equipment	1,702	1,666	36	B
Maintenance of Way	2,133	2,092	41	B
Procurement & Material Mgmt	143	120	23	A
Total Maintenance	3,978	3,878	100	
Engineering/Capital				
Construction Management	39	36	3	
Engineering & Design	88	76	12	B
Total Engineering/Capital	127	112	15	
Total Positions	6,838	6,600	238	
Non-Reimbursable	5,993	6,021	(28)	
Reimbursable	845	579	266	
Total Full-Time	6,837	6,599	238	
Total Full-Time-Equivalents	1	1	-	
(of part-time positions)				

Notes

(A) Variance reflects higher attrition than planned.

(B) Variance reflects delayed hiring of vacant positions.

(C) Variance reflects the transfer of the Environmental Compliance function and positions from Environmental Compliance & Service department to Safety.

(D) Variance reflects less attrition than planned.

MTA METRO-NORTH RAILROAD
2019 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
May 31, 2019

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	193	163	30
Professional, Technical, Clerical	371	323	48
Operational Hourlies	-	-	-
Total Administration	564	486	78
Operations			
Managers/Supervisors	263	243	20
Professional, Technical, Clerical	250	203	47
Operational Hourlies	1,656	1,677	(21)
Total Operations	2,169	2,123	46
Maintenance			
Managers/Supervisors	659	650	9
Professional, Technical, Clerical	515	460	55
Operational Hourlies	2,804	2,768	36
Total Maintenance	3,978	3,878	100
Engineering/Capital			
Managers/Supervisors	51	46	5
Professional, Technical, Clerical	76	66	10
Operational Hourlies	-	-	-
	127	112	15
Total Positions			
Managers/Supervisors	1,166	1,103	63
Professional, Technical, Clerical	1,212	1,052	160
Operational Hourlies	4,460	4,445	15
Total Positions	6,838	6,600	238

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

Agency-wide (Non-Reimbursable and Reimbursable)	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Administration	564	486	78	Primarily reflects delayed hiring of vacant positions and higher attrition than planned
Operations	2,169	2,123	46	Primarily reflects delayed hiring of vacant positions
Maintenance	3,978	3,878	100	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	127	112	15	
Total Agency-wide Headcount	6,838	6,600	238	
Non-Reimbursable	5,993	6,021	(28)	
Reimbursable	845	579	266	

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

	MONTH			VARIANCE	
	BUD	2019	2018	Fav/(Unfav)	
				BUD	2018
Farebox Operating Ratio					
Standard ^(B)	57.4%	56.6%	57.2%	-0.8%	-0.6%
Adjusted ^(C)	64.2%	63.5%	62.3%	-0.7%	1.2%
Cost per Passenger					
Standard ^(B)	\$14.94	\$15.10	\$14.59	(\$0.16)	(\$0.51)
Adjusted ^(C)	\$14.60	\$14.72	\$14.20	(\$0.12)	(\$0.52)
Passenger Revenue/Passenger	\$8.58	\$8.55	\$8.35	(\$0.03)	\$0.20
	YEAR-TO-DATE			VARIANCE	
	BUD	2019	2018	Fav/(Unfav)	
				BUD	2018
Farebox Operating Ratio					
Standard ^(B)	52.8%	55.0%	53.6%	2.2%	1.4%
Adjusted ^(C)	59.0%	62.1%	59.6%	3.1%	2.5%
Cost per Passenger					
Standard ^(B)	\$16.08	\$15.48	\$15.73	\$0.60	\$0.25
Adjusted ^(C)	\$15.69	\$15.04	\$15.31	\$0.65	\$0.27
Passenger Revenue/Passenger	\$8.49	\$8.52	\$8.43	\$0.02	\$0.09

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

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

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



Metro-North Railroad

Ridership Report

Michael Shiffer

Vice President, Planning



Hudson Line train heading northbound at Breakneck Ridge.

Photo courtesy of Linda Morris



Metro-North Railroad

July 2019 Highlights: Ridership Report

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

May 2019 vs. 2018

- Rail Ridership increased 0.5% vs. May 2018 and was 0.4% below Budget
 - Commutation ridership decreased 0.6%
 - Non-Commutation ridership increased 2.0%
- East of Hudson ridership by line:
 - Hudson Line ridership increased 1.0%
 - Harlem Line ridership was unchanged
 - New Haven Line ridership decreased 0.1%

2019 vs. 2018 YTD

- Total YTD rail ridership is 1.1% above 2018 and 0.4% below Budget
 - YTD Commutation ridership is 0.1% below 2018
 - YTD Non-Commutation ridership is 2.7% above 2018

Michael Shiffer
Vice President
Planning

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

RIDERSHIP SUMMARY

May Ridership and Revenue (millions)

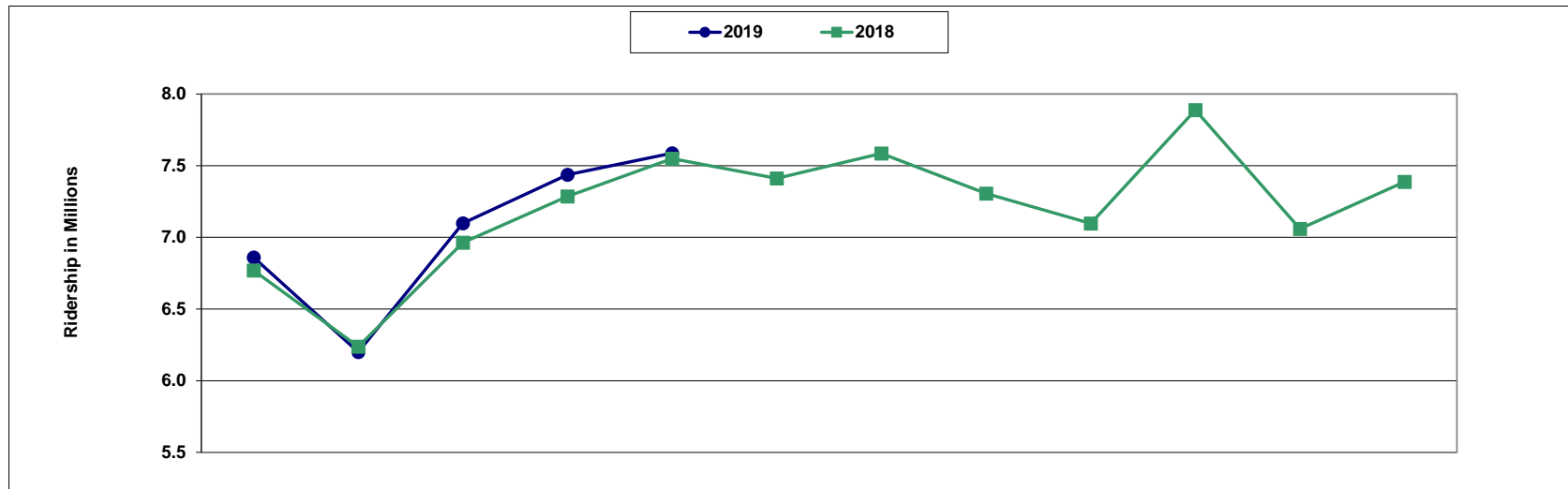
	May 2019	% Change vs. 2018
Total Rail Ridership	7.587	+0.5% ▲
Commutation Ridership	4.291	-0.6% ▼
Non-Commutation Ridership	3.296	+2.0% ▲
Connecting Service Ridership	0.054	+4.8% ▲
Total MNR System Ridership	7.641	+0.5% ▲
Rail Revenue	\$64.9	+3.0% ▲

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

	YTD 2019	% Change vs. 2018	Comparison to Budget
Total Rail Ridership	35.183	+1.1% ▲	-0.4% ▼
Commutation Ridership	20.541	-0.1% ▼	-0.8% ▼
Non-Commutation Ridership	14.642	+2.7% ▲	+0.1% ▲
Connecting Service Ridership	0.253	+7.3% ▲	+4.1% ▲
Total MNR System Ridership	35.436	+1.1% ▲	-0.4% ▼
Rail Revenue	\$299.6	+2.1% ▲	-0.2% ▼

MAY RAIL RIDERSHIP (1)

- May's Total Rail Ridership was 0.5% above 2018 and 0.4% below budget.

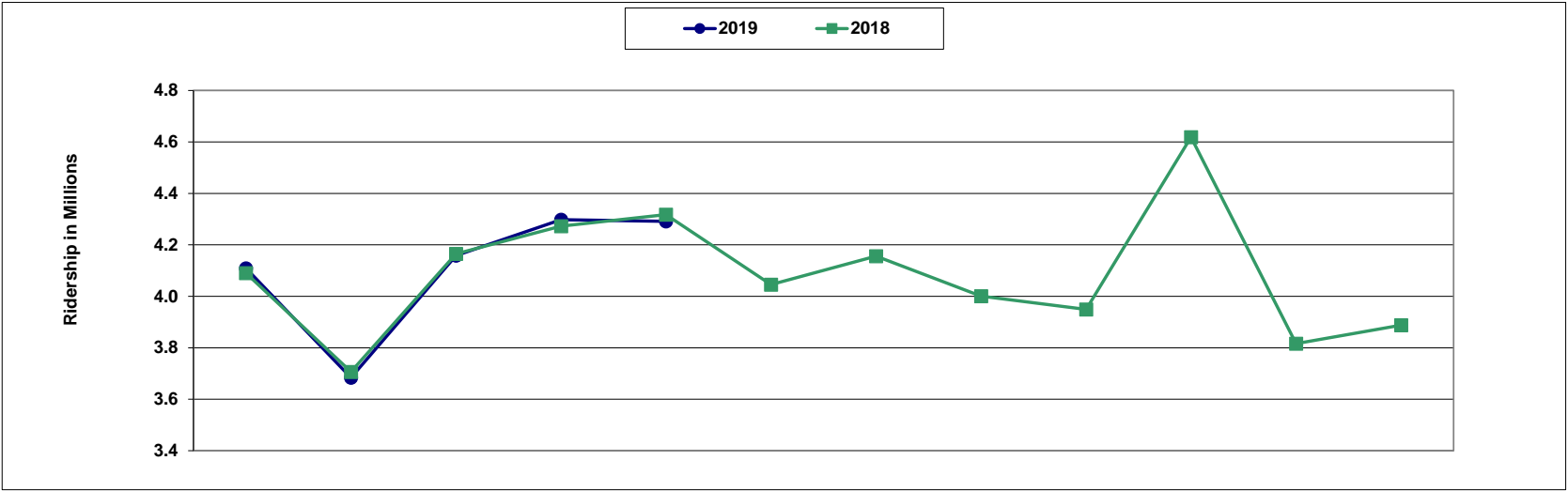


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	6.9	6.2	7.1	7.4	7.6								35.2
2018	6.8	6.2	7.0	7.3	7.5	7.4	7.6	7.3	7.1	7.9	7.1	7.4	34.8
PCT CHG.	1.4%	-0.6%	1.9%	2.1%	0.5%								1.1%

1) Includes East and West of Hudson.

MAY RAIL COMMUTATION RIDERSHIP (1)

• May's Rail Commutation Ridership was 0.6% below 2018 and 1.3% below budget.

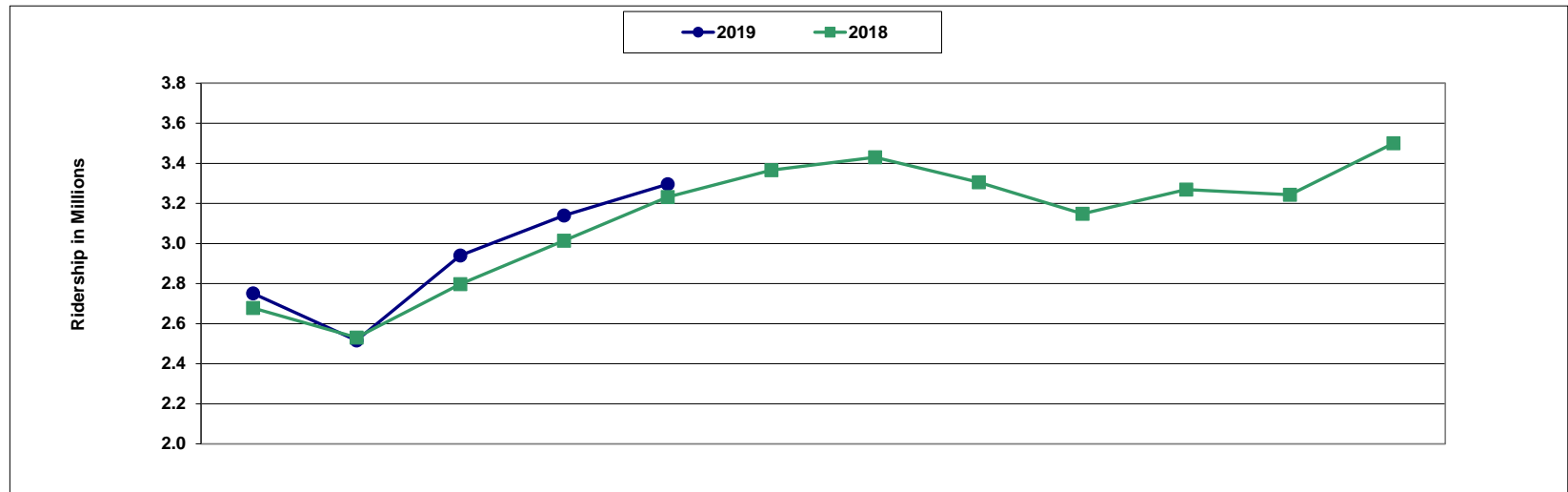


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.1	3.7	4.2	4.3	4.3								20.5
2018	4.1	3.7	4.2	4.3	4.3	4.0	4.2	4.0	3.9	4.6	3.8	3.9	20.6
PCT CHG.	0.5%	-0.6%	-0.2%	0.6%	-0.6%								-0.1%

1) Includes East and West of Hudson.

MAY RAIL NON-COMMUTATION RIDERSHIP (1)

- May's Rail Non-Commutation Ridership was 2.0% above 2018 and 0.7% above budget.

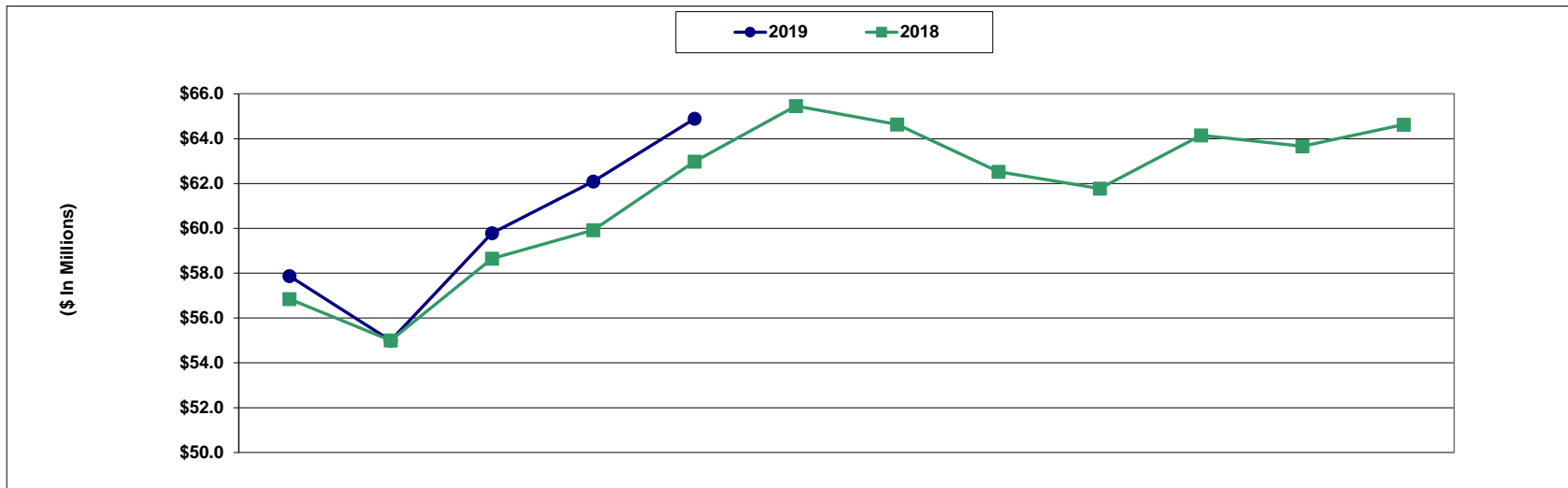


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.8	2.5	2.9	3.1	3.3								14.6
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3	3.1	3.3	3.2	3.5	14.3
PCT CHG.	2.7%	-0.6%	5.1%	4.2%	2.0%								2.7%

1) Includes East and West of Hudson.

MAY RAIL REVENUE (1)

- May's Total Rail Revenue was 3.0% above 2018 and 0.8% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	\$57.9	\$55.0	\$59.8	\$62.1	\$64.9								\$299.6
2018	\$56.8	\$55.0	\$58.6	\$59.9	\$63.0	\$65.5	\$64.6	\$62.5	\$61.8	\$64.2	\$63.7	\$64.6	\$293.4
PCT CHG.	1.8%	0.0%	1.9%	3.6%	3.0%								2.1%

1) Includes East and West of Hudson.

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

TICKET TYPE/SERVICE	MAY 2019 ACTUAL	MAY 2019 BUDGET	VARIANCE VS. BUDGET		MAY 2018 RESTATE (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,200,936	4,267,143	(66,207)	-1.6%	4,238,332	(37,396)	-0.9%
West of Hudson	90,324	79,899	10,425	13.0%	79,483	10,841	13.6%
Total Rail Commutation Ridership	4,291,260	4,347,042	(55,782)	-1.3%	4,317,815	(26,555)	-0.6%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,218,687	3,211,216	7,471	0.2%	3,168,613	50,074	1.6%
West of Hudson	77,332	62,938	14,394	22.9%	62,760	14,572	23.2%
Total Rail Non-Commutation Ridership	3,296,019	3,274,154	21,865	0.7%	3,231,373	64,646	2.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,419,623	7,478,359	(58,736)	-0.8%	7,406,945	12,678	0.2%
West of Hudson (2)	167,656	142,837	24,819	17.4%	142,243	25,413	17.9%
TOTAL RAIL RIDERSHIP	7,587,279	7,621,196	(33,917)	-0.4%	7,549,188	38,091	0.5%
CONNECTING SERVICES RIDERSHIP (3)	53,945	51,782	2,163	4.2%	51,462	2,483	4.8%
TOTAL MNR SYSTEM RIDERSHIP	7,641,224	7,672,978	(31,754)	-0.4%	7,600,650	40,574	0.5%

Notes:

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

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

TICKET TYPE/SERVICE	2019 YTD ACTUAL	2019 YTD BUDGET	VARIANCE VS. BUDGET		2018 YTD RESTATED (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	20,151,268	20,325,467	(174,199)	-0.9%	20,171,814	(20,546)	-0.1%
West of Hudson	389,216	382,836	6,380	1.7%	380,791	8,425	2.2%
Total Rail Commutation Ridership	20,540,484	20,708,303	(167,819)	-0.8%	20,552,605	(12,121)	-0.1%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	14,341,376	14,347,545	(6,169)	0.0%	13,969,535	371,841	2.7%
West of Hudson	300,985	285,765	15,220	5.3%	282,356	18,629	6.6%
Total Rail Non-Commutation Ridership	14,642,361	14,633,310	9,051	0.1%	14,251,891	390,470	2.7%
TOTAL RAIL RIDERSHIP							
East of Hudson	34,492,644	34,673,012	(180,368)	-0.5%	34,141,349	351,295	1.0%
West of Hudson	690,201	668,601	21,600	3.2%	663,147	27,054	4.1%
TOTAL RAIL RIDERSHIP	35,182,845	35,341,613	(158,768)	-0.4%	34,804,496	378,349	1.1%
CONNECTING SERVICES RIDERSHIP (2)	252,817	242,766	10,051	4.1%	235,677	17,140	7.3%
TOTAL MNR SYSTEM RIDERSHIP	35,435,662	35,584,379	(148,717)	-0.4%	35,040,173	395,489	1.1%

Notes:

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

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

MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
MAY 2019

LINE	MAY 2019 ACTUAL	MAY 2018 RESTATE ⁽¹⁾	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,384,975	2,385,750	(775)	0.0%
Hudson Line	1,520,684	1,505,105	15,579	1.0%
New Haven Line	3,513,964	3,516,090	(2,126)	-0.1%
Total East of Hudson	7,419,623	7,406,945	12,678	0.2%
WEST OF HUDSON				
Port Jervis Line	101,792	82,221	19,571	23.8%
Pascack Valley Line	65,864	60,022	5,842	9.7%
Total West of Hudson (2)	167,656	142,243	25,413	17.9%
TOTAL RAIL RIDERSHIP	7,587,279	7,549,188	38,091	0.5%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	36,457	35,595	862	2.4%
Haverstraw-Ossining Ferry	11,726	10,849	877	8.1%
Newburgh-Beacon Ferry	5,762	5,018	744	14.8%
Total Connecting Services	53,945	51,462	2,483	4.8%
TOTAL MNR SYSTEM	7,641,224	7,600,650	40,574	0.5%

Notes:

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

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE
2019 YEAR-TO-DATE

TICKET TYPE/SERVICE	2019 YTD ACTUAL	2018 YTD RESTATED (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	11,218,216	11,200,598	17,618	0.2%
Hudson Line	6,970,639	6,803,946	166,693	2.4%
New Haven Line	16,303,789	16,136,805	166,984	1.0%
Total East of Hudson	34,492,644	34,141,349	351,295	1.0%
WEST OF HUDSON				
Port Jervis Line	403,578	380,796	22,782	6.0%
Pascack Valley Line	286,623	282,351	4,272	1.5%
Total West of Hudson	690,201	663,147	27,054	4.1%
TOTAL RAIL RIDERSHIP	35,182,845	34,804,496	378,349	1.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	176,651	170,869	5,782	3.4%
Haverstraw-Ossining Ferry	53,513	46,528	6,985	15.0%
Newburgh-Beacon Ferry	22,653	18,280	4,373	23.9%
Total Connecting Services	252,817	235,677	17,140	7.3%
TOTAL MNR SYSTEM	35,435,662	35,040,173	395,489	1.1%

Notes:

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

June 2019 Highlights: Capital Program Status Report



Station Improvement Initiatives project

White Plains Station - Installation of wood ceiling, light fixtures, digital advertising display and glass stair head house

John Kennard
Vice President
Capital Programs



Metro-North Railroad

June 2019 Highlights: Capital Program Status Report

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

In the month of June, Metro-North awarded project tasks totaling \$52 million including Force Account support cost for Sandy Infrastructure Restoration Phase 2 and the Park Avenue Viaduct Inspection/Feasibility Study. Metro-North had no substantial completions for the month of June. Metro-North had no Closeouts scheduled for the month of June.

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

	(\$ in Millions)			
	<u>Annual Planned</u>	<u>Planned thru 6/30</u>	<u>Achieved thru 6/30</u>	<u>% thru 6/30</u>
Design Awards*	\$39.1	\$24.8	\$0.2	1%
Construction Awards*	\$228.2	\$148.1	\$38.2	26%
Substantial Completions	\$428.3	\$288.1	\$231.7	80%
Closeouts*	\$31.5	\$7.2	\$4.6	64%

*Does not include support costs

John Kennard
Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

June 30, 2019

M7030203 Undergrade Bridge Rehabilitation

Milestone: Contract Award \$4,560,843

A contract for engineering and design services for Park Avenue Viaduct Inspection and Feasibility Study was awarded for \$4,560,843. The study will develop and evaluate several different replacement alternatives for the Viaduct and examine constructability, feasibility, costs, land usage/ acquisitions, environmental impacts, community impacts, schedule impacts, and other critical considerations. The study will also compare key elements of each alternative and then select the most feasible alternative of those considered.

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

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

- The final updates to the RTTDS (Real Time Train Detection System) is in progress. RTTDS has 1-year optimization period for tuning accuracy of train predictions. The initial testing has started and will continue throughout the lines / branches until complete. Testing and commissioning of the secondary headend equipment in North White Plains is in progress. Shipment of station equipment is on-going.
- Construction of the Customer Service Equipment Room 7C and the GCT cable plant continues. Installation of conduit and cable to the Big Boards, Information Boards, and south end Gate Boards is complete. Continue to install conduit to north end VIS cabinets and platform displays on the upper level.
- Installation of the Big Board located on the east side of Grand Central Terminal (GCT) is complete and the Big Board located on the west side of GCT continues with completion scheduled for July 2019. Shipment and installation of Gate Boards, located in front of the lower level train shed, are on-going.

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

The CSI project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at nineteen (19) Metro-North stations and facilities throughout New York. This project also includes upgrades to elevator monitoring, providing network connectivity for new and existing equipment and real-time data improvements.

The Design-Builder has completed 100% design drawings for four out of five groups of stations that include: first group (Mt. Vernon East, Larchmont, Pelham, Riverdale and North White Plains IT room); second group (Harlem-125th St., Rye, Harrison and New Rochelle); third group (Mamaroneck, Port Chester, Melrose and Tremont); and fourth group (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown. Design development commenced for the fifth group of stations (Harriman, Nanuet, and Poughkeepsie).

Site work including raceway and conduit installation continues at Mt. Vernon East, Pelham, Harlem-125th, Wakefield, Harrison and Riverdale Stations. Raceway and conduit installation at North White Plains IT room continues. Anticipate completion of construction at the Wakefield, Pelham & Mount Vernon East Station in July 2019.

Installation of node houses (48 VDC power plants) and closeout at all 33 locations is complete. Installation of node houses at the three additional locations (Bridgeport, Green Farms and Fairfield station node houses) is complete and submission of final documentation continues.

Design development for facility enhancements continue and surveys continue at Ossining, Morris Heights, Spuyten Duyvil and Tarrytown Stations. Design development continues for: video, access control, elevator & escalator management and security systems.

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

The purpose of this project is to develop and improve station aesthetics, introduce new technology, and develop sustainability initiatives. A key focus will be to transform and elevate the customer experience at the White Plains Station, Metro-North's third busiest station. White Plains Station improvements will include a renovated and expanded waiting room including new bathrooms, upgraded HVAC, Wi-Fi, charging stations, benches, a new heated side platform, new island platform canopy, and entrance enhancements at Main St., Hamilton Ave., Mott St. Tunnel and the main entrance. The Crestwood, Port Chester and Riverdale Stations will receive a new canopy, waiting plaza, and improvements in station overpasses (Riverdale and Crestwood). Harlem-125th Street will receive station building and platform improvements, as well as, an enhanced lighting installation under the viaduct.

- Crestwood Station – Installation of new electrical systems in the overpass are on-going. Commenced with preparatory work for the concrete foundation for the new Kiss & Ride Canopy and ADA Ramp.
- White Plains Station – Phase 2 – Completed restrooms, custodian area, and approximately 70LF of the Waiting Room. This section of the waiting area and restrooms were opened to the public on June 3rd, 2019. Continued installation of conduits for various systems, HVAC, and placed concrete curbs for walls of the future Ticket Office and Concession space. This station is scheduled for completion in December 2020.

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

The purpose of this project is to replace and restore to a state of good repair the power and communication and signal (C&S) equipment and infrastructure that were destroyed, damaged and/or compromised by Super Storm Sandy on over 30 miles of railroad along the Hudson Line from CP 5 (Bronx) to CP 35 (Croton-Harmon).

- *CP19 to CP35* (Phase 1) - The Design Build Improvements for Power/C&S Infrastructure Improvements is substantially complete.
- *CP5 to CP19* (Phase 2) - Continued test pits and surveys for Phase II design finalization; performing non-outage work such as: installation of trough, duct bank, manholes, concrete footing for different platforms, lateral and track crossing conduits; continuity jumpers and performing cable pulling. 100% design is nearing completion and review by key stakeholders continues.

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

EM050208 Power Infrastructure Restoration – Substations – Sandy

- *Tarrytown* – Continued finalizing Supervisory Control and Data Acquisition (SCADA) with new fiber as part of Sandy Hudson Line restoration. Con Edison feeder release for Metro-North cut-over process and energization of the substation Power Control Room (PCR) is pending agreement signoffs between MNR and Con Edison. This substation is scheduled for completion in August 2019.
- *Croton-Harmon* – Cutover process, commissioning/testing and energization of substation PCR, coordination with utility and Metro-North stakeholders is underway. This substation is scheduled for completion in August 2019.
- *Riverdale* – Continue installation of outlets, wires, drop ceilings, heat, ventilation and air conditioning (HVAC) and miscellaneous work at the Crew Quarters building. Con Edison cut-over process and energization of the substation PCR is underway for one feeder. The 2nd feeder outage is scheduled for end of July 2019. This substation is scheduled for completion in August 2019.
- *The Brewster Substation (under Project M6050103)* – Continued concrete placement for platform footing/columns and grounding the pad mounted gear (PMH-3) at the proposed point of entry (POE). Cutover process, commissioning/testing and energization of substation PCR. Supervisory Control and Data Acquisition testing is underway. This substation is scheduled for completion in October 2019.

M6040101 Positive Train Control (PTC)

Subsystem designs are being finalized. Software enhancements and corrections continue. Factory Acceptance Testing (FAT) for sub-system level software for On-Board version S3 and Office version 3.3.1 were completed. Regression testing for integrated system software version 3.5 was completed. All communication site locations have been approved by the Federal Communications Commission (FCC). Civil Speed Enforcement is available on all lines for use by Amtrak, freight and Metro-North Advanced Civil Speed Enforcement System equipped rolling stock for revenue service. All wayside and on-board PTC equipment installations to support Revenue Service Demonstration (RSD) have been completed. Third party contract work for communications infrastructure installation is complete. Successfully completed FRA required 110 RSD runs on Pilot Line for FRA to review and provide approval to move extended RSD testing to the non-pilot segments. Continued RSD to have 75% of engineers operating RSD trains. Completed site update and regression testing using System Baseline 3.5. Completed site installation testing on Danbury branch line. Training of employees continues. Interoperability discussions with Amtrak and Freight carriers continue. Interoperability testing of Amtrak on Pilot Line was completed. Alternative schedule with updated Implementation Plan which outlines non-pilot segment commissioning plan was approved by the Federal Railroad Administration.

M6060101/M7060101 Harmon Shop Improvements

Phase V, Stage I Design-Build

- *Consist Shop Facility (CSF)* – Design and installation of an enhanced carbon monoxide detection system is underway. Permanent DC power is anticipated to be available in July 2019.
- *EMU (Electric Multiple Unit) Annex Building* – Design and installation of an enhanced carbon monoxide detection system is underway. When all industrial equipment has completed functional testing, which is anticipated by end of third quarter 2019, the Maintenance of Equipment Department will commence with occupying the facility.

Yard Utilities and Miscellaneous – DC substation component functional testing continues.

Overall, Phase V, Stage I substantial completion is anticipated in September 2019.

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

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

2019 MNR Capital Program Goals

As of June 30, 2019

In Millions

