



**Metropolitan Transportation Authority**

# **Joint Metro-North and Long Island Committees Meeting**

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## **July 2020**

### **Members**

R. Herman (Co-Chair)

K. Law (Co-Chair)

N. Brown

D. Mack

R. Glucksman

R. Linn

V. Tessitore

N. Zuckerman

# Joint Metro-North and Long Island Committees Meeting

Wednesday, 7/22/2020

10:00 AM - 5:00 PM ET

2 Broadway

20th Floor Board Room

New York, NY

## 1. PUBLIC COMMENTS PERIOD

## 2. SUMMARY OF ACTIONS

### **MNR Summary of Actions**

*MNR Summary of Actions - Page 5*

### **LIRR Summary of Actions - None**

### **MTA C&D Summary of Actions - None**

## 3. APPROVAL OF MINUTES - June 24, 2020

*Minutes - Page 6*

## 4. 2020 WORK PLANS

### **MNR Work Plan**

*MNR Work Plan - Page 7*

### **LIRR Work Plan**

*LIRR Work Plan - Page 14*

## 5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

### **MNR Report**

- **MNR Safety Report**

*MNR Safety Report - Page 21*

### **LIRR Report**

- **LIRR Safety Report**

*LIRR Safety Report - Page 24*

### **MTA C&D Report - None**

### **MTA Police Report**

*MTA Police Report - Page 27*

## 6. AGENCY INFORMATION ITEMS

### **Joint Information Items**

- **PTC Status Update**

*PTC Status Update - Page 36*

## **MNR Information Items**

- **Track Program Quarterly Update**  
*Track Program Quarterly Update - Page 56*
- **Grand Central Terminal Retail Development**  
*Grand Central Terminal Retail Development - Page 67*

## **LIRR Information Items**

- **September Timetable Change & Trackwork Programs**  
*September Timetable Change & Trackwork Programs - Page 91*

## **7. PROCUREMENTS**

### **MNR Procurements**

*MNR Procurements - Page 95*

- **MNR Non-Competitive - None**
- **MNR Competitive**  
*MNR Competitive - Page 99*
- **MNR Ratifications - None**

**LIRR Procurements - None**

**MTA C&D Procurements - None**

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

### **MNR Reports**

- **MNR Operations Report**  
*MNR Operations Report - Page 101*
- **MNR Performance Metrics Report**  
*MNR Performance Metrics Report - Page 111*
- **MNR Finance Report**  
*MNR Finance Report - Page 114*
- **MNR Ridership Report**  
*MNR Ridership Report - Page 136*
- **MNR Capital Program Report**  
*MNR Capital Program Report - Page 147*

### **LIRR Reports**

- **LIRR Operations Report**  
*LIRR Operations Report - Page 155*
- **LIRR Performance Metrics Report**  
*LIRR Performance Metrics Report - Page 165*
- **LIRR Finance Report**  
*LIRR Finance Report - Page 168*
- **LIRR Ridership Report**  
*LIRR Ridership Report - Page 190*

- **LIRR Capital Program Report**  
*LIRR Capital Program Report - Page 198*

**METRO-NORTH RAILROAD  
COMMITTEE ACTIONS and PRESENTATIONS  
SUMMARY for JULY 2020**

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of action</b>
Metro-North Procurements	Sperry Rail, Inc.	\$9,400,000 (not-to-exceed)	MNR, on behalf of itself and the LIRR, requests Board approval for a miscellaneous service contract that will provide FRA mandated quarterly ultrasonic rail testing and joint bar detection services that are performed along the right of way throughout both Railroads' operating territories.

Minutes of the Joint MNR/LIRR Committee Meeting  
July 2020  
2 Broadway, 20th Floor Board Room  
New York, NY 10004

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on June 24, 2020, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Capital Program Oversight Committee.

To see a summary of the meeting and the actions taken by the Joint MNR/LIRR Committee, please refer to the June 24, 2020 Board minutes in the June Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/july-2020>



## 2020 Metro-North Railroad Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chairs & Members
2020 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

<u>July 2020</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
<u>September 2020</u>	
2021 Preliminary Budget (Public Comment)	Finance
2020 Mid-Year Forecast	Finance
2020 Fall Schedule Change	Operations Planning & Analysis
PTC Status Report	Engineering
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2020	Diversity and EEO
<u>October 2020</u>	
2021 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Project Update	President
Track Program Quarterly Update	Engineering
Holiday Schedule	Operations Planning & Analysis
<u>November 2020</u>	
Review of Committee Charter	Committee Chair & Members
PTC Status Report	Engineering
Progress on Way Ahead Strategic Plan	Strategic Initiatives
<u>December 2020</u>	
2021 Final Proposed Budget	Finance
2021 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2020	Diversity and EEO

LIRR/MNR PTC Project Update	President
<u>January 2021</u>	
Approval of 2021 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
<u>February 2021</u>	
Adopted Budget/Financial Plan 2021	Finance
2020 Annual Operating Results	Operations
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 4th Quarter 2020	Diversity and EEO
2021 Spring/Summer Schedule Change	Operations Planning & Analysis
<u>March 2021</u>	
Annual Elevator & Escalator Report	Engineering
Customer Satisfaction Survey Report	Operations Planning & Analysis
2020 Annual Ridership Report	Operations Planning & Analysis
PTC Status Report	Engineering
<u>April 2021</u>	
LIRR/MNR PTC Project Update	President
<u>May 2021</u>	
Final Review of 2020 Operating Budget Results	Finance
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
Diversity/EEO Report – 1 <sup>st</sup> Quarter 2021	Diversity and EEO
<u>June 2021</u>	
LIRR/MNR PTC Project Update	President
Progress on Way Ahead Strategic Plan	Strategic Initiatives

# METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

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## 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 2020

#### Grand Central Terminal Retail Development

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

#### Track Program Quarterly Update

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

#### PTC Status Report

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

### SEPTEMBER 2020

#### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

#### 2020 Mid-Year Forecast

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

#### 2020 Fall Schedule Change

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

#### PTC Status Report

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

#### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2020

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

### OCTOBER 2020

#### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

#### LIRR/MNR PTC Project Update

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

#### Track Program Quarterly Update

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

### Holiday Schedule

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

## **NOVEMBER 2020**

### Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

### PTC Status Report

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

### Progress on Way Ahead Strategic Plan

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

## **DECEMBER 2020**

### 2021 Final Proposed Budget

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

### 2021 Proposed Committee Work Plan

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

### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2020

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

### LIRR/MNR PTC Project Update

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

## **JANUARY 2021**

### Approval of 2021 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2021 that will address initiatives to be reported on throughout the year.

### Track Program Quarterly Update

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

### PTC Status Report

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

## **FEBRUARY 2021**

### Adopted Budget/Financial Plan 2021

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

### 2020 Annual Operating Results

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

### LIRR/MNR PTC Project Update

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

### Diversity & EEO Report– 4<sup>th</sup> Quarter 2020

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

### 2021 Spring/Summer Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines during the spring and summer of 2021.

## **MARCH 2021**

### Annual Elevator/Escalator Report

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

### Customer Satisfaction Survey Report

The committee will be informed on the results of the 2020 survey distributed to customers on the Hudson, Harlem and New Haven Lines and West of Hudson service.

### 2020 Annual Ridership Report

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

### PTC Status Report

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

## **APRIL 2021**

### LIRR/MNR PTC Project Update

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

## **MAY 2021**

### Final Review of 2020 Operating Results

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

### Track Program Quarterly Update

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

### PTC Status Report

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

### Diversity & EEO Report– 1<sup>st</sup> Quarter 2021

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

## **JUNE 2021**

### LIRR/MNR PTC Project Update

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

### Progress on Way Ahead Strategic Plan

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

## Long Island Rail Road Committee Work Plan

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### I. RECURRING AGENDA ITEMS

	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2020 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
MTA Capital Construction Report	MTA Capital Construction
MTA Police Report	MTA Police
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP – Operations
Performance Metrics Report	President/Senior Staff
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### July 2020

September Timetable Change & Trackwork Programs	Service Planning
PTC Status Report	President

#### September 2020

2021 Preliminary Budget (Public Comment)	Management & Budget
2020 Mid-Year Forecast	Service Planning
Fall Trackwork Programs	President
PTC Status Report	Administration/Diversity
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2020	

#### October 2020

2021 Preliminary Budget (Public Comment)	President
LIRR/MNR PTC Project Update	Service Planning
November Timetable Change & Trackwork Programs	

#### November 2020

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

#### December 2020

2021 Final Proposed Budget	Management & Budget
2021 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 <sup>rd</sup> Q 2020	Administration/Diversity
LIRR/MNR PTC Project Update	President
Winter Trackwork Program	Service Planning

January 2021

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

Committee Chair & Members  
President  
Service Planning

February 2021

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

Management & Budget  
Operations  
Administration/Diversity  
Service Planning  
President

March 2021

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

Engineering  
Service Planning  
Public Affairs  
President  
Finance/Marketing

April 2021

LIRR/MNR PTC Project Update

President

May 2021

Final Review of 2020 Operating Budget Results  
Summer Track Work Programs  
Diversity/EEO Report – 1<sup>st</sup> Q 2021  
PTC Status Report

Management & Budget  
Service Planning  
Administration/Diversity  
President

June 2021

Track Work Programs  
LIRR/MNR PTC Project Update

Service Planning  
President

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **2020 Work Plan**

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

#### **President's Report**

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

#### **Safety Report**

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

#### **Capital Construction Report**

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

#### **Police Report**

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

#### **Action Items (if any)**

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

#### **Information Items (if any)**

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

#### **Procurements**

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

#### **Police Activity Report**

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

### **PERFORMANCE SUMMARIES**

#### **Operations Report**

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

#### **Financial Report**

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

Ridership Report

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

Capital Program Report

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

**II. SPECIFIC AGENDA ITEMS**

**JULY 2020**

PTC Status Report

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

September Timetable Change & Trackwork Programs

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

**SEPTEMBER 2020**

2021 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2020 Mid-Year Forecast

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

Diversity & EEO Report– 2<sup>nd</sup> Quarter 2019

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

PTC Status Report

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

**OCTOBER 2020**

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

Project Update on PTC

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

**NOVEMBER 2020**

Review Committee Charter

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

East Side Access Support Projects Update

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

### Holiday Schedule

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

### PTC Status Report

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

## **DECEMBER 2020**

### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2020

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

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

### 2021 Final Proposed Budget

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

### Proposed 2021 Committee Work Plan

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

### Project Update on PTC

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

## **JANUARY 2021**

### Approval of 2021 Committee Work Plan

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

### PTC Status Report

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

## **FEBRUARY 2021**

### Adopted Budget/Financial Plan 2021

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

### 2020 Annual Operating Results

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

### Project Update on PTC

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

#### Diversity & EEO Report– 4<sup>th</sup> Quarter 2020

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

#### March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

### **MARCH 2021**

#### Annual Elevator/Escalator Report

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

#### Spring Trackwork Programs

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

#### Customer Satisfaction Survey Report

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

#### 2020 Annual Ridership Report

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

#### PTC Status Report

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

### **APRIL 2021**

#### Project Update on PTC

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

### **MAY 2021**

#### Final Review of 2020 Operating Results

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

#### Summer Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2021.

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2021

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

#### PTC Status Report

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

## **JUNE 2021**

### Project Update on PTC

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

### 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



# Metro-North Railroad



International Level Crossing Awareness Day (ILCAD) observed on June 11<sup>th</sup>, 2020

**Justin R. Vonashek**  
Vice President  
Office of System Safety



# Metro-North Railroad

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## **Safety Highlights:**

As New York State implements its phased approach to reopen, Metro-North continues to prepare for the safe return of its customers and employees by implementing the following:

- Promoting social distancing and good hygiene
- Requiring a face covering for those traveling on MNR trains
- Providing enhanced cleaning at all Metro-North stations and rolling stock
- Disinfecting and sanitizing employee facilities
- Established employee temperature check stations
- Established COVID-19 Antibody Testing for employees
- Distribution of personal protective equipment to employees (masks/face coverings, face shields, gloves, personal thermometers, hand sanitizer, etc.)

The TRACKS (Together Railroads and Communities Keeping Safe) program continues to educate Metro-North communities and raise public awareness on the dangers of risky behavior at grade crossings. On June 11, TRACKS participated in International Level Crossing Awareness Day (ILCAD), a global initiative to promote safe behaviors at grade crossings. ILCAD is an annual event that launched in 2009 with participation from 28 countries and has expanded to over 40 partnering countries worldwide. Each year, members of the TRACKS team, with support from the MTA Police Department, Operation Lifesaver, CT Department of Transportation, and the Federal Railroad Administration, conduct grade crossing safety outreach at multiple Metro-North crossings throughout CT and NY. This year, due to the worldwide COVID-19 pandemic, TRACKS launched a digital ILCAD campaign by creating a designated webpage for ILCAD and pushed out grade crossing safety messages and through Metro-North social media posts on Facebook, Twitter and Instagram utilizing prominent hashtags #MNRTRACKS and #ILCAD. TRACKS reached a total of 9,987 individuals through these digital ILCAD efforts.

For the current 12-month period (June 2019 – May 2020) versus the previous 12-month period (June 2018 – May 2019), lost time injuries per 200,000 working hours were reduced by 13.6%.

For the current 12-month period (June 2019 – May 2020) versus the previous 12-month period (June 2018 – May 2019), customer reportable injury rate per one million customers were reduced by 2.0%

**Justin R. Vonashek**  
Vice President  
Office of System Safety

## May 2020 Safety Report

Performance				
Performance Indicator	12-Month Average			
	June 2017 -May 2018	June 2018 -May 2019	June 2019 -May 2020	
FRA Reportable Customer Accident Rate per Million Customers	1.04	0.99	0.97	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.82	2.21	1.91	
	2019		2020	
	May	Year to Date	May	Year to Date
Grade Crossing Incidents <sup>1</sup>	0	1	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2019		2020	
	May	Year to Date	May	Year to Date
First Responders Trained	365	994	0	815
Employee Safety Training Courses	122	257	43	233
Employees Trained	989	4,173	299	3,031
Employee Safety Training Hours	22,593	122,583	2,458	82,470
Customer and Community: Focus on Grade Crossings	2019		2020	
	May	Year to Date	May	Year to Date
Broken Gates	8	13	2	8
MTA Police Details	51	350	21	136
Summons	37	246	50	270
Warnings	13	51	32	75
Community Education and Outreach	17,195	47,435	136	21,958
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,084	1,084	100.00%	

**Definitions:**

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

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

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

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

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

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

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

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

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

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



## Safety Report Highlights



Elementary  
Amberlyn Berry-Rowley, age 9

Middle School  
Aaron Gilbert, age 12



Middle School  
Faateen Asad Ankush, age 12



High School  
Lorelai Thrasher, age 15



High School  
Eric Shu, age 16



# Long Island Rail Road

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To reinforce the importance of wearing face coverings when riding the Long Island Rail Road, we sponsored an art/slogan contest for Kindergarten through Grade 12 students. We invited students to submit their designs through our TRACKS Program at [tracks@lirr.org](mailto:tracks@lirr.org). Five winners were selected. These winning entries are being used to highlight via social media and on the MTA Website the importance of wearing face coverings in accordance with New York State Executive Orders 202.17 and 202.18. Congratulations to our winners:

Amberlyn Berry-Rowley, George Washington Elementary School, West Hempstead  
Faateen Asad Ankush, P.S. 11 Kathryn M. Phelan School, Woodside  
Aaron Gilbert, Weber Middle School, Port Washington  
Lorelai Thrasher, Malverne Senior High School  
Eric Shu, Great Neck South High School

On Wednesday June 12<sup>th</sup>, we conducted our second quarter Safety FOCUS Day. In addition to investing time discussing specific safety concerns, supervisors and managers emphasized the importance of complying with the wearing of face coverings on trains, in stations, and when social distancing cannot be achieved during the performance of tasks. Seasonal precautions were also reviewed. The Summer Season Supply Catalogue, which includes personal protective equipment designed to mitigate risk when working in higher temperatures, as well as the OSHA/NIOSH Heat Index planning app were provided for supervisors and managers to discuss with all employees.

Another important safety milestone for the LIRR Expansion Corridor was reached the weekend of July 11<sup>th</sup> as we eliminated the New Hyde Park Road grade crossing. There were thirteen broken gate incidents recorded at this location in 2019 resulting in significant safety risk and operating delays. The grade crossing is being replaced with a new bridge and superstructure. Scheduled to open in early September, vehicles will travel below the tracks via a new underpass. To date, two other grade crossings were removed as part of the LIRR Expansion Project including Covert Avenue in New Hyde Park and Urban Avenue in New Cassel. Work has also begun to build an under grade crossing at School Street on the Westbury/New Cassel border. A total of eight grade crossings will be eliminated.

For the reporting period ending May 2020, the average Reportable Customer Injury Rate was 3.59 injuries per million customers as compared to 2.06 injuries per million customers over the same period last year. Slips, trips, and falls continue to result in the most injuries. The type of injury the majority of customers sustain are bruises and contusions followed closely by lacerations and abrasions. During this reporting period, the average Reportable Employee Lost Time Injury Rate increased from 2.93 injuries per 200,000 hours worked to 3.43 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 2017 - May 2018	June 2018 - May 2019	June 2019 - May 2020		
FRA Reportable Customer Accident Rate per Million Customers	2.51	2.06	3.59		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.44	2.93	3.43		
		2019		2020	
		May	Year to Date	May	Year to Date
Grade Crossing Incidents <sup>1</sup>	2	5*	0	2	
Mainline FRA Reportable Train Derailments	0	0	1	1	
Mainline FRA Reportable Train Collisions	1**	1**	0	0	

<sup>1</sup> 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	2019		2020	
	May	Year to Date	May	Year to Date
First Responders Trained	228	720	0	174
Employee Safety Training Courses	88	480	36	281
Employees Trained	1,144	5,645	160	3,044
Employee Safety Training Hours	18,696	114,245	5,122	58,307
Customer and Community Focus on Grade Crossings	May	Year to Date	May	Year to Date
Broken Gates	5	43	6	39
MTA Police Details	128	655	40	176
Summons	99	836	156	775
Warnings	68	292	48	241
Arrests	0	4	0	0
Community Education and Outreach	9,015	43,433	0	21,464
		Completed	Total	% Complete
Cameras on Rolling Stock	M7		796	95
	C3 Cab		23	100
	C3 Trailer		104	94
	DE/DM		38	84

**Definitions:**

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

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

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

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

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

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

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

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

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

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



# Police Report



# Metro-North Railroad

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## June 2020 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (7 vs 12) for the month of June compared to the same period last year.
- Year to date Metro-North Railroad is down 26 crimes (30 vs 56).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of June.

**Joseph P. McGrann**  
Chief of Police



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
Metro North Railroad**

**June 2020 vs. 2019**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Burglary</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>4</b>	<b>7</b>	<b>-3</b>	<b>-43%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>7</b>	<b>12</b>	<b>-5</b>	<b>-42%</b>

**Year to Date 2020 vs. 2019**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>17%</b>
<b>Felony Assault</b>	<b>4</b>	<b>10</b>	<b>-6</b>	<b>-60%</b>
<b>Burglary</b>	<b>4</b>	<b>5</b>	<b>-1</b>	<b>-20%</b>
<b>Grand Larceny</b>	<b>15</b>	<b>31</b>	<b>-16</b>	<b>-52%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>4</b>	<b>-4</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>30</b>	<b>56</b>	<b>-26</b>	<b>-46%</b>



# Long Island Rail Road

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## **June 2020 Highlights: MTA Police Report**

- Long Island Rail Road experienced a decrease in the amount of major felonies (2 vs 9) for the month of June compared to the same period last year.
- Year to date Long Island Rail Road is down 12 crimes (29 vs 41).
- There was one (1) Hate Crime on Long Island Rail Road for the month of June.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### June 2020 vs. 2019

	2020	2019	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	2	-2	-100%
<b>Felony Assault</b>	1	1	0	0%
<b>Burglary</b>	0	2	-2	-100%
<b>Grand Larceny</b>	1	4	-3	-75%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	2	9	-7	-78%

### Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	8	6	2	33%
<b>Felony Assault</b>	5	7	-2	-29%
<b>Burglary</b>	3	5	-2	-40%
<b>Grand Larceny</b>	13	22	-9	-41%
<b>Grand Larceny Auto</b>	0	1	-1	-100%
<b>Total Major Felonies</b>	29	41	-12	-29%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**June 2020 vs. 2019**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>5</b>	<b>-4</b>	<b>-80%</b>
<b>Felony Assault</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>1</b>	<b>3</b>	<b>-2</b>	<b>-67%</b>
<b>Grand Larceny</b>	<b>5</b>	<b>11</b>	<b>-6</b>	<b>-55%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>10</b>	<b>23</b>	<b>-13</b>	<b>-57%</b>

**Year to Date 2020 vs. 2019**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>16</b>	<b>15</b>	<b>1</b>	<b>7%</b>
<b>Felony Assault</b>	<b>10</b>	<b>18</b>	<b>-8</b>	<b>-44%</b>
<b>Burglary</b>	<b>7</b>	<b>11</b>	<b>-4</b>	<b>-36%</b>
<b>Grand Larceny</b>	<b>28</b>	<b>54</b>	<b>-26</b>	<b>-48%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>5</b>	<b>-5</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>61</b>	<b>103</b>	<b>-42</b>	<b>-41%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**June 2020**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	1	0	1	0
<b>Fel. Assault</b>	3	1	1	1
<b>Burglary</b>	1	0	1	0
<b>Grand Larceny</b>	5	1	4	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>10</b>	<b>2</b>	<b>7</b>	<b>1</b>
<b>Crimes Per Day</b>	<b>0.33</b>	<b>0.07</b>	<b>0.23</b>	<b>0.03</b>



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - June 2020)

Motivation	2020	2019	Diff	% Change
Asian	0	0	0	0 %
Black	2	5	-3	-60 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	0	0	0 %
Muslim	0	0	0	0 %
Other	0	0	0	0 %
Anti-Semitic	5	9	-4	-44 %
Sexual Orientation	0	1	-1	-100 %
White	1	0	1	0 %
<b>Motivation Total</b>	<b>8</b>	<b>15</b>	<b>-7</b>	<b>-46 %</b>

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	0	1	-1	-100 %
Felony Assault	1	1	0	0 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	1	-1	-100 %
Criminal Mischief #4	7	12	-5	-41 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
<b>Crime Total</b>	<b>8</b>	<b>15</b>	<b>-7</b>	<b>-46 %</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2020 to 6/30/2020

Arrest Classification	Total Arrests	
	2020	2019
Robbery	14	11
Felony Assault	11	21
Burglary	3	9
Grand Larceny	10	28
Grand Larceny Auto	0	2
Aggravated Harassment	3	4
Aggravated Unlicensed Operator	3	17
Assault-Misdemeanor	13	42
Breach of Peace	4	9
Child Endangerment	2	2
Criminal Contempt	6	9
Criminal Impersonation	1	7
Criminal Mischief	21	22
Criminal Possession Stolen Property	6	4
Criminal Tampering	1	1
Criminal Trespass	20	31
Disorderly Conduct	1	0
Drug Offenses	31	107
DUI Offenses	2	3
Falsely Reporting an Incident	2	5
Forgery	13	21
Fraudulent Accosting	0	7
Graffiti	17	24
Identity Theft	0	1
Issue a Bad Check	0	2
Menacing	3	9
Obstruct Government	2	6
Petit Larceny	29	134
Public Lewdness	6	14
Reckless Endangerment	4	4
Resisting Arrest	12	31
Sex Offenses	4	8
Stalking	1	1
Theft of Services	49	138
Unlawful Imprisonment/Kidnapping	0	1
Unlawful Surveillance	0	1
VTL Offenses	1	2
Warrant Arrest	17	51
Weapons Offenses	2	2
Unauthorized Use Vehicle	0	1
<b>Total Arrests</b>	<b>314</b>	<b>792</b>



**Long Island Rail Road**



**Metro-North Railroad**

**JOINT INFORMATION ITEMS**

# Joint MNR/LIRR Committee Meeting PTC Project Update

July 22, 2020



# LIRR/MNR Overall PTC Project Status

## Schedule

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

MNR has 221 route miles in full PTC functionality (90%)

LIRR has 231.3 route miles in full PTC functionality (76%).

## Budget

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



# LIRR Project Update

## ERSD

- Segments in RSD/ERSD: 231.3miles
  - Initiated ERSD on Atlantic on June 29
  - Continue to mitigate technical and operational issues during ERSD period.

## On-board OBC Software updates

- 94% of Rolling Stock Units (RSU)s are updated with OBC S7D (ERSD version)

## Software Testing

- Subsystem level FAT (Office, RWPS and Communications) for System Baseline 3.9 started on July 6; Integrated System FAT to start on August 7.
- HMAC (PTC Security) successfully FAT tested; Will be field tested in July and implemented in parallel with the new Baseline release in September.
- Interface FAT for STS-STX (safety server) resulted in 7 variances and will be corrected in System Baseline 3.9. This has no impacts to meet the deadline.
- System Baseline 3.9 includes improvements required for efficient service delivery; LIRR mitigating by entering into ERSD with operational workarounds.



# LIRR Project Update (continued)

## Field Installation & Testing

- Valley – safety reviews completed at the end of June; Target is to initiate ERSD in July.
- Main Line – reverting back to previous plan to place Main Line into ERSD in 3 segments.
  - ML 11-15 - Safety reviews completed; pending end-to-end test runs for ERSD readiness; ERSD target in July.
  - ML 15-25 (Third Track) – SPT completed on July 3; transponder updates in progress with SUP to start in July; ERSD start at end of August.
  - ML 25-49 – transponder installations complete; SUP in July; ERSD target in July.
- Jamaica (MP 8-11) – Transponder installations and programming completed to support field testing; Bi-weekly schedule meetings are held to closely monitor work to mitigate issues in real-time; ERSD targeted in October.
- Harold (MP 0-5)- Site Performance Test (SPT) in progress ; ERSD targeted in October.



# LIRR Project Update (continued)

## Safety Plan

- Weekly discussions in progress with FRA to address their review comments. Conditional approval of LIRR Safety Plan anticipated in September.

## LIRR interoperability with Amtrak

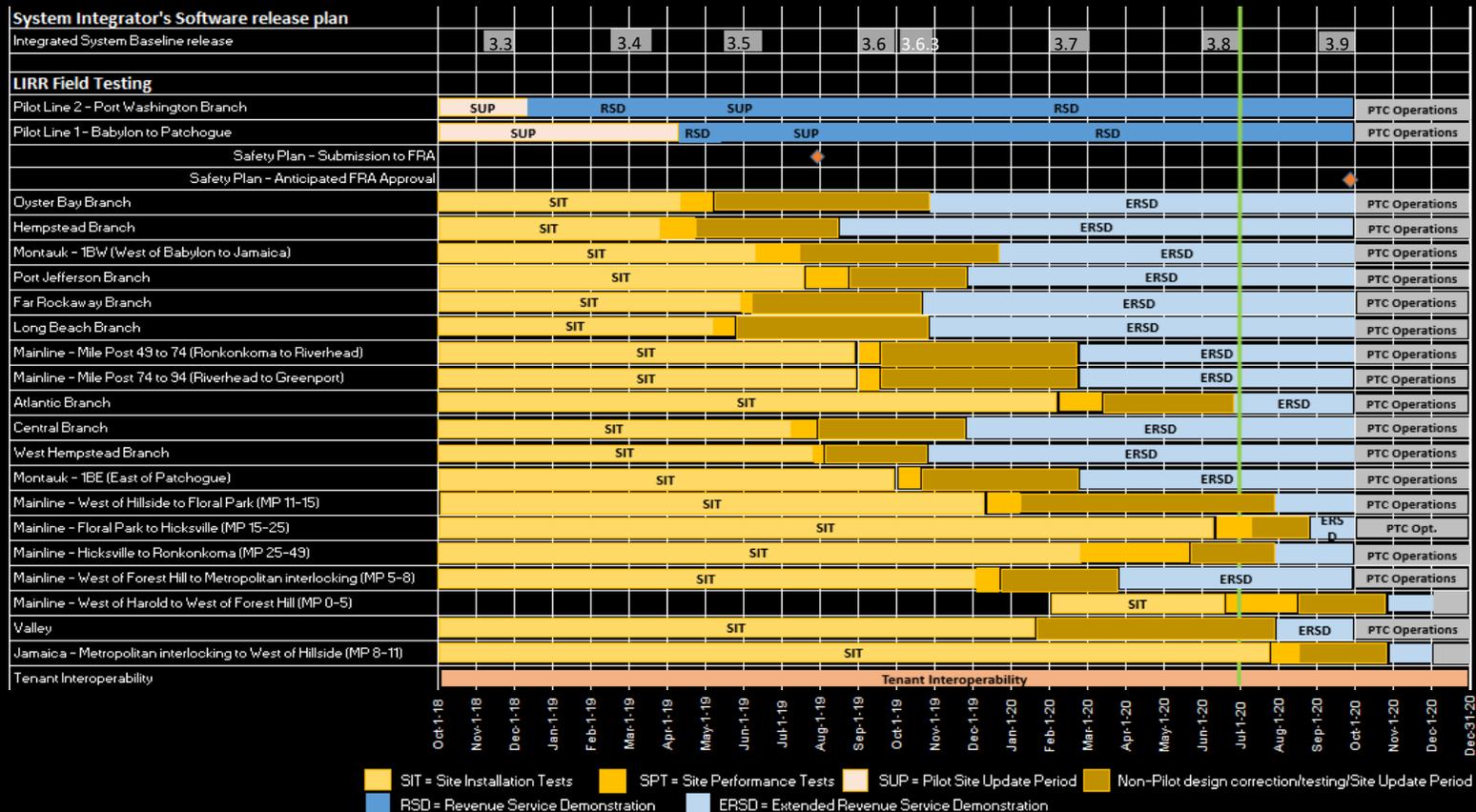
- WIU modifications are being implemented in the field to support Amtrak's b2b mitigation plan for deadline compliance.
- LIRR trains are approved to operate on Amtrak territory; M9 qualification testing in August.

## Amtrak interoperability with LIRR

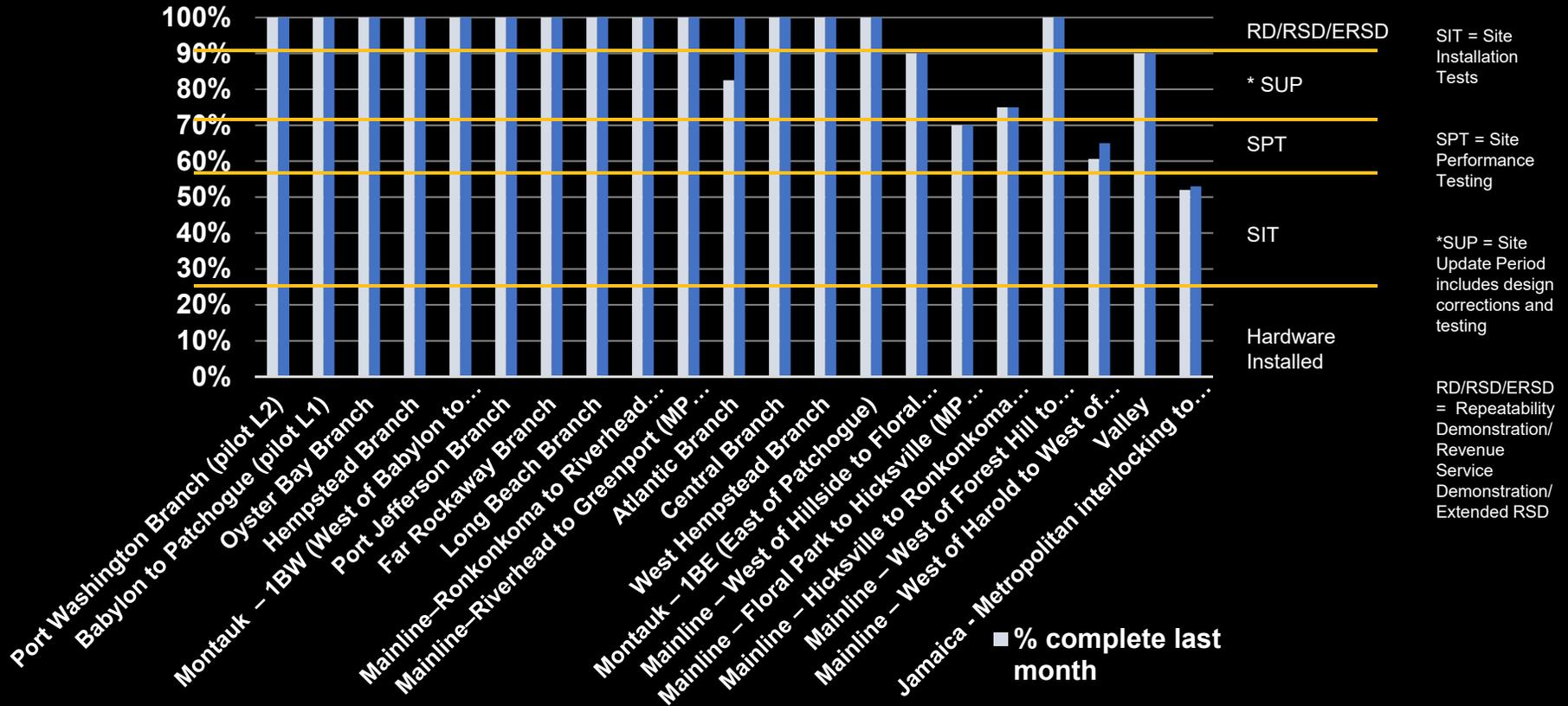
- LIRR back-to-back (b2b) Specifications to serve as baseline for Amtrak OBC revisions.
- May 2021 is targeted date for Siemens to provide software release to Amtrak/Burns for testing.
- Joint Amtrak/LIRR White Paper for b2b Mitigation under review by FRA and will be appended to each Railroads' Safety Plans.
- Qualification of Amtrak trains to operate on LIRR territory planned in October.



# LIRR Working Schedule and Sequence



# LIRR Segment RSD Readiness (Previous vs Current Month)



# Key Milestones and Issues (LIRR & MNR)

Status	Activity	Issues
<p>● Green (Current)</p> <p>● Green (Previous)</p>	<p>Delivery and implementation of System Software for PTC Security Baseline 3.8</p>	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Timely delivery of System Software Release 3.8 is required for implementation of PTC security requirements</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>HMAC FAT successfully completed at end of May and will be deployed in the field in 3<sup>rd</sup> Quarter after field testing and in coordination with Amtrak.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>Changes to MTA's design for PTC security was required to meet Amtrak's standard for interoperability on NEC.</li> <li>Deployment is dependent upon installation of SIM card installations for remote deployment of the security keys to all trains.</li> </ul>
<p>● Red Significant impact to Project Schedule and ability to meet PTC deadline.</p> <p>● Yellow Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.</p> <p>● Green No Near Term Impact to Project Schedule and on target to meet PTC deadline.</p>	<p><b>Date Needed</b></p> <p>3<sup>rd</sup> Quarter</p>	<p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>More extensive testing of HMAC prior to system integration.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>Without remote deployment will take more time to update trains.</li> <li>Deployment of HMAC keys is required for FRA compliance.</li> </ul>



# Key Milestones and Issues (LIRR & MNR)

Status	Activity	Issues
 Green (Current)   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.	Delivery and implementation of System Software for STS-STS safety server interface for Interoperability  Baseline 3.9	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Timely delivery of System Software Release 3.9 for the STS-STS safety server interface for FRA compliance and interoperability with Amtrak.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>STS-STS interface testing resulted in 7 variances and corrections are being implemented in System Baseline 3.9.</li> <li>FAT testing of SB 3.9 started on July 6.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>Changes to MTA's design for the safety server interface was modified to align with an updated specification from Amtrak in early 2018.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>The Railroads have an operational workaround for FRA review/approval should interface fail to be operational at end of 2020.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>MTA will need to implement an operational mitigation if interface not available.</li> </ul>
	<p><b>Date Needed</b></p> <p>4<sup>th</sup> Quarter</p>	



# Key Milestones and Issues (LIRR & MNR)

Status	Activity	Issues
<p style="text-align: center;">● Green (Current)</p> <p style="text-align: center;">● Yellow (Previous)</p> <p>● Significant impact to Project Schedule and ability to meet PTC deadline. Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline. Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline. Green</p>	<p>Delivery of material, installations, designs, testing activities are being impacted by COVID-19</p>	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>COVID-19 has had a negative impact on various project activities which jeopardizes Railroad's ability to meet interim project milestones.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>Any delays due to COVID-19 have not impacted the critical path.</li> <li>Some Railroad &amp; SI PTC engineering personnel have returned to work as necessary while others continue to telework.</li> <li>BT FAT Lab testing continue to be remotely witnessed by LIRR/MNR.</li> <li>Following CDC guidelines, social distancing, wearing masks, regular sanitization of test trains, and limiting personnel in locomotive cabs to protect joint field personnel.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>The FRA has not given any indication that there will be an extension to the PTC deadline due to COVID-19.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>Continued delays to interim milestones increases likelihood of missing PTC deadline.</li> </ul>
	<p><b>Date Needed</b></p> <p>Per CPM Schedule</p>	



# LIRR PTC ERSD Timeline and Look-ahead

## Jun 2020

- ✓ Atlantic
- ✓ Delivery of System Software Baseline 3.8 (includes HMAC only)

## July 2020

- Valley (previously June)
- Mainline – Mile Post 11 to 15 (West of Hillside to Floral Park)
- Mainline – Mile Post 25 to 49 (Hicksville to Ronkonkoma)

## August 2020

- Mainline – Mile Post 15 to 25 (Floral Park to Hicksville) (previously July)

## September 2020

- Delivery of System Software Baseline 3.9 (STS-STS interface and operational enhancements)
- HMAC Deployment
- Conditional approval of Safety Plan (Previously August)

## October 2020

- Harold – Mile Post 0 to 5
- Jamaica – Mile Post 8-11 (Metropolitan interlocking to West of Hillside)



# MNR Project Update

## Segment in full PTC Functionality:

- Danbury Branch – 24.2 miles
- New Canaan Branch – 6.3 miles
- Hudson Line (CP3 – CP75) – 71.8 miles
- Harlem Line (CP106 – CP182) – 76.9 miles
- Hudson Line (GCT – CP3) – 3 miles
- New Haven Line (CP212 – CP230) – 18 miles
- New Haven Line (CP255 – CP274) – 19 miles (Placed in ERSD on June 27<sup>th</sup> & July 11<sup>th</sup> 2020)

**Note: All trains for Hudson & Harlem Lines are operating with full PTC Functionality.**

## PTC Implementation Summary:

- Total route miles in full PTC – 221/244.3 miles (90%)
- Over 93,000 Revenue Trains ran in full PTC mode from August 2019 – June 2020
- Waterbury Branch is currently operating under PTC Main Line Track Exclusion Addendum
- Amtrak passenger trains (Rev10) are interoperable on the Hudson and New Haven Lines
- CSX and P&W freights (Rev10) are interoperable on the Hudson & New Haven Lines and Danbury Branch



# MNR Project Update (continued)

## **MNR Submitted its Safety Plan to the FRA on May 12<sup>th</sup> 2020.**

### **Field Installation & Testing**

- Completed Site Performance Testing and ERSD on the NHL (CP271 – CP274)
- Completed Transponder Site Installation Testing (SIT) on the NHL (CP230 – CP255)
  - Site Performance Testing (SPT) commenced on July 13<sup>th</sup> 2020
- Continue to mitigate technical and operational issues

### **Amtrak Boundary Installation & Commissioning**

- Poughkeepsie – Completed and commissioned December 5<sup>th</sup> 2019
- Spuyten Duyvil - Completed and commissioned May 28<sup>th</sup> 2020
- New Rochelle – Testing is ongoing with commissioning scheduled for Early August 2020
- New Haven - Design completed, installation ongoing with commissioning scheduled end of August 2020
- STS-STS Interface – Factory testing and variance corrections ongoing with commissioning scheduled for 4<sup>th</sup> Q of 2020
- HMAC Over the Air Security successfully FAT tested for field deployment by September 2020.



# MNR M8 Project Update

## Current Project Status

- Completed field engineering testing of second OBC software release (Beta I) with good test results.
- Commenced commissioning of Mobile Communications Package (MCP) on M8 Fleet – 97% completed
- Gap Analysis – Mitigation and Interoperability efforts continue
- Final Engineering SW was released on May 27th for field testing. Alpha II is now identified as Beta I.
- Upgraded hardware ATC/ACSES Mechanisms being delivered to NH for fleet retrofit week of June 1

## Upcoming Milestones

- Beta I software with complete PTC functionality additional testing scheduled for the week of July 20<sup>th</sup> 2020
- Bombardier Wayside Integration PTC testing of M8 to commence the week of July 20<sup>th</sup> 2020.
- Continued replacement of upgraded ATC/ACSES hardware on M8 fleet
- Complete M8 Fleet MCP commissioning by July 2020
- M8 Safety Certification expected in Sept 2020



# MNR Port Jervis and Pascack Valley Line Update

## Port Jervis Line

### Current Project Status

- MNR commissioned the Cab Signaling with last segment completed in March 2020.
- MNR completed PTC Wayside (Transponder, WIU and Radio Case) installations.
- NJT completed PTC Office and Onboard installations.
- Wayside Communications configuration and testing is ongoing
- Transponder configuration and installation testing commenced
- Host/Tenant discussions are ongoing between MNR and NJT

### Upcoming Milestones

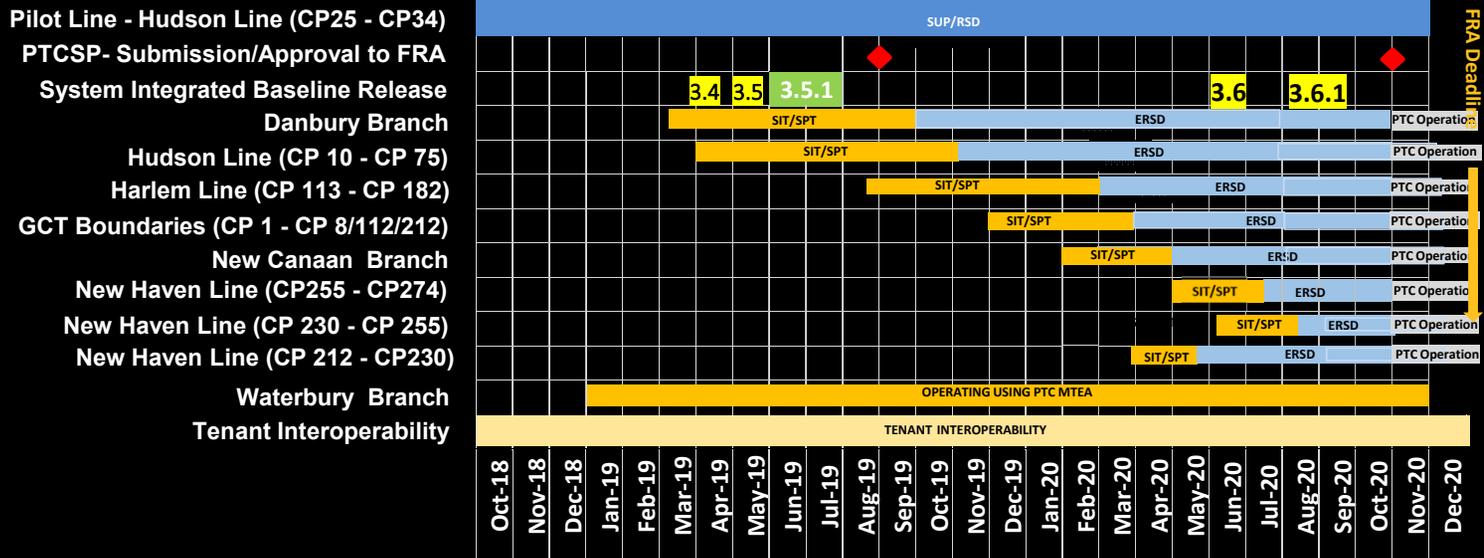
- With support from NJT and its Systems Integrator the following activities are planned,
- Communications configuration and installation testing to be completed by July 2020
  - Transponder configuration and installation testing to be completed by July 2020
  - Freight PTC System WIU configuration and testing to be completed by August 2020
  - Onboard, Office and Functional Qualification testing is expected in 4<sup>th</sup> Q 2020
  - ERSD on Port Jervis Line is scheduled for 4<sup>th</sup> Q 2020

## Pascack Valley Line

- NJT completed PTC Wayside (Transponder, WIU and Radio Case) installations and testing.
- Onboard, Office and Functional Qualification testing is expected in 3<sup>rd</sup> Q with ERSD in 4<sup>th</sup> Q 2020.



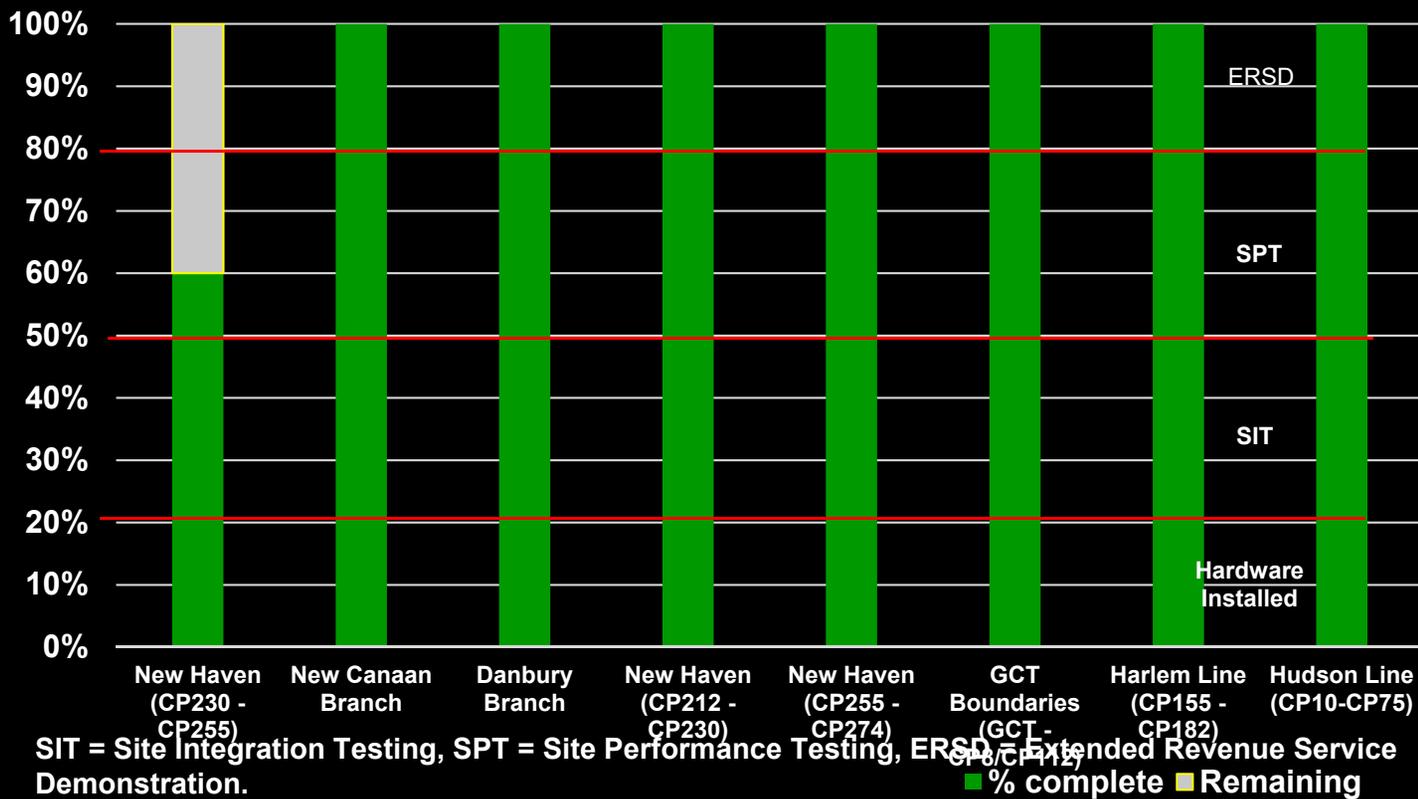
# MNR Schedule and Sequence



SIT - Site Installation Testing/SUP -Site Update Period/RSD - Revenue Service Demonstration/SPT – Site Performance Test  
 ERSD - Extended Revenue Service Demonstration  
 Waterbury Branch – Operating under Main Line Track Exclusion Addendum (MTEA). Installation of Signal System ongoing



# MNR Segment RSD Readiness



# Key Milestones and Issues (MNR Only)

Status	Activity	Issues
<p>● Green (Current)</p> <p>● Yellow (Previous)</p>	<p>Integration for the M8 OBC into the MNR Wayside</p>	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>• Commence M8 Fleet Hardware and Software Upgrade for full PTC Operability</li> <li>• Complete Gap analysis, design and implement mitigating measures</li> <li>• Complete M8 OBC Qualification and Integration Testing in MNR / BT Wayside Environment</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>• Weekly Progress Meetings between MNR/Kawasaki/Alstom</li> <li>• Additional Testing of final Engineering Release of full PTC functional Software – Week of July 20 2020</li> <li>• Continued OBC Software development for RSD release</li> <li>• Continue M8 fleet hardware upgrade with full PTC functionality</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>• Continued production schedule adherence for upgraded ATC/ACSES Mechanisms for replacement</li> <li>• Complete SLR Review/Update, SI M8 SPT test Procedure, and Gap Analysis</li> <li>• Complete and provide MNR wayside PTC design information for use in definition of M8 OBC testing</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>• Complete design for mitigations defined in the Gap analysis and implement into wayside environment</li> <li>• Perform M8 OBC Wayside integration testing to qualify/verify all gaps and define mitigation measures</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>• Potential risk of not completing entire M8 fleet with both hardware and software PTC upgrades</li> </ul>
<p>● Significant impact to Project Schedule and ability to meet PTC deadline. Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline. Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline. Green</p>	<p><b>Date Needed</b></p> <p>September 2020</p>	



# MNR PTC ERSD Timeline

## December 2019

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

## January 2020

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

## March 2020

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

## May 2020

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

## June - August 2020

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

## Sept – Dec 2020

- HMAC Over the Air Security Implementation
- STS – STS Amtrak Boundary Interface Implementation
- Port Jervis Line ERSD



# 2020 2nd Quarter Maintenance of Way Division

## Track, Structures, Stations & Facilities

Metro-North Railroad

July 9, 2020



## Track Projects Systemwide

### ■ Production Tie Replacement – 1,758,250 systemwide wood ties (30,090 ties planned)

■	Hudson Line	8,650	ties planned	0	installed	0%
■	New Haven	9,600	ties planned	4,477	installed	47%
■	Danbury	7,150	ties planned	14,328	installed	200%
■	Waterbury	2,600	ties planned	8,004	installed	308%
		<b>28,000</b>	<b>ties planned</b>	<b>26,809</b>	<b>installed</b>	<b>96% of goal</b>
	New Haven (SmarTrack)	2,000	ties planned	0	installed	0% of goal
	<b>Total 2020</b>	<b>30,000</b>	<b>ties planned</b>			

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

■	GCT	141	ties installed			
■	Hudson	889	ties installed			
■	Harlem	124	ties installed			
■	New Haven	270	ties installed			
■	Danbury	109	ties installed			
■	Waterbury	56	ties installed			
	<b>Total 2020</b>	<b>1,589</b>	<b>ties installed</b>			<b>40% of goal</b>

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

■	Hudson Line	4	miles planned	1.5	installed	37%	complete
■	New Haven	3	miles planned	3.2	installed	108%	complete
	<b>Total 2020</b>	<b>7</b>	<b>miles planned</b>	<b>4.7</b>	<b>installed</b>	<b>67%</b>	<b>of goal</b>

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



**Welds (2,000 joints planned)**

□	GCT	0	joints completed	
□	Hudson Line	206	joints completed	
□	Harlem Line	195	joints completed	
□	New Haven	256	joints completed	
□	West Of Hudson	190	joints completed	
□	Port Jervis	0	joints completed	
	<b>Total 2020</b>	<b>847</b>	<b>joints completed</b>	<b>42% of goal</b>

**Loram Rail Grinder (80 miles planned, August 2020)**

□	Hudson Line	12	miles planned	0	complete	0%
□	Harlem	7	miles Planned	0	complete	0%
□	New Haven	61	miles planned	0	complete	0%
	<b>Total 2020</b>	<b>80</b>	<b>miles planned</b>	<b>0</b>	<b>complete</b>	<b>0% of goal</b>

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

□	GCT	8switches	planned	9	switches completed	113%complete
□	Hudson	4switches	planned	1	switches completed	25%complete
□	Harlem	11switches	planned	1	switches completed	0%complete
□	New Haven	10switches	planned	6	switches completed	60%complete
□	*Waterbury			5	switches completed	100%complete
	<b>Total 2020</b>	<b>33switches</b>	<b>planned</b>	<b>22</b>	<b>switches completed</b>	<b>67% of goal</b>

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



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

■	Harlem Line	4	Crossings planned	1	complete	25%
■	New Haven					
	■	Danbury	4	Crossings planned	4	complete 100%
	■	Waterbury	1	Crossings planned	0	complete 0%
		<b>Total 2020</b>	<b>9</b>	<b>Crossings planned</b>	<b>5</b>	<b>complete 56% of goal</b>

■ **Surfacing - 754 track miles systemwide (90 miles planned, including Production Tie Gang)**

■	Hudson Line	22	miles planned	13.3	completed	
■	Harlem Line	6	miles planned	4.6	completed	
■	New Haven - NY	17	miles planned	0.5	completed	
■	New Haven - CT	39	miles planned	2.1	completed	
■	New Haven - WTBY	5	miles planned	8.0	completed	
■	New Haven - Danbury	1	miles planned	15.0	completed	
		<b>Total 2020</b>	<b>90</b>	<b>miles planned</b>	<b>43.5</b>	<b>completed 48% of goal</b>

\*All subject to change due to current events



- **Ultrasonic Rail Testing (1,480 miles planned, 2 runs per year)**
  - 1,127 miles completed in 2020
  - Sperry Rail
    - Total defects corrected from 2020 testing : 80
  - DPR
    - Total defects corrected from 2020 testing : 23
  - **Ensco Geometry (2x per year)** Contracted for 6 tests over 3 years
    - 1<sup>st</sup> run completed June 2020
    - 2<sup>nd</sup> run September 2020
- **GCT Station Track Rehabilitation (44 Platforms systemwide, 4 Platforms Planned)**
  - **Track 13 (85% complete)**
    - 100 bracket ties, 400 block ties, New Ballast and Surfacing
      - Rail will be changed when regular work schedule resumes
  - **Track 15 (85% complete)**
    - 70 bracket ties, 339 block ties, 375 tons of new ballast, replaced 3<sup>rd</sup> rail brackets
      - Rail will be changed when regular work schedule resumes
  - **Track 16**
    - Will begin week of July 6, 2020
  - **Track**
    - TBD, scope will be made when resources become available.

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



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

- Park Avenue Viaduct – replaced 31,584 fasteners with new fastening system (Tk 4 – 100%, Tk 2 – 100% Tk 1 – 100%, Tk 3 – 100%, Overall – 100%) **(Complete)**

- **GCT Trainshed**

- Repoint of brick tunnel and circular arch brick vents (Track 3, 66<sup>th</sup> street to 95<sup>th</sup> street) (80% Complete)

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

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



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

▣ **Bridge Timbers (NY only – 711 Timbers planned)**

▣	HAR 19.35 Bronx River Tks 1	152 timbers	50% complete
▣	NH 20.37 Mamaroneck Ave Tks 4	60 timbers	100% complete
▣	NH 25.54 Westchester Ave Tks 4	57 timbers	0% complete
▣	NH 25.94 North Main Street 4	115 timbers	0% complete
▣	PJ – JS 32.06 Ramapo River Tk 1 & 2	212 timbers	0% complete
▣	PJ – JS 45.40 Ramapo River Tk 1	45 timbers	100% complete
▣	Beacon 13.06 Fishkill Creek Tk 1	70 timbers	0% complete
	<b>Total 2020</b>	<b>711 Timbers planned</b>	<b>36% complete</b>

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

- ▣ Fabricate 120 steel ties (100% complete)
- ▣ Install 120 steel ties (100% complete)
- ▣ Install tracks 1- 4 expansion and thick web miter rails (17% complete)

**\*Due to service changes and other critical outages, the department has moved many resources to these locations. Therefore some of the projects listed on these pages may not be completed in 2020**

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



## ■ NY Undergrade Bridge Repair Program

### ■ Hudson

- Grand Central Terminal (MP 1.0) – Flag Repairs (0% complete)
- Park Ave Tunnel (MP 2.0) – Masonry Repairs ( 10% complete)
- Park Ave Viaduct (MP 3.01) – Masonry Arch Repairs, Waterproofing (75% complete)
- Park Ave Viaduct (MP 3.01) – Flag Repair (100% complete)
- Stream (MP 60.01) – Flag Repair (60% complete)

### ■ Harlem

- Bronx River (MP 14.57) – Flag Repairs (100% complete)

### ■ Port Jervis

- Ramapo River (MP 32.06 JS) – Flag Repairs (95% complete)
- Pond Brook (MP 33.94 JS) – Flag Repairs (95 % complete)
- Ramapo River (MP 42.77 JS) – Flag Repairs (10% complete)
- Laura Lane (MP 47.73 ) – Bridge Replacement (0% complete)
- Moodna Creek (MP 55.03) – Flag Repairs (85 % Complete)
- Shea Road (MP 63.04) – Masonry Repairs (50 % Complete)

**\*Due to service changes and other critical outages, the department has moved many resources to these locations. Therefore some of the projects listed on these pages may not be completed in 2020**

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



## CT Bridge Projects

### ▣ Bridge Timbers (CT only – 602 ties planned)

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

**\*Due to service changes and other critical outages, the department has moved many resources to these locations. Therefore some of the projects listed on these pages may not be completed in 2020**

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



▣ **S-Program (New Haven – CT only)**

- ▣ Elm Street (NH 33.75) – Steel repairs (20% complete)
- ▣ Hamilton Ave (NH 34.72) – Steel repairs (45% complete)
- ▣ Mill River (NH 49.66) – Steel repairs (0% complete)
- ▣ Park Ave (NH 54.58) – Steel repairs (40% complete)
- ▣ Pembroke Ave (NH 56.35) – Steel repairs (70% complete)
- ▣ Washington Ave (NH 70.36) – Steel repairs (70% complete)
- ▣ Spillway (WB 11.36) – Steel Repairs (10% complete)
- ▣ Maple Street (WB 21.74) – Steel Repairs (100% complete)
- ▣ Jackson Street (WB 26.5) – Steel repairs (100% complete)
- ▣ Naugatuck River (WB 10.3) – Steel repairs (20% complete)
- ▣ Norwalk River (DB 11.55) – Steel and masonry repairs (15%)

**\*Due to service changes and other critical outages, the department has moved many resources to these locations. Therefore some of the projects listed on these pages may not be completed in 2020**

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



- **Cos Cob NH 29.90 (Greenwich, CT)**
  - Mitre Rail Replacement, bridge timbers and new walkway (Track 3)
    - Fabricated/install steel ties, install expansion and thick web miter rails (100% complete)
    - Install 224 bridge timbers (Track 3) (100% complete)
  
- **Right of Way Fence**
  - Installed/repared 1000' ft of fence throughout systemwide
  
- **Graffiti Removal Program**
  - Hudson & Harlem - cleaned graffiti off various buildings, bridges, retaining walls & rock cuts

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





GRAND CENTRAL

RETAIL PERFORMANCE  
AT  
GRAND CENTRAL TERMINAL

**Calendar 2019 Report/Interim 2020 Report**

# **INTRODUCTION**

## **GENERAL**

In 2019 the MTA Real Estate Department managed approximately 140,000 square feet of retail and restaurants in Grand Central Terminal. The 93 tenants include Grand Central Market, fine dining, fast-casual restaurants, take-out, coffee shops and a diverse portfolio of lifestyle retailers. Through offering broad product categories and price points for all consumer segments, the tenant mix provides services, choice and convenience for commuters, tourists, office workers and residents. As detailed in the following pages, the landscape for retail generally, and Grand Central has dramatically changed in 2020.

In addition to other efforts aimed at sustaining retail in Grand Central Terminal prior to Covid-19, Real Estate recognized the requirement to compete with the various new food offerings recently opened in the immediate neighborhood. Consequently, the need to upgrade the common elements of the Dining Concourse became apparent. A design firm, RSM Design, was engaged to develop a new aesthetic, new tenant store front design, a new method of service and a reimagined customer experience throughout the Dining Concourse common areas. This is an opportune time to plan ahead for such a project while the retail market seeks to recover.

## **2019/2020 CHALLENGES**

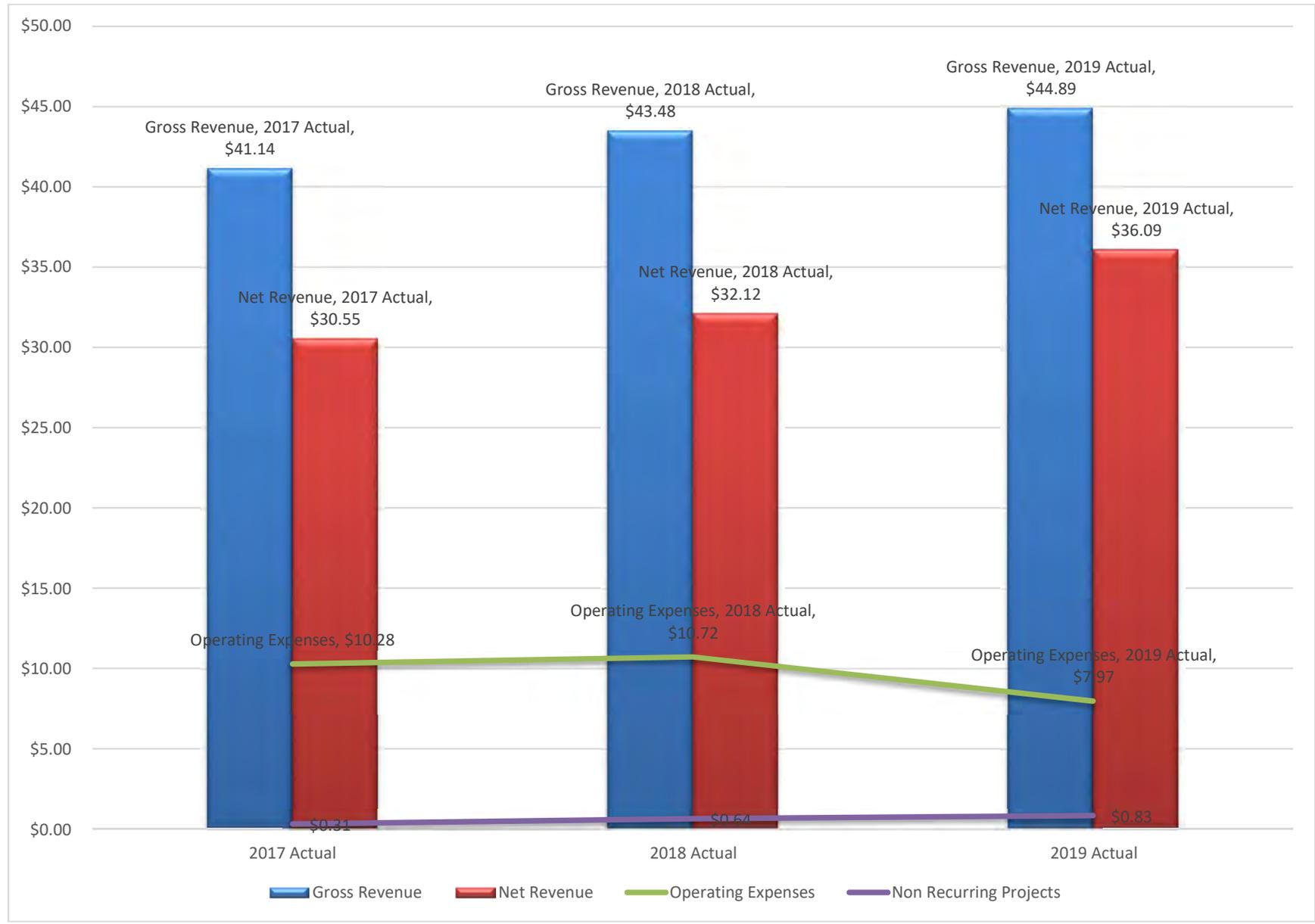
Through 2019, many factors affected retail sales performance in the Midtown East retail and dining sectors. Sustained competition from the internet reduced the brick and mortar sales of many retailers. Grand Central's Dining Concourse encountered additional external competition from the likes of Urban Space and Sweetgreen in addition to the growing trend of companies offering ever improving "in-house" dining amenities for their employees, plus the continued growth of apps like Postmates and Rituals with their wide choices. All these factors combined to result in minimal sales growth for our Dining Concourse tenants.

Prior to COVID-19 we were developing interest from new concepts and brands in both the retail and food categories, while engaging in lease negotiations that were nearing execution in early 2020. The vast majority of these deals were negatively impacted by the onset of the virus and the subsequent economic uncertainty created across all sectors, which included widespread retail store closings with several high-profile retailers filing for bankruptcy. While we experienced a three percent growth in NOI for 2019 over 2018, we now project a steep decline in NOI for 2020 due to both unexpected store closings and previously pending deals now being unlikely to be executed.

We continue to aggressively seek the best methods to continue to lease vacant units and therefore preserve our real estate asset value for the future while providing a revenue stream in the near-term.

# **PROPERTY PERFORMANCE**

**PROPERTY PERFORMANCE (in millions)**



## Financial Summary - 2017 - 2019 Income and Expenses

	Actual 2017	Actual 2018	Nov Plan 2019	Actual 2019	July Plan 2020	Actual 19 v Nov Plan 19		Variance Actual 19 v Actual 18		July Plan 20 v Actual 19	
						Amount	%	Amount	%	Amount	%
Tenant Revenue	34,400,074	36,495,919	38,663,725	38,610,348	36,645,519	(53,377)	0%	2,114,430	6%	(1,964,829)	-5%
Other Income	6,745,666	6,988,257	6,354,685	6,283,662	5,858,825	(71,023)	-1%	(704,595)	-10%	(424,837)	-7%
<b>Total Revenue</b>	<b>41,145,740</b>	<b>43,484,176</b>	<b>45,018,410</b>	<b>44,894,010</b>	<b>42,504,343</b>	<b>(124,400)</b>	<b>0%</b>	<b>1,409,834</b>	<b>3%</b>	<b>(2,389,667)</b>	<b>-5%</b>
Operating Expenses	10,284,399	10,724,285	8,357,657	7,970,386	16,873,479	387,271	5%	2,753,899	26%	(8,903,093)	-112%
Non Recurring Projects	309,842	641,378	1,500,000	829,685	1,500,000	670,315	45%	(188,307)	-29%	(670,315)	-81%
<b>Total Expenses</b>	<b>10,594,241</b>	<b>11,365,663</b>	<b>9,857,657</b>	<b>8,800,071</b>	<b>18,373,479</b>	<b>1,057,586</b>	<b>11%</b>	<b>2,565,592</b>	<b>23%</b>	<b>(9,573,408)</b>	<b>-109%</b>
<b>Net Income</b>	<b>30,551,499</b>	<b>32,118,513</b>	<b>35,160,753</b>	<b>36,093,939</b>	<b>24,130,864</b>	<b>933,186</b>	<b>3%</b>	<b>3,975,426</b>	<b>12%</b>	<b>(11,963,075)</b>	<b>-33%</b>

**GUARANTEED MINIMUM AND PERCENTAGE RENT**

Through 2019 we had continued to experience positive growth in tenant revenue with substantial increases in guaranteed minimum rents for new leases:

- Average guaranteed minimum rent for the 11 new leases was \$671 psf, a 155% increase over the previous guaranteed minimum rent for these same spaces.
- Average guaranteed minimum rent for the Terminal was \$262 psf, excluding restaurant/balcony tenants the average was \$382 psf.
- This average exceeded comparable transactions of varying sizes within the GCT neighborhood, according to information provided by our leasing agent, CBRE.
- \$0.97 million in percentage rent was paid in 2019 down from 1.49 million in 2018.
- During the first quarter of 2020, the July Plan was prepared using a general estimation of the effect of the COVID-19 pandemic on tenant revenue and initially included an expectation for significant financial impacts through year-end. However, as conditions continued to evolve, an increasing number of tenants have experienced hardships. The initial estimate was based on 1) the current leasing conditions at that time; 2) lease expiration dates; and 3) leasing advice received from our leasing agent.

**GUARANTEED MINIMUM AND PERCENTAGE RENT *continued***

- Due to COVID-19, we are now experiencing a higher level of lease terminations than anticipated. This will likely result in further deterioration of tenant revenue for year 2020 than previously estimated in the July/Mid-year budget update.
- As the time of this writing, market conditions remain turbulent which will likely further influence the outcome of a very large dollar volume of tenant income for at least 2020 and potentially into 2021. Income forecasts will need re-estimating multiple times as the year progresses, and economic conditions continue to evolve.
- In addition to tracking tenant income in the normal P&L/GAAP profile, we will also be monitoring actual cash collections versus each tenant's individual lease obligation in order to properly capture the cash deficit affects which will likely be material.

# **LEASING & EVENT ACTIVITY**

**LEASING ACTIVITY THROUGH 2019**

	<b>Leases Signed</b>	<b>Licenses Signed</b>	<b>Leases in Negotiation</b>	<b>Licenses in Negotiation</b>	<b>Leases Terminated</b>	<b>Licenses Terminated</b>
Graybar Passage	Leather Spa	Saskia		Tartinery		
Grand Central Market	Spices & Tease					
42nd Street Passage	Warby Parker					
42nd Street	Neuhaus Boutique					
Biltmore Room	Central Watch					
Dining Concourse	Zaro's Bread Basket					
North End Passage	Star Shoe Repair					
Lexington Passage	Tumi	Aerosoles			Art of Shaving	Devialet
	Jet Set Candy	Love Thy Beast				
	Anaya	Swarovski				
Main Concourse			*Bank of America ATM's			
Vanderbilt Avenue/West Side Restaurant			Cipriani Dolci			
Shuttle Passage			Steakhouse Concept	Coffee Table		

\*The Bank of America lease has since been signed in March 2020

**SALES PERFORMANCE BY SECTOR – THROUGH 2019**

<b>Average Comparable Sales Per Square Foot by Retail Area</b>			
	<b>2019</b>	<b>2018</b>	
42nd St. Passage	\$2,496	\$2,730	-9%
42nd Street Retail	\$845	\$932	-10%
Biltmore Room	\$1,948	\$1,702	13%
Dining Concourse	\$3,098	\$3,092	0%
Graybar Passage	\$5,114	\$5,254	-3%
Lexington Passage	\$2,415	\$2,469	-2%
Main Concourse	\$3,426	\$3,405	1%
Grand Central Market	\$3,436	\$3,610	-5%
Restaurants/Balcony	\$991	\$983	1%
Shuttle Passage	\$2,581	\$2,711	-5%
All GCT	\$1,912	\$1,956	-2%
*All GCT	\$2,523	\$2,602	-3%

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

**2018-2019 YEAR OVER YEAR END GROSS SALES PERFORMANCE**

	<b>2019</b>	<b>2018</b>	
42 <sup>nd</sup> St. Retail	10,500,206	11,608,607	-11%
Main Concourse	8,559,149	7,948,722	7%
Shuttle	32,893,165	37,890,223	-15%
42 <sup>nd</sup> St. Passage	7,722,842	7,937,074	-3%
Graybar	14,060,884	12,312,294	12%
Lexington Passage	18,751,565	21,112,314	-13%
Biltmore	2,705,982	2,293,392	15%
Market	22,774,826	23,921,378	-5%
Dining Concourse	42,904,017	40,719,604	5%
Restaurants	39,370,943	39,709,876	-1%
<b>Total</b>	<b>\$200,243,578</b>	<b>\$205,453,485</b>	<b>-3%</b>

Total reported retail sales for 2019 equaled \$200,243,578 a decrease of \$5,209,907 or 3%.

The decrease is the result of tenants who vacated their space during 2019.

These tenants include:

- PIQ
- Beverage Bar
- LaCrasia Gloves and Creative Accessories
- The Art of Shaving
- InnaSense
- Moleskine

## **EVENTS**

In 2019, Vanderbilt Hall events, including the Holiday Fair, grossed \$1,711,500 versus \$2,159,750 in 2018, its banner year to date.

2019 proved to be a challenging year due to enhanced safety measures. Due to its position as a major transportation hub, GCT requires a level of safety and security not seen at other event venues. Consequently, the additional administrative work and security costs make Vanderbilt Hall more challenging to sell in the marketplace.

Regardless of the challenges, the East Side of Vanderbilt Hall was in use a total of 168 days in 2019. The Pagani event garnered exceptional press as well as over \$100,000 in revenue. With 6 multi-million-dollar Italian sports cars in Vanderbilt, Pagani Automobili made a splash during their first East Coast tour. Fujifilm and Josh Cellars both returned to Vanderbilt Hall for a second year with multi-day events.

2020 started off considerably stronger than 2019 with over \$410,000 contracted by mid-January—an almost \$300,000 increase over 2019's year-to-date revenue. By the end of February, \$520,500 in revenue was contracted. Based on these figures and the conversations and contracts that were in the pipeline, specifically for six-figure events, such as the US Golf Association and Fujifilm, we were projected to reach the budget of \$1.6M. Unfortunately, all event business came to a sudden halt as a result of COVID-19, and the aforementioned events cancelled their activations for 2020 and expressed hesitancy for 2021. By May 2020, there was one (1) cancellation and four (4) postponements. The postponed events have 12 months to reschedule and apply the deposit fee. The likelihood of events taking place in 2020 is uncertain.

We opened the 2020 Holiday Fair vendor application to assess whether we can successfully host the Fair and expect to have a better sense of vendor interest by early August. Looking ahead to 2021, the annual Tournament of Champions has already expressed their likelihood of postponing the event from January to April or May. Unsurprisingly, many event clients have expressed their concerns with foot traffic, social distancing, cleanliness, and occupancy management. Agencies are cautiously waiting to see where NYC nets out in 2020 after each of the opening phases.

# MARKETING

## **MARKETING**

The overarching marketing objective is to position Grand Central Terminal as a world-class, front-of-mind retail, dining and leisure destination. Tactics include a blend of events and activations, public relations and media initiatives, digital and social media, and advertising.

The primary outcomes are to increase tenant mix awareness, visitor numbers, dwell time and average spend per head, per visit, among our three core target segments; locals (office workers and residents), Metro-North riders and tourists (domestic and international).

The marketing report on the following pages describes a strong roster of initiatives through 2019 and the first quarter of 2020. With a new marketing team taking over in 2019, many new marketing tactics and concepts were planned for 2020. In addition to those executed in the first quarter, these included the Grand Easter Egg Hunt of Grand Central in April, Grand Central Botanicals in June, Bastille Day in July, all alongside a diverse range of strategic brand partnerships.

### **COVID-19 Impacts**

The onset of COVID-19 and its subsequent impact in quarter two resulted in the tenant marketing budget being significantly reforecast. The budget is eighty percent funded by tenant contributions and twenty percent funded/matched by landlord contributions. The anticipated major tenant vacancies coupled with the non-payment of contributions (due to COVID-19) meant planned expenditure was reduced by 25% or \$269,862 from the original 2020 plan. Retail marketing events, publications, advertising and collateral were all lines where budget was significantly cut or eliminated, elsewhere vendor contracts were renegotiated to reduce monthly fees.

Tenant marketing priorities for 2020 have been quickly recalibrated to focus on welcoming visitors back to the Terminal, and rebuilding consumer confidence and trust that Grand Central remains a safe place to shop, dine and visit. All retail marketing events will now be zero cost in-kind brand marketing partnerships such as the Steinway & Sons June "Always Moving" activation and GCT Tracks, the Terminal's new Spotify channel created in collaboration with the Lincoln Center, Carnegie Hall and Joe's Pub at the Public Theater. Looking forward into the second half of 2020, further marketing budget cuts will be required in the event of prolonged tenant vacancies and the associated loss of financial contribution.

**MARKETING EVENTS & PROMOTIONS**

In 2019, retail marketing events and promotions took place throughout the year, with the objectives of raising awareness of our tenant mix, increasing foot traffic and retail sales, and creating earned media opportunities. Through adopting a diverse range of tactics and themes, each retail and dining category was directly included in an event or promotion.

With the onset of COVID-19 and the slow reduction in retail occupancy, the management team pivoted to focus on communications that kept GCT in the public eye, while also promoting those tenants “essential service” who remained open during the New York State “Pause” order.

In preparation of the phased re-opening a wide-reaching marketing campaign was created to welcome visitors back to GCT. Titled “Always Moving”, the campaign’s primary objectives are to develop and rebuild confidence-based loyalty through informing visitors about our COVID-19 health and safety protocols, while providing information about GCT’s retail and dining reopening’s and tenant mix in addition to “feel good” activations such as live piano music on the main concourse.

The full roster of events is summarized below, including four new event concepts; Mini Market Wednesdays in 2019 and, in early 2020, Happy Birthday, GCT, Valentine’s Under the Stars, and the Valentines Market.

**2019**

- March           **Taste of the Market** - Free tastings and \$2 flash sales of full price items each Tuesday.
- June            **Taste of the Market** - Free tastings and \$2 flash sales of full price items each Tuesday.
- August         **Coffee Central** - Vanderbilt Hall pop-up coffee fair promoting GCT coffee tenants.
- September   **Taste of the Dining Concourse** - \$5 special offers at multiple tenants each Wednesday.
  
- October        **Taste of the Market** - Free tastings and \$2 flash sales of full price items each Tuesday.  
                   **Trick or Treat the Terminal** - A family fun day of trick or treating around the Terminal with special offers at multiple tenants.
  
- November     **Mini Market Wednesdays** - Free food sampling and offers by Grand Central Market tenants to maintain visibility and awareness during the east escalator construction.  
                   **Thanksgiving Market** - Pies, last-minute essentials and preorder collections on the Taxi Stand on Vanderbilt Ave., featuring six tenants.

## **MARKETING EVENTS & PROMOTIONS *continued***

### **2020**

- February     **Mini Market Wednesdays** - Free food sampling and offers by Grand Central Market tenants to maintain visibility and awareness during the east escalator construction.
- Happy Birthday, GCT** - Celebrating GCT’s birthday with reduced-fee tours, free historical film screenings and digital history features.
- Valentine’s Market** - Pop-up market in Vanderbilt Hall with convenient last-minute Valentine’s gifts, featuring six tenants.
- Valentine’s Under the Stars** - A hugely successful event for one couple to win GCT all to themselves for Valentine’s Dinner, to launch the new retail Instagram account. The event created significant earned media value for GCT, generating over 248 million media impressions with a media value equivalency of \$2.6m.
- March         **Taste of the Market** - Free tastings and \$2 flash sales of full-price items each Tuesday. This event only ran for two of the five planned dates due to COVID-19.

### **March & COVID-19 Response**

In response to the New York State stay at home orders a new “virtual” campaign called “GCT from Home” was quickly created and executed to keep GCT front of mind among our audience while promoting GCT’s “essential service” tenants who remained open throughout the stay-at-home orders.

The “GCT from Home” campaign included –

**GCT Coloring in Books** – People were encouraged to draw and share their GCT inspired art on social media using the #sharetGCT hashtag or by tagging Grand Central Terminal. Artwork was then featured directly on GCT social media.

**Heroes Serving Heroes** – Tenants who remained open reduced prices on key items exclusively for essential workers passing through the Terminal.

**Fast Facts Quiz** – Online social media quizzes with fun facts about GCT.

**Grand Central Market** – Ongoing promotion of online ordering and same-day delivery of fresh food from the market, one of very few Manhattan food stores offering same-day delivery.

## **MARKETING EVENTS & PROMOTIONS *continued***

### March Onward & COVID-19 Response

**Online Shopping** Eblasts encouraging our audience to shop GCT online via direct links tenant's e-commerce platforms.

**Mother's Day, Father's Day & Memorial Day** – Dedicated gift guides and inspiration with how GCT tenants can help you celebrate from home.

**Grand Central Virtual Trivia Night** – A Facebook Live, GCT themed, virtual trivia night hosted by TV celebrity, Lonnie Quinn.

## **DIGITAL MARKETING**

### **Social Media**

Our four social media channels have continued to carry a broad range of content promoting Grand Central's retail, dining and leisure options while also carrying general interest content and news about the Terminal. Despite being "mature" social media accounts, each has continued to see solid follower growth and user engagement.

Between January 2019 and March 2020 Facebook follower growth increased 4.5% to 152,547 followers, Instagram follower growth increased 20% to 124,000, and Twitter follower growth increased 9% to 21,800 followers.

In December 2019 a new Grand Central retail and lifestyle Instagram account, @love.gct, was launched to specifically feature the Terminal's retail and dining options. This was in response to merchandise and food-related content typically underperforming on the primary Instagram account. To increase account awareness and drive new follower growth the highly successful "Valentines Under the Stars" contest was run on the account, attracting over 8,500 new followers in just one week. The account primarily carries retail product, food and lifestyle imagery to portray the diverse range of merchandise and price points available at GCT. Since the onset of the pandemic the account has pivoted to feature GCT's "essential service" tenants who have remained open, while also promoting our tenant's e-commerce platforms. As the phased reopening got underway, the account has featured news and information about tenant reopening's. The channel continues to feature the latest product and lifestyle updates in addition to showcasing the steps taken to ensure the Terminal and its stores are safe to visit.

### **Paid Social Media**

Paid social media campaigns took place across the year, adopting a targeted campaign specific approach to meet the varying objectives of each campaign. Retail, dining, events were all the covered in paid social campaigns.

## **DIGITAL MARKETING *continued***

### **Paid Search**

Paid search campaigns were run on Google using keywords connected to Grand Central retail, dining and events in order to improve search engine optimization performance among our target audience segments and increase traffic to the website.

### **E-Blast**

The e-blast subscriber database saw substantial year-on-year growth through 2019, closing the year with 100,000 subscribers, up 42,000 from the end of 2018. This growth is in large part due to lead generation via the new GCT WiFi splash page.

### **Website**

The website remains a primary source of information about Grand Central Terminal and is constantly updated with the latest retail updates, events news and Terminal operating information. In early 2020 a new drop-down “mega menu” was added to optimize website navigation and further improve the user experience. Website traffic continues to be robust with unique monthly visitors averaging 222,000 through 2019 and total page views per month averaging over 514,000. The five most visited pages in 2019 were (in descending order) Shop & Dine, Dining Concourse, Transportation, Plan Your Visit and 2019 Holiday Fair. Mobile overwhelmingly continues to be the device of choice for website users with over 80% of total visits being via mobile.

Since the onset of COVID-19 the website has been used to maintain real-time updates about the Terminal. Modifications included adding an alert banner to the home page and creating a dedicated COVID-19 page with operating information about the Terminal, Metro-North operations and updates about tenant trading hour variances.

## **ADVERTISING**

In addition to paid social media, conventional “out of home” advertising has taken place throughout the year, although the majority of advertising expenditure and activity is pivoted toward November and December to promote holiday retail. Year-round advertising features on phone kiosk panels at the intersections of 43<sup>rd</sup> Street/Lexington Avenue and 42<sup>nd</sup> Street/Fifth Avenue.

A new advertising placement strategy was adopted for the 2019 holiday campaign with more spots being bought across a wider geographic area to better reach our target audience segments. One new tactic included purchasing train platform billboard spots for an eight-week outdoor campaign at ten Metro-North suburban stations, in addition to regional newspaper advertising in the Metro-North service area.

During 2019 Grand Central advertising featured in the following places and publications: *Time Out New York* (print and online), *Playbill* (in print: Hamilton, Moulin Rouge and Wicked) and online, *The Cut*, *New York Magazine*, NY GPS (Chinese language), NYC & Co, *CitiView*, *Where Traveler*, NYC ferries, Metro-North suburban stations, *The Darien Times*, *Westport News*, *New Canaan Advertiser*, and Yelp.

## **PUBLIC RELATIONS**

Throughout 2019 Goodman Media were retained to help prepare media alerts and press releases to pitch the media with stories about Grand Central retail, dining and events, in addition to placing general-interest stories about Grand Central in travel and tourism media.

Our contract with Goodman Media expired at the end of 2019. Ahead of the expiration an RFP was issued to six prospective agencies, including Goodman Media, with five responses being received. The contract was awarded to Wagstaff Media & Marketing, who were selected for their expertise in market-leading retail and leisure attractions, in addition to their ideas for activations and brand partnerships to better reach international travel and tourism-related media.

## **PUBLICATIONS**

### **Connections Magazine**

Two editions of *Connections* magazine, Grand Central's in-house retail, dining and lifestyle magazine, were published in 2019. The summer edition was published in June and the Holiday edition in early December. Each magazine features the latest news about retail and dining at Grand Central with tenant merchandise being showcased across themed product spreads and social media influencer photoshoots. Other content includes scavenger hunts, GCT staff profiles and general information about the Terminal. The holiday edition of *Connections* can be viewed [here](#). Seventy thousand copies of each issue are printed with distribution spanning MNR train car seat drops, and direct mailing to target audience zip codes, local hotels, and GCT retailers. Due to tenant marketing budget reductions, the 2020 issues of Connection Magazine are suspended.

### **Special Offers Book**

The Grand Central Terminal Special Offers book was printed in the first quarters of 2019 and 2020, with each issue featuring exclusive offers and incentives at over forty GCT shops and restaurants. Ten thousand copies of each issue are printed and distributed at in-Terminal events and activations and sent to local hotel concierges.

## **STRATEGIC BRAND PARTNERSHIPS**

In order to reach new audiences, several new in-kind strategic brand partnerships were formed in the second half of 2019 and early 2020. Through partnering with like-minded brands who share complimentary brand positioning, Grand Central Terminal can directly reach their audiences via their platforms. Brand partners are selected for their alignment with the Grand Central brand and our core target audiences. This tactic provides a more targeted and effective method of reaching new audiences, as opposed to conventional advertising. The following partnerships have been formed:

**Mastercard Priceless Cities** – Created a unique Grand Central Terminal “Priceless” experience available exclusively to Mastercard card holders, reaching a global audience of over five million. The experience consisted of dinner at Agern, cocktails at The Campbell and a private tour of Grand Central.

## **STRATEGIC BRAND PARTNERSHIPS continued**

**Grand Hyatt** – An event partner of “Valentine’s Under the Stars,” Grand Hyatt donated their Presidential Suite to the “Valentines Under the Stars” contest prize package. Additionally, they featured the prize draw and Grand Central Terminal on their social media platforms.

**Steinway & Sons** - An event partner of “Valentine’s Under the Stars,” Steinway & Sons provided a grand piano and pianist to the “Valentines Under the Stars” dinner experience. Additionally, they featured the prize draw and Grand Central Terminal on their social media platforms.

**New York Botanical Garden** – Created two contests (spring and winter) to win dinner at the Grand Central Oyster Bar and tickets to the NYBG Holiday Train show and Bar Car Nights. The contest was promoted via NYBG e-blast enabling lead generation and new subscribers to the Grand Central e-blast database.

## **GRAND CENTRAL BY APPOINTMENT – PERSONAL SHOPPING**

In late 2019, [Grand Central by Appointment](#), a new personal shopping service, was created and launched. Although positioned to appeal to all Grand Central customer segments, the program’s primary objective is to further increase the attractiveness, accessibility and convenience of our lifestyle retail to time-poor Metro-North riders with high disposable incomes. During the current trial stage customers can, following an initial phone consultation, enjoy a free personal shopping experience and view products curated to match their requirements. Following a selection process, Samantha King, the personal shopper, was chosen for her fashion, retail and lifestyle brand expertise and experience. To keep Grand Central by Appointment front of mind it continues to be promoted using three window wrap locations in the Terminal and Samantha King is contributing to the weekly e-blasts. Once retail operations are fully resumed bookings for in-person appointments will once again be available.

# CAPITAL PROJECTS

**GCT CAPITAL PROJECTS**

A state of good repair program was undertaken in 2019 to address the vast duct system which allows the Dining Concourse to exhaust properly. This system, installed in 1998, is cleaned twice yearly. Despite that, a concerted effort has been undertaken to address the overall operational efficiency of the duct system. The program has extended into 2020. Part of this effort was the maintenance of the roof top vents. Projects for MNR Operating Capital In 2019 Included emergency repair to the roof platforms to ensure that access to them for regular cleaning and maintenance was facilitated so that exhaust from the Dining Concourse was unimpeded.

<b>Project</b>	<b>Amount</b>
Roof platform Emergency	771,939
<b>Total</b>	<b>771,939</b>

# CONCLUSION

Since its restoration and re-opening in 1998, Grand Central Terminal has become a proven and highly successful retail location. A diverse range of retail, food categories and concepts have consistently achieved high-volume sales performance by successfully catering to commuters, office workers, tourist and local residents.

Grand Central Terminal's strong commercial performance coupled with its status of being an iconic globally recognized landmark has consistently provided the Terminal with high rental offerings and proven sales performance for our tenants.

In recent years the Terminal has been on a steady path of increased sales and rental income, with new strategies being implemented to further improve our ability to attract new and exciting uses such as the proposed Dining Concourse refurbishment.

With the onset of COVID-19 in March 2020, we were faced with the temporary closure of almost all our retail and dining operations. To assist tenants in their recovery and help those who lost income from both temporary closure and slow sales upon reopening, the MTA offered rent deferment.

There have been re-openings in recent weeks prior to this writing. While there have also been lease terminations, the opportunity exists to seek new tenants who can successfully meet the needs of the public and operate within the economic climate likely to be effect for the foreseeable future. Through the remainder of 2020 we will seek to enter into shorter term license agreements for some retail and dining uses, so we can preserve our ability to continue the future development of high value rental deals as the market gradually returns to a normal demand environment.

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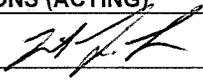
# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

# Staff Summary



<b>Subject</b> SEPTEMBER TIMETABLE CHANGE & TRACKWORK PROGRAMS						<b>Date</b> July 9, 2020			
<b>Departments</b> SR. VICE PRESIDENT – OPERATIONS (ACTING)						<b>Vendor Name</b>			
<b>Department Head Names</b> R. FREE 						<b>Contract Number</b>			
<b>Department Head Signature</b>						<b>Contract Manager Signature</b>			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MTA Joint Committee & Board Meeting	7/22/20				3	VP - Corp. Comm. 	1	 President
						2	CTO (Acting)		

**PURPOSE:**

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules beginning September 8, 2020, through November 8, 2020.

Projects supported during this timetable include Merrick and Bellmore Station Structural Maintenance, Construction of Elmont Station, and Babylon to Sayville Track Surfacing. Continuing projects include PTC installation on the Atlantic Branch, DOT Atlantic Avenue repairs on the Atlantic Branch, Main Line Expansion, West Side Yard Overbuild, Long Beach Hurricane Sandy Restoration, Mid Suffolk Yard Construction and East Side Access.

Additionally, Trackwork Programs will support a Switch Replacement at Queens Interlocking, Concrete Tie Installation and State of Good Repair Work on the Port Jefferson Branch, and a series of Switch Installations that will relocate an existing Interlocking as part of Main Line Third Track Expansion.

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

**SEPTEMBER 3 TIMETABLE CHANGE**

*Construction Activities*

- **Montauk Branch, Babylon-Sayville – Surfacing** – One of two main tracks will be out of service middays between Babylon and Sayville for Track Surfacing.
  - **Temporary Service Adjustments:** With one of two main tracks out of service middays, three eastbound and two westbound midday trains will be replaced with bus service, and remaining trains will operate on adjusted schedules to preserve service patterns.

- **Babylon Branch, Port-Wantagh – Merrick and Bellmore Station Structural Maintenance** – One of two main tracks will be out of service middays on the Babylon Branch between Freeport and Wantagh, for structural maintenance work at Merrick and Bellmore Stations.
  - **Temporary Service Adjustments:** With one of two main tracks of the Babylon Branch out of service between Freeport and Wantagh, eastbound midday Babylon Branch trains will be adjusted up to 4 minutes later, and 5 minutes earlier. Westbound midday Babylon Branch trains will be adjusted up to 6 minutes earlier and up to 12 minutes later.

## **TRACKWORK PROGRAMS**

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

- **Queens Switch Replacement**– On Saturday August 15 through Sunday August 23, two of four main tracks will be out of service in Queens Interlocking for the replacement of track switches. The new switches will improve reliability and help maintain State of Good Repair going forward.
  - **Temporary Service Adjustments:** On the weekends of August 15-16, and August 22-23, buses will replace train service between Jamaica and Hempstead. To preserve half hourly intervals to/from Atlantic Terminal, regular Hempstead Branch Service will remain in place between Atlantic Terminal and Jamaica. Eastbound Customers for all stations from Hollis to Hempstead will board buses at Jamaica to complete their trip. Westbound customers will board buses at Hempstead, and along the branch, to Jamaica for connecting service to Atlantic Terminal and Penn Station. During the week of August 17<sup>th</sup> through August 21<sup>st</sup>, some peak trains will be impacted due to limited routing capacity in Queens Interlocking as work continues to replace infrastructure that is critical to daily train operations.
  
- **Port Jefferson Branch Concrete Tie Installation and State of Good Repair Work** – On the weekend of August 15-16, and August 22-23 the single Main Track between Huntington and Port Jefferson will be out of service for a period of approximately 48 hours as new concrete rail ties are installed, and State of Good Repair Work is performed.
  - **Temporary Service Adjustments:** On the weekends of August 15-16, and August 22-23, buses will replace all train service between Huntington and Port Jefferson. Customers in both directions should expect up to 25 minutes of additional travel time.
  
- **Main Line Expansion Project – Switch Installations** – On Saturday, September 12, September 19, September 26, October 10<sup>th</sup>, October 17<sup>th</sup>, and October 24<sup>th</sup>, both Main Tracks of the Main Line between Mineola and Hicksville will be out of service for a period of approximately 24 hours to support the installation of switches that will replace an Interlocking in Carle Place as part of the Main Line Expansion Project.
  - **Temporary Service Adjustments:**
    - Eastbound, hourly MU service will operate between Penn Station and Mineola, and two-hourly Oyster Bay Branch diesel service will operate between Jamaica and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington and Port Jefferson, customers will board

electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.

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

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](http://www.mta.info), by signing up for E-Alerts at [www.MyMTAAlerts.com](http://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.



**Metro-North Railroad**

# Procurements

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

<b>Date</b>	July 15, 2020
<b>Vendor Name</b>	Various
<b>Contract Number</b>	Various
<b>Contract Manager Name</b>	Various
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	7-22-20	X		
2	MTA Board Mtg.	7-22-20	X		

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

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

**PURPOSE:**

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

**DISCUSSION:**

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

# of Actions      \$ Amount

Schedules Requiring Two-Thirds Vote (or more, where noted)

NONE

Schedules Requiring Majority Vote

NONE

**SUB TOTAL:**

**MNR proposes to award competitive procurements in the following categories:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	NONE	
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts • Sperry Rail, Inc. \$9,400,000	1	\$9,400,000
SUB TOTAL:		

**MNR presents the following procurement actions for Ratification:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		
Schedule D: Ratification of Completed Procurement Actions	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule K: Ratification of Completed Procurement Actions	NONE	
SUB TOTAL:		
TOTAL:		1      \$9,400,000

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.



**Schedule G: Miscellaneous Service Contracts**



Item Number: G

<b>Vendor Name (&amp; Location)</b> Sperry Rail, Inc. 5 Research Drive Shelton, CT 06484	<b>Contract Number</b>  287818	<b>AWO/Modification #</b>  #
<b>Description</b> Ultrasonic Rail Testing & Joint Bar Detection Services	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Contract Term (including Options, if any)</b> Two Years	<b>Total Amount:</b> \$9,400,000 (not-to-exceed)	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Procurement & Material Management, Anthony Gardner, Sr. Director	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		

**Discussion:**

Metro-North Railroad, on behalf of itself and Long Island Rail Road (“the Railroads”), requests Board approval to award a two-year competitively solicited, negotiated miscellaneous service contract (Invitation for Bid process, one bid received), to the firm Sperry Rail, Inc. (Sperry) in the not-to-exceed amount of \$9,400,000 (MNR \$3,400,000/ LIRR \$6,000,000). Under the contract, Sperry will provide FRA mandated quarterly ultrasonic rail testing and joint bar detection services that are performed along the right of way throughout both Railroads’ operating territories.

Ultrasonic rail testing equipment scans the rail for defects based on FRA standards for track anomalies, providing detection/evaluation of rail flaws, dimensional measurements, and track material disposition. Joint bar detection is an optical inspection system that performs automated crack detection of joint bars (fish plates); measures rail gap, joints and rail sides; detects missing bolts and corrosion, detects problems with electric bonding and generates joint bar inventory reports. These are key elements that need to be inspected to ensure track safety in support of the railroads’ routine scheduled maintenance program. At this time, Sperry provides the only means available to the railroads to meet FRA requirements.

In accordance with MTA procurement guidelines, an advertisement was placed in October 2019 in the New York State Contract Reporter, the New York Post, El Diario and Daily Challenge, and posted on the Metro-North website. Additionally, the solicitation was forwarded to seven vendors and in December 2019 one bid was received.

Sperry is a recognized industry expert and is the incumbent under the existing joint procurement contract with MNR and LIRR. During the pendency of this two-year agreement the railroads will reach out to encourage greater participation by other vendors. However, our relatively small commuter systems are in competition with the freight railroads, which operate huge nationwide systems, and therefore the freights are able to attract and retain the relatively few vendors in this field of expertise.

Metro-North completed a responsibility review of Sperry Rail, Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

This procurement is to be funded by each Railroad’s Operating Budget.

# Operations Report

**John Kesich**

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

## June 2020 Highlights: Operations Report

June service delivery operated above goal at 98.1% with YTD 2.8% better than in 2019.

Due to NY on Pause we operated the MTA Essential Service Plan which provided hourly service to Essential Service Personnel during this Covid-19 crisis. Metro-North is closely monitoring ridership on a train-by-train basis.

On May 27, Metro-North Railroad began increasing service, adding 19 trains and on June 15 we added 80 additional trains.

### **Hudson Line – 99.1%**

2 trains (0.08%) cancelled or terminated

### **Harlem Line – 96.8%**

3 trains (0.07%) cancelled or terminated

### **New Haven Line – 98.5%**

6 trains (0.12%) cancelled or terminated

**Consist Compliance:** 100%

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

**West of Hudson Service** operated above goal at 94.0% with YTD 4.3% better than 2019.

Due to Covid-19 service levels have been reduced.

**Pascack Valley – 97.8% YTD: 97.2%**

**Port Jervis – 88.1% YTD: 93.9%**

### **Cancelled Trains**

02 - (0.17%) PVL: 2, PJJ: 0

1 Round Trip cancelled due to no Conductor on 6/21

### **Equipment Performance**

Fleet Availability was good during June.

Fleet MDBF in April operated 21% above goal at 205,417 against the goal of 170,000.

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

Performance Summary			2020 Data			2019 Data		
			Annual Goal	June	YTD thru June	June	YTD thru June	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>98.1%</b>	<b>98.0%</b>	<b>94.4%</b>	<b>95.2%</b>	
		AM Peak	93.0%		96.6%	93.6%	93.3%	
		AM Reverse Peak	93.0%		97.8%	96.2%	96.0%	
		PM Peak	93.0%		98.2%	93.1%	94.9%	
		<b>Total Peak</b>	<b>93.0%</b>		<b>97.5%</b>	<b>93.8%</b>	<b>94.3%</b>	
		Off Peak Weekday	93.0%	98.2%	97.9%	93.3%	94.7%	
		Weekend	93.0%	97.9%	98.9%	97.2%	97.7%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>99.1%</b>	<b>98.4%</b>	<b>92.7%</b>	<b>95.5%</b>
		AM Peak	93.0%		96.2%	91.0%	92.3%	
		AM Reverse Peak	93.0%		98.2%	93.6%	95.0%	
		PM Peak	93.0%		98.8%	93.0%	97.1%	
		<b>Total Peak</b>	<b>93.0%</b>		<b>97.5%</b>	<b>92.2%</b>	<b>94.6%</b>	
		Off Peak Weekday	93.0%	99.1%	98.5%	90.6%	95.2%	
		Weekend	93.0%	98.9%	99.0%	97.0%	97.4%	
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>96.8%</b>	<b>97.8%</b>	<b>95.6%</b>	<b>96.3%</b>
		AM Peak	93.0%		96.9%	96.5%	94.8%	
		AM Reverse Peak	93.0%		96.8%	98.4%	96.6%	
		PM Peak	93.0%		97.9%	93.0%	94.8%	
		<b>Total Peak</b>	<b>93.0%</b>		<b>97.2%</b>	<b>95.4%</b>	<b>95.1%</b>	
		Off Peak Weekday	93.0%	96.3%	97.5%	94.3%	96.2%	
		Weekend	93.0%	98.9%	99.3%	98.4%	98.7%	
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>98.5%</b>	<b>98.0%</b>	<b>94.5%</b>	<b>94.2%</b>	
	AM Peak	93.0%		96.7%	93.1%	92.6%		
	AM Reverse Peak	93.0%		98.6%	95.5%	96.0%		
	PM Peak	93.0%		98.2%	93.2%	93.6%		
	<b>Total Peak</b>	<b>93.0%</b>		<b>97.6%</b>	<b>93.5%</b>	<b>93.5%</b>		
	Off Peak Weekday	93.0%	99.1%	97.9%	94.2%	93.3%		
	Weekend	93.0%	96.7%	98.5%	96.4%	97.1%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>11,302</b>	<b>87,971</b>	<b>18,857</b>	<b>114,592</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			13.6	12.9	14.2	12.4	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	53	386	230	1,024	
	<b>Trains Canceled</b>		230	4	31	50	123	
	<b>Trains Terminated</b>		230	7	68	29	117	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.9%	99.6%	99.8%	
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.0%</b>	<b>100.0%</b>	<b>99.8%</b>	<b>99.7%</b>	<b>99.4%</b>	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	98.0%		99.2%	99.5%	98.4%	
		AM Reverse Peak	99.5%		99.9%	100.0%	100.0%	
		PM Peak	98.0%		99.8%	99.0%	98.6%	
		<b>Total Peak</b>	<b>98.0%</b>		<b>99.5%</b>	<b>99.3%</b>	<b>98.7%</b>	
		Off Peak Weekday	99.5%	100.0%	99.9%	99.9%	99.8%	
		Weekend	99.5%	100.0%	99.9%	99.8%	99.7%	
		<b>Hudson Line</b>	AM Peak	99.0%		99.7%	100.0%	99.9%
		PM Peak	99.0%		100.0%	99.7%	99.8%	
		<b>Harlem Line</b>	AM Peak	98.0%		99.6%	99.8%	99.0%
		PM Peak	98.0%		99.7%	98.9%	98.9%	
		<b>New Haven Line</b>	AM Peak	97.0%		98.4%	98.8%	96.7%
		PM Peak	97.0%		99.7%	98.5%	97.6%	

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	May	2020 Data		2019 Data		YTD 2020 Vs 2019
			June	YTD thru June	June	YTD thru June	
<b>Engineering (Scheduled)</b>	6.1%	13	28	149	75	666	-517
<b>Engineering (Unscheduled)</b>	32.3%	59	147	983	538	2,898	-1,915
<b>Maintenance of Equipment</b>	13.7%	51	62	805	290	1,792	-987
<b>Transportation</b>	4.2%	11	19	145	73	372	-227
<b>Capital Projects</b>	15.9%	20	72	147	117	758	-611
<b>Weather and Environmental</b>	10.5%	5	48	350	129	452	-102
<b>Police</b>	11.7%	20	53	474	161	868	-394
<b>Customers</b>	2.5%	10	11	110	106	574	-464
<b>Other</b>	3.3%	14	15	367	812	2,473	-2,106
<b>3rd Party Operations</b>	0.0%	0	0	4	3	29	-26
<b>TOTAL</b>	100.0%	201	455	3,533	2,304	10,881	-7,348
<b>HUDSON LINE</b>	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2020 Vs 2019
Engineering (Scheduled)	10.2%	12	6	44	24	174	-130
Engineering (Unscheduled)	3.4%	0	2	114	105	521	-407
Maintenance of Equipment	33.9%	20	20	212	65	404	-192
Transportation	6.8%	0	4	32	3	47	-15
Capital Projects	15.3%	0	9	29	68	274	-245
Weather and Environmental	11.9%	0	7	50	35	98	-48
Police	13.6%	4	8	104	23	160	-56
Customers	5.1%	1	3	33	28	128	-95
Other	0.0%	9	0	124	580	750	-626
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	46	59	742	931	2,556	-1,814
<b>HARLEM LINE</b>	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2020 Vs 2019
Engineering (Scheduled)	7.8%	1	20	50	30	85	-35
Engineering (Unscheduled)	32.4%	14	83	394	104	726	-332
Maintenance of Equipment	14.5%	18	37	204	81	462	-258
Transportation	3.5%	7	9	66	35	102	-36
Capital Projects	16.0%	20	41	73	16	75	-2
Weather and Environmental	12.5%	5	32	97	59	188	-91
Police	10.9%	4	28	159	39	215	-56
Customers	1.6%	1	4	35	26	136	-101
Other	0.8%	4	2	85	119	691	-606
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	74	256	1,163	509	2,680	-1,517
<b>NEW HAVEN LINE</b>	% Total	May	June	YTD thru June	June	YTD thru June	YTD 2020 Vs 2019
Engineering (Scheduled)	0.7%	0	1	55	22	406	-351
Engineering (Unscheduled)	44.3%	45	62	476	329	1,647	-1,171
Maintenance of Equipment	4.3%	13	6	374	108	735	-361
Transportation	5.0%	4	7	47	36	221	-174
Capital Projects	15.7%	0	22	45	32	409	-364
Weather and Environmental	6.4%	0	9	202	35	166	36
Police	12.1%	9	17	207	99	492	-285
Customers	2.9%	1	4	36	50	291	-255
Other	8.6%	1	12	157	114	1,025	-868
3rd Party Operations	0.0%	0	0	0	0	1	-1
<b>TOTAL</b>	100.0%	73	140	1,599	825	5,393	-3,794

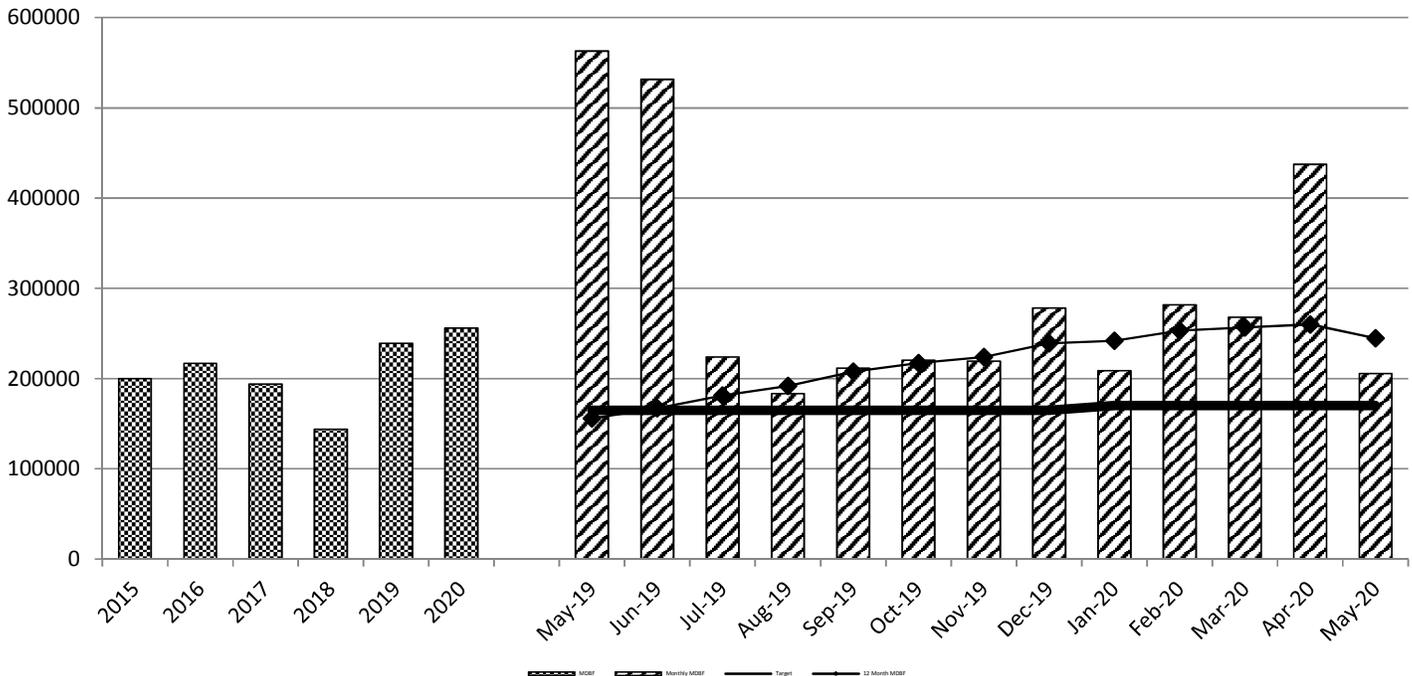
**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
		NONE																		
		TOTAL FOR MONTH																		

	Equipment Type	Total Fleet Size	2020 Data						2019 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)
<b>Mean Distance Between Failures</b>	M8	405	285,000	284,986	9	4	371,439	411,315	669,616	4	298,918
	M3	138	80,000	6,051	4	0	116,049	86,746	347,811	0	101,444
	M7	334	335,000	290,655	6	4	548,345	458,412	1,002,888	2	303,661
	Coach	207	205,000	282,280	8	3	270,828	254,401	731,611	2	358,731
	P-32	31	21,000	28,397	9	4	41,226	37,572	47,030	4	42,157
	BL-20	12	13,000	17,624	4	1	15,715	20,570	48,552	0	62,763
	<b>Fleet</b>	<b>1127</b>	<b>170,000</b>	<b>205,417</b>	<b>40</b>	<b>16</b>	<b>255,851</b>	<b>244,693</b>	<b>563,604</b>	<b>12</b>	<b>239,744</b>
M8		285,000	284,986	9	4	371,439	411,315	669,616	4	298,918	
M3/7		232,000	292,168	10	4	397,981	296,628	1,176,793	2	236,256	
Diesel/Coach		85,000	122,257	21	8	132,969	131,619	288,534	6	186,922	

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

### ALL FLEETS Mean Distance Between Failures 2015 - 2020



<b>West of Hudson Performance Summary</b>			<b>2020 Data</b>			<b>2019 Data</b>		
			Annual Goal	June	YTD thru June	June	YTD thru June	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.0%</b>	<b>95.8%</b>	<b>88.9%</b>	<b>91.5%</b>	
		AM Peak	93.0%		95.2%	93.8%	91.5%	
		PM Peak	93.0%		95.7%	92.3%	92.5%	
		<b>Total Peak</b>	<b>93.0%</b>		<b>95.5%</b>	<b>93.1%</b>	<b>92.0%</b>	
		Off Peak Weekday	93.0%	94.2%	95.6%	87.1%	90.2%	
		Weekend	93.0%	93.4%	96.4%	86.5%	93.2%	
		<b>Pascack Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>97.8%</b>	<b>97.2%</b>	<b>92.2%</b>	<b>94.9%</b>
		AM Peak	93.0%		96.4%	94.3%	96.0%	
		PM Peak	93.0%		96.4%	92.9%	94.9%	
		<b>Total Peak</b>	<b>93.0%</b>		<b>96.4%</b>	<b>93.6%</b>	<b>95.4%</b>	
		Off Peak Weekday	93.0%	97.5%	97.2%	92.8%	94.7%	
		Weekend	93.0%	98.4%	97.6%	89.8%	94.5%	
		<b>Port Jervis Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>88.1%</b>	<b>93.9%</b>	<b>84.4%</b>	<b>86.9%</b>
		AM Peak	93.0%		93.9%	93.3%	86.3%	
		PM Peak	93.0%		94.8%	91.7%	89.9%	
		<b>Total Peak</b>	<b>93.0%</b>		<b>94.4%</b>	<b>92.5%</b>	<b>88.1%</b>	
		Off Peak Weekday	93.0%	89.2%	93.4%	79.7%	84.2%	
	Weekend	93.0%	84.8%	94.5%	80.7%	90.8%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,184</b>	<b>8,345</b>	<b>1,604</b>	<b>9,792</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		26.0	22.7	18.9	22.4		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	41	157	53	322		
	<b>Trains Canceled</b>	60	2	37	41	79		
	<b>Trains Terminated</b>	60	2	29	6	29		
	<b>Percent of Scheduled Trips Completed</b>	99.4%	99.7%	99.2%	97.1%	98.9%		
<b>Consist Compliance*</b> <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	<b>System - AM</b>		<b>99.0%</b>	<b>100.0%</b>	<b>99.8%</b>	<b>99.5%</b>	<b>99.1%</b>	
	Pascack Valley - AM		99.0%	100.0%	99.9%	99.1%	98.9%	
	Port Jervis - AM		99.0%	100.0%	99.6%	100.0%	99.3%	

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

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains													
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL	
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term
		NONE														
<b>TOTAL FOR MONTH</b>																

**JUNE 2020 STANDEE REPORT**
**East of Hudson**

			<b>JUN 2019</b>	<b>YTD 2019</b>	<b>JUN 2020</b>	<b>YTD 2020</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	4
<b>Total Standees</b>			<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>
<b>AM Peak</b>	<b>Harlem Line</b>	Program Standees	31	5	0	0
		Add'l Standees	11	17	0	6
<b>Total Standees</b>			<b>42</b>	<b>22</b>	<b>0</b>	<b>6</b>
	<b>New Haven Line</b>	Program Standees	24	4	0	0
		Add'l Standees	17	72	0	19
<b>Total Standees</b>			<b>41</b>	<b>76</b>	<b>0</b>	<b>19</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>83</b>	<b>101</b>	<b>0</b>	<b>29</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	2	0	0	0
<b>Total Standees</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	16	9	0	0
<b>Total Standees</b>			<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>
	<b>New Haven Line</b>	Program Standees	140	23	0	0
		Add'l Standees	44	71	0	3
<b>Total Standees</b>			<b>184</b>	<b>94</b>	<b>0</b>	<b>3</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>203</b>	<b>104</b>	<b>0</b>	<b>3</b>

**West of Hudson**

			<b>JUN 2019</b>	<b>YTD 2019</b>	<b>JUN 2020</b>	<b>YTD 2020</b>
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WEST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WEST OF HUDSON TOTAL - PM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**Definitions**

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

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

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

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

## ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF June 2020

Elevator Availability	2020		2019	
	June	Year to Date	June	Year to Date
Grand Central Terminal	99.31%	98.63%	86.87%	85.78%
Harlem	100.00%	99.34%	99.85%	99.90%
Hudson	99.48%	99.55%	99.73%	99.79%
New Haven	99.92%	98.21%	99.77%	99.87%
Overall Average	99.68%	98.94%	96.56%	96.34%

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

Escalator Availability	2020		2019	
	June	Year to Date	June	Year to Date
Grand Central Terminal	100.00%	99.93%	100.00%	79.27%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.96%	100.00%	89.63%

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



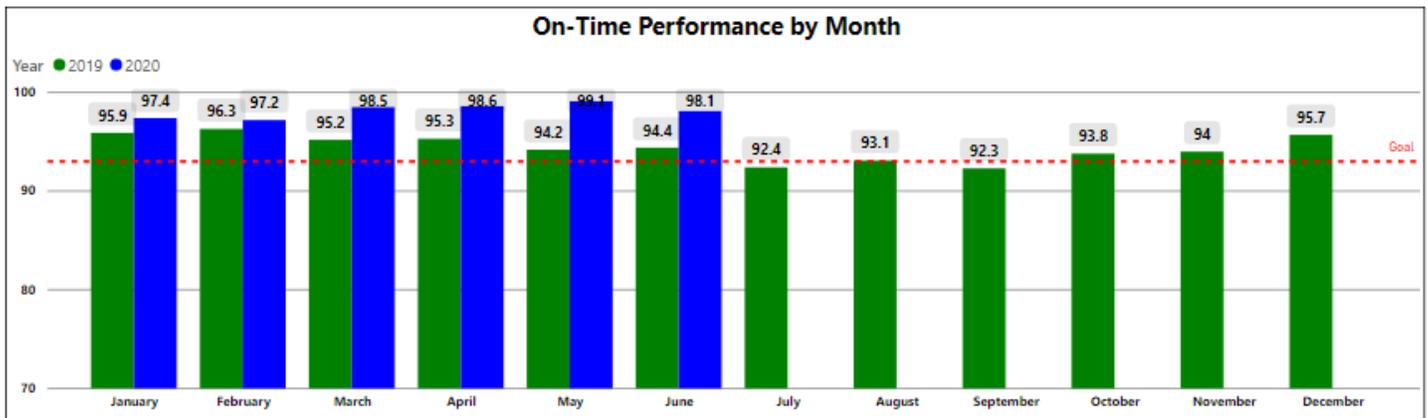
**Metro-North Railroad**

# **Performance Metrics Report**

## On-Time Performance

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

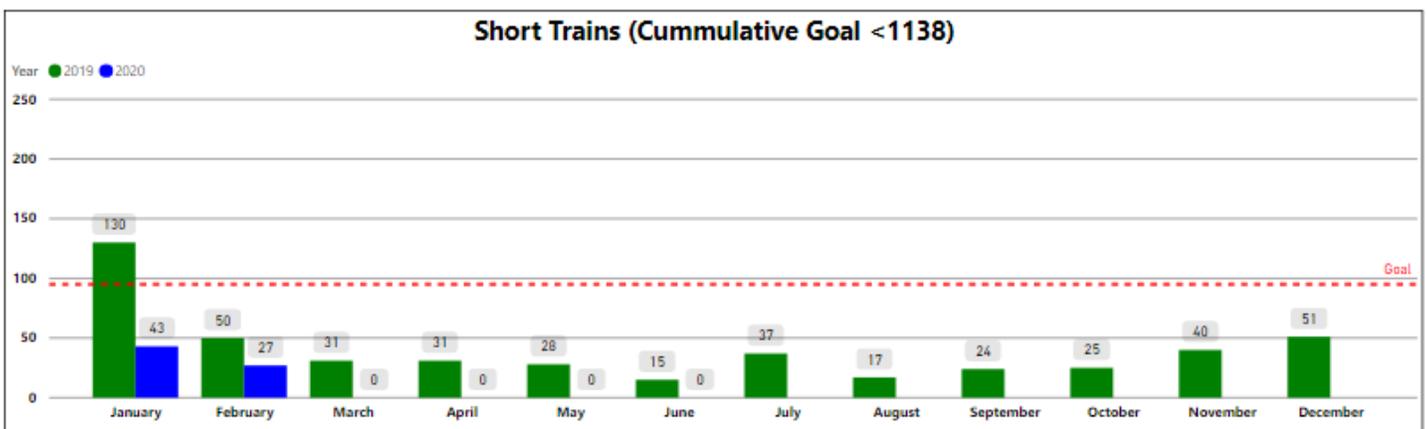
	2020		2019	
Goal	June	YTD	June	YTD
93.0%	98.1%	98.0%	94.4%	95.2%



## Short Trains

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

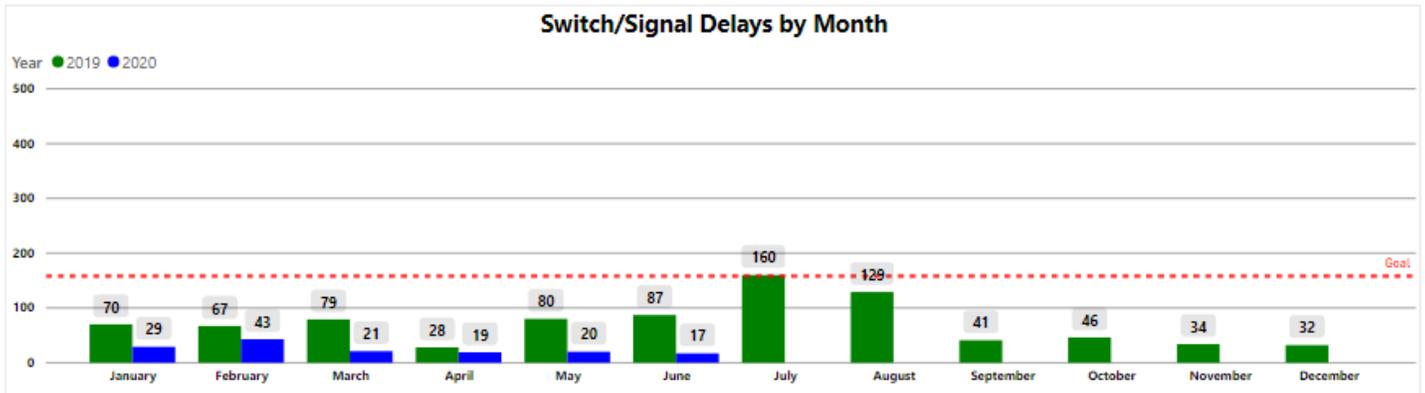
	2020		2019	
Goal	June	YTD	June	YTD
1138	0	70	15	285



## Switch/Signal Delays

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

	2020		2019	
Goal	June	YTD	June	YTD
1896	36	317	190	810





# Metro-North Railroad

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## Finance Report

**Steven Weiss**

Executive Director, Management & Budget



*Metro-North's new track inspection car, built by Plasser American, is the first in our history and was delivered to Metro-North property in June. Metro-North will be able to proactively inspect its right-of-way up to four times per year.*



# Metro-North Railroad

## June 2020 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 (budget) and key financial performance indicators.

### Summary of Non-Reimbursable Year-to-Date (YTD) June 2020 Financial Results

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

- Ridership of 17.9 million, which includes East of Hudson ridership of 17.5 million and West of Hudson ridership of 0.4 million, was 58.5% unfavorable vs. budget reflecting the stay-at-home mandate for non-essential workers due to the COVID-19 pandemic. Consequently, farebox revenue of \$170.4 million was \$202.1 million lower than budget.
- Total revenue of \$405.5 million was \$2.1 million or 0.5% higher than budget primarily due to the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS share of net operating losses for the period of January 20th through the end of May, largely offset by the ridership impacts noted above.
- Total expenses of \$637.5 million were \$27.5 million or 4.1% favorable vs. budget primarily due to timing of rolling stock maintenance events and material usage, lower energy usage as a result of MNR’s Essential Service Schedule and lower consulting and engineering services.

Financial results for Year-to-Date (YTD) June 2020 are presented in the table below and compared to the Adopted Budget.

	<u>Adopted Budget</u>	<u>Actual</u>	Fav/(Unfav) \$ Var	Variance % Var
<b>Total Revenue</b>	<b>\$403.4</b>	<b>\$405.5</b>	<b>\$2.1</b>	<b>0.5%</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>665.0</b>	<b>637.5</b>	<b>27.5</b>	<b>4.1%</b>
<b>Operating Surplus/(Deficit)</b>	<b>(261.6)</b>	<b>(232.0)</b>	<b>29.6</b>	<b>11.3%</b>
<i>Other Non-Cash Liabilities</i>	<i>146.9</i>	<i>120.2</i>	<i>26.7</i>	<i>18.2%</i>
<b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.</b>	<b>(408.4)</b>	<b>(352.2)</b>	<b>56.3</b>	<b>13.8%</b>
<i>Cash Adjustments</i>	<i>101.9</i>	<i>98.8</i>	<i>(3.0)</i>	<i>-3.0%</i>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$306.6)</b>	<b>(\$253.3)</b>	<b>\$53.2</b>	<b>17.4%</b>

**Steven Weiss**

Executive Director, Management & Budget

## **NON-REIMBURSABLE and REIMBURSABLE SUMMARY**

June 2020 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$352.2 million was \$56.3 million or 13.8% favorable vs. the budget.

Major drivers of the June 2020 YTD favorable result of \$56.3 million include higher Non-Reimbursable Revenues of \$2.1 million, primarily driven by the CARES Act Reimbursement for the NYS share of net operating losses for the period of January 20th through May largely offset by COVID-19 pandemic-related farebox revenue losses. In addition Non-Reimbursable Expenses were favorable by \$54.2 million mainly due to lower non-cash liability adjustments, lower rates and consumption of electric power and fuel due to reduced services under the Essential Service Plan, timing of materials and contractual services, and lower credit card fees resulting from COVID-19 pandemic-related farebox revenue losses.

June 2020 YTD Reimbursable Expenses of \$151.8 million were \$21.7 million favorable vs. the budget primarily due to the timing of several capital projects including the Signal Replacement from Greenwich to South Norwalk, Cyclical Track Program, Connecticut Positive Train Control, Turnout Replacements and West of Hudson Track Improvements, which are partially offset by the transfer of Maybrook Trailway costs from Operating Capital to Reimbursable Capital.

### **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD results were \$202.1 million lower vs. the budget primarily due to lower ridership resulting from the COVID-19 pandemic.
  - YTD Ridership of 17.9 million was 58.5% unfavorable vs. the budget and 58.3% unfavorable vs. YTD 2019.
- **Other Operating Revenue** – YTD was \$204.2 million favorable vs. the budget primarily due to the CARES Act Reimbursement.
- **Capital and Other Reimbursements** – YTD was \$21.7 million or 12.5% unfavorable vs. the budget primarily due to scheduling and timing changes noted above.

### **TOTAL EXPENSES (Non-Reimbursable and Reimbursable)**

**Total Expenses** – YTD expenses of \$909.4 million were \$75.9 million or 7.7% favorable vs. the budget.

**Labor Expenses (including fringes and overhead recoveries)** of \$559.1 million YTD were \$10.6 million favorable vs. the budget.

- **Payroll** – YTD was \$4.2 million favorable vs. the budget, which primarily reflects hiring and attrition savings partially offset by the timing of retiree payouts.
- **Overtime** – YTD was \$6.4 million favorable vs. the budget primarily due to fewer than planned weather events and staggered shift coverage.

**Non-Labor Expenses** of \$230.1 million YTD were \$38.6 million favorable vs. the budget.

- **Electric Power** – YTD results were \$9.0 million favorable vs. the budget primarily due to lower usage as a result of the Essential Service Plan.
- **Fuel** – YTD expenses were \$3.5 million favorable vs. the budget primarily due to lower usage as a result of the Essential Service Plan.
- **Maintenance & Other Operating Contracts** – YTD was \$15.6 million favorable vs. the budget due to the timing of Reimbursable project activity primarily for the Signal Replacement from Greenwich to South Norwalk and the Maybrook Trailway Projects as well as the timing of Non-Reimbursable expenses for miscellaneous maintenance and operating contracts.

- **Professional Services** – YTD was \$8.8 million unfavorable vs. the budget due to the timing of Reimbursable project activity primarily related to the transfer of Maybrook Trailway costs from Operating Capital to Reimbursable Capital partially offset by the Oil Circuit Breaker Replacement and Connecticut Positive Train Control Projects. This activity is partially offset by lower than anticipated Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$13.8 million favorable vs. the budget primarily due to the timing of rolling stock maintenance events and material usage, lower infrastructure repairs and various inventory adjustments as well as lower Reimbursable project activity for West of Hudson Track Improvements, AC Circuit Breaker and Switchgear Replacement, Connecticut Track Program and the GCT East Side Access Unified Trash Facility.
- **Other Business Expenses** – YTD was \$3.3 million favorable vs. the budget primarily due to lower credit card fees.

**Depreciation and Other Non-Cash Liability Adjustments** were \$26.7 million favorable vs. the YTD budget primarily due to lower GASB 75 expense, which reflects adjustments to account for MNR's net Other Post-Employment Benefits (OPEB) liability.

### **CASH DEFICIT SUMMARY**

June YTD Net Cash Deficit of \$253.3 million was \$53.2 million or 17.4% favorable to the budget. This is mainly due to the CARES Act reimbursement and timing of payments in several expenditure categories partially offset by farebox revenue losses due to COVID-19.

### **FINANCIAL PERFORMANCE MEASURES**

- Adjusted Farebox Operating Ratio of 33.4% was 28.5 percentage points unfavorable vs. the budget primarily due to lower farebox revenue due to the COVID-19 pandemic.
- Adjusted Cost per Passenger of \$34.34 was \$18.80 unfavorable vs. the budget due to the lower ridership noted above.
- Revenue per Passenger of \$9.54 was \$0.88 favorable vs. the budget.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE 2020**  
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$68.865	\$6.807	(\$62.058)	(90.1)	\$0.000	\$0.000	\$0.000	-	\$68.865	\$6.807	(\$62.058)	(90.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.107	62.494	57.387	*	0.000	0.000	0.000	-	5.107	62.494	57.387	*
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	16.217	10.112	(6.106)	(37.6)	16.217	10.112	(6.106)	(37.6)
CDOT	0.000	0.000	0.000	-	14.231	23.281	9.050	63.6	14.231	23.281	9.050	63.6
Other	0.000	0.000	0.000	-	2.145	4.583	2.438	*	2.145	4.583	2.438	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	32.593	37.975	5.382	16.5	32.593	37.975	5.382	16.5
<b>Total Revenue</b>	<b>\$73.972</b>	<b>\$69.300</b>	<b>(\$4.671)</b>	<b>(6.3)</b>	<b>\$32.593</b>	<b>\$37.975</b>	<b>\$5.382</b>	<b>16.5</b>	<b>\$106.565</b>	<b>\$107.275</b>	<b>\$0.710</b>	<b>0.7</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$44.520	\$44.027	\$0.493	1.1	\$5.824	\$4.702	\$1.122	19.3	\$50.344	\$48.729	\$1.615	3.2
Overtime	7.266	7.766	(0.500)	(6.9)	2.804	2.691	0.113	4.0	10.071	10.457	(0.386)	(3.8)
Health and Welfare	9.236	12.954	(3.718)	(40.3)	1.946	1.618	0.328	16.9	11.182	14.572	(3.390)	(30.3)
OPEB Current Payment	3.000	3.181	(0.181)	(6.0)	0.000	0.000	0.000	-	3.000	3.181	(0.181)	(6.0)
Pensions	8.882	9.762	(0.880)	(9.9)	1.384	1.297	0.087	6.3	10.266	11.060	(0.793)	(7.7)
Other Fringe Benefits	10.586	9.369	1.217	11.5	1.503	1.248	0.254	16.9	12.088	10.617	1.471	12.2
Reimbursable Overhead	(7.205)	(7.236)	0.030	0.4	6.982	7.033	(0.052)	(0.7)	(0.224)	(0.202)	(0.021)	(9.6)
<b>Total Labor</b>	<b>\$76.284</b>	<b>\$79.823</b>	<b>(\$3.539)</b>	<b>(4.6)</b>	<b>\$20.443</b>	<b>\$18.591</b>	<b>\$1.853</b>	<b>9.1</b>	<b>\$96.728</b>	<b>\$98.413</b>	<b>(\$1.686)</b>	<b>(1.7)</b>
<i>Non-Labor:</i>												
Electric Power	\$5.315	\$2.294	\$3.021	56.8	\$0.000	\$0.000	\$0.000	-	\$5.315	\$2.294	\$3.021	56.8
Fuel	1.474	0.681	0.792	53.8	0.000	0.000	0.000	-	1.474	0.681	0.792	53.8
Insurance	1.575	1.419	0.156	9.9	0.408	0.257	0.151	36.9	1.983	1.676	0.306	15.4
Claims	0.093	0.000	0.093	100.0	0.000	0.000	0.000	-	0.093	0.000	0.093	100.0
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	8.854	10.330	(1.477)	(16.7)	4.230	1.509	2.721	64.3	13.083	11.839	1.245	9.5
Professional Service Contracts	3.347	3.331	0.016	0.5	2.860	9.111	(6.251)	*	6.207	12.442	(6.235)	*
Materials & Supplies	8.932	11.717	(2.785)	(31.2)	4.580	8.468	(3.888)	(84.9)	13.512	20.185	(6.673)	(49.4)
Other Business Expenses	2.771	1.762	1.009	36.4	0.072	0.039	0.033	45.5	2.843	1.801	1.042	36.7
<b>Total Non-Labor</b>	<b>\$32.359</b>	<b>\$31.534</b>	<b>\$0.825</b>	<b>2.6</b>	<b>\$12.150</b>	<b>\$19.385</b>	<b>(\$7.235)</b>	<b>(59.5)</b>	<b>\$44.509</b>	<b>\$50.918</b>	<b>(\$6.409)</b>	<b>(14.4)</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$108.643</b>	<b>\$111.357</b>	<b>(\$2.713)</b>	<b>(2.5)</b>	<b>\$32.593</b>	<b>\$37.975</b>	<b>(\$5.382)</b>	<b>(16.5)</b>	<b>\$141.237</b>	<b>\$149.332</b>	<b>(\$8.095)</b>	<b>(5.7)</b>
Depreciation	20.542	20.630	(0.088)	(0.4)	0.000	0.000	0.000	-	20.542	20.630	(0.088)	(0.4)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.875	(2.166)	3.041	*	0.000	0.000	0.000	-	0.875	(2.166)	3.041	*
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	9.925	0.282	9.643	97.2	0.000	0.000	0.000	-	9.925	0.282	9.643	97.2
<b>Total Expenses</b>	<b>\$140.319</b>	<b>\$130.103</b>	<b>\$10.216</b>	<b>7.3</b>	<b>\$32.593</b>	<b>\$37.975</b>	<b>(\$5.382)</b>	<b>(16.5)</b>	<b>\$172.912</b>	<b>\$168.078</b>	<b>\$4.834</b>	<b>2.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$66.347)</b>	<b>(\$60.803)</b>	<b>\$5.544</b>	<b>8.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$66.347)</b>	<b>(\$60.803)</b>	<b>\$5.544</b>	<b>8.4</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	20.630	0.088	0.4	0.000	0.000	0.000	-	20.542	20.630	0.088	0.4
Operating/Capital	(11.082)	(5.834)	5.248	47.4	0.000	0.000	0.000	-	(11.082)	(5.834)	5.248	47.4
Other Cash Adjustments	15.157	3.674	(11.483)	(75.8)	0.000	0.000	0.000	-	15.157	3.674	(11.483)	(75.8)
<b>Total Cash Conversion Adjustments</b>	<b>\$24.617</b>	<b>\$18.470</b>	<b>(\$6.147)</b>	<b>(25.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$24.617</b>	<b>\$18.470</b>	<b>(\$6.147)</b>	<b>(25.0)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$41.730)</b>	<b>(\$42.333)</b>	<b>(\$0.603)</b>	<b>(1.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$41.730)</b>	<b>(\$42.333)</b>	<b>(\$0.603)</b>	<b>(1.4)</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$372.514	\$170.374	(\$202.140)	(54.3)	\$0.000	\$0.000	\$0.000	-	\$372.514	\$170.374	(\$202.140)	(54.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	30.933	235.137	204.204	*	0.000	0.000	0.000	-	30.933	235.137	204.204	*
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	86.715	56.187	(30.528)	(35.2)	86.715	56.187	(30.528)	(35.2)
CDOT	0.000	0.000	0.000	-	74.849	71.810	(3.039)	(4.1)	74.849	71.810	(3.039)	(4.1)
Other	0.000	0.000	0.000	-	11.853	23.751	11.897	*	11.853	23.751	11.897	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	173.417	151.747	(21.670)	(12.5)	173.417	151.747	(21.670)	(12.5)
<b>Total Revenue/Receipts</b>	<b>\$403.447</b>	<b>\$405.511</b>	<b>\$2.064</b>	<b>0.5</b>	<b>\$173.417</b>	<b>\$151.747</b>	<b>(\$21.670)</b>	<b>(12.5)</b>	<b>\$576.864</b>	<b>\$557.259</b>	<b>(\$19.606)</b>	<b>(3.4)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$264.868	\$267.346	(\$2.478)	(0.9)	\$29.683	\$22.955	\$6.728	22.7	\$294.551	\$290.301	\$4.250	1.4
Overtime	47.856	41.929	5.927	12.4	13.703	13.185	0.518	3.8	61.559	55.114	6.445	10.5
Health and Welfare	55.488	56.967	(1.479)	(2.7)	9.767	7.853	1.914	19.6	65.255	64.819	0.435	0.7
OPEB Current Payment	18.000	20.208	(2.208)	(12.3)	0.000	0.000	0.000	-	18.000	20.208	(2.208)	(12.3)
Pensions	53.413	60.451	(7.038)	(13.2)	6.998	5.829	1.168	16.7	60.411	66.281	(5.870)	(9.7)
Other Fringe Benefits	63.896	58.028	5.868	9.2	7.540	5.967	1.573	20.9	71.436	63.995	7.441	10.4
Reimbursable Overhead	(35.134)	(34.465)	(0.669)	(1.9)	33.587	32.860	0.726	2.2	(1.547)	(1.604)	0.057	3.7
<b>Total Labor</b>	<b>\$468.387</b>	<b>\$470.465</b>	<b>(\$2.078)</b>	<b>(0.4)</b>	<b>\$101.277</b>	<b>\$88.650</b>	<b>\$12.628</b>	<b>12.5</b>	<b>\$569.665</b>	<b>\$559.114</b>	<b>\$10.550</b>	<b>1.9</b>
<i>Non-Labor:</i>												
Electric Power	\$35.983	\$27.129	\$8.854	24.6	\$0.000	(\$0.097)	\$0.097	-	\$35.983	\$27.032	\$8.951	24.9
Fuel	10.036	6.569	3.467	34.5	0.000	0.000	0.000	-	10.036	6.569	3.467	34.5
Insurance	9.130	8.321	0.809	8.9	1.928	1.071	0.856	44.4	11.058	9.393	1.665	15.1
Claims	0.570	(0.001)	0.572	*	0.000	(0.005)	0.005	-	0.570	(0.006)	0.577	*
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	55.003	53.463	1.540	2.8	23.737	9.653	14.084	59.3	78.739	63.116	15.624	19.8
Professional Service Contracts	18.775	15.238	3.537	18.8	16.625	28.982	(12.357)	(74.3)	35.400	44.220	(8.820)	(24.9)
Materials & Supplies	52.614	44.798	7.816	14.9	29.320	23.290	6.030	20.6	81.935	68.088	13.846	16.9
Other Business Expenses	14.511	11.530	2.981	20.5	0.530	0.204	0.326	61.5	15.041	11.734	3.307	22.0
<b>Total Non-Labor</b>	<b>\$196.623</b>	<b>\$167.048</b>	<b>\$29.575</b>	<b>15.0</b>	<b>\$72.140</b>	<b>\$63.098</b>	<b>\$9.042</b>	<b>12.5</b>	<b>\$268.763</b>	<b>\$230.146</b>	<b>\$38.617</b>	<b>14.4</b>
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$665.010</b>	<b>\$637.513</b>	<b>\$27.497</b>	<b>4.1</b>	<b>\$173.417</b>	<b>\$151.747</b>	<b>\$21.670</b>	<b>12.5</b>	<b>\$838.428</b>	<b>\$789.260</b>	<b>\$49.167</b>	<b>5.9</b>
Depreciation	123.253	123.814	(0.561)	(0.5)	0.000	0.000	0.000	-	123.253	123.814	(0.561)	(0.5)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	1.750	(3.066)	4.816	*	0.000	0.000	0.000	-	1.750	(3.066)	4.816	*
Environmental Remediation	2.000	0.412	1.588	79.4	0.000	0.000	0.000	-	2.000	0.412	1.588	79.4
GASB75 Adjustment	19.850	(0.995)	20.845	*	0.000	0.000	0.000	-	19.850	(0.995)	20.845	*
<b>Total Expenses</b>	<b>\$811.864</b>	<b>\$757.678</b>	<b>\$54.186</b>	<b>6.7</b>	<b>\$173.417</b>	<b>\$151.747</b>	<b>\$21.670</b>	<b>12.5</b>	<b>\$985.281</b>	<b>\$909.425</b>	<b>\$75.856</b>	<b>7.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$408.417)</b>	<b>(\$352.166)</b>	<b>\$56.250</b>	<b>13.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$408.417)</b>	<b>(\$352.166)</b>	<b>\$56.250</b>	<b>13.8</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	123.253	123.814	0.561	0.5	0.000	0.000	0.000	-	123.253	123.814	0.561	0.5
Operating/Capital	(40.009)	(11.092)	28.916	72.3	0.000	0.000	0.000	-	(40.009)	(11.092)	28.916	72.3
Other Cash Adjustments	18.613	(13.891)	(32.504)	*	0.000	0.000	0.000	-	18.613	(13.891)	(32.504)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$101.858</b>	<b>\$98.830</b>	<b>(\$3.027)</b>	<b>(3.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$101.858</b>	<b>\$98.830</b>	<b>(\$3.027)</b>	<b>(3.0)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$306.559)</b>	<b>(\$253.336)</b>	<b>\$53.223</b>	<b>17.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$306.559)</b>	<b>(\$253.336)</b>	<b>\$53.223</b>	<b>17.4</b>

**Notes:**  
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
 June 2020  
 (\$ 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		
		\$	%		\$	%			
FAREBOX REVENUE	Non-Reimb	(\$62,058)	(90.1%)	Reflects the impact of lower ridership caused by COVID-19.	(\$202,140)	(54.3%)	Reflects the impact of State governmental orders and other actions, which severely limit non-essential activities in order to prevent the spread and transmission of COVID-19.		
OTHER OPERATING REVENUE	Non-Reimb	\$57,387	*	Reflects the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS share of net operating losses for the month of May.	\$204,204	*	Reflects the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS share of net operating losses for the period of January 20 <sup>th</sup> through the end of May.		
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	\$5,382	16.5%	Higher reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$21,670)	(12.5%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Reimb	\$1,122	19.3%	Primarily reflects lower activity on the Cyclical Track Program, Cyclical Replacement Insulated Joint, Signal Replacement from Greenwich to South Norwalk, Harmon to Poughkeepsie Signal System, Systemwide Drainage, Installation of Bridge Timbers and Harlem Wayside Communications & Signal Improvement Projects partially offset by higher activity on the Connecticut Track Program.	\$6,728	22.7%	Primarily reflects lower activity on the Cyclical Track Program, Cyclical Replacement Insulated Joint, Signal Replacement from Greenwich to South Norwalk, Harmon to Poughkeepsie Signal System, Systemwide Drainage, Harlem Wayside Communications & Signal Improvement and Communications & Signal Infrastructure Restoration Projects partially offset by higher activity on the Connecticut Track Program.		
OVERTIME	Non-Reimb	(\$0,500)	(6.9%)	See overtime charts.	\$5,927	12.4%	See overtime charts.		
	Reimb	\$0,113	4.0%	See overtime charts.	\$0,518	3.8%	See overtime charts.		
HEALTH AND WELFARE	Non-Reimb	(\$3,718)	(40.3%)	Primarily reflects a catch-up adjustment for a higher than budgeted Health & Welfare expense.	(\$1,479)	(2.7%)			
	Reimb	\$0,328	16.9%	Primarily reflects lower activity on the Cyclical Track Program, Installation of Bridge Timbers, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint, Harlem Wayside Communications & Signal Improvement and Power Infrastructure Restoration Projects partially offset by higher activity on the Connecticut Track Program.	\$1,914	19.6%	Primarily reflects lower activity on the Cyclical Track Program, Signal Replacement from Greenwich to South Norwalk, Mainline/High Speed Turnout Replacement, Cyclical Replacement Insulated Joint, GCT Turnouts - Switch Renewal, Installation of Bridge Timbers, Power Infrastructure Restoration, Mainline/High Speed Turnout Replacement, Communications & Signal Infrastructure Restoration, West of Hudson Signal Improvement and Harlem Wayside Communications & Signal Improvement Projects partially offset by higher activity on Connecticut Track Program.		
OPEB CURRENT PAYMENT	Non-Reimb	(\$0,181)	(6.0%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.	(\$2,208)	(12.3%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.		

MTA METRO-NORTH RAILROAD  
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 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
 June 2020  
 (\$ 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
		\$	%		\$	%	
PENSIONS	Non-Reimb	(\$0.880)	(9.9%)	Primarily reflects higher than budgeted rates.	(\$7.038)	(13.2%)	Primarily reflects a catch-up adjustment for a higher than budgeted Actuarially Defined Contribution (ADC) combined with an unbudgeted provision for COVID-19 Death Benefits.
	Reimb	\$0,087	6.3%	Primarily reflects lower activity on the Cyclical Track Program, Installation of Bridge Timbers, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint, Positive Train Control, Harlem Wayside Communications & Signal Improvement and Systemwide Drainage partially offset by higher activity on the Connecticut Track Program.	\$1,168	16.7%	Primarily reflects lower activity on the Cyclical Track Program, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint, GCT Turnouts - Switch Renewal, Installation of Bridge Timbers, Power Infrastructure Restoration, Communications & Signal Infrastructure Restoration, Harlem Wayside Communications & Signal Improvement, Moodna-Woodbury Viaduct and Mainline/High Speed Turnout Replacement Projects partially offset by higher activity on the Connecticut Track Program.
OTHER FRINGE BENEFITS	Non-Reimb	\$1,217	11.5%	Primarily reflects a lower employee claim provision as well as lower rates than budgeted.	\$5,868	9.2%	Primarily reflects a lower employee claim provision as well as lower rates and labor costs than budgeted partially offset by higher other employee reimbursements.
	Reimb	\$0,254	16.9%	Primarily reflects lower activity on Cyclical Track Program, Installation of Bridge Timbers, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint, Positive Train Control, Harlem Wayside Communications & Signal Improvement, Power Infrastructure Restoration and Systemwide Drainage Projects partially offset by higher activity on the Connecticut Track Program.	\$1,573	20.9%	Primarily reflects lower activity on the Cyclical Track Program, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint, Installation of Bridge Timbers, GCT Turnouts - Switch Renewal, Power Infrastructure Restoration, Mainline/High Speed Turnout Replacement, Communications & Signal Infrastructure Restoration, Harlem Wayside Communications & Signal Improvement and Moodna-Woodbury Viaduct Projects partially offset by higher activity on the Connecticut Track Program.
ELECTRIC POWER	Non-Reimb	\$3,021	56.8%	Due to lower usage as a result of MNR's Essential Service Schedule and favorable rates on the Harlem and Hudson Lines.	\$8,854	24.6%	Primarily due to lower usage as a result of MNR's Essential Service Schedule and favorable rates on the Harlem and Hudson Lines.
FUEL	Non-Reimb	\$0,792	53.8%	Primarily due to lower usage as a result of MNR's Essential Service Schedule and lower revenue diesel fuel rates on all Lines.	\$3,467	34.5%	Primarily due to lower usage as a result of MNR's Essential Service Schedule and lower heating fuel consumption in the first quarter.
INSURANCE	Non-Reimb	\$0,156	9.9%	Primarily reflects lower than budgeted Station Liability, Auto and Protective Liability premiums.	\$0,809	8.9%	Primarily reflects lower than budgeted Station Liability, Auto and Excess Liability premiums.
	Reimb	\$0,151	36.9%	Primarily reflects lower activity on the Cyclical Track Program, Installation of Bridge Timbers, Positive Train Control, Signal Replacement from Greenwich to South Norwalk, Harlem Wayside Communications & Signal Improvement, Power Infrastructure Restoration, West of Hudson Signal Improvement and Systemwide Drainage Projects partially offset by higher activity on the Connecticut Track Program.	\$0,856	44.4%	Primarily reflects lower activity on the Cyclical Track Program, GCT Turnouts - Switch Renewal, Signal Replacement from Greenwich to South Norwalk, Power Infrastructure Restoration, Mainline/High Speed Turnout Replacement, West of Hudson Signal Improvement, Communications & Signal Infrastructure Restoration, Installation of Bridge Timbers, Harlem Wayside Communications & Signal Improvement and Moodna-Woodbury Viaduct Projects partially offset by higher activity on the Connecticut Track Program.
CLAIMS	Non-Reimb	\$0,093	100.0%	Reflects a lower passenger claims provision than budgeted.	\$0,572	*	Reflects a lower passenger claims provision than budgeted.

MTA METRO-NORTH RAILROAD  
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 June 2020  
 (\$ 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
		\$	%		\$	%	
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$1,477)	(16.7%)	Reflects timing of BL-20 locomotive overhauls, COVID-19 extraordinary cleaning of stations and rolling stock and timing of expenses for utilities and miscellaneous maintenance and operating contracts.	\$1,540	2.8%	
	Reimb	\$2,721	64.3%	Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services), Cyclical Track Program, GCT Leaks Remediation, Grade Crossing Renewal Program and Systemwide Drainage partially offset by higher activity on the Waterbury Branch Cab Signal, S-23 Bridge Program and Position Train Control (CT) Projects.	\$14,084	59.3%	Reflects lower activity primarily due to timing and billing of the work for the Signal Replacement from Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services), GCT Leaks Remediation Projects and the Cyclical Track Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0,016	0.5%		\$3,537	18.8%	Lower than anticipated consulting and engineering services.
	Reimb	(\$6,251)	*	Reflects higher activity on the Positive Train Control (CT) Project as well as transfer of costs on the Maybrook Trailway (budget in Maintenance Services) partially offset by lower activity on the Oil Circuit Breaker Replacement, Waterbury Branch Cab Signal and Sasco Creek Traction Power Supply Station Projects.	(\$12,357)	(74.3%)	Reflects transfer of costs on the Maybrook Trailway Project (budget in Maintenance Services) from Operating Capital, transfer of costs to Cos Cob Bridge Mitre Rail Replacement Project from Operating and Positive Train Control Project partially offset by timing of Oil Circuit Breaker Replacement, Positive Train Control (CT), Sasco Creek Traction Power Supply Station, GCT Leaks Remediation, Waterbury Branch Cab Signal, Cameras/Audio for M8 Fleet and Mainline/High Speed Turnout Replacement Projects.
MATERIALS AND SUPPLIES	Non-Reimb	(\$2,785)	(31.2%)	Primarily due to the net impact of quarterly true-ups and other adjustments for obsolete material reserves and other inventory adjustments as well as the timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule.	\$7,816	14.9%	Primarily due to timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule, the net impact of quarterly true-ups and other adjustments for obsolete material reserves and other inventory adjustments, and increased supplies for the COVID-19 extraordinary cleaning and disinfection of stations and rolling stock.
	Reimb	(\$3,888)	(84.9%)	Reflects higher activity on the Waterbury Branch Cab Signal, Saga Bridge Repairs and Cyclical Track Program partially offset by Connecticut Track Program and GCT Turnouts-Switch Renewal Projects.	\$6,030	20.6%	Reflects lower activity on the West of Hudson Track Improvement, Replace AC Circuit Breaker-Switchgear, Connecticut Track Program, GCT/ESA Unified Trash Facility, Moodna/Woodbury Viaduct Improvement (Transfer of Ties Expense to West of Hudson Track Improvement Project), Mainline/High Speed Turnout Replacement, Private Branch Exchange (PBX) Replacement and Grade Crossing Renewal Program partially offset by higher activity on the Saga Bridge Repairs and Power Infrastructure Restoration Projects
OTHER BUSINESS EXPENSES	Non-Reimb	\$1,009	36.4%	Primarily due to lower credit card fees, timing of CSX reimbursements, and lower subsidy payments to New Jersey Transit partially offset by lower Amtrak recoveries.	\$2,981	20.5%	Primarily due to lower credit card fees, timing of CSX reimbursements, and lower subsidy payments to New Jersey Transit partially offset by lower Amtrak recoveries.
	Reimb	\$0,033	45.5%	Primarily reflects lower activity on the Maybrook Trailway Project partially offset by higher activity on the Positive Train Control Project.	\$0,326	61.5%	Primarily reflects lower activity on the Maybrook Trailway Project.

MTA METRO-NORTH RAILROAD  
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 June 2020  
 (\$ 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
		\$	%		\$	%	
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$3,041	*	Reflects adjustments to account for MNR's net pension liability.	\$4,816	*	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0,333	100.0%	Reflects timing of projects requiring remediation.	\$1,588	79.4%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$9,643	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.	\$20,845	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$5,248	47.4%	Primarily reflects timing for the following projects: Track Geometry Car, Expansion of the Real-Time Train Status, Upper Harlem Pole Replacement, GCT Exhaust Duct Repair, Purchase of the Hudson Rail Link Bus, Purchase of the Catenary Measuring System and Installation of the Wayside Energy Storage System partially offset by Renovation of the GCT Training Facility.	\$28,916	72.3%	Primarily reflects timing for the following projects: Transfer of Maybrook Trailway expense to Reimbursable Capital, Upper Harlem Pole Replacement, Vehicle Replacement Program, Track Geometry Car, Installation of the Wayside Energy Storage System, Design/Reconfiguration of the Station Master's Office, Replacement of the GCT Escalators, Renovation of the GCT Training Facility and ADA Compliant Signage in GCT partially offset by Replacement of the Operations Control Center Display and Enhancement of the Security Camera Monitor System.

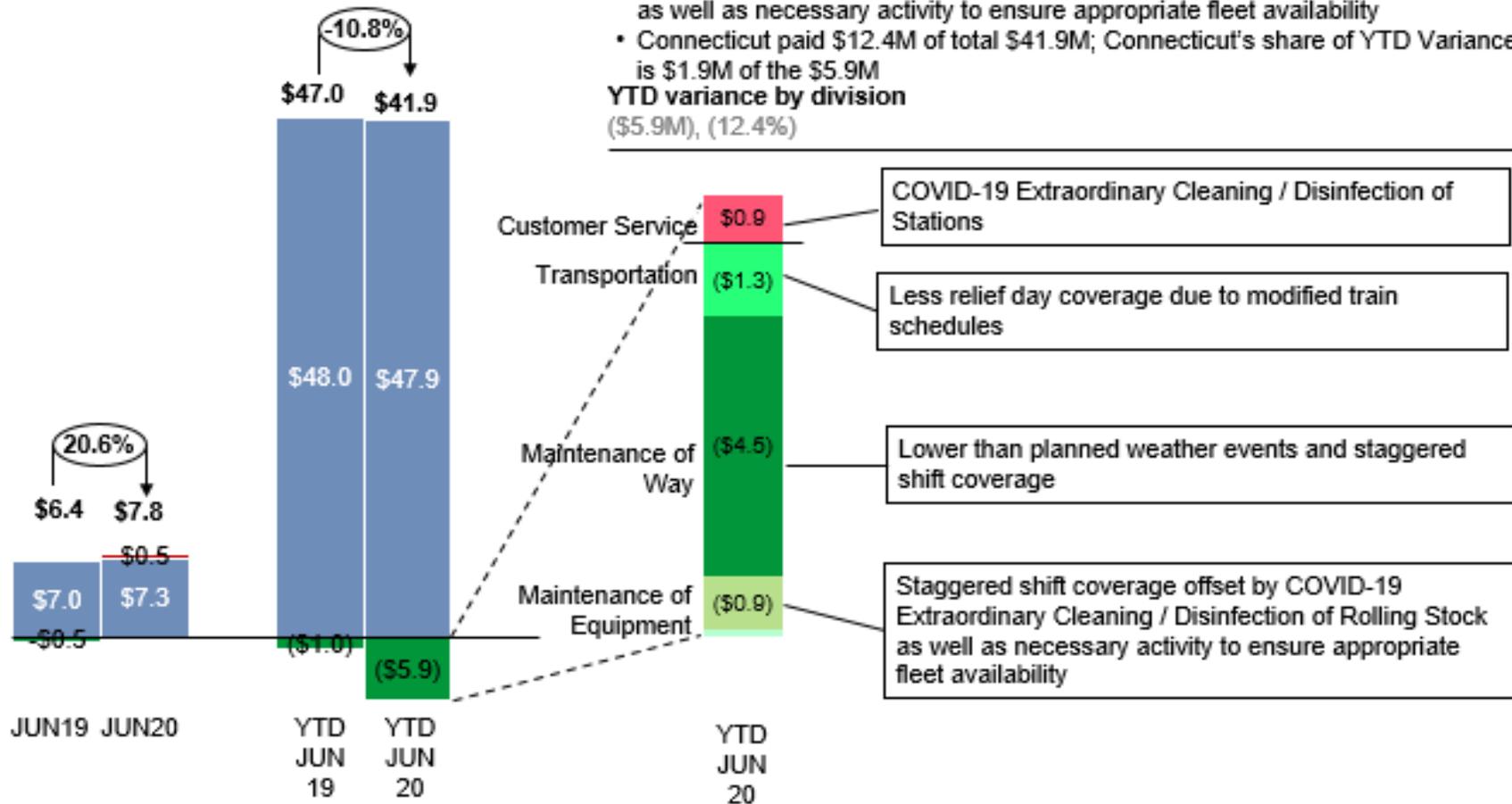
\* Variance exceeds 100%.

# METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

June 2020 and YTD budget vs. variance  
\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$91.5M



Source: 2020 Adopted Budget. General Ledger actuals for actual overtime spending.

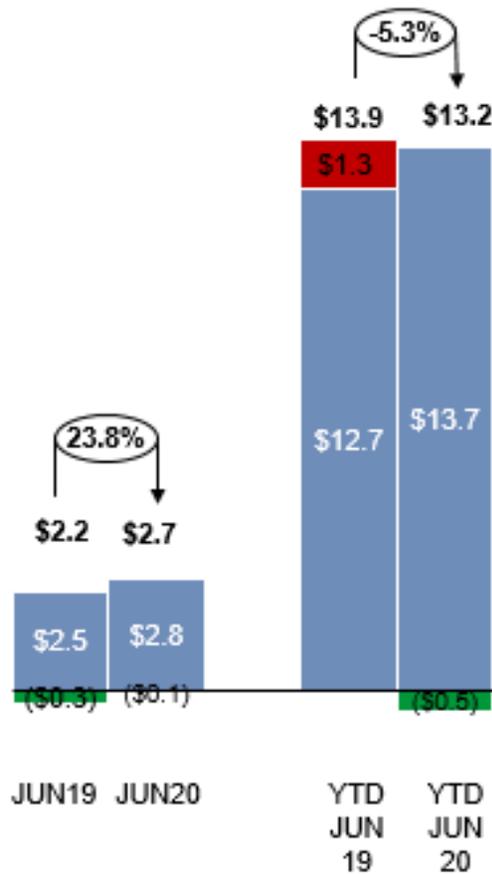
# METRO-NORTH RAILROAD – Reimbursable Overtime Variance

June 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$29.4M

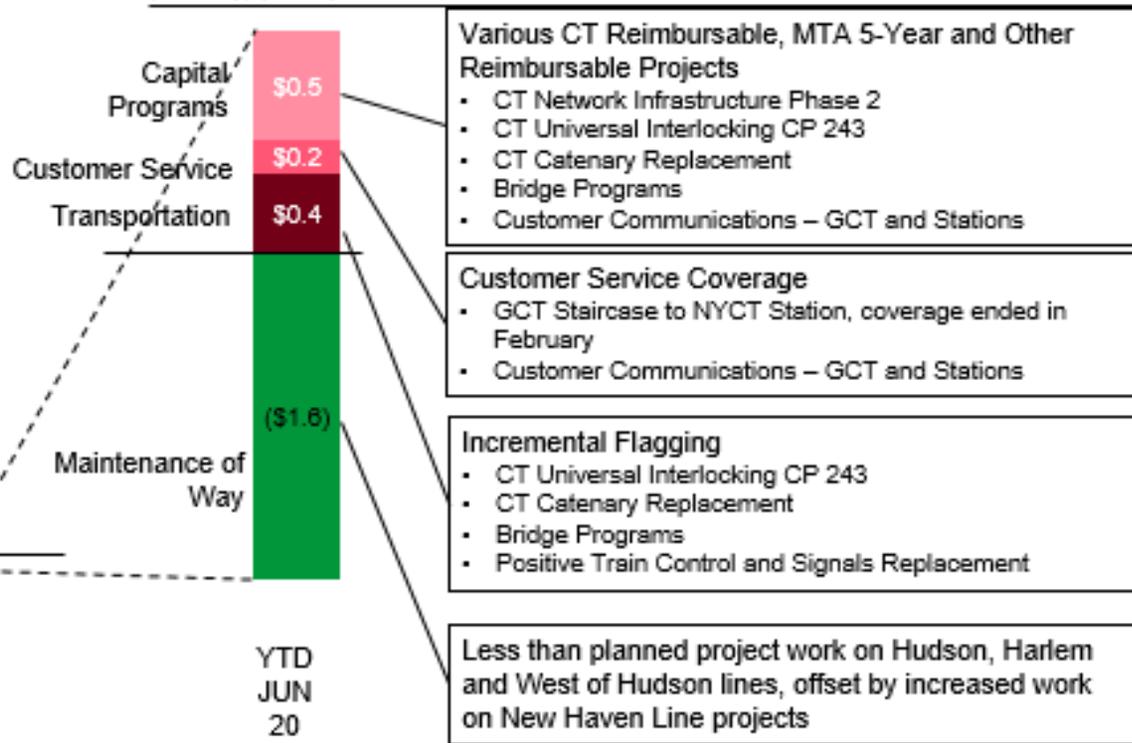


## Overview

- Overall decrease of \$0.7M or 5.3% compared to YTD June 2019
- 3.8% below 2020 budget
- Main cause for favorable variance is less than planned work on MTA 5-Year projects offset by higher than forecast work on CT Capital projects
- Connecticut paid \$5.4M of total \$13.2M; Connecticut's share of YTD Variance is unfavorable \$2.0M of the favorable \$0.5M

## YTD variance by division

(\$0.5M), (3.8%)



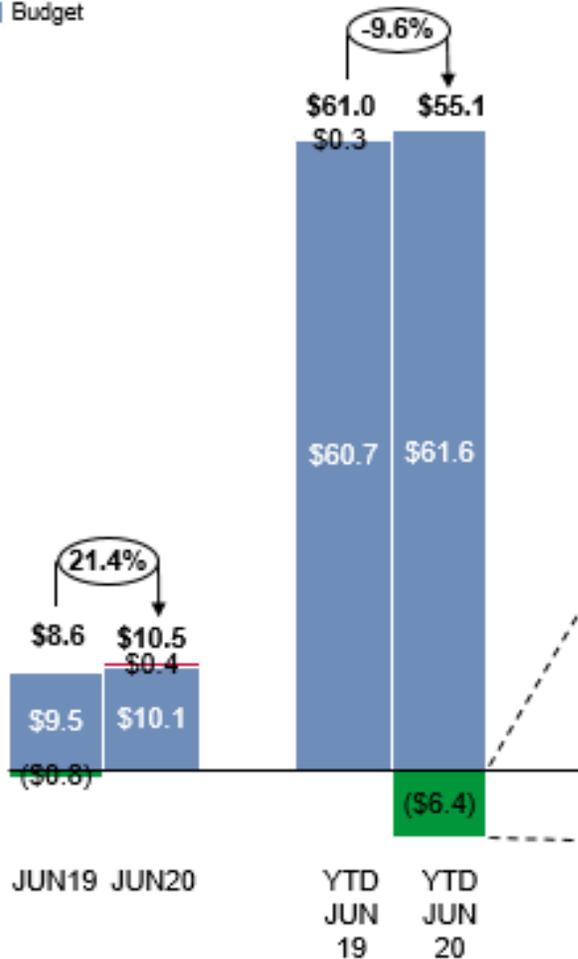
Source: 2020 Adopted Budget. General Ledger actuals for actual overtime spending.

# METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

June 2020 and YTD budget vs. variance  
\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$120.9M

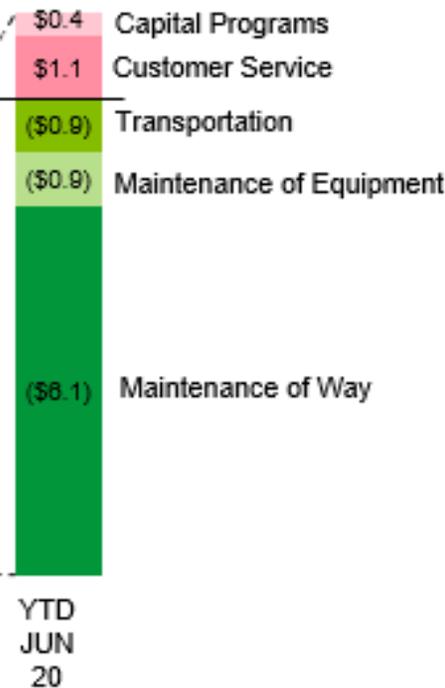


## Overview

- Overall decrease of \$5.8M or 9.6% compared to YTD June 2019
- 10.5% below 2020 budget
- Favorable Weather variance in Maintenance of Way, staggered shift coverage in Maintenance of Equipment and staff availability in Transportation is offset by COVID-19 Extraordinary Cleaning / Disinfection of Stations and Rolling Stock and reimbursable project coverage in other divisions
- Connecticut paid \$17.8M of total \$55.1M; Connecticut's share of YTD Variance is an unfavorable \$0.1M of the overall favorable \$6.4M

## YTD variance by division

(\$6.4M), (10.5%)



Source: 2020 Adopted Budget. General Ledger actuals for actual overtime spending.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

SCHEDULE III

	JUNE 2020				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$67.410	\$7.103	(\$60.307)	(89.5)	\$364.459	\$168.615	(\$195.844)	(53.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	8.188	60.303	52.115	*	44.640	245.287	200.647	*
<i>Capital &amp; Other Reimbursements:</i>								
MTA	16.023	7.307	(8.716)	(54.4)	83.074	60.687	(22.387)	(26.9)
CDOT	14.231	13.013	(1.218)	(8.6)	74.849	56.815	(18.034)	(24.1)
Other	2.145	1.927	(0.218)	(10.2)	11.853	15.130	3.277	27.6
Total Capital and Other Reimbursements	32.399	22.247	(10.152)	(31.3)	169.777	132.632	(37.145)	(21.9)
<b>Total Receipts</b>	<b>\$107.996</b>	<b>\$89.653</b>	<b>(\$18.343)</b>	<b>(17.0)</b>	<b>\$578.876</b>	<b>\$546.534</b>	<b>(\$32.342)</b>	<b>(5.6)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$45.357	\$44.823	\$0.534	1.2	\$301.099	\$293.657	\$7.442	2.5
Overtime	9.233	9.277	(0.044)	(0.5)	64.502	57.185	7.317	11.3
Health and Welfare	12.170	8.135	4.035	33.2	71.150	63.726	7.424	10.4
OPEB Current Payment	3.000	0.632	2.368	78.9	18.000	17.620	0.380	2.1
Pensions	10.270	12.754	(2.484)	(24.2)	61.622	63.784	(2.162)	(3.5)
Other Fringe Benefits	10.648	0.960	9.688	91.0	71.358	53.226	18.132	25.4
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	-
<b>Total Labor</b>	<b>\$90.678</b>	<b>\$76.581</b>	<b>\$14.097</b>	<b>15.5</b>	<b>\$587.730</b>	<b>\$549.198</b>	<b>\$38.532</b>	<b>6.6</b>
<i>Non-Labor:</i>								
Electric Power	\$5.472	\$3.194	\$2.278	41.6	\$36.918	\$32.890	\$4.028	10.9
Fuel	1.432	0.672	0.760	53.1	9.787	7.669	2.118	21.6
Insurance	0.870	6.720	(5.850)	*	5.300	6.720	(1.420)	(26.8)
Claims	0.093	0.066	0.027	28.7	1.590	0.379	1.211	76.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	23.765	13.627	10.138	42.7	100.136	65.511	34.625	34.6
Professional Service Contracts	6.247	5.338	0.909	14.6	32.153	19.598	12.555	39.0
Materials & Supplies	16.991	24.170	(7.179)	(42.3)	88.102	101.745	(13.643)	(15.5)
Other Business Expenditures	4.179	1.618	2.561	61.3	23.720	16.160	7.560	31.9
<b>Total Non-Labor</b>	<b>\$59.048</b>	<b>\$55.405</b>	<b>\$3.643</b>	<b>6.2</b>	<b>\$297.705</b>	<b>\$250.672</b>	<b>\$47.033</b>	<b>15.8</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$149.726</b>	<b>\$131.986</b>	<b>\$17.740</b>	<b>11.8</b>	<b>\$885.435</b>	<b>\$799.870</b>	<b>\$85.565</b>	<b>9.7</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$41.730)</b>	<b>(\$42.333)</b>	<b>(\$0.603)</b>	<b>(1.4)</b>	<b>(\$306.559)</b>	<b>(\$253.336)</b>	<b>\$53.223</b>	<b>17.4</b>
<b>Subsidies</b>								
MTA	32.583	13.585	(18.998)	(58.3)	236.701	283.996	47.295	20.0
CDOT	9.147	27.918	18.771	*	69.858	83.041	13.183	18.9
<b>Total Subsidies</b>	<b>\$41.730</b>	<b>\$41.503</b>	<b>(\$0.227)</b>	<b>(0.5)</b>	<b>\$306.559</b>	<b>\$367.037</b>	<b>\$60.478</b>	<b>19.7</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>(\$19.899)</b>	<b>(\$19.899)</b>	<b>-</b>	<b>\$0.000</b>	<b>(\$9.675)</b>	<b>(\$9.675)</b>	<b>-</b>

**Notes:**

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD  
 FEBRUARY FINANCIAL PLAN - 2020 BUDGET  
 CASH RECEIPTS AND EXPENDITURES  
 EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS  
 (\$ in millions)

Generic Receipt or Expense Category	\$ Detail				\$ Detail				
	June Month vs Budget			Year-to-Date as of June 30, 2020 vs. Adopted Budget					
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance			
\$	%	\$		%	\$		%		
FARE REVENUE	(60.307)	(89.5%)	Reflects the impact of lower ridership caused by COVID-19.	(195.844)	(53.7%)	Reflects the impact of State governmental orders and other actions, which severely limit non-essential activities in order to prevent the spread and transmission of COVID-19.			
OTHER OPERATING REVENUE	52.115	*	Primarily reflects the receipt of the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS portion of net operating losses for the month of May partially offset by lower GCT revenues due to limited retail operations mandated by New York State.	200.647	*	Primarily reflects the receipt of the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS portion of net operating losses for the period of January 20th through the end of May partially offset by lower GCT revenues due to closures of retail operations mandated by New York State..			
CAPITAL AND OTHER REIMBURSEMENTS:									
MTA	(8.716)	(54.4%)	Primarily reflects lower capital related project activity combined with lower cash receipts than budgeted.	(22.387)	(26.9%)	Primarily reflects lower capital related project activity combined with lower cash receipts than budgeted.			
CDOT	(1.218)	(8.6%)	Primarily reflects lower cash receipts partially offset by higher capital related project activity than budgeted.	(18.034)	(24.1%)	Primarily reflects lower cash receipts combined with lower capital related project activity than budgeted.			
OTHER	(0.218)	(10.2%)	Primarily reflects lower cash receipts than budgeted.	3.277	27.6%	Primarily reflects higher reimbursable related project activity partially offset by lower cash receipts than budgeted.			
OVERTIME	(0.044)	(0.5%)		7.317	11.3%	Primarily reflects fewer weather events than anticipated as well as staggered shift coverage and lower vacancy coverage partially offset by COVID-19 extraordinary cleaning and disinfection of stations and rolling stock.			
HEALTH & WELFARE	4.035	33.2%	Primarily reflects the timing of payments for health insurance premiums.	7.424	10.4%	Primarily reflects the timing of payments for health insurance premiums.			
OPEB CURRENT PAYMENT	2.368	78.9%	Primarily reflects the timing of payments for health insurance premiums for retirees.	0.380	2.1%				
PENSIONS	(2.484)	(24.2%)	Primarily due to the increased 2020 Actuarially Determined Contribution (ADC) not budgeted.	(2.162)	(3.5%)	Primarily due to the increased 2020 Actuarially Determined Contribution (ADC) not budgeted.			
OTHER FRINGE BENEFITS	9.688	91.0%	Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act combined with lower employee claim payments.	18.132	25.4%	Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act combined with lower employee claim payments.			
ELECTRIC POWER	2.278	41.6%	Primarily reflects lower usage as a result of MNR's Essential Service Schedule as well as favorable rates on the Harlem and Hudson Lines partially offset by timing of payments.	4.028	10.9%	Primarily reflects lower usage as a result of MNR's Essential Service Schedule as well as favorable rates on the Harlem and Hudson Lines partially offset by timing of payments.			
FUEL	0.760	53.1%	Primarily reflects lower usage as a result of MNR's Essential Service Schedule and lower than budgeted revenue diesel fuel rates on all Lines.	2.118	21.6%	Primarily reflects lower usage as a result of MNR's Essential Service Schedule and lower than budgeted heating fuel consumption partially offset by timing of payments.			
INSURANCE	(5.850)	*	Reflects timing of payments for insurance premiums.	(1.420)	(26.8%)	Reflects timing of payments for insurance premiums.			

MTA METRO-NORTH RAILROAD  
 FEBRUARY FINANCIAL PLAN - 2020 BUDGET  
 CASH RECEIPTS AND EXPENDITURES  
 EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS  
 (\$ in millions)

Generic Receipt or Expense Category	\$ Detail				\$ Detail			
	June Month vs Budget				Year-to-Date as of June 30, 2020 vs. Adopted Budget			
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
\$	%	\$		%				
CLAIMS	0.027	28.7%	Primarily reflects lower payments for passenger injury settlements.	1.211	76.2%	Primarily reflects lower payments for passenger injury settlements.		
MAINTENANCE & OTHER OPERATING CONTRACTS	10.138	42.7%	Primarily reflects the timing of payments for MTA Police Services, Capital Projects (Signal Replacement - Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services), Expand Real-Time Train Status and Exhaust Duct - State of Good Repair) partially offset by timing of BL-20 locomotive overhauls and COVID-19 extraordinary cleaning and disinfection efforts .	34.625	34.6%	Primarily reflects timing of Capital Projects (Signal Replacement - Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services), Upper Harlem Pole Replacement, Vehicle Replacement Program, and GCT Escalator Replacement) and the timing of payments for MTA Police Services partially offset by COVID-19 extraordinary cleaning and disinfection efforts.		
PROFESSIONAL SERVICE CONTRACTS	0.909	14.6%	Primarily reflects lower than anticipated consulting and other professional services.	12.555	39.0%	Primarily reflects the timing of engineering services for Capital Projects (Installation of Wayside Energy Storage, GCT Station Master's Office Design and Reconfiguration, Oil Circuit Breaker Replacement, Connecticut Positive Train Control and Sasco Creek Traction Power Supply Station) as well as lower than anticipated consulting and other engineering services.		
MATERIALS & SUPPLIES	(7.179)	(42.3%)	Primarily reflects the timing of materials placed into inventory as well as increased spending on personal protective equipment and cleaning and disinfection supplies due to COVID-19.	(13.643)	(15.5%)	Primarily reflects the timing of materials placed into inventory as well as increased spending on personal protective equipment and cleaning and disinfection supplies due to COVID-19.		
OTHER BUSINESS EXPENSES	2.561	61.3%	Primarily reflects timing of payments for New Jersey Transit Subsidy and lower miscellaneous expenses.	7.560	31.9%	Primarily reflects timing of payments for New Jersey Transit Subsidy and lower miscellaneous expenses.		
MTA SUBSIDY RECEIPTS	(18.998)	(58.3%)	Primarily reflects higher CDOT subsidy and available cash balance partially offset by higher cash deficit.	47.295	20.0%	Primarily reflects available cash balance partially offset by lower cash deficit and higher CDOT subsidy.		
CDOT SUBSIDY RECEIPTS	18.771	*	Reflects the timing of receipt of the payments for Admin Assets for Q4 2019 and Q1 & Q2 of 2020 combined with higher CDOT share of estimated deficit than budgeted.	13.183	18.9%	Reflects the timing of receipt of the payment for Admin Assets for Q3 and Q4 of 2019 combined with higher CDOT share of estimated deficit than budgeted partially offset by timing of the receipt of the monthly subsidy invoice.		

\* Variance exceeds 100%

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	JUNE 2020				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$1.455)	\$0.296	\$1.751	*	(\$8.054)	(\$1.759)	\$6.296	78.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.081	(2.191)	(5.272)	*	13.707	10.150	(3.557)	(26.0)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	(0.195)	(2.805)	(2.610)	*	(3.641)	4.500	8.141	*
CDOT	0.000	(10.268)	(10.268)	-	0.000	(14.995)	(14.995)	-
Other	0.000	(2.656)	(2.656)	-	0.000	(8.621)	(8.621)	-
Total Capital and Other Reimbursements	(0.195)	(15.728)	(15.533)	*	(3.641)	(19.115)	(15.475)	*
<b>Total Revenue/Receipts</b>	<b>\$1.431</b>	<b>(\$17.622)</b>	<b>(\$19.054)</b>	<b>*</b>	<b>\$2.012</b>	<b>(\$10.725)</b>	<b>(\$12.737)</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$4.988	\$3.906	(\$1.081)	(21.7)	(\$6.548)	(\$3.356)	\$3.192	48.7
Overtime	0.837	1.180	0.343	41.0	(2.942)	(2.071)	0.871	29.6
Health and Welfare	(0.988)	6.437	7.425	*	(5.895)	1.093	6.989	*
OPEB Current Payment	0.000	2.549	0.000	-	0.000	2.588	2.588	-
Pensions	(0.004)	(1.694)	(1.690)	*	(1.211)	2.497	3.707	*
Other Fringe Benefits	1.441	9.657	8.216	*	0.078	10.769	10.691	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.224)	(0.202)	0.021	9.6	(1.547)	(1.604)	(0.057)	(3.7)
<b>Total Labor</b>	<b>\$6.049</b>	<b>\$21.832</b>	<b>\$15.783</b>	<b>*</b>	<b>(\$18.065)</b>	<b>\$9.916</b>	<b>\$27.982</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.157)	(\$0.900)	(\$0.743)	*	(\$0.935)	(\$5.858)	(\$4.923)	*
Fuel	0.042	0.009	(0.032)	(77.2)	0.250	(1.100)	(1.350)	*
Insurance	1.112	(5.044)	(6.156)	*	5.758	2.673	(3.085)	(53.6)
Claims	0.000	(0.066)	(0.066)	-	(1.020)	(0.385)	0.634	62.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(10.681)	(1.788)	8.893	83.3	(21.397)	(2.395)	19.001	88.8
Professional Service Contracts	(0.041)	7.104	7.144	*	3.247	24.622	21.375	*
Materials & Supplies	(3.479)	(3.985)	(0.507)	(14.6)	(6.167)	(33.657)	(27.490)	*
Other Business Expenses	(1.336)	0.183	1.519	*	(8.678)	(4.426)	4.253	49.0
<b>Total Non-Labor</b>	<b>(\$14.539)</b>	<b>(\$4.487)</b>	<b>\$10.052</b>	<b>69.1</b>	<b>(\$28.942)</b>	<b>(\$20.526)</b>	<b>\$8.416</b>	<b>29.1</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Non-Cash Liability Adjs.</b>	<b>(\$8.490)</b>	<b>\$17.346</b>	<b>\$25.836</b>	<b>*</b>	<b>(\$47.008)</b>	<b>(\$10.610)</b>	<b>\$36.398</b>	<b>77.4</b>
Depreciation	20.542	20.630	0.088	0.4	123.253	123.814	0.561	0.5
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.875	(2.166)	(3.041)	*	1.750	(3.066)	(4.816)	*
Environmental Remediation	0.333	0.000	(0.333)	(100.0)	2.000	0.412	(1.588)	79.4
GASB75 Adjustment	9.925	0.282	(9.643)	(97.2)	19.850	(0.995)	(20.845)	*
<b>Total Expenditures Adjustments</b>	<b>\$23.186</b>	<b>\$36.092</b>	<b>\$12.906</b>	<b>55.7</b>	<b>\$99.846</b>	<b>\$109.555</b>	<b>\$9.709</b>	<b>9.7</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$24.617</b>	<b>\$18.470</b>	<b>(\$6.147)</b>	<b>(25.0)</b>	<b>\$101.858</b>	<b>\$98.830</b>	<b>(\$3.027)</b>	<b>(3.0)</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
RIDERSHIP/UTILIZATION  
JUNE 2020  
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)			YTD			VARIANCE Fav/(Unfav)				
	ADOPTED BUDGET	2020	2019 <sup>(A)</sup>	ADOPTED BUDGET	2019		ADOPTED BUDGET	2020	2019 <sup>(A)</sup>	ADOPTED BUDGET	2019			
	<b>FAREBOX REVENUE</b>													
<i>Harlem Line - Commutation</i>	9.965	0.538	9.856	(9.427)	-94.6%	(9.319)	-94.5%	57.261	29.641	56.636	(27.620)	-48.2%	(26.996)	-47.7%
<i>Harlem Line - Non-Commutation</i>	9.508	1.308	9.231	(8.199)	-86.2%	(7.923)	-85.8%	49.738	20.924	48.653	(28.814)	-57.9%	(27.729)	-57.0%
<b>TOTAL HARLEM LINE</b>	<b>\$19.473</b>	<b>\$1.846</b>	<b>\$19.088</b>	<b>(\$17.627)</b>	<b>-90.5%</b>	<b>(\$17.242)</b>	<b>-90.3%</b>	<b>\$106.999</b>	<b>\$50.565</b>	<b>\$105.289</b>	<b>(\$56.434)</b>	<b>-52.7%</b>	<b>(\$54.724)</b>	<b>-52.0%</b>
<i>Hudson Line - Commutation</i>	6.511	0.395	6.437	(6.116)	-93.9%	(6.043)	-93.9%	38.307	19.825	37.875	(18.482)	-48.2%	(18.050)	-47.7%
<i>Hudson Line - Non-Commutation</i>	8.431	1.356	8.200	(7.075)	-83.9%	(6.844)	-83.5%	43.147	18.044	41.964	(25.103)	-58.2%	(23.920)	-57.0%
<b>TOTAL HUDSON LINE</b>	<b>\$14.942</b>	<b>\$1.751</b>	<b>\$14.638</b>	<b>(\$13.191)</b>	<b>-88.3%</b>	<b>(\$12.886)</b>	<b>-88.0%</b>	<b>\$81.454</b>	<b>\$37.868</b>	<b>\$79.839</b>	<b>(\$43.585)</b>	<b>-53.5%</b>	<b>(\$41.971)</b>	<b>-52.6%</b>
<i>New Haven Line - Commutation</i>	13.729	0.562	13.635	(13.167)	-95.9%	(13.073)	-95.9%	80.234	40.102	79.685	(40.133)	-50.0%	(39.584)	-49.7%
<i>New Haven Line - Non-Commutation</i>	19.408	2.114	18.029	(17.295)	-89.1%	(15.915)	-88.3%	96.538	38.238	94.394	(58.300)	-60.4%	(56.156)	-59.5%
<b>TOTAL NEW HAVEN LINE</b>	<b>\$33.137</b>	<b>\$2.676</b>	<b>\$31.664</b>	<b>(\$30.462)</b>	<b>-91.9%</b>	<b>(\$28.988)</b>	<b>-91.5%</b>	<b>\$176.772</b>	<b>\$78.340</b>	<b>\$174.080</b>	<b>(\$98.433)</b>	<b>-55.7%</b>	<b>(\$95.740)</b>	<b>-55.0%</b>
<b>All Lines - Commutation</b>	<b>30.205</b>	<b>1.494</b>	<b>29.929</b>	<b>(28.710)</b>	<b>-95.1%</b>	<b>(28.434)</b>	<b>-95.0%</b>	<b>175.802</b>	<b>89.567</b>	<b>174.197</b>	<b>(86.235)</b>	<b>-49.1%</b>	<b>(84.630)</b>	<b>-48.6%</b>
<b>All Lines - Non-Commutation</b>	<b>37.348</b>	<b>4.779</b>	<b>35.460</b>	<b>(32.569)</b>	<b>-87.2%</b>	<b>(30.681)</b>	<b>-86.5%</b>	<b>189.423</b>	<b>77.206</b>	<b>185.011</b>	<b>(112.217)</b>	<b>-59.2%</b>	<b>(107.805)</b>	<b>-58.3%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$67.552</b>	<b>\$6.273</b>	<b>\$65.389</b>	<b>(\$61.279)</b>	<b>-90.7%</b>	<b>(\$59.116)</b>	<b>-90.4%</b>	<b>\$365.225</b>	<b>\$166.773</b>	<b>\$359.208</b>	<b>(\$198.452)</b>	<b>-54.3%</b>	<b>(\$192.435)</b>	<b>-53.6%</b>
West of Hudson <sup>(B)</sup>	<u>\$1.312</u>	<u>\$0.533</u>	<u>\$1.121</u>	<u>(\$0.779)</u>	<u>-59.3%</u>	<u>(\$0.588)</u>	<u>-52.4%</u>	<u>\$7.289</u>	<u>\$3.601</u>	<u>\$6.940</u>	<u>(\$3.688)</u>	<u>-50.6%</u>	<u>(\$3.339)</u>	<u>-48.1%</u>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$68.865</b>	<b>\$6.807</b>	<b>\$66.510</b>	<b>(\$62.058)</b>	<b>-90.1%</b>	<b>(\$59.703)</b>	<b>-89.8%</b>	<b>\$372.514</b>	<b>\$170.374</b>	<b>\$366.148</b>	<b>(\$202.140)</b>	<b>-54.3%</b>	<b>(\$195.774)</b>	<b>-53.5%</b>
<b>RIDERSHIP</b>														
<i>Harlem Line - Commutation</i>	1.463	0.095	1.463	(1.368)	-93.5%	(1.368)	-93.5%	8.357	3.445	8.359	(4.912)	-58.8%	(4.914)	-58.8%
<i>Harlem Line - Non-Commutation</i>	0.970	0.179	0.954	(0.791)	-81.6%	(0.775)	-81.3%	5.303	2.326	5.254	(2.977)	-56.1%	(2.928)	-55.7%
<b>TOTAL HARLEM LINE</b>	<b>2.433</b>	<b>0.274</b>	<b>2.417</b>	<b>(2.159)</b>	<b>-88.7%</b>	<b>(2.143)</b>	<b>-88.7%</b>	<b>13.660</b>	<b>5.771</b>	<b>13.613</b>	<b>(7.888)</b>	<b>-57.7%</b>	<b>(7.841)</b>	<b>-57.6%</b>
<i>Hudson Line - Commutation</i>	0.827	0.055	0.828	(0.773)	-93.4%	(0.773)	-93.4%	4.799	1.967	4.800	(2.832)	-59.0%	(2.833)	-59.0%
<i>Hudson Line - Non-Commutation</i>	0.725	0.134	0.713	(0.591)	-81.5%	(0.579)	-81.1%	3.763	1.583	3.701	(2.179)	-57.9%	(2.118)	-57.2%
<b>TOTAL HUDSON LINE</b>	<b>1.553</b>	<b>0.189</b>	<b>1.541</b>	<b>(1.363)</b>	<b>-87.8%</b>	<b>(1.352)</b>	<b>-87.7%</b>	<b>8.562</b>	<b>3.550</b>	<b>8.501</b>	<b>(5.012)</b>	<b>-58.5%</b>	<b>(4.951)</b>	<b>-58.2%</b>
<i>New Haven Line - Commutation</i>	1.941	0.095	1.945	(1.845)	-95.1%	(1.850)	-95.1%	11.064	4.427	11.091	(6.637)	-60.0%	(6.664)	-60.1%
<i>New Haven Line - Non-Commutation</i>	1.778	0.268	1.669	(1.510)	-84.9%	(1.401)	-83.9%	8.921	3.727	8.803	(5.194)	-58.2%	(5.075)	-57.7%
<b>TOTAL NEW HAVEN LINE</b>	<b>3.718</b>	<b>0.363</b>	<b>3.614</b>	<b>(3.355)</b>	<b>-90.2%</b>	<b>(3.251)</b>	<b>-89.9%</b>	<b>19.985</b>	<b>8.154</b>	<b>19.894</b>	<b>(11.831)</b>	<b>-59.2%</b>	<b>(11.740)</b>	<b>-59.0%</b>
<b>Total Ridership East of Hudson</b>														
<b>All Lines - Commutation</b>	<b>4.231</b>	<b>0.245</b>	<b>4.236</b>	<b>(3.986)</b>	<b>-94.2%</b>	<b>(3.991)</b>	<b>-94.2%</b>	<b>24.220</b>	<b>9.839</b>	<b>24.250</b>	<b>(14.381)</b>	<b>-59.4%</b>	<b>(14.411)</b>	<b>-59.4%</b>
<b>All Lines - Non-Commutation</b>	<b>3.473</b>	<b>0.581</b>	<b>3.336</b>	<b>(2.892)</b>	<b>-83.3%</b>	<b>(2.754)</b>	<b>-82.6%</b>	<b>17.986</b>	<b>7.637</b>	<b>17.757</b>	<b>(10.350)</b>	<b>-57.5%</b>	<b>(10.120)</b>	<b>-57.0%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>7.704</b>	<b>0.826</b>	<b>7.572</b>	<b>(6.878)</b>	<b>-89.3%</b>	<b>(6.745)</b>	<b>-89.1%</b>	<b>42.207</b>	<b>17.476</b>	<b>42.007</b>	<b>(24.731)</b>	<b>-58.6%</b>	<b>(24.531)</b>	<b>-58.4%</b>
West of Hudson <sup>(B)</sup>	<u>0.149</u>	<u>0.098</u>	<u>0.152</u>	<u>(0.050)</u>	<u>-33.8%</u>	<u>(0.054)</u>	<u>-35.4%</u>	<u>0.823</u>	<u>0.390</u>	<u>0.807</u>	<u>(0.433)</u>	<u>-52.6%</u>	<u>(0.417)</u>	<u>-51.7%</u>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>7.853</b>	<b>0.925</b>	<b>7.724</b>	<b>(6.928)</b>	<b>-88.2%</b>	<b>(6.799)</b>	<b>-88.0%</b>	<b>43.030</b>	<b>17.866</b>	<b>42.814</b>	<b>(25.164)</b>	<b>-58.5%</b>	<b>(24.948)</b>	<b>-58.3%</b>

<sup>(A)</sup> 2019 Ridership figures have been restated to simulate the 2020 calendar.

<sup>(B)</sup> West of Hudson current year actuals are preliminary and prior year actuals are stated as received from New Jersey Transit.

**MTA METRO-NORTH RAILROAD**  
**2020 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**June 30, 2020**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	3	3	-	
Labor Relations	13	10	3	
Safety	59	51	8	A
Security	22	18	4	
Office of the Executive VP	7	7	0	
Corporate & Public Affairs	15	15	-	
Customer Service	54	49	5	
Legal	11	10	1	
Claims	7	6	1	
Human Resources	37	35	2	
Training	85	78	7	A,B
Employee Relations & Diversity	5	4	1	
VP Planning	2	2	-	
Operations Planning & Analysis	21	19	2	
Capital Planning & Programming	11	10	1	
Long Range Planning	6	5	1	
VP Finance & Info Systems	-	-	-	
Controller	75	67	8	B
Budget	18	16	2	
Procurement & Material Mgmt	21	21	0	
<b>Total Administration</b>	<b>472</b>	<b>426</b>	<b>46</b>	
<b>Operations</b>				
Operations Support	77	71	6	C, D
Rolling Stock & EAM	-	9	(9)	C
Transportation	1,723	1,659	64	B
Customer Service	381	372	9	
Metro-North West	32	29	3	
<b>Total Operations</b>	<b>2,213</b>	<b>2,140</b>	<b>73</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,676	1,576	100	B
Maintenance of Way	2,181	2,093	88	B
Procurement & Material Mgmt	116	113	3	
<b>Total Maintenance</b>	<b>3,973</b>	<b>3,782</b>	<b>191</b>	
<b>Engineering/Capital</b>				
Construction Management	37	28	9	A, B
Engineering & Design	90	72	18	A, B, D
<b>Total Engineering/Capital</b>	<b>127</b>	<b>100</b>	<b>27</b>	
<b>Total Positions</b>	<b>6,785</b>	<b>6,448</b>	<b>337</b>	
<b>Non-Reimbursable</b>	<b>5,941</b>	<b>5,776</b>	<b>166</b>	
<b>Reimbursable</b>	<b>844</b>	<b>672</b>	<b>172</b>	
<b>Total Full-Time</b>	<b>6,784</b>	<b>6,447</b>	<b>337</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

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

**MTA METRO-NORTH RAILROAD**  
**2020 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**June 30, 2020**

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	152	148	4
Professional, Technical, Clerical	320	278	42
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>472</b>	<b>426</b>	<b>46</b>
<b>Operations</b>			
Managers/Supervisors	273	248	25
Professional, Technical, Clerical	222	264	(42)
Operational Hourlies	1,718	1,629	89
<b>Total Operations</b>	<b>2,213</b>	<b>2,140</b>	<b>73</b>
<b>Maintenance</b>			
Managers/Supervisors	664	628	36
Professional, Technical, Clerical	474	453	21
Operational Hourlies	2,835	2,700	135
<b>Total Maintenance</b>	<b>3,973</b>	<b>3,782</b>	<b>191</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	47	33	14
Professional, Technical, Clerical	80	67	13
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>127</b>	<b>100</b>	<b>27</b>
<b>Total Positions</b>			
Managers/Supervisors	1,136	1,057	79
Professional, Technical, Clerical	1,096	1,062	34
Operational Hourlies	4,553	4,329	224
<b>Total Positions</b>	<b>6,785</b>	<b>6,448</b>	<b>337</b>

**MTA METRO-NORTH RAILROAD  
2020 ADOPTED BUDGET VS. ACTUALS  
June 30, 2020**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	472	426	46	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Operations	2,213	2,140	73	Primarily reflects delayed hiring of vacant positions
Maintenance	3,973	3,782	191	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	127	100	27	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
<b>Total Agency-wide Headcount</b>	<b>6,785</b>	<b>6,448</b>	<b>337</b>	
Non-Reimbursable	5,941	5,776	166	
Reimbursable	844	672	172	

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>  
JUNE 2020**

	MONTH			VARIANCE	
	Fav/(Unfav)				
	BUD	2020	2019	BUD	2019
Farebox Operating Ratio					
Standard <sup>(B)</sup>	59.3%	6.0%	63.0%	-53.3%	-57.1%
Adjusted <sup>(C)</sup>	66.7%	8.4%	70.6%	-58.3%	-62.2%
Cost per Passenger					
Standard <sup>(B)</sup>	\$14.80	\$123.12	\$14.31	(\$108.32)	(\$108.80)
Adjusted <sup>(C)</sup>	\$14.48	\$123.86	\$13.94	(\$109.38)	(\$109.92)
Passenger Revenue/Passenger	\$8.77	\$7.36	\$9.02	(\$1.41)	(\$1.67)
	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)				
	BUD	2020	2019	BUD	2019
Farebox Operating Ratio					
Standard <sup>(B)</sup>	54.5%	27.2%	56.3%	-27.3%	-29.2%
Adjusted <sup>(C)</sup>	61.9%	33.4%	63.5%	-28.5%	-30.0%
Cost per Passenger					
Standard <sup>(B)</sup>	\$15.90	\$35.11	\$15.27	(\$19.22)	(\$19.84)
Adjusted <sup>(C)</sup>	\$15.55	\$34.34	\$14.85	(\$18.80)	(\$19.49)
Passenger Revenue/Passenger	\$8.66	\$9.54	\$8.60	\$0.88	\$0.93

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

(B) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, OPEB Expense (GASB 75), Pension Expense (GASB 68) and Environmental Remediation (GASB-49) as well as the NHL share of MTA Police, Business Service Center and IT costs.

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

# Ridership Report

**Michael Shiffer**

Vice President, Planning



The dismantling of Croton Harmon Shop.

*Photo courtesy of Linda Morris*



# Metro-North Railroad

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## July 2020 Highlights: Ridership Report

(Note: June West of Hudson ridership is preliminary)

### June 2020 vs. 2019

- Large decreases in June ridership continues to be attributed to the Covid-19 epidemic.
  - East of Hudson ridership decreased 89.1% vs. June 2019 and 89.3% vs. Budget
  - East of Hudson Commutation ridership decreased 94.2%
  - East of Hudson Non-Commutation ridership decreased 82.6%
- East of Hudson ridership by line:
  - Hudson Line ridership decreased 87.7%
  - Harlem Line ridership decreased 88.7%
  - New Haven Line ridership decreased 89.9%

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

**Michael Shiffer**  
Vice President  
Planning

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

**RIDERSHIP SUMMARY**

**June Ridership and Revenue (millions)**

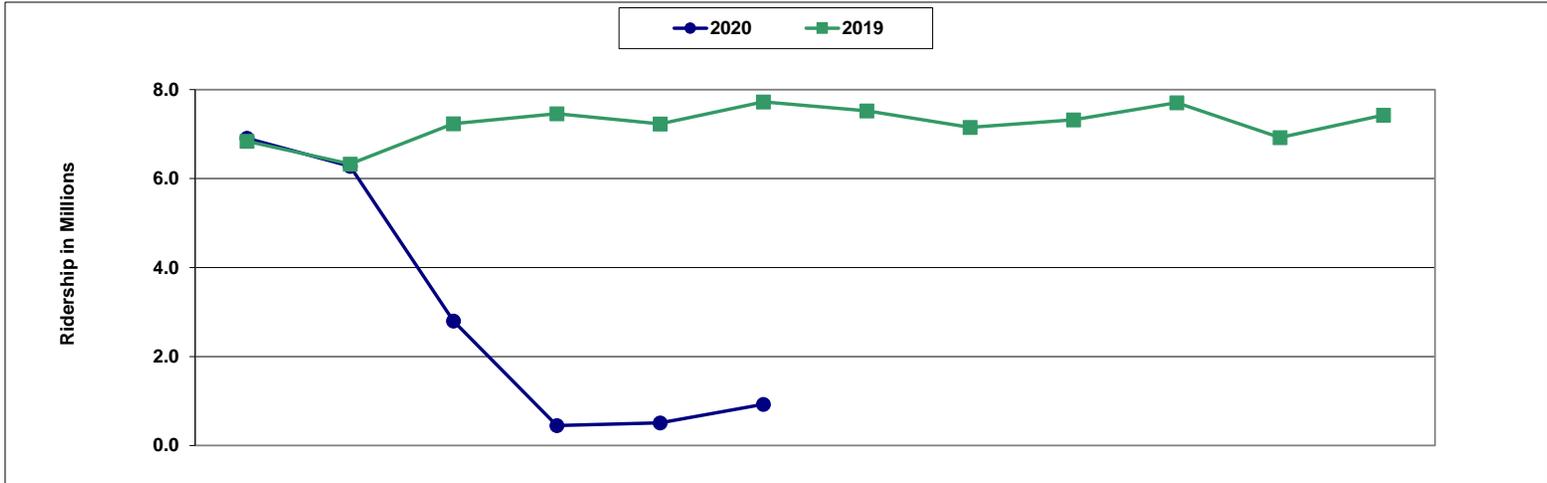
	June 2020	% Change vs. 2019
Total Rail Ridership	0.925	-88.0% ▼
Commutation Ridership	0.321	-92.6% ▼
Non-Commutation Ridership	0.604	-82.3% ▼
Connecting Service Ridership	0.002	-96.2% ▼
Total MNR System Ridership	0.927	-88.1% ▼
Rail Revenue	\$6.807	-89.8% ▼

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

	YTD 2020	% Change vs. 2019	Comparison to Budget
Total Rail Ridership	17.866	-58.3% ▼	-58.5% ▼
Commutation Ridership	10.076	-59.2% ▼	-59.2% ▼
Non-Commutation Ridership	7.790	-57.0% ▼	-57.6% ▼
Connecting Service Ridership	0.122	-60.0% ▼	-60.7% ▼
Total MNR System Ridership	17.988	-58.3% ▼	-58.5% ▼
Rail Revenue	\$170.4	-53.5% ▼	-54.3% ▼

**JUNE RAIL RIDERSHIP (1)**

• June's Total Rail Ridership was 88.0% below 2019 and 88.2% below budget.

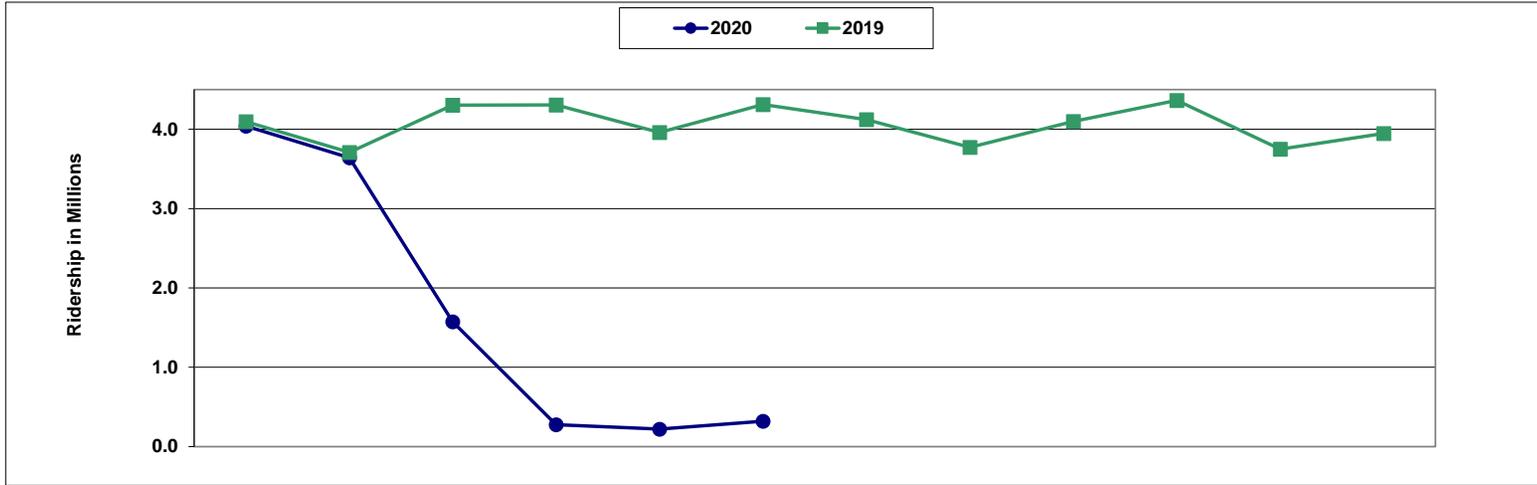


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	6.9	6.3	2.8	0.4	0.5	0.9							17.9
<b>2019</b>	6.8	6.3	7.2	7.5	7.2	7.7	7.5	7.2	7.3	7.7	6.9	7.4	42.8
<b>PCT CHG.</b>	1.0%	-0.8%	-61.3%	-94.0%	-92.9%	-88.0%							-58.3%

1) Includes East and West of Hudson.

**JUNE RAIL COMMUTATION RIDERSHIP (1)**

• June's Rail Commutation Ridership was 92.6% below 2019 and budget.

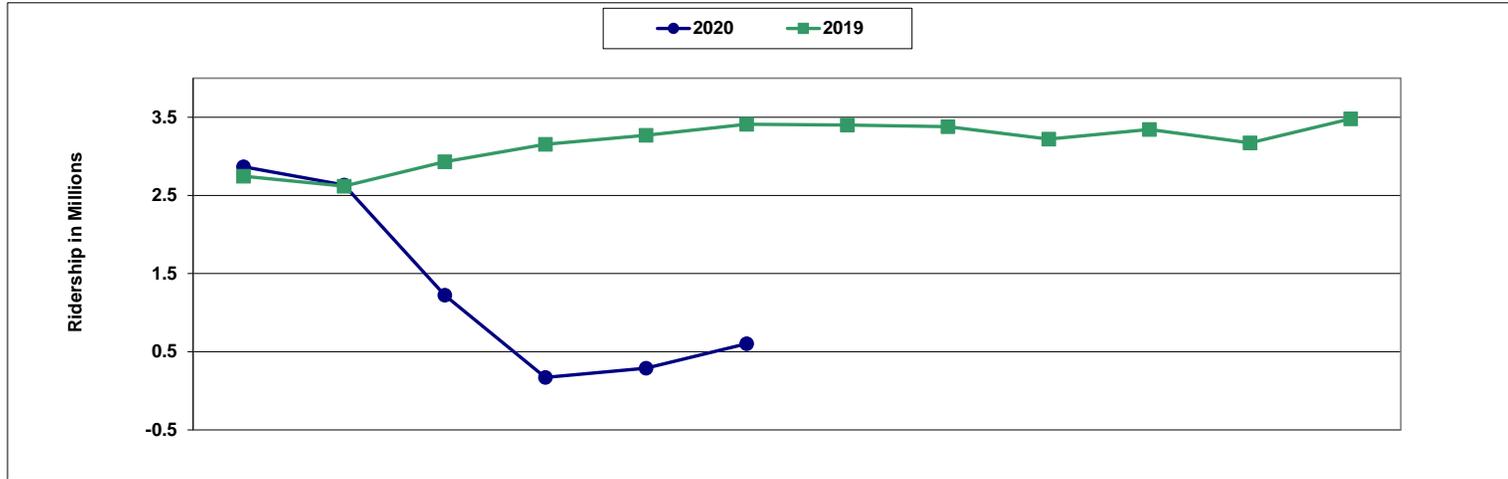


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	4.0	3.6	1.6	0.3	0.2	0.3							10.1
<b>2019</b>	4.1	3.7	4.3	4.3	4.0	4.3	4.1	3.8	4.1	4.4	3.8	3.9	24.7
<b>PCT CHG.</b>	-1.4%	-1.8%	-63.4%	-93.6%	-94.4%	-92.6%							-59.2%

1) Includes East and West of Hudson.

**JUNE RAIL NON-COMMUTATION RIDERSHIP (1)**

• June's Rail Non-Commutation Ridership was 82.3% below 2019 and 82.9% below budget.

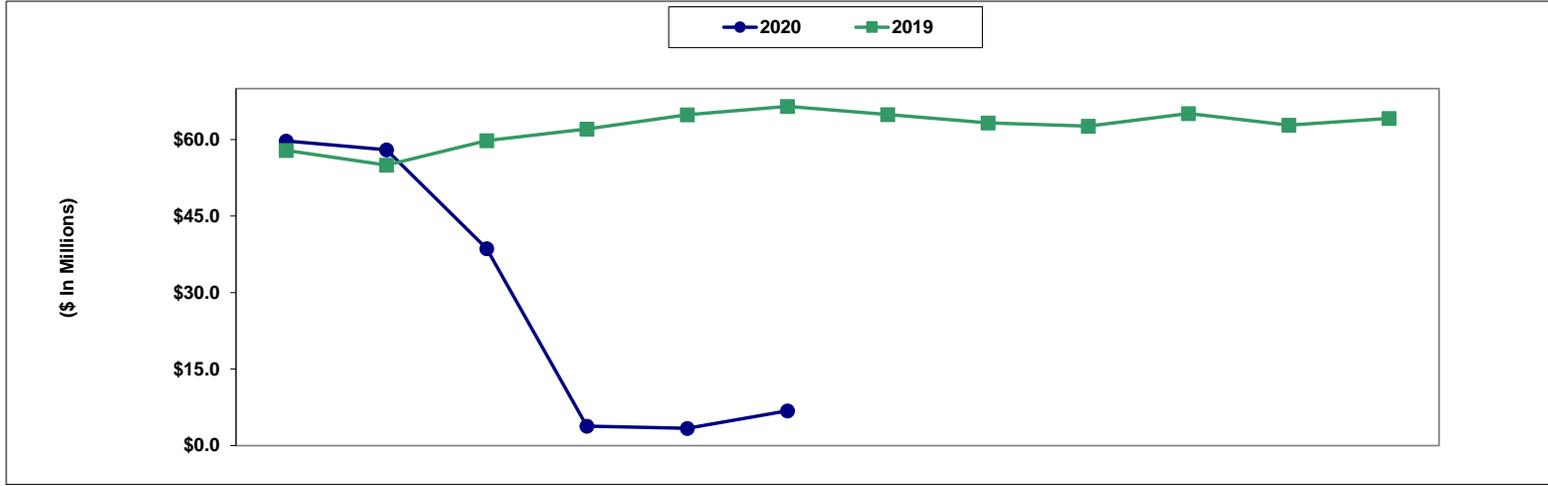


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	2.9	2.6	1.2	0.2	0.3	0.6							7.8
<b>2019</b>	2.7	2.6	2.9	3.2	3.3	3.4	3.4	3.4	3.2	3.3	3.2	3.5	18.1
<b>PCT CHG.</b>	4.4%	0.5%	-58.2%	-94.6%	-91.1%	-82.3%							-57.0%

1) Includes East and West of Hudson.

JUNE RAIL REVENUE (1)

• June's Total Rail Revenue was 89.8% below 2019 and 90.1% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8							\$170.4
2019	\$57.9	\$55.0	\$59.8	\$62.1	\$64.9	\$66.5	\$64.9	\$63.3	\$62.6	\$65.1	\$62.8	\$64.1	\$366.1
PCT CHG.	3.2%	5.4%	-35.4%	-93.8%	-94.8%	-89.8%							-53.5%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
JUNE 2020

TICKET TYPE/SERVICE	JUNE	JUNE	VARIANCE VS.		JUNE	CHANGE FROM 2019	
	2020	2020	BUDGET		2019		
	ACTUAL	BUDGET	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	245,185	4,230,933	(3,985,748)	-94.2%	4,236,168	(3,990,983)	-94.2%
West of Hudson	75,655	79,570	(3,915)	-4.9%	76,650	(995)	-1.3%
<b>Total Rail Commutation Ridership</b>	<b>320,840</b>	<b>4,310,503</b>	<b>(3,989,663)</b>	<b>-92.6%</b>	<b>4,312,818</b>	<b>(3,991,978)</b>	<b>-92.6%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	581,298	3,473,107	(2,891,809)	-83.3%	3,335,670	(2,754,372)	-82.6%
West of Hudson	22,695	69,071	(46,376)	-67.1%	75,545	(52,850)	-70.0%
<b>Total Rail Non-Commutation Ridership</b>	<b>603,993</b>	<b>3,542,178</b>	<b>(2,938,185)</b>	<b>-82.9%</b>	<b>3,411,215</b>	<b>(2,807,222)</b>	<b>-82.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	826,483	7,704,040	(6,877,557)	-89.3%	7,571,838	(6,745,355)	-89.1%
West of Hudson (2)	98,350	148,641	(50,291)	-33.8%	152,195	(53,845)	-35.4%
<b>TOTAL RAIL RIDERSHIP</b>	<b>924,833</b>	<b>7,852,681</b>	<b>(6,927,848)</b>	<b>-88.2%</b>	<b>7,724,033</b>	<b>(6,799,200)</b>	<b>-88.0%</b>
<b>CONNECTING SERVICES RIDERSHIP (3)</b>	<b>2,095</b>	<b>55,616</b>	<b>(53,521)</b>	<b>-96.2%</b>	<b>54,616</b>	<b>(52,521)</b>	<b>-96.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>926,928</b>	<b>7,908,297</b>	<b>(6,981,369)</b>	<b>-88.3%</b>	<b>7,778,649</b>	<b>(6,851,721)</b>	<b>-88.1%</b>

Notes:

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

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

TICKET TYPE/SERVICE	2020 YTD ACTUAL	2020 YTD BUDGET	VARIANCE VS. BUDGET		2019 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2019	
			AMOUNT	PERCENT		AMOUNT	PERCENT
			<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	9,839,212	24,220,369	(14,381,157)	-59.4%	24,250,236	(14,411,024)	-59.4%
West of Hudson	236,290	453,877	(217,587)	-47.9%	436,081	(199,791)	-45.8%
<b>Total Rail Commutation Ridership</b>	<b>10,075,502</b>	<b>24,674,246</b>	<b>(14,598,744)</b>	<b>-59.2%</b>	<b>24,686,317</b>	<b>(14,610,815)</b>	<b>-59.2%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	7,636,670	17,986,475	(10,349,805)	-57.5%	17,757,000	(10,120,330)	-57.0%
West of Hudson	153,565	368,978	(215,413)	-58.4%	370,735	(217,170)	-58.6%
<b>Total Rail Non-Commutation Ridership</b>	<b>7,790,235</b>	<b>18,355,453</b>	<b>(10,565,218)</b>	<b>-57.6%</b>	<b>18,127,735</b>	<b>(10,337,500)</b>	<b>-57.0%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	17,475,882	42,206,844	(24,730,962)	-58.6%	42,007,236	(24,531,354)	-58.4%
West of Hudson	389,855	822,855	(433,000)	-52.6%	806,816	(416,961)	-51.7%
<b>TOTAL RAIL RIDERSHIP</b>	<b>17,865,737</b>	<b>43,029,699</b>	<b>(25,163,962)</b>	<b>-58.5%</b>	<b>42,814,052</b>	<b>(24,948,315)</b>	<b>-58.3%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>121,894</b>	<b>310,500</b>	<b>(188,606)</b>	<b>-60.7%</b>	<b>304,871</b>	<b>(182,977)</b>	<b>-60.0%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>17,987,631</b>	<b>43,340,199</b>	<b>(25,352,568)</b>	<b>-58.5%</b>	<b>43,118,923</b>	<b>(25,131,292)</b>	<b>-58.3%</b>

Notes:

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

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

LINE	JUNE 2020	JUNE 2019	CHANGE FROM 2019	
	ACTUAL	RESTATED (1)	AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	273,887	2,416,971	(2,143,084)	-88.7%
Hudson Line	189,227	1,540,932	(1,351,705)	-87.7%
New Haven Line	363,369	3,613,935	(3,250,566)	-89.9%
<b>Total East of Hudson</b>	<b>826,483</b>	<b>7,571,838</b>	<b>(6,745,355)</b>	<b>-89.1%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	58,454	87,991	(29,537)	-33.6%
Pascack Valley Line	39,896	64,204	(24,308)	-37.9%
<b>Total West of Hudson (2)</b>	<b>98,350</b>	<b>152,195</b>	<b>(53,845)</b>	<b>-35.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>924,833</b>	<b>7,724,033</b>	<b>(6,799,200)</b>	<b>-88.0%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	2,095	35,982	(33,887)	-94.2%
Haverstraw-Ossining Ferry	0	12,384	(12,384)	-100.0%
Newburgh-Beacon Ferry	0	6,250	(6,250)	-100.0%
<b>Total Connecting Services (3)</b>	<b>2,095</b>	<b>54,616</b>	<b>(52,521)</b>	<b>-96.2%</b>
<b>TOTAL MNR SYSTEM</b>	<b>926,928</b>	<b>7,778,649</b>	<b>(6,851,721)</b>	<b>-88.1%</b>

Notes:

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

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE  
2020 YEAR-TO-DATE

TICKET TYPE/SERVICE	2020	2019	CHANGE FROM 2019	
	YTD ACTUAL	YTD RESTATED (1)	AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	5,771,421	13,612,623	(7,841,202)	-57.6%
Hudson Line	3,550,008	8,500,547	(4,950,539)	-58.2%
New Haven Line	8,154,453	19,894,066	(11,739,613)	-59.0%
<b>Total East of Hudson</b>	<b>17,475,882</b>	<b>42,007,236</b>	<b>(24,531,354)</b>	<b>-58.4%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	227,339	464,149	(236,810)	-51.0%
Pascack Valley Line	162,516	342,667	(180,151)	-52.6%
<b>Total West of Hudson</b>	<b>389,855</b>	<b>806,816</b>	<b>(416,961)</b>	<b>-51.7%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>17,865,737</b>	<b>42,814,052</b>	<b>(24,948,315)</b>	<b>-58.3%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	86,319	211,002	(124,683)	-59.1%
Haverstraw-Ossining Ferry	24,046	65,315	(41,269)	-63.2%
Newburgh-Beacon Ferry	11,529	28,554	(17,025)	-59.6%
<b>Total Connecting Services</b>	<b>121,894</b>	<b>304,871</b>	<b>(182,977)</b>	<b>-60.0%</b>
<b>TOTAL MNR SYSTEM</b>	<b>17,987,631</b>	<b>43,118,923</b>	<b>(25,131,292)</b>	<b>-58.3%</b>

Notes:

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



# Metro-North Railroad

## June 2020 Highlights: Capital Program Status Report



### **Customer Service Initiative**

Tarrytown Station – Help point installation in north overpass

**John Kennard**  
Vice President  
Capital Programs



# Metro-North Railroad

## June 2020 Highlights: Capital Program Status Report

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

In the month of June, Metro-North awarded project tasks totaling \$773 thousand including the change order to the Harlem River Lift Bridge Security Fencing project. Metro-North had no scheduled substantial completions for the month of June. Metro-North had closeouts totaling 15 million including the Design-Build 14<sup>th</sup> Ave Bridge project in Mount Vernon, NY.

Metro-North’s performance against its 2020 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*	\$19	\$3.5	\$0	0%
Construction Awards*	\$286	\$51.4	\$0	0%
Substantial Completions	\$313.4	\$16.5	\$0	0%
Closeouts*	\$61.5	\$5.3	\$15	283%

\*Does not include support costs

**John Kennard**  
Vice President  
Capital Programs

**CAPITAL PROGRAM  
HIGHLIGHTS  
June 2020**

**CONTRACT AWARDS:**

No design or construction awards in June 2020.

**PROJECT COMPLETIONS:**

No project completions scheduled or actual in June 2020.

## **MAJOR ON-GOING PROJECT STATUS:**

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

- Completed replacement of 96 new gate boards at GCT, including installation and testing, out of a total of 96 gate boards. PA/VIS system is operating and providing information to all Big Boards, new gate boards, new employee monitors and several arrival/departure displays recently installed on the main and dining concourses. System monitoring and back-up head end system testing and integration is ongoing.
- Continued with: construction of the Customer Service Equipment Room 7C and the GCT cable plant; installation of speakers, amplifiers and other PA/VIS equipment is ongoing at various locations in GCT; testing and commissioning of fire suppression system at Track 117 and North End PA rooms; sheet metal enclosures have been replaced in the 45<sup>th</sup> Street, 47<sup>th</sup> Street passages and the east & west spines. Coordination of work between CSI and East Side Access is ongoing in the 47<sup>th</sup> Street Passageway at the 48<sup>th</sup> Street and Park Ave entry.

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

The CSI project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at nineteen (19) Metro-North stations and facilities throughout New York. This project also includes upgrades to elevator monitoring providing network connectivity for new and existing equipment and real-time data improvements.

The Design-Builder has completed 100% design drawings for four out of five groups of stations that include: first group (Mt. Vernon East, Larchmont, Pelham, Riverdale and North White Plains IT room); second group (Harlem-125<sup>th</sup> Street, Rye, Harrison and New Rochelle); third group (Mamaroneck, Port Chester, Melrose and Tremont); fourth group (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown) and group 5A (Poughkeepsie). Design development continues for group 5B of stations (Harriman and Nanuet).

Site work is substantially complete at the Riverdale, Pelham, Larchmont, Wakefield and Mount Vernon East stations. Site work continues at Harlem-125<sup>th</sup> Street, Tremont, Tarrytown, New Rochelle, Melrose, Rye, Port Chester, Spuyten-Duyvil, Mamaroneck, Harrison, Ossining and Morris Heights Stations. Completed mobilization to Poughkeepsie Station. Electrical, HVAC and communication upgrades are on-going at North White Plains Room 217.

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

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

The purpose of this project is to develop and improve station aesthetics, introduce new technology, and develop sustainability initiatives.

A key focus will be to transform and elevate the customer experience at the White Plains Station, Metro-North's third busiest station. White Plains Station improvements will include: a renovated and expanded waiting room, new bathrooms, upgraded HVAC, Wi-Fi, charging stations, benches, a new heated side platform, new island platform canopy, and entrance enhancements at Main St., Hamilton Ave., Mott St. Tunnel and the main entrance.

- Port Chester, Riverdale, Harlem-125<sup>th</sup> Street and Crestwood stations are complete.
- White Plains Station – Completed excavation and shoring for the foundation at the side platform; removal of existing conduits and fixtures and repairing platform at the center island. Continued demotion at multiple work zones at the side platform; continued installation of new conduit and fixtures throughout the station. Began installation of tactile warning strips on the center island platform and installation of ceiling grid in the lobby of the station. All station improvements are scheduled for completion in December 2020.

### **EM050206/EM040205 Power, C&S Infrastructure Restoration – Sandy**

The purpose of this project is to replace and restore to a state of good repair through a design-build contract the power and communication and signal (C&S) equipment and infrastructure that were destroyed, damaged and/or compromised by Super Storm Sandy on over 30 miles of railroad along the Hudson Line from CP 5 (Bronx) to CP 35 (Croton-Harmon).

- CP19 to CP35 (Phase 1) - Achieved substantial completion in May 2019.
- CP5 to CP19 (Phase 2) - Continued installation of signal power pull boxes; brackets and conduits tie-in at the pull boxes. Continue installation of racks for C&S innerducts at the rock cut; track crossing conduits/laterals; jumper work; negative feeders; placing concrete pedestals at substation. Perform test pit excavations; substation concrete work; site survey and mobilization of material/equipment.

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

### **EM050208 Power Infrastructure Restoration – Substations – Sandy**

- Tarrytown – Substation energization and short circuit testing are pending the completion of energization and system cut-over of Riverdale Substation. This substation is scheduled for completion in November 2020.
- Croton-Harmon – Substation energization and short circuit testing are pending Metro-North installation and connection of the 15kV feeder cables to the new substation as well as the completion of energization and system cut-over of Riverdale Substation. This substation is scheduled for completion in September 2020.
- Riverdale – Continued the preparation and submittal of the procedure for the corrective action of the interface connection from the transformer bus to the rectifier. The 3<sup>rd</sup> rail connection and energization of all negative/positive cables and impedance bonds for the adjacent tracks and short circuits testing are upcoming. This substation is scheduled for completion in July 2020.

- The Brewster Substation (under Project M6050103) – SCADA testing, and the cut-over process, commissioning/testing and energization of substation PCR are pending the completion of energization and system cut-over of Riverdale Substation and anticipated in the upcoming months. This substation is scheduled for completion in November 2020.

### **M6040101 Positive Train Control (PTC)**

- Subsystem designs are being finalized. Software enhancements continue. Factory Acceptance Testing (FAT) for sub-system level software for On-Board version S5 and Office version 3.5 have been completed. Completed site update and regression testing using System Baseline 3.5.
- All communication site locations have been approved by the Federal Communications Commission (FCC).
- All wayside and on-board PTC equipment installations as required in the Implementation Plan to support Revenue Service Demonstration (RSD) have been completed. Third party contract work for communications infrastructure installation is complete.
- Primary Control Center at Grand Central Terminal (back office) has been fully developed and is operational.
- Continued migration of Civil Speed Enforcement transponders to PTC and commissioning of radio cases on New Haven Line.
- Successfully completed FRA required 110 RSD runs on Pilot Line and received approval to move extended RSD testing to the non-pilot segments. Commenced extended RSD in August 2019 on Danbury Branch Line, in March 2020 on Harlem Line (Mott Haven Yard, NY to Wassaic, NY), Hudson Line (Grand Central Terminal, NY to Poughkeepsie, NY), and New Canaan Branch Line, in May 2020 on New Haven Line (Mount Vernon, NY to Riverside, CT) and in June 2020 on New Haven Line (Bridgeport, CT to New Haven, CT).
- Submitted revised safety plan to the FRA in May 2020. Alternative schedule with updated Implementation Plan which outlines non-pilot segment commissioning plan was approved by the Federal Railroad Administration in March 2019.
- Interoperability testing of Amtrak on Pilot Line was completed. Amtrak and CSX are operating in extended revenue service demonstration (ERSD) on Hudson Line and P&W is operating in ERSD on Danbury Branch Line. Interoperability discussions with Amtrak and freight carriers continue.
- Training of employees continues.

### **M6060101/M7060101 Harmon Shop Improvements**

#### *Phase V, Stage I Design-Build*

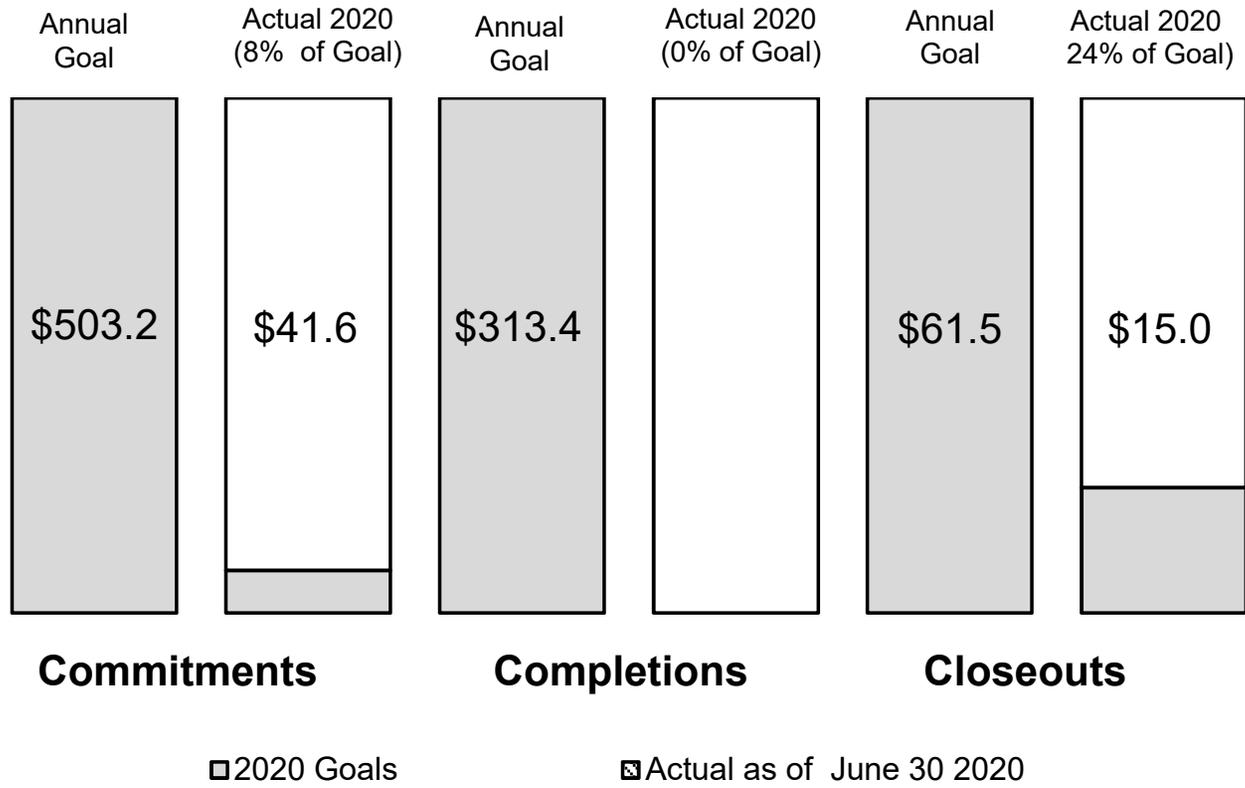
Overall, Phase V, Stage I substantial completion was achieved in October 2019.

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

- 90% design of the Running Repair Support Shop is complete. Development of the 100% design is in progress.

- Continued with the installation of underground electrical duct banks, concrete pads, cable and electric equipment for the site transformers. Performed test pitting to locate buried utilities and continued demolition of Building 6.

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





# Long Island Rail Road

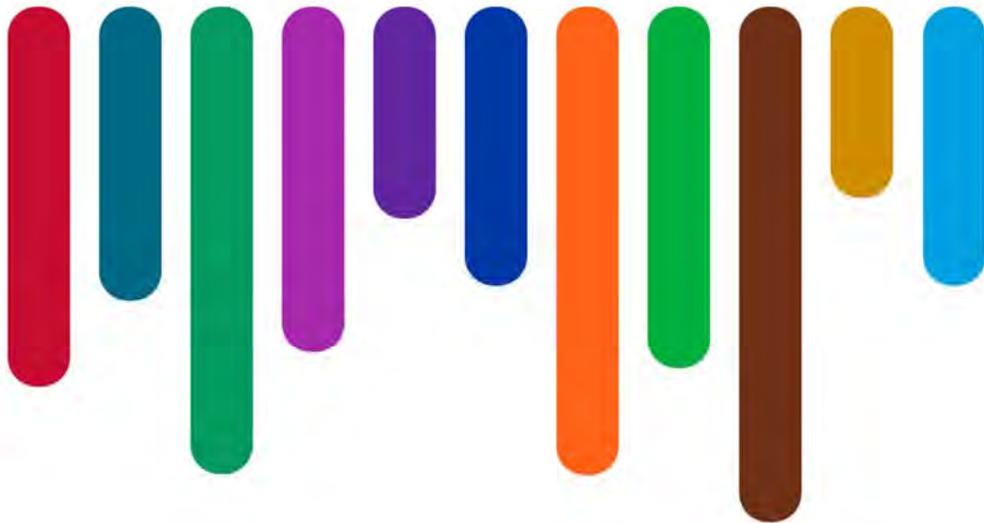
## June 2020 Performance Summary

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Robert Free, Acting Senior Vice President – Operations



# LIRR



MTA Long Island Rail Road recently relaunched the popular LIRR TrainTime application with several updates and new features, including real time train location tracking, onboard loading conditions, and track assignments at major terminals. These customer-facing tools will also help our internal operations as we continuously strive to deliver the best customer service possible.



# Long Island Rail Road

## June 2020 Performance Summary

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### Highlights

*The Essential Service Plan ran throughout June 2020. Modified Peak Service resumed on June 8, 2020.*

On-Time Performance (OTP) for the month of June closed at **97.5%**, which is above the monthly goal of 94.0%.

2020 year-to-date OTP was **96.0%**, which is an increase of **2.5** percentage points as compared to last year.

Cancelled/Terminated trains are down **460** trains year to date compared to year to date 2019.

### Branch Performances

All eleven branches on the Long Island Rail Road operated at or above goal for the month of June.

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

### Delays

There were five incidents this month that resulted in ten or more late/cancelled/terminated trains. The most impactful, was a trespasser fatality in Jamaica Station. Customers were delayed on average 25.3 minutes account of 17 late trains, 3 cancellations and 1 termination.

### Consist Compliance

100% of our trains met established consist requirements during the peak periods for the month of June.

### Equipment Performance

The LIRR fleet MDBF operated at 266,078 in May and exceeded the goal. It also performed better, year to date, then the same period last year.

Performance Summary			2020 Data			2019 Data	
			Annual	YTD thru		YTD thru	
			Goal	June	June	June	June
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.5%</b>	<b>96.0%</b>	<b>91.4%</b>	<b>93.5%</b>
	*	AM Peak		98.5%	93.5%	91.2%	91.5%
	*	PM Peak		96.9%	93.0%	89.9%	91.8%
	*	<b>Total Peak</b>		<b>97.7%</b>	<b>93.3%</b>	<b>90.6%</b>	<b>91.6%</b>
		Off Peak Weekday		97.2%	96.4%	91.4%	93.4%
		Weekend		98.1%	97.1%	92.2%	95.9%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>98.7%</b>	<b>96.4%</b>	<b>92.7%</b>	<b>94.1%</b>
	*	AM Peak		98.3%	93.6%	92.3%	93.1%
	*	PM Peak		99.0%	94.0%	92.2%	91.3%
	*	<b>Total Peak</b>		<b>98.6%</b>	<b>93.8%</b>	<b>92.2%</b>	<b>92.3%</b>
	Off Peak Weekday		98.6%	97.4%	93.1%	94.4%	
	Weekend		99.0%	96.5%	92.7%	96.4%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>98.9%</b>	<b>98.1%</b>	<b>96.4%</b>	<b>96.9%</b>	
*	AM Peak		98.8%	95.7%	90.5%	91.9%	
*	PM Peak		99.3%	97.3%	96.7%	97.6%	
*	<b>Total Peak</b>		<b>99.1%</b>	<b>96.4%</b>	<b>93.2%</b>	<b>94.6%</b>	
	Off Peak Weekday		98.5%	98.2%	96.7%	97.0%	
	Weekend		99.7%	98.8%	98.5%	99.1%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>96.3%</b>	<b>95.2%</b>	<b>87.4%</b>	<b>91.4%</b>	
*	AM Peak		98.3%	93.4%	91.7%	90.7%	
*	PM Peak		91.1%	86.3%	80.7%	86.2%	
*	<b>Total Peak</b>		<b>94.7%</b>	<b>90.0%</b>	<b>86.4%</b>	<b>88.6%</b>	
	Off Peak Weekday		96.1%	95.9%	87.5%	90.0%	
	Weekend		98.2%	96.9%	88.3%	95.7%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>98.8%</b>	<b>96.4%</b>	<b>92.3%</b>	<b>93.9%</b>	
*	AM Peak		100.0%	95.8%	90.0%	93.3%	
*	PM Peak		99.3%	88.3%	93.3%	90.4%	
*	<b>Total Peak</b>		<b>99.7%</b>	<b>92.2%</b>	<b>91.6%</b>	<b>91.9%</b>	
	Off Peak Weekday		98.5%	96.8%	93.4%	94.2%	
	Weekend		98.6%	97.9%	91.3%	95.2%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>98.7%</b>	<b>95.8%</b>	<b>94.4%</b>	<b>95.4%</b>	
*	AM Peak		98.9%	94.7%	92.1%	93.4%	
*	PM Peak		98.8%	93.4%	96.4%	96.0%	
*	<b>Total Peak</b>		<b>98.9%</b>	<b>94.1%</b>	<b>94.1%</b>	<b>94.6%</b>	
	Off Peak Weekday		98.7%	95.9%	95.0%	96.0%	
	Weekend		98.6%	97.0%	93.5%	95.2%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>94.1%</b>	<b>94.7%</b>	<b>86.2%</b>	<b>90.4%</b>	
*	AM Peak		95.0%	89.3%	90.0%	88.1%	
*	PM Peak		95.1%	94.9%	84.5%	90.3%	
*	<b>Total Peak</b>		<b>95.0%</b>	<b>91.9%</b>	<b>87.3%</b>	<b>89.1%</b>	
	Off Peak Weekday		94.2%	96.3%	87.5%	90.7%	
	Weekend		93.5%	92.9%	83.7%	91.1%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>96.0%</b>	<b>95.9%</b>	<b>91.3%</b>	<b>94.0%</b>	
*	AM Peak		99.0%	94.1%	90.0%	92.3%	
*	PM Peak		98.5%	93.7%	83.3%	89.6%	
*	<b>Total Peak</b>		<b>98.8%</b>	<b>93.9%</b>	<b>86.9%</b>	<b>91.0%</b>	
	Off Peak Weekday		94.3%	95.9%	91.6%	94.0%	
	Weekend		97.3%	98.0%	95.3%	97.7%	

Performance Summary		2020 Data			2019 Data	
		Annual	YTD thru		YTD thru	
		Goal	June	June	June	June
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>95.3%</b>	<b>93.0%</b>	<b>85.7%</b>	<b>89.3%</b>
*	AM Peak		97.5%	91.0%	88.1%	88.5%
*	PM Peak		87.7%	87.3%	81.4%	86.7%
*	<b>Total Peak</b>		<b>92.7%</b>	<b>89.2%</b>	<b>85.0%</b>	<b>87.7%</b>
	Off Peak Weekday		95.2%	92.3%	83.7%	88.3%
	Weekend		98.6%	97.5%	90.5%	93.2%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>98.6%</b>	<b>97.5%</b>	<b>94.6%</b>	<b>94.6%</b>
*	AM Peak		100.0%	95.6%	96.4%	94.4%
*	PM Peak		99.3%	96.6%	94.2%	93.4%
*	<b>Total Peak</b>		<b>99.7%</b>	<b>96.1%</b>	<b>95.3%</b>	<b>93.9%</b>
	Off Peak Weekday		98.5%	97.5%	93.3%	93.4%
	Weekend		97.8%	98.5%	96.2%	97.6%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>96.2%</b>	<b>94.5%</b>	<b>87.1%</b>	<b>91.5%</b>
*	AM Peak		97.8%	90.8%	87.6%	87.1%
*	PM Peak		94.6%	93.5%	86.0%	92.1%
*	<b>Total Peak</b>		<b>96.3%</b>	<b>92.0%</b>	<b>86.9%</b>	<b>89.3%</b>
	Off Peak Weekday		95.3%	94.4%	85.6%	91.4%
	Weekend		98.5%	97.1%	90.3%	95.1%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>98.4%</b>	<b>97.0%</b>	<b>95.3%</b>	<b>96.7%</b>
*	AM Peak		100.0%	93.8%	89.0%	90.0%
*	PM Peak		100.0%	96.4%	93.3%	95.9%
*	<b>Total Peak</b>		<b>100.0%</b>	<b>95.2%</b>	<b>91.4%</b>	<b>93.2%</b>
	Off Peak Weekday		97.2%	97.0%	95.8%	97.7%
	Weekend		100.0%	98.6%	98.9%	98.9%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>18,737</b>	<b>111,743</b>	<b>20,637</b>	<b>123,106</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-12.3	-11.3	-13.8	-11.9
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		91	644	355	1,191
	<b>Trains Canceled</b>		20	171	82	438
	<b>Trains Terminated</b>		15	120	44	313
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.7%	99.4%	99.4%
<b>Consist Compliance</b> (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	100.0%			
	*	PM Peak	100.0%			
	*	<b>Total Peak</b>	100.0%			

**\*Please note: The Essential Service Plan is still in effect. Modified PEAK service resumed on June 8, 2020. Consist Compliance and Standee information is based on the period June 8, 2020 through June 30, 2020.**

System Categories Of Delay	% Total	2020	2020 Data		2019 Data		YTD 2020 Vs 2019
		May	June	YTD Thru June	June	YTD Thru June	
Engineering (Scheduled)	5.6%	16	26	247	27	211	36
Engineering (Unscheduled)	22.8%	49	105	778	297	1,389	(611)
Maintenance of Equipment	17.8%	32	82	470	119	749	(279)
Transportation	4.6%	12	21	206	38	155	51
Capital Projects	11.7%	33	54	439	282	592	(153)
Weather and Environmental	1.1%	4	5	214	100	540	(326)
Police	16.1%	36	74	502	207	1,135	(633)
Customers	4.6%	17	21	836	395	1,782	(946)
Special Events	0.0%	3	-	33	98	283	(250)
Other	12.4%	25	57	385	163	583	(198)
3rd Party Operations	3.5%	12	16	361	49	575	(214)
<b>Total</b>	<b>100.0%</b>	239	461	4,471	1,775	7,994	(3,523)

**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
8-Jun	Mon	Track circuit failure between Bethpage and Farmingdale stations				3			7			10		
16-Jun	Tue	Signal trouble in Valley Interlocking							11			11		
19-Jun	Fri	Track circuit failure at Divide Interlocking				11	2	1	3			14	2	1
22-Jun	Mon	Track condition in Queens Interlocking				6	3		5		1	11	3	1
23-Jun	Tue	Trespasser fatality in Jamaica Station							17	4	1	17	4	1
<b>TOTAL FOR MONTH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>5</b>	<b>1</b>	<b>43</b>	<b>4</b>	<b>2</b>	<b>63</b>	<b>9</b>	<b>3</b>
												<b>75</b>		

# Long Island Rail Road

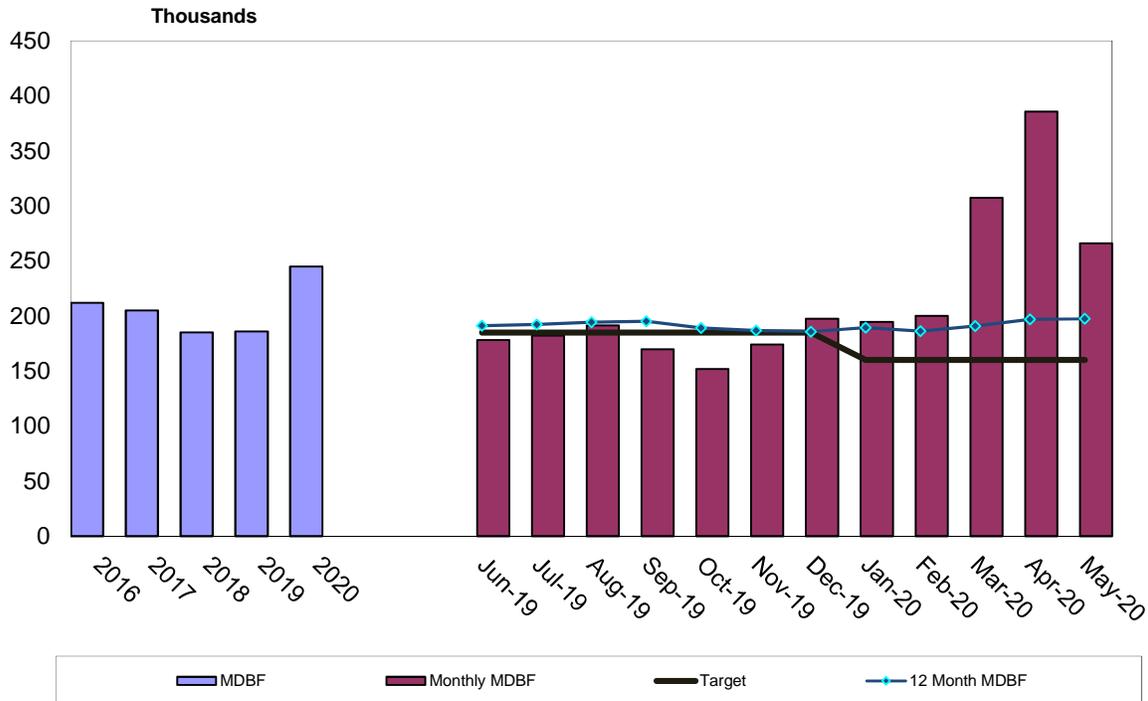
## MEAN DISTANCE BETWEEN FAILURES - MAY 2020

			2020 Data				2019 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)
<b>Mean Distance Between Failures</b>	M-3	136	60,000		0	71,064	66,668	79,247	7	58,953
	M-7	836	360,000	483,605	8	447,854	389,018	541,655	10	454,943
	M-9	42	180,000		0	215,489	233,197	-	-	-
	C-3	134	103,000	267,495	2	208,700	157,696	129,733	6	107,079
	DE	24	19,000	17,779	4	25,682	18,634	50,471	2	39,895
	DM	21	19,000	16,129	3	27,686	26,670	14,607	5	20,935
	Diesel	179	51,000	72,721	9	91,571	72,512	73,260	13	70,736
	<b>Fleet</b>	<b>1,193</b>	<b>160,000</b>	<b>266,078</b>	<b>17</b>	<b>244,887</b>	<b>197,441</b>	<b>230,789</b>	<b>30</b>	<b>200,248</b>

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

**Note: M3 and M9 fleets weren't utilized in service in May 2020 due to COVID-19 Essential Service schedule.**

### ALL FLEETS Mean Distance Between Failure 2016 - 2020





Standee Report

East Of Jamaica			2020 Data	
			June	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
			<b>System Wide PEAK</b>	<b>0</b>

**Definitions**

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

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

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

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

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



Standee Report

West Of Jamaica		2020 Data		
		June		
Daily Average			AM Peak	PM Peak
Babylon Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Far Rockaway Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Huntington Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Hempstead Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Long Beach Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Montauk Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Oyster Bay Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Port Jefferson Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Port Washington Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Ronkonkoma Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
West Hempstead Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
	<b>System Wide PEAK</b>		<b>0</b>	<b>0</b>

**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 2020**

<b>Elevator Availability</b>		<b>2020</b>		<b>2019</b>	
		<b>June</b>	<b>Year to Date</b>	<b>June</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>99.5%</b>	<b>99.4%</b>	<b>98.7%</b>	<b>99.2%</b>
	<b>Far Rockaway Branch</b>	<b>99.5%</b>	<b>99.5%</b>	<b>99.8%</b>	<b>98.5%</b>
	<b>Hempstead Branch</b>	<b>99.6%</b>	<b>99.6%</b>	<b>99.7%</b>	<b>99.5%</b>
	<b>Long Beach Branch</b>	<b>99.6%</b>	<b>99.6%</b>	<b>99.4%</b>	<b>99.5%</b>
	<b>Port Jefferson Branch</b>	<b>98.8%</b>	<b>98.6%</b>	<b>98.7%</b>	<b>98.6%</b>
	<b>Port Washington Branch</b>	<b>99.0%</b>	<b>99.2%</b>	<b>98.5%</b>	<b>98.9%</b>
	<b>Ronkonkoma Branch</b>	<b>99.6%</b>	<b>98.3%</b>	<b>97.4%</b>	<b>99.0%</b>
	<b>City Terminal Branch</b>	<b>99.1%</b>	<b>98.9%</b>	<b>99.7%</b>	<b>98.3%</b>
	<b>Overall Average</b>	<b>99.3%</b>	<b>99.0%</b>	<b>98.7%</b>	<b>98.8%</b>

<b>Escalator Availability</b>		<b>2020</b>		<b>2019</b>	
		<b>June</b>	<b>Year to Date</b>	<b>June</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>95.6%</b>	<b>98.1%</b>	<b>97.4%</b>	<b>97.4%</b>
	<b>Far Rockaway Branch</b>	<b>98.8%</b>	<b>98.2%</b>	<b>98.0%</b>	<b>98.8%</b>
	<b>Hempstead Branch</b>	<b>98.9%</b>	<b>99.0%</b>	<b>99.1%</b>	<b>99.0%</b>
	<b>Long Beach Branch</b>	<b>99.1%</b>	<b>92.8%</b>	<b>98.4%</b>	<b>98.2%</b>
	<b>Port Jefferson Branch</b>	<b>98.8%</b>	<b>98.3%</b>	<b>98.7%</b>	<b>98.2%</b>
	<b>City Terminal Branch</b>	<b>93.2%</b>	<b>93.8%</b>	<b>97.8%</b>	<b>97.1%</b>
	<b>Overall Average</b>	<b>95.0%</b>	<b>96.1%</b>	<b>97.7%</b>	<b>97.5%</b>

## Long Island Rail Road Performance Metrics Report

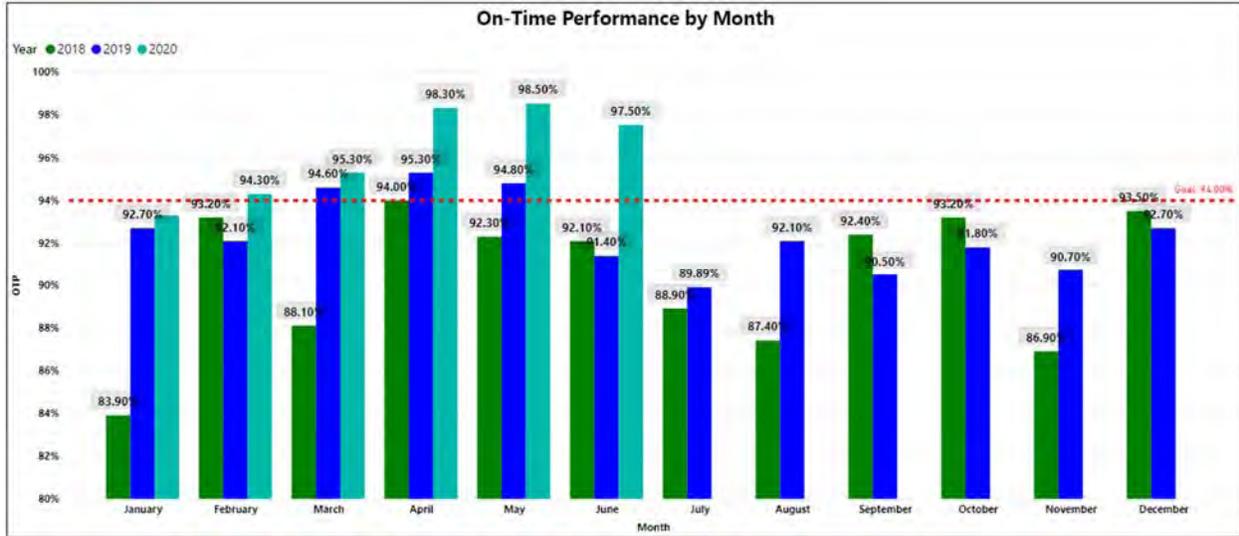


Due to the COVID-19 outbreak, the LIRR suspended onboard fare collection metrics and our operational metrics are heavily skewed.

## On Time Performance

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

	2020		2019	
Goal	June	YTD	June	YTD
94.0%	97.5%	96.0%	91.4%	93.5%

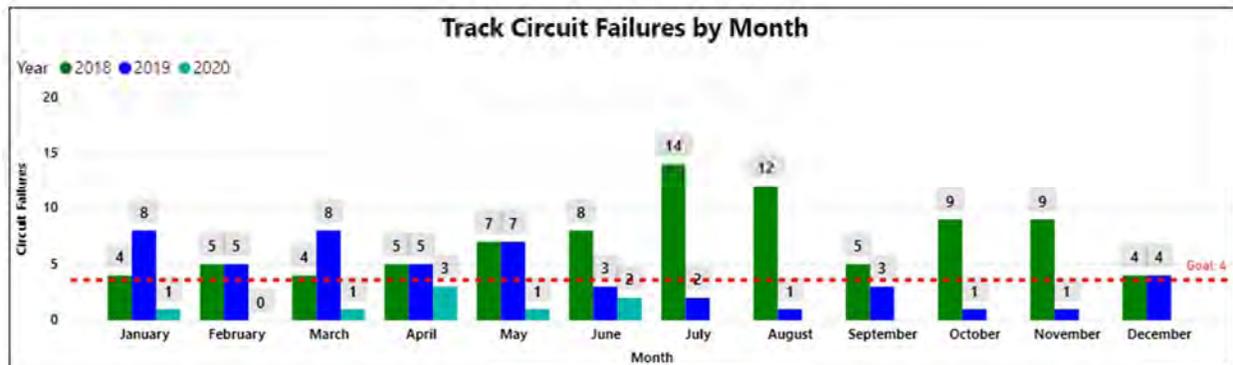


- OTP for June 2020 was 97.5%, which was a significant increase from June 2019's OTP of 91.4%. This increase is directly related to the reduction in service under the Essential Service Plan.

## Number of Track Circuit Failures

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

	2020		2019	
Goal	June	YTD	June	YTD
44	2	8	3	36

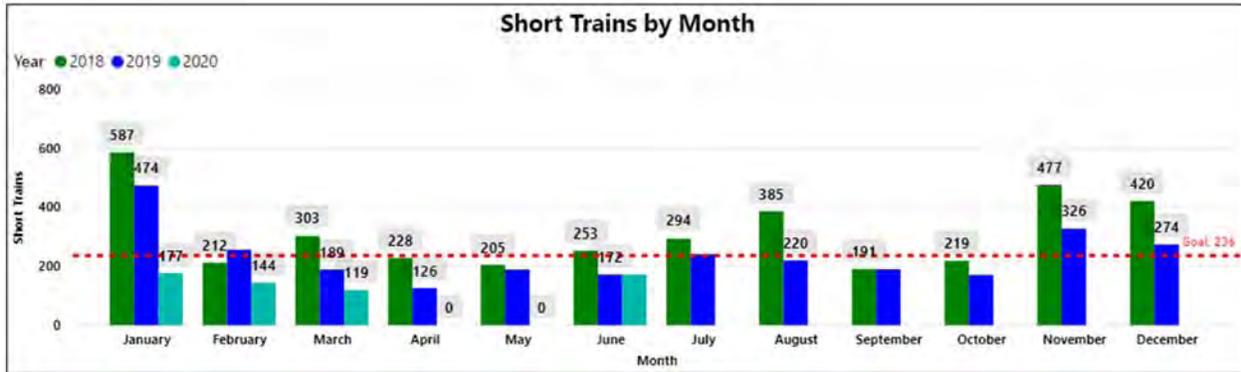


- In June 2020, the LIRR experienced 2 track circuit failure that caused at least 1 delay. In June 2019, the LIRR experienced 3 such failures. Year to date, the LIRR has reduced these failures by 28, from 36 in 2019 to 8 this year, which is a reduction of over 77%.

### Number of Short Trains

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

Goal	2020		2019	
	June*	YTD	June	YTD
2,828 annually	172	612	172	1406



- In June 2020, the LIRR resumed running peak service, and as such, reported 172 short trains, compared with 172 short trains in June 2019. It must be noted that on March 26<sup>th</sup>, with the adoption of the Essential Service Plan, the LIRR eliminated peak service trains, which is what short trains count and explains the low number in March and zeros in April and May.



# Long Island Rail Road

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## *Financial Report Highlights*

*June 2020*



**A new M9 train set stands adjacent to the LIRR's other three fleet types at West Side Yard.**



# 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.

### June YTD 2020 Highlights

- Total revenue of \$770.3 million was \$189.0 million higher than the budget. This was primarily due to receipts from the CARES Act and the timing of reimbursements for capital activity, partially offset by lower farebox revenue as a result of Covid-19.
- Through June 2020 ridership was 19.0 million, which was (57.7)% below 2019 (adjusted for the same number of work days) and (57.5)% below the budget. Commutation ridership of 10.6 million was (58.6)% below 2019 and (58.5)% below the budget. Non-Commutation ridership of 8.3 million was (56.5)% below 2019 and (56.0)% below the budget. This reduced ridership was a direct result of the Covid-19 pandemic. Consequently, farebox revenue of \$178.1 million was \$(197.5) million lower than the budget.
- Total expenses before non-cash liability adjustments of \$935.8 million were \$122.8 million or 11.6% favorable to the budget. The primary drivers of this favorable variance are the timing of material usage and maintenance and other operating contracts, vacant positions and associated fringe costs and lower traction power and OPEB current, partially offset by higher FELA indemnity reserves, capital project overtime and Covid-19 cleaning efforts.

Financial results for Year-to-Date (YTD) June 2020 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>
<b>Total Revenue</b>	\$581.3	\$770.3	\$189.0
<b>Total Expenses Before Non-Cash Liabilities</b>	1,058.5	935.8	122.8
<b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b>	<b>(\$477.2)</b>	<b>(\$165.5)</b>	<b>\$311.7</b>
<b>Other Non-Cash Liabilities</b>	199.6	208.8	(9.2)
<b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>	<b>(\$676.8)</b>	<b>(\$374.3)</b>	<b>\$302.5</b>
<b>Cash Adjustments</b>	156.4	186.0	29.6
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$520.4)</b>	<b>(\$188.3)</b>	<b>\$332.1</b>

**Mark Young**

Vice President, Management and Finance



# Long Island Rail Road

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## *Financial Report Highlights*

### **NON-REIMBURSABLE SUMMARY**

June YTD operating results were favorable by \$302.5 or 44.7% lower than the budget.

Non-Reimbursable revenues through June were \$151.8 favorable to the budget. Other Operating Revenue was favorable to budget due to receipts from the CARES Act. Farebox Revenue was unfavorable as a result of lower ridership due to Covid-19. Total Non-Reimbursable expenses were \$150.8 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, the timing of materials and maintenance and other operating contracts, and lower electric and OPEB current expenses, partially offset by higher FELA indemnity reserves and cleaning efforts for Covid-19.

YTD capital and other reimbursable expenditures (and reimbursements) were \$37.2 higher than the budget due to timing of capital and other reimbursements.

### **REVENUE/RIDERSHIP**

Year-to-date **Total Revenues** (including Capital and Other Reimbursements) of \$770.3 were \$189.0 or 32.5% favorable to the budget.

- **Y-T-D Farebox Revenues** were \$(197.5) unfavorable to the budget due to lower ridership as a result of Covid-19. Ridership through June was 19.0 million. This was (57.7)% lower than 2019 (adjusted for same number of calendar work days) and (57.5)% lower than the budget.
- **Y-T-D Other Operating Revenues** were \$349.3 favorable to the budget due to receipts from the CARES Act, partially offset by lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$37.2 favorable due to timing of capital activity and interagency reimbursements.

### **EXPENSES**

Year-to-date **Total Expenses** (including depreciation and other) of \$1,144.5 were favorable to the budget by \$113.6 or 9.0%.

**Labor Expenses**, \$52.3 favorable Y-T-D.

- **Payroll**, \$32.0 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$6.0 favorable Y-T-D (primarily lower maintenance, weather-related overtime, scheduled/unscheduled service and vacancy/absentee coverage, partially offset by higher capital project activity and higher Covid-19 cleaning efforts).
- **Health & Welfare**, \$6.8 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$6.2 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$1.3 favorable Y-T-D (primarily lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves).

**Non-Labor Expenses**, \$70.5 favorable Y-T-D.

- **Electric Power**, \$10.3 favorable Y-T-D (lower consumption and rates).
- **Fuel**, \$2.0 favorable Y-T-D (lower consumption and rates).



# Long Island Rail Road

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## *Financial Report Highlights*

- **Insurance**, \$2.2 favorable Y-T-D (lower force account and liability insurance)
- **Maintenance and Other Operating Contracts**, \$4.9 favorable Y-T-D (primarily lower joint facility maintenance and real estate rentals, and the timing of maintenance and other operating contracts, partially offset by Covid-19 third party cleaning efforts).
- **Professional Services**, \$(0.3) unfavorable Y-T-D (primarily the timing of consultant contracts for technical scope of work for future ESA maintenance contracts and higher project activity, partially offset by the timing of rolling stock decommissioning, communication contracts, MTA Chargebacks and track inspections).
- **Materials and Supplies**, \$48.4 favorable Y-T-D (primarily timing of fleet maintenance and right of way initiatives and capital project material).
- **Other Business Expenses**, \$2.6 favorable Y-T-D (primarily lower credit/debit card fees and the timing of bad debt).

**Depreciation and Other**, \$(9.2) unfavorable Y-T-D depreciation.

### **CASH DEFICIT SUMMARY**

The Cash Deficit through June of \$188.3 was \$332.1 favorable to the budget due to receipts from the CARES Act, the timing of capital and other reimbursements and lower expenditures, partially offset by lower farebox revenue.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 25.0%, 17.7 percentage points below the budget resulting from the impacts of Covid-19.
- The June Adjusted Farebox Operating Ratio was 29.6%, which is below the budget due to the impacts of Covid-19.
- The June Adjusted Cost per Passenger was \$34.60, which is higher than the budget due to lower ridership as a result of Covid-19.
- The June Revenue per Passenger was \$9.39, which was above the budget.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE 2020**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$68.867	\$9.259	(\$59.608)	(86.6)	\$0.000	\$0.000	\$0.000	-	\$68.867	\$9.259	(\$59.608)	(86.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.277	91.355	88.078	*	0.000	0.000	0.000	-	3.277	91.355	88.078	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	38.488	48.562	10.074	26.2	38.488	48.562	10.074	26.2
<b>Total Revenue</b>	<b>\$72.144</b>	<b>\$100.615</b>	<b>\$28.470</b>	<b>39.5</b>	<b>\$38.488</b>	<b>\$48.562</b>	<b>\$10.074</b>	<b>26.2</b>	<b>\$110.632</b>	<b>\$149.176</b>	<b>\$38.544</b>	<b>34.8</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$49.916	\$41.562	\$8.355	16.7	\$13.837	\$14.386	(\$0.549)	(4.0)	\$63.753	\$55.948	\$7.805	12.2
Overtime	11.300	10.539	0.761	6.7	5.119	6.606	(1.487)	(29.1)	16.419	17.145	(0.726)	(4.4)
Health and Welfare	10.583	9.129	1.454	13.7	2.817	3.341	(0.524)	(18.6)	13.401	12.471	0.930	6.9
OPEB Current Payment	6.206	4.964	1.241	20.0	0.000	0.000	0.000	-	6.206	4.964	1.241	20.0
Pensions	11.066	11.867	(0.801)	(7.2)	4.577	3.776	0.801	17.5	15.643	15.643	0.000	0.0
Other Fringe Benefits	15.558	15.209	0.349	2.2	2.881	3.575	(0.694)	(24.1)	18.439	18.784	(0.345)	(1.9)
Reimbursable Overhead	(1.011)	(5.377)	4.366	*	1.011	5.377	(4.366)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$103.618</b>	<b>\$87.893</b>	<b>\$15.725</b>	<b>15.2</b>	<b>\$30.242</b>	<b>\$37.062</b>	<b>(\$6.820)</b>	<b>(22.6)</b>	<b>\$133.860</b>	<b>\$124.955</b>	<b>\$8.905</b>	<b>6.7</b>
<i>Non-Labor:</i>												
Electric Power	\$10.075	\$6.229	\$3.847	38.2	\$0.024	\$0.021	\$0.004	14.7	\$10.100	\$6.250	\$3.850	38.1
Fuel	1.631	1.122	0.509	31.2	0.000	0.000	0.000	-	1.631	1.122	0.509	31.2
Insurance	1.937	1.840	0.097	5.0	1.042	0.712	0.330	31.7	2.979	2.552	0.427	14.3
Claims	0.329	0.155	0.174	52.8	0.000	0.000	0.000	-	0.329	0.155	0.174	52.8
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	7.222	5.471	1.751	24.2	1.301	2.099	(0.799)	(61.4)	8.523	7.570	0.952	11.2
Professional Service Contracts	4.307	3.312	0.995	23.1	0.076	0.224	(0.148)	*	4.383	3.536	0.847	19.3
Materials & Supplies	16.700	11.152	5.549	33.2	5.764	8.376	(2.612)	(45.3)	22.464	19.528	2.937	13.1
Other Business Expenses	1.917	2.469	(0.552)	(28.8)	0.039	0.068	(0.029)	(74.4)	1.956	2.537	(0.581)	(29.7)
<b>Total Non-Labor Expenses</b>	<b>\$44.119</b>	<b>\$31.750</b>	<b>\$12.369</b>	<b>28.0</b>	<b>\$8.246</b>	<b>\$11.500</b>	<b>(\$3.254)</b>	<b>(39.5)</b>	<b>\$52.364</b>	<b>\$43.249</b>	<b>\$9.115</b>	<b>17.4</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$147.737</b>	<b>\$119.643</b>	<b>\$28.094</b>	<b>19.0</b>	<b>\$38.488</b>	<b>\$48.562</b>	<b>(\$10.074)</b>	<b>(26.2)</b>	<b>\$186.225</b>	<b>\$168.204</b>	<b>\$18.020</b>	<b>9.7</b>
Depreciation	\$33.156	\$35.016	(\$1.860)	(5.6)	\$0.000	\$0.000	\$0.000	-	\$33.156	\$35.016	(\$1.860)	(5.6)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	1.176	(1.010)	*	0.000	0.000	0.000	-	0.167	1.176	(1.010)	*
<b>Total Expenses</b>	<b>\$181.060</b>	<b>\$155.835</b>	<b>\$25.224</b>	<b>13.9</b>	<b>\$38.488</b>	<b>\$48.562</b>	<b>(\$10.074)</b>	<b>(26.2)</b>	<b>\$219.547</b>	<b>\$204.397</b>	<b>\$15.150</b>	<b>6.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$108.915)</b>	<b>(\$55.221)</b>	<b>\$53.694</b>	<b>49.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$108.915)</b>	<b>(\$55.221)</b>	<b>\$53.694</b>	<b>49.3</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$33.156	\$35.016	\$1.860	5.6	\$0.000	\$0.000	\$0.000	-	33.156	\$35.016	\$1.860	5.6
Operating/Capital	(2.823)	(0.774)	2.049	72.6	0.000	0.000	0.000	-	(2.823)	(0.774)	2.049	72.6
Other Cash Adjustments	10.062	28.464	18.402	*	0.000	0.000	0.000	-	10.062	28.464	18.402	*
<b>Total Cash Conversion Adjustments</b>	<b>\$40.395</b>	<b>\$62.706</b>	<b>\$22.311</b>	<b>55.2</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$40.395</b>	<b>\$62.706</b>	<b>\$22.311</b>	<b>55.2</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$68.520)</b>	<b>\$7.485</b>	<b>\$76.005</b>	<b>*</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$68.520)</b>	<b>\$7.485</b>	<b>\$76.005</b>	<b>*</b>

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 - 2020 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$375.583	\$178.092	(\$197.491)	(52.6)	\$0.000	\$0.000	\$0.000	-	\$375.583	\$178.092	(\$197.491)	(52.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	16.831	366.084	349.253	*	0.000	0.000	0.000	-	16.831	366.084	349.253	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	188.892	226.103	37.210	19.7	188.892	226.103	37.210	19.7
<b>Total Revenue</b>	<b>\$392.414</b>	<b>\$544.176</b>	<b>\$151.762</b>	<b>38.7</b>	<b>\$188.892</b>	<b>\$226.103</b>	<b>\$37.210</b>	<b>19.7</b>	<b>\$581.306</b>	<b>\$770.278</b>	<b>\$188.972</b>	<b>32.5</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$304.739	\$270.439	\$34.300	11.3	\$68.912	\$71.194	(\$2.282)	(3.3)	\$373.650	\$341.633	\$32.018	8.6
Overtime	69.864	54.769	15.094	21.6	24.953	34.082	(9.128)	(36.6)	94.817	88.851	5.966	6.3
Health and Welfare	67.013	57.233	9.779	14.6	13.987	16.986	(2.999)	(21.4)	81.000	74.219	6.780	8.4
OPEB Current Payment	37.234	31.074	6.161	16.5	0.000	0.000	0.000	-	37.234	31.074	6.161	16.5
Pensions	71.132	74.726	(3.594)	(5.1)	22.725	19.131	3.594	15.8	93.857	93.857	0.000	0.0
Other Fringe Benefits	90.316	85.155	5.161	5.7	14.303	18.134	(3.831)	(26.8)	104.619	103.289	1.330	1.3
Reimbursable Overhead	(4.593)	(26.543)	21.950	*	4.593	26.543	(21.950)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$635.705</b>	<b>\$546.853</b>	<b>\$88.852</b>	<b>14.0</b>	<b>\$149.473</b>	<b>\$186.070</b>	<b>(\$36.597)</b>	<b>(24.5)</b>	<b>\$785.178</b>	<b>\$732.923</b>	<b>\$52.255</b>	<b>6.7</b>
<i>Non-Labor:</i>												
Electric Power	\$47.185	\$36.849	\$10.336	21.9	\$0.129	\$0.122	\$0.006	5.0	\$47.314	\$36.971	\$10.342	21.9
Fuel	10.188	8.233	1.956	19.2	0.000	0.000	0.000	-	10.188	\$8.233	1.956	19.2
Insurance	11.392	10.583	0.809	7.1	5.052	3.629	1.423	28.2	16.444	\$14.212	2.232	13.6
Claims	2.164	1.771	0.393	18.2	0.000	0.000	0.000	-	2.164	\$1.771	0.393	18.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	40.852	32.170	8.681	21.3	7.158	10.988	(3.830)	(53.5)	48.009	\$43.158	4.851	10.1
Professional Service Contracts	22.184	20.989	1.195	5.4	0.437	1.939	(1.502)	*	22.620	\$22.927	(0.307)	(1.4)
Materials & Supplies	89.894	45.064	44.829	49.9	26.450	22.855	3.596	13.6	116.344	\$67.919	48.425	41.6
Other Business Expenses	10.088	7.165	2.923	29.0	0.194	0.501	(0.307)	*	10.282	\$7.665	2.617	25.4
<b>Total Non-Labor Expenses</b>	<b>\$233.946</b>	<b>\$162.824</b>	<b>\$71.123</b>	<b>30.4</b>	<b>\$39.420</b>	<b>\$40.033</b>	<b>(\$0.613)</b>	<b>(1.6)</b>	<b>\$273.366</b>	<b>\$202.857</b>	<b>\$70.509</b>	<b>25.8</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$869.651</b>	<b>\$709.677</b>	<b>\$159.975</b>	<b>18.4</b>	<b>\$188.892</b>	<b>\$226.103</b>	<b>(\$37.210)</b>	<b>(19.7)</b>	<b>\$1,058.544</b>	<b>\$935.779</b>	<b>\$122.764</b>	<b>11.6</b>
Depreciation	\$198.575	\$206.676	(8.101)	(4.1)	\$0.000	\$0.000	\$0.000	-	\$198.575	\$206.676	(\$8.101)	(4.1)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.000	2.091	(1.091)	*	0.000	0.000	0.000	-	1.000	2.091	(1.091)	*
<b>Total Expenses</b>	<b>\$1,069.226</b>	<b>\$918.443</b>	<b>\$150.783</b>	<b>14.1</b>	<b>\$188.892</b>	<b>\$226.103</b>	<b>(\$37.210)</b>	<b>(19.7)</b>	<b>\$1,258.119</b>	<b>\$1,144.546</b>	<b>\$113.573</b>	<b>9.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$676.812)</b>	<b>(\$374.267)</b>	<b>\$302.545</b>	<b>44.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$676.812)</b>	<b>(\$374.267)</b>	<b>\$302.545</b>	<b>44.7</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$198.575	\$206.676	\$8.101	4.1	\$0.000	\$0.000	\$0.000	-	198.575	\$206.676	\$8.101	4.1
Operating/Capital	(9.576)	(2.636)	6.940	72.5	0.000	0.000	0.000	-	(9.576)	(2.636)	6.940	72.5
Other Cash Adjustments	(32.572)	(18.060)	14.512	44.6	0.000	0.000	0.000	-	(32.572)	(18.060)	14.512	44.6
<b>Total Cash Conversion Adjustments</b>	<b>\$156.426</b>	<b>\$185.980</b>	<b>\$29.554</b>	<b>18.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$156.426</b>	<b>\$185.980</b>	<b>\$29.554</b>	<b>18.9</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$520.386)</b>	<b>(\$188.288)</b>	<b>\$332.098</b>	<b>63.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$520.386)</b>	<b>(\$188.288)</b>	<b>\$332.098</b>	<b>63.8</b>

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

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	June 2020		Reason for Variance	Year-to-Date June 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	(59.608)	(86.6)	Lower ridership due to Covid-19.	(197.491)	(52.6)	Lower ridership due to Covid-19.
Other Operating Revenue	Non Reimb.	88.078	*	Primarily due to receipts from the CARES Act and the timing of rental revenue.	349.253	*	Primarily due to receipts from the CARES Act and the timing of rental and miscellaneous revenue, partially offset by lower advertising revenue.
Capital & Other Reimbursements	Reimb.	10.074	26.2	Timing of capital project activity and interagency reimbursements.	37.210	19.7	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>							
Payroll	Non Reimb.	8.355	16.7	Primarily vacant positions.	34.300	11.3	Primarily vacant positions and higher sick pay law claim credits.
	Reimb.	(0.549)	(4.0)	Primarily due to timing of project activity.	(2.282)	(3.3)	Primarily due to timing of project activity.
Overtime	Non Reimb.	0.761	6.7	Primarily due to lower programmatic/routine maintenance and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage and Covid-19 cleaning efforts.	15.094	21.6	Primarily due to lower programmatic/routine maintenance, weather-related overtime, scheduled/unscheduled service and vacancy/absentee coverage, partially offset by Covid-19 cleaning efforts.
	Reimb.	(1.487)	(29.1)	Over-run attributed to Annual Track Program.	(9.128)	(36.6)	Over-run mainly attributed to 3rd Track expansion, Jamaica Capacity Improvements, Concrete Tie Program and Annual Track Program.
Health and Welfare	Non Reimb.	1.454	13.7	Vacant positions.	9.779	14.6	Vacant positions.
	Reimb.	(0.524)	(18.6)	Primarily due to timing of project activity.	(2.999)	(21.4)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.241	20.0	Fewer retirees/beneficiaries.	6.161	16.5	Fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	June 2020		Reason for Variance	Year-to-Date June 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	(0.801)	(7.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(3.594)	(5.1)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	0.801	17.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	3.594	15.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	0.349	2.2	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.	5.161	5.7	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.694)	(24.1)	Primarily due to timing of project activity.	(3.831)	(26.8)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	4.366	*	Primarily due to timing of project activity.	21.950	*	Primarily due to timing of project activity.
	Reimb.	(4.366)	*	Primarily due to timing of project activity.	(21.950)	*	Primarily due to timing of project activity.
Electric Power	Non Reimb.	3.847	38.2	Primarily due to lower consumption and rates.	10.336	21.9	Primarily due to lower consumption and rates.
	Reimb.	0.004	14.7		0.006	5.0	
Fuel	Non Reimb.	0.509	31.2	Lower rates and lower consumption.	1.956	19.2	Lower consumption and rates.
Insurance	Non Reimb.	0.097	5.0	Lower liability insurance.	0.809	7.1	Lower liability insurance.
	Reimb.	0.330	31.7	Force Account Insurance associated with project activity.	1.423	28.2	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.174	52.8	Timing of claims payments.	0.393	18.2	Timing of claim payments.

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	June 2020		Reason for Variance	Year-to-Date June 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.751	24.2	Primarily lower joint facility maintenance and the timing of maintenance and other operating contracts, partially offset by Covid-19 third party cleaning efforts.	8.681	21.3	Primarily lower joint facility maintenance and real estate rentals, and timing of maintenance and other operating contracts, partially offset by Covid-19 third party cleaning efforts.
	Reimb.	(0.799)	(61.4)		(3.830)	(53.5)	
Professional Service Contracts	Non Reimb.	0.995	23.1	Primarily the timing of communication contracts, signage installation, rolling stock decommissioning and lower marketing services, partially offset by higher rail inspections, legal services and write-offs of projects that are no longer capital eligible.	1.195	5.4	Primarily due to the timing of rolling stock decommissioning, communication contracts, MTA Chargebacks, and rail inspections, partially offset by the timing of consultant contracts for technical scope of work for future ESA maintenance contracts, security services, legal fees and higher write-offs of projects that are no longer capital eligible.
	Reimb.	(0.148)	*		(1.502)	*	
Materials & Supplies	Non Reimb.	5.549	33.2	Primarily timing of modifications and RCM activity for revenue fleet and lower running repairs.	44.829	49.9	Primarily timing of modifications and RCM activity for revenue fleet and right of way material.
	Reimb.	(2.612)	(45.3)		3.596	13.6	
Other Business Expenses	Non Reimb.	(0.552)	(28.8)	Primarily timing of bad debt, partially offset by lower credit/debit card fees due to Covid-19, miscellaneous expenses, travel meetings & conventions and office supplies.	2.923	29.0	Primarily lower credit/debit card fees due to Covid-19, lower other miscellaneous expenses and office supplies, offset by timing of bad debt.
	Reimb.	(0.029)	(74.4)		(0.307)	*	
Depreciation	Non Reimb.	(1.860)	(5.6)	Based on certain capital assets being fully depreciated.	(8.101)	(4.1)	Based on certain capital assets being fully depreciated.

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
June 2020								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)	Percent	Budget	Actual	Favorable (Unfavorable)	Percent
<b>Receipts</b>								
Farebox Revenue	\$70.200	\$10.459	(\$59.741)	(85.1)	\$383.581	\$182.638	(\$200.943)	(52.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.686	89.825	88.139	*	15.874	367.682	351.808	*
Capital & Other Reimbursements	36.325	54.360	18.035	49.6	146.173	184.173	38.000	26.0
<b>Total Receipts</b>	<b>\$108.211</b>	<b>\$154.644</b>	<b>\$46.433</b>	<b>42.9</b>	<b>\$545.628</b>	<b>\$734.494</b>	<b>\$188.866</b>	<b>34.6</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$60.777	\$51.879	\$8.898	14.6	\$370.704	\$330.694	\$40.010	10.8
Overtime	12.703	12.524	0.179	1.4	94.660	84.792	9.868	10.4
Health and Welfare	13.401	12.795	0.606	4.5	81.000	60.168	20.832	25.7
OPEB Current Payment	6.206	5.198	1.008	16.2	37.236	26.893	10.343	27.8
Pensions	15.643	15.330	0.313	2.0	93.858	92.115	1.743	1.9
Other Fringe Benefits	14.429	1.711	12.718	88.1	104.123	69.590	34.533	33.2
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	-
<b>Total Labor Expenditures</b>	<b>\$123.159</b>	<b>\$99.437</b>	<b>\$23.722</b>	<b>19.3</b>	<b>\$781.581</b>	<b>\$664.252</b>	<b>\$117.329</b>	<b>15.0</b>
<i>Non-Labor:</i>								
Electric Power	\$10.100	\$4.862	\$5.238	51.9	\$47.314	\$39.239	\$8.075	17.1
Fuel	1.631	0.832	0.799	49.0	10.188	8.966	1.222	12.0
Insurance	2.284	0.129	2.155	94.3	18.076	10.685	7.391	40.9
Claims	0.102	0.141	(0.039)	(38.5)	0.803	1.113	(0.310)	(38.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.523	7.118	1.405	16.5	48.009	45.325	2.684	5.6
Professional Service Contracts	5.279	3.733	1.546	29.3	17.371	19.300	(1.929)	(11.1)
Materials & Supplies	22.251	19.155	3.096	13.9	123.011	100.151	22.860	18.6
Other Business Expenses	2.069	0.968	1.101	53.2	11.663	7.746	3.917	33.6
<b>Total Non-Labor Expenditures</b>	<b>\$52.239</b>	<b>\$36.938</b>	<b>\$15.301</b>	<b>29.3</b>	<b>\$276.435</b>	<b>\$232.524</b>	<b>\$43.911</b>	<b>15.9</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.333	\$0.062	\$1.271	95.3	\$7.998	\$4.200	\$3.798	47.5
<b>Total Other Expenditure Adjustments</b>	<b>\$1.333</b>	<b>\$0.062</b>	<b>\$1.271</b>	<b>95.3</b>	<b>\$7.998</b>	<b>\$4.200</b>	<b>\$3.798</b>	<b>47.5</b>
<b>Total Expenditures</b>	<b>\$176.731</b>	<b>\$136.437</b>	<b>\$40.294</b>	<b>22.8</b>	<b>\$1,066.014</b>	<b>\$900.976</b>	<b>\$165.038</b>	<b>15.5</b>
Cash Timing and Availability Adjustment	0.000	(10.722)	(10.722)	-	0.000	(21.805)	(21.805)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$68.520)</b>	<b>\$7.485</b>	<b>\$76.005</b>	<b>*</b>	<b>(\$520.386)</b>	<b>(\$188.288)</b>	<b>\$332.098</b>	<b>63.8</b>
<b>Subsidies</b>								
MTA	68.520	0.000	(68.520)	(100.0)	520.386	446.085	(74.301)	(14.3)

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

**Table 5**

Generic Revenue or Expense Category	June 2020			Year-to-Date as of June 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	(59.741)	(85.1)	Lower ridership due to Covid-19 \$(59.608) and lower MetroCard/AirTrain sales \$(1.224), partially offset by higher advance sales impact \$1.091.	(200.943)	(52.4)	Lower ridership due to Covid-19 \$(197.491) and lower MetroCard/AirTrain sales \$(5.064), partially offset by higher advance sales impact \$1.612.
Other Operating Revenue	88.139	*	Primarily due to receipts from the CARES act and the timing of rental and miscellaneous revenue.	351.808	*	Primarily due to receipts from the CARES act and the timing of rental revenue.
Capital and Other Reimbursements	18.035	49.6	Timing of activity and reimbursement for capital and other reimbursements.	38.000	26.0	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	8.898	14.6	Primarily due to vacant positions and rates.	40.010	10.8	Primarily due to vacant positions, rates and higher sick pay law claim credits.
Overtime	0.179	1.4	Primarily due to lower programmatic/routine maintenance and scheduled/unscheduled service, partially offset by higher project overtime, vacancy/absentee coverage and Covid-19 cleaning efforts.	9.868	10.4	Primarily due to programmatic/routine maintenance, lower weather-related overtime, scheduled/unscheduled service and vacancy/absentee coverage, partially offset by higher project overtime and Covid-19 cleaning efforts.
Health and Welfare	0.606	4.5	Primarily due to vacant positions and intercompany reimbursements.	20.832	25.7	Primarily due to the timing of NYSHIP payments, vacant positions an intercompany reimbursements.
OPEB Current Payment	1.008	16.2	Primarily due to fewer retirees/beneficiaries.	10.343	27.8	Primarily due to the timing of NYSHIP payments and fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

**Table 5**

Generic Revenue or Expense Category	June 2020			Year-to-Date as of June 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Pensions	0.313	2.0	Due to intercompany reimbursements.	1.743	1.9	Due to intercompany reimbursements.
Other Fringe Benefits	12.718	88.1	Primarily due to the timing of, and lower Railroad Retirement Tax payments.	34.533	33.2	Primarily due to the timing of, and lower Railroad Retirement Tax payments.
Non-Labor:						
Electric Power	5.238	51.9	Primarily due to lower consumption and rates.	8.075	17.1	Primarily due to lower consumption and rates, partially offset by the timing of payments.
Fuel	0.799	49.0	Primarily due to lower rates and consumption.	1.222	12.0	Primarily due to lower consumption and rates, partially offset by the timing of payments.
Insurance	2.155	94.3	Timing of insurance premium payments.	7.391	40.9	Timing of insurance premium payments.
Claims	(0.039)	(38.5)	Timing of payments for claims.	(0.310)	(38.5)	Timing of payments for claims.
Maintenance and Other Operating Contracts	1.405	16.5	Timing of payments.	2.684	5.6	Timing of payments.
Professional Service Contracts	1.546	29.3	Primarily due to timing of MTA Chargeback payments.	(1.929)	(11.1)	Primarily due to timing of payments for consultant contracts for technical scope of work for future ESA maintenance contracts and other consulting services, partially offset by the timing of MTA Chargeback services.

**MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

**Table 5**

Generic Revenue or Expense Category	June 2020			Year-to-Date as of June 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Materials and Supplies	3.096	13.9	Primarily the timing of program, production plan, and operating funded capital material and supplies.	22.860	18.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	1.101	53.2	Primarily lower credit/debit card fees and miscellaneous expenses.	3.917	33.6	Primarily lower credit/debit card fees, miscellaneous expenses and office supplies.
Other Expenditure Adjustments	1.271	95.3	Lower MetroCard/AirTrain pass through payments.	3.798	47.5	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
June 2020								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.333	\$1.200	(\$0.132)	(9.9)	\$7.998	\$4.546	(\$3.452)	(43.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.591)	(1.531)	0.060	3.8	(0.957)	1.599	2.556	*
Capital & Other Reimbursements	(2.163)	5.798	7.961	*	(42.719)	(41.929)	0.790	1.8
<b>Total Receipts</b>	<b>(\$2.421)</b>	<b>\$5.468</b>	<b>\$7.889</b>	<b>*</b>	<b>(\$35.678)</b>	<b>(\$35.785)</b>	<b>(\$0.106)</b>	<b>(0.3)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$2.976	\$4.069	\$1.093	36.7	\$2.946	\$10.939	\$7.992	*
Overtime	3.716	4.620	0.905	24.3	0.157	4.059	3.902	*
Health and Welfare	(0.000)	(0.324)	(0.324)	*	(0.000)	14.051	14.051	*
OPEB Current Payment	(0.000)	(0.233)	(0.233)	*	(0.002)	4.180	4.182	*
Pensions	(0.000)	0.313	0.313	*	(0.001)	1.743	1.743	*
Other Fringe Benefits	4.010	17.074	13.063	*	0.496	33.698	33.203	*
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	-
<b>Total Labor Expenditures</b>	<b>\$10.701</b>	<b>\$25.518</b>	<b>\$14.817</b>	<b>*</b>	<b>\$3.597</b>	<b>\$68.671</b>	<b>\$65.074</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.000)	\$1.388	\$1.388	*	(\$0.000)	(\$2.268)	(\$2.267)	*
Fuel	(0.000)	0.290	0.290	*	0.000	(0.733)	(0.733)	*
Insurance	0.695	2.423	1.728	*	(1.632)	3.527	5.159	*
Claims	0.227	0.014	(0.213)	(93.9)	1.361	0.658	(0.703)	(51.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.000)	0.452	0.452	*	0.000	(2.167)	(2.167)	*
Professional Service Contracts	(0.896)	(0.197)	0.699	78.0	5.249	3.627	(1.622)	(30.9)
Materials & Supplies	0.213	0.373	0.160	75.0	(6.667)	(32.232)	(25.565)	*
Other Business Expenses	(0.113)	1.569	1.682	*	(1.381)	(0.081)	1.300	94.1
<b>Total Non-Labor Expenditures</b>	<b>\$0.125</b>	<b>\$6.311</b>	<b>\$6.186</b>	<b>*</b>	<b>(\$3.069)</b>	<b>(\$29.668)</b>	<b>(\$26.599)</b>	<b>*</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.333)	(\$0.062)	\$1.271	95.3	(\$7.998)	(\$4.200)	\$3.798	47.5
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.333)</b>	<b>(\$0.062)</b>	<b>\$1.271</b>	<b>95.3</b>	<b>(\$7.998)</b>	<b>(\$4.200)</b>	<b>\$3.798</b>	<b>47.5</b>
<b>Total Expenditures before Depreciation</b>	<b>\$9.494</b>	<b>\$31.767</b>	<b>\$22.274</b>	<b>*</b>	<b>(\$7.470)</b>	<b>\$34.803</b>	<b>\$42.273</b>	<b>*</b>
Depreciation Adjustment	\$33.156	\$35.016	\$1.860	5.6	\$198.575	\$206.676	\$8.101	4.1
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	1.176	1.010	*	1.000	2.091	1.091	*
<b>Total Expenditures</b>	<b>\$42.816</b>	<b>\$67.960</b>	<b>\$25.144</b>	<b>58.7</b>	<b>\$192.105</b>	<b>\$243.570</b>	<b>\$51.465</b>	<b>26.8</b>
Cash Timing and Availability Adjustment	0.000	(10.722)	(10.722)	-	0.000	(21.805)	(21.805)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$40.395</b>	<b>\$62.706</b>	<b>\$22.311</b>	<b>55.2</b>	<b>\$156.426</b>	<b>\$185.980</b>	<b>\$29.554</b>	<b>18.9</b>

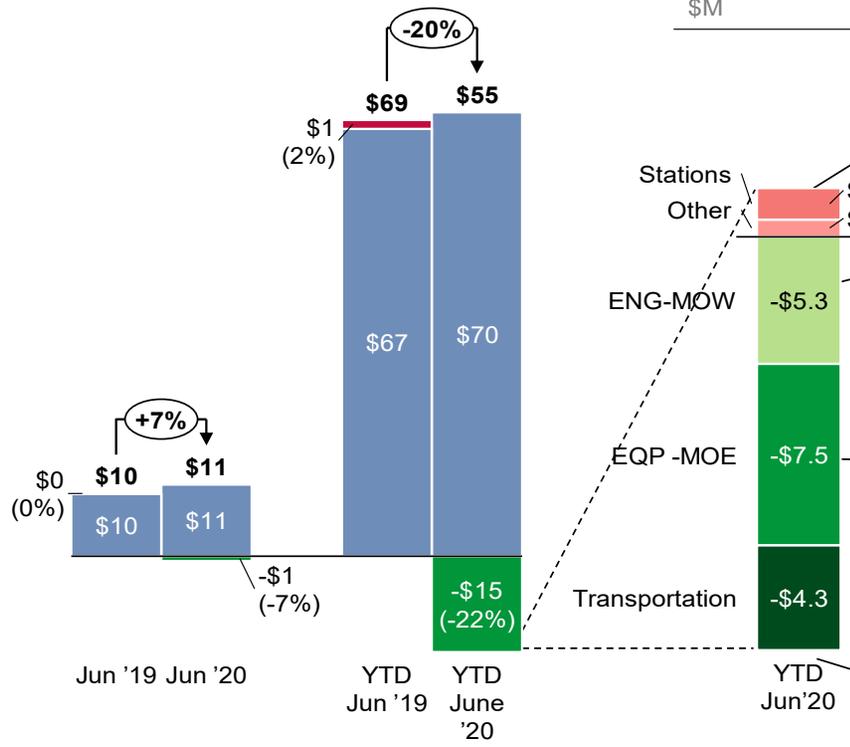
# LIRR – Non-Reimbursable Overtime Variance

## June 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$144M

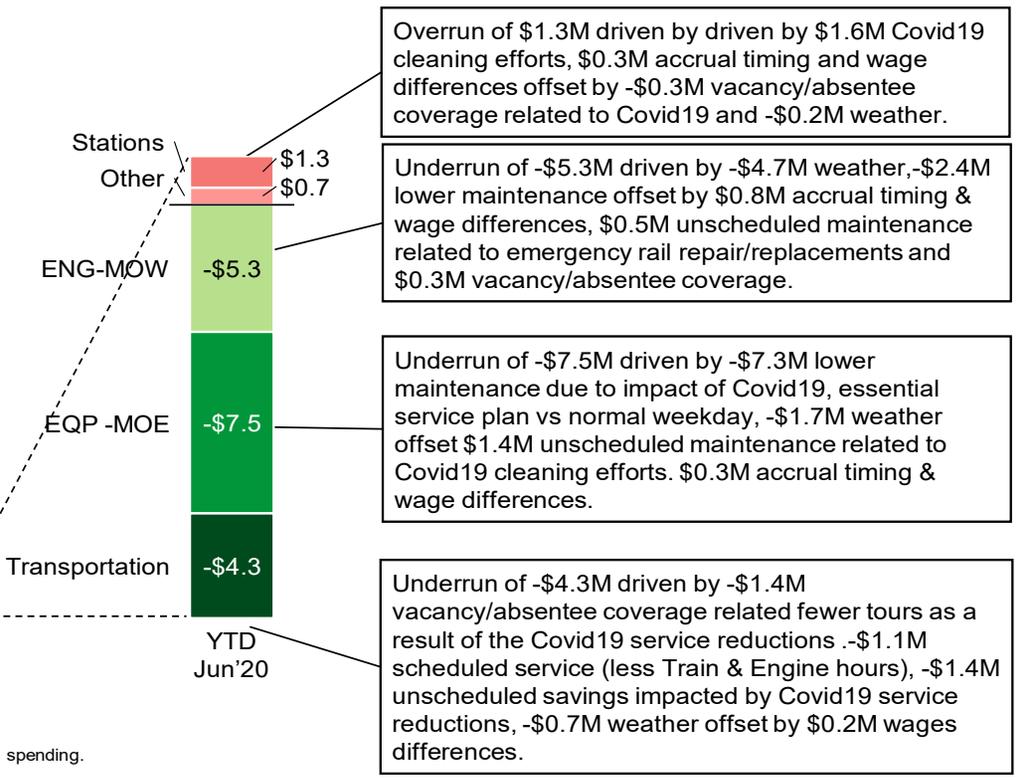


## Overview

- Overall decrease of -\$13.9M or -20% compared to YTD June 2019
- -\$15.1M or -22% below 2020 budget
- YTD Covid19 essential service plan savings -\$7.4M: (Covid19 indirect overtime savings -\$10.4M offset by Covid19 direct overtime-cleaning expenses \$3.0M)

## YTD variance by division

\$M



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

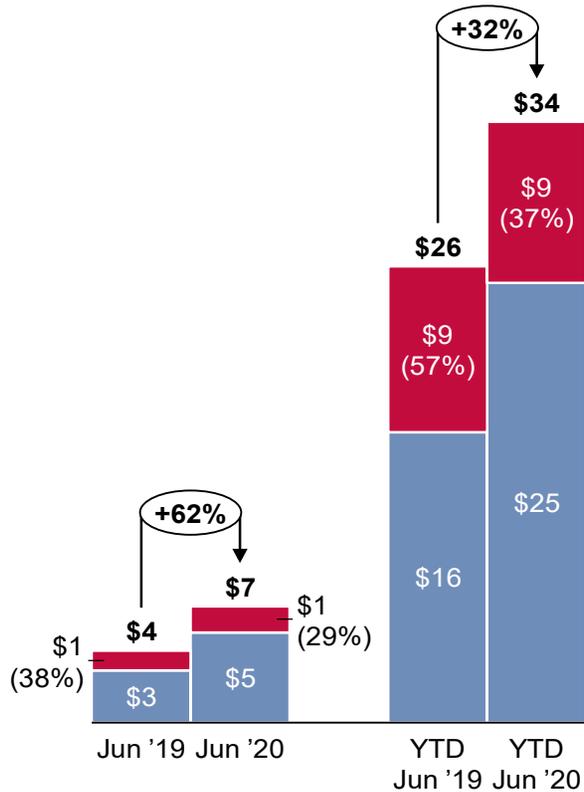
# LIRR – Reimbursable Overtime Variance

## June 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$51M

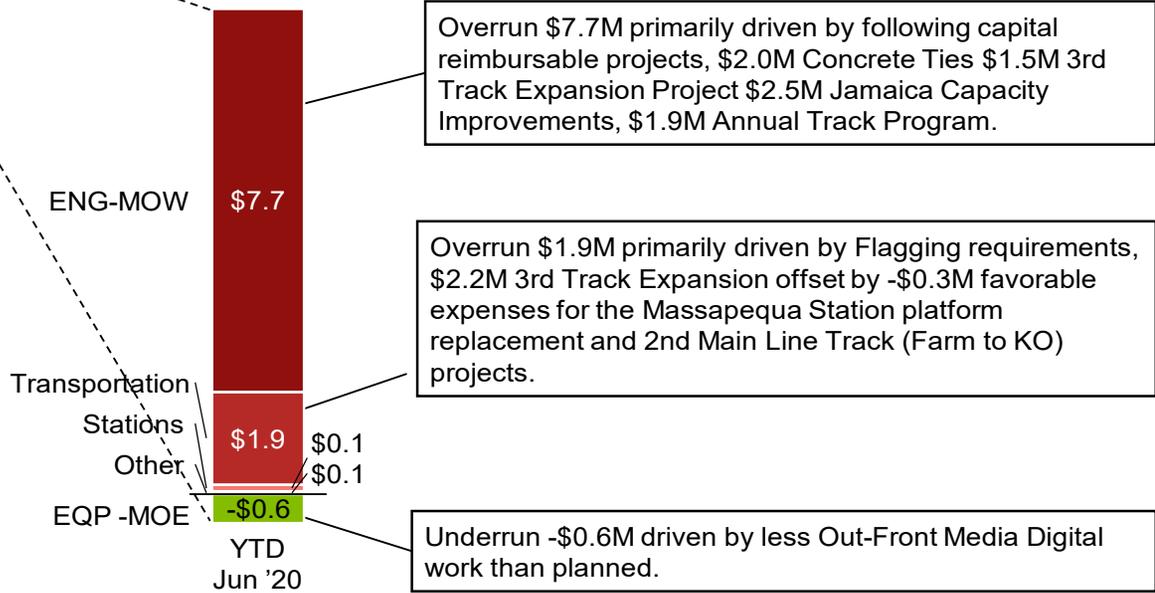


## Overview

- Overall increase of \$8.2M or 32% compared to YTD June 2019
- \$9.1M or 37% above 2020 budget.
- A combination of favorable weather in the YTD and a decision to accelerate the LIRR capital work to earlier in year than expected.

## YTD variance by division

\$M



Overrun \$7.7M primarily driven by following capital reimbursable projects, \$2.0M Concrete Ties \$1.5M 3rd Track Expansion Project \$2.5M Jamaica Capacity Improvements, \$1.9M Annual Track Program.

Overrun \$1.9M primarily driven by Flagging requirements, \$2.2M 3rd Track Expansion offset by -\$0.3M favorable expenses for the Massapequa Station platform replacement and 2nd Main Line Track (Farm to KO) projects.

Underrun -\$0.6M driven by less Out-Front Media Digital work than planned.

Source: Adopted (restated) budget. GL actuals for actual overtime spending.

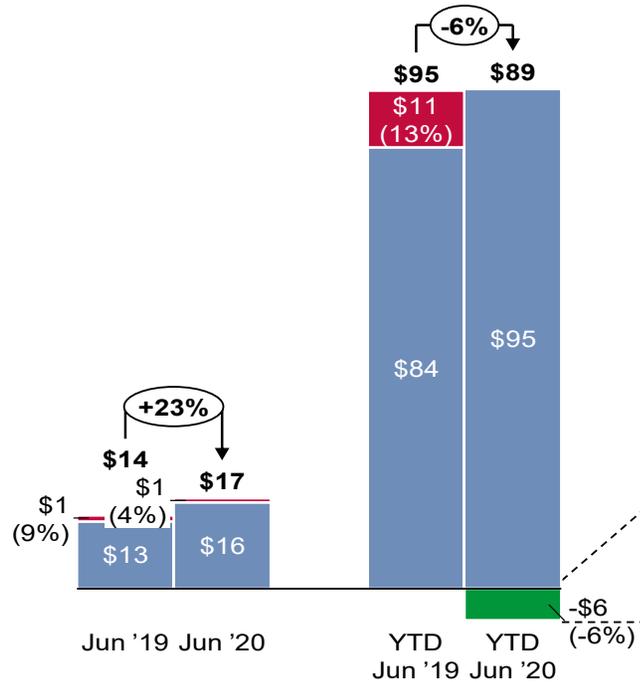
# LIRR – Total Overtime Variance

## June 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$195M

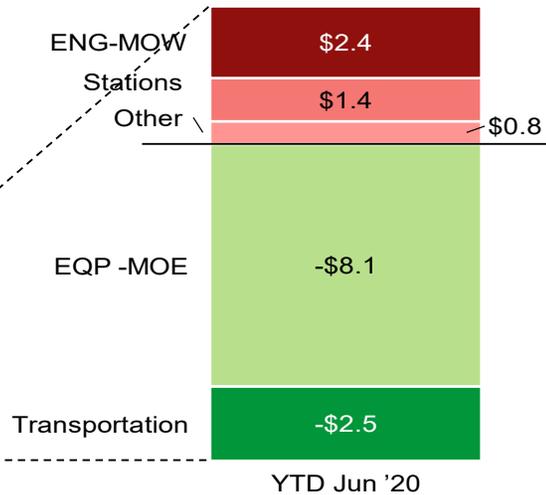


## Overview

- Overall decrease of -\$6.0M or 6% compared to YTD June 2019
- -\$6.0M or -6% below 2020 budget
- Non Reimbursable underrun of -\$15.1M
- Reimbursable overrun of \$9.1M
- YTD Covid19 essential service plan savings -\$7.4M: (Covid19 indirect overtime savings -\$10.4M offset by Covid19 direct overtime-cleaning expenses \$3.0M)

## YTD variance by division

\$M



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS  
 END-of-MONTH JUNE 2020

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	1	1	0
Enterprise Asset Management	7	5	2
Sr. Vice President - Engineering	2	1	1
Labor Relations	17	16	1
Procurement & Logistics (excl. Stores)	71	59	12
Human Resources	37	32	5
Sr VP Administration	2	2	0
Strategic Investments	15	13	2
President	8	7	1
VP & CFO	2	2	0
Controller	44	42	2
Management & Budget	17	15	2
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	70	66	4
Gen. Counsel & Secretary	30	28	2
Diversity Management	3	3	0
Security	15	11	4
System Safety	46	39	7
Training	69	66	3
Service Planning	30	27	3
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	1	1
<b>Total Administration</b>	<b>509</b>	<b>449</b>	<b>60</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,387	2,335	52
Customer Services	323	317	6
<b>Total Operations</b>	<b>2,710</b>	<b>2,652</b>	<b>58</b>
<b>Maintenance</b>			
Engineering	2,069	1,985	84
Equipment	2,242	2,100	142
Procurement (Stores)	95	99	(4)
<b>Total Maintenance</b>	<b>4,406</b>	<b>4,184</b>	<b>222</b>
<b>Engineering/Capital</b>			
Department of Program Management	152	120	32
Special Projects	61	52	9
Positive Train Control	14	14	-
<b>Total Engineering/Capital</b>	<b>227</b>	<b>186</b>	<b>41</b>
<b>Baseline Total Positions</b>	<b>7,852</b>	<b>7,471</b>	<b>381</b>
<i>Non-Reimbursable</i>	<b>6,496</b>	<b>6,146</b>	<b>350</b>
<i>Reimbursable</i>	<b>1,355</b>	<b>1,325</b>	<b>31</b>
<b>Total Full-Time</b>	<b>7,852</b>	<b>7,471</b>	<b>381</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
 END-of-MONTH JUNE 2020**

	<b>Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	271	243	28
Professional, Technical, Clerical	134	97	37
Operational Hourlies	104	109	(5)
<b>Total Administration</b>	<b>509</b>	<b>449</b>	<b>60</b>
<b>Operations</b>			
Managers/Supervisors	332	304	28
Professional, Technical, Clerical	109	101	8
Operational Hourlies	2,269	2,247	22
<b>Total Operations</b>	<b>2,710</b>	<b>2,652</b>	<b>58</b>
<b>Maintenance</b>			
Managers/Supervisors	901	775	126
Professional, Technical, Clerical	305	252	53
Operational Hourlies	3,200	3,157	43
<b>Total Maintenance</b>	<b>4,406</b>	<b>4,184</b>	<b>222</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	157	142	15
Professional, Technical, Clerical	70	44	26
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>227</b>	<b>186</b>	<b>41</b>
<b>Total Positions</b>			
Managers/Supervisors	1,661	1,464	197
Professional, Technical, Clerical	618	494	124
Operational Hourlies	5,573	5,513	60
<b>Total Positions</b>	<b>7,852</b>	<b>7,471</b>	<b>381</b>

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
NON-REIMBURSABLE and REIMBURSABLE  
END-of-MONTH JUNE 2020**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 350 positions due to vacancies in Maintenance of Equipment, Train Operations, Project Management, Stations, Engineering and other administrative departments.
<b>REIMBURSABLE POSITIONS</b> - Favorable 31 positions primarily due to reduced project activity in Engineering, Project Management, Procurement & Logistics and other administrative departments, partially offset by increased project activity in Train Operations.

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
RIDERSHIP  
(In Millions)**

	JUNE 2020							JUNE YEAR TO DATE 2020						
	Month			Variance				YTD			Variance			
	Adopted Budget	Actual 2020	Adjusted* 2019	Adopted Budget	Adjusted* 2019		Adopted Budget	Actual 2020	Adjusted* 2019	Adopted Budget	Adjusted* 2019			
			#	%	#	%				#	%	#	%	
<b>RIDERSHIP</b>														
Monthly	4.261	0.278	4.208	(3.983)	-93.5%	(3.930)	-93.4%	24.520	10.075	24.489	(14.445)	-58.9%	(14.414)	-58.9%
Weekly	0.218	0.053	0.241	(0.165)	-75.8%	(0.189)	-78.2%	1.090	0.546	1.169	(0.543)	-49.9%	(0.622)	-53.2%
Total Commutation	<b>4.479</b>	<b>0.331</b>	<b>4.449</b>	<b>(4.148)</b>	<b>-92.6%</b>	<b>(4.119)</b>	<b>-92.6%</b>	<b>25.610</b>	<b>10.621</b>	<b>25.658</b>	<b>(14.989)</b>	<b>-58.5%</b>	<b>(15.037)</b>	<b>-58.6%</b>
One-Way Full Fare	0.951	0.125	0.887	(0.827)	-86.9%	(0.762)	-85.9%	4.649	2.093	4.849	(2.556)	-55.0%	(2.756)	-56.8%
One-Way Off-Peak	1.643	0.409	1.697	(1.234)	-75.1%	(1.288)	-75.9%	8.812	3.842	8.864	(4.971)	-56.4%	(5.022)	-56.7%
All Other	1.062	0.248	1.030	(0.814)	-76.6%	(0.781)	-75.9%	5.525	2.412	5.475	(3.113)	-56.3%	(3.063)	-55.9%
Total Non-Commutation	<b>3.657</b>	<b>0.782</b>	<b>3.614</b>	<b>(2.875)</b>	<b>-78.6%</b>	<b>(2.831)</b>	<b>-78.4%</b>	<b>18.987</b>	<b>8.347</b>	<b>19.188</b>	<b>(10.640)</b>	<b>-56.0%</b>	<b>(10.841)</b>	<b>-56.5%</b>
Total	<b>8.136</b>	<b>1.113</b>	<b>8.063</b>	<b>(7.023)</b>	<b>-86.3%</b>	<b>(6.950)</b>	<b>-86.2%</b>	<b>44.597</b>	<b>18.968</b>	<b>44.846</b>	<b>(25.629)</b>	<b>-57.5%</b>	<b>(25.877)</b>	<b>-57.7%</b>

\*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
MONTHLY PERFORMANCE INDICATORS  
June 2020**

	<b>MONTH</b>			<b>VARIANCE</b>	
	<b>Actual 2020</b>	<b>Adopted Budget</b>	<b>Actual 2019</b>	<b>vs. Budget</b>	<b>vs. 2019</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	7.7%	45.7%	53.2%	-38.0%	-45.5%
Adjusted <sup>(2)(4)</sup>	12.7%	51.3%	59.8%	-38.6%	-47.1%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$108.18	\$18.51	\$16.53	(\$89.67)	(\$91.65)
Adjusted <sup>(2)</sup>	\$100.17	\$17.29	\$15.42	(\$82.88)	(\$84.75)
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.32	\$8.46	\$8.79	(\$0.14)	(\$0.47)
	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>Actual 2020</b>	<b>Adopted Budget</b>	<b>Actual 2019</b>	<b>vs. Budget</b>	<b>vs. 2019</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	25.0%	42.7%	49.0%	-17.7%	-24.0%
Adjusted <sup>(2)(4)</sup>	29.6%	48.0%	55.4%	-18.4%	-25.8%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$37.55	\$19.71	\$16.95	(\$17.84)	(\$20.60)
Adjusted <sup>(2)</sup>	\$34.60	\$18.35	\$15.79	(\$16.25)	(\$18.81)
Passenger Revenue/Passenger <sup>(3)</sup>	\$9.39	\$8.42	\$8.31	\$0.97	\$1.08

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

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

(3) Passenger Revenue/Passenger includes Hampton Seat Reservations.

(4) Adjusted Farebox Operating Ratio Excludes the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement.



# Long Island Rail Road

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## Ridership Report Highlights

### **June 2020 vs. 2019**

- Total ridership decreased -86.2% compared to June 2019 (1,113,087 in June 2020 vs. 8,063,183 in June 2019).
- Commutation ridership decreased -92.6% compared to June 2019
- Non-Commutation ridership decreased -78.4% compared to June 2019
- The June 2020 ridership reflects essential-only travel. The ridership loss is attributed to the impact of COVID-19 travel restrictions.

### **2020 vs. 2019 YTD**

- Total YTD ridership is -57.7% below 2019 and -57.5% below Budget
- YTD Commutation ridership is -58.6% below 2019
- YTD Non-Commutation ridership is -56.5% below 2019

*Mark Young*

Vice President

Management & Finance and Chief Financial Officer

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**June 2020**

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

**EXECUTIVE SUMMARY**

**June Ridership and Revenue (millions)**

	June 2020	% Change vs. 2020
Total Rail Ridership	1.113	-86.2% ▼
Commutation Ridership	0.331	-92.6% ▼
Non-Commutation Ridership	0.782	-78.4% ▼
Rail Revenue	\$9.3	-86.4% ▼

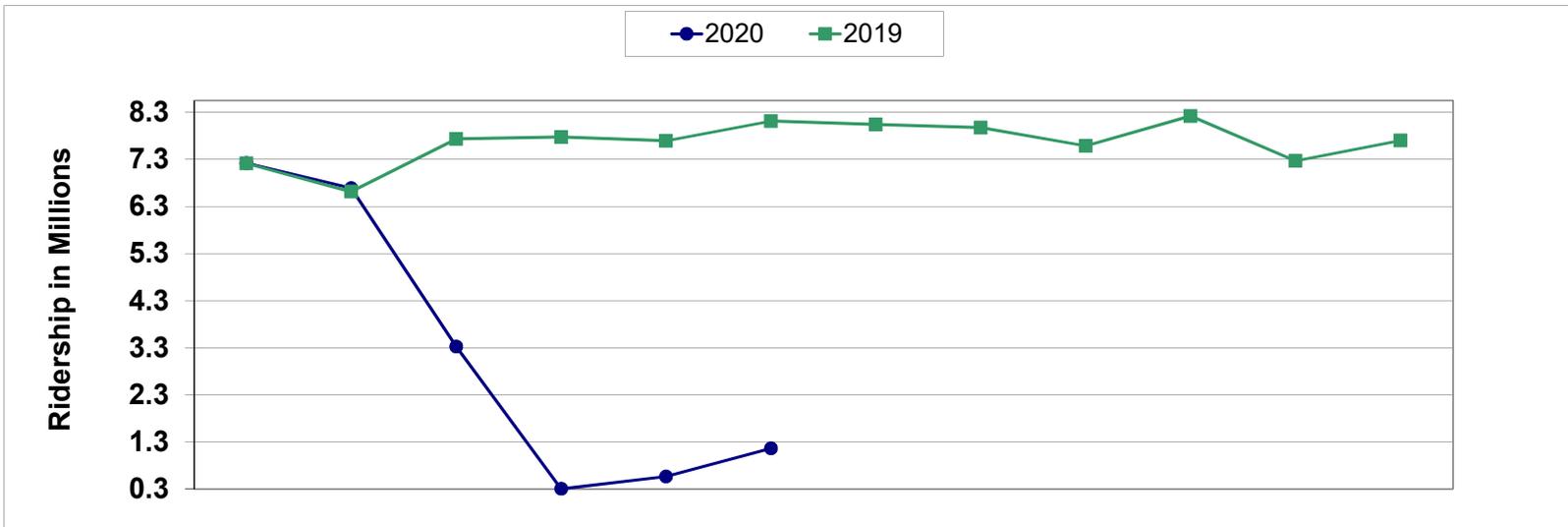
**Year-to-Date through June Prelim. Ridership and Revenue (millions)**

	June 2020	% Change vs. 2020	Comparison to Budget
Total Rail Ridership	18.968	-57.7% ▼	-57.5% ▼
Commutation Ridership	10.621	-58.6% ▼	-58.5% ▼
Non-Commutation Ridership	8.347	-56.5% ▼	-56.0% ▼
Rail Revenue	\$178.1	-52.0% ▼	-52.6% ▼

Please Note: Ridership is based on ticket sales data.

## June RIDERSHIP

- June Total Ridership was -86.2% below '19 and -86.3% below 2020 Budget.

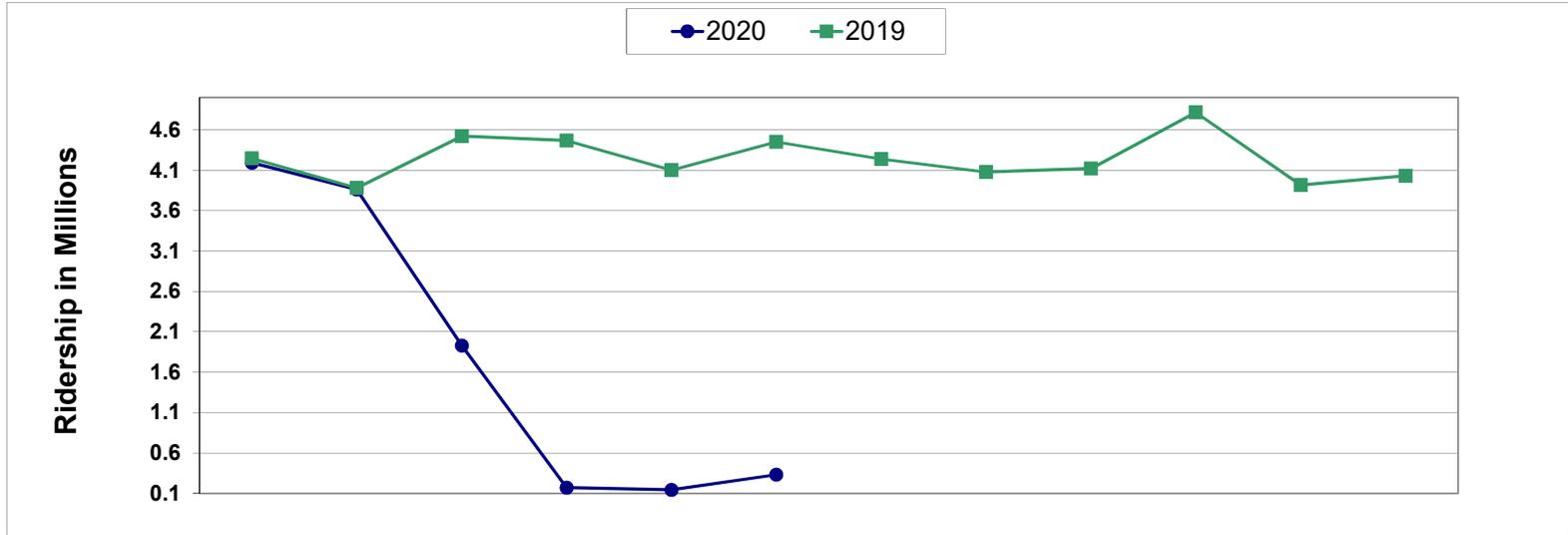


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	7.2	6.6	3.3	0.3	0.5	1.1							19.0
<b>2019</b>	7.2	6.6	7.7	7.7	7.6	8.1	8.0	7.9	7.5	8.2	7.2	7.6	44.8
<b>PCT CHG.</b>	0.1%	1.1%	-57.4%	-96.7%	-93.3%	-86.2%							-57.7%

Please Note: Ridership is based on ticket sales data.

## June COMMUTATION RIDERSHIP

- June Commutation Ridership was -92.6% below '19 and -92.6 % below 2020 Budget.

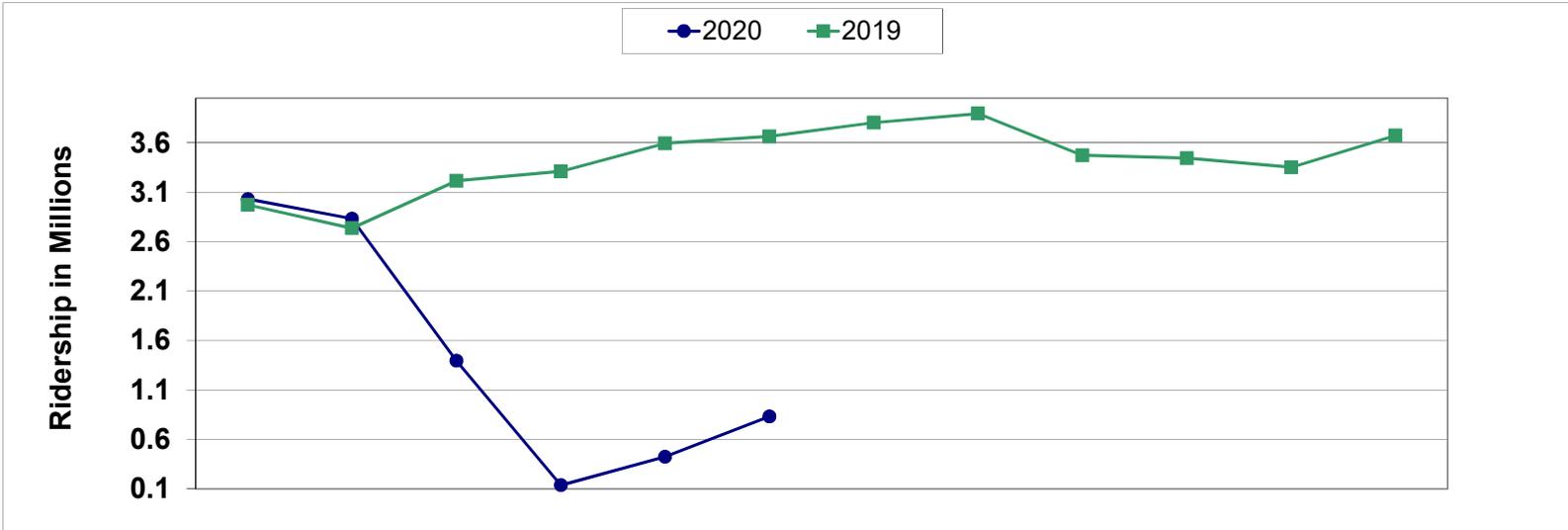


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	4.2	3.9	1.9	0.2	0.1	0.3							10.6
<b>2019</b>	4.2	3.9	4.5	4.5	4.1	4.4	4.2	4.1	4.1	4.8	3.9	4.0	25.7
<b>PCT CHG.</b>	-1.2%	-0.5%	-57.3%	-96.2%	-96.5%	-92.6%							-58.6%

Please Note: Ridership is based on ticket sales data.

## June NON-COMMUTATION RIDERSHIP

- June Non-Commutation Ridership was -78.4% below '19 and -78.6% below 2020 Budget.

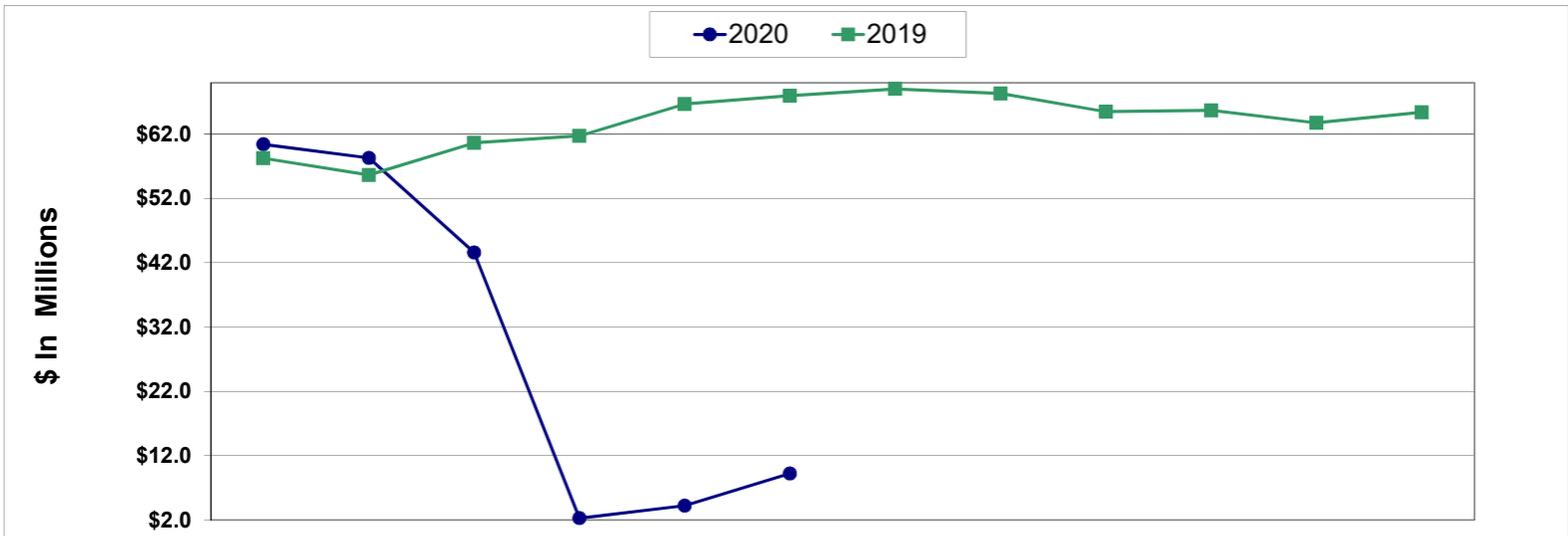


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	3.0	2.8	1.3	0.1	0.4	0.8							8.3
<b>2019</b>	2.9	2.7	3.2	3.3	3.5	3.6	3.8	3.8	3.4	3.4	3.3	3.6	19.2
<b>PCT CHG.</b>	2.0%	3.5%	-57.5%	-97.4%	-89.4%	-78.4%							-56.5%

Please Note: Ridership is based on ticket sales data.

## June REVENUE

- June Total Revenue was -86.4% below '19 and -86.6% below 2020 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3							\$178.1
<b>2019</b>	\$58.3	\$55.7	\$60.7	\$61.7	\$66.7	\$68.0	\$69.1	\$68.3	\$65.5	\$65.7	\$63.8	\$65.4	\$370.9
<b>PCT CHG.</b>	3.7%	4.8%	-28.2%	-96.3%	-93.7%	-86.4%							-52.0%

**\*Fare increase was implemented in April 2019.**

Please Note: Ridership is based on ticket sales data.

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
June 2020**

TICKET TYPE/SERVICE	June 2020	*June 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	330,800	4,449,424	(4,118,624)	-92.6%
NON-COMMUTATION RIDERSHIP	782,287	3,613,759	(2,831,472)	-78.4%
<b>TOTAL RIDERSHIP</b>	<b>1,113,087</b>	<b>8,063,183</b>	<b>(6,950,096)</b>	<b>-86.2%</b>

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
2020 YEAR-TO-DATE**

TICKET TYPE/SERVICE	June 2020	*June 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	10,621,377	25,658,010	(15,036,633)	-58.6%
NON-COMMUTATION RIDERSHIP	8,346,994	19,187,788	(10,840,794)	-56.5%
<b>TOTAL RIDERSHIP</b>	<b>18,968,371</b>	<b>44,845,798</b>	<b>(25,877,427)</b>	<b>-57.7%</b>

\* 2019 ridership numbers were adjusted using 2020 factors.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
June 2020**

REVENUE	June 2020	June 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$2,627,032	\$32,730,873	(\$30,103,842)	-92.0%
NON-COMMUTATION REVENUE	\$6,632,183	\$35,256,579	(\$28,624,396)	-81.2%
<b>TOTAL REVENUE</b>	<b>\$9,259,214</b>	<b>\$67,987,452</b>	<b>(\$58,728,237)</b>	<b>-86.4%</b>

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
2020 YEAR-TO-DATE**

REVENUE	June 2020	June 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$100,301,884	\$190,650,884	(\$90,349,001)	-47.4%
NON-COMMUTATION REVENUE	\$77,790,319	\$180,266,888	(\$102,476,569)	-56.8%
<b>TOTAL REVENUE</b>	<b>\$178,092,203</b>	<b>\$370,917,772</b>	<b>(\$192,825,569)</b>	<b>-52.0%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

**LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS  
JUNE 2020**

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**L70701XA: SUBSTATION REPLACEMENT**

**Milestone: Beneficial Use**

**Project Budget: \$22.89M**

Replacement of the Meadowbrook Substation is complete. The existing substation was replaced with a new prefabricated modular building housing new AC and DC switchgear, rectifiers, control cabinets, and associated equipment. New transformers were installed outside the modular building. This power project will contribute to a state of good repair, increase capacity, improve service reliability through reduction in equipment failures, and will facilitate the LIRR's efforts to meet future service demands.

**L70401BT: REMOVAL OF MONTAUK CUT-OFF VIADUCT**

**Milestone: Beneficial Use**

**Project Budget: \$5.7M**

Removal of a portion of the Montauk Cut-Off in western Queens is complete. The Montauk Cut-Off is an elevated structure that was previously utilized for freight train service but has been out of service for many years. The removed section of the viaduct was located between the Mid-Day Storage Yard and the Arch Street Shop and restricted the movement of certain equipment through the area. These two Queens facilities will support East Side Access operational needs by providing a location to store and maintain LIRR train equipment which provides service to Grand Central Terminal. Removal of this portion of the Montauk Cut-Off allows LIRR train equipment to operate between the Mid-Day Storage Yard and the Arch Street Facility, thereby supporting future fleet maintenance needs.

**SMALL BUSINESS DEVELOPMENT PROGRAM**

No new contract/s awarded this month.

No contract/s completed this month.

# 2020 LIRR Capital Program Goals

