



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

October 2020

Members

R. Herman (Co-Chair)

K. Law (Co-Chair)

F. Borelli

N. Brown

M. Fleischer

R. Glucksman

R. Linn

D. Mack

V. Tessitore

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

Wednesday, 10/28/2020

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 - None

LIRR Summary of Actions - None

MTA C&D Summary of Actions

MTA C&D Summary of Actions - Page 5

3. Approval of Minutes - September 23, 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

- **2021 Preliminary Budget (Public Comment)**
- **LIRR/MNR PTC Project Update**

MNR Information Items

- **Track Program Quarterly Update**
Track Program Quarterly Update - Page 52
- **Customer Survey on COVID-19**
Customer Survey on COVID-19 - Page 63

LIRR Information Items

- **November Timetable Change & Trackwork Programs**
November Timetable Change & Trackwork Programs - Page 82

7. PROCUREMENTS

MNR Procurements - None

LIRR Procurements - None

MTA C&D Procurements

MTA C&D Procurements - Page 87

- **Non-Competitive - None**
- **Competitive**
MTA C&D - Competitive - Page 91
- **Ratifications - None**

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

MNR Reports

- **MNR Operations Report**
MNR Operations Report - Page 94
- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 104
- **MNR Finance Report**
MNR Finance Report - Page 110
- **MNR Ridership Report**
MNR Ridership Report - Page 131
- **MNR Capital Program Report**
MNR Capital Program Report - Page 142

LIRR Reports

- **LIRR Operations Report**
LIRR Operations Report - Page 150
- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 160
- **LIRR Finance Report**

LIRR Finance Report - Page 166

- **LIRR Ridership Report**

LIRR Ridership Report - Page 188

- **LIRR Capital Program Report**

LIRR Capital Program Report - Page 196

**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for OCTOBER 2020**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	T. Moriarty and Son, Inc.	\$17,853,400	MTA Construction and Development requests that the Board approve award of a competitively solicited design-build to provide a new prefabricated substation building at the Long Island Railroad ("LIRR") Ocean Avenue location on the Babylon Branch in Rockville Centre

Minutes of the Joint MNR/LIRR Committee Meeting
October 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 September 23, 2020, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Diversity; and
- 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 May 20, 2020 Board minutes in the June Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/october2020>

2020 Metro-North Railroad Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chairs & Members
2020 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>October 2020</u>	
2021 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Project Update	President
Track Program Quarterly Update	Engineering
<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 rd 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 – 4 th 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 st Quarter 2021	Diversity and EEO
<u>June 2021</u>	
LIRR/MNR PTC Project Update	President
Progress on Way Ahead Strategic Plan	Strategic Initiatives
<u>July 2021</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
2021 Fall Schedule Change	Operations Planning & Analysis
<u>September 2021</u>	
2022 Preliminary Budget (Public Comment)	Finance
2021 Mid-Year Forecast	Finance
PTC Status Report	Engineering
Diversity/EEO Report – 2 nd Quarter 2021	Diversity and EEO

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

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

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.

NOVEMBER 2020

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

PTC Status Report

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

Progress on Way Ahead Strategic Plan

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

DECEMBER 2020

2021 Final Proposed Budget

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

2021 Proposed Committee Work Plan

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

Diversity & EEO Report– 3rd Quarter 2020

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

LIRR/MNR PTC Project Update

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

JANUARY 2021

Approval of 2021 Committee Work Plan

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

Track Program Quarterly Update

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

PTC Status Report

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

FEBRUARY 2021

Adopted Budget/Financial Plan 2021

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

2020 Annual Operating Results

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

LIRR/MNR PTC Project Update

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

Diversity & EEO Report– 4th Quarter 2020

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

2021 Spring/Summer Schedule Change

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

MARCH 2021

Annual Elevator/Escalator Report

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

Customer Satisfaction Survey Report

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

2020 Annual Ridership Report

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

PTC Status Report

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

APRIL 2021

LIRR/MNR PTC Project Update

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

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– 1st 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.

JULY 2021

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.

2021 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 2021.

SEPTEMBER 2021

2022 Preliminary Budget

Public comment will be accepted on the 2022 Budget.

2021 Mid-Year Forecast

The agency will provide the 2021 Mid-Year Forecast financial information for revenue and expense by month.

PTC Status Report

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

Diversity & EEO Report– 2nd Quarter 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.

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2020 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
MTA Capital Construction Report	MTA Capital Construction
MTA Police Report	MTA Police
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP – Operations
Performance Metrics Report	President/Senior Staff
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>October 2020</u>	
2021 Preliminary Budget (Public Comment)	President
LIRR/MNR PTC Project Update	President
November Timetable Change & Trackwork Programs	Service Planning
<u>November 2020</u>	
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
<u>December 2020</u>	
2021 Final Proposed Budget	Management & Budget
2021 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2020	Administration/Diversity
LIRR/MNR PTC Project Update	President
Winter Trackwork Program	Service Planning
<u>January 2021</u>	
Approval of 2021 Committee Work Plan	Committee Chair & Members
PTC Status Report	President
Winter Trackwork Programs	Service Planning
<u>February 2021</u>	
Adopted Budget/Financial Plan 2021	Management & Budget
2020 Annual Operating Results	Operations
Diversity/EEO Report – 4 th Q 2020	Administration/Diversity
March Timetable/Spring Trackwork Programs	Service Planning

LIRR/MNR PTC Project Update

President

March 2021

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

Engineering
Service Planning
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 – 1st 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

July 2021

September Timetable Change & Trackwork Programs
PTC Status Report

Service Planning
President

September 2020

2021 Preliminary Budget (Public Comment)
2020 Mid-Year Forecast
Fall Trackwork Programs
PTC Status Report
Diversity/EEO Report – 2nd Quarter 2020

Management & Budget
Service Planning
President
Administration/Diversity

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2020 Work Plan

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

President's Report

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

Safety Report

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

Capital Construction Report

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

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Operations Report

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

Financial Report

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

Ridership Report

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

Capital Program Report

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

II. SPECIFIC AGENDA ITEMS

OCTOBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

Project Update on PTC

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

NOVEMBER 2020

Review Committee Charter

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

East Side Access Support Projects Update

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

Holiday Schedule

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

PTC Status Report

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

DECEMBER 2020

Diversity & EEO Report– 3rd Quarter 2020

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

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

2021 Final Proposed Budget

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

Proposed 2021 Committee Work Plan

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

Project Update on PTC

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

JANUARY 2021

Approval of 2021 Committee Work Plan

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

PTC Status Report

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

FEBRUARY 2021

Adopted Budget/Financial Plan 2021

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

2020 Annual Operating Results

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

Project Update on PTC

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

Diversity & EEO Report– 4th Quarter 2020

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

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

MARCH 2021

Annual Elevator/Escalator Report

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

Spring Trackwork Programs

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

Customer Satisfaction Survey Report

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

2020 Annual Ridership Report

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

PTC Status Report

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

APRIL 2021

Project Update on PTC

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

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– 1st 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

JULY 2021

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 2021.

SEPTEMBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2020 Mid-Year Forecast

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

Diversity & EEO Report– 2nd Quarter 2019

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

PTC Status Report

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



Metro-North Railroad



Rail Safety Week: [#RedOutForRailSafety](#) at Hudson Avenue Crossing

Justin R. Vonashek
Vice President
Office of System Safety



Safety Highlights:

Metro-North Railroad (MNR), through its TRACKS (Together Railroads and Communities Keeping Safe) program, participated in the fourth national Rail Safety Week held Monday, September 21st through Sunday, September 27th. Rail Safety Week aligns with MNR's mission to promote safe behaviors; prevent trespassing; and reduce incidents around trains, at grade crossings, and near railroad tracks. Due to the ongoing COVID-19 pandemic, MNR's Office of System Safety (OSS) adapted this year's Rail Safety Week initiatives to include the following:

- Webpage launched to educate visitors on Rail Safety Week activities.
- New rail safety videos featuring TRACKS ambassador, Metro-Man, and MNR employees covering topics such as grade crossing safety, platform safety, and ENS signs. A new video was released each day of Rail Safety Week and posted on MNR's social media platforms (Facebook, Twitter and Instagram) as well as the Rail Safety Week webpage.
- MNR's 3rd Annual Rail Safety Poster Contest was launched during Rail Safety Week.
- Customer Safety Day was observed on Wednesday, September 23rd. Metro-Man made a special appearance in Grand Central Terminal handing out face masks to the public.
- On Friday, September 25th, MNR employees participated in **#RedOutForRailSafety** by wearing a red shirt to remind everyone about rail safety and promote safe behaviors near all tracks, trains, and on station platforms.

As part of National Suicide Prevention and Awareness month in September, TRACKS held a virtual QPR (Question, Persuade and Refer) Gatekeeper training on September 29th and a socially distanced, in-person class on September 30th, to support and promote suicide prevention and mental health awareness.

For the current 12-month period (September 2019 – August 2020) versus the previous 12-month period (September 2018 – August 2019), lost time injuries per 200,000 working hours were reduced by 11.5%.

For the current 12-month period (September 2019 – August 2020) versus the previous 12-month period (September 2018 – August 2019), customer reportable injury rate per one million customers were reduced by 9.4%.

Justin R. Vonashek
Vice President
Office of System Safety

August 2020 Safety Report

Performance				
Performance Indicator	12-Month Average			
	September 2017 - August 2018	September 2018 - August 2019	September 2019 - August 2020	
FRA Reportable Customer Accident Rate per Million Customers	1.05	1.06	0.96	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.49	2.27	2.01	
	2019		2020	
	August	Year to Date	August	Year to Date
Grade Crossing Incidents ¹	1	2	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2019		2020	
	August	Year to Date	August	Year to Date
First Responders Trained	25	1,458	40	855
Employee Safety Training Courses	150	297	109	283
Employees Trained	1,406	5,514	990	4,356
Employee Safety Training Hours	14,499	188,701	23,904	140,391
Customer and Community: Focus on Grade Crossings	2019		2020	
	August	Year to Date	August	Year to Date
Broken Gates	1	23	0	13
MTA Police Details	65	492	23	188
Summons	79	378	72	455
Warnings	23	86	22	140
Community Education and Outreach*	15,245	86,540	610	33,073
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%	

*Due to the COVID-19 pandemic, community outreach events are held virtually, as a result 2020 numbers are lower than previous years.

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.



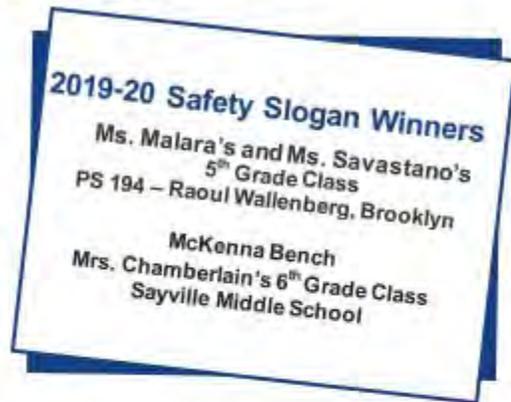
Safety Report Highlights

SAFETY ALONG THE TRACKS

SLOGAN CONTEST

Have your slogan displayed
at LIRR Stations!

Contest begins **October 15**
and ends **December 15**



To learn more about LIRR's **Virtual outreach safety programs or to schedule a presentation see our webpage:
<http://web.mta.info/lirr/safety/TRACKS/>



Rules:

Grades K-5:To enter, submit an original safety slogan with "Safety Along the Tracks" as the theme (one entry per student); artwork optional.

Grades 6-8:To enter, submit an original safety slogan (one entry per student) about "Safety while traveling on the LIRR".

Grades 9-12:To enter, submit a short essay in 500 words or less (one entry per student) about the importance of grade crossing safety.

Entries must be e-mailed to tracks@lirr.org using "Safety Along the Tracks Contest" in the subject line and must include the School's name/Teacher's name, Student's name, address, and daytime phone number.

- Contest is open between **October 15 - December 15, 2020**; winner will be announced **January 2021**.
- Essay Winners will be offered an opportunity to create a Public Service Announcement for the LIRR.
- Slogans winners will have their original entry displayed at LIRR stations (where applicable).



Long Island Rail Road

For the second year in a row, the Long Island Rail Road is the recipient of the American Public Transportation Association Safety Gold Award for Commuter/Intercity Passenger Rail. The 2020 Award recognizes our industry leading grade crossing safety enhancements. In 2019, the LIRR Corporate Safety Department, in partnership with MTA Police, was recognized with the Gold Award for the Right of Way Task Force.

In April 2018, the MTA Long Island Rail Road (LIRR) implemented a grade crossing treatment program, installing reflectorized delineators and applying road striping with reflective road markers at 296 crossings. The delineators guide motorists over the crossings, visually reinforcing not to turn on to the tracks. By August 2018, modifications at all 296 LIRR crossings were completed. At the same time, LIRR joined Waze's Connected Citizens Program (CCP), leveraging Waze to transmit hazard notifications to drivers for at-grade railroad crossings. The Waze App is intended to allow "drivers to navigate to their desired address and to assemble and update maps to reflect road conditions and occurrences on them, such as traffic congestions, road accidents, police road blocks, etc." Because of the success of the notifications, Waze made this feature globally available.

After the implementation of both the delineators/road markings and Waze, LIRR experienced an immediate and dramatic decrease in grade crossing events and delays. A Federal Railroad Administration commissioned Volpe study found that the system-wide implementation of these two initiatives resulted in an eighty-five percent reduction of vehicle right of way incursion events and an eighty-six percent reduction in the number of trains delayed by reports of vehicles on the tracks. Additionally, the LIRR total train delay time due to reports of vehicles on the tracks was reduced by about eighty-nine percent. The number of incidents involving trains striking vehicles that mistakenly turned onto the tracks at a grade crossing was reduced from two over the one-year period before the treatment implementation to zero over the one-year period after implementation.

The following employees were instrumental to the success of the initiative:

Engineering

Structures Division

Corporate Safety

Karl Meyer, Director Safety Operations

Enterprise Asset Management

Lakshmin Sai, Chief EAM Officer and Rachael Bishop, Senior Manager Geospatial Technology

MTA IT

Uttam Bera, Director Geospatial Technology and Applications and Siddharth Poonja, GIS Consultant/ SME

For the reporting period ending August 2020, the average Reportable Customer Injury Rate was 3.78 injuries per million customers as compared to 2.17 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 most customers sustain are bruises and contusions followed closely by lacerations and abrasions. During this reporting period, the average Reportable Employee Lost Time Injury Rate was 3.31 injuries per 200,000 hours worked as compared to 3.33 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President
Corporate Safety

August Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	September 2017 - August 2018	September 2018 - August 2019	September 2019 - August 2020	
FRA Reportable Customer Accident Rate per Million Customers	2.34	2.17	3.78	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.02	3.33	3.31	
	2019		2020	
	August	Year to Date	August	Year to Date
Grade Crossing Incidents ¹	2	9*	0	2
Mainline FRA Reportable Train Derailments	0	0	0	1
Mainline FRA Reportable Train Collisions	0	1**	0	0

* 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

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

Leading Indicators				
Focus on Safety Training	2019		2020	
	August	Year to Date	August	Year to Date
First Responders Trained	107	1,114	39	213
Employee Safety Training Courses	74	749	64	505
Employees Trained	973	8,598	678	4,778
Employee Safety Training Hours	18,358	169,084	13,622	103,797
Customer and Community:	August	Year to Date	August	Year to Date
Broken Gates	14	83	6	50
MTA Police Details	53	892	62	329
Summons	119	1,147	320	1,473
Warnings	47	483	99	482
Arrests	0	5	0	0
Community Education and Outreach	9,340	74,565	533	22,274
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		826	99
	C3 Cab		23	100
	C3 Trailer		109	98
	DE/DM		38	84
	E-15		4	27

Definitions:

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

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

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

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

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

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

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

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

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

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



Police Report



Metro-North Railroad

September 2020 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (5 vs 10) for the month of September compared to the same period last year.
- Year to date Metro-North Railroad is down 55 crimes (37 vs 92).
- There was one (1) Hate Crime on Metro-North Railroad for the month of September.

Joseph P. McGrann
Chief of Police



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

September 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	1	1	0	0%
Burglary	0	1	-1	-100%
Grand Larceny	4	7	-3	-43%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	10	-5	-50%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	11	-4	-36%
Felony Assault	6	14	-8	-57%
Burglary	4	7	-3	-43%
Grand Larceny	19	55	-36	-65%
Grand Larceny Auto	1	5	-4	-80%
Total Major Felonies	37	92	-55	-60%



Long Island Rail Road

September 2020 Highlights: MTA Police Report

- Long Island Rail Road experienced an even amount of major felonies (9 vs 9) for the month of September compared to the same period last year.
- Year to date Long Island Rail Road is down 17 crimes (49 vs 66).
- There was one (1) Hate Crime on Long Island Rail Road for the month of September.

Joseph P. McGrann
Chief of Police



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road**

September 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	3	3	0	0%
Burglary	1	0	1	100%
Grand Larceny	3	5	-2	-40%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	9	0	0%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	17	9	8	89%
Felony Assault	8	12	-4	-33%
Burglary	4	5	-1	-20%
Grand Larceny	20	39	-19	-49%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	49	66	-17	-26%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

September 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	3	-1	-33%
Felony Assault	4	4	0	0%
Burglary	1	2	-1	-50%
Grand Larceny	7	12	-5	-42%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	14	21	-7	-33%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	27	24	3	13%
Felony Assault	15	28	-13	-46%
Burglary	8	15	-7	-47%
Grand Larceny	39	95	-56	-59%
Grand Larceny Auto	1	6	-5	-83%
Total Major Felonies	90	168	-78	-46%



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - September 2020)

Motivation	2020	2019	Diff	% Change
Asian	0	0	0	0 %
Black	3	7	-4	-57 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	1	0	1	0 %
Muslim	0	0	0	0 %
Other	0	0	0	0 %
Anti-Semitic	5	13	-8	-61 %
Sexual Orientation	0	2	-2	-100 %
White	2	0	2	0 %
Motivation Total	11	22	-11	-50 %

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	0	3	-3	-100 %
Felony Assault	2	1	1	100 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	1	-1	-100 %
Criminal Mischief #4	9	17	-8	-47 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	11	22	-11	-50 %



MTA Police Department Arrest Summary: Department Totals

1/1/2020 to 9/30/2020

Arrest Classification	Total Arrests	
	2020	2019
Robbery	21	23
Felony Assault	15	36
Burglary	3	10
Grand Larceny	13	38
Grand Larceny Auto	2	3
Aggravated Harassment	3	4
Aggravated Unlicensed Operator	5	20
Assault-Misdemeanor	28	63
Breach of Peace	6	11
Child Endangerment	2	3
Criminal Contempt	8	13
Criminal Impersonation	3	8
Criminal Mischief	28	34
Criminal Possession Stolen Property	6	5
Criminal Tampering	3	2
Criminal Trespass	23	37
Disorderly Conduct	1	1
Drug Offenses	36	120
DUI Offenses	4	4
Falsely Reporting an Incident	4	7
Forgery	13	27
Fraudulent Accosting	0	9
Graffiti	22	31
Identity Theft	0	1
Issue a Bad Check	0	2
Menacing	6	12
Obstruct Government	2	8
Petit Larceny	37	157
Public Lewdness	10	22
Reckless Endangerment	8	8
Resisting Arrest	12	35
Sex Offenses	7	15
Stalking	1	1
Theft of Services	53	189
Unlawful Imprisonment/Kidnapping	0	1
Unlawful Surveillance	0	1
VTL Offenses	1	4
Warrant Arrest	22	60
Weapons Offenses	2	3
Unauthorized Use Vehicle	0	1
Total Arrests	410	1,029

INDEX CRIME REPORT
Per Day Average
September 2020

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	2	0	0
Fel. Assault	4	3	1	0
Burglary	1	1	0	0
Grand Larceny	7	3	4	0
GLA	0	0	0	0
Total	14	9	5	0
Crimes Per Day	0.47	0.30	0.17	0.00

Joint MNR/LIRR Committee & CPOC Monthly PTC Project Update



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 100% of their 244.3 route miles in Extended Revenue Service Demonstration (ERSD).

LIRR has 96% of their 305 route miles in ERSD.

Budget

\$1.159B Current Budget



LIRR PTC ERSD Timeline and Look-ahead

September 2020

- ✓ HMAC (over-the-air security) deployment completed
- ✓ Removal of Office split completed

October 2020

- Jamaica – Mile Post 8-11 (Metropolitan interlocking to West of Hillside)
- Delivery of System Software Baseline 3.9 (Previously September as reported in May CPOC)

November 2020

- Harold – Mile Post 0 to 5 (previously September as reported in May CPOC)
- Conditional approval of Safety Plan
- Interoperability with Amtrak with FRA-approved mitigation for compliance.

After PTC Deadline

- Two-year RAMS (Reliability, Availability, Maintainability, Safety) period in 2021-2022
- Full interoperability with Amtrak (with Amtrak's updated on-board software)
- Updates to system software to make operational improvements and correct variances



LIRR Project Update

ERSD

- Achieved ERSD on 96% of LIRR's 305 route miles with the exception of Jamaica and Harold.

Field Installation & Testing

- Jamaica (MP 8-11) – functional field testing in progress; ERSD on schedule for October.
- Harold (MP 0-5) - transponder and WIU designs updated and being installed and tested in the field; functional field testing to start in mid-October; ERSD on schedule for November.
- Completed HMAC (over-the-air security) deployment on LIRR Territory in September.
 - Agreement with Amtrak and NJT to exchange HMAC keys in mid-October for interoperability.
- Completed the Office split (which was implemented to conduct ERSD and testing activities in parallel) in September.

Software Testing (3.9 Release)

- Integrated System Factory Acceptance Testing (FAT) extended to correct on-board and office variances.
- Safety review/approvals in late October for field deployment to support Jamaica ERSD.



LIRR Project Update (continued)

Safety Plan

- FRA provided all comments to LIRR Safety Plan at the end of September.
- Weekly meetings with FRA to address all comments and update Safety Plan in real-time.
- Conditional approval of Safety Plan anticipated in November.

LIRR interoperability with Amtrak

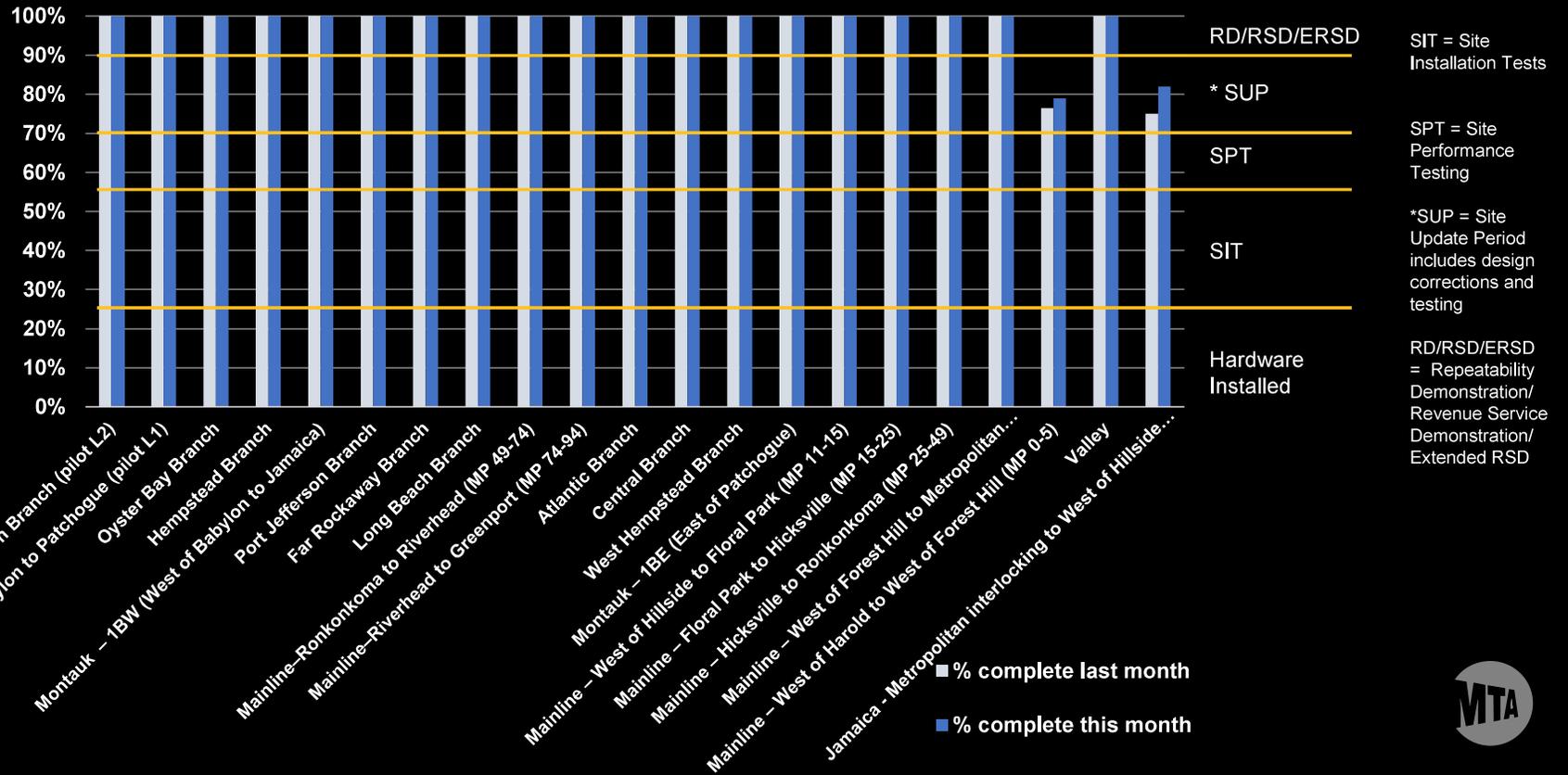
- Wayside modifications implemented in the field to support Amtrak's back-to-back (b2b) mitigation for deadline compliance.
- LIRR trains are approved to operate on Amtrak territory; M9 fleet will be qualified on Amtrak as part of Harold ERSD.

Amtrak interoperability with LIRR

- Siemens on target to provide an OBC software release to Amtrak/Burns for b2b testing in May 2021.
- Joint Amtrak/LIRR White Paper for b2b mitigation approved by FRA for deadline.
- Qualification of Amtrak trains to operate on LIRR territory in November as part of Harold ERSD



LIRR Segment RSD Readiness (Previous vs Current Month)



Key Milestones and Issues (LIRR & MNR)

Status	Activity	Issues		
<div style="text-align: center;">● Green (Current)</div> <div style="text-align: center;">● Green (Previous)</div> <div style="margin-top: 10px;"> ● Significant impact to Project Schedule and ability to meet PTC deadline. Red </div> <div style="margin-top: 5px;"> ● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline. Yellow </div> <div style="margin-top: 5px;"> ● No Near Term Impact to Project Schedule and on target to meet PTC deadline. Green </div>	<p>Delivery and implementation of System Software for STS-STS safety server interface for Interoperability</p> <p>Baseline 3.9</p> <tr style="background-color: #FFD700;"> <td colspan="2" style="text-align: center;">Date Needed</td> </tr> <p>November 2020</p>	Date Needed		<p>Issues:</p> <ul style="list-style-type: none"> Timely delivery of System Software Release 3.9 for the STS-STS safety server interface for FRA compliance and interoperability with Amtrak. <p>Monthly Update:</p> <ul style="list-style-type: none"> All SI variances related to the STS-STS interface were corrected in new System Baseline 3.9 planned for late October delivery. Regression testing of the interface is in progress in Amtrak’s lab. Physical connectivity of the interfaces are being tested in the field on both Railroads. STS-STS roll-out on LIRR/MNR in November pending Amtrak readiness. <p>Drivers:</p> <ul style="list-style-type: none"> Changes to MTA’s design for the safety server interface was modified to align with an updated specification from Amtrak in early 2018. <p>Mitigations:</p> <ul style="list-style-type: none"> The Railroads have an operational workaround for FRA review/approval should interface fail to be operational at end of 2020. <p>Potential Impacts:</p> <ul style="list-style-type: none"> MTA will need to implement an operational mitigation if interface is not available at the end of the year.
Date Needed				



MNR Project Update

Segment in full PTC Functionality:

Total route miles in full PTC – 244.3 miles (100%)

- Hudson Line (GCT – CP75) – 74.8 miles
- Harlem Line (CP106 – CP182) – 76.9 miles
- New Haven Line (CP212 – CP274) – 61 miles
- Danbury Branch – 24.2 miles
- New Canaan Branch – 6.3 miles

PTC Implementation Summary:

- All trains for Hudson & Harlem Lines and Danbury Branch are operating with full PTC Functionality.
- Over 132,000 Revenue Trains ran in full PTC mode from August 2019 – Sept 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)

Field Installation & Testing

- Commenced commissioning of Over the Air Security (HMAC) on Wayside and Fleets
 - Completed activation for all MNR Trains and Wayside except M8.
 - Amtrak and Freight train activations are expected by the end of October 2020
- Commenced Onboard OBC Software Update for release 5.2.17
- Completed CP 8 updates and testing for CSX Oak Point Link
- CSX Rev 11 OBC Testing was performed for deployment and operation on MNR
- Continue to mitigate technical and operational issues

Amtrak Boundary Installation & Commissioning

- Poughkeepsie – Completed and commissioned December 5th 2019
- Spuyten Duyvil - Completed and commissioned May 28th 2020
- New Rochelle – Completed and commissioned Sept 12th 2020
- New Haven – Pending Amtrak Installation readiness, commissioning scheduled for end of Oct 2020
- STS-STX Interface – Pending Amtrak Readiness, commissioning scheduled for Nov 2020

MNR Submitted its Safety Plan to the FRA on May 12th 2020.

- Discussions with the FRA ongoing to update the documents per applicable LIRR comments



MNR M8 Project Update

Current Project Status

- Safety Certification of ATC Software D1/D2, complement to PTC OBC software – September 30, 2020
- Alstom field Testing for OBC Software Release Candidate 1 (RC1) completed September 25, 2020
- Bombardier Wayside integration Testing of OBC Software RC1 completed on Oct 9, 2020
- OBC Software RC2 was released and field tested for Non-Vital Interfaces the week of Oct 13, 2020
- Continued replacement of upgraded ATC/ACSES hardware on M8 fleet, 49 out of 125 required completed.
- Gap Analysis – Mitigation and Interoperability efforts continue based on field testing performed by SI

Upcoming Milestones

- Alstom field Testing of Release Candidate 2 (RC2) scheduled for the week of October 19, 2020
- Bombardier Wayside Integration field testing of RC2 scheduled for the week of October 26, 2020
- Continued replacement of upgraded ATC/ACSES hardware on M8 fleet
- M8 Safety Certification expected in November 2020 (Previously 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
- Transponder and WIU configuration and installation testing was completed
- Wayside Communications configuration and testing is ongoing
- Functional testing commenced between CP OV and Harriman

Upcoming Milestones

With support from NJT and its Systems Integrator the following activities are planned,

- Communications coverage testing to commence in Oct 2020
- The reconfiguration and testing of about 100 Transponders is expected late Oct 2020
- Onboard, Office and Functional Qualification testing completion expected by Nov 2020
- ERSD on Port Jervis Line is scheduled by Dec 2020

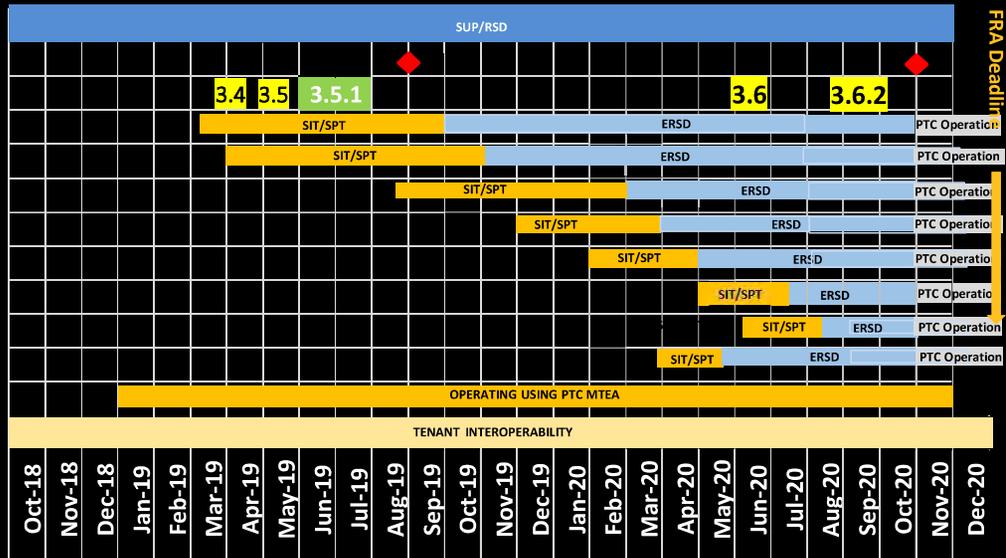
Pascack Valley Line

- Entered ERSD in Sept 2020



MNR Schedule and Sequence

- Pilot Line - Hudson Line (CP25 - CP34)
- PTCSP- Submission/Approval to FRA
- System Integrated Baseline Release
- Danbury Branch
- Hudson Line (CP 10 - CP 75)
- Harlem Line (CP 113 - CP 182)
- GCT Boundaries (CP 1 - CP 8/112/212)
- New Canaan Branch
- New Haven Line (CP255 - CP274)
- New Haven Line (CP 230 - CP 255)
- New Haven Line (CP 212 - CP230)
- Waterbury Branch
- Tenant Interoperability

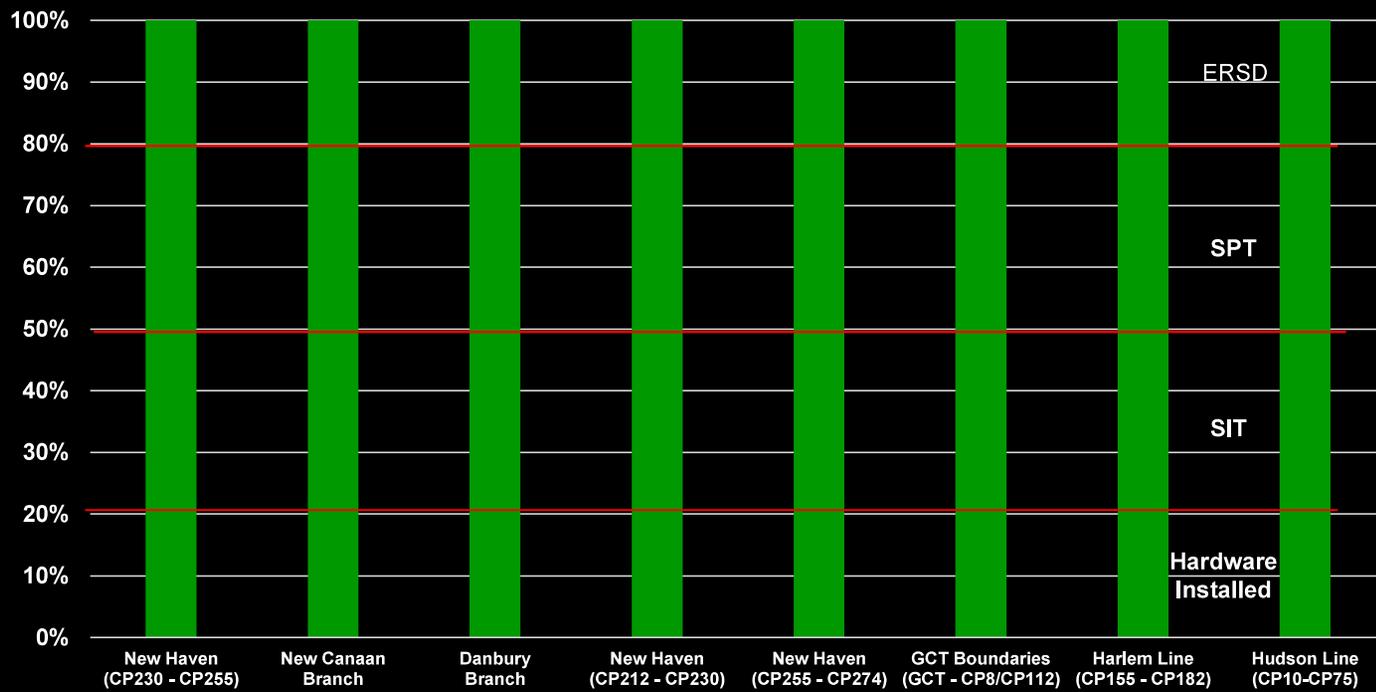


SIT - Site Installation Testing/SUP -Site Update Period/RSD - Revenue Service Demonstration/SPT – Site Performance Test
 ERSD - Extended Revenue Service Demonstration

Waterbury Branch – Operating under Main Line Track Exclusion Addendum (MTEA). Installation of Signal System ongoing



MNR Segment ERSD Readiness



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

■ % complete ■ Remaining



Key Milestones and Issues (MNR Only)

Status	Activity	Issues
<ul style="list-style-type: none"> ● Yellow (Current) ● Yellow (Previous) 	<p>Integration for the M8 OBC into the MNR Wayside</p>	<p>Issues:</p> <ul style="list-style-type: none"> Complete M8 Fleet Hardware and Software Upgrade for full PTC Operability Complete Gap analysis, design and implement mitigating measures Complete M8 OBC Qualification and Integration Testing in MNR / BT Wayside Environment <p>Monthly Update:</p> <ul style="list-style-type: none"> Safety Certification of ATC Software D1/D2, complement to PTC OBC software – September 30, 2020 Delivery of Release Candidate 1, RC 1, OBC Software completed on September 21, 2020 Field Testing Complete for OBC – SW RC1 – Completed September 25, 2020 Bombardier Wayside integration of OBC SW RC1 in progress Continued replacement of upgraded ATC/ACSES hardware on M8 fleet Gap Analysis – Mitigation and Interoperability efforts continue based on field testing performed by SI <p>Drivers:</p> <ul style="list-style-type: none"> Continued production schedule adherence for upgraded ATC/ACSES Mechanisms for replacement Complete SLR Review/Update, SI M8 SPT test Procedure, Gap Analysis, Wayside Engineering Testing Complete MNR M8 integration engineering testing using M8 OBC RC2 software <p>Mitigations:</p> <ul style="list-style-type: none"> Complete design for mitigations defined in the Gap analysis and validate through field testing Perform M8 OBC integration/engineering testing to qualify/verify all gaps and define mitigation measures <p>Potential Impacts:</p> <ul style="list-style-type: none"> Potential risk of not completing entire M8 fleet with both hardware and software PTC upgrades
<ul style="list-style-type: none"> ● Significant impact to Project Schedule and ability to meet PTC deadline. Red ● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline. Yellow ● No Near Term Impact to Project Schedule and on target to meet PTC deadline. Green 	<p>Date Needed</p> <p>October 2020</p>	



MNR PTC ERSD Timeline

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

- ✓ New Rochelle Line Boundary with Amtrak
- ✓ Pascack Valley ERSD
- New Haven Line Boundary with Amtrak (Previously September)
- HMAC Over the Air Security Implementation
- STS – STS Amtrak Boundary Interface (Previously September)
- Port Jervis Line ERSD

After PTC Deadline

- Two-year RAMS (Reliability, Availability, Maintainability, Safety) period in 2021-2022
- Updates to system software to make operational improvements and correct variances
- PTC for Waterbury Branch and New Haven Signal Upgrades



2020 3rd Quarter Maintenance of Way Division

Track, Structures, Stations & Facilities

Metro-North Railroad

October 05, 2020



Track Projects Systemwide

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

■	Hudson Line	8,650	ties planned	0	installed	0%
■	New Haven	9,600	ties planned	8,707	installed	91%
■	Danbury	7,150	ties planned	14,328	installed	200%
■	Waterbury	2,600	ties planned	8,004	installed	308%
		30,000	ties planned	31,039	installed	103% of goal

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

■	GCT	141	ties installed			
■	Hudson	2,200	ties installed			
■	Harlem	144	ties installed			
■	New Haven	658	ties installed			
■	Danbury	109	ties installed			
■	Waterbury	56	ties installed			
	Total 2020	3,308	ties installed			83% of goal

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

■	Hudson Line	4	miles planned	2.7	installed	68%	complete
■	New Haven	3	miles planned	3.2	installed	108%	complete
	Total 2020	7	miles planned	6.0	installed	85%	of goal

*All subject to change due to current events



Welds (2,000 joints planned)

□	GCT	0	joints completed	
□	Hudson Line	301	joints completed	
□	Harlem Line	361	joints completed	
□	New Haven	419	joints completed	
□	West Of Hudson	227	joints completed	
□	Port Jervis	0	joints completed	
	Total 2020	1,308	joints completed	65% of goal

Loram Rail Grinder (80 miles planned, November 2020)

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

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

□	GCT	8 switches	planned	9	switches	completed	113% complete
□	Hudson	4 switches	planned	0	switches	completed	0% complete
□	Harlem	11 switches	planned	7	switches	completed	0% complete
□	New Haven	10 switches	planned	9	switches	completed	90% complete
□	*Waterbury			5	switches	completed	100% complete
	Total 2020	33 switches	planned	30	switches	completed	91% of goal

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



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

■	Harlem Line	4	Crossings planned	2	complete	50%
■	New Haven					
	■	Danbury	4	Crossings planned	4	complete 100%
	■	Waterbury	1	Crossings planned	0	complete 0%
		Total 2020	9	Crossings planned	6	complete 67% of goal

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

■	Hudson Line	22	miles planned	18.3	completed	
■	Harlem Line	6	miles planned	8.8	completed	
■	New Haven - NY	17	miles planned	5.8	completed	
■	New Haven - CT	39	miles planned	14.9	completed	
■	New Haven - WTBY	5	miles planned	8.1	completed	
■	New Haven - Danbury	1	miles planned	15.2	completed	
		Total 2020	90	miles planned	71.1	completed 79% of goal



*All subject to change due to current events

- **Ultrasonic Rail Testing (1,480 miles planned, 2 runs per year)**
 - 1,518 miles completed in 2020
 - Sperry Rail
 - Total defects corrected from 2020 testing : 107
 - DPR
 - Total defects corrected from 2020 testing : 23
 - **Ensco Geometry (2x per year)** Contracted for 6 tests over 3 years
 - 1st run completed June 2020
 - 2nd run scheduled for November/December 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 3rd rail brackets
 - Rail will be changed when regular work schedule resumes
 - **Track 16 (50% complete)**
 - 60 bracket ties, 880 block ties
 - **Track 114 (0% complete)**
 - 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, 66th street to 95th 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 144th Street - Steel Repairs (0% complete)
 - Hudson 21.05 Bible Truss – Flag Repairs (0% complete)
 - NH 16.37 Centre Ave – Flag Repair (10% complete)
 - NH 20.73 Hillside Ave – Flag Repairs (0% complete)
 - NH 21.91 Broadway – Flag Repairs (100% complete)

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



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

▣	HAR 19.35 Bronx River Tks 1	152	timbers	100% complete
▣	NH 20.37 Mamaroneck Ave Tks 4	60	timbers	100% complete
▣	NH 25.54 Westchester Ave Tks 4	57	timbers	100% 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
	Total 2020	711	Timbers planned	57% complete

▣ **Harlem River Lift 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 (85% complete)



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

■ NY Undergrade Bridge Repair Program

■ Hudson

- Grand Central Terminal (MP 1.0) – Flag Repairs (0% complete)
- Park Ave Tunnel (MP 2.0) – Masonry Repairs (10% complete)
- Park Ave Viaduct (MP 3.01) – Masonry Arch Repairs, Waterproofing (95% 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 (30% complete)
- Laura Lane (MP 47.73) – Bridge Replacement (0% complete)
- Moodna Creek (MP 55.03) – Flag Repairs (95% Complete)
- Shea Road (MP 63.04) – Masonry Repairs (70% Complete)

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



CT Bridge Projects

▣ Bridge Timbers (CT only – 602 ties planned)

▣ NH 29.68 Lukes Crossing Tk 3	34 timbers	0%
▣ NH 32.84 Rippowam River Tk 1	100 timbers	100%
▣ 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	100%
▣ Total 2020	602 Timbers planned	27% complete

*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 (70% complete)
- Pembroke Ave (NH 56.35) – Steel repairs (85% complete)
- Washington Ave (NH 70.36) – Steel repairs (80% complete)
- Spillway (WB 11.36) – Steel Repairs (100% 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 (60% complete)
- Norwalk River (DB 11.55) – Steel and masonry repairs (100% complete)

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



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

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

- ▣ **Right of Way Fence**

- ▣ Installed/repared 1,250' 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**



MNR COVID TRAVEL STUDY 2020

October 2020



Survey Method

- Surveys were collected July 22 to August 10, 2020
- 175,000 email invitations were sent to Metro-North customers
 - Contacts were collected from previous research, customer service, and other sources including current ETix users and Mail&Ride
 - Over 22,000 responses were received from Lapsed and Current Customers:
 - 12,235 from previous customers who are not riding now (Lapsed Customers) survey results used to estimate impact of all previous MNR riders/customers
 - 10,111 from customers who have ridden at least once since March 31, (Current Customers)



Current Customers: Pre & Post COVID Industry Comparison

- Pre-COVID customer industry of occupation was largely driven by Finance and Professional/Business Services
- However, Current Customers reported Health Care moving to the top and tripling it's share, while Financial Services declined by 60% to third at 11% (It was at 27% Pre-COVID)



*Pre-COVID data is from the Metro-North 2017 Origin & Destination Study

MNR Riders: Pre & Post COVID Industry Comparison

Industry	Pre-COVID*	Current Riders	Difference
Health Services/Health Care	6%	19%	+13
Professional/Business Services	21%	15%	-6
Financial Services	27%	11%	-16
Other Services	9%	9%	--
Education	8%	8%	--
Construction	4%	5%	+1
Retail Trade	6%	5%	-1
Government	4%	4%	--
Leisure and Hospitality	6%	4%	-2
Information	5%	3%	-2
Wholesale Trade	1%	2%	+1
Transportation	2%	2%	--
Manufacturing	2%	1%	-1

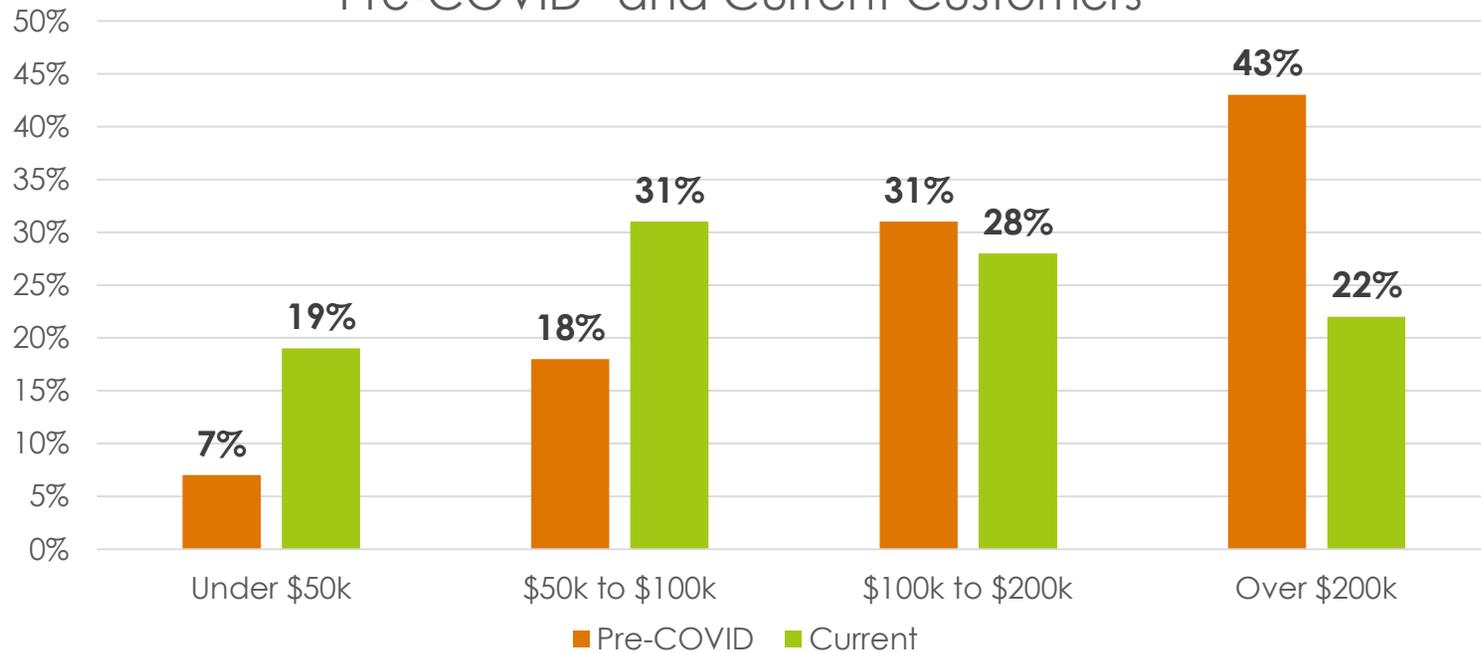
*Pre-COVID data is from the Metro-North 2017 Origin & Destination Study



Current Customers - Income Changes

- Mean HH Income went from Pre-COVID* \$161,200 to \$136,156, which is a 15.5% decline

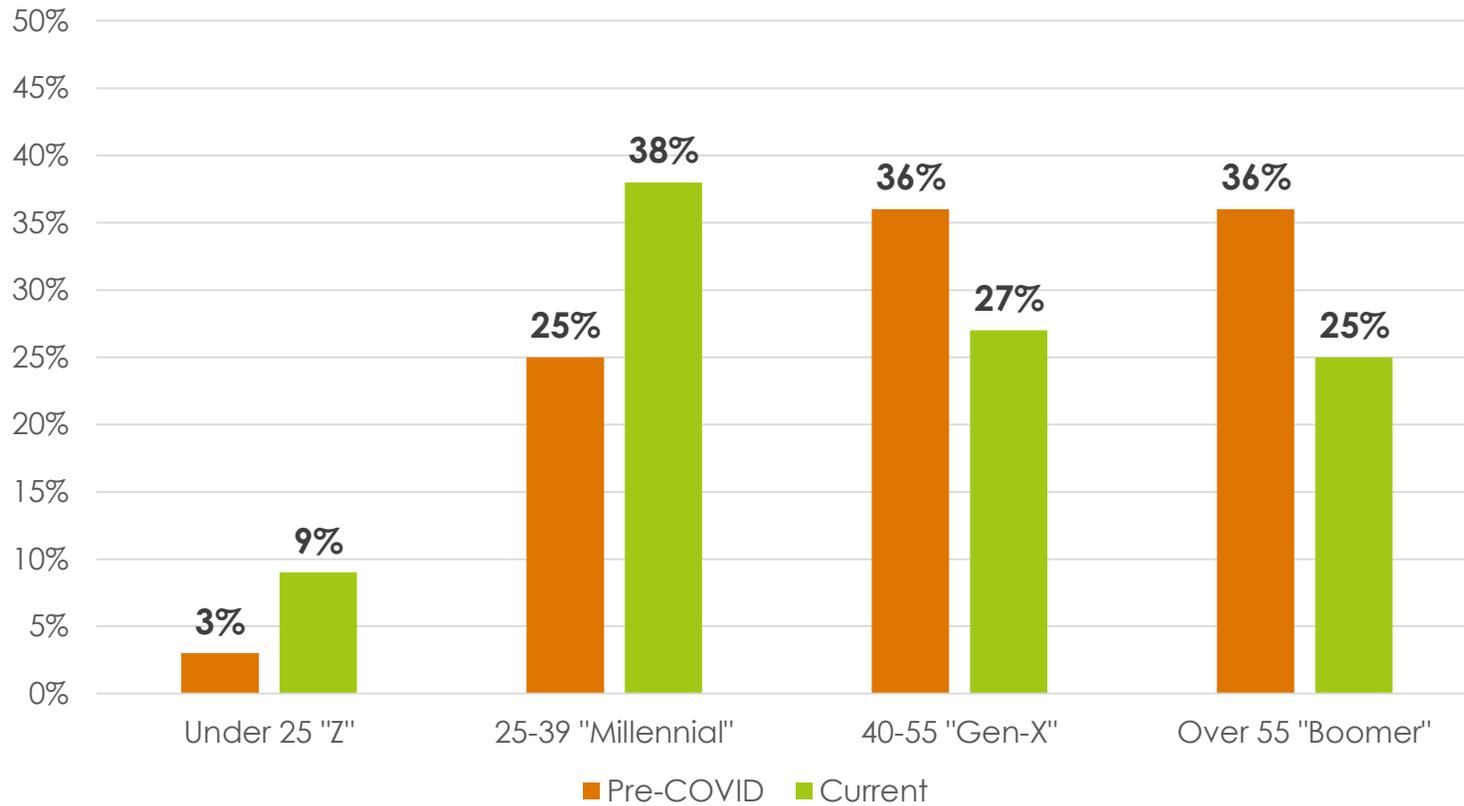
Comparison of Household Income: Pre-COVID* and Current Customers



*Pre-COVID data is from the Metro-North 2017 Origin & Destination Study adjusted for inflation

Current Customers - Age Shifts

Comparison of Age Groups
Pre-COVID* and Current Customers



*Pre-COVID data is from the Metro-North 2017 Origin & Destination Study

Current Customers - Ridership Trends

▣ Trip Purpose During Pandemic

- ▣ 44% of Current Customers travel to work
- ▣ 34% Travel for Personal Business, visit Family
- ▣ 8% Medical/Health Needs
- ▣ 8% for Recreational purposes

▣ Time of Day for Travel During Pandemic

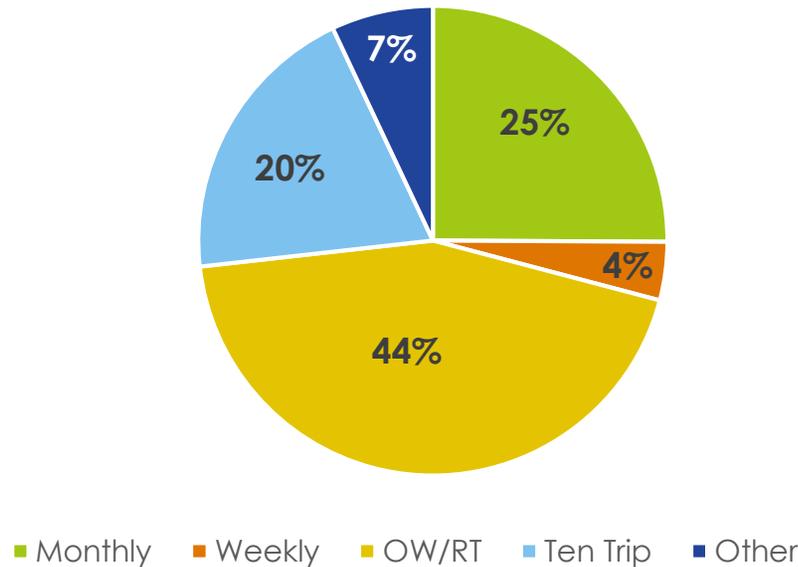
- ▣ 43% of Current Customers are riding during peaks, 27% midday, 11% evening and 4% late night
- ▣ 35% of Current Customers changed the time they travel
 - ▣ Many stated that they were leaving earlier (38%), some were leaving later (32%) or that it varied depending on the day (30%)



Current Customers - Ticket Type

- Commutation Tickets (Monthly 25% and Weekly 4%) now represent only 29%, a significant decline from Pre-COVID (61%)

Ticket Type



Current Customers - Ridership Trends

▣ Telecommuting

- ▣ Before the pandemic, 30% of Current Customers occasionally worked from home
 - ▣ The majority of these telecommuters worked from home less than once a month
- ▣ 56 % of Current Customers intend to work from home, at least occasionally, after the pandemic with 32% stating they would not be working from home at all, and 12% were unsure

▣ Race & Ethnicity

- ▣ Minority riders are about 36% of the Current Customers vs. 20% Pre-COVID*



*Pre-COVID data is from the Metro-North 2017 Origin & Destination Study

Current Customers – Auto and Modes

■ Auto Availability

- Over a third (34%) of Current Customers said they their household did not own or lease a vehicle
- When Current Customers were asked if anyone in their household had purchased, leased or borrowed a vehicle specifically for use during the pandemic, 14% said they had done at least one of those things

■ Modal Shift (multiple responses permitted)

- When asked “Since the pandemic began have you used any alternative modes for trips you usually would have made on Metro-North?”:
 - 47% of Current Customers said they had used other (additional) modes to complete their usual MNR trip
 - A majority who used alternative modes, used their personal car (64%) to complete trips. This is equal to almost a third (30%) of all Current Customers



Current Customers - Satisfaction

- **Satisfaction with Metro-North During the Pandemic**
 - When asked how satisfied they were with Metro-North since the pandemic began, Current Customers are highly satisfied on all three overall categories measured

	Total Satisfied
Metro-North Overall	92%
Overall Cleanliness	92%
Overall Safety	91%



Current Customers - Satisfaction

- **Satisfaction with Metro-North During the Pandemic**
 - When asked how satisfied they were with Metro-North specific categories, Current Customers are highly satisfied:

	Total Satisfied
Cleanliness on board	91%
Cleanliness at stations	90%
Disinfection of trains	88%
Ability to maintain social distance	87%
Disinfection of stations	87%
Off-Peak service frequency	83%
Number of riders wearing masks on board	81%
Peak service frequency	80%



Lapsed Customers – Ridership Trends

▣ Future Riding

- ▣ 58% of Lapsed Customers say they will ride less in the future, with only 15% saying they will ride the same or more and a significant 26% saying they don't know

▣ Reasons for Riding Less (multiple responses permitted):

- ▣ 70% said they will work from home
- ▣ 58% said COVID concerns
- ▣ 11% said lifestyle changes
- ▣ 10% moved either home or job moved
- ▣ 7% said they lost a job
- ▣ 7% said they never planned on riding MNR again



Lapsed Customers – Ridership Trends

■ Future Ticket Type

- Only 15% of Lapsed Customers stated that they would be purchasing a monthly ticket compared to 61% Pre-COVID*.
 - Future purchasing of 10 Trip Peak increased from 4% to 19%
- 21% of riders said they don't know what ticket type they would buy in the future

■ Modal Shift (multiple responses permitted)

- When asked “Since the pandemic began have you used any alternative modes for trips you usually would have made on Metro-North?”:
 - 36% of Lapsed Customers made some of their usual former MNR trips by using another mode
 - Most that have used other modes, used their personal car (87%). This is equal to almost a third (31%) of all Lapsed Customers



*Pre-COVID data is from the Metro-North 2017 Origin & Destination Study

Lapsed Customers - Work From Home

□ Telecommuting

- Lapsed Customers indicated that on average they would work at home 10.1 days per month, compared to 2.6 days per month Pre- COVID*

□ Frequency of Telecommuting

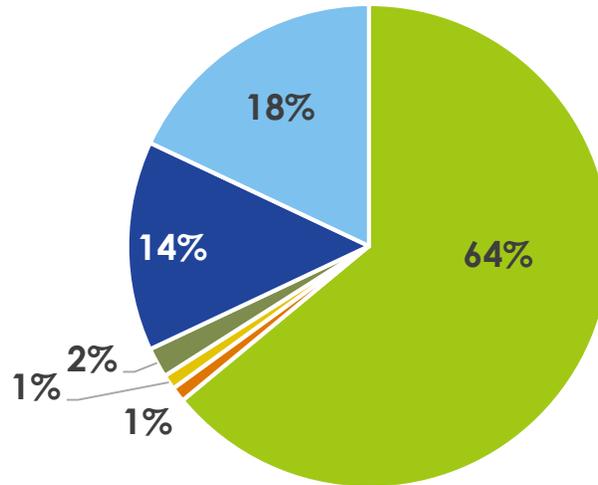
- On average, of those Lapsed Customers that indicated what they will do: 56% will be telecommuting “50% or more per month”
 - Among Lapsed Customers traveling to work this equates to an average of 9 days per month staying at home, implying a 40% decline in MNR work trips compared to Pre-COVID trips
- 23% of Lapsed Customers did not know how much they would be telecommuting in the future, based on this, the actual amount of telecommuting could be higher or lower



*Pre-COVID data is from the Metro-North 2017 Origin & Destination Study

Lapsed Customers – Return to Work

Company Re-Opening Work Location



- Yes, plans on opening work location
- No, but plans on reopening at another location in NY Metropolitan area
- No, but plans on reopening outside NY Metropolitan area
- No, does not plan on reopening/business closed
- My business never closed/is currently open
- Don't know



Lapsed Customers – Importance of Factors For Future MNR Use

- **What is most important for using Metro-North in the future:**
 - Social distancing on-board had the highest ratings with 97% saying it was Important/Very Important. Most (85%) rating 9-10 “Very Important”
 - The remaining top responses were:
 - Health and safety concerns are satisfied 97%
 - Knowing how crowded a train is beforehand 95%
 - Vaccine available 92%
 - Peak service frequency 84%
 - Children’s school/daycare opens and School/College opens – each received just about a third (53%) saying it was Important/Very Important



Current & Lapsed Customers Awareness

■ Awareness of cleaning and mask policy

- There was a moderate level of awareness about the cleaning policy and procedures implemented at Metro-North stations and on trains
 - Only about half of Lapsed Customers were aware of MNR's deep cleaning of trains (56%) and stations (43%)
 - This percentage is slightly lower for Current Customers where less than half were aware of the deep cleaning of trains (54%) and stations (34%)

■ Mask or Face Covering Requirement

- Almost all Current Customers (94%) were aware of the mask requirement, compared to 83% of Lapsed Customers



Current & Lapsed Customers Concerns

■ Future Concerns

- Lapsed Customers expressed a higher level of concern about cleanliness and social distancing when riding in the future than Current Customers:
 - Lapsed Customers were most concerned with being able to social distance (96%) and cleanliness (94%) on trains
 - They were also concerned with their ability to social distance (89%) and cleanliness (84%) at stations
 - Current Customers were most concerned with being able to social distance (83%) and cleanliness (76%) on trains
 - They were also concerned with their ability to social distance (74%) and cleanliness (70%) at stations





Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



Subject NOVEMBER TIMETABLE CHANGE & TRACKWORK PROGRAMS						Date OCTOBER 2, 2020			
Departments SR. VICE PRESIDENT – OPERATIONS (ACTING)						Vendor Name			
Department Head Names R. FREE						Contract Number			
Department Head Signature						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MTA Joint & Committee Meeting	10/28/20				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 November 9, 2020, through March 7, 2020.

Projects supported during this timetable include Platform Maintenance at Merrick and Bellmore Stations, Construction of Elmont Station, 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 Concrete Tie Installation in Divide Interlocking, a Bridge Replacement in Yaphank, and a Signal Cutover in Divide Interlocking.

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 further adjustments or reductions to the service plan currently in effect.

NOVEMBER 9 TIMETABLE CHANGE

Low Adhesion Schedule Adjustments

- **Ronkonkoma Branch** – In order to protect equipment from flat wheel spots and other damage that can result in shortened train consists during the Autumn leaf season when low adhesion issues occur, several AM Peak trains will operate on adjusted schedules during the November timetable, reflecting reduced speeds on trains in low adhesion-prone areas.

- **Temporary Service Adjustments:** The train normally departing Greenport at 5:25 AM, will depart 3 minutes earlier. In addition, the normal 7:51 AM departure from Farmingdale will depart 2 minutes earlier at 7:49 AM, operating earlier at stations through Bethpage, and the normal 7:32 AM train from Ronkonkoma will depart 3 minutes earlier at 7:29 AM, operating earlier at stations through Farmingdale. Each of these trains will arrive at their western terminal at their normal time.

Construction Activities

- **Main Line, Queens-Nassau 1 – Main Line Expansion (Weekdays)** – One of two main tracks on the Main Line will be out of service midday weekdays between Queens Interlocking and Nassau 1 Interlocking in New Hyde Park for work related to the Main Line Expansion Project. This essential work, and the related work described below on the overnights and weekends, will help progress Main Line Expansion and the service benefits it will provide.
 - **Temporary Service Adjustments:** With one of two main tracks out of service middays, some Ronkonkoma Branch trains are adjusted between 21 minutes earlier and 52 minutes later, with connecting Riverhead/Greenport trains adjusted accordingly. Additionally, some Huntington trains are adjusted up to 21 minutes earlier, with Port Jefferson Branch trains adjusted accordingly.
- **Main Line, Nassau 1 – Nassau 3 – Main Line Expansion (Overnights)** – One of two main tracks will be out of service overnights on the Main Line between Nassau 1 Interlocking in New Hyde Park and Nassau 3 Interlocking in Carle Place for work related to the Main Line Expansion Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service overnights, some overnight Ronkonkoma Branch and Huntington trains are adjusted between 24 minutes earlier and 10 minutes later in both directions, with Jamaica connections adjusted accordingly to preserve connections.
- **Main Line, Nassau 3 - Divide – Main Line Expansion (Weekends)** – One of two main tracks will be out of service overnights on the Main Line between Nassau 3 Interlocking in Carle Place and Divide Interlocking in Hicksville for work related to the Main Line Expansion Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service overnights, some overnight Ronkonkoma Branch trains are adjusted between 6 minutes earlier and 14 minutes later, with connecting Greenport trains adjusted accordingly. Additionally, most Eastbound Huntington trains are adjusted up to 15 minutes later, with Port Jefferson Branch trains adjusted accordingly.

TRACK WORK PROGRAMS

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

- **Main Line – Concrete Tie Installation & Rail Replacement** – On the weekend of October 31 and November 1st, one of two main tracks will be out of service in Divide Interlocking in Hicksville for installation of concrete ties and replacement of rail. Installing the new concrete ties on the Main Line will offer greater reliability versus traditional wooden ties, and a longer lifespan, thus reducing the need for future outages.
 - **Temporary Service Adjustments:**

- Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.
 - Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and East Williston. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
 - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
 - *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
 - *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
 - *Bus service will also be provided between Mineola and Hicksville.*
 - *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between Mineola and Hempstead for connections to and from points west.*
 - *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*
- **Horseblock Road Bridge Replacement** – As part of the ongoing Horseblock Road bridge replacement project, the single Main Track between Ronkonkoma and Greenport will be out of service on the weekend of November 7th and 8th.
 - **Temporary Service Adjustments:** With the Single Main Track out of service between Ronkonkoma and Greenport on the weekend of November 7th and 8th, customers will be accommodated by buses between Ronkonkoma and all stations to Greenport.

Customers should anticipate extra travel time, as well as earlier westbound bus departure times to preserve normal train connections.

- **Main Line – Signal Cutover** – On the weekend of November 14-15 a signal cutover will be performed in Divide Interlocking in support of the Main Line Expansion Project.
 - **Temporary Service Adjustments:** On Saturday, November 14th, Huntington Branch service will be reduced to hourly, and buses will replace train service between Mineola and Huntington. On Sunday, November 15th, Huntington Branch train service will operate to Huntington at hourly intervals. Port Jefferson Branch train service will be reduced to two-hourly for the duration of the weekend. Ronkonkoma Branch trains will operate with diesel equipment at two-hourly intervals from Penn Station to Ronkonkoma via the Central Branch, with connecting Greenport service adjusted accordingly.

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

IMPACT ON FUNDING

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

PROCUREMENT PACKAGE
October 2020



The picture above depicts the Long Island Rail Road's Meadowbrook Substation that was constructed utilizing the Design/Build method under Contract 6266. This month's agenda includes a procurement action for the award of a Design/Build contract for the replacement of Long Island Rail Road's Ocean Avenue Substation.

PROCUREMENT

The Procurement Agenda this month includes one procurement action for a proposed expenditure of \$17.85M.

Staff Summary

Subject		Request for Authorization to Award a Procurement Action			
Department		Contracts			
Department Head Name		David K. Cannon			
Department Head Signature		<i>David K. Cannon</i>			
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Joint Committee	10/28/2020	X		
2	Board	10/28/2020	X		

Date: October 14, 2020			
Internal Approvals			
	Approval		Approval
	Executive Vice President & General Counsel		President
	Deputy Chief Development Officer, Development		

PURPOSE:

To obtain the approval of the Board to award a procurement action and, to inform the Long Island Rail Road Committee of this procurement action.

DISCUSSION:

MTA Construction and Development Company proposes to award a Competitive Procurement in the following category:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule C Competitive Requests for Proposals (Award of Purchase/Public Work Contacts)	1	\$17,853,400
TOTAL	1	\$17,853,400

Budget Impact:

The approval of the procurement action will obligate capital funds in the amount listed. Funds are available in the capital budget for this purpose.

Recommendation:

The procurement action be approved as proposed. (The item is included in the resolution of approval at the beginning of the Procurement Section.)

MTA Construction And Development Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

OCTOBER 2020

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

Schedule C. Competitive request for Proposal (Award of Procurement/Public Works Contract)

- | | | | |
|-----------|---|---------------------|--------------------------------------|
| 1. | T. Moriarty and Son, Inc.
Contract No. 6355
Two Years and Four Months Term | \$17,853,400 | <u>Staff Summary Attached</u> |
|-----------|---|---------------------|--------------------------------------|

MTA Construction and Development seeks Board approval to award a competitively solicited design-build contract to provide a new prefabricated substation building at the Long Island Railroad ("LIRR") Ocean Avenue location on the Babylon Branch in Rockville Centre.

Dept & Dept Head Name: Delivery/M. Roche						SUMMARY INFORMATION	
Div & Div Head Name: LIRR Business Unit/P. Dietlin						Vendor Name T. Moriarty and Son, Inc.	Contract Number 6355
Board Reviews						Description Design/Build Services for the Replacement of the Ocean Avenue Substation	
Order	To	Date	Approval	Info	Other	Total Amount \$17,853,400	
1	MNR & LIRR	10/28/2020	X			Contract Term Two Years & Four Months	
2	Board	10/28/2020	X			Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	
						Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Internal Approvals						Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Order	Approval	Order	Approval			Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
	Deputy Chief, Development		President				
	Vice President, Contracts		Executive Vice President & General Counsel				
						Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE/RECOMMENDATION

To obtain approval of the Board to award a competitively solicited design-build contract to provide a new prefabricated substation building at the Long Island Railroad (“LIRR”) Ocean Avenue location on the Babylon Branch in Rockville Centre to T. Moriarty and Son, Inc. (TMS) in the amount of \$17,853,400 and a duration of two years and four months.

DISCUSSION

Contract 6355 is a design-build contract to replace the existing Ocean Avenue traction power substation which is past its useful life. The contract requires TMS to design, fabricate, deliver, assemble (on-site), test and commission a new prefabricated substation building on concrete foundations. The solicitation documents also included an option for the replacement of Bellmore Substation, also past its useful life, however, the option will not be exercised due to funding constraints.

In January 2020, the Request for Proposals (“RFP”) for this contract was publicly advertised in the New York State Contract Reporter, the N.Y. Post, and on the MTA website and the RFP, was released. In response to the RFP, proposals were received from the following entities:

- E-J Electric Installation Co.
- J-Track, LLC and TC Electric, LLC (joint venture)
- Judlau Contracting, Inc. and OHL Systems & Electric, LLC (joint venture)
- Mass Electric Construction Co.
- T. Moriarty & Son, Inc. (TMS)

The proposals were evaluated and scored by a Technical Evaluation Committee (TEC) consisting of members from LIRR Engineering, Program Management and Strategic Initiatives. Using the pre-established selection criterion set forth in the RFP, the Committee evaluated each proposer’s technical approach; qualifications and experience of proposed staff; and qualifications and experience of overall firm. After the TEC evaluated the technical scores, the following proposers (“shortlisted proposers”) were determined to be in a competitive range and were invited to provide an oral presentation on their technical approach:

MTA Draft

- E-J Electric Installation Co.
- Mass Electric Construction Co.
- T. Moriarty & Son, Inc. (TMS)

At the conclusion of the oral presentation, the TEC opened and evaluated the shortlisted proposers' cost proposals. The technical and cost proposal scores were combined resulting in the following ranking of the shortlisted proposers' in order:

- T. Moriarty & Son, Inc. (TMS)
- Mass Electric Construction Co
- E-J Electric Installation Co.

Based on the TEC evaluation, TMS was identified the top ranked proposer. TMS technical proposal demonstrated a thorough and comprehensive understanding of the project and adequately responded to all of the TEC's questions. TMS offered a substation delivery which would require no track outages compared to other proposals received, resulting in cost savings to the MTA and less impacts to the riding public. In addition, the means, methods, and design proposed mitigated many significant project risks compared to the other proposers. Based on these factors, the TEC elected to enter into negotiations with TMS.

TMS provided an initial cost proposal of \$19,515,700. A cost and scope analysis was completed and negotiations were held with TMS to address various cost-savings initiatives and scope clarifications. As a result of the negotiations, TMS offered a Best and Final Offer which provided an overall price reduction of \$1,662,300 (9%), and the final cost of \$17,853,400 is determined to be fair and reasonable.

Background checks were performed by LIRR Procurement and TMS is considered a responsive and responsible firm.

D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) has established a 5% DBE goal for this project. TMS has submitted a plan that was approved by DDCR. On previous completed MTA contracts, T. Moriarty and Son, Inc. has achieved the assigned D/M/WBE goals.

IMPACT ON FUNDING

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

ALTERNATIVES

There are no alternatives, since MTA does not have the ability to undertake the design and fabrication of customized substations.

Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

September 2020 Highlights: Operations Report

September service delivery operated above goal at 98.5% with YTD 3.6% better than in 2019.

We continued operation of a reduced schedule due to reduced ridership resulting from the on-going Covid-19 crisis.

On the morning of 9/30 strong winds downed multiple trees on the Harlem Line between Southeast and Bedford Hills. Service was disrupted until repairs could be completed.

Hudson Line – 98.1%

3 trains (0.1%) cancelled or terminated

Harlem Line – 98.4%

12 trains (0.3%) cancelled or terminated

New Haven Line – 98.8%

2 trains (0.1%) 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 96.6% with YTD at 95.0%.

Due to Covid-19 service levels have been reduced.

Pascack Valley – 97.3% **YTD: 96.2%**

Port Jervis – 95.6% **YTD: 93.3%**

Cancelled Trains

4 - (0.2%) PVL: 0, PJL: 4

Equipment Performance

Fleet Availability was good during September.

Fleet MDBF in August operated above goal at 228,311 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	September	YTD thru September	September	YTD thru September	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	98.5%	97.9%	92.3%	94.3%	
		AM Peak	93.0%		96.6%	88.9%	92.7%	
		AM Reverse Peak	93.0%		97.8%	97.4%	95.6%	
		PM Peak	93.0%		98.2%	88.4%	93.3%	
		Total Peak	93.0%		97.5%	90.0%	93.4%	
		Off Peak Weekday	93.0%	98.4%	97.6%	92.0%	93.7%	
		Weekend	93.0%	98.7%	98.9%	96.3%	97.1%	
		Hudson Line	Overall	93.0%	98.1%	98.3%	93.9%	95.0%
			AM Peak	93.0%		96.2%	89.5%	92.6%
			AM Reverse Peak	93.0%		98.2%	97.7%	95.0%
			PM Peak	93.0%		98.8%	94.9%	96.1%
			Total Peak	93.0%		97.5%	92.8%	94.4%
			Off Peak Weekday	93.0%	97.8%	98.2%	95.0%	94.8%
			Weekend	93.0%	98.9%	98.9%	93.7%	96.4%
		Harlem Line	Overall	93.0%	98.4%	97.7%	92.9%	95.6%
			AM Peak	93.0%		96.9%	88.9%	93.7%
			AM Reverse Peak	93.0%		96.8%	95.8%	95.6%
			PM Peak	93.0%		97.9%	87.8%	93.4%
			Total Peak	93.0%		97.2%	89.6%	93.9%
			Off Peak Weekday	93.0%	98.2%	97.2%	93.4%	95.9%
			Weekend	93.0%	98.9%	99.3%	97.4%	98.4%
		New Haven Line	Overall	93.0%	98.8%	97.8%	91.0%	93.0%
			AM Peak	93.0%		96.7%	88.6%	91.9%
			AM Reverse Peak	93.0%		98.6%	98.6%	96.0%
			PM Peak	93.0%		98.2%	84.7%	91.5%
			Total Peak	93.0%		97.6%	88.5%	92.3%
			Off Peak Weekday	93.0%	98.9%	97.5%	89.4%	91.6%
		Weekend	93.0%	98.4%	98.6%	97.0%	96.6%	
Operating Statistics	Trains Scheduled			12,423	125,720	18,815	172,993	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			18.4	13.9	11.1	12.5	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	63	618	263	1,929	
	Trains Canceled		230	3	208	6	156	
	Trains Terminated		230	14	120	8	183	
	Percent of Scheduled Trips Completed		99.8%	99.9%	99.7%	99.9%	99.8%	
Consist Compliance	System	Overall	99.0%	100.0%	99.9%	99.6%	99.4%	
<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%	99.1%	98.6%	
		AM Reverse Peak	99.5%		99.9%	100.0%	100.0%	
		PM Peak	98.0%		99.8%	99.2%	98.8%	
		Total Peak	98.0%		99.5%	99.3%	98.9%	
		Off Peak Weekday	99.5%	100.0%	99.9%	99.9%	99.8%	
		Weekend	99.5%	100.0%	99.9%	99.7%	99.7%	
		Hudson Line						
			AM Peak	99.0%		99.7%	100.0%	99.9%
			PM Peak	99.0%		100.0%	99.7%	99.8%
		Harlem Line						
			AM Peak	98.0%		99.6%	99.6%	99.1%
			PM Peak	98.0%		99.7%	99.2%	99.1%
		New Haven Line						
			AM Peak	97.0%		98.4%	98.2%	97.3%
			PM Peak	97.0%		99.7%	98.8%	97.9%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	August	2020 Data		2019 Data		YTD 2020 Vs 2019
			September	YTD thru September	September	YTD thru September	
Engineering (Scheduled)	3.6%	52	19	274	529	1,871	-1,598
Engineering (Unscheduled)	16.9%	155	89	1,274	1,062	5,656	-4,383
Maintenance of Equipment	24.2%	102	128	1,120	268	2,977	-1,856
Transportation	3.7%	37	20	217	53	539	-322
Capital Projects	1.1%	2	6	173	76	1,149	-976
Weather and Environmental	11.7%	528	62	1,036	24	1,964	-929
Police	28.8%	87	152	729	338	1,520	-791
Customers	1.6%	7	9	132	154	978	-846
Other	8.3%	4	44	500	146	2,967	-2,467
3rd Party Operations	0.0%	0	0	4	3	37	-34
TOTAL	100.0%	973	528	5,457	2,653	19,659	-14,202
HUDSON LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2020 Vs 2019
Engineering (Scheduled)	7.3%	15	10	75	179	536	-461
Engineering (Unscheduled)	24.1%	15	33	166	140	859	-693
Maintenance of Equipment	17.5%	38	24	283	53	671	-388
Transportation	3.6%	3	5	41	7	70	-29
Capital Projects	1.5%	0	2	39	44	432	-393
Weather and Environmental	0.7%	27	1	80	1	364	-284
Police	30.7%	39	42	192	33	258	-66
Customers	4.4%	2	6	40	37	259	-219
Other	10.2%	3	14	145	12	827	-682
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	142	137	1,061	506	4,276	-3,215
HARLEM LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2020 Vs 2019
Engineering (Scheduled)	2.6%	28	5	124	164	385	-261
Engineering (Unscheduled)	10.3%	5	20	428	251	1,350	-922
Maintenance of Equipment	43.1%	21	84	338	72	774	-436
Transportation	1.0%	9	2	83	5	125	-42
Capital Projects	0.0%	1	0	79	2	105	-26
Weather and Environmental	20.5%	117	40	284	14	412	-128
Police	12.3%	16	24	200	96	389	-189
Customers	0.0%	2	0	38	53	240	-202
Other	10.3%	0	20	182	38	825	-643
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	199	195	1,756	695	4,605	-2,849
NEW HAVEN LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2020 Vs 2019
Engineering (Scheduled)	2.5%	9	5	74	186	950	-876
Engineering (Unscheduled)	18.3%	135	36	680	671	3,444	-2,764
Maintenance of Equipment	10.2%	38	20	479	141	1,190	-711
Transportation	6.6%	26	13	94	42	342	-248
Capital Projects	2.0%	1	4	54	30	611	-557
Weather and Environmental	10.7%	384	21	671	9	1,188	-517
Police	43.7%	32	86	332	210	871	-539
Customers	1.5%	3	3	47	62	456	-409
Other	4.6%	2	9	173	95	1,308	-1,135
3rd Party Operations	0.0%	0	0	0	0	1	-1
TOTAL	100.0%	630	197	2,604	1,446	10,361	-7,757

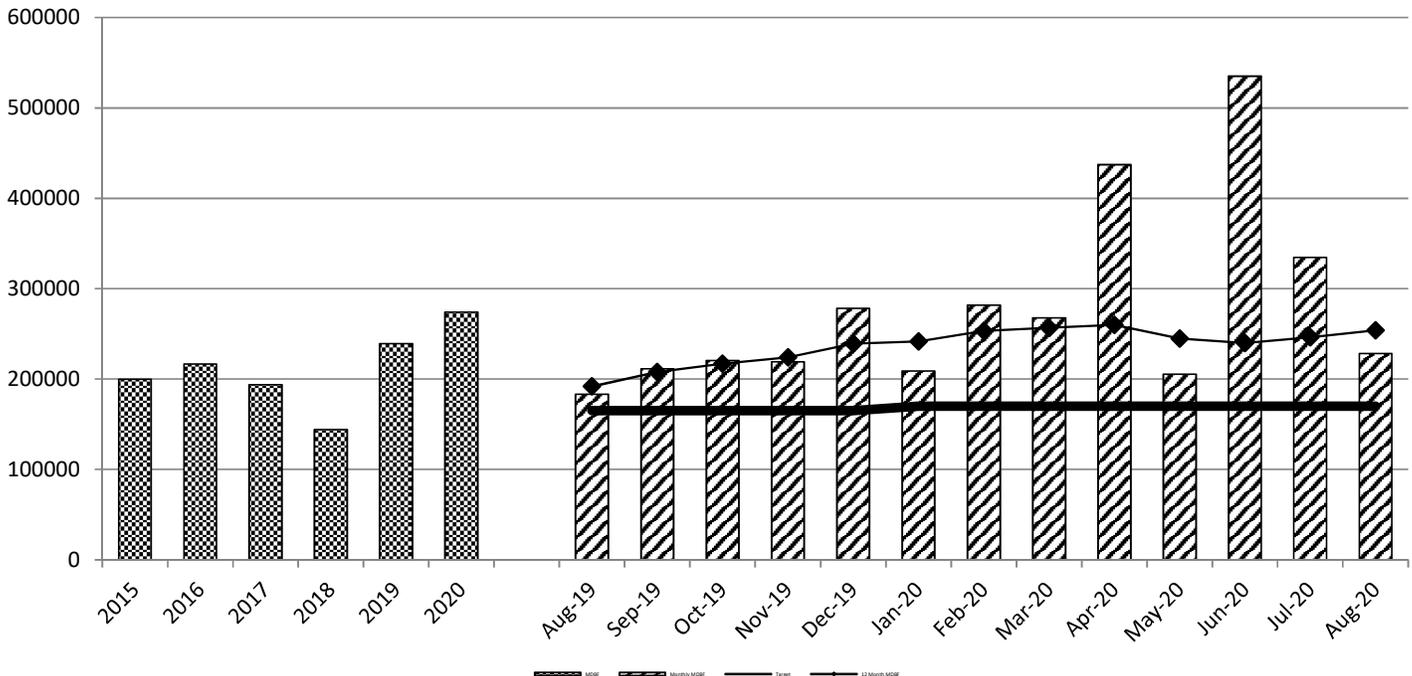
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains									TOTAL								
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
09/14	Mon	Unable to fully lift the Track 1/3 Span of the HRLB for a required opening.	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	0	0
09/15	Tue	Train 9653 struck a trespasser on Track 1 at MP 51.0 near Purdy's Station.	0	0	0	0	0	0	0	0	0	7	0	6	0	0	0	7	0	6
09/30	Wed	Multiple trees down between Bedford Hills and Southeast due to Thunderstorm.	0	0	0	0	0	0	0	0	0	12	2	1	0	0	0	12	2	1
TOTAL FOR MONTH			0	0	0	0	0	0	0	0	0	29	2	7	0	0	0	29	2	7
												38								

	Equip-ment Type	Total Fleet Size	2020 Data					2019 Data			
			MDBF Goal (miles)	Aug MDBF (miles)	Primary Failure Goal	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)	12 month MDBF Rolling Avg (miles)	Aug MDBF (miles)	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)
Mean Distance Between Failures	M8	405	285,000	692,643	9	2	447,995	435,343	245,064	11	345,444
	M3	138	80,000	137,253	4	1	135,362	91,465	116,074	3	100,211
	M7	334	335,000	421,054	6	3	552,420	464,991	668,532	3	355,781
	Coach	207	205,000	475,096	8	2	339,584	296,445	124,330	12	303,870
	P-32	31	21,000	18,390	9	7	34,419	34,946	32,578	6	39,380
	BL-20	12	13,000	8,334	4	2	15,216	18,575	22,679	2	36,080
	Fleet	1127	170,000	228,311	40	17	273,887	254,101	183,306	37	244,074
M8		285,000	692,643	9	2	447,995	435,343	245,064	11	345,444	
M3/7		232,000	350,104	10	4	422,089	314,543	392,303	6	260,855	
Diesel/Coach		85,000	99,599	21	11	136,369	135,433	86,639	20	158,698	

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

ALL FLEETS Mean Distance Between Failures 2015 - 2020



West of Hudson Performance Summary			2020 Data			2019 Data		
			Annual Goal	September	YTD thru September	September	YTD thru September	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	93.0%	96.6%	95.0%	91.5%	90.2%	
		AM Peak	93.0%	97.3%	94.4%	90.8%	91.3%	
		PM Peak	93.0%	97.7%	94.6%	93.1%	92.3%	
		Total Peak	93.0%	97.5%	94.5%	91.9%	91.8%	
		Off Peak Weekday	93.0%	96.4%	94.8%	91.0%	88.0%	
		Weekend	93.0%	95.6%	95.6%	91.7%	92.2%	
		Pascack Line	Overall	93.0%	97.3%	96.2%	93.4%	94.4%
		AM Peak	93.0%	99.3%	96.5%	95.0%	96.0%	
		PM Peak	93.0%	97.1%	95.2%	92.1%	94.3%	
		Total Peak	93.0%	98.2%	95.8%	93.6%	95.1%	
		Off Peak Weekday	93.0%	96.0%	96.0%	93.3%	94.0%	
		Weekend	93.0%	98.4%	96.7%	93.4%	94.3%	
		Port Jervis Line	Overall	93.0%	95.6%	93.3%	88.8%	84.8%
		AM Peak	93.0%	95.0%	92.0%	85.8%	85.7%	
		PM Peak	93.0%	98.3%	94.0%	94.2%	90.0%	
		Total Peak	93.0%	96.7%	93.0%	90.0%	87.9%	
		Off Peak Weekday	93.0%	97.0%	93.2%	88.0%	80.6%	
		Weekend	93.0%	90.8%	93.7%	88.7%	89.1%	
	Operating Statistics	Trains Scheduled		1,605	13,193	1,605	14,085	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		21.7	21.3	21.6	21.9		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	23	256	59	584		
	Trains Canceled	60	4	125	8	113		
	Trains Terminated	60	3	40	15	54		
	Percent of Scheduled Trips Completed	99.4%	99.6%	98.7%	98.6%	98.8%		
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	94.8%	98.5%	99.1%	98.9%	
	Pascack Valley - AM		99.0%	94.7%	98.5%	99.0%	98.8%	
	Port Jervis - AM		99.0%	95.0%	98.4%	99.1%	99.0%	

*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	
09/02	Wed	PVL: Rule 241 at Plank account unable to display signal due to PTC cut in.	0	0	0	2	0	0	7	0	0	0	0	0	9	0	0
TOTAL FOR MONTH			0	0	0	2	0	0	7	0	0	0	0	0	9	0	0
9																	

SEPTEMBER 2020 STANDEE REPORT

East of Hudson			SEPT 2019	YTD 2019	SEPT 2020	YTD 2020
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	2
Total Standees			0	1	0	2
AM Peak	Harlem Line	Program Standees	31	3	0	0
		Add'l Standees	20	18	0	4
Total Standees			51	21	0	4
	New Haven Line	Program Standees	24	3	0	0
		Add'l Standees	30	61	0	13
Total Standees			54	64	0	13
EAST OF HUDSON TOTAL - AM PEAK			105	86	0	19
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	6	1	0	0
Total Standees			6	1	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	6	0	0
Total Standees			0	6	0	0
	New Haven Line	Program Standees	140	16	0	0
		Add'l Standees	20	61	0	2
Total Standees			160	77	0	2
EAST OF HUDSON TOTAL - PM PEAK			166	84	0	2

West of Hudson			SEPT 2019	YTD 2019	SEPT 2020	YTD 2020
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
AM Peak	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
WEST OF HUDSON TOTAL - AM PEAK			0	0	0	0

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

Definitions

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

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

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

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

Operations Planning and Analysis/jc

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF September 2020

Elevator Availability	2020		2019	
	September	Year to Date	September	Year to Date
Grand Central Terminal	93.75%	97.92%	93.33%	86.90%
Harlem	99.96%	99.55%	99.57%	99.81%
Hudson	98.89%	99.34%	99.69%	99.80%
New Haven	99.90%	98.78%	100.00%	99.91%
Overall Average	98.13%	98.90%	98.15%	96.60%

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 currently November 2020. T-18 T-19 estimated Return To Service (RTS) is November 2020.

Escalator Availability	2020		2019	
	September	Year to Date	September	Year to Date
Grand Central Terminal	100.00%	99.93%	92.88%	84.72%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.97%	96.44%	92.36%

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.



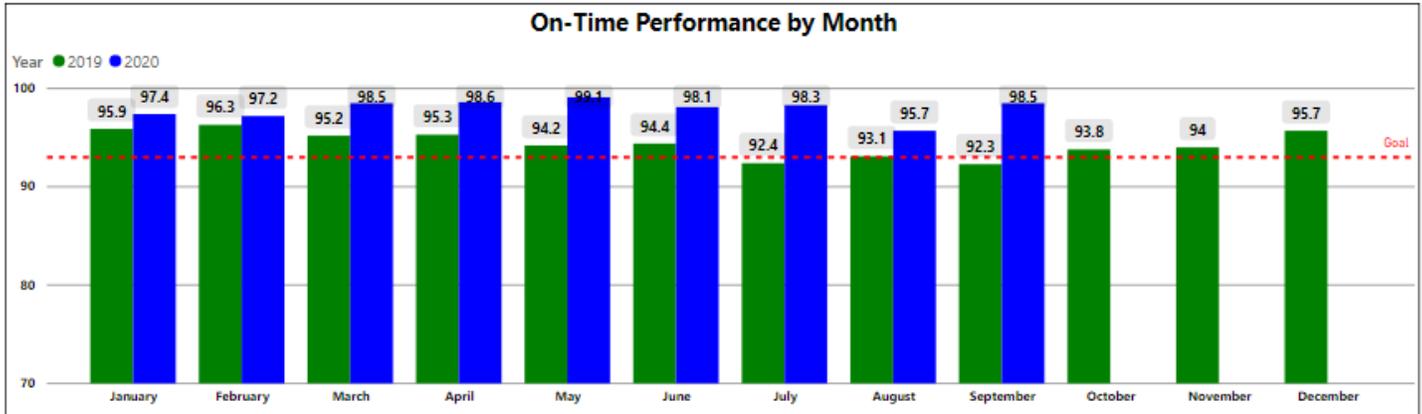
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

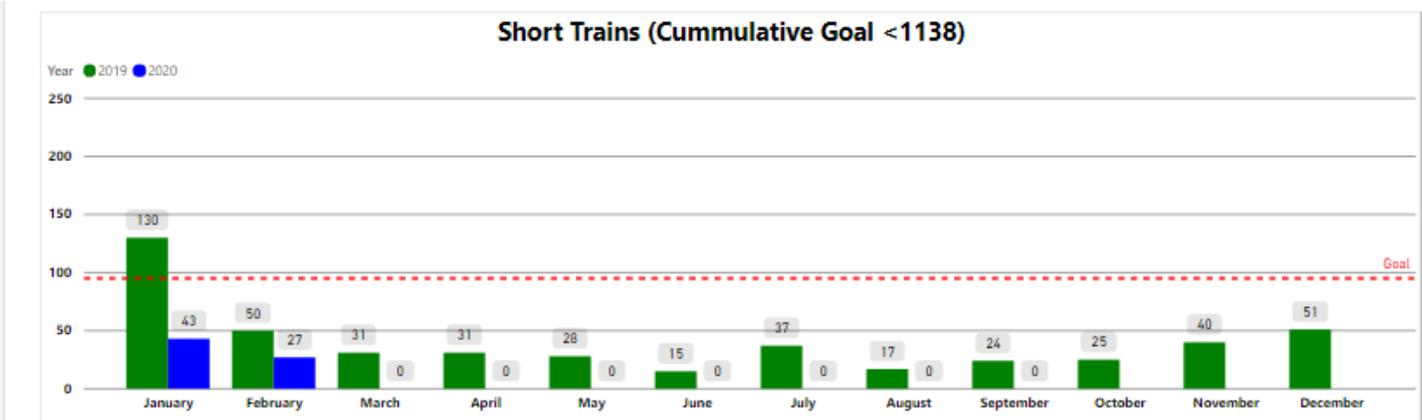
	2020		2019	
Goal	September	YTD	September	YTD
93.0%	98.5%	97.9%	92.3%	94.3%



Short Trains

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

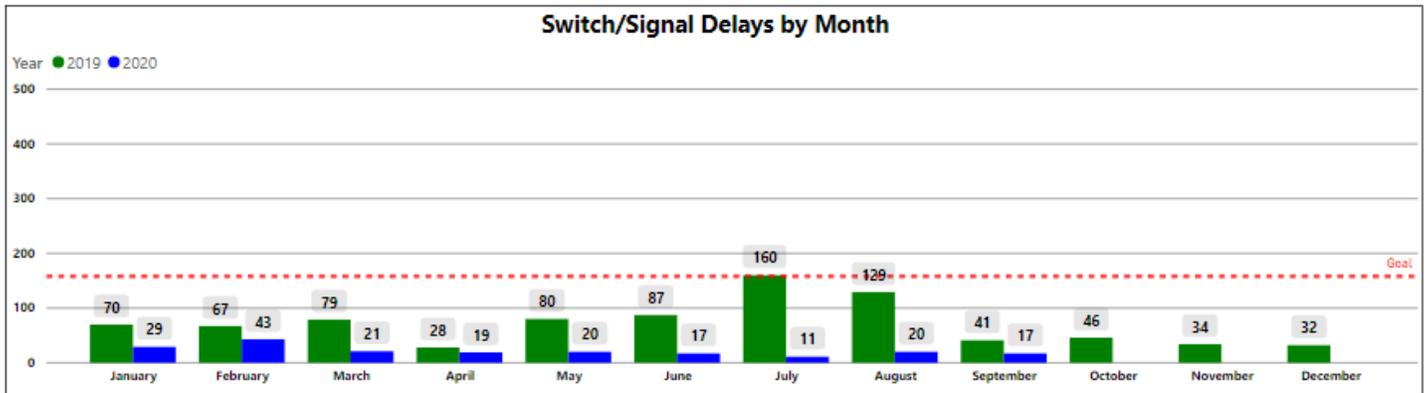
	2020		2019	
Goal	September	YTD	September	YTD
1138	0	70	24	363



Switch/Signal Delays

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

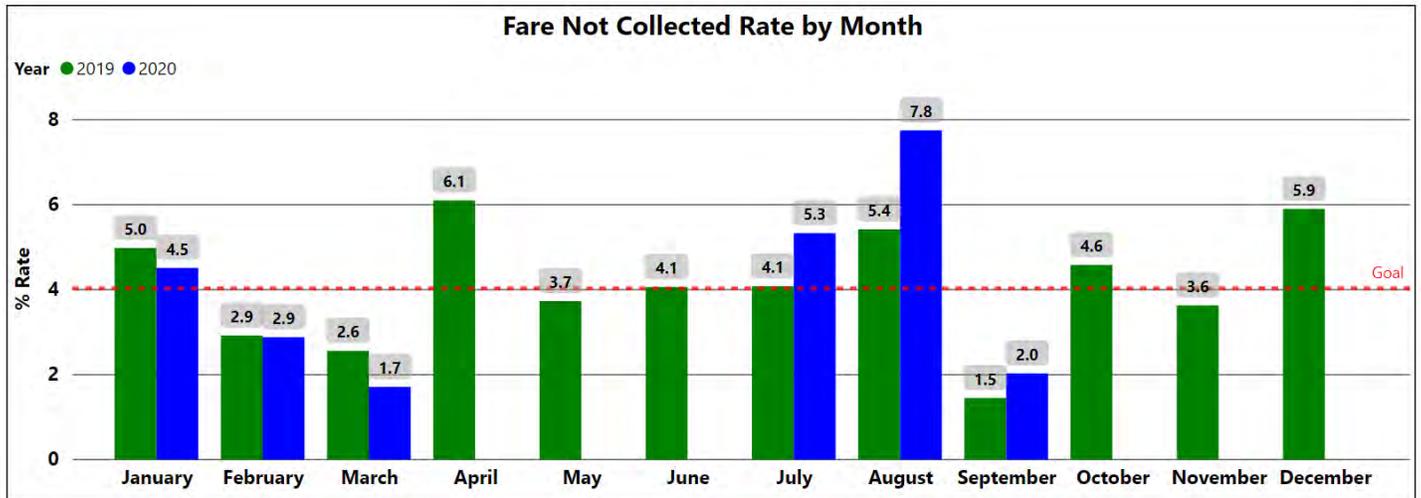
	2020		2019	
Goal	September	YTD	September	YTD
1896	46	420	74	1516



Fare Not Collected Rate

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

	2020		2019	
Goal	Sep	YTD	Sep	YTD
4.0%	2.0%	3.9%	1.5%	4.0%

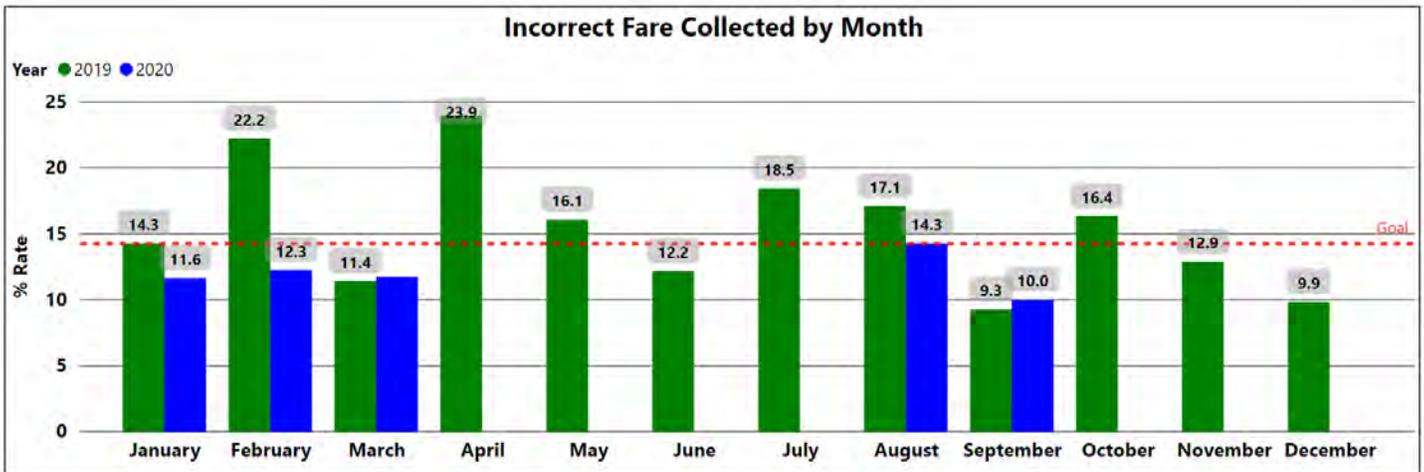


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March and resumed Fare Not Collected audits in July.

Incorrect Fare Collected Rate

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

	2020		2019	
Goal	Sep	YTD	Sep	YTD
14.3%	10.0%	11.9%	9.3%	16.2%

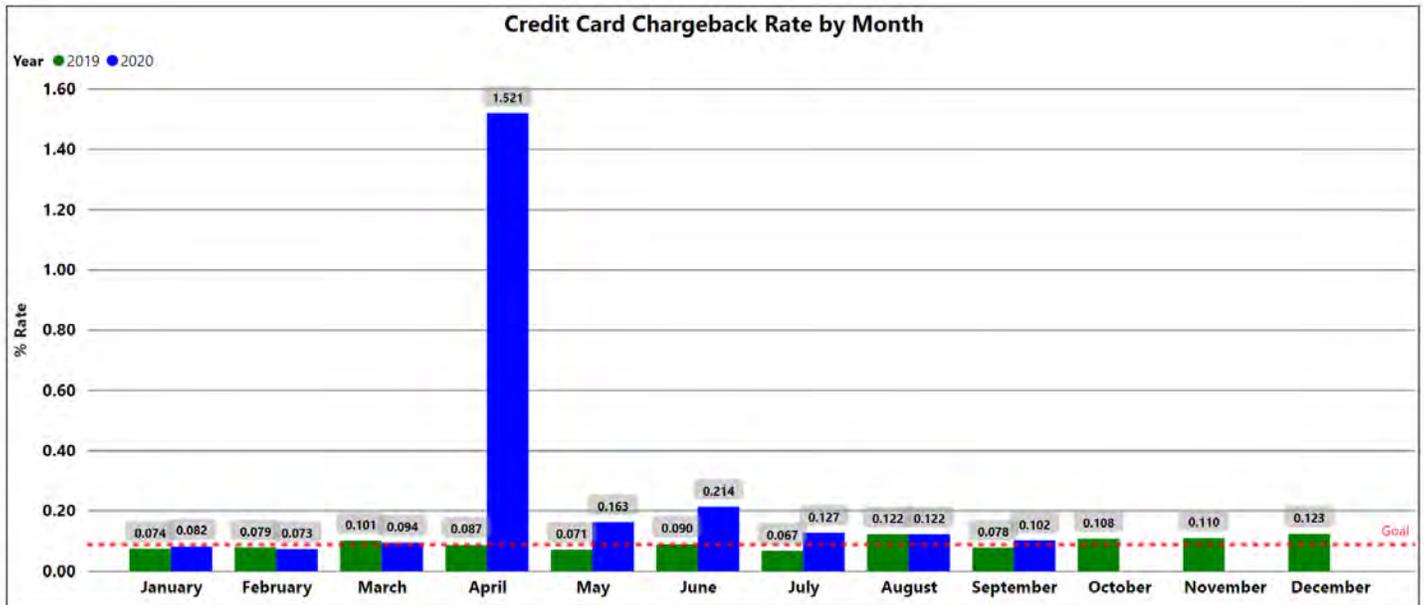


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March and resumed Incorrect Fare Collected audits in August.

Credit Card Chargeback Rate

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

	2020		2019	
Goal	Sep	YTD	Sep	YTD
0.088%	0.102%	0.103%	0.078%	0.085%



- April increase is due to a significant decrease in sales relative to chargebacks and the timing of chargebacks processed pertaining to prior periods.
- Actual chargebacks decreased in number and amount from March.



Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



In 2019, the GCT Fire Brigade responded to 1,400 medical incidents and 285 fire or hazard incidents within the Terminal, with incidents ranging from automatic fire alarms and burning orders, to rubbish fires and smoke conditions.



Metro-North Railroad

September 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 Mid-year Forecast (forecast) and key financial performance indicators.

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

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

- Ridership of 22.3 million, which includes East of Hudson ridership of 21.8 million and West of Hudson ridership of 0.5 million, was 7.1% unfavorable vs. forecast. Consequently, farebox revenue of \$205.1 million was \$19.0 million lower than forecast.
- Total revenue of \$542.4 million was \$10.1 million or 1.9% higher than forecast primarily due to higher receipts from the Coronavirus Aid, Relief and Economic Security Act (CARES Act) due to a greater than projected New York State share of operating losses from May through July partially offset by the farebox revenue loss.
- Total expenses of \$944.5 million were \$62.7 million or 6.2% favorable vs. forecast primarily due to lower labor costs, the timing of rolling stock maintenance events and material usage, and lower contractual, consulting and engineering services.

Financial results for Year-to-Date (YTD) September 2020 are presented in the table below and compared to the Midyear Forecast.

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$532.3	\$542.4	\$10.1	1.9%
Total Expenses before Non-Cash Liability Adjs.	1,007.2	944.5	62.7	6.2%
Operating Surplus/(Deficit)	(474.9)	(402.1)	72.8	15.3%
<i>Other Non-Cash Liabilities</i>	<i>183.4</i>	<i>173.1</i>	<i>10.3</i>	<i>5.6%</i>
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(658.2)	(575.2)	83.1	12.6%
<i>Cash Adjustments</i>	<i>167.6</i>	<i>190.8</i>	<i>23.2</i>	<i>13.9%</i>
Net Cash Surplus/(Deficit)	(\$490.6)	(\$384.3)	\$106.3	21.7%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

September 2020 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$575.2 million was \$83.1 million or 12.6% favorable vs. the forecast.

Major drivers of the September 2020 YTD favorable result of \$83.1 million include higher Non-Reimbursable Revenues of \$10.1 million, primarily driven by higher receipts from the CARES Act due to a greater than projected New York State share of operating losses from May through July partially offset by farebox revenue loss. In addition, Non-Reimbursable Expenses were favorable by \$73.0 million mainly due to lower labor costs, the timing of rolling stock maintenance events and material usage, and lower contractual, consulting and engineering services and non-cash liability adjustments.

September 2020 YTD Reimbursable Expenses of \$240.7 million were \$4.5 million unfavorable vs. the forecast primarily due to the acceleration of the Waterbury Branch Cab Signal Project partially offset by the Signal Replacement from Greenwich to South Norwalk and the Cyclical Track Program.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$19.0 million lower vs. the forecast primarily due to lower ridership due to a weaker recovery in East of Hudson Ridership.
 - YTD Ridership of 22.3 million was 7.1% unfavorable vs. the forecast and 65.6% unfavorable vs. YTD 2019.
- **Other Operating Revenue** – YTD was \$29.1 million favorable vs. the forecast primarily due to the CARES Act Reimbursement noted above.
- **Capital and Other Reimbursements** – YTD was \$4.5 million or 1.9% favorable vs. the forecast primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,358.2 million were \$68.5 million or 4.8% favorable vs. the forecast.

Labor Expenses (including fringes and overhead recoveries) of \$839.1 million YTD were \$29.1 million favorable vs. the forecast.

- **Payroll** – YTD was \$4.7 million favorable vs. the forecast, which primarily reflects hiring and attrition savings.
- **Overtime** – YTD was \$10.6 million favorable vs. the forecast primarily due to reduced train and engine crew overtime resulting from the implementation of revised schedules effective in June in addition to increased train and engine employee availability, combined with staggered shift maintenance coverage.

Non-Labor Expenses of \$346.0 million YTD were \$29.1 million favorable vs. the forecast.

- **Electric Power** – YTD results were \$0.8 million unfavorable vs. the forecast primarily due to higher rates.
- **Fuel** – YTD expenses were \$1.2 million unfavorable vs. the forecast primarily due to higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$19.4 million favorable vs. the forecast 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

including the COVID-19 extraordinary cleaning and disinfection of Metro-North employee facilities, timing of the BL-20 Locomotive Overhaul Program as well as infrastructure repairs.

- **Professional Services** – YTD was \$10.7 million favorable vs. the forecast due to lower than anticipated Non-Reimbursable expenses for consulting and engineering services as well as the timing of Reimbursable project activity primarily related to the Connecticut Positive Train Control, Sasco Creek Power Supply Station and Oil Circuit Breaker Replacement Projects.
- **Materials & Supplies** – YTD was \$3.6 million unfavorable vs. the forecast primarily due to the timing of Reimbursable project activity for the Waterbury Branch Cab Signal Project partially offset by the timing of rolling stock maintenance events and material usage and various inventory adjustments.
- **Other Business Expenses** – YTD was \$5.2 million favorable vs. the forecast primarily due to lower subsidy payments to New Jersey Transit reflecting credits for March through early July service reductions.

Depreciation and Other Non-Cash Liability Adjustments were \$10.3 million favorable vs. the YTD forecast primarily due to lower GASB 68 expense, which reflects adjustments to account for MNR's net pension liability as well as lower environmental remediation due to the timing of reimbursable projects requiring remediation.

CASH DEFICIT SUMMARY

September YTD Net Cash Deficit of \$384.3 million was \$106.3 million or 21.7% favorable to the forecast. This is mainly due to the deferral of the employer portion of payroll taxes due to the CARES Act, timing of payments in several expenditure categories and the higher CARES Act reimbursement for the New York State share of operating losses from May through July.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 27.0% was 0.5 percentage points unfavorable vs. the forecast.
- Adjusted Cost per Passenger of \$41.12 was \$0.30 unfavorable vs. the forecast.
- Revenue per Passenger of \$9.21 was \$0.14 unfavorable vs. the forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2020
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$26.178	\$13.547	(\$12.631)	(48.3)	\$0.000	\$0.000	\$0.000	-	\$26.178	\$13.547	(\$12.631)	(48.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.769	(4.354)	(6.123)	*	0.000	0.000	0.000	-	1.769	(4.354)	(6.123)	*
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	12.128	9.311	(2.817)	(23.2)	12.128	9.311	(2.817)	(23.2)
CDOT	0.000	0.000	0.000	-	20.153	12.279	(7.874)	(39.1)	20.153	12.279	(7.874)	(39.1)
Other	0.000	0.000	0.000	-	3.053	2.878	(0.175)	(5.7)	3.053	2.878	(0.175)	(5.7)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	35.334	24.468	(10.866)	(30.8)	35.334	24.468	(10.866)	(30.8)
Total Revenue	\$27.948	\$9.193	(\$18.754)	(67.1)	\$35.334	\$24.468	(\$10.866)	(30.8)	\$63.282	\$33.661	(\$29.621)	(46.8)
Expenses												
<i>Labor:</i>												
Payroll	\$45.227	\$43.528	\$1.699	3.8	\$4.717	\$4.095	\$0.623	13.2	\$49.945	\$47.623	\$2.322	4.6
Overtime	8.227	6.129	2.098	25.5	2.420	2.148	0.272	11.2	10.647	8.278	2.370	22.3
Health and Welfare	9.779	8.367	1.412	14.4	1.604	1.358	0.246	15.3	11.384	9.726	1.658	14.6
OPEB Current Payment	3.287	3.497	(0.210)	(6.4)	0.000	0.000	0.000	-	3.287	3.497	(0.210)	(6.4)
Pensions	11.033	12.005	(0.972)	(8.8)	1.269	1.115	0.154	12.1	12.302	13.120	(0.818)	(6.7)
Other Fringe Benefits	10.838	9.723	1.116	10.3	1.206	1.047	0.159	13.2	12.045	10.770	1.275	10.6
Reimbursable Overhead	(6.974)	(6.120)	(0.853)	(12.2)	6.507	5.909	0.597	9.2	(0.467)	(0.211)	(0.256)	(54.9)
Total Labor	\$81.419	\$77.129	\$4.289	5.3	\$17.723	\$15.673	\$2.051	11.6	\$99.142	\$92.802	\$6.340	6.4
<i>Non-Labor:</i>												
Electric Power	\$4.060	\$3.944	\$0.115	2.8	\$0.000	\$0.000	\$0.000	-	\$4.060	\$3.944	\$0.115	2.8
Fuel	0.597	0.937	(0.340)	(56.9)	0.000	0.000	0.000	-	0.597	0.937	(0.340)	(56.9)
Insurance	1.402	1.395	0.008	0.6	0.000	0.198	(0.198)	-	1.402	1.592	(0.190)	(13.5)
Claims	0.117	0.009	0.108	92.6	0.000	0.000	0.000	-	0.117	0.009	0.108	92.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.019	6.985	3.034	30.3	4.473	0.738	3.735	83.5	14.492	7.723	6.769	46.7
Professional Service Contracts	3.278	2.433	0.845	25.8	7.000	2.176	4.824	68.9	10.278	4.609	5.668	55.2
Materials & Supplies	9.655	10.284	(0.630)	(6.5)	6.130	5.647	0.483	7.9	15.784	15.931	(0.147)	(0.9)
Other Business Expenses	1.641	0.587	1.054	64.2	0.008	0.036	(0.028)	*	1.649	0.623	1.026	62.2
Total Non-Labor	\$30.768	\$26.573	\$4.195	13.6	\$17.611	\$8.795	\$8.816	50.1	\$48.378	\$35.367	\$13.011	26.9
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$112.186	\$103.702	\$8.484	7.6	\$35.334	\$24.468	\$10.866	30.8	\$147.520	\$128.170	\$19.351	13.1
Depreciation	20.485	20.557	(0.072)	(0.4)	0.000	0.000	0.000	-	20.485	20.557	(0.072)	(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	(1.010)	(7.243)	6.233	*	0.000	0.000	0.000	-	(1.010)	(7.243)	6.233	*
Environmental Remediation	0.449	0.078	0.371	82.7	0.000	0.000	0.000	-	0.449	0.078	0.371	82.7
GASB75 Adjustment	0.000	(0.689)	0.689	-	0.000	0.000	0.000	-	0.000	(0.689)	0.689	-
Total Expenses	\$132.110	\$116.405	\$15.705	11.9	\$35.334	\$24.468	\$10.866	30.8	\$167.444	\$140.873	\$26.571	15.9
Net Surplus/(Deficit)	(\$104.163)	(\$107.212)	(\$3.049)	(2.9)	\$0.000	\$0.000	\$0.000	-	(\$104.163)	(\$107.212)	(\$3.049)	(2.9)
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.485	20.557	0.072	0.4	0.000	0.000	0.000	-	20.485	20.557	0.072	0.4
Operating/Capital	(5.727)	(2.346)	3.381	59.0	0.000	0.000	0.000	-	(5.727)	(2.346)	3.381	59.0
Other Cash Adjustments	3.698	4.866	1.168	31.6	0.000	0.000	0.000	-	3.698	4.866	1.168	31.6
Total Cash Conversion Adjustments	\$18.456	\$23.078	\$4.622	25.0	\$0.000	\$0.000	\$0.000	-	\$18.456	\$23.078	\$4.622	25.0
Net Cash Surplus/(Deficit)	(\$85.707)	(\$84.134)	\$1.573	1.8	\$0.000	\$0.000	\$0.000	-	(\$85.707)	(\$84.134)	\$1.573	1.8

Notes:

-- For monthly reporting purposes only, the 12-month allocation of the 2020 Mid-Year Forecast reflects an adjustment to farebox revenue projections captured in Volume 1 of the 2020 July Financial Plan.

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$224.148	\$205.112	(\$19.035)	(8.5)	\$0.000	\$0.000	\$0.000	-	\$224.148	\$205.112	(\$19.035)	(8.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	308.149	337.247	29.097	9.4	0.000	0.000	0.000	-	308.149	337.247	29.097	9.4
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	90.292	88.634	(1.659)	(1.8)	90.292	88.634	(1.659)	(1.8)
CDOT	0.000	0.000	0.000	-	114.402	120.049	5.647	4.9	114.402	120.049	5.647	4.9
Other	0.000	0.000	0.000	-	31.472	32.002	0.530	1.7	31.472	32.002	0.530	1.7
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	236.166	240.684	4.518	1.9	236.166	240.684	4.518	1.9
Total Revenue/Receipts	\$532.297	\$542.359	\$10.062	1.9	\$236.166	\$240.684	\$4.518	1.9	\$768.463	\$783.043	\$14.580	1.9
Expenses												
<i>Labor:</i>												
Payroll	\$404.566	\$400.246	\$4.320	1.1	\$36.685	\$36.329	\$0.356	1.0	\$441.251	\$436.576	\$4.676	1.1
Overtime	72.751	60.454	12.297	16.9	18.680	20.343	(1.663)	(8.9)	91.431	80.798	10.633	11.6
Health and Welfare	85.517	83.395	2.122	2.5	12.356	12.353	0.003	0.0	97.873	95.748	2.125	2.2
OPEB Current Payment	30.139	30.156	(0.017)	(0.1)	0.000	0.000	0.000	-	30.139	30.156	(0.017)	(0.1)
Pensions	95.812	92.519	3.293	3.4	9.620	9.478	0.142	1.5	105.432	101.997	3.435	3.3
Other Fringe Benefits	95.108	86.738	8.370	8.8	9.343	9.435	(0.091)	(1.0)	104.451	96.172	8.279	7.9
Reimbursable Overhead	(50.878)	(54.923)	4.046	8.0	48.458	52.571	(4.113)	(8.5)	(2.420)	(2.353)	(0.067)	(2.8)
Total Labor	\$733.015	\$698.585	\$34.430	4.7	\$135.143	\$140.510	(\$5.366)	(4.0)	\$868.158	\$839.094	\$29.064	3.3
<i>Non-Labor:</i>												
Electric Power	\$40.984	\$41.715	(\$0.731)	(1.8)	(\$0.097)	(\$0.040)	(\$0.057)	(59.1)	\$40.887	\$41.675	(\$0.788)	(1.9)
Fuel	8.168	9.321	(1.153)	(14.1)	0.000	0.000	0.000	-	8.168	9.321	(1.153)	(14.1)
Insurance	12.577	12.505	0.072	0.6	0.313	1.748	(1.434)	*	12.891	14.252	(1.362)	(10.6)
Claims	0.801	0.103	0.698	87.1	0.000	(0.005)	0.005	-	0.801	0.098	0.703	87.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	85.375	78.424	6.952	8.1	27.449	14.979	12.470	45.4	112.824	93.403	19.421	17.2
Professional Service Contracts	29.544	23.140	6.403	21.7	41.240	36.993	4.247	10.3	70.784	60.133	10.651	15.0
Materials & Supplies	80.517	69.899	10.618	13.2	32.009	46.211	(14.202)	(44.4)	112.526	116.110	(3.584)	(3.2)
Other Business Expenses	16.192	10.761	5.431	33.5	0.108	0.289	(0.181)	*	16.299	11.050	5.250	32.2
Total Non-Labor	\$274.157	\$245.868	\$28.289	10.3	\$101.023	\$100.175	\$0.848	0.8	\$375.180	\$346.042	\$29.137	7.8
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,007.172	\$944.453	\$62.719	6.2	\$236.166	\$240.684	(\$4.518)	(1.9)	\$1,243.338	\$1,185.137	\$58.201	4.7
Depreciation	184.900	184.298	0.602	0.3	0.000	0.000	0.000	-	184.900	184.298	0.602	0.3
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	(2,920)	(10,309)	7,389	*	0.000	0.000	0.000	-	(2,920)	(10,309)	7,389	*
Environmental Remediation	2,654	0.752	1,902	71.7	0.000	0.000	0.000	-	2,654	0.752	1,902	71.7
GASB75 Adjustment	(1,277)	(1,684)	0.407	31.9	0.000	0.000	0.000	-	(1,277)	(1,684)	0.407	31.9
Total Expenses	\$1,190.529	\$1,117.510	\$73.019	6.1	\$236.166	\$240.684	(\$4.518)	(1.9)	\$1,426.695	\$1,358.194	\$68.501	4.8
Net Surplus/(Deficit)	(\$658.232)	(\$575.151)	\$83.081	12.6	\$0.000	\$0.000	\$0.000	-	(\$658.232)	(\$575.151)	\$83.081	12.6
<i>Cash Conversion Adjustments:</i>												
Depreciation	184.900	184.298	(0.602)	(0.3)	0.000	0.000	0.000	-	184.900	184.298	(0.602)	(0.3)
Operating/Capital	(23,580)	(19,891)	3,689	15.6	0.000	0.000	0.000	-	(23,580)	(19,891)	3,689	15.6
Other Cash Adjustments	6,294	26,428	20,134	*	0.000	0.000	0.000	-	6,294	26,428	20,134	*
Total Cash Conversion Adjustments	\$167.614	\$190.835	\$23.221	13.9	\$0.000	\$0.000	\$0.000	-	\$167.614	\$190.835	\$23.221	13.9
Net Cash Surplus/(Deficit)	(\$490.619)	(\$384.317)	\$106.302	21.7	\$0.000	\$0.000	\$0.000	-	(\$490.619)	(\$384.317)	\$106.302	21.7

Notes:

-- For monthly reporting purposes only, the 12-month allocation of the 2020 Mid-Year Forecast reflects an adjustment to farebox revenue projections captured in Volume 1 of the 2020 July Financial Plan.

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
 September 2020
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$12.631)	(48.3%)	Reflects lower ridership due to a weaker recovery in East of Hudson ridership due to the COVID-19 Pandemic.	(\$19.035)	(8.5%)	Reflects lower ridership due to a weaker recovery in East of Hudson ridership due to the COVID-19 Pandemic.
OTHER OPERATING REVENUE	Non-Reimb	(\$6.123)	*	Primarily due to a year-to-date true-up for the GCT retail revenue bad debt reserve in addition to a duplicate bad debt entry, which will be reversed in October.	\$29.097	9.4%	Reflects higher receipts from the Coronavirus Aid, Relief, and Economic Security (CARES) Act due to a greater than projected New York State share of operating losses from May through July.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$10.866)	(30.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	\$4.518	1.9%	
PAYROLL	Non-Reimb	\$1.699	3.8%	Timing of payments to Agreement employees for completion of the New York State mandated training we well as higher than forecasted staff attrition.	\$4.320	1.1%	
	Reimb	\$0.623	13.2%	Primarily reflects lower activity on the Connecticut Track Program as well as the Turnouts Replacement and Positive Train Control Projects.	\$0.356	1.0%	
OVERTIME	Non-Reimb	\$2.098	25.5%	See overtime charts.	\$12.297	16.9%	See overtime charts.
	Reimb	\$0.272	11.2%	See overtime charts.	(\$1.663)	(8.9%)	See overtime charts.
HEALTH AND WELFARE	Non-Reimb	\$1.412	14.4%	Primarily reflects lower than forecasted rates combined with lower labor costs.	\$2.122	2.5%	
	Reimb	\$0.246	15.3%	Primarily reflects lower activity on the Connecticut Track Program.	\$0.003	0.0%	
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.210)	(6.4%)	Primarily reflects a higher number of retirees receiving healthcare premiums than forecasted.	(\$0.017)	(0.1%)	
PENSIONS	Non-Reimb	(\$0.972)	(8.8%)	Primarily reflects a catch-up accrual for the Actuarially Defined Contribution (ADC).	\$3.293	3.4%	Primarily reflects lower than forecasted labor costs partially offset by a catch-up accrual for the Actuarially Defined Contribution (ADC).
	Reimb	\$0.154	12.1%	Primarily reflects lower activity on the Connecticut Track Program.	\$0.142	1.5%	
OTHER FRINGE BENEFITS	Non-Reimb	\$1.116	10.3%	Primarily reflects lower labor costs than forecasted as well as a lower employee claim provision.	\$8.370	8.8%	Primarily reflects a lower employee claim provision as well as lower labor costs than forecasted partially offset by higher other employee reimbursements.
	Reimb	\$0.159	13.2%	Primarily reflects lower activity on the Connecticut Track Program.	(\$0.091)	(1.0%)	

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
September 2020
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.853)	(12.2%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	\$4.046	8.0%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.
	Reimb	\$0.597	9.2%		(\$4.113)	(8.5%)	
FUEL	Non-Reimb	(\$0.340)	(56.9%)	Higher than anticipated rates on all lines.	(\$1.153)	(14.1%)	Higher than anticipated rates on all lines.
INSURANCE	Reimb	(\$0.198)	-	Primarily reflects higher activity on the Connecticut Track Program, Cyclical Track Program and Turnouts Replacement Project.	(\$1.434)	*	Primarily reflects higher activity on the Connecticut Track Program, Turnouts Replacement, Cyclical Track Program, Power Infrastructure Restoration, Waterbury Branch Cab Signal, Catenary Replacement, S-23 Bridge Program, Positive Train Control (CT), Positive Train Control, Communication & Signal Infrastructure Restoration, Hudson Line Power & Signal Restoration and West of Hudson Signal Improvement Projects.
CLAIMS	Non-Reimb	\$0.108	92.6%	Reflects a lower passenger claims provision than forecasted.	\$0.698	87.1%	Reflects a lower passenger claims provision than forecasted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$3.034	30.3%	Reflects a true-up for MTA Police allocations as well as the timing of BL-20 locomotive overhauls and infrastructure repair costs.	\$6.952	8.1%	Reflects timing of infrastructure repair costs, a true-up for MTA Police allocations, the transfer of 2019 ferry expenses to Reimbursable due to the recognition of the Federal Transit Administration grant for Ferry Service Operations, the timing of COVID-19 extraordinary cleaning of stations and rolling stock, and lower expense for miscellaneous maintenance and operating contracts.
	Reimb	\$3.735	83.5%	Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services), Cyclical Track Program and GCT Leaks Remediation Projects.	\$12.470	45.4%	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), Catenary Replacement and GCT Leaks Remediation Projects partially offset by higher activity on the Waterbury Branch Cab Signal and S-23 Bridge Program Projects as well as an unfavorable variance due to the transfer of ferry expenses noted above.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.845	25.8%	Lower than anticipated consulting and engineering services as well as a true-up for MTA allocations.	\$6.403	21.7%	Lower than anticipated consulting and engineering services as well as a true-up for MTA allocations.
	Reimb	\$4.824	68.9%	Reflects lower activity on the Sasco Creek Traction Power Supply Station and Positive Train Control (CT) Projects.	\$4.247	10.3%	Reflects timing of Positive Train Control (CT), Sasco Creek Power Supply Station, Oil Circuit Breaker Replacement and GCT Leaks Remediation Projects partially offset by transfer of costs on the Maybrook Trailway Project (budget in Maintenance Services) and higher activity on the Program Scope Development Project.
MATERIALS AND SUPPLIES	Non-Reimb	(\$0.630)	(6.5%)	Primarily due to third quarter adjustment for obsolete material reserves partially offset by timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule.	\$10.618	13.2%	Primarily due to timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule partially offset by the net impact of adjustments for obsolete material reserves and other inventory adjustments.
	Reimb	\$0.483	7.9%	Reflects lower activity on the Power Infrastructure Restoration, Connecticut Track Program, Network Infrastructure Replacement, Positive Train Control and Turnouts Replacement Projects partially offset by higher activity on the Waterbury Branch Cab Signal Project.	(\$14.202)	(44.4%)	Reflects higher activity on the Waterbury Branch Cab Signal, Turnouts Replacement, Cyclical Track Program and Saga Bridge Repairs Projects partially offset by lower activity on the Harmon Shop Replacement Project.

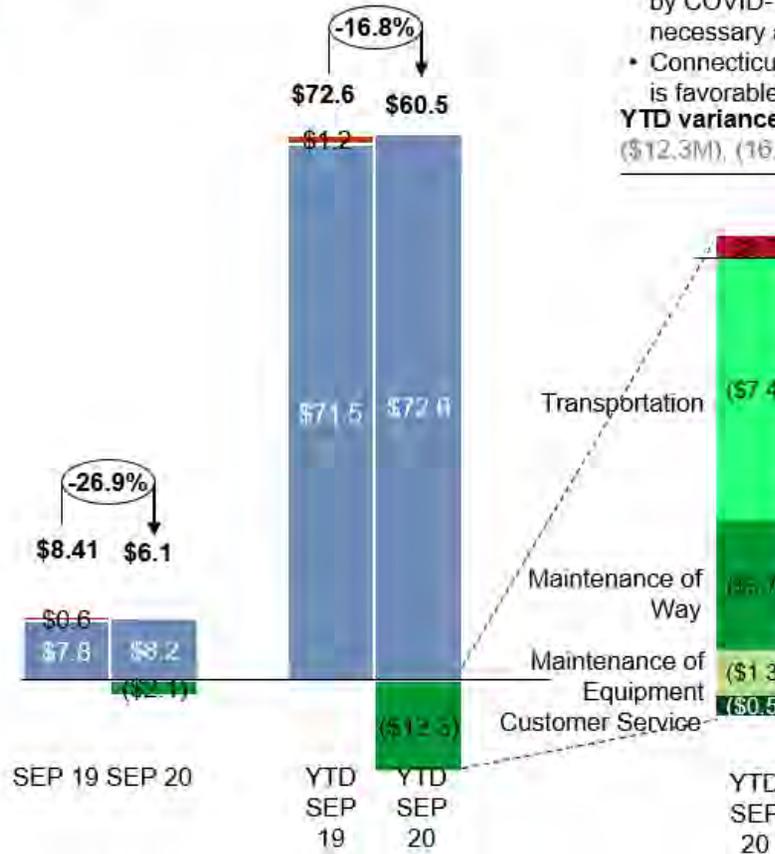
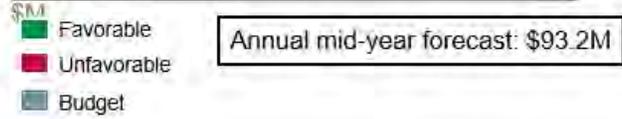
MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
 September 2020
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER BUSINESS EXPENSES	Non-Reimb	\$1.054	64.2%	Primarily due to lower subsidy payments to New Jersey Transit resulting from inflationary adjustments.	\$5.431	33.5%	Primarily due to lower subsidy payments to New Jersey Transit reflecting credits for March through July service reductions as well as inflationary adjustments and lower credit card fees partially offset by lower Amtrak recoveries and the timing of Norfolk Southern recoveries.
	Reimb	(\$0.028)	*	Primarily reflects higher activity on the Waterbury Branch Cab Signal, Universal Interlock CP243, Replacement of 6 Anchor Bridge Substations and Signal Replacement from Greenwich to South Norwalk Projects.	(\$0.181)	*	Primarily reflects higher activity on the Waterbury Branch Cab Signal, GCT PA/VIS (Public Address/Visual Information System) System, Universal Interlock CP243, Positive Train Control, Power Infrastructure Restoration and Customer Communication at Stations Projects.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$6.233	*	Reflects adjustments to account for MNR's net pension liability.	\$7.389	*	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.371	82.7%	Reflects timing of projects requiring remediation.	\$1.902	71.7%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.689	-	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.	\$0.407	31.9%	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$3.381	59.0%	Primarily reflects timing for the following projects: Vehicle Replacement Program, Enhancement of Security Camera Monitor System, GCT Air Handling Units/Glycol Cooling, Upper Harlem Pole Replacement, OCC Desk Replacement, Renovation of Power Directors Office and NYS Grade Crossing Improvements Projects.	\$3.689	15.6%	Primarily reflects timing for the following projects: Track Geometry Car, GCT Air Handling Units/Glycol Cooling, Power Control SCADA Upgrade and Cameras-Audio for Non-M8 Fleet partially offset by GCT Escalators Replacement, Enhancement of Security Camera Monitor System and Vehicle Replacement Program.

* Variance exceeds 100%.

METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

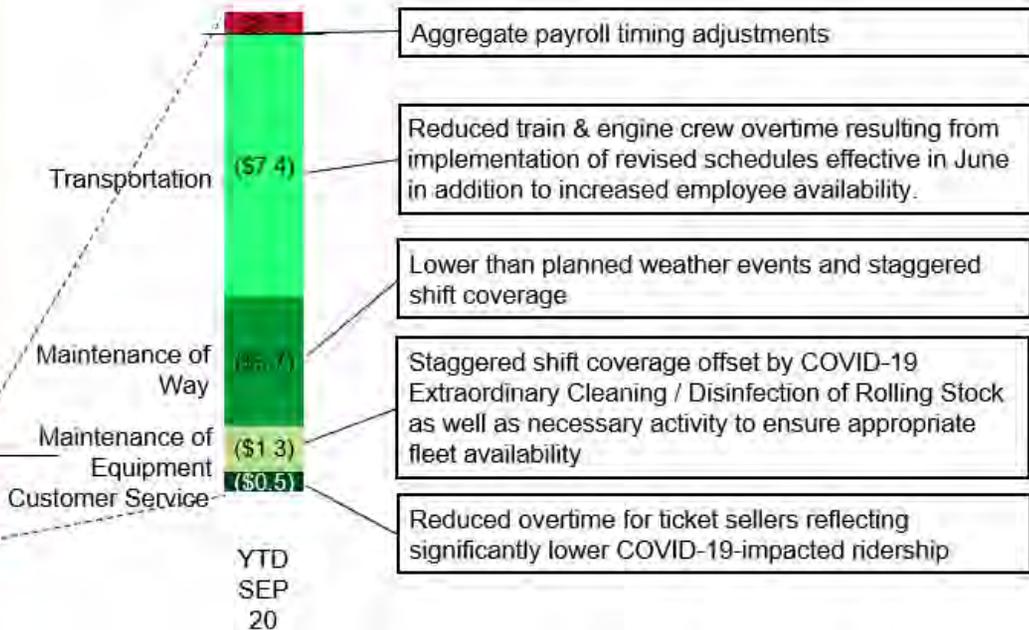
September 2020 and YTD mid-year forecast vs. variance



Overview

- Overall decrease of \$12.2M or 16.8% compared to YTD September 2019
- 16.9% below 2020 mid-year forecast
- Favorable Weather variance in Maintenance of Way, staggered shift coverage in Maintenance of Equipment and revised crew needs in Transportation is offset by COVID-19 Extraordinary Cleaning / Disinfection of Rolling Stock as well as necessary activity to ensure appropriate fleet availability
- Connecticut paid \$17.3M of total \$60.5M; Connecticut's share of YTD Variance is favorable \$4.2M of the favorable \$12.3M

YTD variance by division (\$12.3M), (16.9%)



Source: 2020 Mid-Year Forecast, General Ledger actuals for actual overtime spending.

METRO-NORTH RAILROAD – Reimbursable Overtime Variance

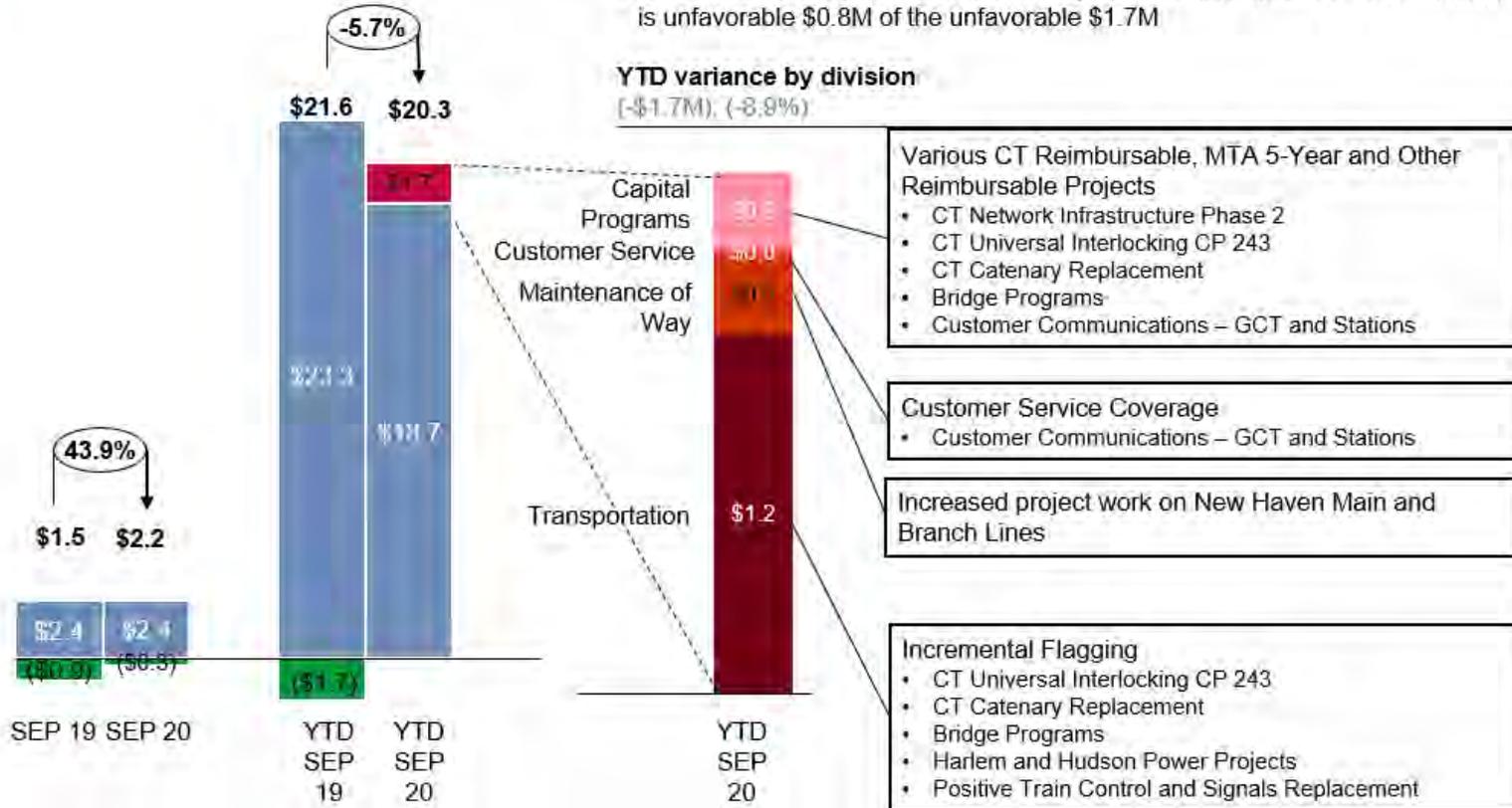
September 2020 and YTD mid-year forecast vs. variance

- Favorable
- Unfavorable
- Budget

Annual mid-year forecast: \$24.8M

Overview

- Overall decrease of \$1.2M or 5.7% compared to YTD September 2019
- 8.9% above 2020 mid-year forecast
- Main cause for unfavorable variance is more than planned work on MTA 5-Year projects and CT Capital projects resulting from running less service due to COVID-19
- Connecticut paid \$8.4M of total \$20.3M; Connecticut's share of YTD Variance is unfavorable \$0.8M of the unfavorable \$1.7M



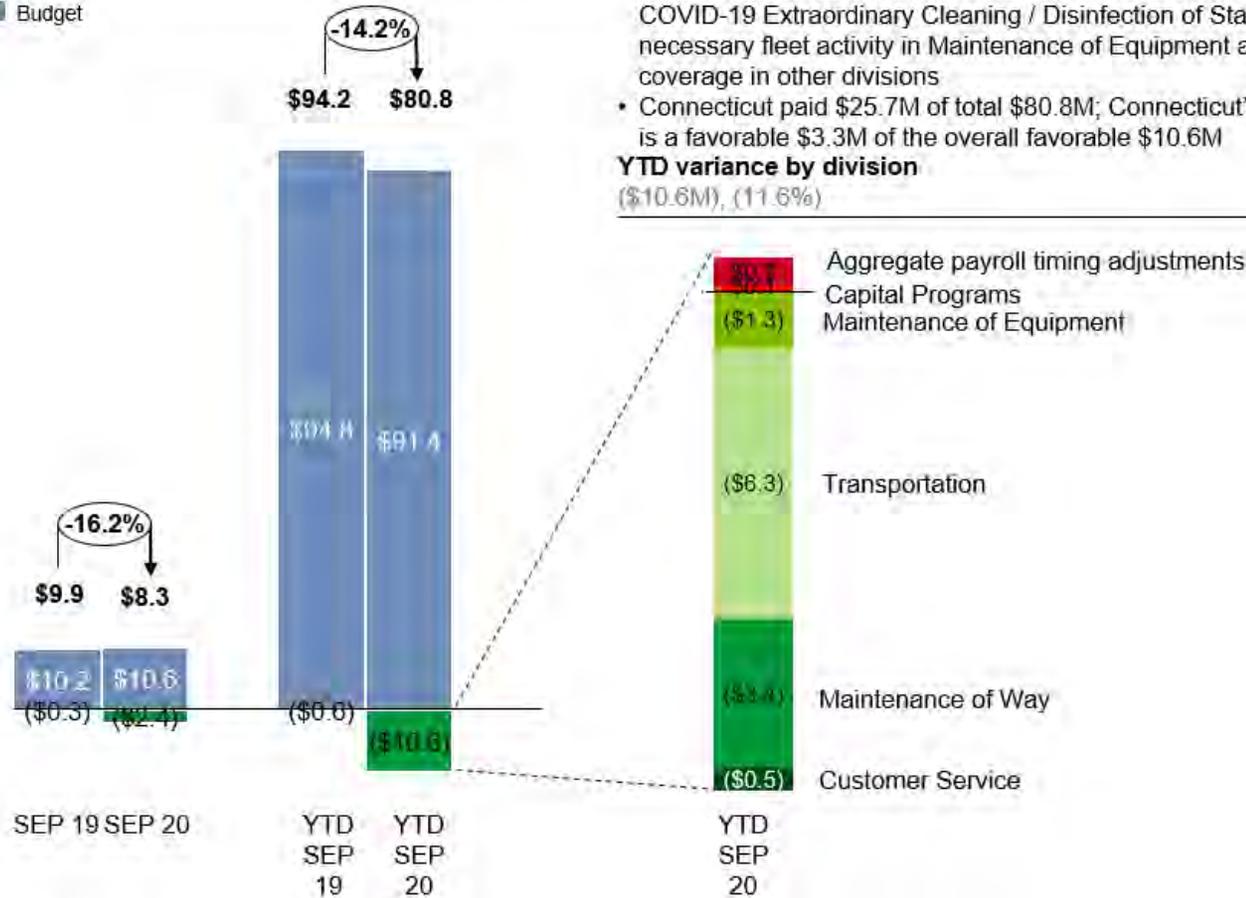
Source: 2020 Mid-Year Forecast. General Ledger actuals for actual overtime spending.

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

September 2020 and YTD mid-year forecast vs. variance

■ Favorable
■ Unfavorable
■ Budget

Annual mid-year forecast: \$118.0M



Overview

- Overall decrease of \$13.4M or 14.2% compared to YTD September 2019
- 11.6% below 2020 mid-year forecast
- 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, necessary fleet activity in Maintenance of Equipment and reimbursable project coverage in other divisions
- Connecticut paid \$25.7M of total \$80.8M; Connecticut's share of YTD Variance is a favorable \$3.3M of the overall favorable \$10.6M

YTD variance by division

(\$10.6M), (11.6%)

Source: 2020 Mid-Year Forecast. General Ledger actuals for actual overtime spending.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	SEPTEMBER 2020				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$26.531	\$12.647	(\$13.884)	(52.3)	\$223.287	\$201.282	(\$22.005)	(9.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.122	4.887	0.765	18.6	335.571	361.262	25.691	7.7
<i>Capital & Other Reimbursements:</i>								
MTA	10.212	0.379	(9.833)	(96.3)	93.646	86.946	(6.700)	(7.2)
CDOT	20.153	6.578	(13.575)	(67.4)	116.375	124.461	8.086	6.9
Other	3.053	4.916	1.863	61.0	30.943	28.318	(2.625)	(8.5)
Total Capital and Other Reimbursements	33.418	11.873	(21.545)	(64.5)	240.964	239.725	(1.239)	(0.5)
Total Receipts	\$64.071	\$29.407	(\$34.664)	(54.1)	\$799.822	\$802.269	\$2.447	0.3
Expenditures								
<i>Labor:</i>								
Payroll	\$45.253	\$43.202	\$2.051	4.5	\$442.233	\$433.779	\$8.454	1.9
Overtime	9.936	7.790	2.146	21.6	94.093	82.583	11.510	12.2
Health and Welfare	12.426	10.805	1.621	13.0	106.671	105.537	1.134	1.1
OPEB Current Payment	3.287	3.412	(0.125)	(3.8)	30.552	30.328	0.224	0.7
Pensions	12.356	12.730	(0.374)	(3.0)	105.317	102.528	2.789	2.6
Other Fringe Benefits	10.637	1.497	9.140	85.9	107.354	56.931	50.423	47.0
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$93.895	\$79.436	\$14.459	15.4	\$886.219	\$811.686	\$74.534	8.4
<i>Non-Labor:</i>								
Electric Power	\$4.217	\$4.368	(\$0.151)	(3.6)	\$43.209	\$47.535	(\$4.326)	(10.0)
Fuel	0.547	0.563	(0.016)	(2.9)	8.625	9.642	(1.017)	(11.8)
Insurance	(0.000)	0.000	(0.000)	(100.0)	6.487	6.512	(0.025)	(0.4)
Claims	0.404	0.035	0.369	91.3	1.808	0.608	1.200	66.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	20.992	9.187	11.805	56.2	124.547	92.977	31.570	25.3
Professional Service Contracts	9.157	5.241	3.916	42.8	51.807	37.449	14.358	27.7
Materials & Supplies	15.907	17.220	(1.313)	(8.3)	126.955	155.739	(28.784)	(22.7)
Other Business Expenditures	4.658	(2.509)	7.167	*	40.783	24.438	16.345	40.1
Total Non-Labor	\$55.882	\$34.105	\$21.777	39.0	\$404.221	\$374.900	\$29.321	7.3
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$149.777	\$113.541	\$36.236	24.2	\$1,290.441	\$1,186.586	\$103.855	8.0
Net Cash Deficit (excludes Opening Cash Balance)	(\$85.707)	(\$84.134)	\$1.573	1.8	(\$490.619)	(\$384.317)	\$106.302	21.7
Subsidies								
MTA	56.962	8.984	(47.978)	(84.2)	348.583	297.445	(51.138)	(14.7)
CDOT	28.744	25.304	(3.440)	(12.0)	190.573	201.546	10.973	5.8
Total Subsidies	\$85.707	\$34.288	(\$51.419)	(60.0)	\$539.156	\$498.991	(\$40.165)	(7.4)
Cash Timing and Availability Adjustment	\$0.000	(\$13.972)	(\$13.972)	-	\$7.596	(\$38.594)	(\$46.190)	*

Notes:

-- For monthly reporting purposes only, the 12-month allocation of the 2020 Mid-Year Forecast reflects an adjustment to farebox revenue projections captured in Volume 1 of the 2020 July Finan

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

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

\$ Detail

\$ Detail

Generic Receipt or Expense Category	September Month vs Mid-Year Forecast			Year-to-Date as of September 30, 2020 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(13.884)	(52.3%)	Primarily reflects lower ridership due to a weaker recovery in East of Hudson ridership due to the COVID-19 Pandemic.	(22.005)	(9.9%)	Primarily reflects lower ridership due to a weaker recovery in East of Hudson ridership due to the COVID-19 Pandemic.
OTHER OPERATING REVENUE	0.765	18.6%	Primarily reflects the timing of miscellaneous and commuter parking revenues.	25.691	7.7%	Primarily reflects a higher Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS portion of net operating losses due to a higher net operating deficit than forecasted partially offset by lower GCT retail revenues due to COVID-19 Pandemic.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(9.833)	(96.3%)	Primarily reflects lower cash receipts than forecasted.	(6.700)	(7.2%)	Primarily reflects lower cash receipts and capital related project activity than forecasted.
CDOT	(13.575)	(67.4%)	Primarily reflects lower capital related project activity and cash receipts than forecasted.	8.086	6.9%	Primarily reflects higher cash receipts and capital related project activity than forecasted.
OTHER	1.863	61.0%	Primarily reflects higher reimbursable related project activity combined with higher cash receipts than forecasted.	(2.625)	(8.5%)	Primarily reflects lower cash receipts than forecasted partially offset by higher reimbursable related project activity.
PAYROLL	2.051	4.5%	Primarily reflects the net impact of staff hiring & attrition and the timing of RWA payments partially offset by inter-agency payroll and the timing of remittance payments for the employee portion of withheld income taxes.	8.454	1.9%	
OVERTIME	2.146	21.6%	Primarily reflects reduced train & engine crew overtime resulting from implementation of revised schedules effective in June combined with lower infrastructure repair work in Maintenance of Way.	11.510	12.2%	Primarily reflects reduced train & engine crew overtime resulting from implementation of revised schedules effective in June, staggered shift coverage and fewer weather events than forecasted partially offset by higher than expected COVID-19 extraordinary cleaning of rolling stock.
HEALTH & WELFARE	1.621	13.0%	Primarily due to vacancies.	1.134	1.1%	
PENSIONS	(0.374)	(3.0%)	Primarily reflects timing of payments.	2.789	2.6%	Primarily reflects timing of payments.
OTHER FRINGE BENEFITS	9.140	85.9%	Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act.	50.423	47.0%	Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act combined with lower employee claim payments.
ELECTRIC POWER	(0.151)	(3.6%)		(4.326)	(10.0%)	Primarily reflects timing of payments and higher rates than forecasted.
FUEL	(0.016)	(2.9%)		(1.017)	(11.8%)	Primarily reflects higher rates than forecasted partially offset by timing of payments.
INSURANCE	(0.000)	100.0%	Reflects timing of payments for insurance premiums.	(0.025)	(0.4%)	
CLAIMS	0.369	91.3%	Primarily reflects lower payments for passenger injury settlements.	1.200	66.4%	Primarily reflects lower payments for passenger injury settlements.

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

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	September Month vs Mid-Year Forecast			Year-to-Date as of September 30, 2020 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
MAINTENANCE & OTHER OPERATING CONTRACTS	11.805	56.2%	Primarily reflects the timing of payments for MTA Police Services, Capital Projects (Signal Replacement - Greenwich to South Norwalk, Vehicle Replacement Program, GCT Escalator Replacement and Maybrook Trailway (actuals are reflected in Professional Services)) combined with timing of BL-20 locomotive overhauls and infrastructure repair costs.	31.570	25.3%	Primarily reflects timing of payments for MTA Police Services, Capital Projects (Signal Replacement - Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services) and Catenary C1A & C2 Replacement), infrastructure repair costs, COVID-19 extraordinary cleaning of stations and rolling stock as well as lower expenses for miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	3.916	42.8%	Primarily reflects the timing of payments of engineering services for Capital Projects (Sasco Creek Traction Power Supply Station and Connecticut Positive Train Control).	14.358	27.7%	Primarily reflects the timing of engineering services for Capital Projects (Connecticut Positive Train Control, Sasco Creek Traction Power Supply Station, Power Control Scada Upgrade and Oil Circuit Breaker Replacement) as well as lower than anticipated consulting and other engineering services.
MATERIALS & SUPPLIES	(1.313)	(8.3%)	Primarily reflects the timing of materials placed into inventory.	(28.784)	(22.7%)	Primarily reflects the timing of materials placed into inventory combined with the timing of Capital Projects (Waterbury Branch Cab Signal Project).
OTHER BUSINESS EXPENSES	7.167	*	Primarily reflects a YTD correction of charges incorrectly captured in Other Business Expense partially offset by timing of payments for New Jersey Transit.	16.345	40.1%	Primarily reflects lower payments to New Jersey Transit reflecting credits for service reductions, lower miscellaneous expenses and credit card fees.
MTA SUBSIDY RECEIPTS	(47.978)	(84.2%)	Primarily reflects available cash balance combined with lower cash deficit partially offset by lower CDOT subsidy.	(51.138)	(14.7%)	Primarily reflects lower cash deficit combined with higher CDOT subsidy partially offset by available cash balance.
CDOT SUBSIDY RECEIPTS	(3.440)	(12.0%)	Primarily reflects lower CDOT share of estimated deficit than forecasted.	10.973	5.8%	Reflects the timing of receipt of the payment for Admin Assets for Q3 and Q4 of 2019 partially offset by lower CDOT share of estimated deficit than forecasted.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	SEPTEMBER 2020				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.353	(\$0.900)	(\$1.253)	*	(\$0.861)	(\$3.830)	(\$2.969)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.353	9.241	6.888	*	27.422	24.015	(3.407)	(12.4)
<i>Capital & Other Reimbursements:</i>								
MTA	(1.916)	(8.932)	(7.016)	*	3.353	(1.688)	(5.041)	*
CDOT	0.000	(5.701)	(5.701)	-	1.974	4.412	2.438	*
Other	0.000	2.038	2.038	-	(0.529)	(3.684)	(3.154)	*
Total Capital and Other Reimbursements	(1.916)	(12.595)	(10.678)	*	4.798	(0.959)	(5.757)	*
Total Revenue/Receipts	\$0.789	(\$4.254)	(\$5.043)	*	\$31.359	\$19.226	(\$12.133)	(38.7)
Expenditures								
<i>Labor:</i>								
Payroll	\$4.692	\$4.421	(\$0.271)	(5.8)	(\$0.982)	\$2.797	\$3.778	*
Overtime	0.711	0.488	(0.223)	(31.4)	(2.662)	(1.785)	0.876	32.9
Health and Welfare	(1.043)	(1.079)	(0.037)	(3.5)	(8.798)	(9.789)	(0.991)	(11.3)
OPEB Current Payment	0.000	0.085	0.000		(0.413)	(0.171)	0.242	58.5
Pensions	(0.054)	0.390	0.445	*	0.115	(0.531)	(0.646)	*
Other Fringe Benefits	1.408	9.273	7.865	*	(2.903)	39.241	42.144	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.467)	(0.211)	0.256	54.9	(2.420)	(2.353)	0.067	2.8
Total Labor	\$5.247	\$13.366	\$8.119	*	(\$18.061)	\$27.409	\$45.470	*
<i>Non-Labor:</i>								
Electric Power	(\$0.158)	(\$0.424)	(\$0.266)	*	(\$2.322)	(\$5.860)	(\$3.538)	*
Fuel	0.050	0.374	0.324	*	(0.457)	(0.321)	0.136	29.7
Insurance	1.402	1.592	0.190	13.5	6.403	7.740	1.337	20.9
Claims	(0.287)	(0.026)	0.261	90.8	(1.007)	(0.510)	0.497	49.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(6.500)	(1.464)	5.036	77.5	(11.723)	0.426	12.149	*
Professional Service Contracts	1.121	(0.632)	(1.753)	*	18.977	22.684	3.707	19.5
Materials & Supplies	(0.123)	(1.289)	(1.166)	*	(14.429)	(39.629)	(25.200)	*
Other Business Expenses	(3.010)	3.132	6.141	*	(24.484)	(13.388)	11.095	45.3
Total Non-Labor	(\$7.504)	\$1.262	\$8.766	*	(\$29.041)	(\$28.858)	\$0.184	0.6
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	(\$2.257)	\$14.628	\$16.886	*	(\$47.103)	(\$1.449)	\$45.654	96.9
Depreciation	20.485	20.557	0.072	0.4	184.900	184.298	(0.602)	(0.3)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	(1.010)	(7.243)	(6.233)	*	(2.920)	(10.309)	(7.389)	*
Environmental Remediation	0.449	0.078	(0.371)	(82.7)	2.654	0.752	(1.902)	71.7
GASB75 Adjustment	0.000	(0.689)	(0.689)	-	(1.277)	(1.684)	(0.407)	31.9
Total Expenditures Adjustments	\$17.667	\$27.332	\$9.665	54.7	\$136.255	\$171.609	\$35.354	25.9
Total Cash Conversion Adjustments	\$18.456	\$23.078	\$4.622	25.0	\$167.614	\$190.835	\$23.221	13.9

Notes:

-- For monthly reporting purposes only, the 12-month allocation of the 2020 Mid-Year Forecast reflects an adjustment to farebox revenue projections captured in Volume 1 of the 2020 July Financial Plan.

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

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
SEPTEMBER 2020
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)			YTD			VARIANCE Fav/(Unfav)				
	MID-YEAR FORECAST	2020	2019 ^(A)	MID-YEAR FORECAST	2019		MID-YEAR FORECAST	2020	2019 ^(A)	MID-YEAR FORECAST	2019			
	FAREBOX REVENUE													
<i>Harlem Line - Commutation</i>	3.913	1.176	9.652	(2.736)	-69.9%	(8.476)	-87.8%	37.423	32.747	84.788	(4.676)	-12.5%	(52.041)	-61.4%
<i>Harlem Line - Non-Commutation</i>	3.771	2.693	8.726	(1.078)	-28.6%	(6.033)	-69.1%	28.608	27.573	76.099	(1.035)	-3.6%	(48.526)	-63.8%
TOTAL HARLEM LINE	\$7.684	\$3.869	\$18.378	(\$3.815)	-49.6%	(\$14.509)	-78.9%	\$66.031	\$60.320	\$160.887	(\$5.711)	-8.6%	(\$100.567)	-62.5%
<i>Hudson Line - Commutation</i>	2.539	0.810	6.442	(1.729)	-68.1%	(5.632)	-87.4%	24.931	22.045	56.517	(2.886)	-11.6%	(34.472)	-61.0%
<i>Hudson Line - Non-Commutation</i>	3.285	2.820	8.042	(0.464)	-14.1%	(5.221)	-64.9%	25.149	25.234	67.205	0.085	0.3%	(41.971)	-62.5%
TOTAL HUDSON LINE	\$5.823	\$3.631	\$14.484	(\$2.193)	-37.7%	(\$10.853)	-74.9%	\$50.080	\$47.279	\$123.722	(\$2.801)	-5.6%	(\$76.443)	-61.8%
<i>New Haven Line - Commutation</i>	5.452	1.208	13.341	(4.244)	-77.8%	(12.133)	-90.9%	50.954	43.529	118.722	(7.425)	-14.6%	(75.193)	-63.3%
<i>New Haven Line - Non-Commutation</i>	6.706	4.449	16.430	(2.257)	-33.7%	(11.981)	-72.9%	52.568	49.400	146.685	(3.168)	-6.0%	(97.285)	-66.3%
TOTAL NEW HAVEN LINE	\$12.158	\$5.657	\$29.771	(\$6.502)	-53.5%	(\$24.115)	-81.0%	\$103.522	\$92.929	\$265.407	(\$10.593)	-10.2%	(\$172.478)	-65.0%
<i>All Lines - Commutation</i>	11.904	3.195	29.436	(8.709)	-73.2%	(26.241)	-89.1%	113.309	98.321	260.028	(14.988)	-13.2%	(161.706)	-62.2%
<i>All Lines - Non-Commutation</i>	13.762	9.962	33.197	(3.800)	-27.6%	(23.236)	-70.0%	106.324	102.207	289.989	(4.118)	-3.9%	(187.782)	-64.8%
TOTAL EAST OF HUDSON LINES	\$25.666	\$13.156	\$62.633	(\$12.509)	-48.7%	(\$49.477)	-79.0%	\$219.633	\$200.528	\$550.016	(\$19.105)	-8.7%	(\$349.488)	-63.5%
<i>West of Hudson^(B)</i>	<u>0.513</u>	<u>\$0.391</u>	<u>\$1.272</u>	<u>(\$0.122)</u>	<u>-23.8%</u>	<u>(\$0.881)</u>	<u>-69.3%</u>	<u>\$4.514</u>	<u>\$4.584</u>	<u>\$11.172</u>	<u>0.070</u>	<u>1.5%</u>	<u>(6.588)</u>	<u>-59.0%</u>
TOTAL FAREBOX REVENUE	\$26.178	\$13.547	\$63.905	(\$12.631)	-48.3%	(\$50.358)	-78.8%	\$224.148	\$205.112	\$561.188	(\$19.035)	-8.5%	(\$356.076)	-63.5%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	0.563	0.212	1.388	(0.352)	-62.4%	(1.177)	-84.8%	4.568	3.987	12.414	(0.580)	-12.7%	(8.427)	-67.9%
<i>Harlem Line - Non-Commutation</i>	0.398	0.348	0.921	(0.050)	-12.5%	(0.573)	-62.2%	3.137	3.200	8.057	0.063	2.0%	(4.856)	-60.3%
TOTAL HARLEM LINE	0.961	0.560	2.309	(0.402)	-41.8%	(1.749)	-75.8%	7.705	7.188	20.471	(0.517)	-6.7%	(13.283)	-64.9%
<i>Hudson Line - Commutation</i>	0.314	0.111	0.797	(0.204)	-64.8%	(0.687)	-86.1%	2.603	2.268	7.130	(0.335)	-12.9%	(4.861)	-68.2%
<i>Hudson Line - Non-Commutation</i>	0.279	0.263	0.696	(0.016)	-5.7%	(0.433)	-62.2%	2.186	2.262	5.869	0.076	3.5%	(3.607)	-61.5%
TOTAL HUDSON LINE	0.594	0.374	1.494	(0.220)	-37.0%	(1.120)	-75.0%	4.789	4.530	12.999	(0.259)	-5.4%	(8.468)	-65.1%
<i>New Haven Line - Commutation</i>	0.749	0.223	1.841	(0.525)	-70.2%	(1.618)	-87.9%	5.919	5.022	16.486	(0.897)	-15.2%	(11.464)	-69.5%
<i>New Haven Line - Non-Commutation</i>	0.624	0.514	1.537	(0.110)	-17.6%	(1.023)	-66.6%	5.062	5.045	13.635	(0.017)	-0.3%	(8.591)	-63.0%
TOTAL NEW HAVEN LINE	1.373	0.737	3.379	(0.635)	-46.3%	(2.641)	-78.2%	10.981	10.067	30.122	(0.914)	-8.3%	(20.055)	-66.6%
Total Ridership East of Hudson														
<i>All Lines - Commutation</i>	1.626	0.545	4.027	(1.081)	-66.5%	(3.481)	-86.5%	13.090	11.278	36.030	(1.812)	-13.8%	(24.752)	-68.7%
<i>All Lines - Non-Commutation</i>	1.301	1.125	3.155	(0.176)	-13.5%	(2.030)	-64.3%	10.385	10.507	27.561	0.122	1.2%	(17.054)	-61.9%
TOTAL EAST OF HUDSON LINES	2.928	1.671	7.182	(1.257)	-42.9%	(5.511)	-76.7%	23.475	21.785	63.591	(1.690)	-7.2%	(41.806)	-65.7%
<i>West of Hudson^(B)</i>	<u>0.056</u>	<u>0.029</u>	<u>0.138</u>	<u>(0.027)</u>	<u>-47.8%</u>	<u>(0.109)</u>	<u>-78.8%</u>	<u>0.503</u>	<u>0.480</u>	<u>1.217</u>	<u>(0.023)</u>	<u>-4.6%</u>	<u>(0.737)</u>	<u>-60.6%</u>
TOTAL EAST & WEST OF HUDSON LINES	2.983	1.700	7.319	(1.283)	-43.0%	(5.619)	-76.8%	23.978	22.265	64.808	(1.713)	-7.1%	(42.543)	-65.6%

-- For monthly reporting purposes only, the 12-month allocation of the 2020 Mid-Year Forecast reflects an adjustment to farebox revenue projections captured in Volume 1 of the 2020 July Financial Plan.

^(A) 2019 Ridership figures have been restated to simulate the 2020 calendar.

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

**MTA METRO-NORTH RAILROAD
2020 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
September 30, 2020**

<u>Department</u>	<u>MID-YEAR FORECAST</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	3	-	
Labor Relations	12	10	2	
Safety	53	51	2	
Security	18	17	1	
Office of the Executive VP	7	7	0	
Corporate & Public Affairs	15	15	-	
Customer Service	47	47	-	
Legal	10	9	1	
Claims	6	5	1	
Human Resources	37	36	1	
Training	78	77	1	
Employee Relations & Diversity	4	4	-	
VP Planning	2	2	-	
Operations Planning & Analysis	20	19	1	
Capital Planning & Programming	10	10	-	
Long Range Planning	5	5	-	
VP Finance & Info Systems	-	-	-	
Controller	66	66	0	
Budget	17	16	1	
Procurement & Material Mgmt	21	22	(1)	
Total Administration	431	421	10	
Operations				
Operations Support	65	61	4	
Rolling Stock & EAM	9	14	(5)	C
Transportation	1,678	1,624	54	A, B
Customer Service	379	362	18	A
Metro-North West	28	34	(6)	
Total Operations	2,159	2,095	64	
Maintenance				
Maintenance of Equipment	1,601	1,557	44	A, B
Maintenance of Way	2,115	2,085	30	A, B, C
Procurement & Material Mgmt	113	114	(1)	
Total Maintenance	3,829	3,756	73	
Engineering/Capital				
Construction Management	29	19	10	C
Engineering & Design	83	56	27	A, C
Total Engineering/Capital	112	75	37	
Total Positions	6,531	6,346	185	
Non-Reimbursable	5,778	5,688	90	
Reimbursable	753	658	95	
Total Full-Time	6,530	6,345	185	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects higher attrition than planned.
- (B) Variance reflects unpaid LOA (Leave of Absence) positions.
- (C) Variance reflects transfer of Engineering/Capital positions.

MTA METRO-NORTH RAILROAD
2020 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
September 30, 2020

FUNCTION/OCCUPATION	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	147	146	1
Professional, Technical, Clerical	284	275	9
Operational Hourlies	-	-	-
Total Administration	431	421	10
Operations			
Managers/Supervisors	242	242	-
Professional, Technical, Clerical	219	251	(32)
Operational Hourlies	1,698	1,602	96
Total Operations	2,159	2,095	64
Maintenance			
Managers/Supervisors	635	636	(1)
Professional, Technical, Clerical	458	477	(19)
Operational Hourlies	2,736	2,643	93
Total Maintenance	3,829	3,756	73
Engineering/Capital			
Managers/Supervisors	38	27	11
Professional, Technical, Clerical	74	48	26
Operational Hourlies	-	-	-
Total Engineering/Capital	112	75	37
Total Positions			
Managers/Supervisors	1,062	1,051	11
Professional, Technical, Clerical	1,035	1,051	(16)
Operational Hourlies	4,434	4,245	189
Total Positions	6,531	6,346	185

**MTA METRO-NORTH RAILROAD
2020 MID-YEAR FORECAST VS. ACTUALS
September 30, 2020**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>MID-YEAR FORECAST</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	431	421	10	
Operations	2,159	2,095	64	Primarily reflects higher attrition than planned and unpaid LOA (Leave of Absence) positions.
Maintenance	3,829	3,756	73	Primarily reflects higher attrition than planned, unpaid LOA (Leave of Absence) positions, and transfers of Engineering/Capital positions
Engineering / Capital	112	75	37	Primarily reflects higher attrition than planned and transfers of positions Engineering/Capital positions
Total Agency-wide Headcount	6,531	6,346	185	
Non-Reimbursable	5,778	5,688	90	
Reimbursable	753	658	95	

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
SEPTEMBER 2020**

	MONTH			VARIANCE Fav/(Unfav)	
	MYF	2020	2019	MYF	2019
Farebox Operating Ratio					
Standard ^(B)	22.9%	13.0%	56.3%	-10.0%	-43.3%
Adjusted ^(C)	26.6%	10.6%	63.6%	-16.0%	-53.0%
Cost per Passenger					
Standard ^(B)	\$38.27	\$61.41	\$15.85	(\$23.14)	(\$45.56)
Adjusted ^(C)	\$37.56	\$60.46	\$15.46	(\$22.91)	(\$45.00)
Passenger Revenue/Passenger	\$8.77	\$7.97	\$8.92	(\$0.81)	(\$0.95)
	YEAR-TO-DATE			VARIANCE Fav/(Unfav)	
	MYF	2020	2019	MYF	2019
Farebox Operating Ratio					
Standard ^(B)	22.5%	22.0%	56.2%	-0.5%	-34.3%
Adjusted ^(C)	27.4%	27.0%	63.2%	-0.5%	-36.3%
Cost per Passenger					
Standard ^(B)	\$41.60	\$41.96	\$15.45	(\$0.36)	(\$26.50)
Adjusted ^(C)	\$40.82	\$41.12	\$15.05	(\$0.30)	(\$26.08)
Passenger Revenue/Passenger	\$9.35	\$9.21	\$8.69	(\$0.14)	\$0.52

(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

Ben Cornelius

Director – Operations Planning & Analysis



A Metro-North Port Jervis Line train crosses Moodna Viaduct near Salisbury Mills/Cornwall, NY.

Photo courtesy of Linda Morris



Metro-North Railroad

October 2020 Highlights: Ridership Report

(Note: September West of Hudson ridership is preliminary)

September 2020 vs. 2019

Large decreases in September ridership was attributed to the Covid-19 Pandemic.

- East of Hudson ridership decreased 76.7% vs. September 2019 and 42.9% vs. Forecast
- East of Hudson Commutation ridership decreased 86.5%
- East of Hudson Non-Commutation ridership decreased 64.5%
- East of Hudson ridership by line:
 - Hudson Line ridership decreased 75.0%
 - Harlem Line ridership decreased 75.8%
 - New Haven Line ridership decreased 78.2%

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

Ben Cornelius

Director – Operations Planning & Analysis

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

RIDERSHIP SUMMARY

September Ridership and Revenue (millions)

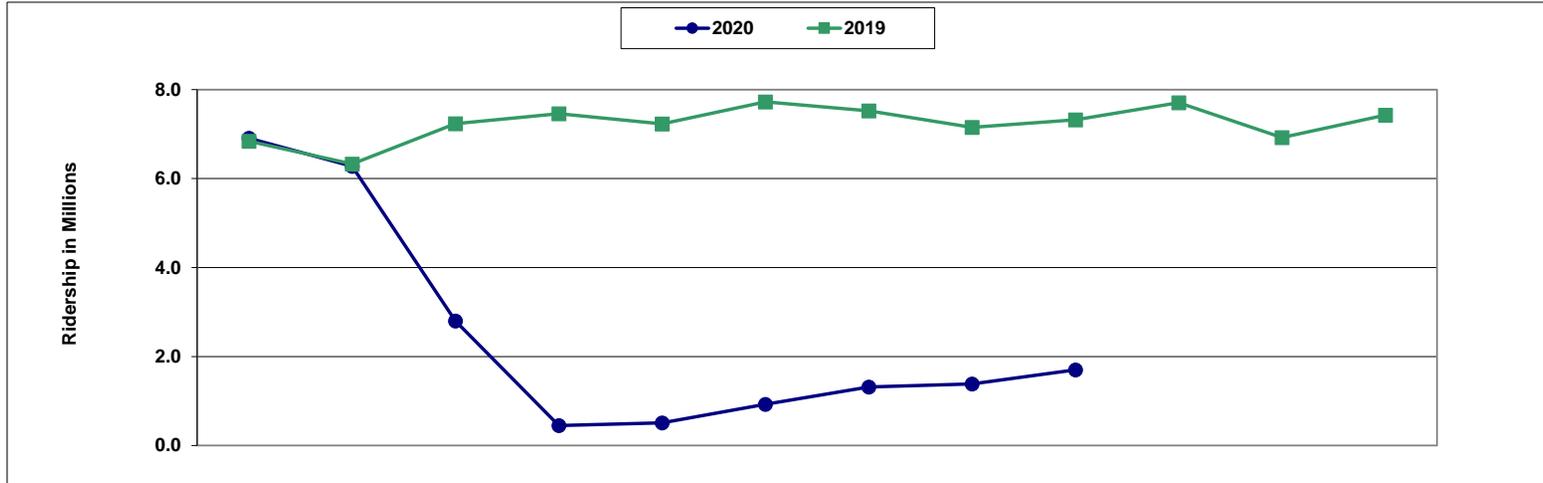
	September 2020	% Change vs. 2019
Total Rail Ridership	1.700	-76.8% ▼
Commutation Ridership	0.555	-86.4% ▼
Non-Commutation Ridership	1.145	-64.5% ▼
Connecting Service Ridership	0.005	-91.3% ▼
Total MNR System Ridership	1.705	-76.9% ▼
Rail Revenue	\$13.547	-78.8% ▼

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

	YTD 2020	% Change vs. 2019	Comparison to Forecast
Total Rail Ridership	22.265	-65.6% ▼	-7.1% ▼
Commutation Ridership	11.542	-68.5% ▼	-13.8% ▼
Non-Commutation Ridership	10.723	-61.9% ▼	1.3% ▲
Connecting Service Ridership	0.133	-70.9% ▼	1.0% ▲
Total MNR System Ridership	22.398	-65.7% ▼	-7.1 ▼
Rail Revenue	\$205.1	-63.5% ▼	-8.5% ▼

SEPTEMBER RAIL RIDERSHIP (1)

- September's Total Rail Ridership was 76.8% below 2019 and 43.0% below forecast.

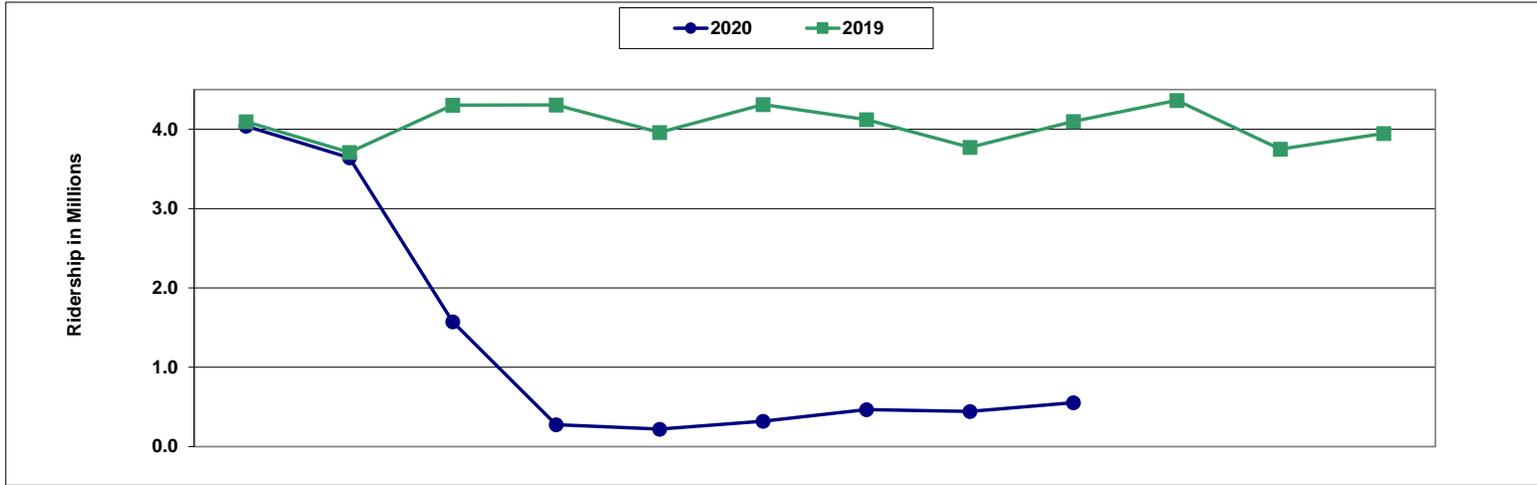


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	6.9	6.3	2.8	0.4	0.5	0.9	1.3	1.4	1.7				22.3
2019	6.8	6.3	7.2	7.5	7.2	7.7	7.5	7.2	7.3	7.7	6.9	7.4	64.8
PCT CHG.	1.0%	-0.8%	-61.3%	-94.0%	-92.9%	-88.0%	-82.5%	-80.7%	-76.8%				-65.6%

1) Includes East and West of Hudson.

SEPTEMBER RAIL COMMUTATION RIDERSHIP (1)

• September's Rail Commutation Ridership was 86.4% below 2019 and 66.5% below forecast.

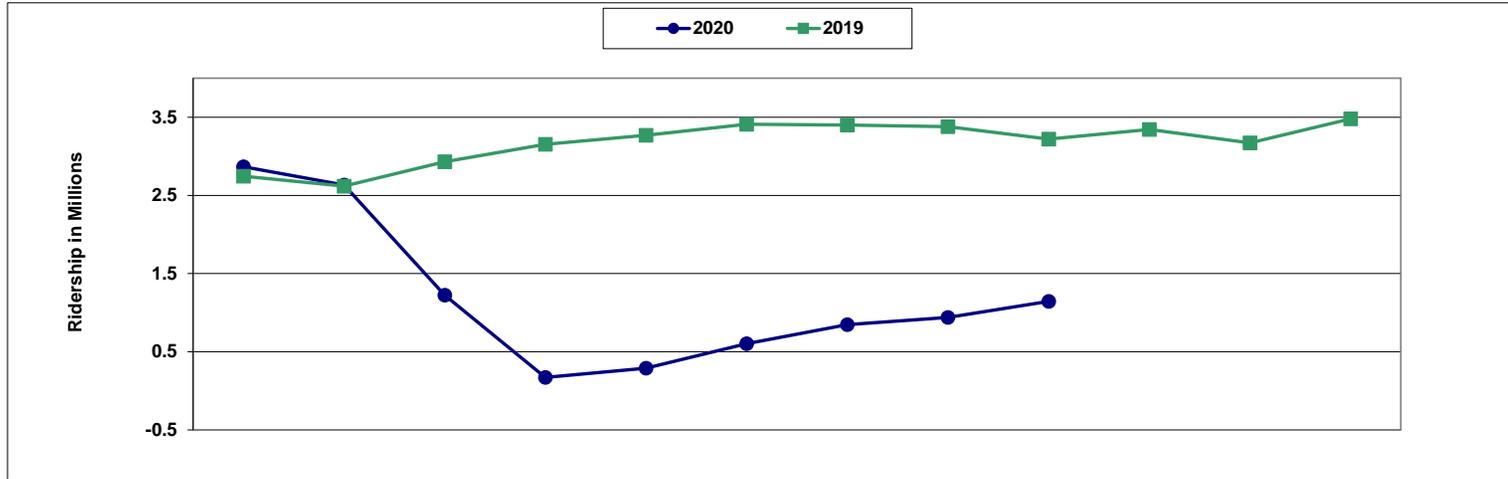


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	4.0	3.6	1.6	0.3	0.2	0.3	0.5	0.4	0.6				11.5
2019	4.1	3.7	4.3	4.3	4.0	4.3	4.1	3.8	4.1	4.4	3.8	3.9	36.7
PCT CHG.	-1.4%	-1.8%	-63.4%	-93.6%	-94.4%	-92.6%	-88.7%	-88.3%	-86.4%				-68.5%

1) Includes East and West of Hudson.

SEPTEMBER RAIL NON-COMMUTATION RIDERSHIP (1)

• September's Rail Non-Commutation Ridership was 64.5% below 2019 and 13.7% below forecast.

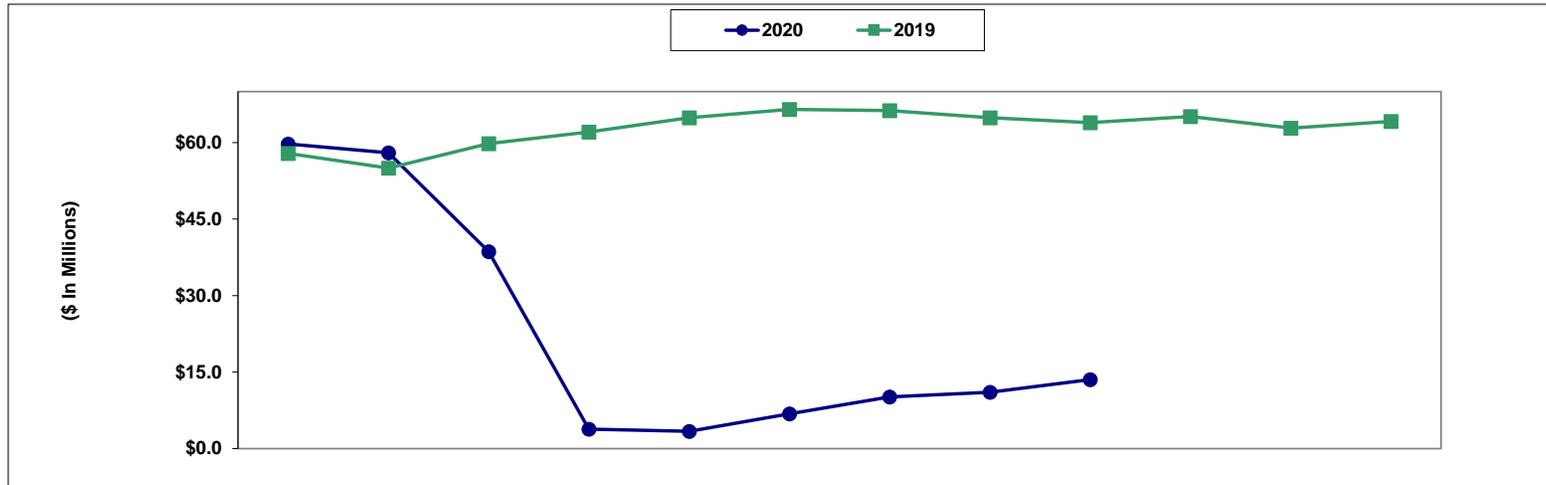


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	2.9	2.6	1.2	0.2	0.3	0.6	0.8	0.9	1.1				10.7
2019	2.7	2.6	2.9	3.2	3.3	3.4	3.4	3.4	3.2	3.3	3.2	3.5	28.1
PCT CHG.	4.4%	0.5%	-58.2%	-94.6%	-91.1%	-82.3%	-75.1%	-72.2%	-64.5%				-61.9%

1) Includes East and West of Hudson.

SEPTEMBER RAIL REVENUE (1)

• September's Total Rail Revenue was 78.8% below 2019 and 48.3% below forecast.



	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	\$10.1	\$11.1	\$13.5				\$205.1
2019	\$57.9	\$55.0	\$59.8	\$62.1	\$64.9	\$66.5	\$66.3	\$64.9	\$63.9	\$65.1	\$62.8	\$64.1	\$561.2
PCT CHG.	3.2%	5.4%	-35.4%	-93.8%	-94.8%	-89.8%	-84.7%	-82.9%	-78.8%				-63.5%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
SEPTEMBER 2020

TICKET TYPE/SERVICE	SEPTEMBER	SEPTEMBER	VARIANCE VS.		SEPTEMBER	CHANGE FROM 2019	
	2020	2020	FORECAST		2019		
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	545,452	1,626,495	(1,081,043)	-66.5%	4,026,606	(3,481,154)	-86.5%
West of Hudson	9,876	31,073	(21,197)	-68.2%	71,624	(61,748)	-86.2%
Total Rail Commutation Ridership	555,328	1,657,568	(1,102,240)	-66.5%	4,098,230	(3,542,902)	-86.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	1,125,369	1,301,075	(175,706)	-13.5%	3,154,916	(2,029,547)	-64.3%
West of Hudson	19,295	24,816	(5,521)	-22.2%	66,242	(46,947)	-70.9%
Total Rail Non-Commutation Ridership	1,144,664	1,325,891	(181,227)	-13.7%	3,221,158	(2,076,494)	-64.5%
TOTAL RAIL RIDERSHIP							
East of Hudson	1,670,821	2,927,570	(1,256,749)	-42.9%	7,181,522	(5,510,701)	-76.7%
West of Hudson (2)	29,171	55,889	(26,718)	-47.8%	137,866	(108,695)	-78.8%
TOTAL RAIL RIDERSHIP	1,699,992	2,983,459	(1,283,467)	-43.0%	7,319,388	(5,619,396)	-76.8%
CONNECTING SERVICES RIDERSHIP (3)	4,542	3,494	1,049	30.0%	51,976	(47,434)	-91.3%
TOTAL MNR SYSTEM RIDERSHIP	1,704,534	2,986,953	(1,282,418)	-42.9%	7,371,364	(5,666,830)	-76.9%

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 FORECAST	VARIANCE VS. FORECAST		2019 YTD RESTATE (1)	CHANGE FROM 2019	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	11,277,747	13,089,909	(1,812,162)	-13.8%	36,029,932	(24,752,185)	-68.7%
West of Hudson	264,191	298,991	(34,800)	-11.6%	649,903	(385,712)	-59.3%
Total Rail Commutation Ridership	11,541,938	13,388,900	(1,846,962)	-13.8%	36,679,835	(25,137,897)	-68.5%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	10,507,218	10,384,565	122,653	1.2%	27,561,051	(17,053,833)	-61.9%
West of Hudson	215,694	203,940	11,754	5.8%	567,376	(351,682)	-62.0%
Total Rail Non-Commutation Ridership	10,722,912	10,588,505	134,407	1.3%	28,128,427	(17,405,515)	-61.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	21,784,965	23,474,474	(1,689,509)	-7.2%	63,590,983	(41,806,018)	-65.7%
West of Hudson	479,885	502,931	(23,046)	-4.6%	1,217,279	(737,394)	-60.6%
TOTAL RAIL RIDERSHIP	22,264,850	23,977,405	(1,712,555)	-7.1%	64,808,262	(42,543,412)	-65.6%
CONNECTING SERVICES RIDERSHIP (2)	132,932	131,662	1,270	1.0%	457,077	(324,145)	-70.9%
TOTAL MNR SYSTEM RIDERSHIP	22,397,782	24,109,067	(1,711,285)	-7.1%	65,265,339	(42,867,557)	-65.7%

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
SEPTEMBER 2020**

LINE	SEPTEMBER 2020	SEPTEMBER 2019	CHANGE FROM 2019	
	ACTUAL	RESTATE ⁽¹⁾	AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	559,731	2,309,140	(1,749,409)	-75.8%
Hudson Line	373,730	1,493,588	(1,119,858)	-75.0%
New Haven Line	737,360	3,378,794	(2,641,434)	-78.2%
Total East of Hudson	1,670,821	7,181,522	(5,510,701)	-76.7%
WEST OF HUDSON				
Port Jervis Line	19,157	81,174	(62,017)	-76.4%
Pascack Valley Line	10,014	56,692	(46,678)	-82.3%
Total West of Hudson (2)	29,171	137,866	(108,695)	-78.8%
TOTAL RAIL RIDERSHIP	1,699,992	7,319,388	(5,619,396)	-76.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	4,542	34,250	(29,708)	-86.7%
Haverstraw-Ossining Ferry	0	11,599	(11,599)	-100.0%
Newburgh-Beacon Ferry	0	6,127	(6,127)	-100.0%
Total Connecting Services (3)	4,542	51,976	(47,434)	-91.3%
TOTAL MNR SYSTEM	1,704,534	7,371,364	(5,666,830)	-76.9%

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 RESTATE ⁽¹⁾	AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	7,187,799	20,470,622	(13,282,824)	-64.9%
Hudson Line	4,530,494	12,998,817	(8,468,323)	-65.1%
New Haven Line	10,066,672	30,121,544	(20,054,872)	-66.6%
Total East of Hudson	21,784,965	63,590,983	(41,806,018)	-65.7%
WEST OF HUDSON				
Port Jervis Line	287,933	713,339	(425,406)	-59.6%
Pascack Valley Line	191,952	503,940	(311,988)	-61.9%
Total West of Hudson	479,885	1,217,279	(737,394)	-60.6%
TOTAL RAIL RIDERSHIP	22,264,850	64,808,262	(42,543,412)	-65.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	97,357	308,414	(211,057)	-68.4%
Haverstraw-Ossining Ferry	24,046	101,296	(77,250)	-76.3%
Newburgh-Beacon Ferry	11,529	47,367	(35,838)	-75.7%
Total Connecting Services	132,932	457,077	(324,145)	-70.9%
TOTAL MNR SYSTEM	22,397,782	65,265,339	(42,867,557)	-65.7%

Notes:

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



Metro-North Railroad

September 2020 Highlights: Capital Program Status Report



Station Improvement Initiatives

6th Avenue Bridge, City of Mount Vernon opened to vehicular and pedestrian traffic

Ziona Rubin

Acting Vice President
Capital Programs



Metro-North Railroad

September 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 Ziona Rubin, Acting Vice President, Capital Program Management.

In the month of September, Metro-North awarded project tasks totaling \$54 million including the Grand Central Terminal/East Side Access Trash Facility project. Metro-North had no substantial completions scheduled for the month of September. Metro-North had no closeouts scheduled for the month of September.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 9/30</u>	<u>Achieved thru 9/30</u>	<u>% thru 9/30</u>
Design Awards*	\$19	\$9.9	\$0	0%
Construction Awards*	\$286	\$55.4	\$43	78%
Substantial Completions	\$313.4	\$80.3	\$5.5	7%
Closeouts*	\$61.5	\$19.3	\$25.2	131%

*Does not include support costs

Ziona Rubin
Acting Vice President
Capital Programs

**CAPITAL PROGRAM
HIGHLIGHTS
September 2020**

CONTRACT AWARDS:

M7080109 GCT/ESA Unified Trash Facility

Milestone: Contract Award \$10,738,155

This contract was awarded in September 2020 for Metro-North's share of construction services for Grand Central Terminal and East Side Access Unified Trash Facility with Long Island Railroad.

PROJECT COMPLETIONS:

No project substantial completions scheduled or actual in September 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 arrival/departure displays recently installed on the main and dining concourses. System monitoring and back-up head end system testing and integration is on-going.
- Completed construction of the Customer Service Equipment Room 7C and the GCT cable plant, installation of speakers, amplifiers and other PA/VIS equipment at various locations in GCT and replacement of all sheet metal enclosures in the 45th Street, 47th Street passages and the east & west spines. Completed testing and commissioning of fire suppression system at Track 117 and North End PA rooms. Coordination of work between CSI and East Side Access is on-going in the 47th Street Passageway at the 48th Street and Park Ave entry.

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

The CSI project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at twenty (20) Metro-North stations and facilities throughout New York. This project also includes upgrades to elevator monitoring providing network connectivity for new and existing equipment and real-time data improvements.

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

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

100% design development and factory acceptance testing for facility enhancements including video, access control, elevator & escalator management and security systems is complete. Development of installation and testing procedures and equipment configuration continues in preparation for the installation of headend system at the NWP location.

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

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

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

- Port Chester, Riverdale, Harlem-125th Street and Crestwood stations are complete.
- White Plains Station – Completed installation of the entrance canopy structural steel, revolving door at the main entrance, and foundation at the side platform. Installation of enlarged electrical room, precast concrete panels, and glass doors continued. Continued under platform repairs, installation of electrical utilities at the side platform, and main entrance. Commenced installation of new staircase near Main Street, rough-in the elevator machine room at the main entrance and canopies. All station improvements are scheduled for substantial 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 Superstorm 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 trough, duct bank and conduits for C&S, signal power, snow melters and sectionalizing switches as well as manhole; transformers at different elevated platforms; under track crossing conduits tie-ins; signal power pull boxes; continuity jumper work; positive feeders and cable pulling. Continued installation of steel reinforcement and concrete for platform footings and columns at elevated platform; setting equipment on elevated platforms and performing site survey and punch list repairs.

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

EM050208 Power Infrastructure Restoration – Substations – Sandy

- Tarrytown – Completed the inspection of the substation transformers and rectifiers. Substation energization/burn-in-time and short circuit testing are upcoming. This substation is scheduled for completion in November 2020.
- Croton-Harmon – Completed the inspection of the substation transformers, rectifiers and the positive and negative bus torques. 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 Tarrytown and Brewster Substations. This substation is scheduled for completion in January 2021.

- Riverdale – Completed load testing of the rectifier relays, substation cut over process and third rail gaps. New substation was put into service, negatives and impedance bonds have been disconnected and all DC track feeders are powered from the new substation. This substation is scheduled for completion in October 2020.
- The Brewster Substation (under Project M6050103) – Completed the inspection of the substation transformers and rectifiers; the positive and negative bus torque and the torque at the splice joints of the substation transformers and rectifiers. SCADA testing, and the cut-over process, commissioning/testing and energization of substation PCR are upcoming. 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 3.7 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 (ERSD) 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 August 2020 on New Haven Line (Mount Vernon, NY to New Haven, CT). 244.3 miles (100%) of track are in full PTC protection.
- 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 ERSD on Hudson and New Haven lines, and Providence & Worcester Railroad (P&W) is operating in ERSD on Danbury Branch Line. MNR commissioned its Poughkeepsie, NY and Spuyten Duyvil, Bronx, NY boundaries with Amtrak. Interoperability discussions with Amtrak on New Rochelle, NY and New Haven, CT boundaries and installation continue.

M6060101/M7060101 Harmon Shop Improvements

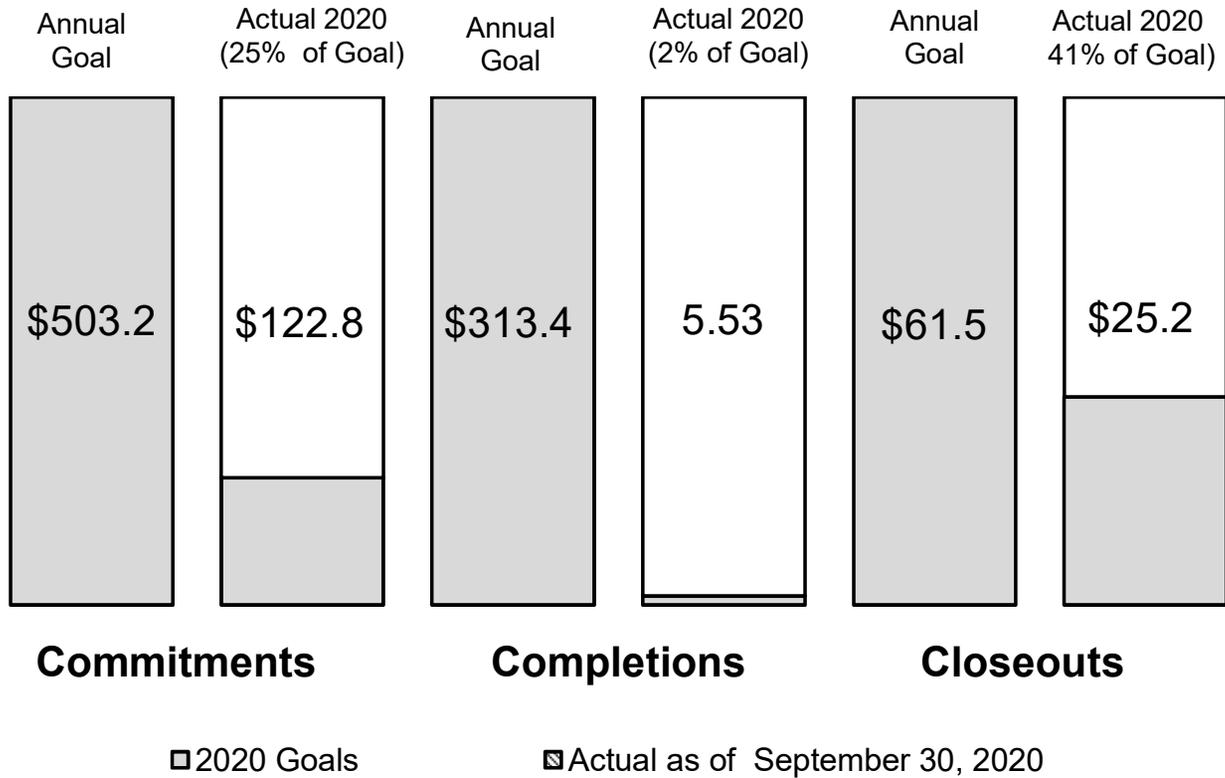
Phase V, Stage I Design-Build

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.
- Completed installation of concrete pads, underground electrical duct banks and manholes and continued with the installation of fencing, cable and electric equipment for the site transformers. Performed test pitting to locate buried utilities and continued demolition of Building 6. Continued foundation work for the new running repair and support shop.

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

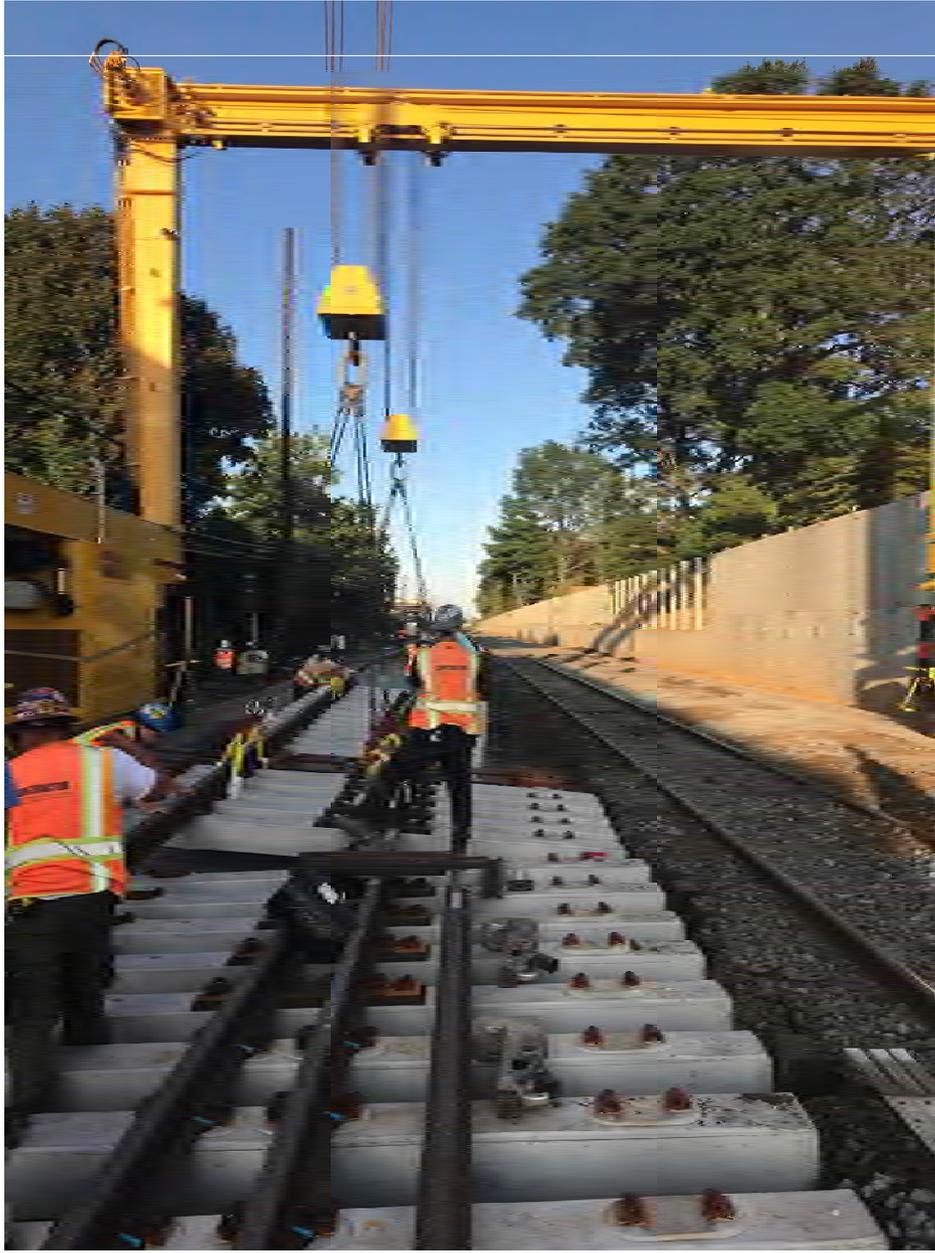




Long Island Rail Road

September 2020 Performance Summary

Robert Free, Acting Senior Vice President – Operations



Main Line Expansion: As part of the ongoing project work, a new switch was installed within Nassau Interlocking on September 26, 2020.



Long Island Rail Road

September 2020 Performance Summary

Highlights

The Essential Service Plan ran throughout September 2020 with Modified Peak Service.

On-Time Performance (OTP) for the month of September closed at **97.7%**, which is above the monthly goal of 94.0%, and a record for the month of September.

2020 year-to-date OTP was **95.9%**, which is an increase of **3.3** percentage points as compared to last year.

Cancelled/Terminated trains are down 24 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 September and year to date.

Delays

There were five incidents this month that resulted in ten or more late/cancelled/terminated trains. The most impactful, was switch trouble at Merillon Avenue, which accounted for 18 late trains, and impacted customers with an average delay of 18 minutes.

Consist Compliance

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

Equipment Performance

The LIRR fleet MDBF operated at 330,831 in August and exceeded the goal. It also performed better, year to date, then the same period last year.



**OPERATING REPORT
FOR MONTH OF SEPTEMBER 2020**

Performance Summary

Performance Summary	System	Overall	2020 Data			2019 Data	
			Annual	YTD thru		YTD thru	
			Goal	September	September	September	September
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>		Overall	94.0%	97.7%	95.9%	90.5%	92.6%
	*	AM Peak		96.3%	94.3%	88.4%	91.4%
	*	PM Peak		98.7%	93.9%	87.6%	90.8%
	*	Total Peak		97.4%	94.1%	88.0%	91.1%
		Off Peak Weekday		97.7%	96.1%	90.9%	92.5%
		Weekend		97.9%	97.1%	92.2%	94.6%
	Babylon Branch	Overall	93.9%	97.4%	96.4%	91.0%	93.1%
	*	AM Peak		97.1%	94.9%	89.2%	92.6%
	*	PM Peak		97.6%	94.8%	90.7%	90.5%
	*	Total Peak		97.3%	94.9%	89.9%	91.6%
	Off Peak Weekday		97.5%	97.1%	91.6%	93.3%	
	Weekend		97.5%	96.8%	91.1%	94.7%	
Far Rockaway Branch	Overall	96.6%	99.0%	98.0%	96.0%	96.7%	
*	AM Peak		98.6%	96.5%	90.5%	91.9%	
*	PM Peak		99.5%	97.0%	95.0%	97.2%	
*	Total Peak		99.0%	96.8%	92.5%	94.3%	
	Off Peak Weekday		98.8%	98.1%	96.7%	96.8%	
	Weekend		99.5%	98.9%	97.6%	98.7%	
Huntington Branch	Overall	92.5%	97.1%	95.0%	86.3%	90.2%	
*	AM Peak		95.2%	94.0%	87.3%	90.8%	
*	PM Peak		98.3%	89.3%	82.5%	85.5%	
*	Total Peak		96.8%	91.7%	85.0%	88.3%	
	Off Peak Weekday		96.5%	95.2%	85.0%	88.9%	
	Weekend		99.2%	96.9%	90.1%	94.1%	
Hempstead Branch	Overall	96.5%	98.2%	96.5%	91.9%	93.4%	
*	AM Peak		96.8%	96.3%	90.0%	93.4%	
*	PM Peak		98.8%	91.7%	83.9%	89.6%	
*	Total Peak		97.8%	94.1%	87.1%	91.6%	
	Off Peak Weekday		97.8%	96.5%	92.8%	93.5%	
	Weekend		99.0%	97.9%	93.8%	94.8%	
Long Beach Branch	Overall	95.9%	98.2%	96.2%	93.5%	94.9%	
*	AM Peak		96.1%	95.9%	88.8%	93.2%	
*	PM Peak		99.5%	94.5%	92.3%	95.0%	
*	Total Peak		97.7%	95.2%	90.4%	94.1%	
	Off Peak Weekday		98.3%	96.2%	95.5%	95.4%	
	Weekend		98.5%	97.2%	93.1%	94.7%	
Montauk Branch	Overall	90.8%	94.3%	93.7%	85.3%	88.0%	
*	AM Peak		92.5%	89.5%	85.6%	88.4%	
*	PM Peak		93.3%	93.7%	82.4%	87.2%	
*	Total Peak		92.8%	91.3%	84.1%	87.9%	
	Off Peak Weekday		97.0%	95.0%	87.8%	88.9%	
	Weekend		92.5%	92.8%	82.9%	86.6%	
Oyster Bay Branch	Overall	94.1%	98.0%	95.8%	88.4%	93.1%	
*	AM Peak		97.6%	95.0%	84.3%	91.5%	
*	PM Peak		100.0%	94.0%	77.5%	88.3%	
*	Total Peak		98.6%	94.6%	81.2%	90.0%	
	Off Peak Weekday		97.2%	95.5%	88.9%	93.3%	
	Weekend		99.4%	98.0%	96.9%	96.9%	

Performance Summary		2020 Data			2019 Data	
		Annual	YTD thru		YTD thru	
		Goal	September	September	September	September
Port Jefferson Branch	Overall	90.9%	96.4%	92.9%	82.0%	88.4%
*	AM Peak		94.6%	91.4%	78.8%	88.1%
*	PM Peak		98.6%	88.9%	83.6%	86.5%
*	Total Peak		96.6%	90.2%	81.0%	87.3%
	Off Peak Weekday		95.7%	92.1%	77.1%	86.9%
	Weekend		97.5%	97.7%	93.3%	93.0%
Port Washington Branch	Overall	95.3%	99.6%	97.1%	93.6%	93.9%
*	AM Peak		100.0%	96.4%	95.8%	94.1%
*	PM Peak		100.0%	96.4%	86.6%	92.0%
*	Total Peak		100.0%	96.4%	91.1%	93.0%
	Off Peak Weekday		99.6%	97.1%	94.5%	92.8%
	Weekend		99.4%	97.7%	94.5%	97.0%
Ronkonkoma Branch	Overall	91.6%	96.4%	94.4%	88.1%	90.4%
*	AM Peak		92.3%	91.2%	84.5%	87.5%
*	PM Peak		99.6%	94.2%	88.0%	91.3%
*	Total Peak		95.6%	92.5%	86.0%	89.2%
	Off Peak Weekday		96.1%	94.0%	87.2%	89.6%
	Weekend		98.3%	97.5%	92.5%	94.0%
West Hempstead Branch	Overall	95.8%	99.3%	97.4%	96.0%	96.5%
*	AM Peak		96.4%	94.3%	91.0%	90.5%
*	PM Peak		99.0%	96.8%	93.3%	94.8%
*	Total Peak		97.9%	95.6%	92.3%	92.9%
	Off Peak Weekday		100.0%	97.5%	97.9%	97.8%
	Weekend		99.4%	98.8%	96.7%	98.6%
Operating Statistics	Trains Scheduled		19,654	171,033	20,425	186,465
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-11.9	-11.8	-11.6	-12.0
	Trains Over 15 min. Late excluding trains canceled or terminated		65	1,039	338	2,174
	Trains Canceled		15	819	58	635
	Trains Terminated		8	222	37	430
	Percent of Scheduled Trips Completed		99.9%	99.4%	99.5%	99.4%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)	*	AM Peak	100.0%			
	*	PM Peak	100.0%			
	*	Total Peak	100.0%			

***Please note: The Essential Service Plan is still in effect with modified PEAK service.**

System Categories Of Delay	% Total	2020	2020 Data		2019 Data		YTD 2020 Vs 2019
		Aug	Sept	YTD Thru Sept	Sept	YTD Thru Sept	
Engineering (Scheduled)	2.9%	38	13	318	102	422	(104)
Engineering (Unscheduled)	20.9%	106	95	1,176	181	1,989	(813)
Maintenance of Equipment	16.0%	53	73	761	193	1,259	(498)
Transportation	5.3%	20	24	260	71	393	(133)
Capital Projects	5.1%	113	23	650	163	939	(289)
Weather and Environmental	1.1%	780	5	1,079	26	851	228
Police	17.1%	63	78	711	188	1,770	(1,059)
Customers	12.3%	28	56	974	499	3,216	(2,242)
Special Events	0.0%	-	-	33	79	883	(850)
Other	16.5%	61	75	595	229	1,023	(428)
3rd Party Operations	2.9%	38	13	441	216	1,058	(617)
Total	100.0%	1,300	455	6,998	1,947	13,803	(6,805)

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	
11-Sep	Fri	Track condition west of Hicksville	7	2						5			12	2	
15-Sep	Tue	Train 1205 disabled east of Carle Place	11		1					5			16		1
17-Sep	Thu	Switch trouble at Merillon Ave	11							7			18		
26-Sep	Sat	Medical assistance for a customer at Bellmore Station								12	1		12	1	
29-Sep	Tue	Trespasser injured by train at Massepequa Park Station				7		2	5	1		12	1	2	
TOTAL FOR MONTH			29	2	1	7	0	2	34	2	0	70	4	3	
												77			

Long Island Rail Road

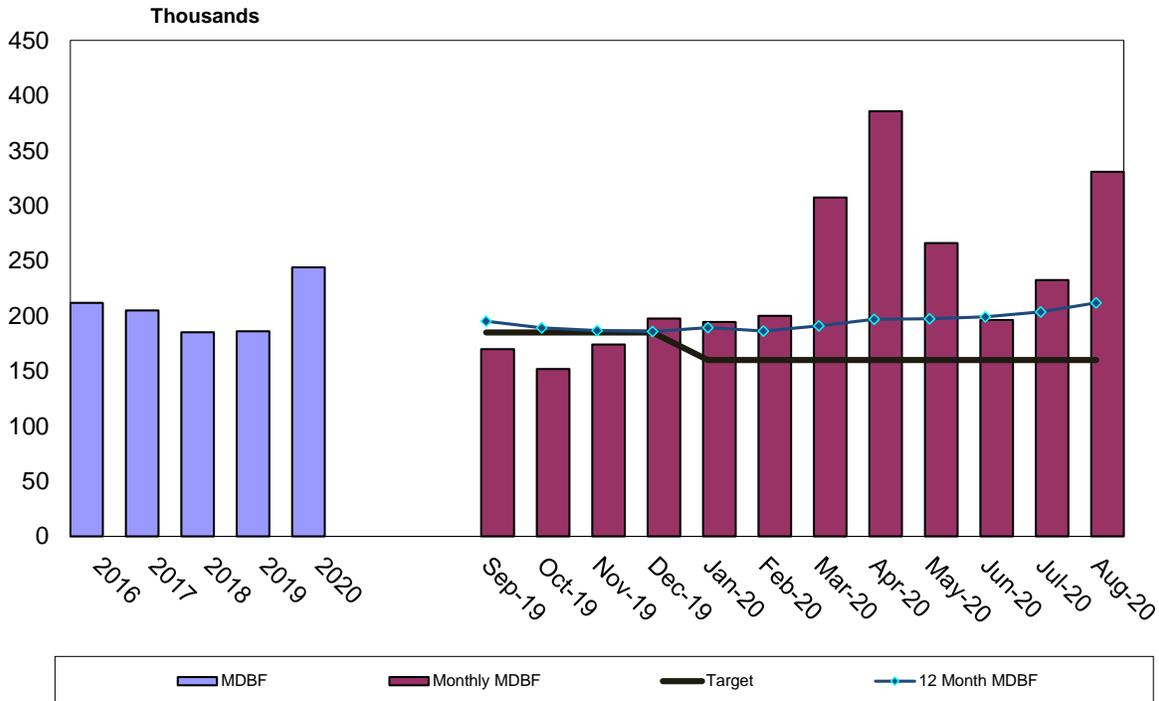
MEAN DISTANCE BETWEEN FAILURES - AUGUST 2020

	Equip-ment Type	Total Fleet Owned	2020 Data					2019 Data		
			MDBF Goal (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)	12 month Rolling Avg MDBF (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)
Mean Distance Between Failures	M-3	142	60,000	73,343	1	76,017	68,030	86,300	7	62,261
	M-7	836	360,000	722,955	7	494,125	429,111	328,810	16	423,626
	M-9	62	180,000	298,806	0	308,991	300,916	-	-	-
	C-3	134	103,000	99,972	7	127,172	128,380	169,077	5	120,624
	DE	24	19,000	26,602	3	21,733	18,617	16,944	6	26,312
	DM	21	19,000	73,343	1	27,514	27,381	41,541	2	22,421
	Diesel	179	51,000	77,541	11	70,986	67,058	79,241	13	70,246
	Fleet	1,219	160,000	330,831	19	244,013	211,864	191,533	36	193,667

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

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

ALL FLEETS Mean Distance Between Failure 2016 - 2020





Standee Report

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

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		
		September		
Daily Average			AM Peak	PM Peak
Babylon Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Far Rockaway Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Huntington Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Hempstead Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Long Beach Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Montauk Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Oyster Bay Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Port Jefferson Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Port Washington Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
Ronkonkoma Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
West Hempstead Branch	Program Standees		0	0
	Add'l Standees		0	0
	Total Standees		0	0
System Wide PEAK			0	0

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 SEPTEMBER 2020**

Elevator Availability		2020		2019	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	99.3%	99.3%	99.2%	99.2%
	Far Rockaway Branch	99.5%	99.5%	99.7%	98.8%
	Hempstead Branch	99.4%	99.5%	99.0%	99.4%
	Long Beach Branch	99.5%	99.6%	99.3%	99.5%
	Port Jefferson Branch	99.1%	98.8%	98.9%	98.8%
	Port Washington Branch	99.5%	98.9%	98.9%	98.9%
	Ronkonkoma Branch	99.6%	98.7%	99.4%	99.2%
	City Terminal Branch	95.8%	98.5%	99.2%	97.1%
	Overall Average	98.5%	98.9%	99.2%	98.7%

Escalator Availability		2020		2019	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	97.0%	97.6%	96.7%	97.3%
	Far Rockaway Branch	94.3%	98.0%	98.9%	98.6%
	Hempstead Branch	99.0%	98.5%	99.7%	99.0%
	Long Beach Branch	99.2%	94.4%	94.5%	97.6%
	Port Jefferson Branch	99.0%	98.3%	98.1%	97.7%
	City Terminal Branch	93.8%	93.7%	93.6%	96.6%
	Overall Average	95.8%	95.9%	95.7%	97.1%

Long Island Rail Road Performance Metrics Report

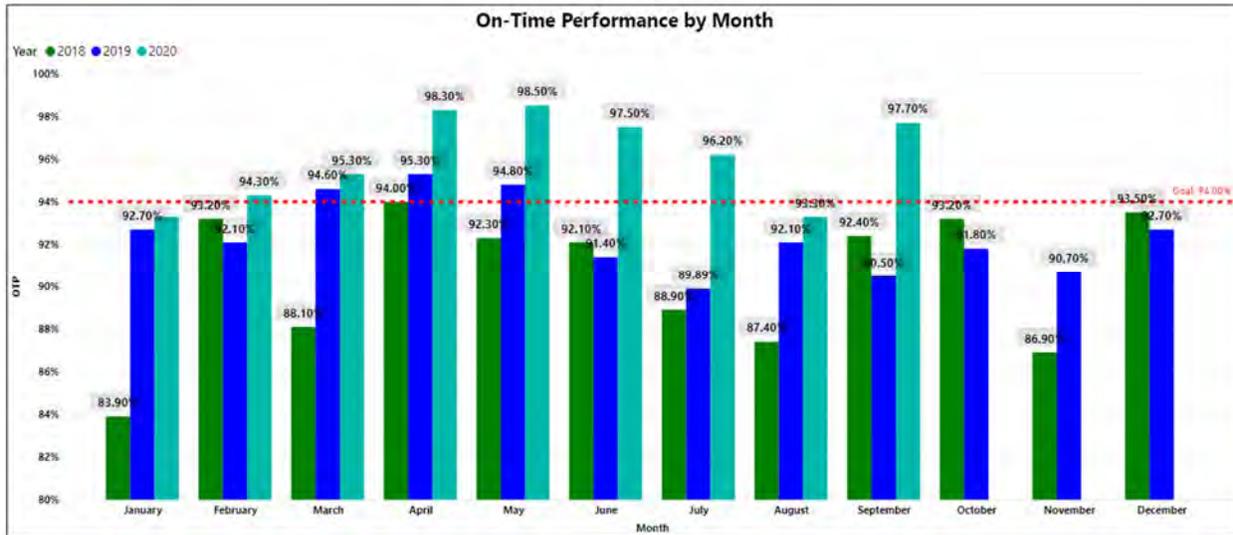


While the LIRR's performance metrics have been affected by the COVID 19 pandemic, this report reflects improvement in all six areas.

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	September	YTD	September	YTD
94.0%	97.7%	95.9%	92.1%	92.6%

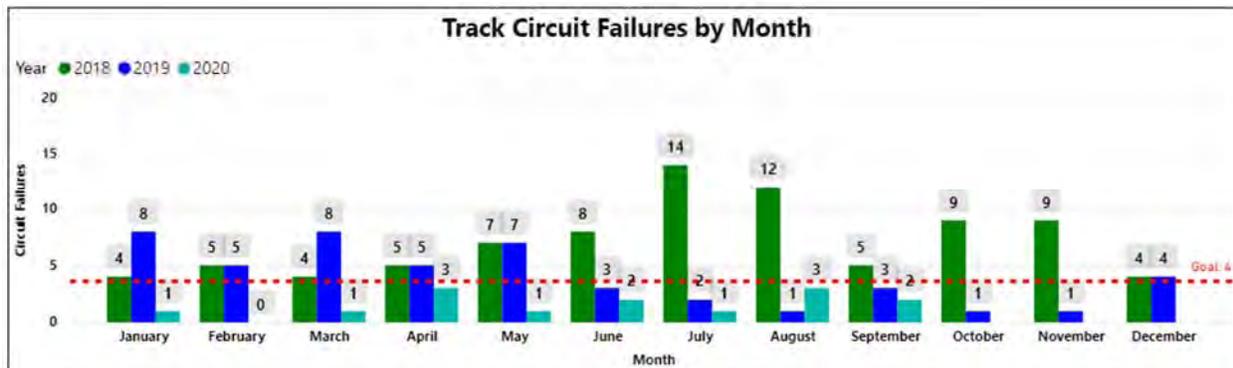


- OTP for September 2020 was 97.7%, which was an increase from September 2020's OTP of 90.5%.

Number of Track Circuit Failures

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

	2020		2019	
Goal	September	YTD	September	YTD
44	2	14	3	42

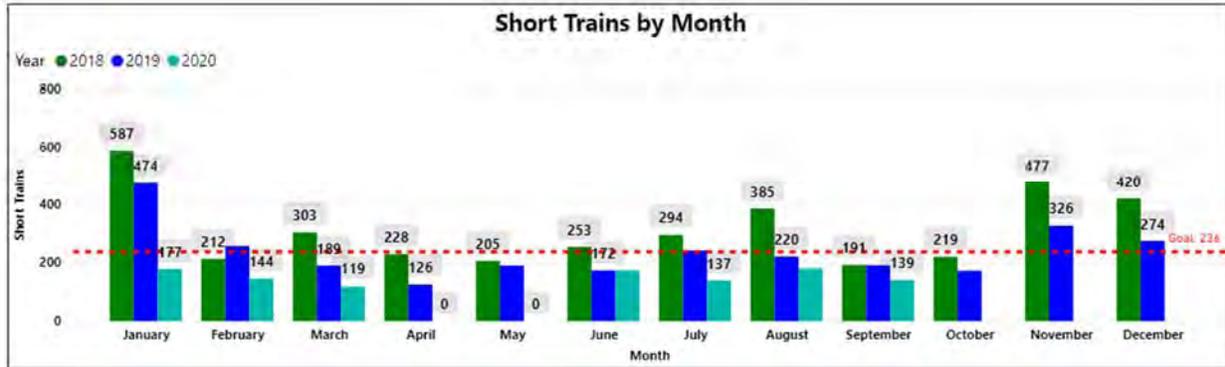


- In September 2020, the LIRR experienced 2 track circuit failures that caused at least 1 delay. In September 2019, the LIRR experienced 3 such failures. Year to date, the LIRR has reduced these failures by 28, from 42 in 2019 to 14 this year, which is a reduction of over 66%.

Number of Short Trains

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

	2020		2019	
Goal	September	YTD*	September	YTD
2,828 annually	139	1067	190	2057



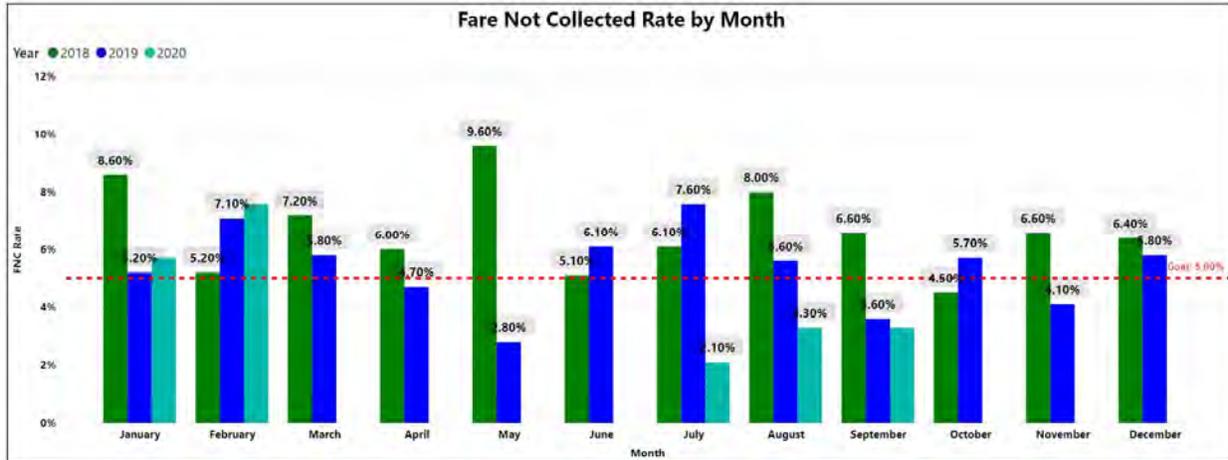
- In September 2020, the LIRR reported 139 short trains, compared with 190 short trains in September 2019.

* The LIRR did not record any short trains in April or May (and a reduced number in March) due to the fact that this metric measures peak trains, and peak train service was suspended at the height of the COVID-19 pandemic. This renders the 2019/2020 YTD comparison less meaningful.

Fare Not Collected Rate

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

	2020		2019	
Goal	September	YTD	September	YTD
	3.3%	4.9%	3.6%	5.4%

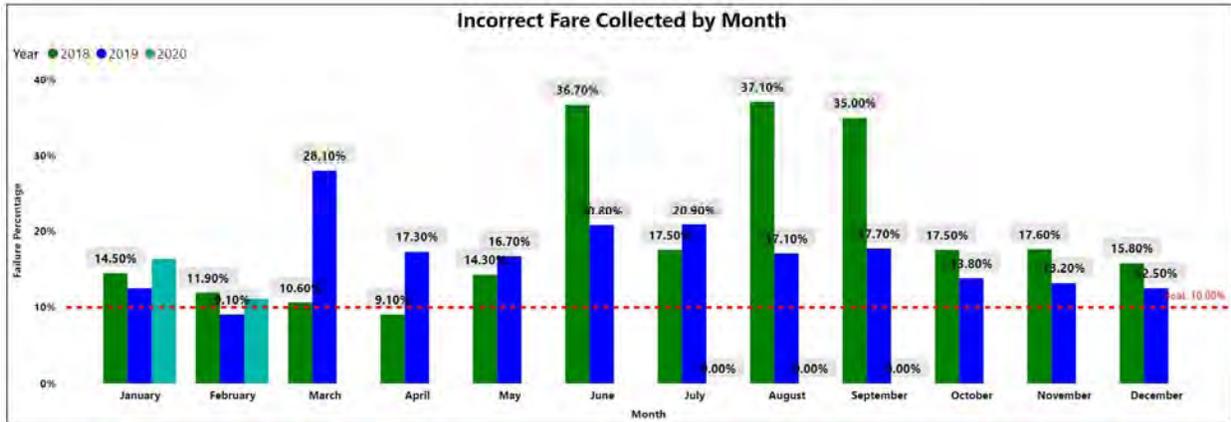


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In September 2020, the LIRR reported a Fare Not Collected Rate of 3.3%, this is an improvement over September 2019's Fare Not Collected Rate of 3.6%.
- Since Auditor observations were suspended between March and June, the 2019/2020 YTD comparison is less meaningful.

Incorrect Fare Collected Rate

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

	2020		2019	
Goal	September	YTD	September	YTD
10.0%	0.0%	11.0%	17.7%	17.8%

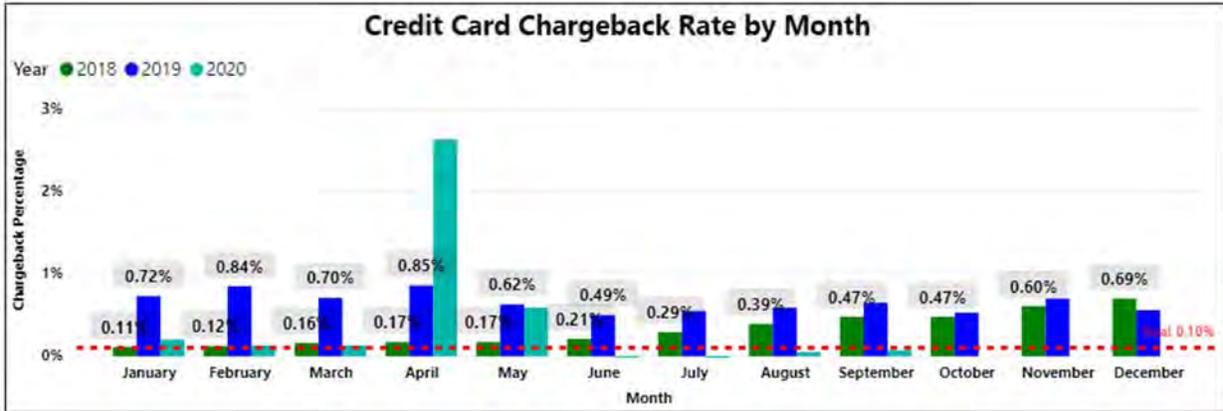


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In September 2020, the LIRR reported an Incorrect Fare Collected Rate of 0.0%, this is a vast improvement over September 2019’s Incorrect Fare Collected rate of 17.7%.
- In July 2020 the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. However, since no peak fares are in effect it is less likely that auditors will observe instances of incorrect fare collection, so current month and year-to-year comparisons are less meaningful.

Credit Card Chargeback Rate

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

	2020		2019	
Goal	September	YTD	September	YTD
0.10%	0.07%	0.15%	0.64%	0.66%



- In September 2020, the LIRR reported a Chargeback rate of 0.07%, which is a vast improvement over its September 2019 rate of 0.64%. The LIRR is making good progress towards hitting its 2020 Chargebacks goal of 0.10%.



Long Island Rail Road

Financial Report Highlights

September 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 Mid-Year Forecast and key financial performance indicators.

September YTD 2020 Highlights

- Total revenue of \$1,106.7 million was \$31.7 million higher than the Forecast. This was primarily due to the timing of reimbursements for capital activity and higher CARES Act receipts, partially offset by lower farebox revenue.
- Through September 2020 ridership was 24.4 million, which was (64.3)% below 2019 (adjusted for the same number of workdays) and (4.2)% below the Mid-Year Forecast. Commutation ridership of 12.3 million was (67.7)% below 2019 and (12.4)% below the Mid-Year Forecast. Non-Commutation ridership of 12.1 million was (60.1)% below 2019 and 6.0% above the Forecast. As a result, farebox revenue of \$223.8 million was \$(10.3) million lower than the Forecast.
- Total expenses before non-cash liability adjustments of \$1,431.3 million were \$115.8 million or 7.5% favorable to the Forecast. The primary drivers of this favorable variance are the timing of material usage, vacant positions and associated fringe costs, and lower overtime, OPEB current, maintenance & other operating contracts and electricity, partially offset by higher FELA indemnity reserves.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$1,075.0	\$1,106.7	\$31.7
Total Expenses Before Non-Cash Liabilities	1,547.1	1,431.3	115.8
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$472.1)	(\$324.6)	\$147.5
Other Non-Cash Liabilities	310.2	320.0	(9.9)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$782.3)	(\$644.6)	\$137.6
Cash Adjustments	328.0	259.9	(68.2)
Net Cash Surplus/(Deficit)	(\$454.3)	(\$384.8)	\$69.5

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

September YTD operating results were favorable by \$137.6 or 17.6% lower than the Forecast.

Non-Reimbursable revenues through September were \$2.2 favorable to the Forecast. Other Operating Revenue was favorable to Forecast due to higher CARES Act receipts and the timing of rental revenue. Farebox Revenue was unfavorable as a result of lower ridership. Total Non-Reimbursable expenses were \$135.4 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, the timing of materials, maintenance & other operating contracts and professional services, and lower overtime, OPEB current and electric expenses, partially offset by higher depreciation and FELA indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$29.5 higher than the Forecast due to the timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date **Total Revenues** (including Capital and Other Reimbursements) of \$1,106.7 were \$31.7 or 2.9% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$(10.3) unfavorable to the Forecast due to lower ridership. Ridership through September was 24.4 million. This was (64.3)% lower than 2019 (adjusted for the same number of calendar workdays) and (4.2)% lower than the Forecast.
- **Y-T-D Other Operating Revenues** were \$12.6 favorable to the Forecast due to higher CARES Act receipts and the timing of rental revenue.
- **Y-T-D Capital and Other Reimbursements** were \$29.5 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date **Total Expenses** (including depreciation and other) of \$1,751.3 were favorable to the Forecast by \$106.0 or 5.7%.

Labor Expenses, \$53.9 favorable Y-T-D.

- **Payroll**, \$25.6 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$15.6 favorable Y-T-D (primarily lower maintenance, vacancy/absentee coverage, unscheduled service and weather-related overtime).
- **Health & Welfare**, \$6.9 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$6.3 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$(5.5) unfavorable Y-T-D (timing of contributions and a Covid-19 death benefit payment).
- **Other Fringe**, \$5.1 favorable Y-T-D (primarily lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$61.9 favorable Y-T-D.

- **Electric Power**, \$4.3 favorable Y-T-D (lower consumption and rates).
- **Fuel**, \$2.0 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$1.4 favorable Y-T-D (lower force account, property and liability insurance)
- **Claims**, \$1.4 favorable Y-T-D (timing of claims)
- **Maintenance and Other Operating Contracts**, \$4.5 favorable Y-T-D (primarily lower hazardous waste clean-up, non-revenue vehicle repairs, real estate rentals, joint facility maintenance and the timing of maintenance and other operating contracts, partially offset by higher project related activity).
- **Professional Services**, \$2.5 favorable Y-T-D (primarily the timing of MTA Chargebacks, rolling stock decommissioning and other professional services, partially offset by higher project activity and the timing of data communication support and installation, biometrics installation expenses and legal fees).
- **Materials and Supplies**, \$49.6 favorable Y-T-D (primarily timing of fleet maintenance, right of way initiatives and capital project material, partially offset by miscellaneous inventory adjustments).
- **Other Business Expenses**, \$(3.9) unfavorable Y-T-D (primarily the timing of bad debt and prior year write-offs, partially offset by lower office supplies, travel and credit/debit card fees).

Depreciation and Other, \$(9.9) unfavorable Y-T-D (primarily higher depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through September of \$384.8 was \$69.5 favorable to the Forecast due to lower expenditures and higher CARES Act receipts, partially offset by the timing of capital and other reimbursements and lower farebox revenue.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 20.6%, 1.6 percentage points above the Forecast resulting from lower expenses.
- The September Adjusted Farebox Operating Ratio was 24.8%, which is above the Forecast due to lower expenses.
- The September Adjusted Cost per Passenger was \$41.02, which is lower than the Forecast due to lower expenses.
- The September Revenue per Passenger was \$9.18, which was below the Forecast.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2020
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$26.722	\$17.175	(\$9.547)	(35.7)	\$0.000	\$0.000	\$0.000	-	\$26.722	\$17.175	(\$9.547)	(35.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.849	2.271	0.422	22.8	0.000	0.000	0.000	-	1.849	2.271	0.422	22.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	39.246	54.576	15.331	39.1	39.246	54.576	15.331	39.1
Total Revenue	\$28.571	\$19.446	(\$9.125)	(31.9)	\$39.246	\$54.576	\$15.331	39.1	\$67.817	\$74.022	\$6.206	9.2
Expenses												
<i>Labor:</i>												
Payroll	\$47.467	\$36.506	\$10.962	23.1	\$13.268	\$18.742	(\$5.473)	(41.2)	\$60.736	\$55.247	\$5.489	9.0
Overtime	13.171	10.930	2.241	17.0	5.718	7.223	(1.504)	(26.3)	18.889	18.153	0.737	3.9
Health and Welfare	10.814	8.811	2.003	18.5	2.783	3.439	(0.656)	(23.6)	13.597	12.250	1.347	9.9
OPEB Current Payment	6.206	5.555	0.651	10.5	0.000	0.000	0.000	-	6.206	5.555	0.651	10.5
Pensions	11.121	16.727	(5.606)	(50.4)	4.522	3.914	0.608	13.4	15.643	20.641	(4.998)	(32.0)
Other Fringe Benefits	13.095	11.761	1.334	10.2	2.846	3.689	(0.843)	(29.6)	15.941	15.450	0.491	3.1
Reimbursable Overhead	(0.948)	(5.602)	4.654	*	0.948	5.602	(4.654)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$100.926	\$84.687	\$16.239	16.1	\$30.086	\$42.609	(\$12.523)	(41.6)	\$131.012	\$127.296	\$3.716	2.8
<i>Non-Labor:</i>												
Electric Power	\$9.234	\$7.634	\$1.601	17.3	\$0.024	\$0.026	(\$0.002)	(10.2)	\$9.258	\$7.660	\$1.598	17.3
Fuel	1.603	0.838	0.764	47.7	0.000	0.000	0.000	-	1.603	0.838	0.764	47.7
Insurance	1.845	1.815	0.030	1.6	0.833	0.775	0.059	7.0	2.679	2.590	0.089	3.3
Claims	0.356	(0.575)	0.930	*	0.000	0.000	0.000	-	0.356	(0.575)	0.930	*
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	7.682	4.985	2.697	35.1	1.245	2.499	(1.255)	*	8.927	7.484	1.443	16.2
Professional Service Contracts	4.214	3.341	0.872	20.7	0.113	0.058	0.055	48.5	4.327	3.400	0.927	21.4
Materials & Supplies	17.152	12.154	4.998	29.1	6.906	8.527	(1.621)	(23.5)	24.058	20.681	3.377	14.0
Other Business Expenses	1.263	4.162	(2.899)	*	0.039	0.082	(0.043)	*	1.301	4.244	(2.942)	*
Total Non-Labor Expenses	\$43.349	\$34.355	\$8.994	20.7	\$9.159	\$11.967	(\$2.808)	(30.7)	\$52.508	\$46.322	\$6.186	11.8
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$144.275	\$119.042	\$25.232	17.5	\$39.246	\$54.576	(\$15.331)	(39.1)	\$183.520	\$173.619	\$9.901	5.4
Depreciation	\$33.924	\$34.896	(\$0.972)	(2.9)	\$0.000	\$0.000	\$0.000	-	\$33.924	\$34.896	(\$0.972)	(2.9)
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	0.448	(0.281)	*	0.000	0.000	0.000	-	0.167	0.448	(0.281)	*
Total Expenses	\$178.365	\$154.386	\$23.979	13.4	\$39.246	\$54.576	(\$15.331)	(39.1)	\$217.611	\$208.962	\$8.648	4.0
Net Surplus/(Deficit)	(\$149.794)	(\$134.940)	\$14.854	9.9	(\$0.000)	\$0.000	\$0.000	-	(\$149.794)	(\$134.940)	\$14.854	9.9
<i>Cash Conversion Adjustments</i>												
Depreciation	\$33.924	\$34.896	\$0.972	2.9	\$0.000	\$0.000	\$0.000	-	33.924	\$34.896	\$0.972	2.9
Operating/Capital	(0.863)	(0.225)	0.637	73.9	0.000	0.000	0.000	-	(0.863)	(0.225)	0.637	73.9
Other Cash Adjustments	20.754	(17.277)	(38.031)	*	0.000	0.000	0.000	-	20.754	(17.277)	(38.031)	*
Total Cash Conversion Adjustments	\$53.815	\$17.394	(\$36.421)	(67.7)	0.000	\$0.000	\$0.000	-	\$53.815	\$17.394	(\$36.421)	(67.7)
Net Cash Surplus/(Deficit)	(\$95.979)	(\$117.546)	(\$21.568)	(22.5)	(\$0.000)	\$0.000	\$0.000	0.0	(\$95.979)	(\$117.546)	(\$21.568)	(22.5)

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results. For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$234.134	\$223.792	(\$10.342)	(4.4)	\$0.000	\$0.000	\$0.000	-	\$234.134	\$223.792	(\$10.342)	(4.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	519.258	531.817	12.559	2.4	0.000	0.000	0.000	-	519.258	531.817	12.559	2.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	321.638	351.103	29.465	9.2	321.638	351.103	29.465	9.2
Total Revenue	\$753.392	\$755.609	\$2.217	0.3	\$321.638	\$351.103	\$29.465	9.2	\$1,075.030	\$1,106.713	\$31.683	2.9
Expenses												
<i>Labor:</i>												
Payroll	\$441.757	\$407.950	\$33.807	7.7	\$103.645	\$111.896	(\$8.251)	(8.0)	\$545.402	\$519.846	\$25.556	4.7
Overtime	103.394	87.343	16.051	15.5	50.742	51.203	(0.461)	(0.9)	154.136	138.546	15.590	10.1
Health and Welfare	94.778	85.197	9.580	10.1	23.033	25.702	(2.669)	(11.6)	117.811	110.900	6.911	5.9
OPEB Current Payment	53.060	46.781	6.279	11.8	0.000	0.000	0.000	-	53.060	46.781	6.279	11.8
Pensions	107.137	117.350	(10.214)	(9.5)	33.650	28.934	4.715	14.0	140.786	146.284	(5.498)	(3.9)
Other Fringe Benefits	130.384	121.775	8.609	6.6	23.887	27.420	(3.533)	(14.8)	154.271	149.195	5.075	3.3
Reimbursable Overhead	(19.907)	(40.154)	20.248	*	19.907	40.154	(20.248)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$910.603	\$826.243	\$84.360	9.3	\$254.864	\$285.310	(\$30.446)	(11.9)	\$1,165.467	\$1,111.553	\$53.914	4.6
<i>Non-Labor:</i>												
Electric Power	\$63.955	\$59.628	\$4.327	6.8	\$0.203	\$0.206	(\$0.004)	(1.8)	\$64.157	\$59.834	\$4.323	6.7
Fuel	13.110	11.151	1.959	14.9	0.000	0.000	0.000	-	13.110	\$11.151	1.959	14.9
Insurance	16.384	15.896	0.488	3.0	6.391	5.452	0.939	14.7	22.775	\$21.348	1.427	6.3
Claims	3.484	2.063	1.420	40.8	0.000	0.000	0.000	-	3.484	\$2.063	1.420	40.8
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	57.665	48.779	8.886	15.4	12.209	16.574	(4.366)	(35.8)	69.874	\$65.353	4.520	6.5
Professional Service Contracts	36.901	32.632	4.269	11.6	1.168	2.939	(1.771)	*	38.069	\$35.571	2.498	6.6
Materials & Supplies	114.221	71.060	43.161	37.8	46.373	39.896	6.477	14.0	160.594	\$110.956	49.638	30.9
Other Business Expenses	9.164	12.750	(3.586)	(39.1)	0.431	0.726	(0.295)	(68.4)	9.595	\$13.476	(3.881)	(40.4)
Total Non-Labor Expenses	\$314.883	\$253.958	\$60.924	19.3	\$66.774	\$65.794	\$0.981	1.5	\$381.657	\$319.752	\$61.905	16.2
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,225.486	\$1,080.201	\$145.284	11.9	\$321.638	\$351.103	(\$29.465)	(9.2)	\$1,547.124	\$1,431.305	\$115.819	7.5
Depreciation	\$308.675	\$317.168	(8.494)	(2.8)	\$0.000	\$0.000	\$0.000	-	\$308.675	\$317.168	(\$8.494)	(2.8)
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	1.500	2.871	(1.371)	(91.4)	0.000	0.000	0.000	-	1.500	2.871	(1.371)	(91.4)
Total Expenses	\$1,535.660	\$1,400.241	\$135.419	8.8	\$321.638	\$351.103	(\$29.465)	(9.2)	\$1,857.298	\$1,751.344	\$105.954	5.7
Net Surplus/(Deficit)	(\$782.268)	(\$644.632)	\$137.636	17.6	\$0.000	\$0.000	\$0.000	-	(\$782.268)	(\$644.632)	\$137.636	17.6
<i>Cash Conversion Adjustments</i>												
Depreciation	\$308.675	\$317.168	\$8.494	2.8	\$0.000	\$0.000	\$0.000	-	308.675	\$317.168	\$8.494	2.8
Operating/Capital	(8.720)	(5.640)	3.080	35.3	0.000	0.000	0.000	-	(8.720)	(5.640)	3.080	35.3
Other Cash Adjustments	28.052	(51.675)	(79.727)	*	0.000	0.000	0.000	-	28.052	(51.675)	(79.727)	*
Total Cash Conversion Adjustments	\$328.007	\$259.854	(\$68.153)	(20.8)	\$0.000	\$0.000	\$0.000	-	\$328.007	\$259.854	(\$68.153)	(20.8)
Net Cash Surplus/(Deficit)	(\$454.262)	(\$384.778)	\$69.484	15.3	\$0.000	\$0.000	\$0.000	0.0	(\$454.262)	(\$384.778)	\$69.484	15.3

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results. For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	September 2020		Reason for Variance	Year-to-Date September 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(9.547)	(35.7)	Lower ridership \$(9.194), and lower yield per passenger \$(0.353).	(10.342)	(4.4)	Lower ridership \$(9.736), and lower yield per passenger \$(0.606).
Other Operating Revenue	Non Reimb.	0.422	22.8	Primarily due to higher rental revenue.	12.559	2.4	Primarily due to higher CARES Act receipts and rental revenue and the timing of miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	15.331	39.1	Timing of capital project activity and interagency reimbursements.	29.465	9.2	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	10.962	23.1	Primarily vacant positions.	33.807	7.7	Primarily vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.
	Reimb.	(5.473)	(41.2)	Primarily due to timing of project activity.	(8.251)	(8.0)	Primarily due to timing of project activity.
Overtime	Non Reimb.	2.241	17.0	Primarily due to lower programmatic/routine maintenance, weather-related overtime and unscheduled service, partially offset by higher unscheduled maintenance and vacancy/absentee coverage.	16.051	15.5	Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage, unscheduled service and weather-related overtime.
	Reimb.	(1.504)	(26.3)	Over-run attributed to the Concrete Tie Program and 3rd Track Expansion.	(0.461)	(0.9)	Over-run attributed to higher capital activity.
Health and Welfare	Non Reimb.	2.003	18.5	Vacant positions.	9.580	10.1	Vacant positions.
	Reimb.	(0.656)	(23.6)	Primarily due to timing of project activity.	(2.669)	(11.6)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.651	10.5	Fewer retirees/beneficiaries.	6.279	11.8	Fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	September 2020		Reason for Variance	Year-to-Date September 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	(5.606)	(50.4)	Due to the timing of pension payments and an under-estimation of the non-reimbursable pension allocation which offsets an over-estimation of the reimbursable pension allocation.	(10.214)	(9.5)	Due to the timing of pension payments and a Covid-19 death benefit, and an under-estimation of the non-reimbursable pension allocation which offsets an over-estimation of the reimbursable pension allocation.
	Reimb.	0.608	13.4	Due to the over-estimation of the reimbursable pension allocation which offsets an under-estimation of the non-reimbursable pension allocation.	4.715	14.0	Due to the over-estimation of the reimbursable pension allocation which offsets an under-estimation of the non-reimbursable pension allocation.
Other Fringe Benefits	Non Reimb.	1.334	10.2	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.	8.609	6.6	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.843)	(29.6)	Primarily due to timing of project activity.	(3.533)	(14.8)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	4.654	*	Primarily due to timing of project activity.	20.248	*	Primarily due to timing of project activity.
	Reimb.	(4.654)	*	Primarily due to timing of project activity.	(20.248)	*	Primarily due to timing of project activity.
Electric Power	Non Reimb.	1.601	17.3	Lower consumption, partially offset by higher rates.	4.327	6.8	Primarily due to lower consumption and rates.
	Reimb.	(0.002)	(10.2)		(0.004)	(1.8)	
Fuel	Non Reimb.	0.764	47.7	Lower rates and consumption, and the timing of accruals.	1.959	14.9	Lower rates and consumption, and the timing of accruals.
Insurance	Non Reimb.	0.030	1.6	Lower liability insurance.	0.488	3.0	Lower property and liability insurance.
	Reimb.	0.059	7.0	Force Account Insurance associated with project activity.	0.939	14.7	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.930	*	Timing of claims payments.	1.420	40.8	Timing of claim payments.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	September 2020		Reason for Variance	Year-to-Date September 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	2.697	35.1	Primarily lower hazardous waste clean-up, the timing of payments for security system maintenance, Covid-19 vehicle purchases and maintenance & repair activities, partially offset by higher project related equipment/vehicle rentals, and bussing activities.	8.886	15.4	Primarily lower hazardous waste clean-up, non-revenue vehicle repairs, real estate rentals, joint facility maintenance, elevator/escalator maintenance and the timing of maintenance and other operating contracts, partially offset by higher project related equipment/vehicle rentals, HVAC maintenance and security services.
	Reimb.	(1.255)	*	Primarily due to timing of project activity.	(4.366)	(35.8)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.872	20.7	Primarily the timing of homeless outreach chargebacks, rolling stock decommissioning and engineering consultant services, partially offset by the timing of payments for biometrics installation.	4.269	11.6	Primarily due to the timing of MTA Chargebacks, rolling stock decommissioning, postage and mail services, homeless outreach chargebacks and DE/DM locomotive event recorder enhancements, partially offset by the timing of payments for data communication network technical support and hardware installation, biometrics installation and legal fees.
	Reimb.	0.055	48.5	Primarily due to timing of project activity.	(1.771)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	4.998	29.1	Primarily timing of modifications and RCM activity for revenue fleet and lower running repairs, partially offset by higher miscellaneous inventory adjustments.	43.161	37.8	Primarily timing of modifications and RCM activity for revenue fleet and right of way material, partially offset by higher miscellaneous inventory adjustments.
	Reimb.	(1.621)	(23.5)	Primarily due to timing of project activity.	6.477	14.0	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	(2.899)	*	Primarily timing of bad debt and prior year write-offs.	(3.586)	(39.1)	Primarily timing of bad debt and prior year write-offs, partially offset by lower office supplies, travel meetings & conventions, credit/debit card fees and other miscellaneous expenses.
	Reimb.	(0.043)	*	Primarily due to timing of project activity.	(0.295)	(68.4)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(0.972)	(2.9)	Based on certain capital assets being fully depreciated.	(8.494)	(2.8)	Based on certain capital assets being fully depreciated.

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
September 2020								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
	Favorable (Unfavorable)				Favorable (Unfavorable)			
Receipts								
Farebox Revenue	\$27.256	\$17.648	(\$9.608)	(35.2)	\$238.340	\$229.670	(\$8.670)	(3.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.555	1.129	0.574	*	517.411	529.590	12.179	2.4
Capital & Other Reimbursements	43.538	12.526	(31.012)	(71.2)	307.536	272.834	(34.702)	(11.3)
Total Receipts	\$71.349	\$31.303	(\$40.046)	(56.1)	\$1,063.287	\$1,032.095	(\$31.193)	(2.9)
Expenditures								
<i>Labor:</i>								
Payroll	\$56.765	\$54.446	\$2.319	4.1	\$521.762	\$498.049	\$23.713	4.5
Overtime	14.276	13.824	0.452	3.2	147.473	131.012	16.461	11.2
Health and Welfare	13.597	11.665	1.932	14.2	115.558	107.387	8.171	7.1
OPEB Current Payment	6.206	4.881	1.325	21.3	52.485	46.363	6.122	11.7
Pensions	15.643	20.621	(4.978)	(31.8)	140.105	143.751	(3.646)	(2.6)
Other Fringe Benefits	15.924	1.638	14.286	89.7	153.461	78.035	75.426	49.2
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	-
Total Labor Expenditures	\$122.411	\$107.075	\$15.336	12.5	\$1,130.844	\$1,004.597	\$126.247	11.2
<i>Non-Labor:</i>								
Electric Power	\$9.258	\$6.988	\$2.270	24.5	\$67.588	\$61.668	\$5.920	8.8
Fuel	1.639	0.723	0.916	55.9	13.676	11.923	1.753	12.8
Insurance	1.728	0.000	1.728	100.0	19.516	18.090	1.426	7.3
Claims	0.172	0.376	(0.204)	*	1.397	1.946	(0.549)	(39.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.131	5.521	3.610	39.5	73.295	69.335	3.960	5.4
Professional Service Contracts	2.300	1.571	0.729	31.7	30.104	24.472	5.632	18.7
Materials & Supplies	19.127	15.097	4.030	21.1	165.160	150.934	14.226	8.6
Other Business Expenses	1.177	1.012	0.165	14.0	11.692	10.626	1.066	9.1
Total Non-Labor Expenditures	\$44.532	\$31.290	\$13.242	29.7	\$382.428	\$348.996	\$33.432	8.7
<i>Other Expenditure Adjustments:</i>								
Other	\$0.385	\$0.217	\$0.168	43.6	\$4.277	\$4.698	(\$0.421)	(9.8)
Total Other Expenditure Adjustments	\$0.385	\$0.217	\$0.168	43.6	\$4.277	\$4.698	(\$0.421)	(9.8)
Total Expenditures	\$167.328	\$138.582	\$28.746	17.2	\$1,517.549	\$1,358.291	\$159.258	10.5
Cash Timing and Availability Adjustment	0.000	(10.267)	(10.267)	-	0.000	(58.582)	(58.582)	-
Net Cash Deficit (excludes opening balance)	(\$95.979)	(\$117.546)	(\$21.568)	(22.5)	(\$454.262)	(\$384.778)	\$69.484	15.3
Subsidies								
MTA	95.979	28.339	(67.640)	(70.5)	565.264	475.458	(89.807)	(15.9)

For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	September 2020			Year-to-Date as of September 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(9.608)	(35.2)	Lower ridership \$(9.194), lower yields \$(0.353) and lower MetroCard/AirTrain sales \$(0.267), partially offset by higher advance sales impact \$0.206.	(8.670)	(3.6)	Lower ridership \$(9.736), lower yields \$(0.606) and lower MetroCard/AirTrain sales \$(0.488), partially offset by higher advance sales impact \$2.160.
Other Operating Revenue	0.574	*	Primarily due to the timing of miscellaneous and rental revenue.	12.179	2.4	Primarily due to higher FTA CARES funds and rental revenues and the timing of miscellaneous revenue.
Capital and Other Reimbursements	(31.012)	(71.2)	Timing of activity and reimbursement for capital and other reimbursements.	(34.702)	(11.3)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.319	4.1	Primarily due to vacant positions.	23.713	4.5	Primarily due to vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.
Overtime	0.452	3.2	Primarily due to lower programmatic/routine maintenance, weather-related overtime and unscheduled service, partially offset by higher project overtime, unscheduled maintenance, and vacancy/absentee coverage.	16.461	11.2	Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage, unscheduled service and weather-related overtime, partially offset by higher project overtime.
Health and Welfare	1.932	14.2	Primarily due to vacant positions.	8.171	7.1	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	1.325	21.3	Primarily due to fewer retirees/beneficiaries.	6.122	11.7	Primarily due to fewer retirees/beneficiaries.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	September 2020			Year-to-Date as of September 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Pensions	(4.978)	(31.8)	Due to the timing of pension payments, partially offset by intercompany reimbursements.	(3.646)	(2.6)	Due to the timing of pension payments and a Covid-19 death benefit, partially offset by intercompany reimbursements.
Other Fringe Benefits	14.286	89.7	Primarily due to lower Railroad Retirement Tax which reflects the deferral of the employer portion of payroll taxes due to the CARES act and the timing of FELA payments.	75.426	49.2	Primarily due to lower Railroad Retirement Tax which reflects the deferral of the employer portion of payroll taxes due to the CARES act, intercompany reimbursements and the timing of FELA payments, partially offset by higher meal payments.
Non-Labor:						
Electric Power	2.270	24.5	Primarily lower consumption, partially offset by higher rates.	5.920	8.8	Primarily due to lower consumption and rates.
Fuel	0.916	55.9	Primarily due to lower rates and consumption and the timing of payments.	1.753	12.8	Primarily due to lower rates and consumption.
Insurance	1.728	100.0	Timing of insurance premium payments.	1.426	7.3	Timing of insurance premium payments.
Claims	(0.204)	*	Timing of payments for claims.	(0.549)	(39.3)	Timing of payments for claims.
Maintenance and Other Operating Contracts	3.610	39.5	Timing of payments.	3.960	5.4	Timing of payments.
Professional Service Contracts	0.729	31.7	Primarily due to the timing of payments for consulting services.	5.632	18.7	Primarily due to timing of payments for MTA Chargeback and other consultant contracts.
Materials and Supplies	4.030	21.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.	14.226	8.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	September 2020			Year-to-Date as of September 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	0.165	14.0	Primarily lower travel meetings & conventions, print, stationery, office supplies and other miscellaneous expenses.	1.066	9.1	Primarily lower office supplies, travel meetings & conventions and miscellaneous expenses.
Other Expenditure Adjustments	0.168	43.6	Lower MetroCard/AirTrain pass through payments.	(0.421)	(9.8)	Higher MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
September 2020

(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.534	\$0.474	(\$0.060)	(11.3)	\$4.206	\$5.878	\$1.672	39.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.294)	(1.143)	0.151	11.7	(1.847)	(2.227)	(0.380)	(20.6)
Capital & Other Reimbursements	4.293	(42.050)	(46.343)	*	(14.102)	(78.269)	(64.168)	*
Total Receipts	\$3.532	(\$42.719)	(\$46.252)	*	(\$11.743)	(\$74.618)	(\$62.875)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$3.971	\$0.801	(\$3.170)	(79.8)	\$23.640	\$21.797	(\$1.843)	(7.8)
Overtime	4.613	4.329	(0.285)	(6.2)	6.663	7.534	0.871	13.1
Health and Welfare	(0.000)	0.584	0.585	*	2.253	3.513	1.260	55.9
OPEB Current Payment	(0.000)	0.674	0.674	*	0.575	0.418	(0.157)	(27.4)
Pensions	(0.000)	0.021	0.021	*	0.681	2.534	1.852	*
Other Fringe Benefits	0.017	13.812	13.795	*	0.810	71.160	70.351	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$8.601	\$20.221	\$11.620	*	\$34.623	\$106.956	\$72.333	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.671	\$0.671	*	(\$3.431)	(\$1.834)	\$1.597	46.5
Fuel	(0.036)	0.115	0.151	*	(0.566)	(0.772)	(0.206)	(36.4)
Insurance	0.951	2.590	1.639	*	3.259	3.258	(0.001)	(0.0)
Claims	0.184	(0.951)	(1.134)	*	2.087	0.117	(1.969)	(94.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.204)	1.963	2.167	*	(3.421)	(3.982)	(0.561)	(16.4)
Professional Service Contracts	2.027	1.828	(0.198)	(9.8)	7.965	11.098	3.134	39.3
Materials & Supplies	4.931	5.584	0.653	13.2	(4.566)	(39.979)	(35.412)	*
Other Business Expenses	0.124	3.231	3.107	*	(2.097)	2.850	4.947	*
Total Non-Labor Expenditures	\$7.976	\$15.032	\$7.056	88.5	(\$0.771)	(\$29.244)	(\$28.473)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.385)	(\$0.217)	\$0.168	43.6	(\$4.277)	(\$4.698)	(\$0.421)	(9.8)
Total Other Expenditure Adjustments	(\$0.385)	(\$0.217)	\$0.168	43.6	(\$4.277)	(\$4.698)	(\$0.421)	(9.8)
Total Expenditures before Depreciation	\$16.192	\$35.036	\$18.844	*	\$29.575	\$73.014	\$43.439	*
Depreciation Adjustment	\$33.924	\$34.896	\$0.972	2.9	\$308.675	\$317.168	\$8.494	2.8
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	0.448	0.281	*	1.500	2.871	1.371	91.4
Total Expenditures	\$50.283	\$70.380	\$20.097	40.0	\$339.749	\$393.054	\$53.304	15.7
Cash Timing and Availability Adjustment	0.000	(10.267)	(10.267)	-	0.000	(58.582)	(58.582)	-
Total Cash Conversion Adjustments	\$53.815	\$17.394	(\$36.421)	(67.7)	\$328.007	\$259.854	(\$68.153)	(20.8)

For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

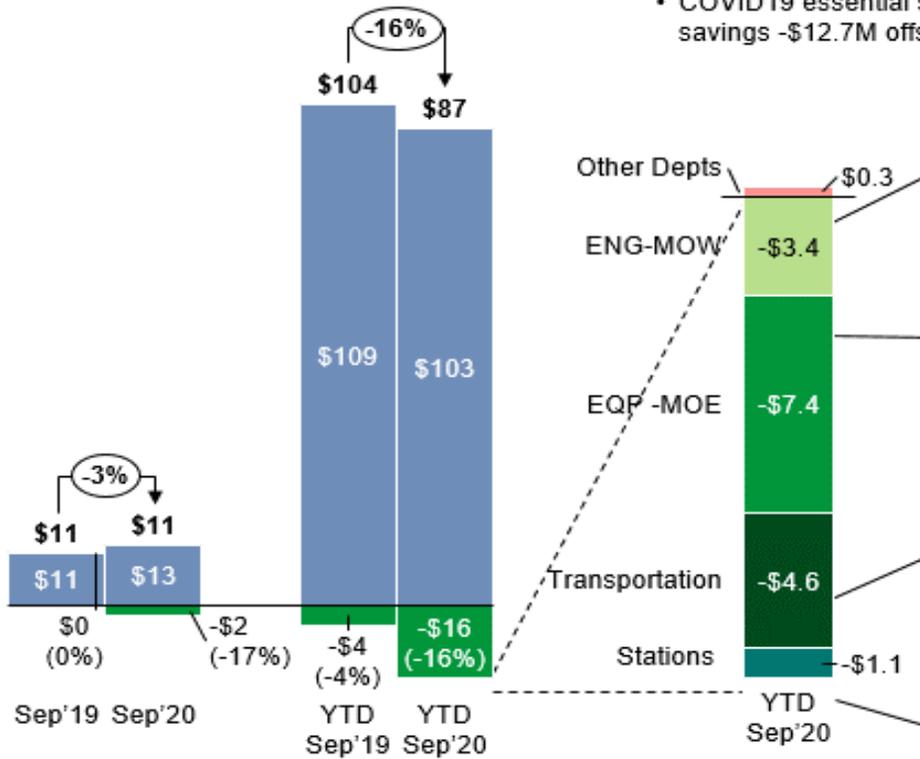
LIRR – Non-Reimbursable Overtime Variance

September 2020 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Mid-Year Forecast FY \$147M



Overview

- Overall decrease of -\$16.9M or -16% compared to YTD September 2019
- -\$16.1M or -16% below 2020 Mid-Year Forecast.
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending.
- COVID19 essential service plan savings -\$5.4M: (COVID19 indirect overtime savings -\$12.7M offset by COVID19 cleaning expenses \$7.3M).

Underrun of -\$3.4M driven by -\$4.8M lower maintenance (LIRR Forward impacts and tightened management procedures), -0.2M weather offset by \$1.1M accrual timing/wage differences, \$0.5M vacancy/absentee coverage.

Underrun of -\$7.4M driven by -\$3.8M vacancy/absentee coverage due to the efficient implementation of the COVID19 essential service plan, -\$5.2M lower maintenance due to the efficient implementation of the COVID19 essential service plan, -\$0.4M weather offset by \$1.4M related to COVID19 cleaning efforts. \$0.6M accrual timing/wage differences,

Underrun of -\$4.6M driven by -\$2.4M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the COVID19 essential service plan, -\$2.1M unscheduled savings impacted by COVID19 service reductions and improved service reliability, -\$0.4M scheduled service (less Train & Engine hours) offset by \$0.2M weather.

Underrun of -\$1.1M driven by -\$1.3M as a result of effective cost management of COVID19 cleaning efforts, -\$0.2M vacancy/absentee coverage related to COVID19 offset by \$0.4M accrual timing/wage differences.

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

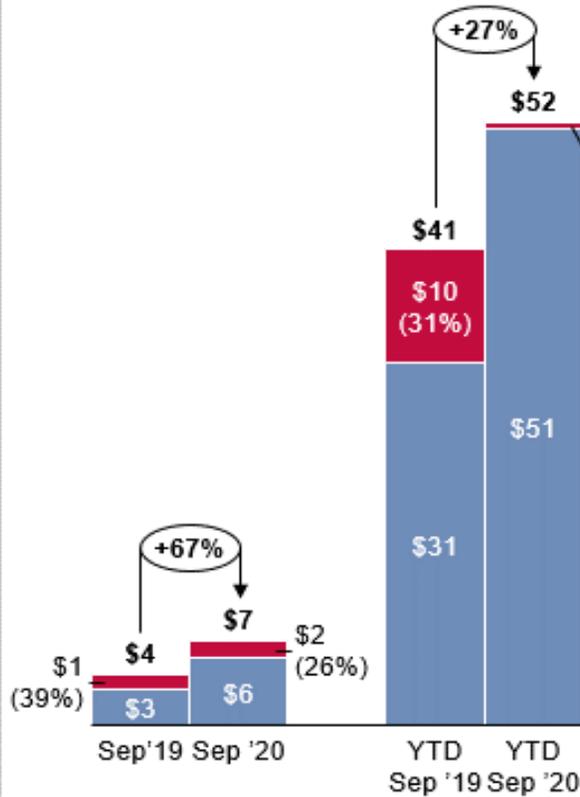
LIRR – Reimbursable Overtime Variance

September 2020 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Mid-Year Forecast FY \$64M

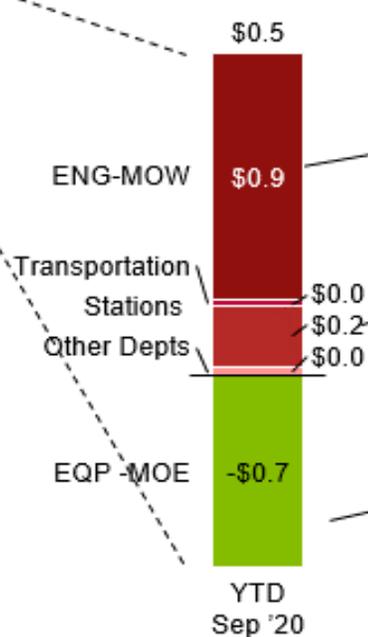


Overview

- Overall increase of \$10.4M or 27% compared to YTD September 2019
- \$0.5M above 2020 Mid-Year Forecast.
- 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 \$0.9M primarily driven by higher than expected work related to the following capital projects vs the forecast, Concrete Tie Replacement, Main Line Expansion, Jamaica Capacity Improvements, Annual Track Program.

Overrun -\$0.2M primarily driven by bussing support for Station Improvement projects at Nostrand Ave, Penn, Lynbrook & 3rd track, Massapequa Pocket Track, Great Neck Pocket Track.

Underrun -\$0.7M mainly driven by less on-board Out-Front Media Digital work than planned

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

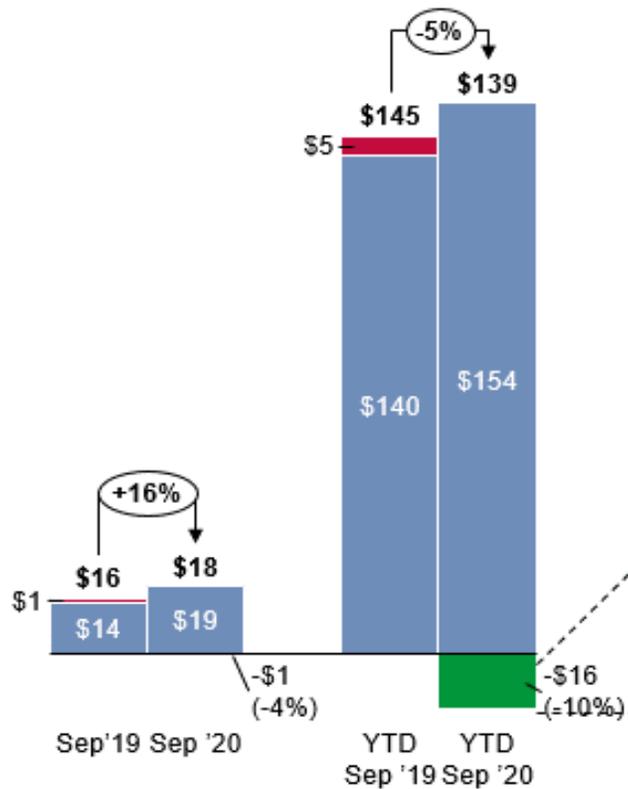
LIRR – Total Overtime Variance

September 2020 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Mid-Year Forecast FY \$212M



Overview

- Overall decrease of -\$6.5M or -5% compared to YTD September 2019
- -\$15.6M or -10% below 2020 mid-year forecast
- Non Reimbursable underrun of -\$16.1M
- Reimbursable overrun of \$0.5M
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending.
- COVID19 essential service plan savings -\$5.4M: (COVID19 indirect overtime savings -\$12.7M offset by COVID19 cleaning expenses \$7.3M).

YTD variance by division

\$M



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

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH SEPTEMBER 2020

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
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)	72	57	15
Human Resources	37	33	4
Sr VP Administration	2	2	0
Strategic Investments	14	13	1
President	8	7	1
VP & CFO	2	2	0
Controller	44	41	3
Management & Budget	17	15	2
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	70	65	5
Gen. Counsel & Secretary	30	26	4
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
Total Administration	509	444	65
Operations			
Transportation Services - Train Operations	2,390	2,312	78
Customer Services	390	315	75
Total Operations	2,780	2,627	153
Maintenance			
Engineering	2,075	1,961	114
Equipment	2,182	2,076	106
Procurement (Stores)	95	99	(4)
Total Maintenance	4,352	4,136	216
Engineering/Capital			
Department of Program Management	152	119	33
Special Projects	63	50	13
Positive Train Control	14	14	0
Total Engineering/Capital	229	183	46
Baseline Total Positions	7,870	7,390	480
<i>Non-Reimbursable</i>	6,537	6,135	402
<i>Reimbursable</i>	1,333	1,255	78
Total Full-Time	7,870	7,390	480
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH SEPTEMBER 2020**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 402 positions due to Train Operations vacancies and workforce working on capital project activity instead of operating activities, and vacancies in Maintenance of Equipment, Stations, Engineering and other administrative departments.
REIMBURSABLE POSITIONS - Favorable 78 positions primarily due to reduced project activity in Engineering, Project Management, Special Projects, Procurement & Logistics and other administrative departments, partially offset by increased project activity in Train Operations.

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 END-of-MONTH SEPTEMBER 2020**

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	271	243	28
Professional, Technical, Clerical	134	92	42
Operational Hourlies	104	109	(5)
Total Administration	509	444	65
Operations			
Managers/Supervisors	338	299	39
Professional, Technical, Clerical	110	98	12
Operational Hourlies	2,333	2,230	103
Total Operations	2,780	2,627	153
Maintenance			
Managers/Supervisors	910	776	134
Professional, Technical, Clerical	308	241	67
Operational Hourlies	3,134	3,119	15
Total Maintenance	4,352	4,136	216
Engineering/Capital			
Managers/Supervisors	160	139	21
Professional, Technical, Clerical	69	44	25
Operational Hourlies	0	0	0
Total Engineering/Capital	229	183	46
Total Positions			
Managers/Supervisors	1,679	1,457	222
Professional, Technical, Clerical	621	475	146
Operational Hourlies	5,571	5,458	113
Total Positions	7,870	7,390	480

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID YEAR
RIDERSHIP
(In Millions)**

	SEPTEMBER 2020						SEPTEMBER YEAR TO DATE 2020							
	Month			Variance			YTD			Variance				
	Mid Year	Actual 2020	Adjusted* 2019	Mid Year		Adjusted* 2019	Mid Year	Actual 2020	Adjusted* 2019	Mid Year		Adjusted* 2019		
				#	%	#	%				#	%	#	%
RIDERSHIP														
Monthly	1.610	0.594	4.067	(1.015)	-63.1%	(3.473)	-85.4%	13.306	11.618	36.221	(1.688)	-12.7%	(24.603)	-67.9%
Weekly	0.088	0.050	0.216	(0.037)	-42.7%	(0.166)	-76.8%	0.751	0.696	1.888	(0.055)	-7.3%	(1.192)	-63.1%
Total Commutation	1.697	0.645	4.283	(1.053)	-62.0%	(3.639)	-85.0%	14.057	12.314	38.109	(1.743)	-12.4%	(25.795)	-67.7%
One-Way Full Fare	0.353	0.174	0.858	(0.179)	-50.7%	(0.684)	-79.7%	2.854	2.579	7.626	(0.276)	-9.7%	(5.047)	-66.2%
One-Way Off-Peak	0.658	0.749	1.596	0.091	13.8%	(0.848)	-53.1%	5.271	5.875	14.102	0.604	11.5%	(8.227)	-58.3%
All Other	0.405	0.475	0.968	0.070	17.3%	(0.493)	-50.9%	3.255	3.611	8.479	0.356	11.0%	(4.868)	-57.4%
Total Non-Commutation	1.416	1.397	3.422	(0.018)	-1.3%	(2.024)	-59.2%	11.380	12.065	30.207	0.685	6.0%	(18.142)	-60.1%
Total	3.113	2.042	7.705	(1.071)	-34.4%	(5.663)	-73.5%	25.437	24.379	68.316	(1.058)	-4.2%	(43.937)	-64.3%

*Prior year adjusted to reflect current year calendar.

Please note: For monthly reporting purposes only, the 12-month allocation reflects the utilization impact of an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
September 2020**

	MONTH			VARIANCE	
	Actual 2020	Forecast ⁽⁵⁾ 2020	Actual 2019	vs. Forecast	vs. 2019
Farebox Operating Ratio					
Standard ⁽¹⁾	14.4%	18.4%	52.7%	-4.0%	-38.3%
Adjusted ⁽²⁾⁽⁴⁾	18.0%	21.1%	58.9%	-3.1%	-40.9%
Cost Per Passenger					
Standard ⁽¹⁾	\$58.41	\$46.62	\$16.49	(\$11.79)	(\$41.92)
Adjusted ⁽²⁾	\$52.96	\$43.44	\$15.35	(\$9.52)	(\$37.61)
Passenger Revenue/Passenger ⁽³⁾	\$8.41	\$8.58	\$8.69	(\$0.17)	(\$0.28)
	YEAR-TO-DATE			VARIANCE	
	Actual 2020	Forecast 2020	Actual 2019	vs. Forecast	vs. 2019
Farebox Operating Ratio					
Standard ⁽¹⁾	20.6%	19.0%	50.5%	1.6%	-29.9%
Adjusted ⁽²⁾⁽⁴⁾	24.8%	22.1%	57.1%	2.7%	-32.3%
Cost Per Passenger					
Standard ⁽¹⁾	\$44.54	\$48.52	\$16.67	\$3.98	(\$27.87)
Adjusted ⁽²⁾	\$41.02	\$45.03	\$15.53	\$4.01	(\$25.49)
Passenger Revenue/Passenger ⁽³⁾	\$9.18	\$9.20	\$8.42	(\$0.02)	\$0.76

(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.

(5) For monthly reporting purposes only, the 12-month allocation reflects the utilization impact of an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.



Long Island Rail Road

Ridership Report Highlights

September 2020 vs. 2019

- Total ridership decreased -73.5% compared to September 2019 (2,041,823 in September 2020 vs. 7,705,056 in September 2019).
- Commutation ridership decreased -85.0% compared to September 2019
- Non-Commutation ridership decreased -59.2% compared to September 2019
- The September 2020 ridership loss is attributed to the impact of COVID-19.

2020 vs. 2019 YTD

- Total YTD ridership is -64.3% below 2019 and -4.2% below the Mid-Year Forecast
- YTD Commutation ridership is -67.7% below 2019
- YTD Non-Commutation ridership is -60.1% below 2019

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

September 2020

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

EXECUTIVE SUMMARY

September Ridership and Revenue (millions)

	September 2020	% Change vs. 2020
Total Rail Ridership	2.042	-73.5% ▼
Commutation Ridership	0.645	-85.0% ▼
Non-Commutation Ridership	1.397	-59.2% ▼
Rail Revenue	\$17.2	-73.8% ▼

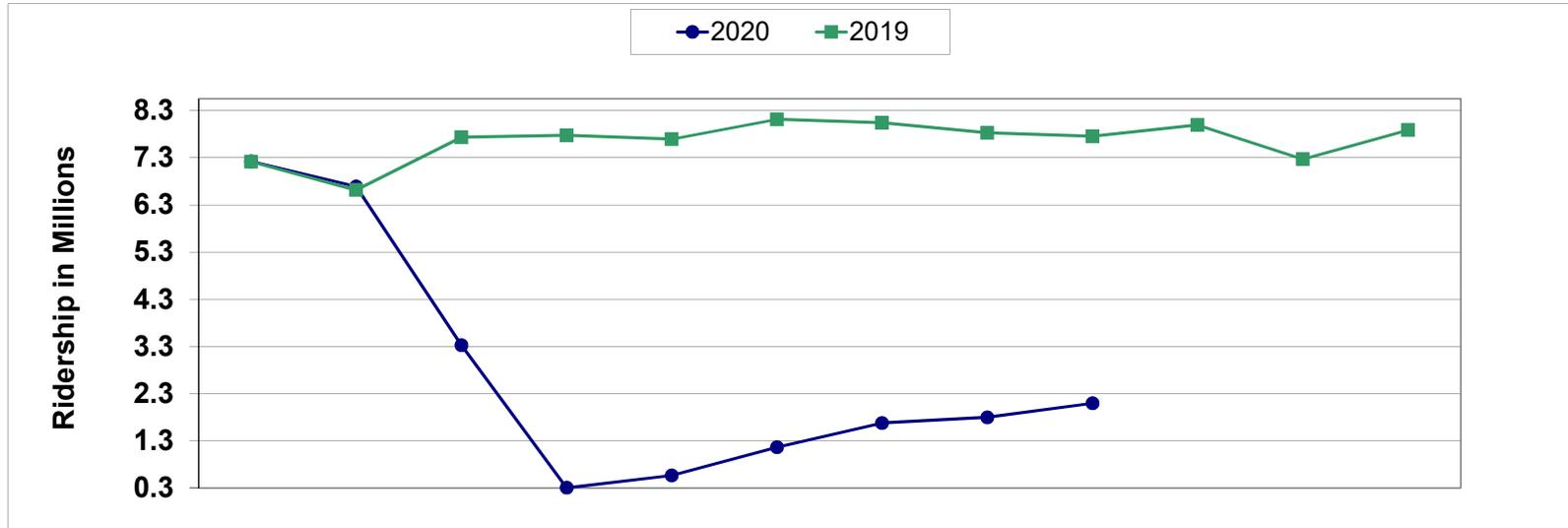
Year-to-Date through September Prelim. Ridership and Revenue (millions)

	September 2020	% Change vs. 2020	Comparison to Mid Year
Total Rail Ridership	24.379	-64.3% ▼	-4.2% ▼
Commutation Ridership	12.314	-67.7% ▼	-12.4% ▼
Non-Commutation Ridership	12.065	-60.1% ▼	6.0% ▲
Rail Revenue	\$223.8	-61.0% ▼	-4.4% ▼

Please Note: Ridership is based on ticket sales data.

September RIDERSHIP

- September Total Ridership was -73.5% below '19 and -34.4% below 2020 Mid Year.

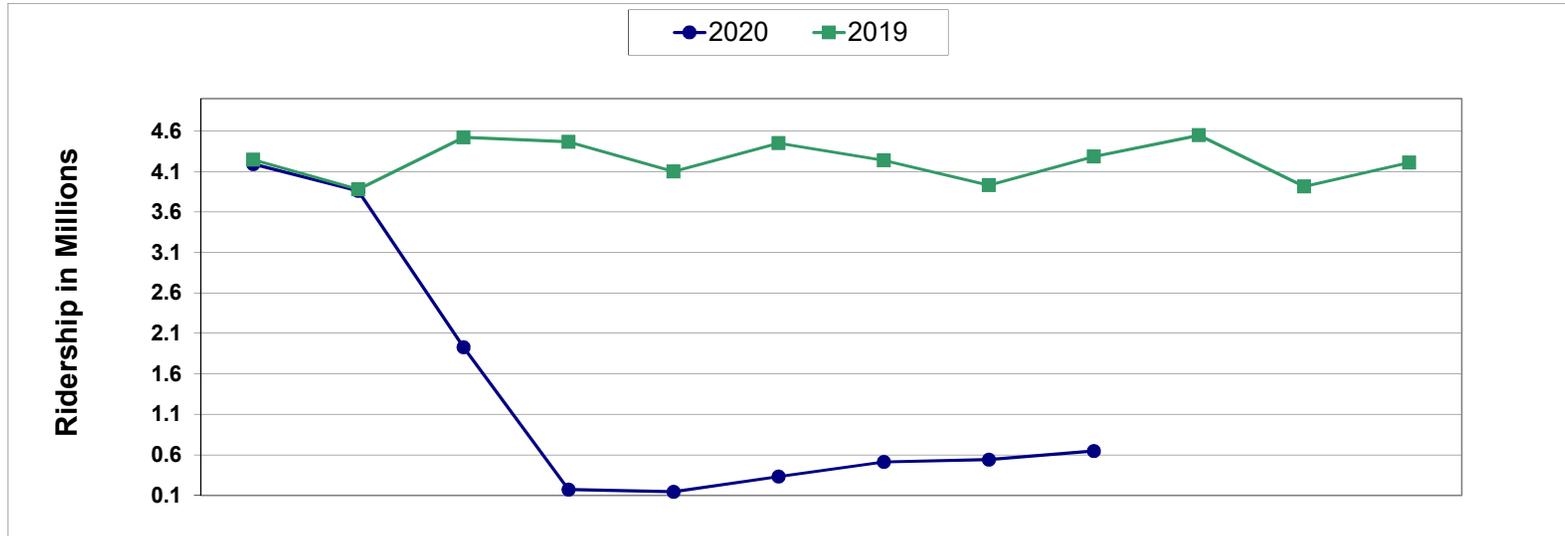


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	7.2	6.6	3.3	0.3	0.5	1.1	1.6	1.7	2.0				24.4
2019	7.2	6.6	7.7	7.7	7.6	8.1	8.0	7.8	7.7	7.9	7.2	7.8	68.3
PCT CHG.	0.1%	1.1%	-57.4%	-96.7%	-93.3%	-86.2%	-79.7%	-77.5%	-73.5%				-64.3%

Please Note: Ridership is based on ticket sales data.

September COMMUTATION RIDERSHIP

- September Commutation Ridership was -85.0% below '19 and -62.0 % below 2020 Mid Year.

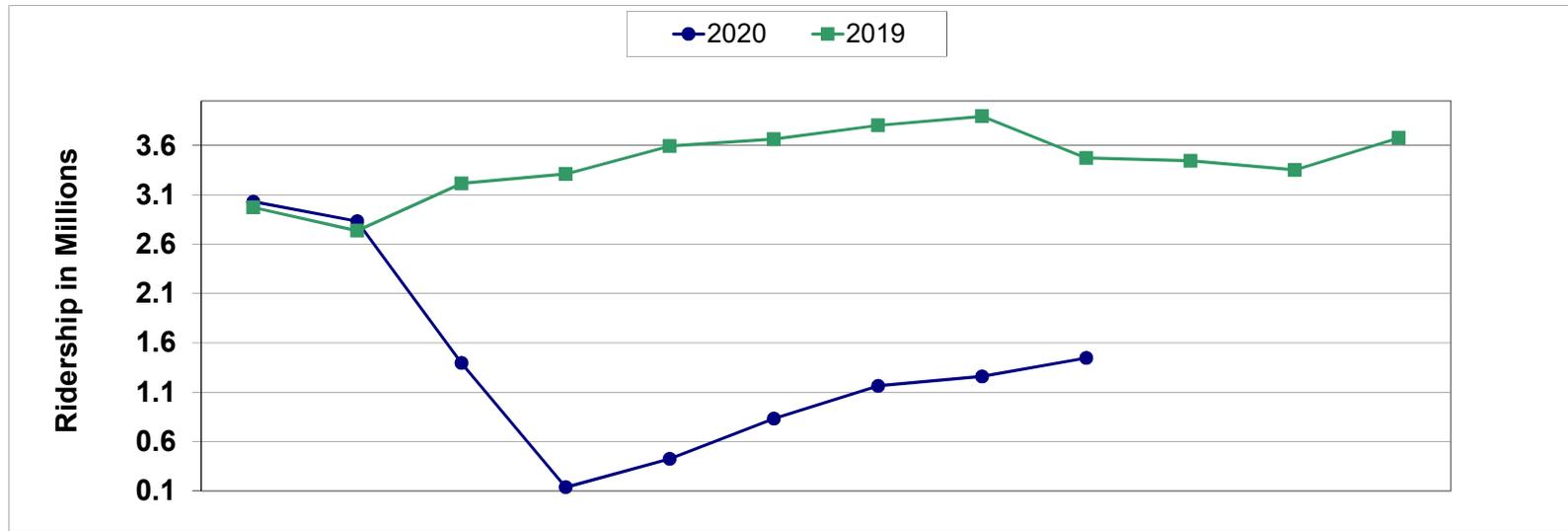


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	4.2	3.9	1.9	0.2	0.1	0.3	0.5	0.5	0.6				12.3
2019	4.2	3.9	4.5	4.5	4.1	4.4	4.2	3.9	4.3	4.5	3.9	4.2	38.1
PCT CHG.	-1.2%	-0.5%	-57.3%	-96.2%	-96.5%	-92.6%	-88.0%	-86.3%	-85.0%				-67.7%

Please Note: Ridership is based on ticket sales data.

September NON-COMMUTATION RIDERSHIP

- September Non-Commutation Ridership was -59.2% below '19 and -1.3% below 2020 Mid Year.

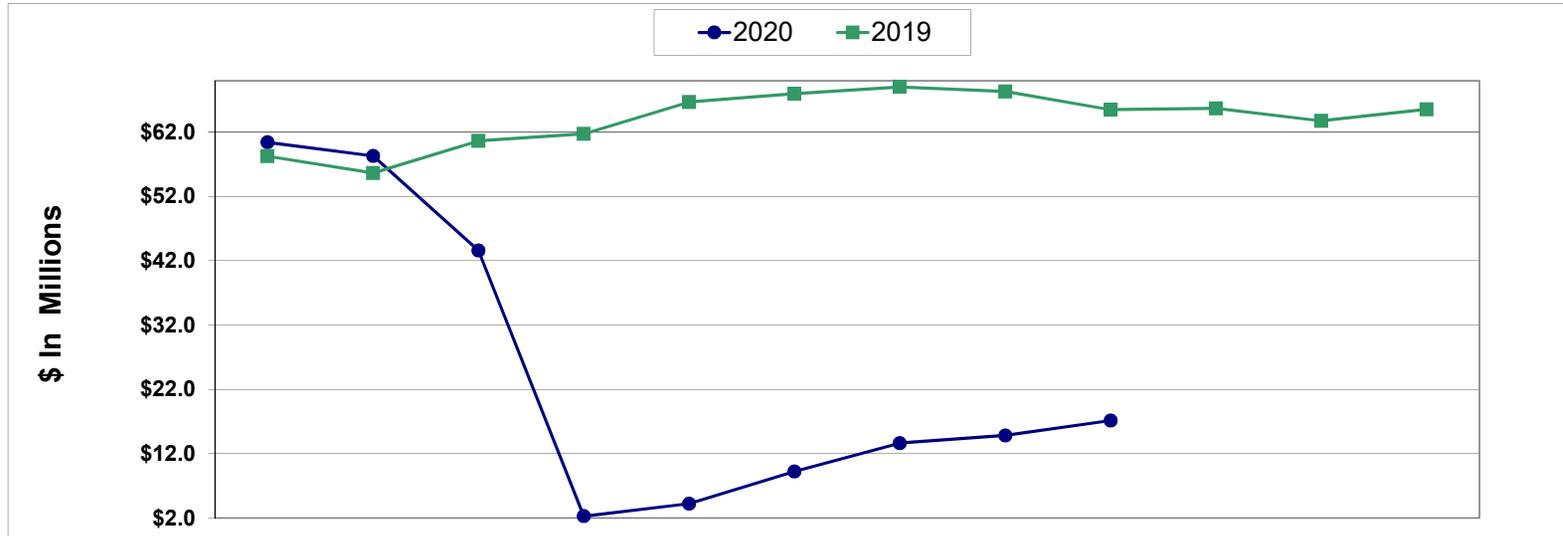


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4				12.1
2019	2.9	2.7	3.2	3.3	3.5	3.6	3.8	3.8	3.4	3.4	3.3	3.6	30.2
PCT CHG.	2.0%	3.5%	-57.5%	-97.4%	-89.4%	-78.4%	-70.4%	-68.5%	-59.2%				-60.1%

Please Note: Ridership is based on ticket sales data.

September REVENUE

- September Total Revenue was -73.8% below '19 and -35.7% below 2020 Mid Year.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2				\$223.8
2019	\$58.3	\$55.7	\$60.7	\$61.7	\$66.7	\$68.0	\$69.1	\$68.3	\$65.5	\$65.7	\$63.8	\$65.5	\$573.8
PCT CHG.	3.7%	4.8%	-28.2%	-96.3%	-93.7%	-86.4%	-80.2%	-78.2%	-73.8%				-61.0%

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

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	September 2020	*September 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	644,562	4,283,374	(3,638,812)	-85.0%
NON-COMMUTATION RIDERSHIP	1,397,261	3,421,682	(2,024,421)	-59.2%
TOTAL RIDERSHIP	2,041,823	7,705,056	(5,663,233)	-73.5%

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

TICKET TYPE/SERVICE	September 2020	*September 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	12,314,046	38,109,148	(25,795,102)	-67.7%
NON-COMMUTATION RIDERSHIP	12,064,806	30,206,790	(18,141,984)	-60.1%
TOTAL RIDERSHIP	24,378,852	68,315,938	(43,937,086)	-64.3%

* 2019 ridership numbers were adjusted using 2020 factors.

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

REVENUE	September 2020	September 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$5,036,696	\$32,645,781	(\$27,609,085)	-84.6%
NON-COMMUTATION REVENUE	\$12,137,849	\$32,843,788	(\$20,705,939)	-63.0%
TOTAL REVENUE	\$17,174,545	\$65,489,569	(\$48,315,023)	-73.8%

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

REVENUE	September 2020	September 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$113,627,114	\$284,627,224	(\$171,000,110)	-60.1%
NON-COMMUTATION REVENUE	\$110,165,203	\$289,128,183	(\$178,962,981)	-61.9%
TOTAL REVENUE	\$223,792,317	\$573,755,407	(\$349,963,090)	-61.0%



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

L70401BU: MENTOR BRIDGE PAINTING

Milestone: Mentor Contract Award \$1,885,000

Project Budget: \$14.69M

A Mentor Bridge Painting Contract for three locations in Package #5 was awarded to Malcolm Patrick Corp for a total of \$1,885,000. Project work for the bridges at Flushing Main Street, Francis Lewis Boulevard, and Gosman Avenue includes surface preparation, lead abatement, air monitoring and maintenance & protection of traffic. This mentor bridge painting project is part of LIRR's efforts to protect and maintain the railroad's infrastructure.

EL0602ZL: LONG ISLAND CITY YARD RESTORATION

Milestone: Project Beneficial Use

Project Budget: \$25.60M

Project work for system restoration and yard infrastructure in Long Island City Yard has been completed. Work in construction package "A" included raised electrical panelboards, installation of a Fiber Reinforced Plastic platform on Track 8, electrification of Tracks 7 and 8, remediation of Tracks 9 through 12, installation and electrification of Tracks 9 and 10, installation of underground utilities, fuel line replacement, and installation of a fuel interlock system for Tracks 7 and 8. The project work supports restoration, mitigation, and system resiliency within the yard. Further resiliency work within Long Island City Yard will be done under a separate project as funding becomes available.

L70401D4: LYNBROOK AND ROCKVILLE CENTRE VIADUCT RENEWALS

Milestone: One of Three Contracts Complete \$2,401,999

Project Budget: \$8,686,291

One of three contracts for rehabilitation of the viaduct structure in Nassau County was completed by Hi-Build LLC for \$2,401,999 for Lynbrook Viaduct Package #2, Spans 40-97. The other two contracts in this project are for Lynbrook Spans 1-39 and Rockville Centre and are ongoing. The underdeck structural work on the viaduct includes concrete rehabilitation, repairs to joints, utilities, and improvements to the existing drainage system. This project is part of the LIRR's efforts to maintain a state of good repair of the infrastructure, extend the life of the viaduct structure, and improve drainage issues.

SMALL BUSINESS DEVELOPMENT PROGRAM

One new contract/s awarded this month:

- Bridge Painting Package #5 awarded for a total of \$1,855,000 [see above for details].

One contract complete:

- Lynbrook Viaduct Renewal Package #2 for a total of \$2,401,999 [see above for details].

2020 LIRR Capital Program Goals

