



Metropolitan Transportation Authority

Joint Long Island and Metro-North Committees Meeting

October 2019

Members

K. Law, Co-Chair

S. Metzger, Co-Chair

D. Mack, Vice-Chair

R. Herman, Vice-Chair

N. Brown

R. Glucksman

V. Tessitore

V. Vanterpool

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

Monday, 10/21/2019

8:30 - 10:00 AM ET

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

1. Summary of Actions

Joint Summary of Actions

Joint Summary of Actions - Page 5

LIRR Summary of Actions

LIRR Summary of Actions - Page 6

MNR Summary of Actions (None)

2. Public Comments Period

3. Approval of Minutes - September 23, 2019

LIRR Minutes

LIRR Minutes - Page 7

MNR Minutes

MNR Minutes - Page 20

4. 2019 Work Plans

LIRR Work Plan

LIRR Work Plan - Page 29

MNR Work Plan

MNR Work Plan - Page 36

5. AGENCY PRESIDENTS' / CHIEF'S REPORTS

LIRR Report

- **LIRR Safety Report**

LIRR Safety Report - Page 43

MNR Report

- **MNR Safety Report**

MNR Safety Report - Page 47

MTA Capital Construction Report

MTA Police Report

MTA Police Report - Page 50

6. AGENCY ACTION ITEMS

Joint Action Item

JOINT ACTION ITEMS - Page 59

- **PTC Systems Integrator Contract**
PTC Systems Integrator Contract - Page 60

7. AGENCY INFORMATION ITEMS

Joint Information Items

JOINT INFORMATION ITEMS - Page 62

- **2020 Preliminary Budget (Public Comment)**
- **LIRR/MNR PTC Project Update**
LIRR-MNR PTC Project Update - Page 63

LIRR Information Items

- **November Timetable Change & Trackwork Programs**
November Timetable Change & Trackwork Programs - Page 80

MNR Information Items

- **Track Program Quarterly Update**
Track Program Quarterly Update - Page 85
- **License agreement with PureDC-Croton-Harmon Station**
License Agreement with PureDC-Croton-Harmon Station - Page 95

8. PROCUREMENTS

LIRR Procurements

LIRR Procurements - Page 96

- **Non-Competitive**
Non-Competitive - Page 100
- **Competitive**
Competitive - Page 103
- **Ratifications (None)**

MNR Procurements

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

MTA CC Procurements (None)

- **Non-Competitive**
- **Competitive**
- **Ratifications**

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

LIRR - Performance Summaries

- **LIRR Operations Report**
LIRR Operations Report - Page 106
- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 116
- **LIRR Finance Report**
LIRR Finance Report - Page 121
- **LIRR Ridership Report**
LIRR Ridership Report - Page 143
- **LIRR Capital Program Report**
Capital Program Report - Page 150

MNR Reports

- **MNR Operations Report**
MNR Operations Report - Page 153
- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 164
- **MNR Finance Report**
MNR Finance Report - Page 169
- **MNR Ridership Report**
MNR Ridership Report - Page 190
- **MNR Capital Program Report**
MNR Capital Program Report - Page 201

Next Meeting: Joint with MNR Tuesday, November 12, 2019 at 8:30 am

Long Island Railroad & Metro-North
 Joint Committee Actions and Presentations
 Summary for October 2019

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	Bombardier Siemens PTC Project Consortium, Bombardier Transportation (Holdings) USA Inc. and Siemens Rail Automation Corporation	\$TBD	<ul style="list-style-type: none"> • Siemens and Bombardier have committed to provide whatever support is necessary to meet the December 2020 deadline. The Railroads and the MTA will continue to hold them accountable under the Contracts by shifting the financial liability of potentially failing to meet the deadline onto Siemens and Bombardier. In addition, the Consortium remains contractually responsible for completing all requirements of the Contracts, including supporting the reliability of the Railroads' PTC systems after full PTC implementation

Long Island Railroad
Committee Actions and Presentations
Summary for October 2019

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	Siemens Mobility, Inc	\$3.1M	<ul style="list-style-type: none"> • LIRR requests MTA Board approval to award a contract for \$3.1M [over a 36-month period] to purchase the following: crossing gates, electronic module & various electronic components, signals, signal light lenses, circuit boards, relays, and other proprietary components for signal systems manufactured by Siemens.
Procurement	N/A	TBD	<ul style="list-style-type: none"> • LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Design-Build Request for Proposal (D/B RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract to replace the Babylon and Hillside Motor Generators which are operating beyond their useful life.

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, September 23, 2019**

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

The following Board Members were present:

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

The following Board Member was absent:

Hon. Norman Brown

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

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

Representing MTA Police: Chief Owen Monaghan

Metro-North Committee Chair Susan Metzger called the Joint Metro-North and Long Island Committee Meeting to order.

In addition to MTA Long Island Rail Road (“LIRR”) President Phillip Eng and members of the LIRR staff noted above, MTA Metro-North Railroad (“Metro-North”) President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of September 23, 2019 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

SAFETY PROCEDURES

MTA utilized a pre-recorded safety public address announcement to review the emergency safety procedures

PUBLIC COMMENT

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

Orrin Getz, Vice Chairman, Metro-North Railroad Commuter Council, spoke about matters pertaining to Metro-North.

Jason Pineiro, Regional Communication Strategist, Passengers United, thanked LIRR President Phillip Eng for putting the M-9 car in service which he was grateful to ride during the first day of service. He commented positively that the M-9 car doors that are used to transfer from car to car are similar to those that are used for select express, but noted a lack of USB charging ports and WiFi service. He also commented that weekend service plan disruptions should be posted further in advance and that all agencies should be in communication with each other during these disruptions.

John Michno, an LIRR rider, commented about the lack of bus service from Mineola Station during planned service outages, his perception of favoritism to South Shore riders during planned outages and the lack of an MTA Police Department (“MTAPD”) presence at Mineola Station.

Murray Bodin stated that he will address the Joint Committee after Metro-North President Catherine Rinaldi presented her report.

Nancy Montgomery, from District I, Putnam County, spoke about matters pertaining to Metro-North.

Ellyn Shannon, Metro-North Railroad Commuter Council, spoke about matters pertaining to Metro-North.

APPROVAL OF MINUTES AND 2019 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the July 22, 2019 Joint Metro-North and Long Island Rail Road Committee Meeting. There were no reported changes to the 2019 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT’S REPORT

President Philip Eng reported that while many were enjoying everything the Island and the City has to offer during the warmer months, LIRR was hard at work upgrading switches, removing grade crossings and elevating bridges. Due to the LIRR Forward initiative, State of

Good Repair work and our modernization projects, we were able to achieve several major milestones this summer.

This includes the delivery of the much anticipated M9's, which entered revenue service in early September. President Eng gave a special thanks to Board Member Randy Glucksman for joining us on the inaugural ride in Huntington.

President Eng stated that it was truly a transformational summer. Year-to-date ("YTD") we have replaced 15 critical switches, including those at Amott Interlocking located on the Port Jefferson Branch, and Nassau Interlocking, which contains 17 separate switches on the Main Line Corridor. These locations see some of the highest train volume. Every day, more than 100 trains pass through Amott and over 260 go through Nassau. Given this heavy traffic and the age of the switches, we are vulnerable to component failures and service disruptions. In 2018 and 2019 alone, there were 57 incidents resulting in 338 delays associated with four switches in Nassau. President Eng stated that as we replace and upgrade these components, we're seeing dramatic improvements in reliability. This coming weekend, crews will continue work at Nassau, bringing immediate benefits to our customers; when the work is finished, it will allow us to better allocate resources to other areas in the system.

LIRR also worked closely with our partners at Amtrak on their efforts to bring Penn Station to a State of Good Repair through their own switch upgrades. We strategically placed staff to support the necessary outages allowing them to complete their work. As we are doing across our system, we are demonstrating that we can accomplish critical work at difficult locations. President Eng thanked the LIRR workforce for their efforts and thanked our riders for their patience as we rebuild, improving reliability and capacity now and in the future.

President Eng stated that working with our partners at MTA Capital Construction Company ("MTACC"), under the leadership of President Janno Lieber, we successfully removed two problematic grade crossings at Covert and Urban Avenues along our busy Main Line. Each was completed over the course of a weekend providing a threefold benefit:

- A more seamless commute throughout this highly trafficked corridor;
- improved connectivity and accessibility within the community; and
- environmental benefits to the community through the elimination of idling vehicles caused by down gates and sounding of horns from passing trains.

President Eng noted that the coordination between the LIRR workforce and the design-build team could not have been accomplished without the support of our labor leaders. Track, Signal and Power staff were instrumental in completing this work and demonstrating that the MTA is working harder than ever to deliver on our commitments.

President Eng stated that while the traditional heavy construction season is winding down, our aggressive State of Good Repair Work will continue into the fall. This month alone we've taken on a tremendous amount of work, including:

- Main Line Expansion work from Floral Park to Merillon Avenue and from Carle Place to Hicksville;
- switch Replacement at Nassau Interlocking;
- Sperry Rail Testing and repairs along the Port Jefferson Branch and Montauk Branch;
- mechanized Tie Replacement from Babylon to Sayville;
- Lynbrook Station Improvements; and
- Sandy Restoration Work along the Long Beach Branch.

President Eng stated that next month we'll continue to modernize our system.

Notably, together with MTACC, we will replace and elevate Nassau Boulevard Bridge in Garden City -- a bridge that experienced 16 major strikes in 2018 and 2019 alone -- avoiding future delays and traffic congestion on the surrounding roads.

Later in October, we will head farther east, replacing North Main Road Bridge and Accabonac Road Bridge in East Hampton, which, when struck by overheight vehicles, result in full service suspensions. These bridge replacements are game changers for our riders and the neighboring communities and they will improve the reliability of service all across LIRR. We know that delays from one incident at the wrong time and wrong place can cause system-wide delays.

President Eng stated that we know that this work reduces our operational flexibility. We therefore continue to strategize how to best get it done in as tight a time frame as possible. We're optimizing our outages to minimize service impacts and reduce the need to go back to those areas a few months later, building a better system for Long Island. He thanked our riders and our neighboring communities for their patience.

President Eng stated that our Maintenance of Equipment staff has done amazing work to improve our existing fleet's performance. The new M9's that we rolled out into passenger service will further improve service, allowing our crews to devote more time to work on our older fleet. We have received great feedback on the smooth ride and our customers are enjoying the new amenities. With the pilot cars now in service, Kawasaki is committed to production until all 202 cars are in service.

Reliability and availability of fleet is essential as we continue to see consistent growth in ridership, a true testament that the Rail Road is the best way to get around Long Island. This August we carried 214,000 more customers than last August. Year to date LIRR ridership has grown by over 1.4 million riders.

Our On-Time-Performance ("OTP") for August registered at 92.1%, a significant improvement from last year's August OTP of 87.4%.

President Eng stated that year-to-date, OTP is 92.9%, 3 percentage points higher than the same period last year. These figures are even more significant considering that we are accomplishing unprecedented work and carrying a record number of riders. He attributes that to

our continuous efforts to proactively tackle problematic high priority locations while we move forward with new initiatives and modernization projects. We have more to do but the benefits will be transformational and long-lasting.

President Eng reiterated his gratitude to our riders for their support and patience during this heavy construction season. He noted that every day during his daily commute, customers have been speaking to him and providing invaluable feedback. We have been carrying out an unprecedented amount of work all the while improving service and growing our ridership, which is truly a big accomplishment.

President Eng stated that as a way to say thank you, and to add value to a Monthly ticket, LIRR is reinstating our Autumn Weekends program from last year. Beginning on October 12th, our Monthly riders can bring up to four friends and family members for \$1 each on Saturday and Sunday anywhere in the system. This program follows a very successful conclusion to our Summer Saturday program, which increased ticket sales for the program in August by almost 15% compared to August last year.

President Eng noted that these LIRR initiatives go hand in hand with our other customer initiatives, including our Loyalty Program, Meet Your Managers, LIRR Care, MyLIRR train tracking tool and our new lactation pod made by Mamava. We hope these initiatives continue to get more people to use the Railroad in order to enjoy all that Long Island has to offer.

Chair Kevin Law asked if issues by public speaker John Michno regarding Mineola Station are related to Third Track and if Mr. Michno's statements in this regard are correct.

President Eng responded that in the past, we provided busing from every station along the corridor when there was a service outage. We evaluated that and saw that this bus service was under-utilized; most people would find other means. LIRR did provide busing from Mineola Station to the Hempstead Branch, which is a very short and reliable ride. We still provide riders with alternatives and options, which are different from what we have had in the past. As a result of speaking with Mr. Michno last weekend about his concerns, LIRR contacted NICE Bus, which has a parallel bus route along our Main Line Branch and will now cross-honor LIRR tickets.

Chair Metzger commented that President Eng is living proof that if you want to increase ridership, build a bigger and better railroad.

President Eng responded that it is LIRR's intent in doing that and we are showing it can be done.

Chair Metzger commented that Metro-North Railroad is doing that too.

President Eng agreed and noted that the whole MTA family of Agencies is doing that as well.

LIRR SAFETY REPORT

Vice President - Corporate Safety Lori Ebbighausen stated that LIRR's Safety Report appears on Page 47 of the Committee Book, reporting through the end of July 2019.

For the reporting period ending July 2019, LIRR's reportable customer injury rate decreased 17% and Employee Lost Time injury rate decreased 4%.

Vice President Ebbighausen reported that the week of September 23rd is National Rail Safety Week. In partnership with the MTAPD, New York & Atlantic Railway, and the New York State ("NYS") Department of Transportation's Public Transportation Safety Board, LIRR will be conducting outreach at ten key locations where there are frequent reports of broken gates and pedestrians walking around the activated gates.

Vice President Ebbighausen stated that on Tuesday, September 24th LIRR will be conducting its Employee Safety Stand Down Day focusing on the importance of safety and fatigue and announcing its Second Annual Housekeeping Contest.

In partnership with the MTAPD, the Together Railroads and Communities Keeping Safe ("TRACKS") program reached over 65,225 participants during the period July 2018 through June 2019.

Board Member Veronica Vanterpool commented that the acronym for FOCUS is incredibly clever. She asked if Metro-North has comparable Safety FOCUS Days.

Metro-North President Rinaldi responded in the affirmative. She stated that Safety Focus Day is an initiative that started 4-5 years ago. Metro-North has changed it to Safety Focus week, since their scheduling makes it difficult to conduct the briefing in one day. Metro-North's Safety Focus Week was held at the beginning of September and is conducted on a quarterly basis.

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

MTA CAPITAL CONSTRUCTION

MTA Capital Construction Company President Janno Lieber provided an extended update on the Long Island Railroad (LIRR) Third Track project. Mr. Lieber explained that a significant amount of work was performed on the project over the summer and the Third Track project is indicative of the approach this organization will be taking in the future.

Mr. Lieber further reported that the Third Track project is under budget and on schedule, and has already completed twenty-five percent of the work, including a portion of the work that is going to be funded in the next MTA Capital Program. The project has only utilized one percent of the budget contingency. Additionally, the project borrowed from the contingency to accelerate a portion of the work, taking advantage of an opportunity to move the schedule

forward. The project has only twenty change orders, and the majority of those are credits, ultimately lowering project costs.

Mr. Lieber showed the Board a graphic of all the ongoing work along the ten-mile mainline area of the project. To date, construction has been completed at two bridges -- Cherry Lane, which was completed in June, and South Tyson Avenue Bridge, which was completed in August. Work is now underway at a third bridge -- Nassau Boulevard in Garden City. This project is developing an incredible rhythm to perform all the bridge work during weekend outages.

Mr. Lieber also reported that throughout the corridor, stations are being modernized to include new platforms, ADA compliant mobility improvements, and digital information signs, among other station enhancements. Construction is currently underway at three of seven stations -- the Floral Park, Merillon Avenue and Carle Place Stations. Mr. Lieber stated that this work demonstrates the benefit of Design-Build. Initially the plan required the stations to close entirely during construction, but the Design-Build team planned a way to use temporary platforms during the duration of the project, keeping the stations open.

Mr. Lieber went on to explain that the Urban Avenue under-grade crossing has been completed and another one is underway at Covert Avenue, with two more underway at New Hyde Park Road and School Street. This required an innovative approach, building a precast box and then jacking the box into place. Mr. Lieber also showed a video highlighting the uniqueness of the work being performed at the under-grade crossings.

Mr. Lieber further reported that the project is currently constructing two parking garages. One of the garages is the Harrison Avenue Garage in Mineola. This garage is twenty-five percent complete and is scheduled to be completed next summer. The other garage is the Westbury North Garage and the foundation work for that garage is currently underway.

Mr. Lieber noted that a large part of the work being performed on the project is for sound retaining walls. Retaining walls reduce the need for residential property acquisitions. Sound walls lessen the noise from passing trains, helping to enhance quality-of-life for our neighbors. To date, the project has installed over 13,000 linear feet of walls, with 18,000 total linear feet anticipated by the end of 2019.

Mr. Lieber also highlighted the link between the contractor's bonus and community score cards. Over the summer, the third round of community score cards were conducted. The contractor earned \$170,000 of their bonus, which is about seventy-five percent of what they could earn based on the community feedback. Overall, there was positive recognition of the contractor's efforts, but Mr. Lieber and the MTA Capital Construction team are pushing the contractor to do even better.

Mr. Lieber explained how all aspects of the project are monitored. There are dashboards to monitor trends for over 50 various leading and lagging indicators. The Design-Builder, Project Management Team, Long Island Rail Road, and LIRR Force Account are all closely monitored. Significantly, the project is at zero net cost for change orders.

Commissioner Tessitore articulated gratitude for earlier comments expressing appreciation for the hard work of the union and its leaders on the project and emphasized how hard the union and leadership work. Mr. Lieber noted that there has been a very strong partnership with the railroad employees, and that their work at the beginning of every outage and the end of each outage is so important. Mr. Lieber further noted that creating that partnership has been one of the benefits of this project, and that union leadership has been a big part of the success of the project and that the project is in debt to the leadership and workers.

Commissioner Metzger commented that to support the capital plan, we use the operating budget, so we do need to keep that budget in mind going forward.

Commissioner Law commended Mr. Lieber for using Third Track as a future model, especially given that the project is under budget and ahead of schedule.

MTA POLICE DEPARTMENT

Chief Monaghan commented that the MTAPD has a very important role in traffic safety and we enjoy working with the railroads.

The MTAPD has been engaged in several new initiatives this past summer. To address the problem of fare evasion and to prevent employee subway assaults, the MTAPD has been deploying officers to various stations throughout the subway system. MTAPD has partnered with the NYS Office of Temporary Assistance and Disability Task Force, which offers services including shelter placement, to reduce the number of homeless in the transit system. The MTAPD is effectively enforcing MTA Agency rules and regulations throughout the subway system, which improves the customer experience for all of our riders. The MTAPD is preparing for an increase of several hundred officers to be hired shortly. Members of the MTAPD applicant processing unit, working with MTA Human Resources, are working efficiently together on candidate interviews. This summer saw the heavy movement of riders to the East end of Long Island. Each Friday, MTAPD officers rode the Cannonball to Montauk with no significant incidents. On Sundays, MTAPD policed the Hampton Bays Station for the challenging Boardy Barn detail, also with no significant incidents. Chief Monaghan thanked all MTAPD officers for their outstanding efforts during the summer.

Chief Monaghan reported that YTD number of crimes system-wide decreased by 18; 148 compared to 166 in 2018. YTD LIRR crimes decreased by 6; 58 compared to 64 in 2018. During the month of July, system-wide crime decreased by 8 crimes; 18 compared to 26 in 2018. During the month of August, system-wide crimes increased by 14, 27 crimes compared to 13 in 2018. During the month of August, LIRR crime increased by 5; 9 crimes compared to 4 in 2018. Grand larcenies was the driver of the increase in crime. System-wide there were 16 incidents of grand larcenies compared to 5 in 2018. LIRR had 7 incidents of grand larcenies of which 5 were property unattended; Metro-North had 9, 6 of which were property unattended. System-wide, 4 of the 16 grand larcenies resulted in arrests. August 2018 was one of the lowest recorded months with 13 major felonies. It is encouraging that the trend has been reversed during this current month with 15

major felonies in 2009 compared to 23 in 2018. Chief Monaghan reported that since April 2019, there has been no reported crime at Penn Station.

Board Member Vincent Tessitore thanked the MTAPD on behalf of the frontline crews and customers. He commented that we enjoy the partnership with MTAPD, and look forward to the MTAPD getting what it needs to get the patrols where they need to be to continue the success the MTAPD had over the summer.

Board Member Neal Zuckerman commented that he was surprised to learn that there was no crime at Penn Station. He stated that the area on the surface feels less safe than described inside. He asked Chief Monaghan if there were any partnerships with MTAPD and the New York City Police Department (“NYCPD”) in terms of the general atmosphere inside and outside of Penn Station.

Chief Monaghan responded that what he reported were statistics for felony crimes. There are quality of life issues throughout the area, one of which is drug use. Drug use is around the perimeter and the MTAPD has addressed that issue with 84 arrests at Penn Station. MTAPD partners with the Amtrak Police Department, NYPD, the Transportation Security Administration Police and the NYS Police. It is an ongoing effort, and the uniform visibility is positively affecting the number of violent, significant crimes.

Board Member David Mack congratulated the MTAPD on working well with the other agencies.

Chair Law commented that as efforts are being implemented to hire 500 new MTA police officers, some of the new hires should be assigned to the suburban rail systems. Chair Law commented about the numerous telephone calls he receives regarding the aggressive panhandling and other crimes at the Babylon Village Train Station. He acknowledged that Chief Monaghan and President Eng have had meetings with the Mayor and State officials and asked if he could meet again with LIRR and the MTA.

President Eng responded in the affirmative. Now is a good time to meet with the Mayor, Senator and Assemblyman to update them on Babylon Station. A number of initiatives have been completed at Babylon Station in areas where LIRR saw quality of life issues. LIRR has installed security cameras and LIRR’s Office of Security has the ability to monitor the station. We are also installing new help points at ground level in mid-October.

Board Member Randy Glucksman congratulated the MTAPD on its presence in Rockland County.

Board Member Rhonda Herman commented about weekend vandalism at Bronxville. She asked if there is anything that the MTAPD can do.

Chief Monaghan responded that the MTAPD will look at Bronxville and contact the Mayor’s office to see what the MTAPD can do to address the problem.

Chair Metzger commented that when you referenced there was no crime in Penn Station do you mean the station as a whole or the MTA portion of the station.

Chief Monaghan responded that he was speaking of the LIRR portion of Penn Station.

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

MTA LONG ISLAND RAILROAD ACTION ITEMS

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

JOINT INFORMATION ITEM

- **LIRR/Metro-North Positive Train Control ("PTC") Project Update**

Board Member Zuckerman congratulated the railroads on their progress on PTC and expressed concerns about statements in the PTC report on page 77 of the Committee Book.

PTC Executive Director Deborah Chin responded that this particular release for LIRR focuses mostly on the onboard software to deliver back to back interlockings. As of today, we are very close to completing Factory Acceptance Testing ("FAT") and we have a success rate of over 90%. We are not out of the woods. The next release is more complicated as we see additional updates.

Board Member Zuckerman congratulated Metro-North President Rinaldi on getting the upper Hudson into Revenue Service Demonstration ("RSD"). He commented that Metro-North is ahead in two areas, Danbury and Upper Hudson.

President Rinaldi thanked Board Member Zuckerman for his comments about Metro-North's team.

Board Member Vanterpool commented that she was surprised to see that change in leadership and additional resources was identified as a yellow in the update report. When we had the consortium here before the Committee they stated that they were devoting a significant amount of resources and making significant organizational change to respond to a lot of the concerns that were raised, so is this still an ongoing issue with having our forces fill in the gaps identified in the report.

Executive Director Chin responded it is still yellow. While they have had significant changes in leadership and key staff, they still have a tendency to lag in certain areas, such as the transponder designs, and the only things she can assess is that they are short on resources. She is not sure yet, based on their performance, whether it is a skills issue, quantity of resources issue or a leadership issue. The new leadership has been on site for less than a month, and made some new

adjustments. Based on their progress this month, she will be better able to fully assess that situation. They are telling me that it is not a resource issue but because activities are still slipping in certain areas of concern, she has left it yellow.

Chair Metzger commented that she does see progress and is happy that the Metro-North progress has been significant, but agrees that it is right to remain cautious because we are getting close.

Chair Law asked President Eng if he had anything to report on PTC.

President Eng responded that what Executive Director Chin stated was accurate and that LIRR meets with the consortium's executive level staff on a regular basis. All of these issues have been raised and the consortium has been transparent with LIRR. It is a yellow as of now, but we feel the consortium can bring this across the finish line. We are seeing that they are moving in the right direction with regard to what Board Member Vanterpool stated. We are giving the new leadership that is in place the opportunity to evaluate themselves in the areas we felt they needed to improve; they committed in getting back to us in enhancing those areas. We are moving in the right direction, but agree that we need to stay vigilant because the December 2020 deadline is fast approaching.

Executive Director Chin stated that LIRR currently has three lines that are running PTC operations; both Pilot lines and Hempstead. Despite the fact that we had this software setback, LIRR will shortly be going into Extended Revenue Service Demonstration ("ERSD") for West Hempstead, Long Beach and Port Jefferson. LIRR is moving forward in placing lines into ERSD.

Board Member Randy Glucksman commented that he is pleased that we are all on the same page, it is important that it gets done. Unfortunately, our partner on the other side of the Hudson, New Jersey Transit ("NJT"), has not reported. He and Orrin Getz attend the NJT meetings and asked for some transparency. The other advocates ask for transparency but there is absolutely no information being provided to the public. Newspaper reports show that on the Federal Railroad Administration website, NJT had zero miles under test, and they still have the same time limit we have. We need to get someone to light a fire over there or there will be major problems.

President Rinaldi responded we have regular service meetings with respect to West of Hudson service and we will impress upon them that they need to be more transparent at least to our West of Hudson lines. Metro-North is continuing with the signal upgrades on the Port Jervis line, which is part of Metro-North's project.

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

LONG ISLAND RAIL ROAD INFORMATION ITEMS

- 2020 Preliminary Budget (Public Comment)
- 2019 Mid-Year Forecast
- Fall Trackwork Programs
- Diversity/EEO Report – 2nd Quarter 2019

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

MTA LONG ISLAND RAIL ROAD

Procurement

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

Competitive:

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

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

MTA CAPITAL CONSTRUCTION

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

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

President Eng reported that through the end of August, LIRR had generated \$851 million in revenue and spent \$1,314 million, resulting in a net operating loss of \$462 million. Due to higher than expected revenues, net operating loss through August is lower than what was assumed in the July mid-year forecast.

Chair Metzger led a discussion regarding the 2020-2024 Capital Program. She asked that in the interest of time, Board Members limit their comments to two minutes. Each Board Member expressed concerns about the program, including about Rockland County, State of Good Repair projects, the Operating Budget, a 21% imbalance between LIRR and Metro-North, differential fare treatment, short and long-term improvement projects and the timeliness of receiving the report six days prior to the vote at the Wednesday, September 25, 2019 Board of Directors Meeting.

The details of these items and the full discussion regarding the 2020-2024 Capital Program are contained in the reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

Adjournment

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

Respectfully submitted,



Stephen N. Papandon,
Acting Secretary

Minutes of the Regular Meeting
Metro-North Committee
Monday, September 23, 2019

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

The following Board Members were present:

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

The following Board Members were not present:

Hon. Norman Brown

Also Present:

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

The members of the Metro-North Committee met jointly with the members of the Long Island Rail Road Committee. In addition to the Metro-North President and Metro-North staff noted above, President Eng and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Rail Road Committee for the meeting of September 23, 2019 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

Susan Metzger, as Chair of the Metro-North Committee, called the joint meeting to order. Chair Metzger commented that the Committee will discuss the 2020-2024 Capital Program at the

end of the meeting and asked that each Board Member limit his or her comments related to the Capital Program to two minutes.

SAFETY PROCEDURES:

Justin Vonashek, Vice President, System Safety, played the electronic recording of the emergency safety procedures.

SUMMARY OF ACTIONS:

President Rinaldi summarized the following action item and procurement:

- Action item to obtain Board approval for Metro-North to accept New York State Department of Transportation Congestion Mitigation/Air Quality ("CMAQ") grant funds to support Metro-North connecting services.
- Request to use the Request for Proposal ("RFP") process for the design and construction of three traction power substations at Golden Bridge, Croton Falls, and Katonah Stations on the Harlem Line.

PUBLIC COMMENT:

The following public speakers commented on matters related to Metro-North:

Orrin Getz, Vice Chairman Metro-North Commuter Council ("Commuter Council"), commented that a news article stated that Metro-North will obtain \$5 billion in the upcoming 2020-2024 Capital Program, including \$187 million for improvements to Metro-North's West of Hudson Lines. Mr. Getz commented on the need for Suffern Train Station improvements, including ADA accessibility, and commented on a letter sent by Rockland County Executive Edward Day to President Rinaldi. Mr. Getz also remarked that New Jersey Transit has not provided an update on the installation of Positive Train Control ("PTC") or informed Metro-North when the second weekday express train will be restored on the Pascack Valley Line.

Jason Pineiro provided comments on behalf of "Passengers United." Mr. Pineiro commented that each agency should be communicating with each other and commented on the need for "My Metro-North" website improvements.

Nancy Montgomery provided comments on behalf of District 1 in Putnam County. She commented on the high cost of Metro-North tickets and the payment of MTA local taxes. Ms. Montgomery commented on a letter sent to the Board by the Putnam County Legislature and requested action to increase safety, service, and sustainability on the Metro-North system. She also commented on the need for Putnam County station capital improvements.

Ellyn Shannon, with the Commuter Council, thanked President Rinaldi and staff for their efforts to create the 2020-2024 Capital Program and applauded the \$4.7 billion investment. Ms. Shannon commented on Metro-North's hiring freeze and asked the MTA to lift the hiring freeze so the Capital Program could be properly managed. She also commented on the need for Metro-North to purchase the Suffern Station from New Jersey Transit and make it ADA accessible.

Additional details of the comments made by the public speakers are contained in the minutes of the Long Island Rail Road Committee for the meeting of September 23, 2019. The video

recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the public comments.

APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the July 22, 2019 joint Metro-North and Long Island Rail Road Committee Meeting.

METRO-NORTH 2019 WORK PLAN:

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

METRO-NORTH PRESIDENT'S REPORT:

President Rinaldi reported on several PTC implementation milestones. She reported that Metro-North began running trains in Extended Revenue Service Demonstration ("ERSD") on the Danbury Branch several weeks ago and began ERSD on the Upper Hudson Line this past Saturday. President Rinaldi also reported that Metro-North submitted its comprehensive PTC Safety Plan to the Federal Railroad Administration ("FRA") at the end of August for review and approval. The detailed plan covers the functionality of the PTC system and evaluates safety risks and how those risks are addressed through PTC or Metro-North operating rules. As part of the complete upgrade of the Port Jervis Line signal system, crews will continue installation work this coming weekend on the section of track between Howells and Otisville. This new cab signal system needs to be in place to support PTC operations on the Port Jervis Line.

President Rinaldi also reported on infrastructure improvements. As part of Way Ahead, Metro-North put the new SMARTRACK Program in action and has strategically shut down continuous segments of track to allow multiple work groups uninterrupted access to maintain and improve the system. Work taking place as part of Metro-North's SMARTRACK includes track and drainage improvements, installation of new ties, rail, insulated joints, welded track and general cleanup of the track area. SMARTRACK has allowed Metro-North to make great strides in improving the railroad's infrastructure on the New Haven Line in Mount Vernon. Over the last three months, Metro-North has focused on the Harlem Line in the Bronx.

President Rinaldi reported that work is being done now on a seven-mile stretch between the Melrose and Woodlawn Stations, where Metro-North has installed over 1,400 new rail ties, 2,000 feet of new rail, welded joints, a crossover switch, insulated joints, and cleaned up the right of way. President Rinaldi reported that the SMARTRACK program is key to improving the condition of the track infrastructure which will ensure the reliability of Metro-North service and improve customer commutes. Even though Metro-North needed to temporarily implement several service adjustments, including busing for customers at Melrose and Tremont Stations during the daytime and over four weekends, ultimately the work should result in fewer and shorter track outages and less inconvenience for customers. President Rinaldi showed a video of Metro-North employees discussing the benefits of SMARTRACK.

President Rinaldi also reported that SMARTRACK work in the Bronx is wrapping up this week, and that Metro-North will be changing schedules this Sunday, September 29, 2019. With the work complete, all four tracks will be back in service and customers will see significant improvements in train frequencies and will have more travel options.

Regarding service delivery, President Rinaldi reported that over the summer months of June, July, and August, Metro-North saw an improvement in service reliability compared to the same three-month period last year. Systemwide on-time performance ("OTP") was 94.4% in June, 92.4% in July, and 93.1% in August. Metro-North is seeing the positive results of its internal interdisciplinary working group that began meeting regularly since last summer with a focus on improving service delivery. Performance by line in August was 94.6% for the Hudson Line, 95.6% for the Harlem Line, and 90.4% for the New Haven Line. President Rinaldi commented that she recognizes there have been service challenges, especially on the New Haven Line, and that Metro-North remains committed to taking the necessary corrective actions to address them and minimize disruptions. Reporting on West of Hudson service delivery, the Pascack Valley Line performed at 94.8% OTP and the Port Jervis continues to struggle at 83% OTP, primarily due to infrastructure work, switch and signal failures, and equipment failures. President Rinaldi commented that Metro-North is taking a proactive approach to improving service delivery on the Port Jervis Line.

President Rinaldi also reported on the anticipated onset of slippery rail conditions caused by leaves and commented that Metro-North continues to take a proactive approach to minimize delays slippery rails may create for customers. Metro-North's establish process includes:

- Instructing engineers to report slippery conditions immediately to the Operations Control Center.
- Providing additional training on how to operate through "slippery" areas.
- Enhancing the computerized train-tracking system to allow for automatic reporting of slip-slide incidents and conditions, which enables Metro-North to take corrective action more quickly.
- Installing a Wheel Impact Load Detector ("WILD") across all four tracks in the Park Avenue Tunnel. This monitors for wheel flats that may have developed during operation and allows Metro-North to identify and prioritize wheels for repair.
- Building a tandem Wheel Truing Lathe in the Harmon Shop. This state-of-the-art facility can cut both wheels on a truck simultaneously. This allows for proper wheel diameter matching and also helps Metro-North return cars to service more quickly. The Connecticut Department of Transportation has built a second identical facility in New Haven to support Metro-North's M8 Fleet.

President Rinaldi reported that Metro-North has stepped up its efforts to keep the right of way as leaf-free as possible. Metro-North uses two large high-pressure rail washers and several smaller rail scrubbers to remove crushed leaf residue from the tracks. Also, on-board sanders on Metro-North's diesel trains automatically drop sand on the tracks to help improve traction and reduce wheel slippage when it begins to occur.

President Rinaldi also reported on initiatives to improve the customer experience. Metro-North finished the rehabilitation of the Middletown Station parking facility earlier this month and is closing on property at the Fleetwood Station which is an important location to preserve for Metro-North commuter parking needs. Metro-North took control of the 109 existing spaces and, with a new layout, plans to add 12 more spaces. In August, Metro-North employee Anamaria Bonilla, Director of Structures, visited the Sloatsburg Station with Senator David Carlucci and Board Member Randy Glucksman to mark a small, but meaningful, request from Sloatsburg Mayor Carl Wright to install a bench for customers waiting in the platform shelter. Metro-North forces also made some station repairs, including installing new tactile warning strips along the platform edge. Finally, Metro-North put the finishing touches on the new 14th Avenue overhead

bridge in Mount Vernon with benches, planters, and fencing comprised of artwork. President Rinaldi reported that Metro-North and its contractor are now focused on beginning work this year to replace the 6th and 10th Avenue bridges in the City of Mount Vernon.

President Rinaldi reported that customer outreach efforts also continue. A Connect With Us forum was held at Ossining Station last week and one is scheduled at the Mount Kisco Station on Wednesday, October 16, 2019. This month, Metro-North is rolling out a new "Rail Rewards" program, which gives customers exclusive offers and discounts at Grand Central Terminal shops and restaurants. By showing their tickets, customers can enjoy special deals and discounts at some of Grand Central Terminal's favorite dining and shopping destinations. While the "Rail Rewards" program is new, Metro-North has been offering customers an ever-changing range of special travel deals and discounts for the past twenty-five years. Metro-North's "Deals and Getaways" program gives customers discount packages to over 100 seasonal and year-round attractions, tours, and recreational adventures. These programs are small ways to demonstrate how much Metro-North appreciates its customers and thanks them for riding.

In closing, President Rinaldi reported that Metro-North has installed all Kronos biometric clocks and, as of this month, all Metro-North employees are swiping in and out. Board Member Law requested clarification and President Rinaldi confirmed that all Metro-North employees are swiping in now and a majority of employees are also enrolled in the biometric program. Chair Metzger remarked that she was glad Metro-North was taking proactive steps to address leaves on the tracks and asked for a future report on the "Rail Rewards" program and joint-ticket sales.

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

METRO-NORTH CUSTOMER SERVICE REPORT:

Thomas Mitchell, Vice President, Customer Service and Stations, reported on the completion of the multi-year cellular real-time display project. 140 Real-time displays have been installed at 70 stations. The displays show real-time train information, advertisements, and agency messages.

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

METRO-NORTH SAFETY REPORT:

Justin Vonashek, Vice President, System Safety, reported that Customer injuries continue to trend less than one injury per million customers and are down over five percent versus the previous 12 months. Employee lost time injuries are down over 20% versus the previous 12 months. Metro-North's community outreach program, TRACKS, has reached over 71,000 individuals through July of this year.

Mr. Vonashek also reported that as part of National Suicide Prevention Awareness month in September, Metro-North partnered with the American Foundation for Suicide Prevention. TRACKS representatives will be at four local "Out of the Darkness Walks" throughout New York and Connecticut. TRACKS will also have a team participating in the walk in Westchester County on October 19, 2019 in Mamaroneck, NY. Metro-North employees, family members, and friends will join the team and participate in the walk to support suicide prevention awareness. As part of National Rail Safety Week, which kicked off yesterday, and continues through Saturday, TRACKS will conduct station and grade crossing outreach sessions with the support of the MTA Police,

Operation Lifesaver, the Connecticut Department of Transportation, and the Federal Railroad Administration at various locations in New York and Connecticut. Metro-North will also be rolling out its second annual Safety Poster Contest for kindergarten through 12th grades this week.

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

LONG ISLAND RAIL ROAD SAFETY REPORT:

After the presentation of Long Island Rail Road's safety report, Board Member Vanterpool praised Long Island Rail Road's "FOCUS" program and asked if Metro-North had a similar safety program. President Rinaldi responded affirmatively and explained that Metro-North holds a safety focus-week on a quarterly basis.

MTAPD REPORT:

Owen Monaghan, Chief of the MTA Police Department ("MTAPD"), reported on crime statistics. Year to date, systemwide, total major felonies are down by 18, or 11%, 148 versus 166. For Metro-North, year to date, total major felonies are down by 14, or 15%, 81 versus 95. During the month of July, systemwide, total major felonies decreased by eight, or 31%, 18 versus 26. However, during the month of August, systemwide, total major felonies increased by 14, or 108%, 27 versus 13. For Metro-North during the month of August, total major felonies increased by nine, 16 versus 7, or 129%. The increase in felonies during the month of August was primarily due to an increase in grand larcenies.

Board Member Law commented on the need to have newly hired police officers assigned to the suburban rail stations. Board Member Glucksman thanked the MTAPD for their presence in Rockland County. Board Member Herman asked for MTAPD assistance at the Bronxville Station.

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

METRO-NORTH ACTION ITEM:

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

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

Upon motion duly made and seconded, the Committee approved the foregoing action item. The details of the above action item are contained in documentation filed with the records of this meeting.

JOINT INFORMATION ITEMS:

One joint information item was presented to the Committee:

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

Board Member Zuckerman congratulated Metro-North on its PTC progress. Board Member Vanterpool asked if leadership changes and additional resources remained an ongoing issue. Long Island Rail Road Executive Director-PTC Deborah Chin responded that the PTC Systems Integrator has had significant changes in leadership, yet still lags in certain activities. Ms. Chin stated that she believes the Systems Integrator remains short on resources. Chair Metzger commented that she is pleased that Metro-North PTC progress has been significant. Board Member Glucksman discussed the lack of transparency from New Jersey Transit on PTC.

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

METRO-NORTH INFORMATION ITEMS:

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

- 2020 Preliminary Budget
- 2019 Mid-Year Forecast
- 2019 Fall Schedule Change

Michael Shiffer, Vice President, Planning, reported on the 2019 Fall Schedule Change including a significant increase in Harlem Line service to the Bronx and additional trains on the New Haven Line to support reverse commutation. Mr. Shiffer also reported on updated holiday schedules.

- Diversity/EEO Report – 2nd Quarter 2019

The details of the foregoing information items are contained in documentation filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Mr. Shiffer's remarks.

METRO-NORTH PROCUREMENTS:

One competitive procurement was presented to the Committee:

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

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

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

Board Member Vanterpool commented on the Operations Report noting that 16 West of Hudson trains were cancelled in July and August. She requested an update about absentee New Jersey Transit crew members. President Rinaldi responded that New Jersey Transit has been working to add new locomotive engineer classes and graduate engineers able to serve the Hoboken area. John Kesich, Senior Vice President, Operations, indicated that a New Jersey Transit service delivery meeting would be held after the Committee Meeting and that the Metro-North team is working with them regularly to address PTC and service delivery issues. Chair Metzger asked Metro-North to continue applying pressure to New Jersey Transit.

Board Member Linn commented on the Performance Report and asked about the financial impact of Metro-North uncollected fares and the plan to address the problem. President Rinaldi responded that a plan is in place and a presentation will be made at the Finance Committee Meeting.

President Rinaldi reported that through the end of August, Metro-North generated \$703 million in revenue and spent \$1,053 million, resulting in a net operating loss of \$350 million. Due to lower than expected revenues that are partially offset by lower than expected expenditures, the net operating loss through August is higher than what was assumed in the mid-year forecast.

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

2020-2024 MTA CAPITAL PROGRAM:

Chair Metzger asked that each Board Member limit his or her comments about the 2020-2024 MTA Capital Program ("Program") to two minutes.

Chair Metzger commented that the large amount of funding available in the Program is an achievement, yet much is needed to maintain a state of good repair. She commented on her desire for a mid-point yard and three passing sidings for West of Hudson service. She also expressed concern over the funding discrepancy between Metro-North and Long Island Rail Road.

Board Member Law stated his desire for Long Island Rail Road improvements and remarked that he did not want to compare Long Island Rail Road and Metro-North.

Board Member Glucksman stated his desire for two passing sidings and new equipment to service Rockland County.

Board Member Vanterpool expressed concern over the state of good repair project backlog and requested additional investment in Metro-North's existing infrastructure.

Board Member Herman also expressed concern over the funding discrepancy between Metro-North and Long Island Rail Road and the state of good repair project backlog.

Board Member Tessitore commented that the Program will rely heavily on the agency operating budgets, which must be well funded.

Board Member Zuckerman expressed disappointment over the Program's lack of attention to Putnam County's needs, the continued funding imbalance between Metro-North and Long Island

Rail Road, the disparities between Metro-North's service areas, and the attention given to short-term projects over long-term projects.

Board Member Linn stated that the Program is good yet expressed concern over the speed in which it was compiled and presented to the Board. He commented that sufficient time and consideration is necessary for the Program as well as all other important issues.

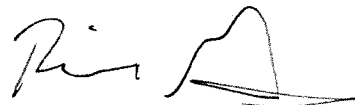
Board Member Mack commented on the need to keep all systems running smoothly.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Board Members comments on the 2020-2024 MTA Capital Program.

ADJOURNMENT:

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

Respectfully submitted,

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

Richard Gans
Vice President, General Counsel and
Secretary

September 2019 Committee Minutes – FINAL

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

Responsibility

October 2019

2020 Preliminary Budget (Public Comment)	President
LIRR/MNR PTC Project Update	
November Timetable Change & Trackwork Programs	Service Planning

November 2019

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

December 2019

2020 Final Proposed Budget	Management & Budget
2020 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2019	Administration/Diversity
LIRR/MNR PTC Project Update	President

January 2020

Approval of 2020 Committee Work Plan	Committee Chair & Members
PTC Status Report	Engineering
Winter Trackwork Programs	Service Planning

February 2020

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

March 2020

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

April 2020

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

May 2020

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

June 2020

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

July 2020

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

September 2020

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

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2019 Work Plan

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

President's Report

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

Safety Report

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

Capital Construction Report

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

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Operations Report

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

Financial Report

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

Ridership Report

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

Capital Program Report

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

II. SPECIFIC AGENDA ITEMS

OCTOBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

Project Update on PTC

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

NOVEMBER 2019

Review Committee Charter

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

East Side Access Support Projects Update

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

Holiday Schedule

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

PTC Status Report

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

DECEMBER 2019

Diversity & EEO Report– 3rd Quarter 2019

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

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

2020 Final Proposed Budget

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

Proposed 2020 Committee Work Plan

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

Project Update on PTC

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

JANUARY 2020

Approval of 2020 Committee Work Plan

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

PTC Status Report

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

FEBRUARY 2020

Adopted Budget/Financial Plan 2020

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

2019 Annual Operating Results

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

2019 Annual Fleet Maintenance Report

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

Project Update on PTC

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

Diversity & EEO Report– 4th Quarter 2019

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

2020 Spring/Summer Construction Schedule Changes

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

MARCH 2020

Annual Strategic Investments & Planning Study

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

Annual Elevator/Escalator Report

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

Spring Trackwork Programs

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

Customer Satisfaction Survey Report

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

PTC Status Report

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

APRIL 2019

Final Review of 2019 Operating Results

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

2019 Annual Ridership Report

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

2020 Summer Schedule Change

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

Project Update on PTC

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

MAY 2020

2020 Summer Service and Trackwork Programs

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

PTC Status Report

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

JUNE 2020

Project Update on PTC

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

Track Work Programs

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

Diversity & EEO Report– 1st Quarter 2020

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

JULY 2020

Penn Station Retail Development

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

PTC Status Report

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

Environmental Audit Report

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

September Timetable & Trackwork Programs

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

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.

2019 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

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October 2019

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

November 2019

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

December 2019

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

January 2020

Approval of 2020 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering

February 2020

Adopted Budget/Financial Plan 2020	Finance
2019 Annual Operating Results	Operations

2019 Annual Fleet Maintenance Report	Operations
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 4th Quarter 2019	Diversity and EEO
2020 Spring/Summer Schedule Change	Operations Planning & Analysis
<u>March 2020</u>	
Annual Strategic Investments & Planning Studies	Capital Planning
Annual Elevator & Escalator Report	Engineering
Customer Satisfaction Survey Report	Operations Planning & Analysis
PTC Status Report	Engineering
<u>April 2020</u>	
Final Review of 2019 Operating Budget Results	Finance
2019 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement
Track Program Quarterly Update	Engineering
LIRR/MNR PTC Project Update	President
<u>May 2020</u>	
PTC Status Report	Engineering
Progress on Way Ahead Strategic Plan	Strategic Initiatives
<u>June 2020</u>	
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 1 st Quarter 2020	Diversity and EEO
<u>July 2020</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
<u>September 2020</u>	
2021 Preliminary Budget (Public Comment)	Finance
2020 Mid-Year Forecast	Finance
2020 Fall Schedule Change	Operations Planning & Analysis
PTC Status Report	Engineering
Diversity/EEO Report – 2 nd Quarter 2020	Diversity and EEO

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2019 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

OCTOBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

LIRR/MNR PTC Project Update

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

Track Program Quarterly Update

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

NOVEMBER 2019

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

Holiday Schedule

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

PTC Status Report

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

Progress on Way Ahead Strategic Plan

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

DECEMBER 2019

2020 Final Proposed Budget

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

2020 Proposed Committee Work Plan

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

Diversity & EEO Report– 3rd Quarter 2019

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

LIRR/MNR PTC Project Update

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

JANUARY 2020

Approval of 2020 Committee Work Plan

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

Track Program Quarterly Update

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

PTC Status Report

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

FEBRUARY 2020

Adopted Budget/Financial Plan 2020

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

2019 Annual Operating Results

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

2019 Annual Fleet Maintenance Report

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

LIRR/MNR PTC Project Update

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

Diversity & EEO Report– 4th Quarter 2019

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

2020 Spring/Summer Schedule Change

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

MARCH 2020

Annual Strategic Investments & Planning Studies

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

Annual Elevator/Escalator Report

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

Customer Satisfaction Survey Report

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

PTC Status Report

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

APRIL 2020

Final Review of 2019 Operating Results

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

2019 Annual Ridership Report

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

Track Program Quarterly Update

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

LIRR/MNR PTC Project Update

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

MAY 2020

PTC Status Report

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

Progress on Way Ahead Strategic Plan

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

JUNE 2020

LIRR/MNR PTC Project Update

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

Diversity & EEO Report– 1st Quarter 2020

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

JULY 2020

Grand Central Terminal Retail Development

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

Environmental Audit Report

The Committee will be briefed on the results of the 2020 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

Track Program Quarterly Update

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

PTC Status Report

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

SEPTEMBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

2020 Mid-Year Forecast

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

2020 Fall Schedule Change

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

PTC Status Report

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

Diversity & EEO Report– 2nd Quarter 2020

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



Safety Report Highlights Employee Safety Incentive Award Winners



Engineering Department



Maintenance of Equipment Department



Transportation Department



Stations Department

On September 27th we held our Annual Employee Safety Incentive Award Ceremony. For over two decades, this program has enabled LIRR employees to nominate their fellow employees for performing extraordinary acts affecting the safety of their fellow employees, our customers, and the communities we serve. Fifty-one employees were recognized for acts including: extinguishing fires, performing the Heimlich Maneuver, rendering lifesaving medical assistance, reuniting runaways with their parents, reuniting individuals with dementia with their loved ones, reviving customers who overdosed, and intervening to persuade individuals contemplating suicide not to end their lives. Leadership from both management and labor gathered to recognize and express appreciation to these employees for their actions.

For the reporting period ending August 2019, the average Reportable Customer Injury Rate decreased fourteen percent from 2.26 injuries per million customers to 1.95 injuries per million customers. Slips, trips, and falls generate most injury reports. In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS) reached 74,565 participants through the end of August 2019 - a ten percent increase over the same period last year.

During this reporting period, there was a four percent increase in the average Reportable Employee Lost Time Injury Rate. The rate increased from 3.03 injuries per 200,000 hours worked to 3.16 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 2016 - August 2017	September 2017 - August 2018	September 2018 - August 2019	
FRA Reportable Customer Accident Rate per Million Customers	4.61	2.26	1.95	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.63	3.03	3.16	
	2018		2019	
	August	Year to Date	August	Year to Date
Grade Crossing Incidents ¹	0	4	2	9*
Mainline FRA Reportable Train Derailments	1	1	0	0
Mainline FRA Reportable Train Collisions	0	3	0	1**

* 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	2018		2019	
	August	Year to Date	August	Year to Date
First Responders Trained	110	1,718	107	1,114
Employee Safety Training Courses	79	682	74	749
Employees Trained	962	8,687	973	8,598
Employee Safety Training Hours	23,177	186,975	18,358	169,084
Customer and Community:	August	Year to Date	August	Year to Date
Broken Gates	10	76	14	83
MTA Police Details	66	827	53	892
Summons	109	866	119	1,147
Warnings	42	381	47	483
Arrests	0	2	0	5
Community Education and Outreach	13,038	67,716	9,340	74,565
	Completed		Total	% Complete
Cameras on Rolling Stock			M7	78
			C3 Cab	100
			C3 Trailer	72
			DE/DM	51

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. Reports are excluded so that each course is counted only once.

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

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

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

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

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

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

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

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

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

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

Escalators	Mechanical Injury	Human Factor Injury
Babylon	0	1
Jamaica	0	1
Penn Station	0	1

Definitions:

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



Metro-North Railroad



Full-Scale Emergency Preparedness Exercise

Cos Cob Movable Bridge, Greenwich, CT, September 29, 2019

Justin R. Vonashek
Vice President
Office of System Safety



Metro-North Railroad

Safety Highlights:

On September 26, 2019 Metro-North Railroad (MNR), through its TRACKS (Together Railroads and Communities Keeping Safe) program, held its second annual Customer Safety Day in Grand Central Terminal. This event provided an interactive and informative approach to providing rail safety information, where MNR customers participated in rail safety trivia and spun the safety wheel to win prizes. As part of this event, TRACKS launched its newest customer safety initiative, MNR's Rail Safety Passport. The passport initiative provides another opportunity to promote rail safety to MNR's youngest customers. Children present the safety passport to MNR Conductors on the trains, who will punch a hole in the passport. This program is a fun, creative way for MNR's conductors to improve our youngest customers' travelling experience and make the children feel special, while reinforcing the importance of rail safety. The rail safety passport initiative was made possible through the 2019 Rail Transit Safety Education & Public Awareness Grant awarded by Operation Lifesaver.

On September 29, 2019, MNR conducted a full-scale emergency preparedness exercise at the Cos Cob movable bridge in Greenwich, CT. The scenario simulated a train emergency rescue, resulting in the evacuation of ambulatory and non-ambulatory passengers onto an open-deck bridge. The participants were MNR, MTA Police Department, Greenwich Fire Department, Greenwich Police Department and Greenwich EMS. Exercise objectives included familiarization with MNR's Passenger Train Emergency Preparedness Plan, emergency response procedures and equipment, evaluating each agency's ability to conduct rescue operations on an open-deck rail bridge, and demonstrating effective coordination between MNR and emergency response agencies during a multi-agency incident response to a train emergency.

MNR continues to see positive trends in reducing employee lost time injuries. For the current 12-month period (September 2018 – August 2019) versus the previous 12-month period (September 2017 – August 2018), lost time injuries per 200,000 working hours were reduced by 9.6%.

MNR also continues to see positive trends in reducing customer reportable injuries. For the current 12-month period (September 2018 – August 2019) the customer reportable injury rate per one million customer rates decreased by 8.6% versus the previous 12-month period (September 2017 – August 2018). The FRA reportable accident rate continues to remain below one reportable injury per million customers (0.96).

Justin R. Vonashek
Vice President
Office of System Safety

August 2019 Safety Report

Performance				
Performance Indicator	12-Month Average			
	September 2016 - August 2017	September 2017 - August 2018	September 2018 - August 2019	
FRA Reportable Customer Accident Rate per Million Customers	1.02	1.05	0.96	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.11	2.49	2.25	
		2018		2019
		August	Year to Date	August
Grade Crossing Incidents ¹	0	1	1	2
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2018		2019	
	August	Year to Date	August	Year to Date
First Responders Trained	258	1,601	25	1,458
Employee Safety Training Courses	143	332	150	297
Employees Trained	1,318	5,591	1,406	5,514
Employee Safety Training Hours	20,411	202,829	14,499	188,701
Customer and Community: Focus on Grade Crossings	2018		2019	
		August	Year to Date	August
Broken Gates	6	21	1	23
MTA Police Details	128	936	65	492
Summons	82	456	79	378
Warnings	19	55	23	86
Community Education and Outreach	8,510	82,160	15,245	86,540
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,085	1,042	96.04%	

Definitions:

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

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

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

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

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

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

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

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

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

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



Police Report



Long Island Rail Road

September 2019 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (9 vs 12) for the month of September compared to the same period last year.
- Year to date Long Island Rail Road is down 10 crimes (66 vs 76).
- There were zero (0) Hate Crimes on Long Island Rail Road for the month of September.

Owen Monaghan
Chief of Police



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

September 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	3	2	1	50%
Burglary	0	0	0	0%
Grand Larceny	5	8	-3	-38%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	12	-3	-25%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	9	8	1	13%
Felony Assault	12	15	-3	-20%
Burglary	5	2	3	150%
Grand Larceny	39	50	-11	-22%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	66	76	-10	-13%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

September 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	3	0	0%
Felony Assault	4	5	-1	-20%
Burglary	1	0	1	100%
Grand Larceny	15	14	1	7%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	23	23	0	0%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	26	23	3	13%
Felony Assault	28	33	-5	-15%
Burglary	14	17	-3	-18%
Grand Larceny	96	114	-18	-16%
Grand Larceny Auto	6	2	4	200%
Total Major Felonies	170	189	-19	-10%



Metro-North Railroad

September 2019 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (12 vs 10) for the month of September compared to the same period last year.
- Year to date Metro-North Railroad is down 12 crimes (93 vs 105).
- There was one (1) Hate Crime on Metro-North Railroad for the month of September.

Owen Monaghan
Chief of Police



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

September 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	3	-2	-67%
Burglary	0	0	0	0%
Grand Larceny	10	5	5	100%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	12	10	2	20%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	12	12	0	0%
Felony Assault	14	16	-2	-13%
Burglary	6	15	-9	-60%
Grand Larceny	56	61	-5	-8%
Grand Larceny Auto	5	1	4	400%
Total Major Felonies	93	105	-12	-11%

INDEX CRIME REPORT
Per Day Average
September 2019

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	1	1	1
Fel. Assault	4	3	1	0
Burglary	1	0	0	1
Grand Larceny	15	5	10	0
GLA	0	0	0	0
Total	23	9	12	2
Crimes Per Day	0.77	0.30	0.40	0.07



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - September 2019)

Motivation	2019	2018	Diff	% Change
Asian	0	0	0	0 %
Black	7	6	1	16 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	2	-2	-100 %
Muslim	0	0	0	0 %
Other	0	1	-1	-100 %
Anti-Semitic	13	13	0	0 %
Sexual Orientation	1	1	0	0 %
White	0	0	0	0 %
Motivation Total	21	23	-2	-8 %

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	2	0	0 %
Felony Assault	1	0	1	0 %
Misdemeanor Assault	0	1	-1	-100 %
Criminal Mischief #3	1	0	1	0 %
Criminal Mischief #4	17	20	-3	-15 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	21	23	-2	-8 %



MTA Police Department Arrest Summary: Department Totals

1/1/2019 to 9/30/2019

Arrest Classification	Total Arrests	
	2019	2018
Robbery	23	31
Felony Assault	36	39
Burglary	10	18
Grand Larceny	38	44
Grand Larceny Auto	3	2
Aggravated Harassment	4	3
Aggravated Unlicensed Operator	20	14
Assault-Misdemeanor	63	58
Breach of Peace	11	16
Child Endangerment	3	0
Conspiracy	0	1
Criminal Contempt	13	7
Criminal Impersonation	8	4
Criminal Mischief	34	43
Criminal Possession Stolen Property	5	14
Criminal Tampering	2	0
Criminal Trespass	37	38
Disorderly Conduct	1	2
Drug Offenses	120	97
DUI Offenses	4	14
Falsely Reporting an Incident	7	7
Forgery	27	46
Fraudulent Accosting	9	2
Graffiti	31	15
Harassment	0	1
Identity Theft	1	0
Issue a Bad Check	2	0
Make Terrorist Threat	0	3
Menacing	12	17
NYC Admin Code	0	2
Obstruct Government	8	8
Petit Larceny	157	132
Public Lewdness	22	19
Reckless Endangerment	8	2
Resisting Arrest	35	39
Sex Offenses	15	22
Stalking	1	1
Theft of Services	189	165
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	1	0
VTL Offenses	4	0
Warrant Arrest	60	103
Weapons Offenses	3	11
Unauthorized Use Vehicle	1	1
Total Arrests	1,029	1,041



Long Island Rail Road



Metro-North Railroad

JOINT ACTION ITEMS

Staff Summary

Subject PTC Systems Integrator Contract	Date October 23, 2019
Department N/A	Vendor Name Bombardier Siemens PTC Project Consortium, Bombardier Transportation (Holdings) USA Inc. and Siemens Rail Automation Corporation
Department Head Name N/A	Contract Number 1712 and 29544; PTC Integrator, LIRR Modification 11 and MNR Change Order 8.
Department Head Signature N/A	Contract Manager Name N/A
Project Manager Name N/A	Table of Contents Ref # N/A

Board Action

Order	To	Date	Approval	Info	Other
1	MNR and LIRR Joint Committee	10/21/19	X		
2	Board	10/23/19	X		

Internal Approvals

Order	Approval	Order	Approval
1	General Counsel <i>[Signature]</i>	2	LIRR President <i>[Signature]</i>
3	MNR President <i>[Signature]</i>		

Purpose:

To obtain Board ratification of the Contract Modification dated September 3, 2019 between Bombardier Siemens PTC Project Consortium, Bombardier Transportation (Holdings) USA Inc., and Siemens Rail Automation Corporation (“Siemens and Bombardier”) and Long Island Rail Road and Metro-North Railroad (collectively, the “Railroads”).

Discussion:

In 2013, the Railroads awarded the Siemens and Bombardier Consortium separate contracts for each railroad (the “Contracts”) to complete the system design, upgrades and implementation of Positive Train Control (“PTC”) by the federally-mandated deadline of December 31, 2015. The statutory deadline was subsequently extended to December 31, 2020. Because of concerns that Siemens and Bombardier were not providing adequate technical support and project management resources to meet interim milestones and to ensure that both railroads would be in compliance with the federal deadline, the Chairman and the MTA Board demanded assurances from executives of both companies, including Siemens’ Global Chief Executive Officer Joe Kaeser, that the Consortium would take all necessary steps to meet the federal deadline. To give effect to these assurances, the Railroads have modified the existing Contracts to increase Siemens’ and Bombardier’s liability in the event the federal PTC deadline is missed through the Consortium’s fault.

The Contract Modification provides that if the Railroads do not receive PTC System Certification by the statutory deadline of December 31, 2020 due to the fault of Siemens and Bombardier, the Consortium will be liable for all of the Railroads’ actual proven damages including any penalties imposed by the Federal Railroad Administration (“FRA”). The maximum liability for such damages and penalties is a combined aggregate of \$4 million per month with an aggregate cap of \$100 million. The Agreement further provides that if the Board ratifies the Agreement, the Railroads will confirm there are presently no grounds for debarment of Siemens and Bombardier under these Contracts as a result of agreed-upon adjustments to certain milestones in the contracts, and that the Railroads will not initiate debarment proceedings against Siemens or Bombardier under the

Staff Summary

Contracts pending the December 31, 2020 deadline. In sum, Siemens and Bombardier have committed to provide whatever support is necessary to meet the December 2020 deadline. The Railroads and the MTA will continue to hold them accountable under the Contracts by shifting the financial liability of potentially failing to meet the deadline onto Siemens and Bombardier. In addition, the Consortium remains contractually responsible for completing all requirements of the Contracts, including supporting the reliability of the Railroads' PTC systems after full PTC implementation.

It is recommended that the Board ratify the Contract Modification.



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

October 2019
Joint MNR/LIRR Committee and CPOC
PTC Project Update

October 21, 2019




LIRR/MNR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"> <li data-bbox="489 386 1913 526">❑ MNR placed Danbury and Hudson North (Peekskill – Poughkeepsie) in Extended RSD (ERSD) and has received FRA approval to go into ERSD on all its respective territories. <li data-bbox="489 591 1801 683">❑ LIRR has Port Washington, Babylon to Patchogue, and Hempstead lines in RSD/ERSD. Approval for ERSD on all segments pending FRA approval. <li data-bbox="489 743 1640 784">❑ LIRR/MNR submitted their PTC Safety Plans to FRA for approval. <li data-bbox="489 846 1877 938">❑ LIRR and SI have agreed on the system level design for Harold, and subsystem designs and implementation are in progress. <li data-bbox="489 1000 1955 1040">❑ Slippage in LIRR System Baseline 3.6 has impacted the delivery of LIRR 3.7 release. <li data-bbox="489 1102 1892 1195">❑ Both LIRR and MNR remain on target to implement PTC across their respective territories by December 31, 2020.
Budget	<p data-bbox="489 1227 852 1268">\$1.086B (MNR/LIRR);</p> <p data-bbox="489 1292 1887 1425">Due to the 2 year extension, budgets for LIRR and MNR increased by \$30.4M, and \$18.8M (\$6.8M CDOT) respectively. Project budgets continue to be closely monitored.</p>




Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<p>Deployment of on-board software across the fleet multiple times</p> <p>3.5, 3.6, 3.7, 3.8</p>	<p>Oct 2019 for new procedures</p>	<p>Issues:</p> <ul style="list-style-type: none"> Based on the SI's software release plan, multiple OBC software releases will require LIRR/MNR to deploy software across the entire fleet at least 2-3 times. There will be a significant impact to the test & commissioning schedule without a streamlined set of procedures. <p>Potential Impacts:</p> <ul style="list-style-type: none"> This has potential to impact the PTC deadline if LIRR/MNR has software releases beyond mid-2020. <p>Drivers:</p> <ul style="list-style-type: none"> The current procedures takes about four (4) hours per car based on current procedures. <p>Mitigations:</p> <ul style="list-style-type: none"> RR/SI to establish a dedicated support team to deploy on-board software in a reduced time frame in lieu of performing this task during the regular 92 day vehicle inspection period. <p>Monthly Updates:</p> <ul style="list-style-type: none"> SI has simplified the communications software upload procedure and reduced the time to upload software to one (1) hour per car, but there are still a few minor issues with the procedure before SI can deliver software to the Railroads. The SI will continue to provide staff to perform this activity to keep the project on schedule. The Railroads will have to initiate ERSD with a limited number of trains than originally planned as it will be challenging for the Railroads to upload new OBC software to the entire fleet in a short time period.




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




Key Milestones and Issues




Status	Activity	Date Needed	Issues
 Yellow	<p style="text-align: center;">Complete Design for Interoperability and Delivery of System Software LIRR 3.7 only</p>	<p style="text-align: center;">Feb 2020</p>	<p>Issues:</p> <ul style="list-style-type: none"> This software release includes the design for a safety server interface for interoperability with Amtrak at Harold for LIRR. Includes the design for b2b interlockings to support ERSD for Valley and Harold. <p>Potential Impacts:</p> <ul style="list-style-type: none"> Risk to full PTC deployment by the PTC deadline on December 31, 2020. LIRR will not have the necessary test data to support the full FRA approval of their PTC safety plan. <p>Drivers:</p> <ul style="list-style-type: none"> Revise STS safety server design Develop wayside subsystem design for Harold for shared PSCC operations. <p>Mitigations:</p> <ul style="list-style-type: none"> Obtained agreement with Amtrak to incorporate their database into LIRR safety server to eliminate line boundary issues and allow sufficient time for software development. Modifying STS-STC safety server interface design with Amtrak to align with the rest of the NEC Corridor so as not to have a one-off design. <p>Monthly Update:</p> <ul style="list-style-type: none"> High-level system design is completed. Detailed system/subsystem level designs are in progress. Amtrak provided the database for their territory to incorporate into LIRR's STS database for the combined PSCC territory. Amtrak has adopted the use of the same type of BCM equipment in their communications design to simplify the radio communications interface. Delays in completion of System Release 3.6 FAT has impacted the delivery of 3.7 by approx. 1-2 months however no expected impact to meet PTC deadline. SI/LIRR are evaluating mitigations to improve the ERSD date for this area which is currently shown in October 2020.



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


Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	<p style="text-align: center;">Complete Design for Interoperability and Delivery of System Software 3.6 (MNR only)</p>	<p style="text-align: center;">2nd Quarter 2020</p>	<p><u>Issues:</u></p> <ul style="list-style-type: none"> This software release includes the design for a safety server interface for interoperability with Amtrak for New Haven, New Rochelle, Spuyten Duyvil, and Poughkeepsie for MNR. <p><u>Potential Impacts:</u></p> <ul style="list-style-type: none"> Risk to full PTC deployment by the PTC deadline on December 31, 2020. <p><u>Drivers:</u></p> <ul style="list-style-type: none"> Revise STS safety server design Define boundary lines <p><u>Mitigations:</u></p> <ul style="list-style-type: none"> Modified STS-STs safety server interface design with Amtrak to align with the rest of the NEC Corridor so as not to have a one-off design. <p><u>Monthly Update:</u></p> <ul style="list-style-type: none"> All activities to support this work remain on schedule.




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




Key Milestones and Issues




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



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

Key Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<p style="text-align: center;">Change in Leadership and Additional Resources</p>	<p style="text-align: center;">On-going</p>	<p>Issues:</p> <ul style="list-style-type: none"> The aggressive working schedules of both Railroads requires additional resources and leadership to ensure that the SI meets their schedule commitments to meet PTC deadline. <p>Potential Impacts:</p> <ul style="list-style-type: none"> Without appropriate leadership, project priorities and areas of concern are not being properly attended to, and this delays timely decisions. Failure to add resources will delay the progress of design, software development, testing, V&V, Safety, and other support functions. <p>Drivers:</p> <ul style="list-style-type: none"> Both Railroads require dedicated staff and leadership due to diverging needs SI has limited number of Subject Matter Experts to focus on interoperability, b2b design and other areas of concern. <p>Mitigations:</p> <ul style="list-style-type: none"> Railroads are filling in gaps in expertise in areas of Signaling, Equipment Engineering and Railroad operations to support factory and field testing. SI has added technical expertise from other areas within their companies to support the project. <p>Monthly Update:</p> <ul style="list-style-type: none"> Key leadership changes have been made and additional organizational changes are being considered. The SI's resource loaded CPM schedule was reviewed by the Railroads to confirm adequacy of staffing levels and the SI's analyses shows several areas in need of additional manpower. Transponder designs continue to be an area of concern by the Railroads.

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



LIRR Monthly Project Update (thru September 2019)

- Utilizing Baseline 3.5.2 for segments in revenue service with no significant anomalies:
 - In RSD on Port Washington branch since March.
 - Entered ERSD on Hempstead line on August 19.
 - Resumed RSD on Babylon to Patchogue on September 3.
- Completed FAT for System Baseline 3.6.3 (back to back for all locations except Valley and Harold).
- Completed SUP for System Baseline 3.6.3 and target to complete safety review in mid-October for ERSD.
- PTC Safety Plan to FRA for approval in July.
- M7 trains with PTC operating over Amtrak tracks through Harold planned in 3rd Qtr. 2019.
- Database information for F Tower received from Amtrak for incorporation into LIRR database for joint PSCC territory.
- STS-STC interface testing at SI lab in Pittsburgh with Amtrak PTC supplier planned in mid- September is delayed and will not be available until end of the year.
- Agreement with Amtrak for high level system design for Harold with subsystem level designs and implementation in progress.
- Undercar scanner retrofits scheduled to be complete in Oct/Nov. Third party QA monitoring in manufacturing facility completed.

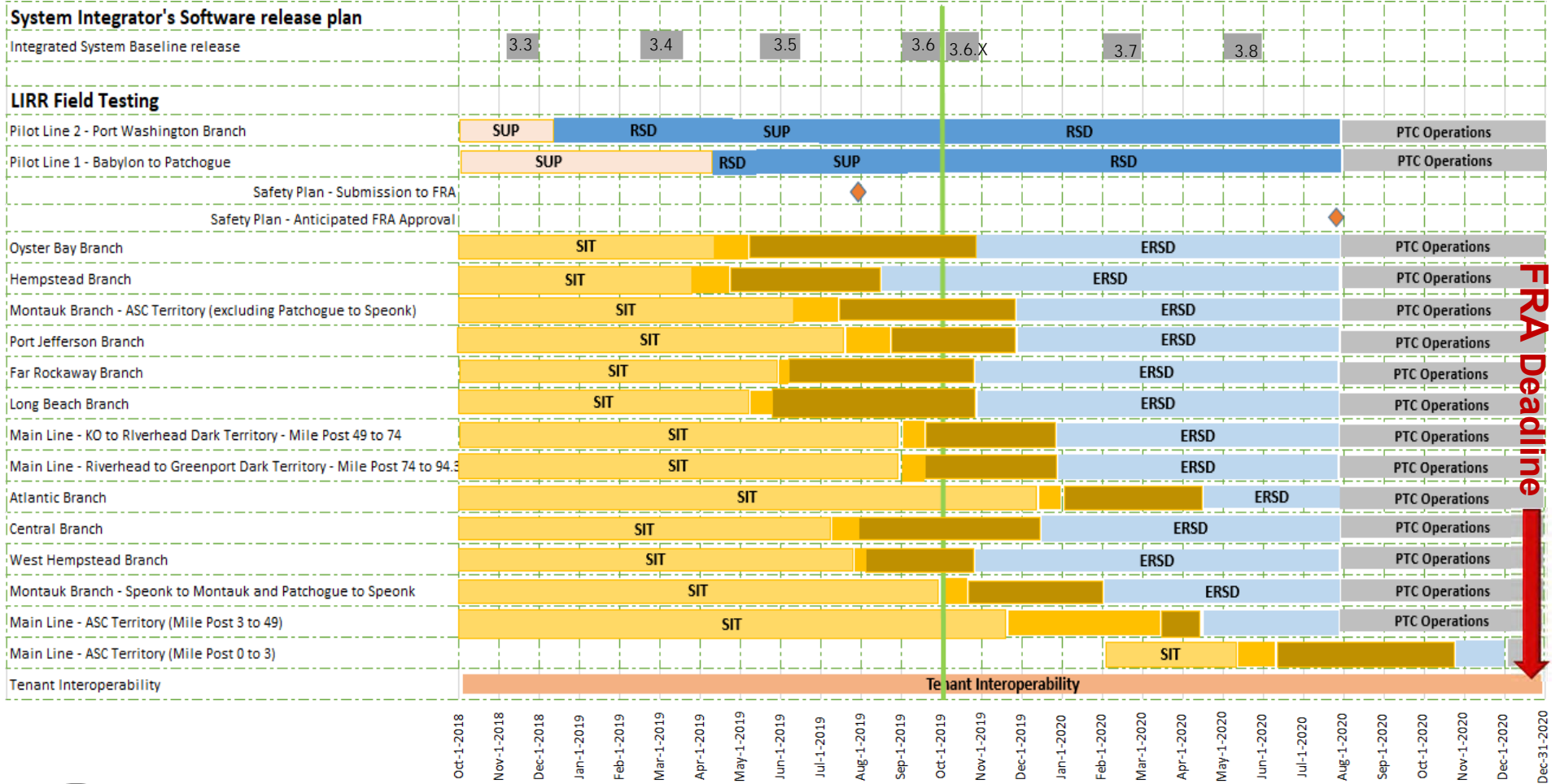


LIRR Working Schedule and Sequence

Started RSD on Babylon to Patchogue pilot segment in Sep 2019

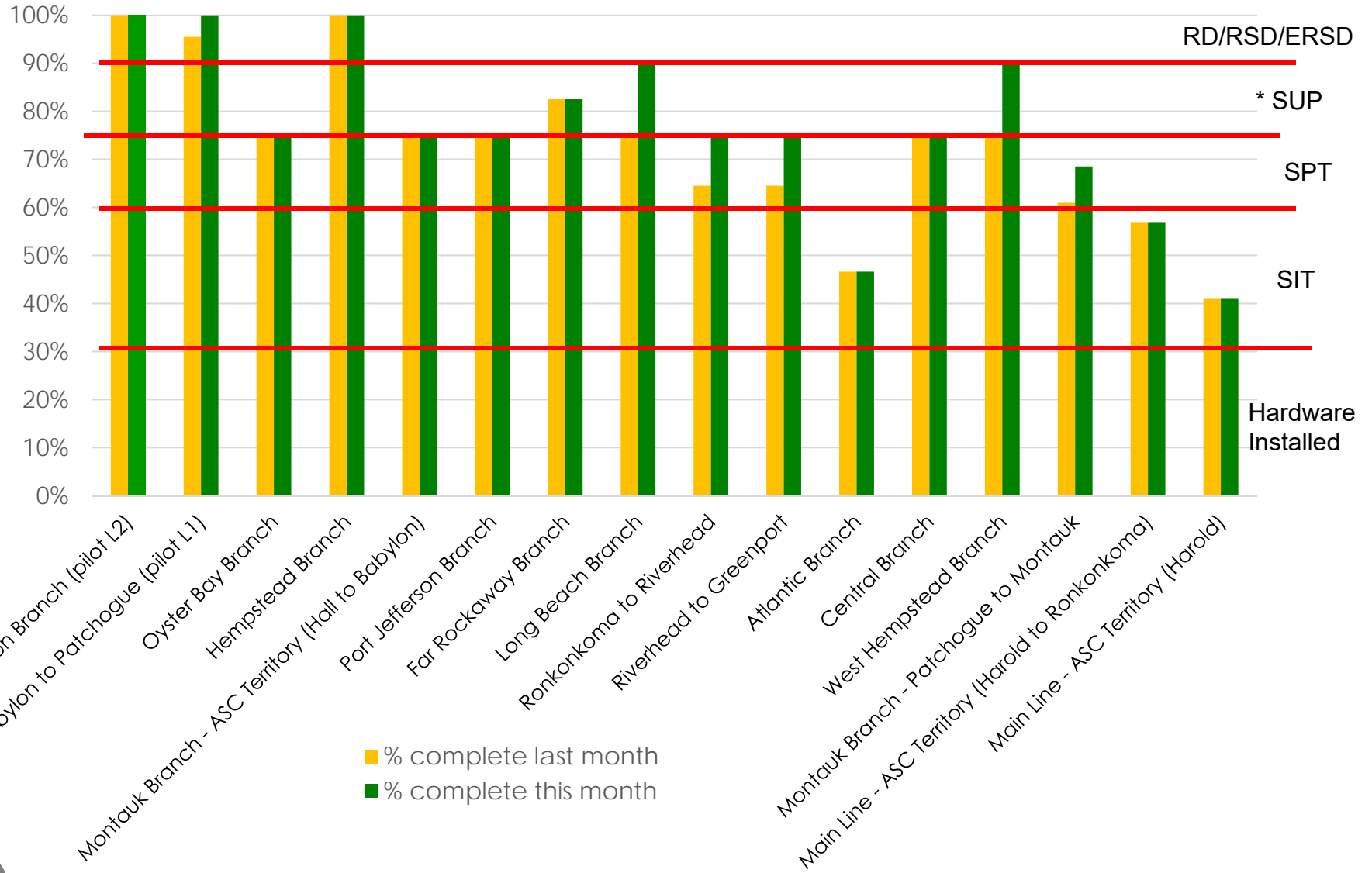
Started first Non-Pilot ERSD in August 2019

Last non-pilot segment in ERSD in Oct 2020



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

LIRR Segment RSD Readiness (Previous vs Current Month)



SIT = Site Installation Tests

SPT = Site Performance Testing

*SUP = Site Update Period includes design corrections and testing

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



MNR Project Update

- Completed uploading MCP/OBC Software to support ERSD on the Danbury Branch/Hudson Line Segment:
 - BL20's (9)
 - P32's (31)
 - Cab Car's (51)

- Danbury Branch placed into ERSD on August 14, 2019,
 - 24 PTC route miles.
 - P&W running interoperable.

- Hudson Line Segment (Peekskill – Poughkeepsie) placed into ERSD on September 21, 2019,
 - 34 PTC route miles.
 - Amtrak & CSX running interoperable

- ERSD PTC Summary:
 - Total PTC Route miles required: 384
 - Total PTC Route Miles in Operation: 58 (15%)
 - PTC Trains in Operations: 96 trains in full PTC per day (13%)

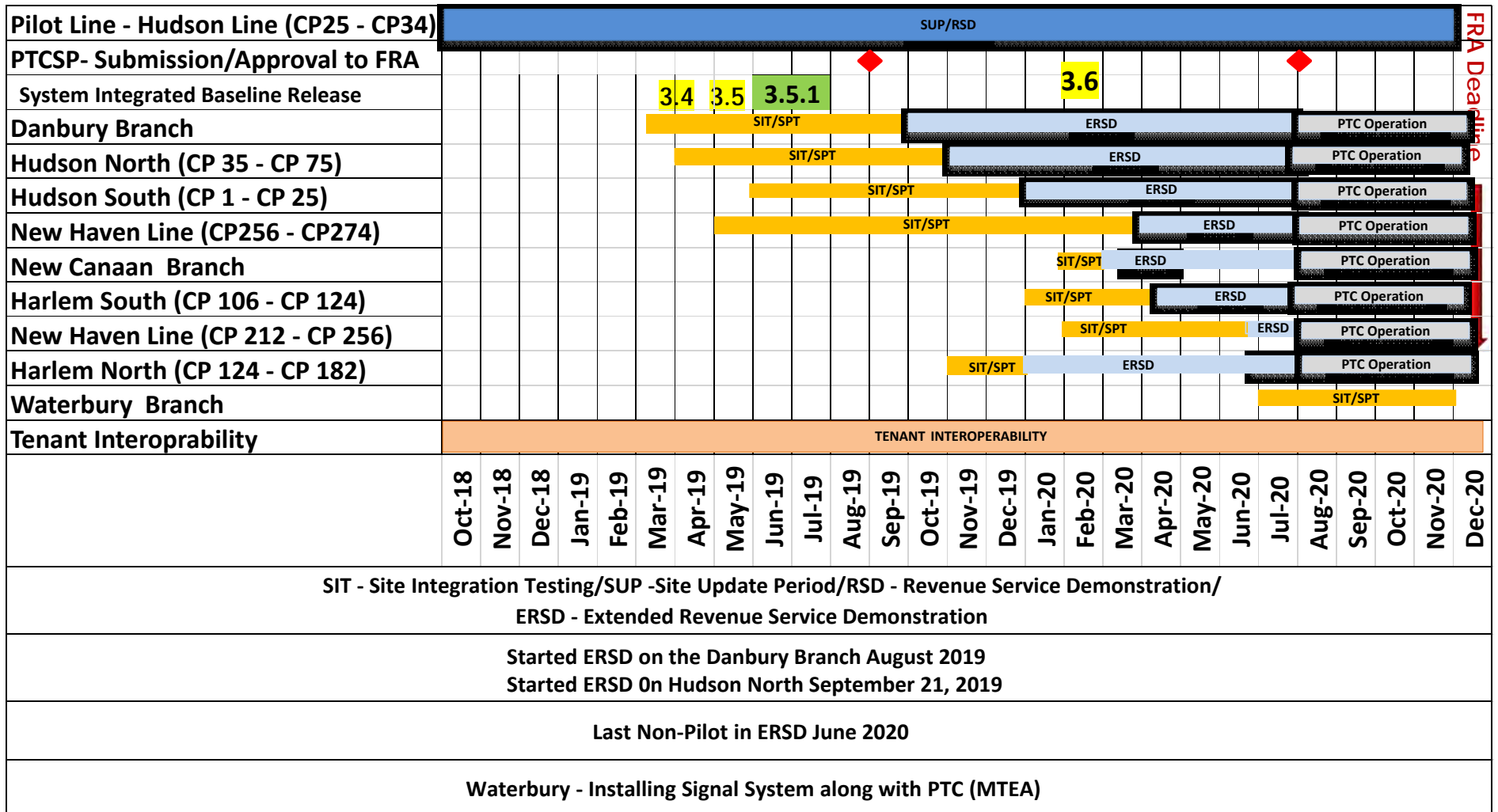


MNR Project Update (cont'd.)

- Scheduling NJT Communication/Transponder/WIU training for MNR C&S employees to perform installation and maintenance on the Port Jervis Line. (4th quarter 2019)
- Continue high-level meetings between Alstom/BT/Siemens/Kawasaki outlining responsibilities towards completing M8's interoperability. A five-party meeting was held at Alstom HQ on September 23-25, 2019 to discuss design requirement and schedule.
- PTCIP revision 8.1 approved by the FRA August 7, 2019
- PTCSP filed with the FRA on August 30th , 2019. (One month ahead of schedule)
- Continue to refine boundary and STS-STS interfaces with Amtrak
 - Boundary design/Commissioning Schedule
 - Poughkeepsie - Commissioning target date – 4th quarter 2019
 - Spuyten Duyvil - Commissioning target – 4th quarter 2019
 - New Haven - Design completion target – 1st quarter 2020
 - New Rochelle - Design completion target – 1st quarter 2020
 - STS-STS interface – 2nd quarter of 2020
- Awarded prewired signal houses and cable installation contracts for Waterbury Cab Signaling Project



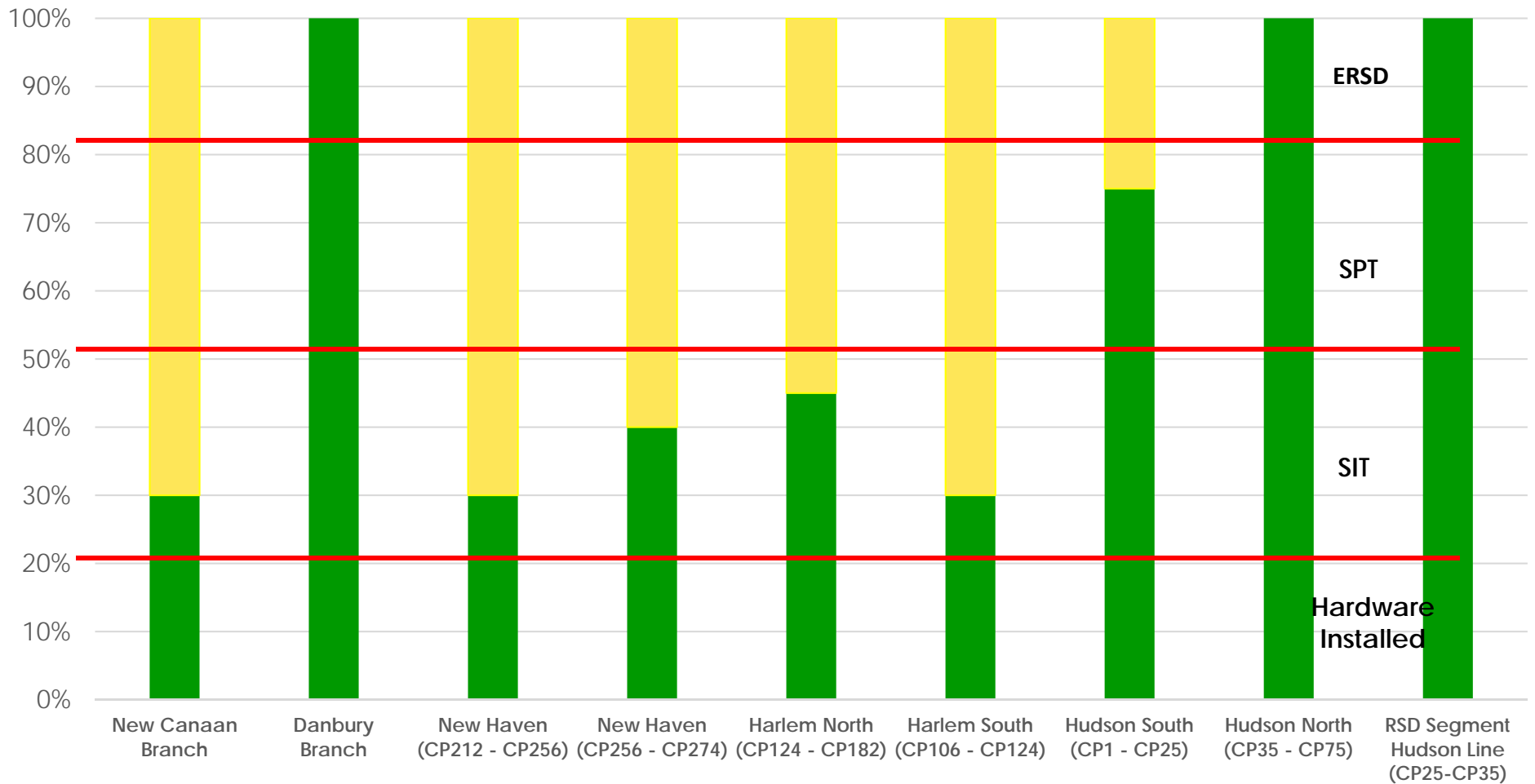
MNR Working Schedule and Sequence



FRA Deadline



MNR Segment RSD Readiness



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



■ % complete ■ Remaining

LIRR PTC ERSD Timeline and Look-ahead

October 2019

West Hempstead Branch

Long Beach Branch

Far Rockaway

Oyster Bay

November 2019

Port Jefferson

Montauk – 1BW (West of Babylon)

December 2019

Mainline – Mile Post 49 to 74 (Ronkonkoma to Riverhead)

Mainline – Mile Post 74 to 94 (Riverhead to Greenport)

Central Branch

February 2020

Montauk – 1BE (East of Patchogue)

Delivery of System Software Baseline 3.7



LIRR PTC ERSD Timeline and Look-ahead

March 2020

Mainline – Mile Post 10 to 15 (Hollis to Floral Park)

April 2020

Atlantic Branch

May 2020

Mainline – Mile Post 3 to 10 (Harold to Hollis)

Mainline – Mile Post 25 to 49 (Hicksville to Ronkonkoma)

July 2020

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

October 2020

Mainline – Mile Post 0 to 3 (Penn to Harold)



MNR PTC Timeline and Look-ahead

October – December 2019

- Commence ERSD from Croton Harmon – Marble Hill on the Hudson Line.
- Complete software upload to the equipment
- Commence ERSD from Mount Vernon West – Wassaic on the Harlem line.
- Install, test and commission Amtrak boundary at Poughkeepsie.
- Test MNR Safety Server-to-Amtrak Safety Server Interface in Bombardier Test Lab.
- Continue meeting with Alstom/BT/Siemens/Kawasaki to complete M8' system level requirements.





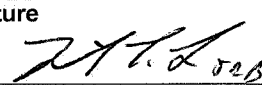


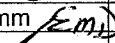
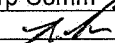
Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



Subject NOVEMBER TIMETABLE CHANGE & TRACKWORK PROGRAMS						Date OCTOBER 2, 2019			
Departments SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Names R. BROOKS						Contract Number			
Department Head Signature 						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	10/21/19				4	Sr VP – Eng. 	1	President 
						3	VP – Corp Comm 		
						2	CTO 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules beginning November 11, 2019, through January 5, 2020. Projects supported during this timetable include Track Surfacing on the Babylon Branch, New York City DOT Atlantic Avenue Construction & PTC Cable Installation on the Atlantic Branch, and Lynbrook Station Rehabilitation. Continuing projects include Positive Train Control Installation, Main Line Expansion, East Side Access work in Harold Interlocking, West Side Yard Overbuild, Long Beach Branch Hurricane Sandy Restoration Work, and Jamaica Capacity Improvements. Additionally, Trackwork Programs during October and November will support Port Jefferson Branch Concrete Ties and Switch Surfacing, Main Line Second Track Switch Installation, and Far Rockaway Branch Pedestrian Overpass Work.

NOVEMBER 11 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 6 minutes earlier and arrive Ronkonkoma 3 minutes earlier. Its connecting train, the 6:51 AM from Ronkonkoma, will depart 3 minutes earlier at 6:48 AM, operating earlier at stations through Bethpage. In addition, the normal 7:51 AM departure from Farmingdale will depart 1 minute earlier at 7:50 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. With the exception of the Greenport train described above, each of these trains will arrive at their western terminal at their normal time.

Construction Activities

- **Babylon Branch, Jamaica-Valley Stream – Surfacing** – One of two main tracks will be out of service middays between Jamaica and Valley Stream for Track Surfacing.
 - **Temporary Service Adjustments:** With one of two main tracks out of service middays, Babylon Branch trains will be adjusted between 7 minutes earlier and 13 minutes later.
- **Lynbrook Station Improvements – Long Beach Branch, Valley Stream-Long Beach & Babylon Branch, Valley Stream-Rockville Centre** – One of two main tracks will be out of service weekday overnights between Valley Stream and Long Beach on the Long Beach Branch, and between Valley Stream and Rockville Centre on the Babylon Branch for Lynbrook Station Improvement Work. This work is being coordinated with the ongoing Long Beach Branch post-Sandy Restoration project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service weekday overnights on both the Long Beach and Babylon Branches, some Babylon Branch and Long Beach Branch trains are adjusted between 20 minutes earlier and 15 minutes later.
- **Atlantic Branch, Brook-East New York – New York City DOT Atlantic Ave. Construction & PTC Cable Installation** – One of two main tracks will be out of service overnights and weekends on the Atlantic Branch between Brook Interlocking at Atlantic Terminal and East New York for New York City DOT Atlantic Avenue Construction and PTC Cable Installation.
 - **Temporary Service Adjustments:** With one of two main tracks out of service overnights and weekends, trains serving Atlantic Terminal will have their schedules adjusted. During the overnights, Brooklyn trains will be adjusted between 7 minutes earlier and 15 minutes later, as will connecting trains at Jamaica. On the weekends, trains serving Atlantic Terminal will have their schedules adjusted between 7 minutes earlier and 15 minutes later, as will connecting trains at Jamaica.

TRACK WORK PROGRAMS

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

- **Montauk Branch – Main Street & Connetquot Bridge Repairs** – Making effective use of the outage reported on last month between Southampton and Montauk for the replacement of the bridges at North Main Street and Accabonac Road in East Hampton, the outages will be extended on two consecutive weekends to allow LIRR State Of Good Repair work on two additional bridges on the Montauk Branch. On the weekend of October 26-27, the outage will be extended to Hampton Bays to allow repair and preventative maintenance on the Main Street Bridge west of Southampton. Then, on the weekend of November 2-3, the outage will be extended to Babylon to allow repair and preventative maintenance on the Connetquot River Bridge west of Oakdale. As previously reported, the Southampton-Montauk outage will continue through November 10.
 - **Temporary Service Adjustments:** Buses will replace all train service east of Hampton Bays on the weekend of October 26-27 instead of Southampton. Then, on the weekend of November 2-3, buses will replace all train service east of Babylon instead of Southampton. In both cases, customers should expect additional travel time, and earlier westbound departures to allow connections with train service.

- **Ronkonkoma Branch – Ronkonkoma Station Concrete Tie** – On the weekend of November 9-10, new concrete ties will be installed at Ronkonkoma Station.
 - **Temporary Service Adjustments:** Buses will replace all train service between Brentwood and Ronkonkoma. Customers should expect additional travel time, and earlier westbound departures to allow connections with train service.

- **Main Line Expansion Nassau Switch Installation** – As part of the ongoing Main Line Expansion Program, both main tracks of the Main Line will be out of service between New Hyde Park and Hicksville for the installation of new switches at Nassau Interlocking west of Mineola Station on the weekend of November 16-17.
 - **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 Mineola and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.
 - Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and Mineola. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
 - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
 - *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
 - *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
 - *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between East Williston 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.*

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.

2019 3rd Quarter Maintenance of Way Division

Track, Structures, Stations & Facilities

Metro-North Railroad

As of September 30, 2019



Track Projects Systemwide

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

■	Hudson Line	10,200 ties planned	9,037 complete	89% complete
■	New Haven	7,500 ties planned	7,220 complete	96% complete
■	Danbury	8,200 ties planned	1,112 complete	14%
■	Waterbury	4,500 ties planned	1,999 complete	44%
■	Port Jervis	15,200 ties planned	2,635 complete	17%
	Total 2019	45,600 ties planned	22,003 complete	48% complete

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

■	GCT	184 ties complete		
■	Hudson	4,096 ties complete		
■	Harlem	1,122 ties complete		
■	New Haven	517 ties complete		
■	Danbury	45 ties complete		
	Total 2019	5,964 ties complete	149% complete	

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

■	Hudson Line	3.2 miles planned	3.32 completed	104% complete
■	Harlem	0.2 miles planned	0.18 completed	90% complete
■	New Haven	6.2 miles planned	3.36 completed	54% complete
■	Port Jervis	0.6 miles planned	0.55 completed	92% complete
	Total 2019	10.2 miles planned	7.41 completed	73% complete



Welds (2,000 joints planned)

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

Loram Rail Grinder (62 miles planned)

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

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

□	GCT	8 switches	planned	9	switches completed	113% complete
□	Hudson	12 switches	planned	7	switches completed	58% complete
□	Harlem	0 switches	planned	1	switches completed	100% complete
□	New Haven	6 switches	planned	3	switches completed	50% complete
□	Waterbury	3 switches	planned	0	switches completed	0% complete
□	Port Jervis	3 switches	planned	0	switches completed	0% complete
	Total 2019	32 switches	planned	20	switches completed	63% complete

* Harlem Line Switch was planned for Smartrack
 * Frog Panels were replaced at CP212 - CP217, 12A, 13B, 21B, 21A, 13A, 31B



▣ Grade Crossing Renewal – 111 Grade Crossings systemwide (11 crossings planned)

▣	Hudson Line	2	Crossings planned	2	complete	100%
▣	Harlem Line	3	Crossings planned	1	complete	33%
▣	New Haven					
	▣ Danbury	4	Crossings planned	2	complete	50%
	▣ Waterbury	1	Crossings planned	0	complete	0%
▣	West of Hudson	1	Crossings planned	0	complete	0%
	Total 2019	11	Crossings planned	5	complete	45% complete

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

▣	Hudson Line	30	miles planned	38.3	completed	128%	complete
▣	Harlem Line	10	miles planned	14.6	completed	146%	complete
▣	New Haven - NY	8	miles planned	7.3	completed	91%	complete
▣	New Haven - CT	16	miles planned	8.5	completed	53%	complete
▣	New Haven - WTBY	10	miles planned	0.7	completed	7%	complete
▣	New Haven - Danbury	16	miles planned	1.2	completed	8%	complete
▣	Port Jervis	20	miles planned	1.4	completed	7%	complete
	Total 2019	110	miles planned	71.9	completed	65%	complete



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

- **1,059 miles completed**

- 1st run 100% complete
 - 2nd run 57% complete

- **Sperry Rail**

- HUD 1st run defects: 23
 - HAR 1st run defects: 4
 - NHL defects corrected from 1st run: NY – 11, CT - 7
 - 49% tested
 - HUD 2nd run defects:
 - 4% tested
 - HAR 2nd run completed 7 defects (completed July 24, 2019)
 - 100% tested, 7 defects

- **DPR**

- HAR 1st run defects: 14, 79% tested
 - NHL 1st run defects: NY – 0, CT – 1, 43% tested
 - PJL 1st run defects: 9, 100% tested
 - HUD 2nd run defects: 3, 100% tested
 - PLJ 2nd run defects: 0, 200% tested

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

- 1st run complete April 2019
 - 2nd run complete September 2019



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

- Track 42 – (In progress)
 - 2,200' rail
- Track 14 – (Completed)
 - 1,200' rail, 56 bracket ties, 306 block ties
- Track 18 – (Completed)
 - 45 bracket ties, 380 block ties
- Track 23 – (Completed)
 - 97 bracket ties, 392 block ties
- Track 112 – (Completed)
 - 920' rail laid (119lb rail) / 736' rail laid (136lb rail)
 - 80 bracket ties, 946 block ties
- Track 200 – (Completed)
 - 89 block ties

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

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



■ **GCT Trained**

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

■ **Overhead Bridge Program (NY)**

- Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements.
 - Hudson 14.43 (0% complete)
 - Hudson 65.34 (0% complete)
 - NH 16.37 Centre Avenue – Flag repairs (10% complete)
 - NH 20.89 North Barry – Flag Repair (85% complete)
 - NH 22.91 Broadway - Steel floorbeam repairs (60% complete)

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

■ New Haven- Mamaroneck Ave (MP 20.37, Tk 3, Tk4)	120 timbers	0	0%
■ New Haven – Locust Avenue (MP 23.71, Tk2)	43 timbers	43	100%
■ New Haven – Westchester Ave (MP 25.54, All Tracks)	240 timbers	60	25%
■ PJ – JS 55.03 Moodna Viaduct TkS (spot replacement)	510 timbers	311	61%
■ PJ – Ramapo River (JS 45.40, TKS)	72 timbers	0	0%
Total 2019	985 Timbers planned	414	42% complete



- ▣ **NY Undergrade Bridge Repair Program**

- ▣ New Haven

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

- ▣ Port Jervis

- ▣ MP 47.19JS – masonry repairs (0% complete)

- ▣ MP 47.73JS – super-structure replacement (0% complete)

- ▣ MP 63.08JS – masonry repairs (20% complete)

- ▣ MP 66.40JS – steel repair (100% complete)

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

- ▣ Completed 50 various steel /or concrete repairs

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

- ▣ Fabricate 120 steel ties (100% complete)

- ▣ Install 120 steel ties (14 ties installed 12% complete)

- ▣ Install expansion and thick web miter rails (0% complete)



CT Bridge Projects

▣ Bridge Timbers (CT only – 612 ties planned)

▣ NH 34.17 East Main Street 1 & 3	184 timbers	0	0%
▣ NH 34.72 Hamilton Ave Trk 3	52 timbers	52	100%
▣ NH 34.72 Hamilton Ave Trk 4	52 timbers	0	0%
▣ NH 40.89 Franklin (Spring Street) Tk1 & TK 2	86 timbers	0	0%
▣ NH 41.28 Washington & Main Tk2	96 timbers	0	0%
▣ NH 53.72 Hancock Ave Tk4	50 timbers	50	100%
▣ NH 53.84 Howard Ave Tk1	53 timbers	53	100%
▣ NH 59.96 East Main Street Tk3	39 timbers	0	0%
▣ Total 2019	612 Timbers planned	155	38% complete

▣ S-Program (New Haven – CT only)

- ▣ Canal St. (NH 33.41) – Steel repairs/masonry repairs (100% complete)
- ▣ East Main St. (NH 59.96) – Steel repairs/masonry repairs (100% complete)
- ▣ Saugatuck Ave. (NH 43.97) - Steel repairs/masonry repairs (100% complete)
- ▣ Park Ave (NH 54.58) - Steel repairs/masonry repairs (50% complete)
- ▣ Pembroke St (NH56.35) - Steel repairs/masonry repairs (50% complete)
- ▣ Old Mill Rd (DB 11.01) - Masonry and Misc. repairs (80% complete)
- ▣ Maple St (WB 21.74) - Steel repairs/masonry repairs (75% complete)
- ▣ Jackson St (WB 26.50) - Steel repairs/masonry repairs (65% complete)



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

- ▣ Mitre Rail Replacement, bridge timbers and new walkway (Track 3)
 - ▣ Fabricated/install steel ties, install expansion and thick web miter rails (100% complete)
 - ▣ Install 224 bridge timbers (100% complete)
 - ▣ Install new employee walkway (north side of bridge) (80% complete)

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

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

- ▣ **Right of Way Fence**

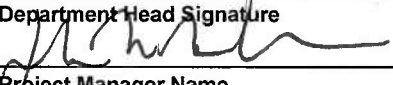
- ▣ Installed 1,600 ft of fence throughout systemwide

- ▣ **Graffiti Removal Program**

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

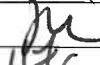

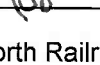


Staff Summary

Subject LICENSE AGREEMENT FOR RETAIL AT CROTON-HARMON STATION
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name ALICIA BIGGS

Date OCTOBER 23, 2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	10/21/19	X		
2	Board	10/23/19	X		

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

AGENCY: Metropolitan Transportation Authority ("MTA") and MTA Metro-North Railroad ("Metro-North")
LICENSEE: PureDC, LLC
LOCATION: Croton-Harmon Station, Hudson Line, Westchester County
ACTIVITY: Retail sale of juice, smoothies and acai bowls, or other permitted uses
ACTION REQUESTED: Authorization to enter into a license agreement
TERM: Five years (plus 120-day build-out period), subject to termination by Licensor on 60 days' notice at no cost
SPACE: A portion of the free-standing, single story building measuring approximately 321 sq. ft. adjacent to the station overpass
COMPENSATION: \$6,600.00 for license year 1 with 3% annual increases throughout the term

COMMENTS:

In response to a January 2019 request for proposals ("RFP") to license a portion of the free-standing building at Metro-North's Croton-Harmon station, one response was received. PureDC, LLC proposed an annual fixed license fee of \$6,600.00 for the first license year with 3% annual increases over the term of the license. The proposed compensation exceeds the market value of the space as determined by MTA Real Estate's independent consultant. Over the five-year term, the present value, using a 7% discount rate, is \$28,617.35.

The principals of PureDC have been operating "pop-up" locations at various supermarket locations for the past 4 years. This will be their first brick and mortar location. The proposed improvements include installing a 3-compartment sink, a ductless HVAC/rooftop condenser, new floor tiles and a new door frame/saddle and moldings. The menu will include freshly made juices, smoothies and acai bowls.

In lieu of providing a personal guarantee, PureDC has agreed to post a 12-month security deposit based on the 5th license year's compensation. The MTA will retain the right to terminate this agreement at will upon 60 days' prior written notice.

Based on the foregoing, MTA Real Estate requests authorization for the MTA and Metro-North to enter into a license agreement with PureDC, LLC on the above-described terms and conditions.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

October 23, 2019

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

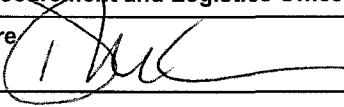

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

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



Staff Summary

Subject: Request for Authorization to Award Various Procurements						Date October 23, 2019			
Department Procurement and Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	10.21.19				X	President 		
2	MTA Board	10.23.19							

PURPOSE:

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

DISCUSSION:

LIRR proposes to award Non-Competitive Procurements in the following	<u># of Actions</u>	<u>\$ Amount</u>
---	---------------------	------------------

Schedules Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchases and Public Works Contracts	1	\$3,100,000
SUBTOTAL:	1	\$3,100,000

LIRR proposes to award Competitive Procurements in the following	<u># of Actions</u>	<u>\$ Amount</u>
---	---------------------	------------------

Schedule B: Competitive Requests for Proposals (Solicitation)	1	\$TBD
SUBTOTAL:	1	\$TBD

LIRR proposes to award Ratifications in the following categories:	<u># of Actions</u>	<u>\$ Amount</u>
--	---------------------	------------------

	<u>None</u>	
TOTAL:	<u>2</u>	<u>\$3,100,000</u>

BUDGET IMPACT:

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

RECOMMENDATION:

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

OCTOBER 2019

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchase and Public Works Contracts
(Staff Summaries required for all items greater than \$1M)

- | | | | |
|-----------|--|--|--------------------------------------|
| 1. | Siemens Mobility, Inc.
Sole Source
Contract No. TBD | \$3,100,000
Not-to-Exceed | <i><u>Staff Summary Attached</u></i> |
|-----------|--|--|--------------------------------------|

Long Island Rail Road (LIRR) requests MTA Board approval to award a contract to Siemens Mobility, Inc. (Siemens) in an aggregate amount not-to-exceed \$3.1M over a 36-month period to purchase the following: crossing gates, electronic module & various electronic components, signals, signal light lenses, circuit boards, relays, and other proprietary components for signal systems manufactured by Siemens.

Siemens, the Original Equipment Manufacturer (OEM) is the designer of various signals, relays, crossing gates and components installed and operated by LIRR. The LIRR will procure these items on an “as required” basis, in various quantities during the 36-month term of this contract to allow the LIRR to operate and maintain the numerous signal systems designed and manufactured by Siemens that are currently in operation along the LIRR’s right of way.

Siemens is the OEM designer of these components and holds proprietary rights for essential safety critical grade crossing mechanisms. Siemens possess the proprietary software and manufacturing expertise and therefore is the only source able to successfully supply the replacement parts for automatic grade crossing warning systems on behalf of the Railroad. These systems are safety critical and it is imperative that they operate reliably and as designed.

Staff Summary



Item Number: 1

Page 1 of 2

Vendor Name Siemens Mobility, Inc.– Louisville, KY
Description Various Signals, Crossing Gates and Electronic Components
Contract Term (including Options, if any) 3 Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contact Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$3,100,000 (Not-to-Exceed)	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Way – Christopher Calvagna, Chief Engineer	
Contract Manager: Doug Bartels	

Discussion:

Long Island Rail Road (LIRR) requests MTA Board approval to award a contract to Siemens Mobility, Inc. (Siemens) in an aggregate amount not-to-exceed \$3.1M over a 36-month period to purchase the following: crossing gates, electronic module & various electronic components, signals, signal light lenses, circuit boards, relays, and other proprietary components for signal systems manufactured by Siemens.

Siemens, the Original Equipment Manufacturer (OEM) is the designer of various signals, relays, crossing gates and components installed and operated by LIRR. The LIRR will procure these items on an “as required” basis, in various quantities during the 36-month term of this contract to allow the LIRR to operate and maintain the numerous signal systems designed and manufactured by Siemens that are currently in operation along the LIRR’s right of way.

Siemens is the OEM designer of these components and holds proprietary rights for essential safety critical grade crossing mechanisms. Siemens possess the proprietary software and manufacturing expertise and therefore is the only source able to successfully supply the replacement parts for automatic grade crossing warning systems on behalf of the Railroad. These systems are safety critical and it is imperative that they operate reliably and as designed.

Siemens quoted a 7% discount off the current Siemen’s list price book, as they have in previous contracts. As a result of negotiations, Siemens is no longer charging the LIRR the freight cost to ship the material as they have on prior contracts. Sixteen (16) high dollar/usage items which results in about 70% of the items purchased from Siemens had an average increase of 2.2% from the last purchase price. The PPI industry data for the category “Railroad rolling stock manufacturing - Railway maintenance of way, parts and accessories,” showed an approximate 4.3% increase.

Based on this review, prices are within the acceptable industry increase reported by the PPI. Additionally, Siemens has certified that the prices quoted to the Agencies are not greater than the prices they charge their most favored customers. Based on the above, the prices have been determined to be fair and reasonable. There is no obligation for the Agencies to procure any minimum quantity of parts under these contracts. The parts identified above will be funded via the Agencies Operating or Federal Budgets.

Staff Summary



In connection with a previous contract awarded to Siemens, Siemens was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in August 2016. No new SAI has been found relation to Siemens and Siemens has been found to be responsible. As an additional step to ensure continued responsibility, a contractor Compliance Program was put into place for Siemens in April 2018.

OCTOBER 2019

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

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

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

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Design-Build Request for Proposal (D/B RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract to replace the Babylon and Hillside Motor Generators which are operating beyond their useful life.

LIRR's 2015-2019 Capital Program includes replacement of two (2) Signal power motor generators that are past their useful life. With this procurement, Babylon and Hillside Motor Generators will be replaced under the current capital program. The contractor will design, fabricate, deliver, install, integrate and test the modular motor generators including building enclosures, equipment, cabling and supervisory control systems. In addition, the contractor will be responsible for the design & construction of the foundation system and final site work. LIRR Forces will connect the Motor Generator to the LIRR power and communications infrastructure by installing conduit, cable, switches and terminations.

Staff Summary



Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon Department Head Signature & Date <i>[Signature]</i> 10/16/19					
Division & Division Head Name: Program Management, Paul Dietlin Division Head Signature & Date <i>[Signature]</i> 10/15/19					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	10.21.19			
2	MTA Board	10.23.19			
Internal Approvals					
Order	Approval	Order	Approval		
5	President <i>[Signature]</i>	2	Sr VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr VP/Engineering <i>[Signature]</i>		
3	VP/CFO <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Replacement of Babylon and Hillside Motor Generators	
Total Amount \$TBD	
Contract Term (including Options, if any) TBD	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

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

II. DISCUSSION:

LIRR's 2015-2019 Capital Program includes replacement of two (2) signal power motor generators that are past their useful life. With this procurement, LIRR intends to replace the Babylon and Hillside motor generators. The successful proposer will design, fabricate, deliver, install, integrate and test the power motor generators including building enclosures, equipment, cabling and supervisory control systems. In addition, the successful proposer will be responsible for the design and construction of the foundation system and final site work. LIRR forces will connect the motor generators to the LIRR power and communications infrastructure by installing conduit, cable, switches and terminations.

The utilization of the RFP process will enable LIRR to better assess which proposers are capable of performing the work within LIRR's required schedule, fully evaluate the qualifications of each proposer including key personnel and to work out a fair allocation of risk. Additionally, the RFP process gives LIRR the ability to negotiate and evaluate terms and conditions other than price so that it can select the proposer that will provide the best value to the Railroad. Since the successful proposer will be responsible for both civil/site work and design and supply of the motor generators the RFP process will permit LIRR to hold substantive meetings with proposers and vet their understanding of the technical scope of work and technical approach to completing the project on-time and within budget while ensuring a high-quality product.

III. D/M/WBE INFORMATION:

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

Staff Summary



IV. IMPACT ON FUNDING:

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

V. ALTERNATIVES:

The alternative is to use the Invitation for Bids (IFB) procurement method. The IFB procurement method does not allow the LIRR the opportunity to negotiate price or to fully vet a proposer's technical approach, project team and ability to complete the work within the required schedule. In addition, the IFB process does not allow for meaningful dialogue with proposers, thereby preventing the LIRR from negotiating terms and conditions including, among other things, improvements to the schedule and means and methods of the work into the contract.



Long Island Rail Road

September 2019 Performance Summary

Rod Brooks, Senior Vice President – Operations



September 11, 2019: The first M9 set of train cars operated in revenue service. The entire M9 fleet will consist of 202 cars, which will be delivered and put into revenue service on a rolling basis between now and early 2021. The M9 fleet is equipped with many new customer-focused amenities.



Long Island Rail Road

September 2019 Performance Summary

Highlights

On-Time Performance (OTP) was at **90.5%** in September, which is below the monthly goal of 94%. The AM Peak period OTP registered at **88.4%**, with the PM Peak closing at **87.6%**. Year to Date OTP is **92.6%**, which is a **2.4%** increase compared to same period last year.

Adjusted service was provided during three weekends in September to accommodate switch replacement in Nassau Interlocking, as part of the Main Line Expansion program.

Branch Performances

Throughout the month of September **5.9%** of all scheduled trains arrived between 6 and 10 minutes late at their final terminal. The average delay per late train was **11.6** minutes for the month. There were **95** cancelled or terminated trains in September, which accounts for **0.5%** of all scheduled trains for the month.

The West Hempstead branch operated at or above goal.

Consist Compliance

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

Equipment Performance

MDBF continued to perform above expectations YTD through August, and exceeded the yearly targets. The year-to-date MDBF also exceeded the same period last year by 7.4%.

Performance Summary

			2019 Data			2018 Data	
			Annual	YTD thru		YTD thru	
			Goal	Sept	Sept	Sept	Sept
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	90.5%	92.6%	92.4%	90.2%
		AM Peak		88.4%	91.4%	89.7%	88.3%
		PM Peak		87.6%	90.8%	92.4%	86.4%
		Total Peak		88.0%	91.1%	90.9%	87.4%
		Off Peak Weekday		90.9%	92.5%	91.9%	90.4%
		Weekend		92.2%	94.6%	94.0%	93.1%
	Babylon Branch	Overall	93.9%	91.0%	93.1%	91.8%	89.9%
		AM Peak		89.2%	92.6%	92.1%	88.5%
		PM Peak		90.7%	90.5%	95.5%	86.0%
		Total Peak		89.9%	91.6%	93.7%	87.3%
	Off Peak Weekday		91.6%	93.3%	90.5%	90.4%	
	Weekend		91.1%	94.7%	91.6%	93.0%	
Far Rockaway Branch	Overall	96.6%	96.0%	96.7%	96.6%	94.8%	
	AM Peak		90.5%	91.9%	89.0%	88.6%	
	PM Peak		95.0%	97.2%	99.4%	94.4%	
	Total Peak		92.5%	94.3%	93.7%	91.2%	
	Off Peak Weekday		96.7%	96.8%	97.1%	95.5%	
	Weekend		97.6%	98.7%	98.0%	97.1%	
Huntington Branch	Overall	92.5%	86.3%	90.2%	91.7%	88.8%	
	AM Peak		87.3%	90.8%	88.4%	87.6%	
	PM Peak		82.5%	85.5%	91.0%	84.6%	
	Total Peak		85.0%	88.3%	89.7%	86.2%	
	Off Peak Weekday		85.0%	88.9%	90.0%	87.7%	
	Weekend		90.1%	94.1%	94.7%	92.5%	
Hempstead Branch	Overall	96.5%	91.9%	93.4%	96.3%	92.2%	
	AM Peak		90.0%	93.4%	94.7%	89.5%	
	PM Peak		83.9%	89.6%	94.7%	88.8%	
	Total Peak		87.1%	91.6%	94.7%	89.1%	
	Off Peak Weekday		92.8%	93.5%	96.1%	92.6%	
	Weekend		93.8%	94.8%	97.8%	94.4%	
Long Beach Branch	Overall	95.9%	93.5%	94.9%	93.8%	92.5%	
	AM Peak		88.8%	93.2%	89.9%	89.8%	
	PM Peak		92.3%	95.0%	96.2%	90.1%	
	Total Peak		90.4%	94.1%	92.9%	90.0%	
	Off Peak Weekday		95.5%	95.4%	95.0%	93.3%	
	Weekend		93.1%	94.7%	92.7%	93.7%	
Montauk Branch	Overall	90.8%	85.3%	88.0%	90.4%	88.3%	
	AM Peak		85.6%	88.4%	88.8%	87.3%	
	PM Peak		82.4%	87.2%	87.2%	83.1%	
	Total Peak		84.1%	87.9%	88.1%	85.3%	
	Off Peak Weekday		87.8%	88.9%	91.4%	89.6%	
	Weekend		82.9%	86.6%	90.7%	88.3%	
Oyster Bay Branch	Overall	94.1%	88.4%	93.1%	93.6%	90.2%	
	AM Peak		84.3%	91.5%	91.0%	90.7%	
	PM Peak		77.5%	88.3%	90.4%	79.5%	
	Total Peak		81.2%	90.0%	90.7%	85.5%	
	Off Peak Weekday		88.9%	93.3%	93.5%	91.3%	
	Weekend		96.9%	96.9%	96.7%	94.0%	

Performance Summary		2019 Data			2018 Data	
		Annual	YTD thru		YTD thru	
		Goal	Sept	Sept	Sept	Sept
Port Jefferson Branch	Overall	90.9%	82.0%	88.4%	91.1%	88.5%
	AM Peak		78.8%	88.1%	90.1%	87.8%
	PM Peak		83.6%	86.5%	90.2%	83.6%
	Total Peak		81.0%	87.3%	90.2%	85.8%
	Off Peak Weekday		77.1%	86.9%	87.5%	86.7%
	Weekend		93.3%	93.0%	97.8%	95.5%
Port Washington Branch	Overall	95.3%	93.6%	93.9%	90.9%	90.3%
	AM Peak		95.8%	94.1%	89.2%	91.2%
	PM Peak		86.6%	92.0%	90.0%	85.2%
	Total Peak		91.1%	93.0%	89.6%	88.3%
	Off Peak Weekday		94.5%	92.8%	89.6%	90.2%
	Weekend		94.5%	97.0%	93.8%	92.7%
Ronkonkoma Branch	Overall	91.6%	88.1%	90.4%	88.3%	85.6%
	AM Peak		84.5%	87.5%	83.3%	83.5%
	PM Peak		88.0%	91.3%	86.0%	86.4%
	Total Peak		86.0%	89.2%	84.5%	84.8%
	Off Peak Weekday		87.2%	89.6%	87.6%	84.2%
	Weekend		92.5%	94.0%	93.5%	90.8%
West Hempstead Branch	Overall	95.8%	96.0%	96.5%	97.3%	94.0%
	AM Peak		91.0%	90.5%	91.6%	87.8%
	PM Peak		93.3%	94.8%	94.7%	88.7%
	Total Peak		92.3%	92.9%	93.3%	88.3%
	Off Peak Weekday		97.9%	97.8%	99.4%	96.6%
	Weekend		96.7%	98.6%	97.5%	95.6%
Operating Statistics	Trains Scheduled		20,425	186,465	20,082	184,088
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-11.6	-12.0	-10.8	-13.0
	Trains Over 15 min. Late excluding trains canceled or terminated		338	2,174	192	3,167
	Trains Canceled		58	635	21	1,151
	Trains Terminated		37	430	16	680
	Percent of Scheduled Trips Completed		99.5%	99.4%	99.8%	99.0%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		99.1%			
	PM Peak		98.4%			
	Total Peak		98.8%			

System Categories Of Delay	% Total	2019	2019 Data		2018 Data		YTD 2019 Vs 2018
		August	Sept	YTD Thru Sept	Sept	YTD Thru Sept	
Engineering (Scheduled)	5.2%	48	102	422	41	275	147
Engineering (Unscheduled)	10.3%	190	201	2,009	152	2,137	(128)
Maintenance of Equipment	9.9%	123	193	1,258	194	1,801	(543)
Transportation	3.7%	30	72	394	19	361	33
Capital Projects	8.4%	97	163	939	243	1,581	(642)
Weather and Environmental	1.3%	61	26	851	97	2,997	(2,146)
Police	9.7%	171	188	1,771	131	1,714	57
Customers	25.6%	443	498	3,215	353	3,283	(68)
Special Events	4.1%	287	79	883	126	949	(66)
Other	10.7%	93	209	1,003	123	1,628	(625)
3rd Party Operations	11.1%	148	216	1,058	55	1,362	(304)
Total	100.0%	1,691	1,947	13,803	1,534	18,088	(4,285)

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
2-Sep	Mon	Slow unloading systemwide							10			10		
3-Sep	Tue	Train 2874 with equipment trouble in Atlantic Ave Station				8			4			12		
5-Sep	Thu	Train 1614 with equipment trouble in Penn Station	1						9			10		
8-Sep	Sun	Police activity at Nostrand Ave station							4	1	7	12		
8-Sep	Sun	Late returning track work							8	1	6	15		
9-Sep	Mon	Switch trouble west of Merillon Ave station							10			10		
9-Sep	Mon	Motor vehicle bridge strike east of Queens Village							10			10		
12-Sep	Thu	Broken crossing protection east end of New Hyde Park Station	38						7			45		
14-Sep	Sat	Main Line expansion track program							12			12		
16-Sep	Mon	Switch trouble west of Mineola Station	4						7			11		
16-Sep	Mon	Track condition west of Lindenhurst Station							11	3		11	3	
17-Sep	Tue	Track circuit failure in Harold Interlocking	17						2			19		
18-Sep	Wed	Debris on tracks east of Jamaica Station				9			15			24		
19-Sep	Thu	Medical Emergency in Penn Station				8			6			14		
19-Sep	Thu	Amtrak related switch trouble				40	8		10			50	8	
20-Sep	Fri	Switch trouble east of Mineola				8			6			14		
20-Sep	Fri	Power equipment issue at Nassau				13						13		
21-Sep	Sat	Track work west of Jamaica							21			21		
22-Sep	Sun	Track work west of Jamaica							11			11		
23-Sep	Mon	Signal trouble in Queens interlocking							10			10		
25-Sep	Wed	Train 1750 with equipment trouble near Woodside							10			10		
25-Sep	Wed	Switch Trouble at Queens.	4						9			13		
26-Sep	Thu	Amtrak Train 284 disabled in Line 1				42	11		19	1		61	12	
26-Sep	Thu	Track Circuit Failures Between Queens & Nassau							12			12		
26-Sep	Thu	Bridge strike Forest Hills	68	5					31			99	5	
26-Sep	Thu	Trespasser on tracks near Queens Village				14		1	7			21		1
28-Sep	Sat	Track work west of Jamaica							20			20		
28-Sep	Sat	Main Line expansion track program							16			16		
28-Sep	Sat	Scheduled Track Resurfacing Divide to Hunt							11			11		
29-Sep	Sun	Track work west of Jamaica							18			18		
30-Sep	Mon	Amtrak related signal issue in Line 2	42						5			47		
30-Sep	Mon	Systemwide slow loading	1			1			8			10		
30-Sep	Mon	Late placement of crew and equipment due to a westbound delay				10						10		
TOTAL FOR MONTH			175	5	0	153	19	1	339	6	13	682	28	1
												711		

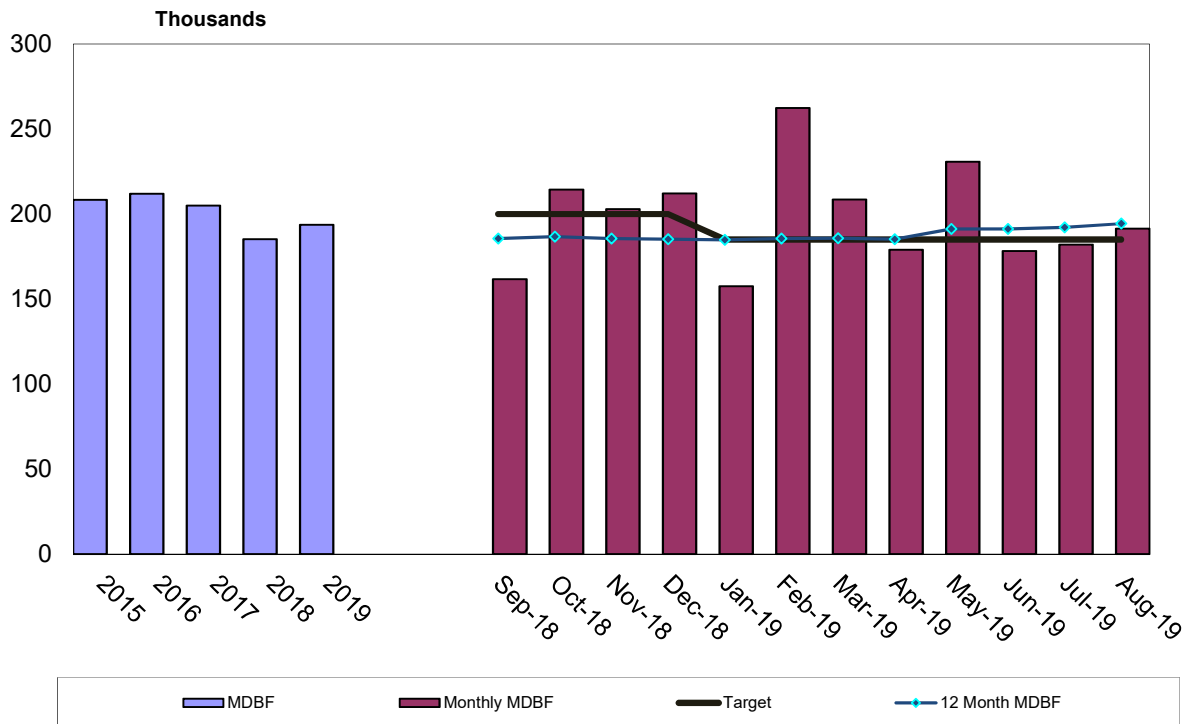
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - AUGUST 2019

	Equip-ment Type	Total Fleet Owned	2019 Data					2018 Data		
			MDBF Goal (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)	12 month MDBF Rolling Avg (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)
Mean Distance Between Failures	M-3	142	60,000	86,300	7	62,261	67,568	55,441	11	71,542
	M-7	836	378,000	328,810	16	423,626	425,779	518,719	10	516,329
	C-3	134	103,000	169,077	5	120,624	117,103	137,174	6	106,062
	DE	24	19,000	16,944	6	26,312	22,126	14,387	7	17,040
	DM	21	19,000	41,541	2	22,421	22,329	14,577	6	12,636
	Diesel	179	51,000	79,241	13	70,246	65,708	53,222	19	49,218
	Fleet	1,157	185,000	191,533	36	193,667	194,364	170,206	40	180,311

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

ALL FLEETS Mean Distance Between Failure 2015 - 2019





Standee Report

East Of Jamaica

			2019 Data September	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	4	26
			4	26
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	5	0
			5	0
	Huntington Branch	Program Standees	60	0
		Add'l Standees	61	12
			121	12
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	6
			0	6
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	2	3
			2	3
	Montauk Branch	Program Standees	0	0
		Add'l Standees	3	0
			3	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	3	0
			3	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	17	76
			17	76
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	10	21
			10	21
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
System Wide PEAK			164	144

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

		2019 Data September	
		AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0
		Add'l Standees	35
		Total Standees	35
	Far Rockaway Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
	Huntington Branch	Program Standees	30
		Add'l Standees	19
		Total Standees	68
	Hempstead Branch	Program Standees	0
		Add'l Standees	25
		Total Standees	25
	Long Beach Branch	Program Standees	28
		Add'l Standees	5
		Total Standees	42
	Montauk Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
	Oyster Bay Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
	Port Jefferson Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
	Port Washington Branch	Program Standees	0
		Add'l Standees	76
		Total Standees	76
	Ronkonkoma Branch	Program Standees	0
		Add'l Standees	17
		Total Standees	17
	West Hempstead Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
		System Wide PEAK	176

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 2019**

Elevator Availability		2019		2018	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	99.2%	99.2%	98.2%	98.3%
	Far Rockaway Branch	99.7%	98.8%	99.8%	99.4%
	Hempstead Branch	99.0%	99.4%	99.3%	99.5%
	Long Beach Branch	99.3%	99.5%	99.8%	99.5%
	Port Jefferson Branch	98.9%	98.8%	98.3%	98.7%
	Port Washington Branch	98.9%	98.9%	99.7%	99.3%
	Ronkonkoma Branch	99.4%	99.2%	99.6%	99.2%
	City Terminal Branch	99.2%	97.1%	99.7%	99.5%
	Overall Average	99.2%	98.7%	99.2%	99.1%

Escalator Availability		2019		2018	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	96.7%	97.3%	96.7%	96.7%
	Far Rockaway Branch	98.9%	98.6%	98.9%	96.8%
	Hempstead Branch	99.7%	99.0%	99.3%	97.6%
	Long Beach Branch	94.5%	97.6%	98.0%	97.7%
	Port Jefferson Branch	98.1%	97.7%	97.7%	99.0%
	City Terminal Branch	93.6%	96.6%	92.8%	96.6%
	Overall Average	95.7%	97.1%	95.2%	96.8%

Long Island Rail Road Performance Metrics Report

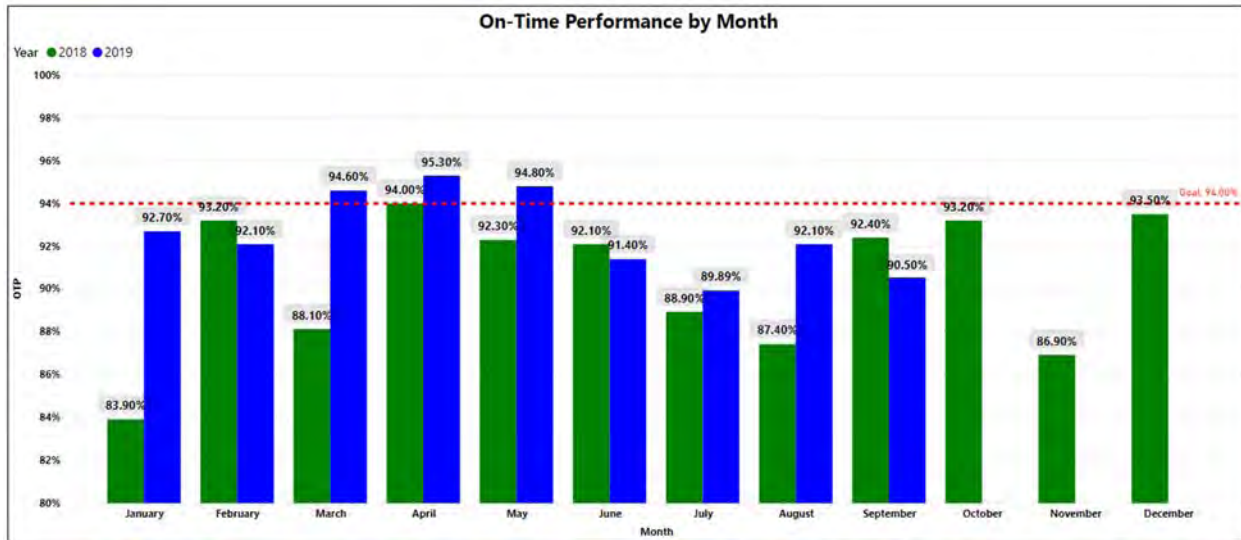


Through September, the LIRR has shown significant improvement in all three operational metrics and both on-board fare collection metrics.

On Time Performance

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

	2019		2018	
Goal	September	YTD	September	YTD
94.0%	90.5%	92.6%	92.4%	90.2%

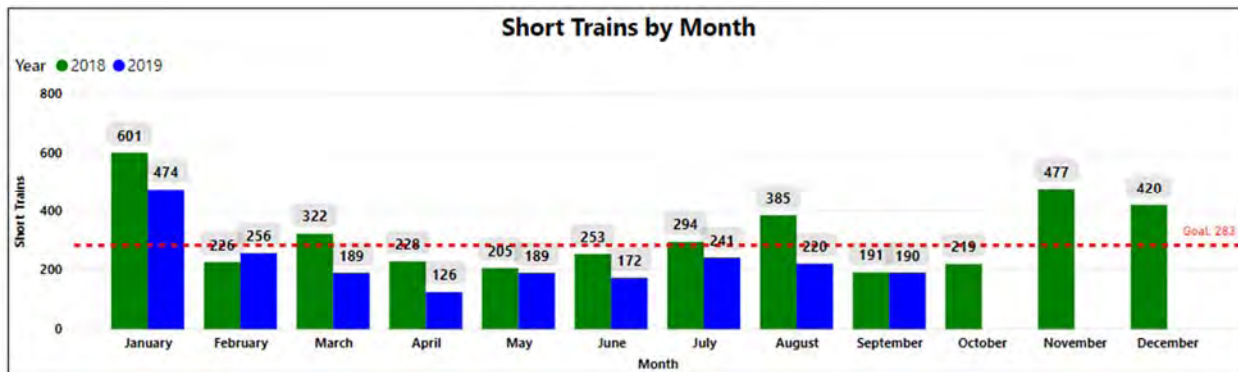


- OTP for September 2019 was 90.5%, which was a decline from September 2018’s OTP of 92.4%. This was largely due to 33 major incidents which caused 711 train delays. Last September the LIRR experienced 15 major incidents and 387 delays.

Number of Short Trains

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

	2019		2018	
Goal	September	YTD	September	YTD
3,397 annually	190	2,057	191	2,705

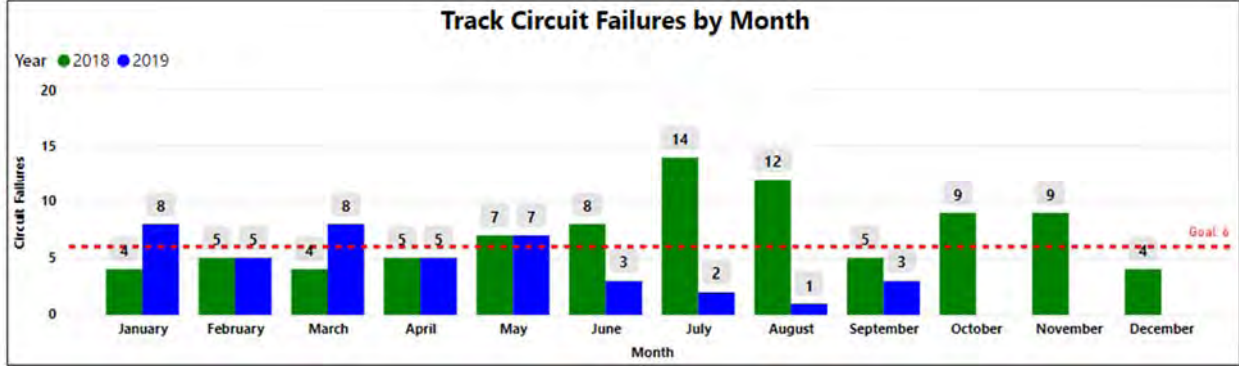


- YTD, the LIRR has reduced the number of short trains by over 24%.
- Key factors have been increased wheel truing capacity and aggressive vegetation management.

Number of Track Circuit Failures

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

Goal	2019		2018	
	September	YTD	September	YTD
72	3	42	5	64

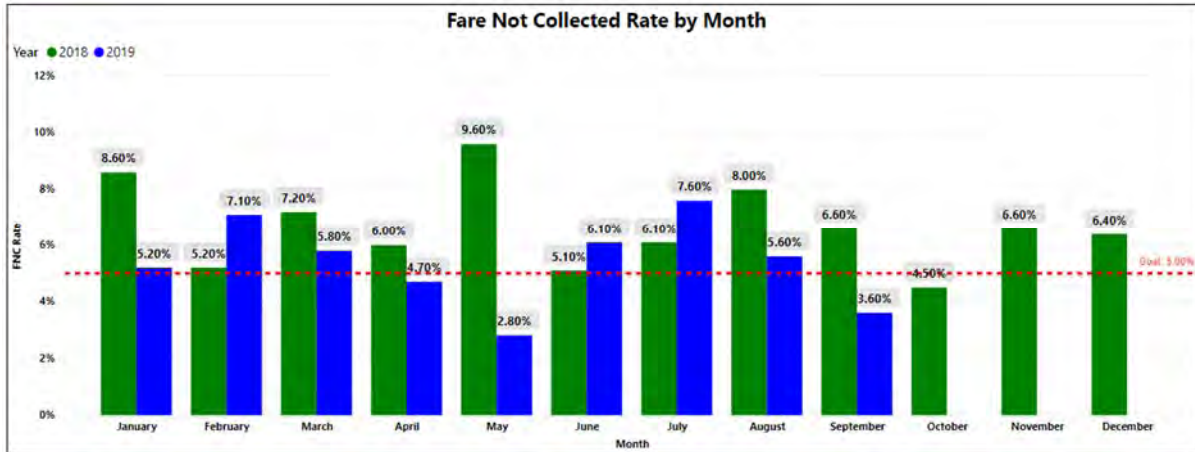


- Through September, the LIRR had experienced 42 track circuit failures causing at least one delay, which was more than a 34% reduction from the same period in 2018.

Fare Not Collected Rate

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

	2019		2018	
Goal	September	YTD	September	YTD
5.0%	3.6%	5.4%	6.6%	7.3%

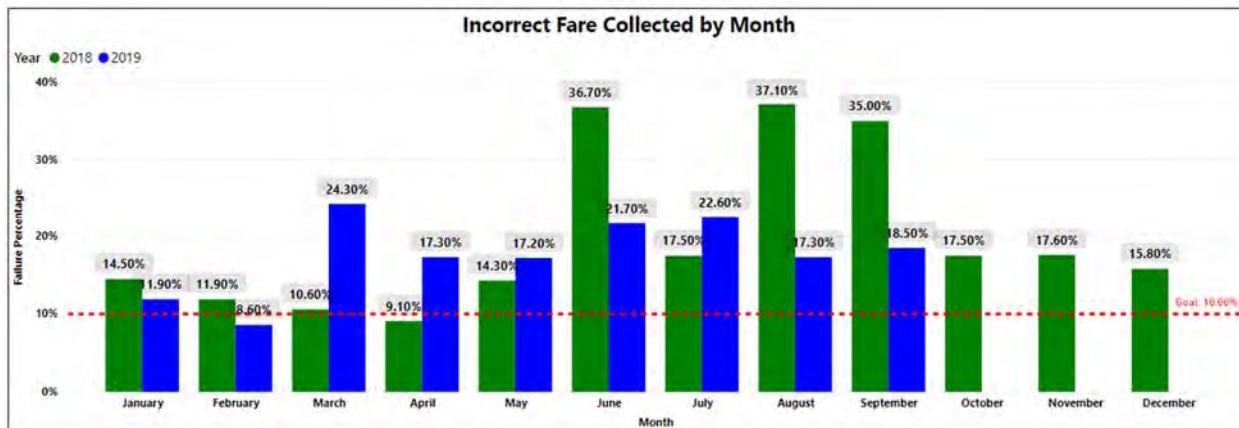


- The Fare Not Collected Rate improved in September 2019 versus September 2018 and was the third time this year the LIRR achieved its goal. The LIRR continues to employ enhanced management oversight and is strategically deploying train crews to address challenging trains.

Incorrect Fare Collected Rate

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

	2019		2018	
Goal	September	YTD	September	YTD
10.0%	18.5%	18.2%	35.0%	19.6%

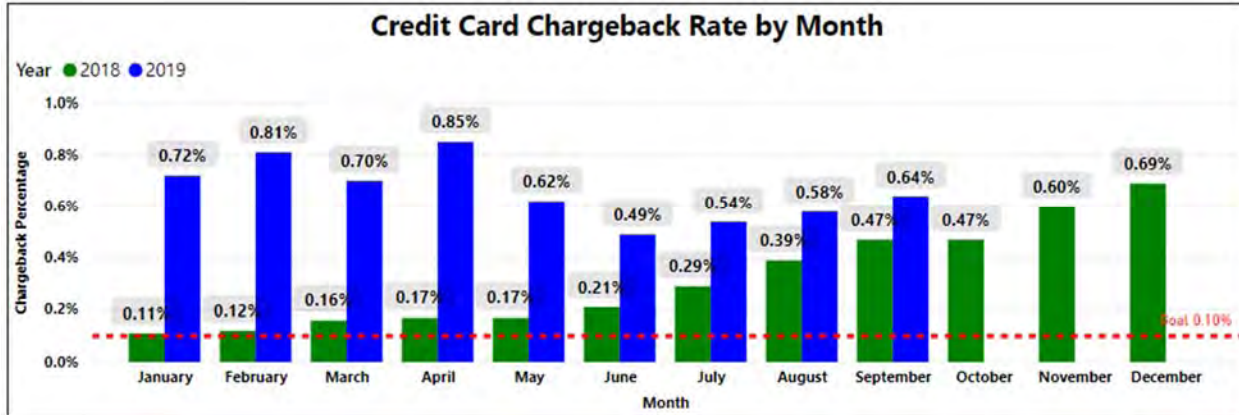


- Incorrect Fare Collected Rate improved in September 2019 versus September 2018, from 35.0% to 18.5%. YTD, the IFC rate is also lower than through the same period in 2018.

Credit Card Chargeback Rate

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

	2019		2018	
Goal	September	YTD	September	YTD
0.10%	0.64%	0.65%	0.47%	0.24%

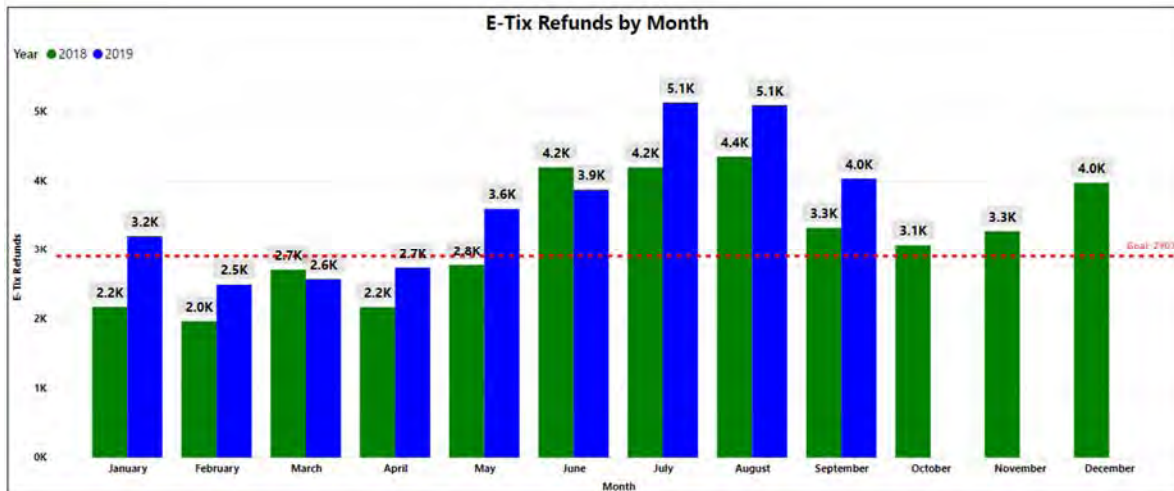


- The upcoming deployment of chip readers on ticket vending machines is expected to dramatically reduce the frequency of chargebacks.

e-Tix Refunds Processed

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

	2019		2018	
Goal	September	YTD	September	YTD
34,480 annually	4,037	32,719	3,325	27,847



- The increase in MTA e-Tix sales, now more than one third of all ticket sales, has been the main factor in the growth of refunds.



Long Island Rail Road

Financial Report Highlights

September 2019



The LIRR has welcomed the first cars of its M9 fleet. This new equipment will be placed into passenger service over the next several months.



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 2019 Highlights

- Total revenue of \$952.4 million was \$49.0 million higher than Forecast. This was primarily due to the timing of reimbursements for capital activity.
- Through September 2019 ridership was 68.1 million, which was 2.4% above 2018 (adjusted for the same number of work days) and 0.4% above Mid-Year Forecast. Commutation ridership of 37.9 million was equal to 2018 and (0.7)% below the Mid-Year Forecast. Non-Commutation ridership of 30.2 million was 5.6% above 2018 and 1.9% above the Forecast. Farebox revenue of \$573.8 million was equal to Forecast.
- Total expenses before non-cash liability adjustments of \$1,469.6 million were \$13.1 million or 0.9% favorable to Forecast. The primary drivers of this favorable variance are vacant positions and associated fringe costs, the timing of maintenance services and claims, and lower OPEB current, bad debt and electric expenses, partially offset by the timing of materials & supplies, higher capital project overtime and FELA indemnity reserves.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$903.4	\$952.4	\$49.0
Total Expenses Before Non-Cash Liabilities	1,482.7	1,469.6	13.1
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$579.3)	(\$517.2)	\$62.0
Other Non-Cash Liabilities	300.9	302.2	(1.3)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$880.2)	(\$819.4)	\$60.7
Cash Adjustments	256.6	202.5	(54.1)
Net Cash Surplus/(Deficit)	(\$623.6)	(\$616.9)	\$6.6

Mark Young
Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

September YTD operating results were favorable by \$60.7 or 6.9% lower than the forecast.

Non-Reimbursable revenues through September were \$(0.4) unfavorable to the Forecast. Farebox Revenue was equal to forecast as a result of higher ridership which was offset by lower yields. Other Operating Revenues were unfavorable to Forecast primarily due to timing. Total Non-Reimbursable expenses were \$61.1 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, timing of maintenance services, material & supplies and claims, lower overtime, OPEB current expenses, bad debt and electric expense, partially offset by higher FELA indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$49.4 higher than the Forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date September **Total Revenues** (including Capital and Other Reimbursements) of \$952.4 were \$49.0 or 5.4% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were equal to Forecast due to higher ridership which was offset by lower yields. Ridership through September was 68.1 million. This was 2.4% higher than 2018 (adjusted for same number of calendar work days) and 0.4% higher than the Forecast.
- **Y-T-D Other Operating Revenues** were \$(0.4) unfavorable to Forecast primarily due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$49.4 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date September **Total Expenses** (including depreciation and other) of \$1,771.8 were favorable to the Forecast by \$11.8.

Labor Expenses, \$19.0 favorable Y-T-D.

- **Payroll**, \$16.8 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(5.3) unfavorable Y-T-D (primarily higher capital project activity, partially offset by lower maintenance and scheduled/unscheduled service).
- **Health & Welfare**, \$2.0 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$4.2 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$1.3 favorable Y-T-D (primarily lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$(6.0) unfavorable Y-T-D.

- **Electric Power**, \$2.5 favorable Y-T-D (lower consumption and a meter settlement, partially offset by higher rates).
- **Fuel**, \$0.9 favorable Y-T-D (lower consumption and rates).
- **Insurance**, \$1.2 favorable Y-T-D (primarily lower force account insurance).
- **Claims**, \$5.2 favorable Y-T-D (timing of claim settlements).
- **Maintenance and Other Operating Contracts**, \$4.7 favorable Y-T-D (timing of biometric expenses, joint facility, elevator/escalator, leases, security system, TVM door installation and other maintenance services, partially offset by higher bussing and vegetation management services).
- **Professional Services**, \$(0.6) unfavorable Y-T-D (primarily increased rail testing and the timing of wireless installation expenses, partially offset by timing of EAM and MTA chargeback payments, GCT/ESA signage installation and technical scope of work for future maintenance contracts consulting services, rolling stock decommissioning and other professional services).
- **Materials and Supplies**, \$(23.3) unfavorable Y-T-D (primarily timing of capital project material and higher right of way material, partially offset by timing of modifications and Reliability Centered Maintenance activity for revenue fleet).
- **Other Business Expenses**, \$3.4 favorable Y-T-D (lower bad debt and other business expenses).

Depreciation and Other, \$(1.3) unfavorable Y-T-D.

CASH DEFICIT SUMMARY

The Cash Deficit through September of \$616.9 was \$6.6 favorable to the Forecast due to lower labor expenses, partially offset by higher material expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 50.5%, 2.6 percentage points above the Forecast resulting from lower expenses.
- Through September Adjusted Farebox Operating Ratio was 57.1%, which is above the Forecast due to lower expenses.
- Through September Adjusted Cost per Passenger was \$15.53, which is lower than the Forecast due to lower expenses.
- Through September Revenue per Passenger was \$8.42, which was \$0.04 below the Forecast.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2019
(\$ 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	\$65.632	\$65.490	(\$0.142)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$65.632	\$65.490	(\$0.142)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.815	2.703	(0.112)	(4.0)	0.000	0.000	0.000	-	2.815	2.703	(0.112)	(4.0)
Capital & Other Reimbursements	0.000	0.000	0.000	-	32.943	32.782	(0.161)	(0.5)	32.943	32.782	(0.161)	(0.5)
Total Revenue	\$68.447	\$68.192	(\$0.254)	(0.4)	\$32.943	\$32.782	(\$0.161)	(0.5)	\$101.390	\$100.974	(\$0.415)	(0.4)
Expenses												
<i>Labor:</i>												
Payroll	\$48.775	\$47.075	\$1.699	3.5	\$11.172	\$9.305	\$1.867	16.7	\$59.947	\$56.381	\$3.566	5.9
Overtime	11.303	11.315	(0.011)	(0.1)	3.118	4.322	(1.204)	(38.6)	14.421	15.636	(1.215)	(8.4)
Health and Welfare	10.122	9.541	0.581	5.7	2.352	2.462	(0.110)	(4.7)	12.474	12.003	0.471	3.8
OPEB Current Payment	5.710	4.793	0.917	16.1	0.000	0.000	0.000	-	5.710	4.793	0.917	16.1
Pensions	10.952	11.276	(0.323)	(3.0)	3.821	3.498	0.323	8.5	14.773	14.773	0.000	0.0
Other Fringe Benefits	11.372	11.386	(0.014)	(0.1)	2.405	2.553	(0.148)	(6.2)	13.777	13.939	(0.162)	(1.2)
Reimbursable Overhead	(2.349)	(3.484)	1.135	48.3	2.349	3.484	(1.135)	(48.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$95.885	\$91.902	\$3.984	4.2	\$25.217	\$25.623	(\$0.406)	(1.6)	\$121.102	\$117.525	\$3.577	3.0
<i>Non-Labor:</i>												
Electric Power	\$8.449	\$7.904	\$0.545	6.5	\$0.024	\$0.071	(\$0.047)	*	\$8.472	\$7.975	\$0.498	5.9
Fuel	1.921	1.651	0.270	14.1	0.000	0.000	0.000	-	1.921	1.651	0.270	14.1
Insurance	1.717	1.682	0.034	2.0	0.784	0.570	0.214	27.3	2.501	2.252	0.248	9.9
Claims	0.412	0.457	(0.045)	(10.9)	0.000	0.000	0.000	-	0.412	0.457	(0.045)	(10.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.577	5.676	0.901	13.7	2.167	1.683	0.484	22.3	8.744	7.360	1.385	15.8
Professional Service Contracts	3.404	4.730	(1.326)	(39.0)	0.056	0.591	(0.536)	*	3.460	5.321	(1.862)	(53.8)
Materials & Supplies	13.931	9.625	4.306	30.9	4.663	4.175	0.487	10.5	18.593	13.800	4.793	25.8
Other Business Expenses	2.220	(0.514)	2.735	*	0.033	0.068	(0.035)	*	2.253	(0.446)	2.700	*
Total Non-Labor Expenses	\$38.630	\$31.211	\$7.420	19.2	\$7.726	\$7.159	\$0.567	7.3	\$46.356	\$38.369	\$7.987	17.2
<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	\$134.515	\$123.112	\$11.403	8.5	\$32.943	\$32.782	\$0.161	0.5	\$167.458	\$155.894	\$11.564	6.9
Depreciation	\$32.486	\$32.705	(\$0.219)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$32.486	\$32.705	(\$0.219)	(0.7)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.145	0.435	(0.290)	*	0.000	0.000	0.000	-	0.145	0.435	(0.290)	*
Total Expenses	\$167.146	\$156.252	\$10.894	6.5	\$32.943	\$32.782	\$0.161	0.5	\$200.089	\$189.034	\$11.055	5.5
Net Surplus/(Deficit)	(\$98.700)	(\$88.060)	\$10.640	10.8	\$0.000	\$0.000	\$0.000	-	(\$98.700)	(\$88.060)	\$10.640	10.8
<i>Cash Conversion Adjustments</i>												
Depreciation	\$32.486	\$32.705	\$0.219	0.7	\$0.000	\$0.000	\$0.000	-	32.486	\$32.705	\$0.219	0.7
Operating/Capital	(2.314)	(1.205)	1.109	47.9	0.000	0.000	0.000	-	(2.314)	(1.205)	1.109	47.9
Other Cash Adjustments	7.276	(6.357)	(13.633)	*	0.000	0.000	0.000	-	7.276	(6.357)	(13.633)	*
Total Cash Conversion Adjustments	\$37.448	\$25.142	(\$12.306)	(32.9)	0.000	\$0.000	\$0.000	-	\$37.448	\$25.142	(\$12.306)	(32.9)
Net Cash Surplus/(Deficit)	(\$61.252)	(\$62.918)	(\$1.666)	(2.7)	\$0.000	\$0.000	\$0.000	-	(\$61.252)	(\$62.918)	(\$1.666)	(2.7)

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
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	\$573.785	\$573.755	(\$0.029)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$573.785	\$573.755	(\$0.029)	(0.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	31.014	30.651	(0.362)	(1.2)	0.000	0.000	0.000	-	31.014	30.651	(0.362)	(1.2)
Capital & Other Reimbursements	0.000	0.000	0.000	-	298.599	347.962	49.363	16.5	298.599	347.962	49.363	16.5
Total Revenue	\$604.798	\$604.407	(\$0.391)	(0.1)	\$298.599	\$347.962	\$49.363	16.5	\$903.397	\$952.368	\$48.971	5.4
Expenses												
<i>Labor:</i>												
Payroll	\$429.762	\$420.622	\$9.140	2.1	\$102.548	\$94.843	\$7.705	7.5	\$532.310	\$515.465	\$16.845	3.2
Overtime	108.747	104.323	4.424	4.1	31.004	40.761	(9.757)	(31.5)	139.751	145.084	(5.333)	(3.8)
Health and Welfare	87.430	83.479	3.951	4.5	23.067	25.013	(1.945)	(8.4)	110.497	108.492	2.005	1.8
OPEB Current Payment	49.239	45.048	4.191	8.5	0.000	0.000	0.000	-	49.239	45.048	4.191	8.5
Pensions	97.290	97.861	(0.571)	(0.6)	35.669	35.098	0.571	1.6	132.959	132.959	0.000	0.0
Other Fringe Benefits	122.988	119.528	3.460	2.8	23.610	25.733	(2.123)	(9.0)	146.598	145.261	1.337	0.9
Reimbursable Overhead	(25.678)	(34.824)	9.145	35.6	25.678	34.824	(9.145)	(35.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$869.777	\$836.038	\$33.739	3.9	\$241.578	\$256.271	(\$14.694)	(6.1)	\$1,111.355	\$1,092.309	\$19.046	1.7
<i>Non-Labor:</i>												
Electric Power	\$64.200	\$61.428	\$2.771	4.3	\$0.373	\$0.628	(\$0.255)	(68.4)	\$64.572	\$62.056	\$2.516	3.9
Fuel	16.244	15.322	0.922	5.7	0.000	0.000	0.000	-	16.244	15.322	0.922	5.7
Insurance	15.119	15.023	0.096	0.6	6.768	5.653	1.115	16.5	21.888	20.676	1.211	5.5
Claims	5.105	(0.067)	5.172	*	0.000	0.000	0.000	-	5.105	(0.067)	5.172	*
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	53.282	44.316	8.966	16.8	15.362	19.595	(4.233)	(27.6)	68.644	63.911	4.733	6.9
Professional Service Contracts	27.985	27.291	0.694	2.5	0.958	2.264	(1.306)	*	28.943	29.555	(0.611)	(2.1)
Materials & Supplies	118.204	112.007	6.197	5.2	33.197	62.732	(29.535)	(89.0)	151.401	174.739	(23.338)	(15.4)
Other Business Expenses	14.172	10.298	3.873	27.3	0.363	0.818	(0.455)	*	14.535	11.116	3.418	23.5
Total Non-Labor Expenses	\$314.310	\$285.617	\$28.693	9.1	\$57.021	\$91.690	(\$34.669)	(60.8)	\$371.331	\$377.308	(\$5.976)	(1.6)
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	\$1,184.087	\$1,121.655	\$62.432	5.3	\$298.599	\$347.962	(\$49.363)	(16.5)	\$1,482.686	\$1,469.617	\$13.070	0.9
Depreciation	\$299.334	\$300.057	(0.723)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$299.334	\$300.057	(\$0.723)	(0.2)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.565	2.135	(0.570)	(36.4)	0.000	0.000	0.000	-	1.565	2.135	(0.570)	(36.4)
Total Expenses	\$1,484.986	\$1,423.847	\$61.139	4.1	\$298.599	\$347.962	(\$49.363)	(16.5)	\$1,783.585	\$1,771.808	\$11.777	0.7
Net Surplus/(Deficit)	(\$880.188)	(\$819.440)	\$60.748	6.9	\$0.000	\$0.000	(\$0.000)	-	(\$880.188)	(\$819.440)	\$60.748	6.9
<i>Cash Conversion Adjustments</i>												
Depreciation	\$299.334	\$300.057	\$0.723	0.2	\$0.000	\$0.000	\$0.000	-	299.334	\$300.057	\$0.723	0.2
Operating/Capital	(13.431)	(14.055)	(0.623)	(4.6)	0.000	0.000	0.000	-	(13.431)	(14.055)	(0.623)	(4.6)
Other Cash Adjustments	(29.289)	(83.498)	(54.209)	*	0.000	0.000	0.000	-	(29.289)	(83.498)	(54.209)	*
Total Cash Conversion Adjustments	\$256.614	\$202.504	(\$54.110)	(21.1)	\$0.000	\$0.000	\$0.000	-	\$256.614	\$202.504	(\$54.110)	(21.1)
Net Cash Surplus/(Deficit)	(\$623.574)	(\$616.936)	\$6.638	1.1	\$0.000	\$0.000	\$0.000	0.0	(\$623.574)	(\$616.936)	\$6.638	1.1

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

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 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 2019		Reason for Variance	Year-to-Date September 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(0.142)	(0.2)	Lower yield per passenger \$(0.423), partially offset by higher ridership of \$0.281.	(0.029)	(0.0)	Lower yield per passenger \$(2.374), partially offset by higher ridership of \$2.345.
Other Operating Revenue	Non Reimb.	(0.112)	(4.0)	Primarily due to timing of advertising revenue, partially offset by higher rental revenue.	(0.362)	(1.2)	Primarily due to timing of advertising revenue, partially offset by the timing of miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	(0.161)	(0.5)	Timing of capital project activity and interagency reimbursements.	49.363	16.5	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	1.699	3.5	Primarily due to vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.	9.140	2.1	Primarily vacant positions, higher sick pay law claim credits and Atlantic-Tunnel and Jamaica (AAJ) wireless project reimbursement reclassifications, partially offset by the timing of retiree sick/vacation buyouts and wage claim accruals.
	Reimb.	1.867	16.7	Primarily due to timing of project activity.	7.705	7.5	Primarily due to timing of project activity.
Overtime	Non Reimb.	(0.011)	(0.1)	Primarily due to higher vacancy/absentee coverage, partially offset by lower maintenance.	4.424	4.1	Primarily due to lower maintenance and scheduled/unscheduled service.
	Reimb.	(1.204)	(38.6)	Over-run attributed to timing of Project Activity, Main Line Third Track Expansion, Annual Track Program and East Side Access.	(9.757)	(31.5)	Over-run attributed to Annual Track Program, timing of Project Activity, East Rail Yard, Main Line Third Track Expansion, Jamaica Capacity Improvements, PTC efforts, Main Line Double Track, East Side Access, Station Enhancement Initiatives, Hicksville North Siding and Jamaica Capacity Improvements Phase 2.
Health and Welfare	Non Reimb.	0.581	5.7	Vacant positions.	3.951	4.5	Vacant positions.
	Reimb.	(0.110)	(4.7)	Primarily due to timing of project activity.	(1.945)	(8.4)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.917	16.1	Fewer retirees/beneficiaries.	4.191	8.5	Fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	September 2019		Reason for Variance	Year-to-Date September 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	(0.323)	(3.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(0.571)	(0.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	0.323	8.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	0.571	1.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	(0.014)	(0.1)	Higher FELA indemnity reserves, offset by lower Railroad Retirement Taxes.	3.460	2.8	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.148)	(6.2)	Primarily due to timing of project activity.	(2.123)	(9.0)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.135	48.3	Primarily due to timing of project activity.	9.145	35.6	Primarily due to timing of project activity.
	Reimb.	(1.135)	(48.3)	Primarily due to timing of project activity.	(9.145)	(35.6)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.545	6.5	Primarily due to a NYPA meter settlement and lower consumption, partially offset by higher rates.	2.771	4.3	Lower consumption and a NYPA meter settlement, partially offset by higher rates.
	Reimb.	(0.047)	*	VD Yard	(0.255)	(68.4)	YD Yard
Fuel	Non Reimb.	0.270	14.1	Primarily lower consumption, the timing of accruals and lower rates.	0.922	5.7	Lower consumption and rates, partially offset by the timing of accruals.
	Reimb.	0.000	-		0.000	-	
Insurance	Non Reimb.	0.034	2.0		0.096	0.6	
	Reimb.	0.214	27.3	Force Account Insurance associated with project activity.	1.115	16.5	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.045)	(10.9)		5.172	*	Timing of claim payments.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	September 2019		Reason for Variance	Year-to-Date September 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	0.901	13.7	Primarily the timing of security systems maintenance, biometric, HVAC maintenance and other maintenance expenses, partially offset by higher bussing services.	8.966	16.8	Primarily the timing of biometric expenses, joint facility, elevator/escalator, leases, security systems maintenance, TVM door installations, non-revenue vehicle repairs and other maintenance services, partially offset by higher bussing services and vegetation management expenses.
	Reimb.	0.484	22.3	Primarily due to timing of project activity.	(4.233)	(27.6)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	(1.326)	(39.0)	Primarily timing of Atlantic-Tunnel and Jamaica (AAJ) wireless project installation expenses, partially offset by EAM, timing of invoice payments and rolling stock decommissioning schedule shifts and other outside services.	0.694	2.5	Primarily due to the timing of EAM and MTA Chargeback payments, GCT/ESA signage installations and technical scope of work for future maintenance contracts consulting services, rolling stock decommissioning schedule shifts, consultant contracts and other outside services, partially offset by increased rail testing and the timing of AAJ wireless project installation expenses.
	Reimb.	(0.536)	*	Primarily due to timing of project activity.	(1.306)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	4.306	30.9	Timing of modifications and Reliability Centered Maintenance (RCM) activity for revenue fleet, partially offset by higher right of way material.	6.197	5.2	Primarily timing of modifications and RCM activity for revenue fleet, partially offset by higher right of way material.
	Reimb.	0.487	10.5	Primarily due to timing of project activity.	(29.535)	(89.0)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	2.735	*	Primarily lower bad debt, print and stationary supplies, office supplies, and other miscellaneous expenses.	3.873	27.3	Primarily lower bad debt, office supplies, print and stationary supplies and other miscellaneous expenses.
	Reimb.	(0.035)	*	Primarily due to timing of project activity.	(0.455)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(0.219)	(0.7)	Based on certain capital assets being fully depreciated.	(0.723)	(0.2)	Based on certain capital assets being fully depreciated.
Environmental Remediation	Non Reimb.	(0.290)	*	Reserve adjustments	(0.570)	(36.4)	Reserve adjustments

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES September 2019								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$65.995	\$69.198	\$3.203	4.9	\$587.525	\$593.432	\$5.907	1.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.214	1.270	0.056	4.6	27.636	26.201	(1.435)	(5.2)
Capital & Other Reimbursements	32.421	31.036	(1.385)	(4.3)	281.398	281.498	0.100	0.0
Total Receipts	\$99.630	\$101.504	\$1.874	1.9	\$896.559	\$901.130	\$4.571	0.5
Expenditures								
<i>Labor:</i>								
Payroll	\$55.199	\$51.427	\$3.772	6.8	\$521.425	\$503.225	\$18.200	3.5
Overtime	14.421	15.301	(0.880)	(6.1)	142.674	142.348	0.326	0.2
Health and Welfare	12.474	11.738	0.736	5.9	109.821	105.318	4.503	4.1
OPEB Current Payment	5.710	5.220	0.490	8.6	49.967	45.408	4.559	9.1
Pensions	14.773	14.543	0.230	1.6	131.932	130.065	1.867	1.4
Other Fringe Benefits	14.286	12.161	2.125	14.9	148.729	140.554	8.175	5.5
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$116.863	\$110.389	\$6.474	5.5	\$1,104.548	\$1,066.918	\$37.630	3.4
<i>Non-Labor:</i>								
Electric Power	\$8.473	\$7.342	\$1.131	13.4	\$64.572	\$60.252	\$4.320	6.7
Fuel	1.921	1.735	0.186	9.7	16.518	15.570	0.948	5.7
Insurance	1.607	6.138	(4.531)	*	21.534	25.841	(4.307)	(20.0)
Claims	0.129	0.182	(0.053)	(41.1)	6.292	4.651	1.641	26.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.244	5.745	2.499	30.3	91.669	90.491	1.178	1.3
Professional Service Contracts	4.279	4.641	(0.362)	(8.5)	29.484	33.312	(3.828)	(13.0)
Materials & Supplies	16.027	21.386	(5.359)	(33.4)	158.770	188.048	(29.278)	(18.4)
Other Business Expenses	2.010	2.128	(0.118)	(5.9)	17.872	18.239	(0.367)	(2.1)
Total Non-Labor Expenditures	\$42.690	\$49.297	(\$6.607)	(15.5)	\$406.711	\$436.405	(\$29.694)	(7.3)
<i>Other Expenditure Adjustments:</i>								
Other	\$1.329	\$1.322	\$0.007	0.5	\$12.013	\$11.923	\$0.090	0.8
Total Other Expenditure Adjustments	\$1.329	\$1.322	\$0.007	0.5	\$12.013	\$11.923	\$0.090	0.8
Total Expenditures	\$160.882	\$161.008	(\$0.126)	(0.1)	\$1,523.272	\$1,515.246	\$8.026	0.5
Cash Timing and Availability Adjustment	0.000	(3.414)	(3.414)	-	3.139	(2.820)	(5.959)	*
Net Cash Deficit (excludes opening balance)	(\$61.252)	(\$62.918)	(\$1.666)	(2.7)	(\$623.574)	(\$616.936)	\$6.638	1.1
Subsidies								
MTA	61.252	64.182	2.930	4.8	623.574	618.199	(5.375)	(0.9)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	September 2019			Year-to-Date as of September 30, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	3.203	4.9	Higher advance sales impact \$3.373 and higher ridership \$0.281, partially offset by lower yields \$(0.423) and lower MetroCard/AirTrain sales \$(0.028).	5.907	1.0	Higher advance sales impact \$6.091 and higher ridership \$2.345, partially offset by lower yields \$(2.374) and lower MetroCard/AirTrain sales \$(0.155).
Other Operating Revenue	0.056	4.6	Primarily due to the timing of miscellaneous revenue, partially offset by the timing of rental revenue.	(1.435)	(5.2)	Primarily due to the timing of rental revenue, partially offset by the timing of miscellaneous revenue.
Capital and Other Reimbursements	(1.385)	(4.3)	Timing of activity and reimbursement for capital and other reimbursements.	0.100	0.0	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	3.772	6.8	Primarily due to vacant positions, rates and higher sick pay law claim credits, partially offset by the timing of intercompany reimbursements and retiree sick/vacation buyout payments.	18.200	3.5	Primarily due to vacant positions, rates and higher sick pay law claim credits, partially offset by the timing of intercompany reimbursements and retiree sick/vacation buyout payments.
Overtime	(0.880)	(6.1)	Primarily due to higher project and maintenance overtime, partially offset by lower vacancy/absentee coverage.	0.326	0.2	Primarily due to lower maintenance and scheduled/unscheduled service, partially offset by project overtime.
Health and Welfare	0.736	5.9	Primarily due to vacant positions and intercompany reimbursements.	4.503	4.1	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	0.490	8.6	Primarily due to fewer retirees/beneficiaries.	4.559	9.1	Primarily due to fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	September 2019			Year-to-Date as of September 30, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Pensions	0.230	1.6	Due to intercompany reimbursements.	1.867	1.4	Due to intercompany reimbursements.
Other Fringe Benefits	2.125	14.9	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments.	8.175	5.5	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements and the timing of FELA payments, partially offset by higher meal payments.
Non-Labor:						
Electric Power	1.131	13.4	Primarily due to a NYPA meter settlement, the timing of payments and lower consumption, partially offset by higher rates.	4.320	6.7	Primarily due to lower consumption, a NYPA meter settlement and the timing of payments, partially offset by higher rates.
Fuel	0.186	9.7	Primarily due to lower consumption and rates.	0.948	5.7	Primarily due to lower consumption and rates.
Insurance	(4.531)*		Primarily due to timing of insurance premium payments.	(4.307)	(20.0)	Primarily due to timing of insurance premium payments.
Claims	(0.053)	(41.1)	Timing of claim payments.	1.641	26.1	Timing of and lower claim payments.
Maintenance and Other Operating Contracts	2.499	30.3	Primarily timing of maintenance and construction services payments, partially offset by payments for operating services.	1.178	1.3	Primarily timing of payments for construction, maintenance and joint facilities services, partially offset by the timing of payments for operating services and leases & rentals.
Professional Service Contracts	(0.362)	(8.5)	Primarily timing of consulting service payments.	(3.828)	(13.0)	Primarily timing of consulting service payments, partially offset by timing of MTA Chargeback service payments.
Materials and Supplies	(5.359)	(33.4)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(29.278)	(18.4)	Primarily the timing of program, production plan, and operating funded capital material and supplies.

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	September 2019			Year-to-Date as of September 30, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	(0.118)	(5.9)	Primarily higher credit/debit card fees payments, partially offset by lower stationary, office supplies and miscellaneous expenses.	(0.367)	(2.1)	Primarily higher credit/debit card fees payments, partially offset by lower office, print and stationary supplies and miscellaneous expenses.
Other Expenditure Adjustments	0.007	0.5	Lower MetroCard/AirTrain pass through payments.	0.090	0.8	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
September 2019								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
	Favorable (Unfavorable)				Favorable (Unfavorable)			
Receipts								
Farebox Revenue	\$0.363	\$3.708	\$3.345	*	\$13.740	\$19.676	\$5.936	43.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.601)	(1.433)	0.168	10.5	(3.378)	(4.451)	(1.073)	(31.8)
Capital & Other Reimbursements	(0.522)	(1.746)	(1.224)	*	(17.201)	(66.464)	(49.263)	*
Total Receipts	(\$1.760)	\$0.530	\$2.289	*	(\$6.838)	(\$51.239)	(\$44.400)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$4.748	\$4.954	\$0.206	4.3	\$10.885	\$12.240	\$1.354	12.4
Overtime	0.000	0.336	0.335	*	(2.923)	2.737	5.660	*
Health and Welfare	(0.000)	0.265	0.265	*	0.676	3.174	2.497	*
OPEB Current Payment	(0.000)	(0.427)	(0.427)	*	(0.728)	(0.360)	0.368	50.5
Pensions	0.000	0.231	0.230	*	1.027	2.893	1.867	*
Other Fringe Benefits	(0.509)	1.779	2.288	*	(2.131)	4.708	6.838	*
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	\$4.239	\$7.137	\$2.897	68.3	\$6.807	\$25.391	\$18.584	*
<i>Non-Labor:</i>								
Electric Power	(\$0.001)	\$0.633	\$0.634	*	\$0.000	\$1.803	\$1.803	*
<i>Traction Power</i>	(0.000)	0.628	0.628	*	0.000	1.525	1.524	*
<i>Non-Traction Power</i>	(0.000)	0.005	0.006	*	(0.000)	0.279	0.279	*
Fuel	(0.000)	(0.085)	(0.084)	*	(0.274)	(0.248)	0.026	9.4
<i>Revenue Vehicle Fuel</i>	(0.000)	0.122	0.123	*	(0.000)	0.249	0.250	*
<i>Non-Revenue Fuel</i>	0.000	(0.207)	(0.207)	*	(0.274)	(0.498)	(0.224)	(81.9)
Insurance	0.894	(3.886)	(4.779)	*	0.354	(5.165)	(5.518)	*
Claims	0.283	0.275	(0.008)	(2.9)	(1.187)	(4.718)	(3.531)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.500	1.615	1.115	*	(23.025)	(26.580)	(3.555)	(15.4)
Professional Service Contracts	(0.819)	0.680	1.499	*	(0.541)	(3.758)	(3.217)	*
Materials & Supplies	2.566	(7.586)	(10.152)	*	(7.369)	(13.309)	(5.940)	(80.6)
Other Business Expenses	0.243	(2.575)	(2.818)	*	(3.337)	(7.122)	(3.785)	*
Total Non-Labor Expenditures	\$3.666	(\$10.928)	(\$14.594)	*	(\$35.380)	(\$59.097)	(\$23.717)	(67.0)
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.329)	(\$1.322)	\$0.007	0.5	(\$12.013)	(\$11.923)	\$0.090	0.8
Total Other Expenditure Adjustments	(\$1.329)	(\$1.322)	\$0.007	0.5	(\$12.013)	(\$11.923)	\$0.090	0.8
Total Expenditures before Depreciation	\$6.576	(\$5.113)	(\$11.690)	*	(\$40.586)	(\$45.629)	(\$5.043)	(12.4)
Depreciation Adjustment	\$32.486	\$32.705	\$0.219	0.7	\$299.334	\$300.057	\$0.723	0.2
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.145	0.435	0.290	*	1.565	2.135	0.570	36.4
Total Expenditures	\$39.207	\$28.027	(\$11.181)	(28.5)	\$260.313	\$256.563	(\$3.750)	(1.4)
Cash Timing and Availability Adjustment	0.000	(3.414)	(3.414)	-	3.139	(2.820)	(5.959)	*
Total Cash Conversion Adjustments	\$37.448	\$25.142	(\$12.306)	(32.9)	\$256.614	\$202.504	(\$54.110)	(21.1)

MTA LONG ISLAND RAIL ROAD
2019 JULY FINANCIAL PLAN - MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	September 2019						September Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	32,594	\$2.105	32,732	\$2.109	(138)	(\$0.004)	294,594	\$18.968	296,216	\$19.092	(1,622)	(\$0.124)
					-0.4%	-0.2%					-0.6%	-0.7%
<u>Unscheduled Service</u>	7,764	\$0.526	4,004	\$0.264	3,760	\$0.262	63,451	\$4.270	44,783	\$2.970	18,668	\$1.300
					48.4%	49.8%					29.4%	30.4%
<u>Programmatic/Routine Maintenance</u>	73,464	\$4.484	69,873	\$4.246	3,591	\$0.238	690,715	\$41.638	616,595	\$37.222	74,120	\$4.416
					4.9%	5.3%					10.7%	10.6%
<u>Unscheduled Maintenance</u>	753	\$0.045	1,058	\$0.064	(305)	(\$0.018)	10,305	\$0.624	17,378	\$1.049	(7,073)	(\$0.425)
					-40.4%	-40.3%					-68.6%	-68.1%
<u>Vacancy/Absentee Coverage</u>	62,920	\$3.869	66,675	\$4.050	(3,755)	(\$0.181)	610,943	\$37.148	614,809	\$37.262	(3,866)	(\$0.114)
					-6.0%	-4.7%					-0.6%	-0.3%
<u>Weather Emergencies</u>	2,727	\$0.157	249	\$0.016	2,478	\$0.141	78,989	\$4.723	72,334	\$4.367	6,655	\$0.356
					90.9%	89.6%					8.4%	7.5%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> ³	2,261	\$0.117	2,560	\$0.566	(299)	(\$0.449)	19,875	\$1.376	17,998	\$2.361	1,877	(\$0.985)
					-13.2%	*					9.4%	-71.6%
NON-REIMBURSABLE OVERTIME	182,483	\$11.303	177,150	\$11.315	5,333	(\$0.011)	1,768,872	\$108.747	1,680,113	\$104.323	88,759	\$4.424
					2.9%	-0.1%					5.0%	4.1%
REIMBURSABLE OVERTIME	54,167	\$3.118	70,105	\$4.322	(15,938)	(\$1.204)	513,392	\$31.004	626,074	\$40.761	(112,682)	(\$9.757)
					-29.4%	-38.6%					-21.9%	-31.5%
TOTAL OVERTIME	236,650	\$14.421	247,254	\$15.636	(10,604)	(\$1.215)	2,282,264	\$139.751	2,306,186	\$145.084	(23,922)	(\$5.333)
					-4.5%	-8.4%					-1.0%	-3.8%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
2019 JULY FINANCIAL PLAN - MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

Master Page # 136 of 208 - Joint Metro-North and Long Island Committees Meeting 10/21/2019

	September 2019			September Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(138) -0.4%	(\$0.004) -0.2%		(1,622) -0.6%	(\$0.124) -0.7%	Higher Crew book overtime within Transportation.
<u>Unscheduled Service</u>	3,760 48.4%	\$0.262 49.8%	Less operational support required to achieve on time performance.	18,668 29.4%	\$1.300 30.4%	Less operational support required to achieve on time performance.
<u>Programmatic/Routine Maintenance</u>	3,591 4.9%	\$0.238 5.3%	Lower Equipment rolling stock running repair, delayed modifications and delayed M3 RCM \$0.1. Lower Engineering maintenance \$0.1.	74,120 10.7%	\$4.416 10.6%	Lower rolling stock running repairs and M3 RCM within Equipment \$2.8 and lower Engineering maintenance \$1.6.
<u>Unscheduled Maintenance</u>	(305) -40.4%	(\$0.018) -40.3%		(7,073) -68.6%	(\$0.425) -68.1%	Due to system wide emergencies.
<u>Vacancy/Absentee Coverage</u>	(3,755) -6.0%	(\$0.181) -4.7%	Higher open jobs within Equipment and lower availability within the Stations, Equipment, Engineering and Transportation departments.	(3,866) -0.6%	(\$0.114) -0.3%	Higher open jobs and lower availability within Equipment and Stations departments.
<u>Weather Emergencies</u>	2,478 90.9%	\$0.141 89.6%		6,655 8.4%	\$0.356 7.5%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(299) -13.2%	(\$0.449) *	Unfavorable due to variance between actual and forecasted rates.	1,877 9.4%	(\$0.985) -71.6%	Unfavorable due to variance between actual and forecasted rates.
NON-REIMBURSABLE OVERTIME	5,333 2.9%	(\$0.011) -0.1%		88,759 5.0%	\$4.424 4.1%	
REIMBURSABLE OVERTIME	(15,938) -29.4%	(\$1.204) -38.6%	Over-run attributed to Main Line Third Track Expansion \$(0.8), Annual Track Program \$(0.2) and East Side Access \$(0.2).	(112,682) -21.9%	(\$9.757) -31.5%	Over-run attributed to Annual Track Program \$(2.4), Main Line Third Track Expansion \$(1.6), East Rail Yard \$(1.3), Signal Replacement \$(1.0), PTC efforts \$(0.7), Jamaica Capacity Improvements \$(0.6), East Side Access \$(0.6), NYCDOT Atlantic Ave Drainage Improvements \$(0.5), Main Line Double Track \$(0.4), Station Enhancement Initiatives \$(0.3), Hicksville North Siding \$(0.2) and Jamaica Capacity Improvements Phase 2 \$(0.2).
TOTAL OVERTIME	(10,604) -4.5%	(\$1.215) -8.4%		(23,922) -1.0%	(\$5.333) -3.8%	

* Exceeds 100%
Totals may not add due to rounding.

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

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
 END-of-MONTH SEPTEMBER 2019**

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	1	1
Enterprise Asset Management	7	6	1
Sr. Vice President - Engineering	2	2	0
Labor Relations	18	17	1
Procurement & Logistics (excl. Stores)	75	63	12
Human Resources	39	33	6
Sr VP Administration	2	2	0
Strategic Investments	15	14	1
President	10	7	3
VP & CFO	3	2	1
Information Technology	0	0	0
Controller	45	46	(1)
Management & Budget	23	14	9
BPM, Controls & Compliance	6	4	2
Market Dev. & Public Affairs	71	69	2
Gen. Counsel & Secretary	33	30	3
Diversity Management	3	3	0
Security	14	9	5
System Safety	42	36	6
Training	69	65	4
Service Planning	31	26	5
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
Total Administration	529	460	69
Operations			
Transportation Services - Train Operations	2,350	2,338	12
Customer Services	308	307	1
Total Operations	2,658	2,645	13
Maintenance			
Engineering	2,021	2,021	0
Equipment	2,168	2,119	49
Procurement (Stores)	95	97	(2)
Total Maintenance	4,284	4,237	47
Engineering/Capital			
Department of Program Management	152	129	23
Special Projects/East Side Access	61	48	13
Positive Train Control	14	12	2
Total Engineering/Capital	227	189	38
Baseline Total Positions	7,697	7,531	166
<i>Non-Reimbursable</i>	6,330	6,436	(106)
<i>Reimbursable</i>	1,367	1,095	272
Total Full-Time	7,697	7,531	166
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH SEPTEMBER 2019**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 106 positions due to Engineering workforce working on maintenance activity instead of capital project activity, partially offset by vacant positions in Maintenance of Equipment, Train Operations, Stations and Administrative departments.
REIMBURSABLE POSITIONS - Favorable 272 positions primarily due to the timing of project activity in Engineering, and vacancies within Project Management, East Side Access/Special Projects, Procurement and Logistics and Administrative departments, partially offset by unfavorable positions in Train Operations.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH SEPTEMBER 2019

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	282	239	43
Professional, Technical, Clerical	143	114	29
Operational Hourlies	104	107	(3)
Total Administration	529	460	69
Operations			
Managers/Supervisors	326	306	20
Professional, Technical, Clerical	107	96	11
Operational Hourlies	2,225	2,243	(19)
Total Operations	2,658	2,645	13
Maintenance			
Managers/Supervisors	877	768	109
Professional, Technical, Clerical	298	242	56
Operational Hourlies	3,109	3,227	(118)
Total Maintenance	4,284	4,237	47
Engineering/Capital			
Managers/Supervisors	153	136	17
Professional, Technical, Clerical	74	53	21
Operational Hourlies	0	0	0
Total Engineering/Capital	227	189	38
Total Positions			
Managers/Supervisors	1,638	1,449	189
Professional, Technical, Clerical	622	505	117
Operational Hourlies	5,438	5,577	(139)
Total Positions	7,697	7,531	166

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID YEAR
RIDERSHIP
(In Millions)

	SEPTEMBER 2019							SEPTEMBER YEAR TO DATE 2019						
	Month			Variance				YTD			Variance			
		Actual	Adjusted*			Adjusted*			Actual	Adjusted*			Adjusted*	
	Mid Year	2019	2018	Mid Year	2018	Mid Year	2018	Mid Year	2019	2018	Mid Year	2018	Mid Year	2018
RIDERSHIP				#	%	#	%				#	%	#	%
Monthly	3.925	3.903	3.859	(0.022)	-0.6%	0.043	1.1%	36.407	36.019	36.387	(0.389)	-1.1%	(0.369)	-1.0%
Weekly	0.193	0.215	0.196	0.023	11.9%	0.019	9.8%	1.773	1.888	1.533	0.116	6.5%	0.356	23.2%
Total Commutation	4.117	4.118	4.056	0.001	0.0%	0.063	1.5%	38.180	37.907	37.920	(0.273)	-0.7%	(0.013)	0.0%
One-Way Full Fare	0.827	0.858	0.796	0.031	3.7%	0.062	7.8%	7.334	7.626	6.827	0.291	4.0%	0.799	11.7%
One-Way Off-Peak	1.601	1.596	1.582	(0.004)	-0.3%	0.014	0.9%	13.955	14.102	13.667	0.147	1.1%	0.435	3.2%
All Other	0.963	0.968	0.957	0.005	0.5%	0.011	1.2%	8.367	8.479	8.118	0.112	1.3%	0.361	4.4%
Total Non-Commutation	3.391	3.422	3.335	0.031	0.9%	0.087	2.6%	29.656	30.207	28.612	0.550	1.9%	1.595	5.6%
Total	7.508	7.540	7.390	0.032	0.4%	0.150	2.0%	67.837	68.114	66.531	0.277	0.4%	1.582	2.4%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
SEPTEMBER 2019**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2019</u>	<u>Mid-Year Forecast</u>	<u>Actual 2018</u>	<u>vs. Forecast</u>	<u>vs. 2018</u>
Farebox Operating Ratio	Standard ⁽¹⁾	52.7%	48.0%	49.9%	4.7%	2.8%
	Adjusted ⁽²⁾	58.9%	53.7%	56.7%	5.2%	2.2%
Cost Per Passenger	Standard ⁽¹⁾	\$16.49	\$18.22	\$17.20	\$1.73	\$0.71
	Adjusted ⁽²⁾	\$15.35	\$16.98	\$16.00	\$1.63	\$0.65
Passenger Revenue/Passenger ⁽³⁾		\$8.69	\$8.74	\$8.58	(\$0.05)	\$0.11
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2019</u>	<u>Mid-Year Forecast</u>	<u>Actual 2018</u>	<u>vs. Forecast</u>	<u>vs. 2018</u>
Farebox Operating Ratio	Standard ⁽¹⁾	50.5%	47.9%	49.8%	2.6%	0.7%
	Adjusted ⁽²⁾	57.1%	54.2%	56.5%	2.9%	0.6%
Cost Per Passenger	Standard ⁽¹⁾	\$16.67	\$17.65	\$16.63	\$0.98	(\$0.04)
	Adjusted ⁽²⁾	\$15.53	\$16.45	\$15.47	\$0.92	(\$0.06)
Passenger Revenue/Passenger ⁽³⁾		\$8.42	\$8.46	\$8.28	(\$0.04)	\$0.14

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, OPEB Expense (GASB 75), Pension Expense (GASB 68) and Environmental Remediation (GASB-49).

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

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

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

September 2019

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

EXECUTIVE SUMMARY

September Ridership and Revenue (millions)

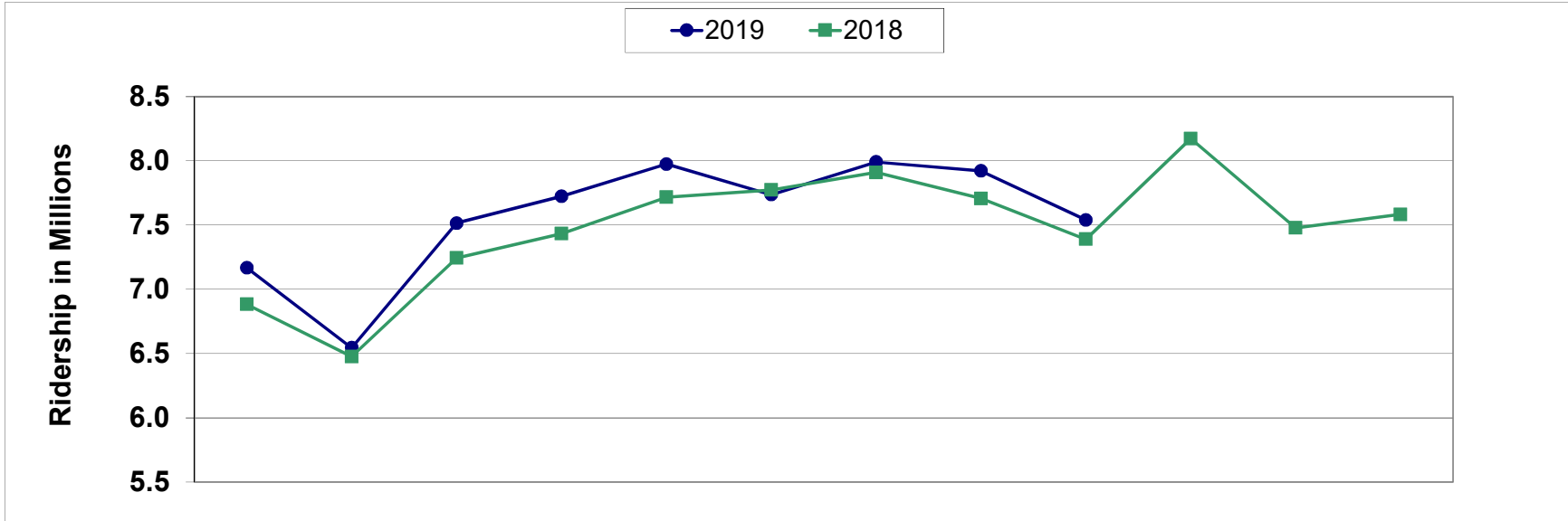
	September 2019	% Change vs. 2018
Total Rail Ridership	7.540	2.0% ▲
Commutation Ridership	4.118	1.5% ▲
Non-Commutation Ridership	3.422	2.6% ▲
Rail Revenue	\$65.5	5.6% ▲

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

	September 2019	% Change vs. 2018	Comparison to Mid-Year Forecast
Total Rail Ridership	68.114	2.4% ▲	0.4% ▲
Commutation Ridership	37.907	0.0% ▼	-0.7% ▼
Non-Commutation Ridership	30.207	5.6% ▲	1.9% ▲
Rail Revenue	\$573.8	4.2% ▲	0.0% ▼

September Ridership

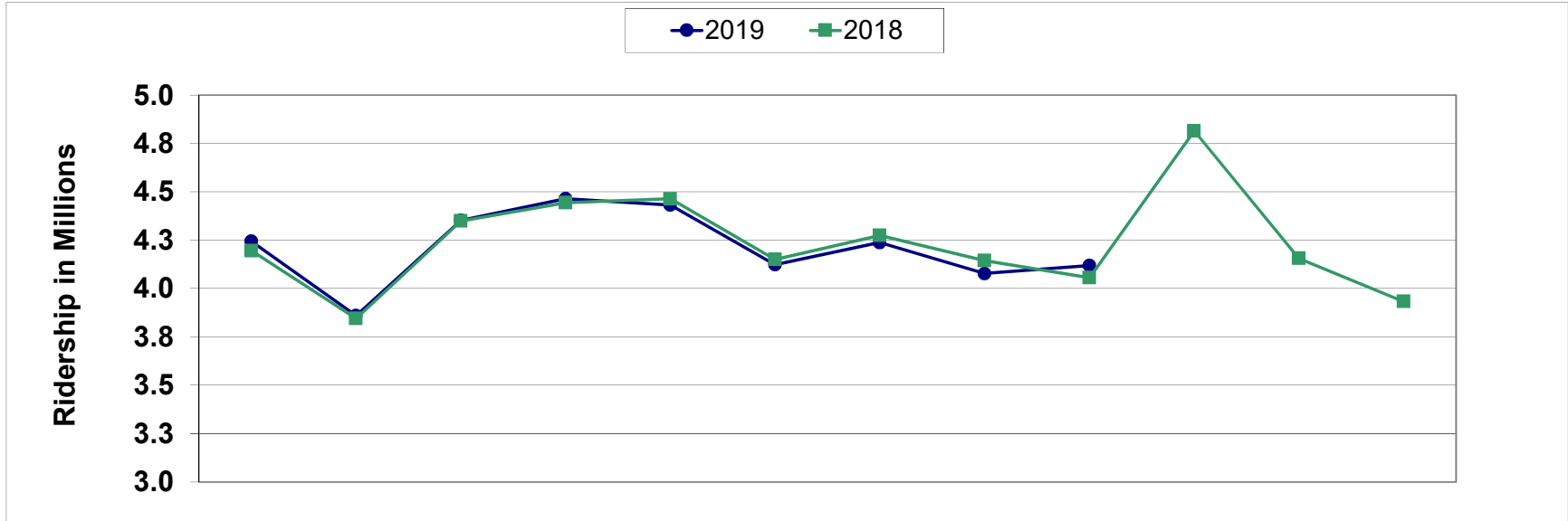
- September Total Ridership was 2.0% above '18 and 0.4% above 2019 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	7.2	6.5	7.5	7.7	8.0	7.7	8.0	7.9	7.5				68.1
2018	6.9	6.5	7.2	7.4	7.7	7.8	7.9	7.7	7.4	8.2	7.5	7.6	66.5
PCT CHG.	4.1%	1.1%	3.8%	3.9%	3.4%	-0.5%	1.0%	2.8%	2.0%				2.4%

September Commutation Ridership

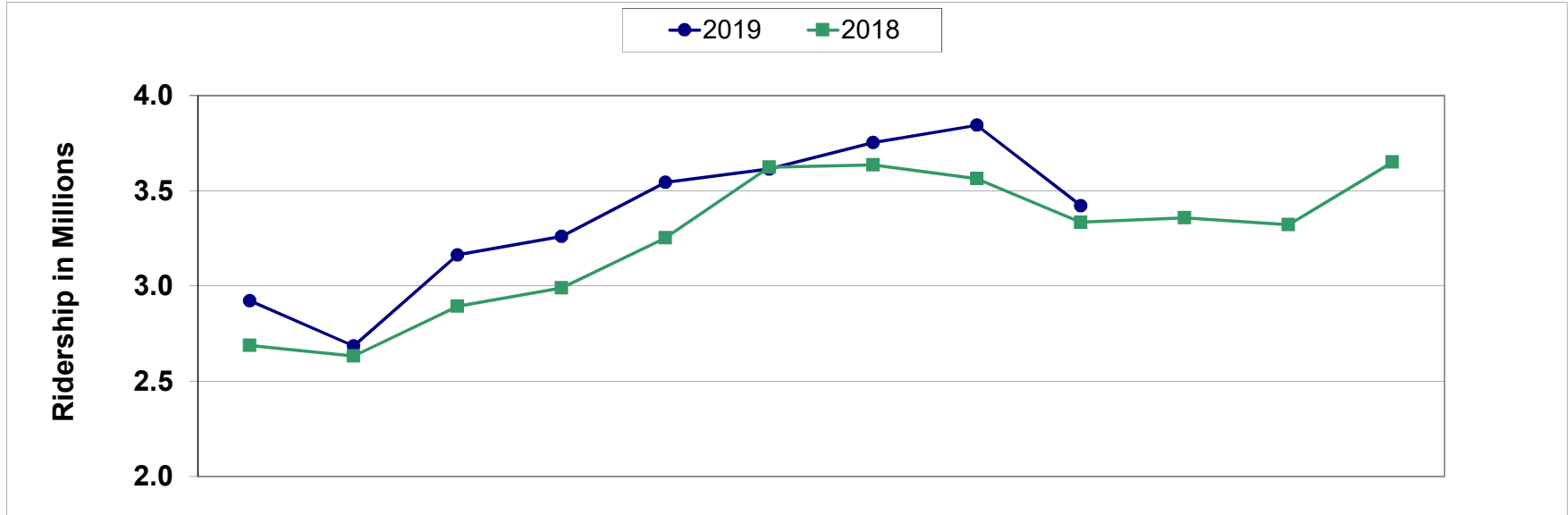
- September Commutation Ridership was 1.5% above '18 and 0.0% flat to 2019 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.2	3.9	4.4	4.5	4.4	4.1	4.2	4.1	4.1				37.9
2018	4.2	3.8	4.3	4.4	4.5	4.2	4.3	4.1	4.1	4.8	4.2	3.9	37.9
PCT CHG.	1.2%	0.4%	0.1%	0.5%	-0.7%	-0.7%	-0.8%	-1.6%	1.5%				0.0%

September Non-Commutation Ridership

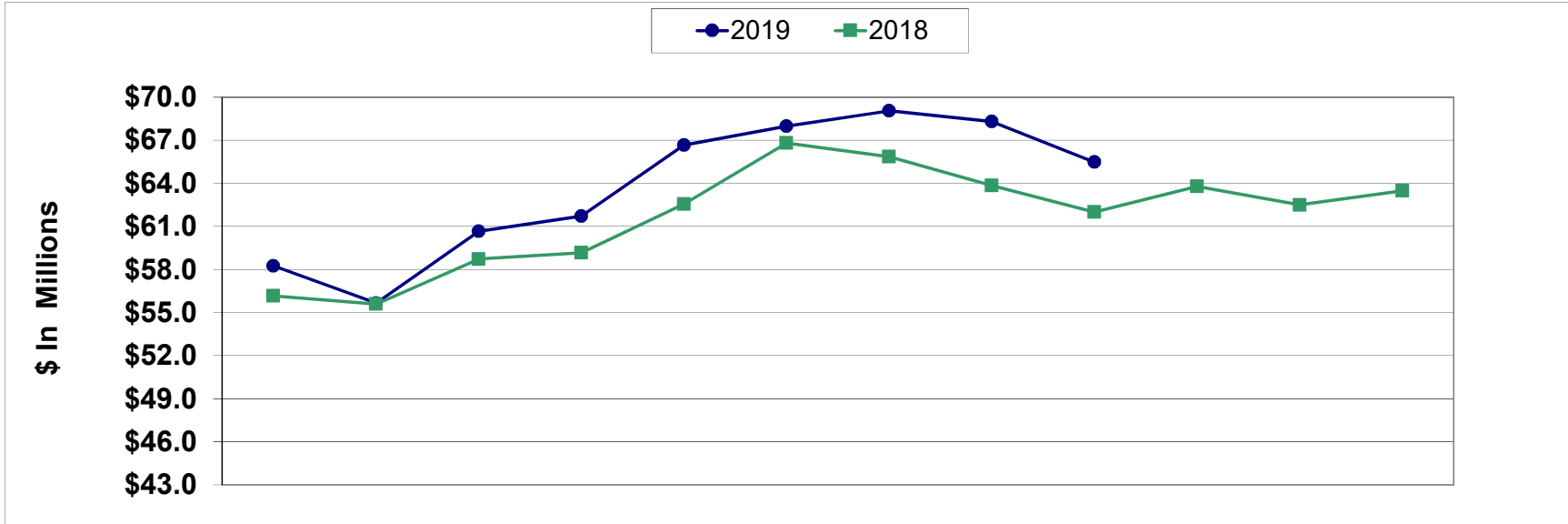
- September Non-Commutation Ridership was 2.6% above '18 and 0.9% above 2019 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.9	2.7	3.2	3.3	3.5	3.6	3.8	3.8	3.4				30.2
2018	2.7	2.6	2.9	3.0	3.3	3.6	3.6	3.6	3.3	3.4	3.3	3.7	28.6
PCT CHG.	8.8%	2.0%	9.3%	9.0%	9.0%	-0.3%	3.2%	7.9%	2.6%				5.6%

September Revenue

- September Total Revenue was 5.6% above '18 and -0.2% below 2019 Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	\$58.3	\$55.7	\$60.7	\$61.7	\$66.7	\$68.0	\$69.1	\$68.3	\$65.5				\$573.8
2018	\$56.2	\$55.6	\$58.7	\$59.2	\$62.6	\$66.8	\$65.8	\$63.8	\$62.0	\$63.8	\$62.5	\$63.5	\$550.7
PCT CHG.	3.7%	0.1%	3.3%	4.3%	6.6%	1.8%	4.9%	7.0%	5.6%				4.2%

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

TICKET TYPE/SERVICE	September 2019	September 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,118,361	4,055,668	62,693	1.5%
NON-COMMUTATION RIDERSHIP	3,421,682	3,334,510	87,172	2.6%
TOTAL RIDERSHIP	7,540,043	7,390,178	149,865	2.0%

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

TICKET TYPE/SERVICE	September 2019	September 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	37,907,025	37,919,810	(12,785)	0.0%
NON-COMMUTATION RIDERSHIP	30,206,790	28,611,630	1,595,160	5.6%
TOTAL RIDERSHIP	68,113,815	66,531,440	1,582,375	2.4%

* 2018 ridership numbers were adjusted using 2019 factors.

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

REVENUE	September 2019	September 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$32,645,781	\$31,182,566	\$1,463,215	4.7%
NON-COMMUTATION REVENUE	\$32,843,788	\$30,810,640	\$2,033,148	6.6%
TOTAL REVENUE	\$65,489,569	\$61,993,206	\$3,496,363	5.6%

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

REVENUE	September 2019	September 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$284,627,224	\$280,377,432	\$4,249,792	1.5%
NON-COMMUTATION REVENUE	\$289,128,183	\$270,289,378	\$18,838,805	7.0%
TOTAL REVENUE	\$573,755,407	\$550,666,810	\$23,088,597	4.2%



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS & UPDATES
SEPTEMBER 2019**

L70206VS: MOYNIHAN TRAIN HALL – LIRR SPACE FIT-OUT

Milestone: Third Party Design Completion [\$1.22M]

Project Budget: \$113.50 [\$97.5M to Empire State Development Corp]

The design and technical specifications for fit-out of the designated LIRR ticketing and back of house [BOH] areas in the Moynihan Train Hall [MTH], located in the James A. Farley Post Office on 8th Avenue across from Penn Station, is complete. The fit-out spaces are on both the Concourse level and Level 2 of MTH and will service LIRR customers and multiple LIRR departments. The Moynihan Train Hall Project will convert the Farley Post Office into a modern transportation hub with customer access to the platforms in the existing Penn Station. LIRR space fit-out construction is anticipated to begin by the end of the year.

L70401BU: BRIDGE PAINTING MENTOR PROGRAM

Milestone: Contract Award \$2,544,941

Project Budget: 15.49M

A Mentor Contract for Bridge Painting of the 48th Avenue Bridge in Jamaica [Package 4B] was issued to SH5 Construction Corp for \$2,544,941. The work will include lead abatement, air monitoring, surface preparation, and application of a new painting surface. This bridge painting project includes several bridges in various locations, under different contracts, as part of the LIRR's bridge maintenance program.

L70701XL: DC RELAY CONTROLS REPLACEMENT

Milestone: Beneficial Use

Project Budget: \$1.6M

Improvements to the DC relay controls at various substations are completed. These improvements will provide the LIRR with the ability to better analyze and control the amount of energy that is transferred between the power feeds and the tracks. This will help prevent long term damage to the substation transformers by opening and closing breakers automatically from a central operation center in Jamaica.

SMALL BUSINESS DEVELOPMENT PROGRAM

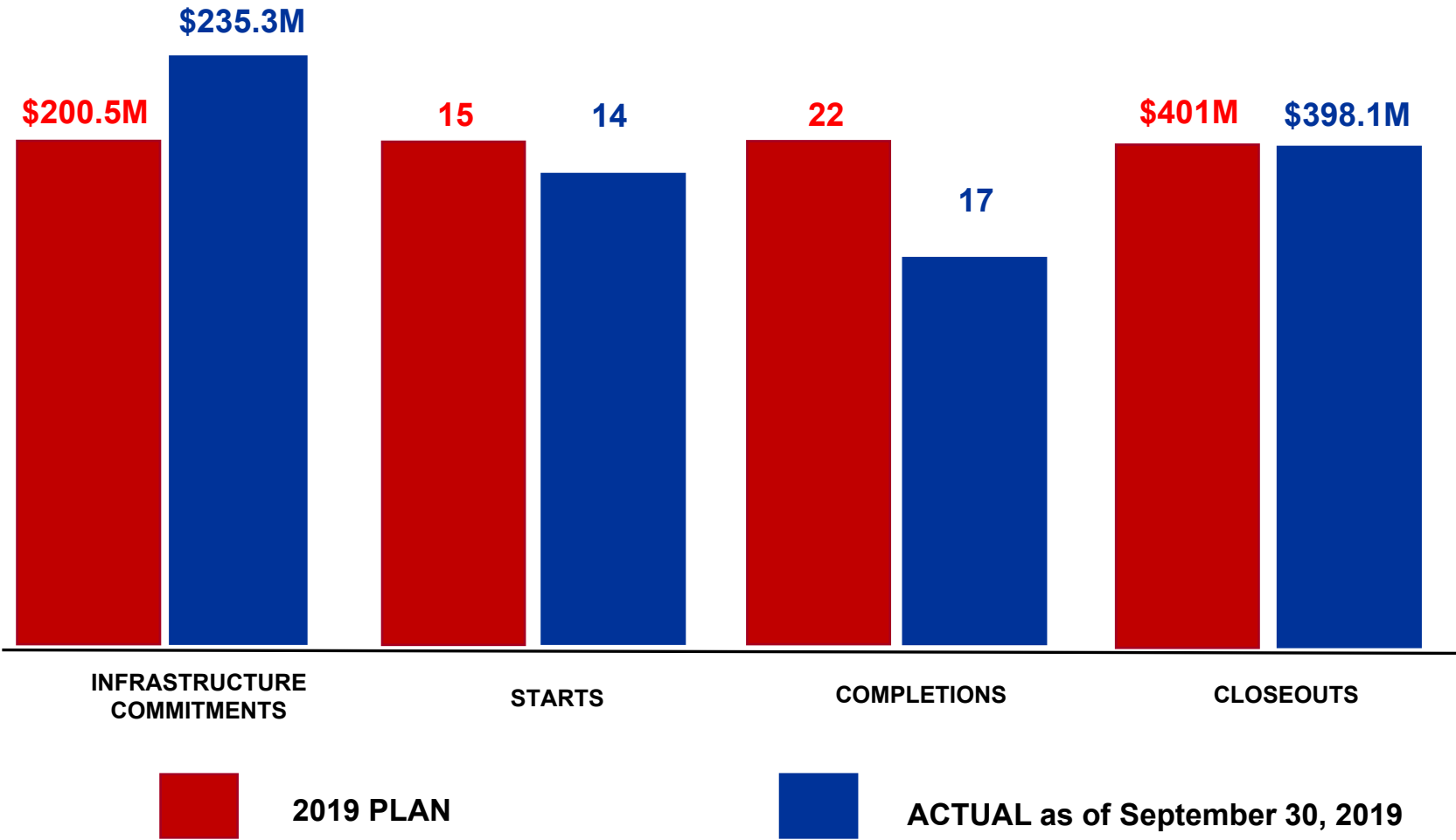
New contract/s awarded this month:

- Bridge Painting Package 4B awarded for \$2,544,941 [see above].

Contract/s completed this month:

- Sewer & Facility Improvements Group C.
- Rehabilitation of Various Employee Facilities

2019 LIRR Capital Program Goals



Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

September 2019 Highlights: Operations Report

September service delivery operated slightly below goal at 92.3% overall with 90.0% in peak periods.

YTD OTP is 94.3% with 93.4% in peak periods. Service was impacted by several track failures in the vicinity of GCT and catenary damage on the New Haven line.

Hudson Line – 93.9% with 94.4% in peak

97.9% of trains arrived within 10" of schedule with 3 (0.06%) cancelled or terminated

Harlem Line – 92.9% with 93.9% in peak

98.1% of trains arrived within 10" of schedule with 2 (0.03%) cancelled or terminated

New Haven Line – 91.0% with 92.3% in peak

96.5% of trains arrived within 10" of schedule with 9 (0.11%) cancelled or terminated

In September 5.0% of trains arrived 6-10" late with 14 (0.07%) cancelled or terminated.

Overall, 97.3% of trains arrived within 10" of schedule.

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

Consist Compliance: 99.6% overall with 99.3% during Peak.

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

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

West of Hudson Service operated below goal at 91.5% due to Port Jervis Line Infrastructure Work 46% and 41% due NJT service delivery failures. YTD is at 90.2%

Pascack Valley – 93.4% **YTD: 94.4%**

Port Jervis – 88.8% **YTD: 84.8%**

Cancelled Trains

8 (0.5%) PVL: 7, PVL: 1

4 – No NJT Crew

3 – Trespasser Strike

1 – NJT Equipment Failure

Equipment Performance

Fleet Availability was good during September.

Fleet MDBF in August operated above goal at 183,306 against the goal of 165,000 with YTD above goal at 244,074.

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

Performance Summary			2019 Data			2018 Data		
			Annual Goal	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%	92.3%	94.3%	89.0%	90.6%	
		AM Peak	93.0%	88.9%	92.7%	85.6%	89.9%	
		AM Reverse Peak	93.0%	97.4%	95.6%	92.3%	93.9%	
		PM Peak	93.0%	88.4%	93.3%	88.3%	90.1%	
		Total Peak	93.0%	90.0%	93.4%	87.7%	90.6%	
		Off Peak Weekday	93.0%	92.0%	93.7%	86.5%	88.3%	
		Weekend	93.0%	96.3%	97.1%	94.2%	94.9%	
		Hudson Line	Overall	93.0%	93.9%	95.0%	89.6%	90.2%
			AM Peak	93.0%	89.5%	92.6%	84.8%	87.8%
			AM Reverse Peak	93.0%	97.7%	95.0%	95.7%	95.6%
			PM Peak	93.0%	94.9%	96.1%	94.2%	92.2%
			Total Peak	93.0%	92.8%	94.4%	90.1%	90.6%
			Off Peak Weekday	93.0%	95.0%	94.8%	87.0%	87.1%
			Weekend	93.0%	93.7%	96.4%	92.7%	94.5%
		Harlem Line	Overall	93.0%	92.9%	95.6%	93.0%	92.8%
			AM Peak	93.0%	88.9%	93.7%	87.0%	92.0%
			AM Reverse Peak	93.0%	95.8%	95.6%	93.4%	94.1%
			PM Peak	93.0%	87.8%	93.4%	90.2%	90.2%
			Total Peak	93.0%	89.6%	93.9%	89.3%	91.6%
			Off Peak Weekday	93.0%	93.4%	95.9%	92.9%	92.5%
			Weekend	93.0%	97.4%	98.4%	98.5%	95.5%
		New Haven Line	Overall	93.0%	91.0%	93.0%	85.6%	89.2%
			AM Peak	93.0%	88.6%	91.9%	85.1%	89.5%
			AM Reverse Peak	93.0%	98.6%	96.0%	89.5%	92.9%
			PM Peak	93.0%	84.7%	91.5%	83.0%	88.8%
			Total Peak	93.0%	88.5%	92.3%	84.9%	89.7%
			Off Peak Weekday	93.0%	89.4%	91.6%	81.7%	86.0%
		Weekend	93.0%	97.0%	96.6%	92.1%	94.7%	
Operating Statistics	Trains Scheduled		18,815	172,993	18,583	172,851		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		11.1	12.5	12.0	12.8		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	263	1,928	372		
	Trains Canceled		230	6	156	20		
	Trains Terminated		230	8	184	30		
	Percent of Scheduled Trips Completed		99.8%	99.9%	99.8%	99.7%		
Consist Compliance	System	Overall	98.5%	99.6%	99.4%	98.5%	98.7%	
<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	97.0%	99.1%	98.6%	96.0%	97.0%	
		AM Reverse Peak	99.5%	100.0%	100.0%	99.9%	99.9%	
		PM Peak	97.0%	99.2%	98.8%	96.7%	96.8%	
		Total Peak	97.0%	99.3%	98.6%	96.9%	96.9%	
		Off Peak Weekday	99.5%	99.9%	99.8%	99.4%	99.4%	
		Weekend	99.5%	99.7%	99.7%	99.4%	99.5%	
		Hudson Line	AM Peak	99.0%	100.0%	99.9%	99.7%	
			PM Peak	99.0%	99.7%	99.8%	99.5%	
		Harlem Line	AM Peak	97.0%	99.6%	99.1%	96.8%	
			PM Peak	97.0%	99.2%	99.1%	97.2%	
		New Haven Line	AM Peak	95.0%	98.2%	97.3%	92.6%	
			PM Peak	95.0%	98.8%	97.9%	94.4%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	August	2019 Data		2018 Data		YTD 2019 Vs 2018
			September	YTD thru September	September	YTD thru September	
Engineering (Scheduled)	20.0%	427	529	1,880	386	5,123	-3,243
Engineering (Unscheduled)	40.0%	756	1,062	5,684	729	9,429	-3,745
Maintenance of Equipment	10.1%	456	268	2,980	851	5,312	-2,332
Transportation	2.0%	64	53	546	125	932	-387
Capital Projects	2.9%	142	76	1,149	372	1,561	-412
Weather and Environmental	0.9%	873	24	1,945	813	4,933	-2,989
Police	12.8%	128	338	1,520	379	1,988	-468
Customers	5.8%	117	154	997	157	1,252	-255
Other	5.5%	41	146	2,967	149	1,976	991
3rd Party Operations	0.1%	2	3	37	16	156	-119
TOTAL	100.0%	3,005	2,653	19,704	3,975	32,662	-12,958
HUDSON LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2019 Vs 2018
Engineering (Scheduled)	35.3%	117	179	536	118	1,406	-870
Engineering (Unscheduled)	27.6%	142	140	859	169	2,473	-1,614
Maintenance of Equipment	10.7%	133	54	740	160	1,424	-684
Transportation	1.4%	11	7	71	22	230	-159
Capital Projects	8.7%	52	44	432	90	718	-286
Weather and Environmental	0.2%	5	1	364	108	860	-496
Police	6.5%	24	33	260	27	270	-10
Customers	7.3%	40	37	260	74	488	-228
Other	2.4%	3	12	827	23	282	545
3rd Party Operations	0.0%	2	0	13	6	46	-33
TOTAL	100.0%	529	507	4,362	797	8,197	-3,835
HARLEM LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2019 Vs 2018
Engineering (Scheduled)	23.6%	81	164	385	28	822	-437
Engineering (Unscheduled)	36.1%	141	251	1,367	166	2,735	-1,368
Maintenance of Equipment	10.4%	95	72	798	256	1,214	-416
Transportation	0.7%	10	5	125	28	240	-115
Capital Projects	0.3%	22	2	105	39	148	-43
Weather and Environmental	2.0%	131	14	412	168	1,692	-1,280
Police	13.8%	28	96	389	93	508	-119
Customers	7.6%	26	53	240	27	295	-55
Other	5.5%	4	38	825	12	480	345
3rd Party Operations	0.0%	0	0	0	0	19	-19
TOTAL	100.0%	538	695	4,646	817	8,153	-3,507
NEW HAVEN LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2019 Vs 2018
Engineering (Scheduled)	12.8%	228	186	951	240	2,894	-1,943
Engineering (Unscheduled)	46.2%	473	671	3,447	394	4,220	-773
Maintenance of Equipment	9.8%	228	142	1,438	434	2,673	-1,235
Transportation	2.9%	44	42	343	76	462	-119
Capital Projects	2.1%	67	30	613	242	695	-82
Weather and Environmental	0.6%	738	9	1,168	536	2,381	-1,213
Police	14.5%	76	210	871	259	1,210	-339
Customers	4.4%	51	64	478	56	469	9
Other	6.5%	34	95	1,315	114	1,214	101
3rd Party Operations	0.2%	0	3	24	10	91	-67
TOTAL	100.0%	1,939	1,452	10,648	2,361	16,309	-5,661

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
09/03	Tue	TRAIN 926 DISABLED ACCOUNT GROUND FAULT.	8	0	0	0	0	0	6	0	0	2	0	0	0	0	0	16	0	0
09/03	Tue	TRAIN 366 HAD NO DOOR LIGHT AT NORTH WHITE PLAINS.	0	0	0	0	0	0	2	0	0	18	0	0	0	0	0	20	0	0
09/04	Wed	TRAIN 920 HAD DOOR PROBLEMS AT 125TH STREET STATION.	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0
09/04	Wed	CONGESTION CP11-CP19 DUE TO CRACKED FROG AT CP19.	17	0	0	0	0	0	0	0	0	6	0	0	0	0	0	23	0	0
09/05	Thu	CONGESTION FROM CP1 - CP106 DUE TO CRACKED FROG AT CP3.	0	0	0	0	0	0	39	0	0	32	0	0	0	0	0	71	0	0
09/05	Thu	CONGESTION ACCOUNT IG TRACK CIRCUIT DOWN.	1	0	0	0	0	0	3	0	0	9	0	0	0	0	0	13	0	0
09/06	Fri	CONGESTION CP3 - CP106 ACCOUNT LOOSE BOLTS ON RAIL JOINT BAR.	15	0	0	4	0	0	0	0	0	3	0	0	0	0	0	22	0	0
09/09	Mon	TRAIN 833 HELD AT 125TH STREET ACCOUNT MEDICAL ASSISTANCE FOR PASSENGER.	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0
09/09	Mon	TRAIN 926 HAD DOOR PROBLEMS AT 125TH STREET.	15	0	0	0	0	0	2	0	0	1	0	0	0	0	0	18	0	0
09/11	Wed	TRUCK STRUCK PARK AVENUE VIADUCT AT 124TH STREET.	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	0	0
09/12	Thu	TRAIN 916 REPORTED LOW MAIN RESEVOIR AT CP160.	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0
09/12	Thu	TRAIN 1409 EXPERIENCED MULTIPLE EMERGENCY BRAKE APPLICATIONS AT STAMFORD.	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0
09/12	Thu	CONGESTION FROM CP215-CP223 DUE TO CATENARY WIRE DAMAGE ON TRACK 4 EAST OF CP217.	0	0	0	0	0	0	59	1	0	68	0	0	0	0	0	127	1	0
09/12	Thu	NECESSARY FOR TRAIN 1831 TO CUT OUT ACSES AT CP401.	14	0	0	0	0	0	0	0	0	3	0	0	0	0	0	17	0	0
09/13	Fri	TRAIN 1373 WAS UNABLE TO MAKE CHANGEOVER AT PELHAM.	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	14	0	0
09/15	Sun	A TRACK FIRE AT CP106 WITH SMOKE IN THE MELROSE TUNNEL.	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0
09/16	Mon	TRAIN 1511 WAS DELAYED ACCOUNT LATE ARRIVAL OF ENGINEER.	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0
09/16	Mon	MEDICAL ASSISTANCE NEEDED FOR TRAIN 1831 AT WILLIAMS BRIDGE.	8	0	0	2	0	0	0	0	0	0	0	0	0	0	0	10	0	0

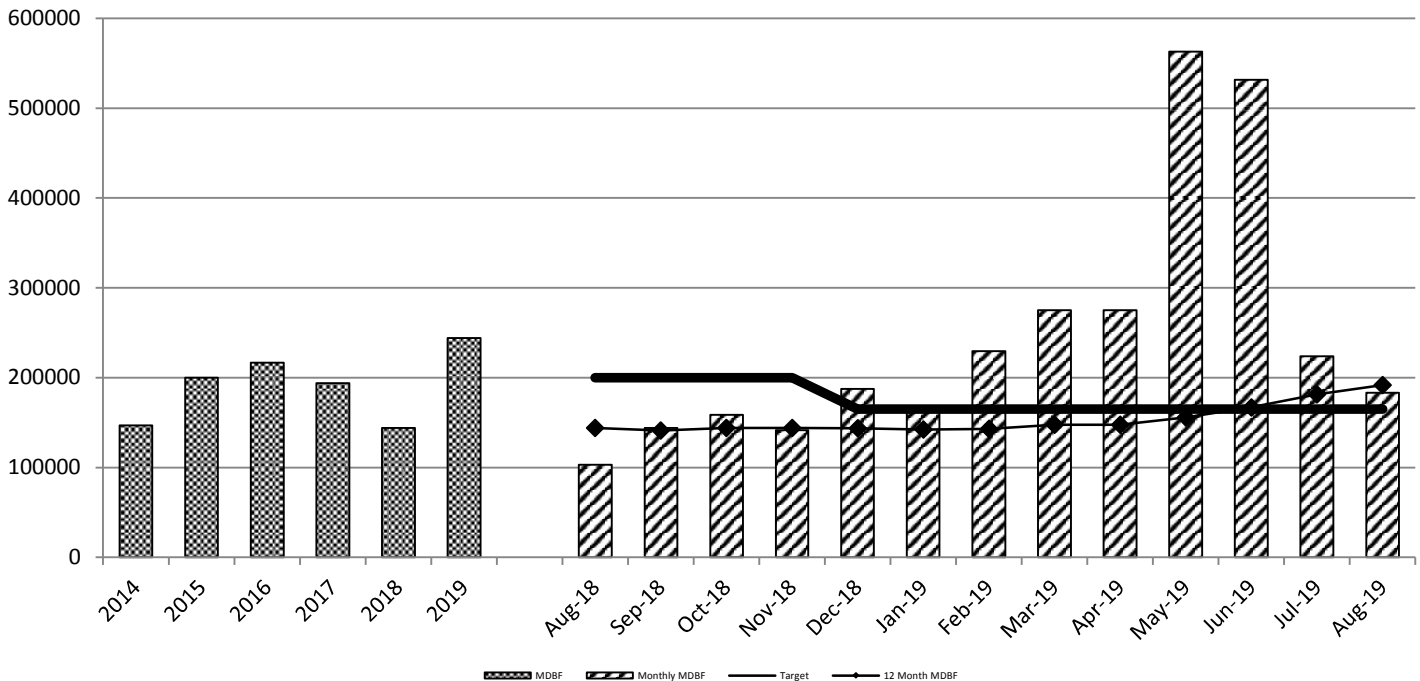
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
09/17	Tue	A DEFECTIVE RAIL INSULATED JOINT AT CP10 ON TRACK 2.	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	0	0
09/18	Wed	MEDICAL ASSISTANCE NEEDED FOR TRAIN 770 AT RIVERDALE.	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	0	0
09/23	Mon	A TRESPASSER ON TRACK 4 NEAR TREMONT STATION.	0	0	0	0	0	0	46	0	0	24	0	0	0	0	0	70	0	0
09/24	Tue	TRAIN 436 UNABLE TO TAKE POWER AT CP3.	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0
09/24	Tue	TRAIN 562 NEEDED MEDICAL ASSISTANCE AT WAKEFIELD STATION.	0	0	0	0	0	0	7	0	0	9	0	0	0	0	0	16	0	0
09/25	Wed	TRAIN 772 HAD AN INTOXICATED PASSENGER REQUIRING POLICE EMS ASSISTANCE AT OSSINING STATION.	9	0	0	0	0	0	2	0	0	11	0	0	0	0	0	22	0	0
09/26	Thu	CONGESTION DUE TO A DEFECTIVE RAIL INSULATED JOINT AT CP3.	0	0	0	0	0	0	56	0	0	55	0	1	0	0	0	111	0	1
09/26	Thu	DEFECTIVE GRADE CROSSING CIRCUIT AT CITY WATER IN MOUNT KISCO REQUIRED STOP & WARN.	33	0	0	6	0	0	8	0	0	35	0	0	0	0	0	82	0	0
TOTAL FOR MONTH			202	0	0	13	0	0	230	1	0	336	0	1	14	0	0	795	1	1
																	797			

	2019 Data								2018 Data		
	Equip-ment Type	Total Fleet Size	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	280,000	245,064	9	11	345,444	259,867	219,437	12	242,017
	M3	138	80,000	116,074	4	3	100,211	83,102	68,866	4	82,126
	M7	334	330,000	668,532	6	3	355,781	345,222	260,611	8	313,243
	Coach	209	200,000	124,330	8	12	306,378	223,386	102,769	15	170,978
	P-32	31	21,000	32,578	9	6	39,380	30,903	11,467	18	16,442
	BL-20	12	13,000	22,679	4	2	36,080	23,438	18,198	2	17,241
	Fleet	1129	165,000	183,306	40	37	244,074	191,854	112,518	61	149,683
	M8		280,000	245,064	9	11	345,444	249,045	194,207	14	223,536
M3/7		229,000	392,303	10	6	260,855	240,838	196,696	12	233,241	
Diesel/Coach		80,000	86,639	21	20	157,273	117,145	50,981	35	74,907	

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

ALL FLEETS Mean Distance Between Failures 2014 - 2019



West of Hudson Performance Summary			2019 Data			2018 Data		
			Annual Goal	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%	91.5%	90.2%	92.7%	91.2%	
		AM Peak	93.0%	90.8%	91.3%	96.0%	91.7%	
		PM Peak	93.0%	93.1%	92.3%	94.7%	91.1%	
		Total Peak	93.0%	91.9%	91.8%	95.3%	91.4%	
		Off Peak Weekday	93.0%	91.0%	88.0%	91.9%	90.7%	
		Weekend	93.0%	91.7%	92.2%	90.8%	92.1%	
		Pascack Line	Overall	93.0%	93.4%	94.4%	95.4%	94.5%
		AM Peak	93.0%	95.0%	96.0%	95.5%	94.8%	
		PM Peak	93.0%	92.1%	94.3%	96.2%	95.5%	
		Total Peak	93.0%	93.6%	95.1%	95.9%	95.2%	
		Off Peak Weekday	93.0%	93.3%	94.0%	95.8%	94.3%	
		Weekend	93.0%	93.4%	94.3%	94.4%	94.3%	
		Port Jervis Line	Overall	93.0%	88.8%	84.8%	88.9%	86.6%
		AM Peak	93.0%	85.8%	85.7%	96.5%	87.6%	
		PM Peak	93.0%	94.2%	90.0%	93.0%	85.9%	
		Total Peak	93.0%	90.0%	87.9%	94.7%	86.8%	
		Off Peak Weekday	93.0%	88.0%	80.6%	86.7%	85.8%	
	Weekend	93.0%	88.7%	89.1%	84.5%	88.2%		
Operating Statistics	Trains Scheduled		1,605	14,085	1,586	14,909		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		21.6	21.9	20.6	21.1		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	59	584	39	515		
	Trains Canceled	60	8	113	23	211		
	Trains Terminated	60	15	54	4	50		
	Percent of Scheduled Trips Completed	99.4%	98.6%	98.8%	98.3%	98.2%		
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	99.1%	98.9%	97.0%	97.7%	
	Pascack Valley - AM		99.0%	99.0%	98.8%	96.2%	97.4%	
	Port Jervis - AM		99.0%	99.1%	99.0%	97.8%	97.9%	

*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	
09/17	Tue	Late connections account Amtrak programmed maintenance.	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0
09/19	Thu	PVL: Train 1610 struck a motor vehicle at Grand Avenue, MP 15.0.	0	0	4	0	0	0	8	1	0	0	0	0	8	1	4
09/24	Tue	PJL: Train 57 struck a trespasser at MP 87.0 in Port Jervis.	0	0	0	0	0	4	0	1	1	0	0	0	0	1	5
09/25	Wed	PJL: Restricted cab signals at Middletown from Maples Road to Goshen Turnpike.	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
TOTAL FOR MONTH			6	0	4	0	0	4	13	2	1	0	0	0	19	2	9
30																	

SEPTEMBER 2019 STANDEE REPORT

East of Hudson			SEPT 2018	YTD 2018	SEPT 2019	YTD 2019
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	7	13	0	1
Total Standees			7	13	0	1
AM Peak	Harlem Line	Program Standees	31	3	31	3
		Add'l Standees	60	104	20	18
Total Standees			91	107	51	21
	New Haven Line	Program Standees	24	3	24	3
		Add'l Standees	150	82	30	61
Total Standees			174	85	54	64
EAST OF HUDSON TOTAL - AM PEAK			272	206	105	86
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	5	7	6	1
Total Standees			5	7	6	1
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	21	29	0	6
Total Standees			21	29	0	6
	New Haven Line	Program Standees	140	16	140	16
		Add'l Standees	103	115	20	61
Total Standees			243	130	160	77
EAST OF HUDSON TOTAL - PM PEAK			269	166	166	84

West of Hudson			SEPT 2018	YTD 2018	SEPT 2019	YTD 2019
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 2019

Elevator Availability	2019		2018	
	September	Year to Date	September	Year to Date
Grand Central Terminal	93.33%	86.90%	84.00%	90.94%
Harlem	99.57%	99.81%	100.00%	99.85%
Hudson	99.69%	99.80%	100.00%	99.85%
New Haven	100.00%	99.91%	100.00%	99.79%
Overall Average	98.15%	96.60%	96.00%	97.61%

The T-20 Elevator (leftmost B-Hall elevator) is Out of Service for conversion for Training Center Project until mid - October 2019.

PLEASE NOTE: The NE-1 Elevator is Out of Service due to East Side Access construction. The NE-1 Elevator is excluded from this report.

Escalator Availability	2019		2018	
	September	Year to Date	September	Year to Date
Grand Central Terminal	92.88%	84.72%	93.83%	97.52%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	96.44%	92.36%	96.92%	98.76%

Escalator 1 was Shutdown on Sept 2 for replacment of the main drive and regenerative drive units. It was Returned to Service on Sept 17.

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



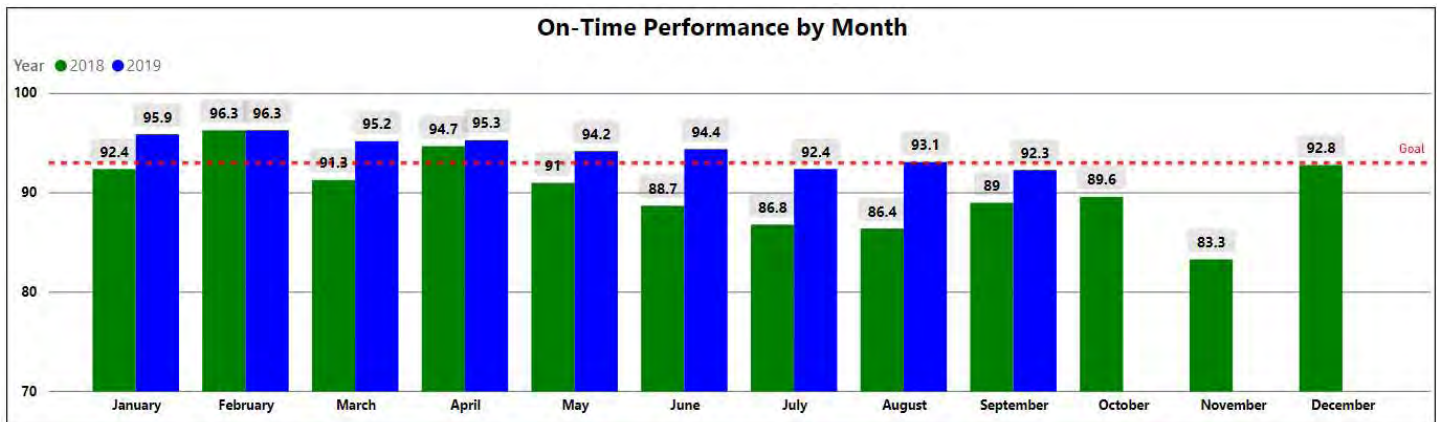
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

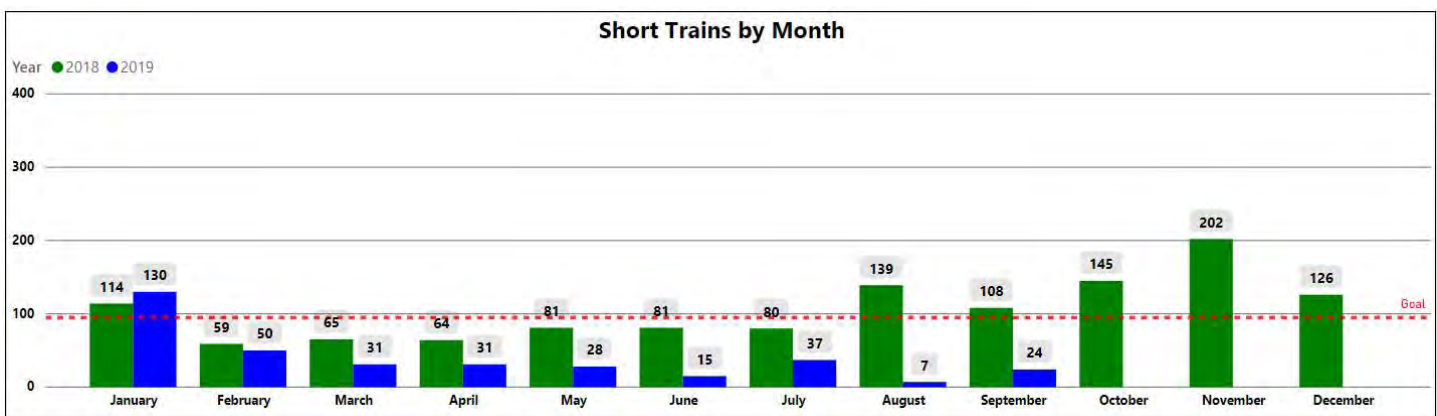
	2019		2018	
Goal	Sep	YTD	Sep	YTD
93.0%	92.3%	94.3%	89.0%	90.7%



Short Trains

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

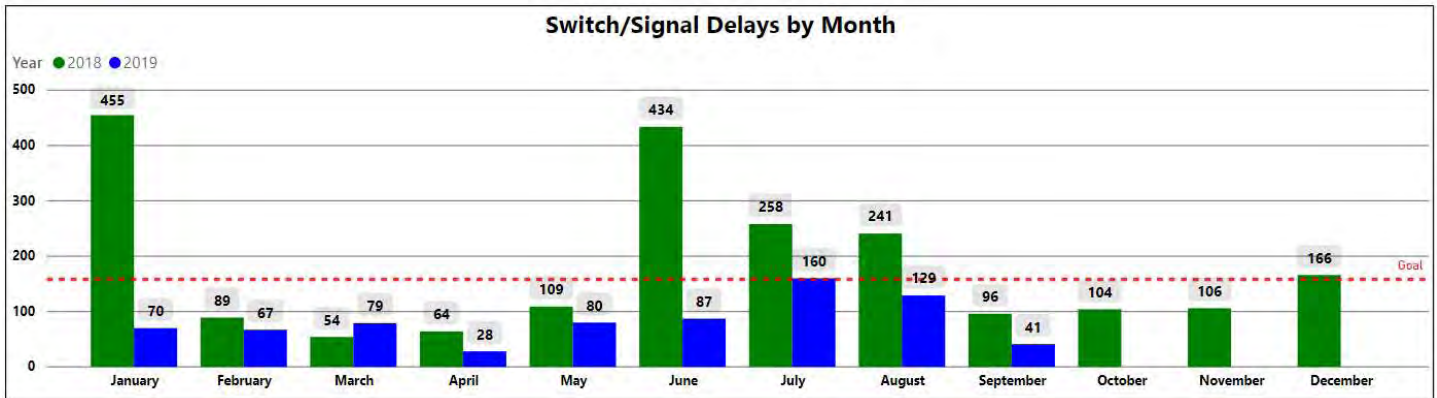
	2019		2018	
Goal	Sep	YTD	Sep	YTD
1138	24	353	108	791



Switch/Signal Delays

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

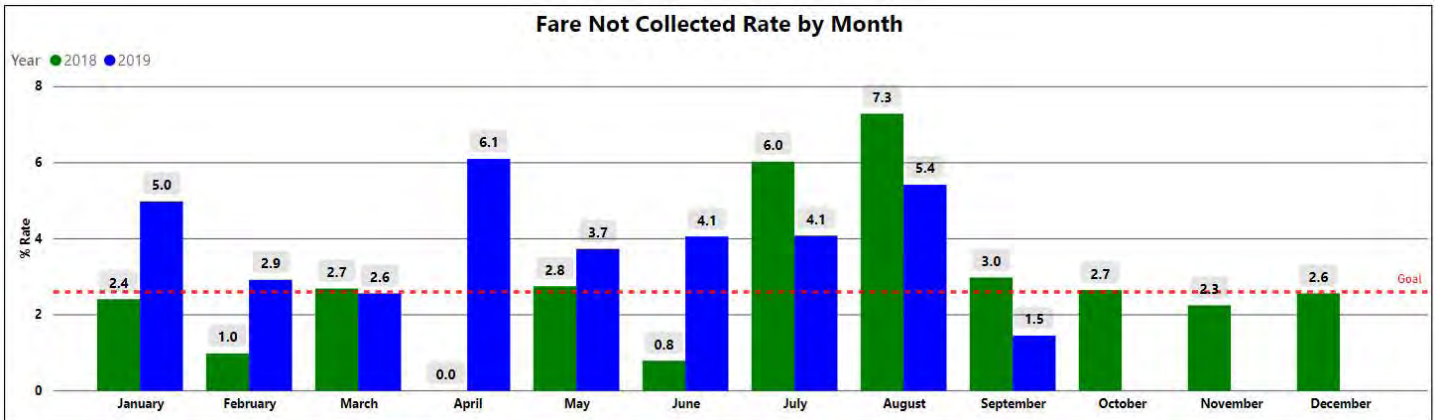
	2019		2018	
Goal	Sep	YTD	Sep	YTD
1896	41	741	96	1800



Fare Not Collected Rate

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

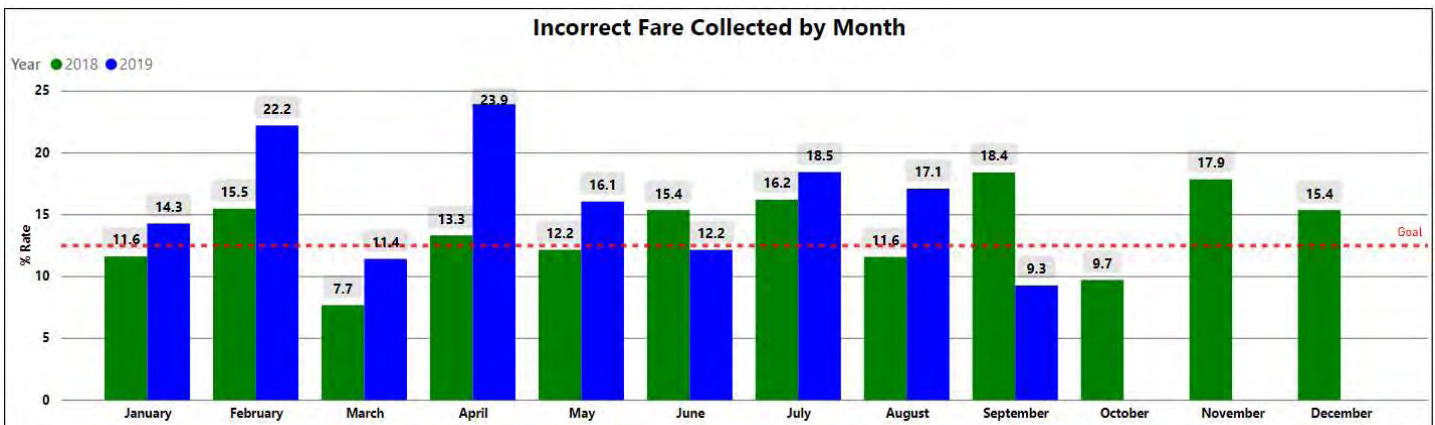
	2019		2018	
Goal	Sep	YTD	Sep	YTD
2.6%	1.5%	4.0%	3.0%	3.1%



Incorrect Fare Collected Rate

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

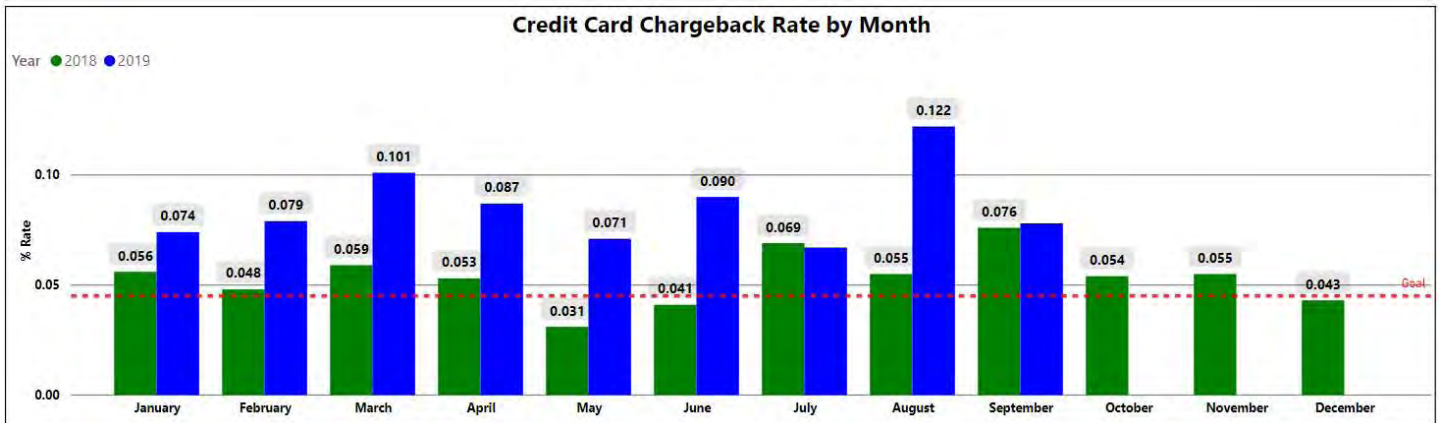
	2019		2018	
Goal	Sep	YTD	Sep	YTD
12.5%	9.3%	16.2%	18.4%	13.5%



Credit Card Chargeback Rate

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

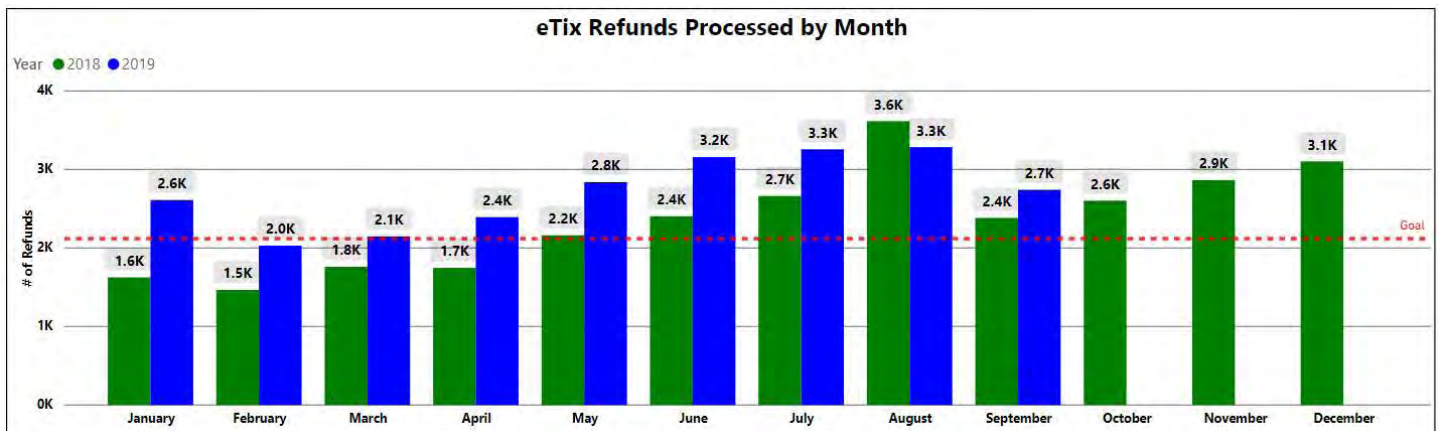
	2019		2018	
Goal	Sep	YTD	Sep	YTD
0.045%	0.078%	0.085%	0.076%	0.054%



eTix Refunds Processed

The number of eTix refunds processed.

	2019		2018	
Goal	Sep	YTD	Sep	YTD
2118	2740	24454	2383	19822





Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



On the Harlem line, the completion of Metro-North's SMARTRACK project between Mott Haven and Woodlawn will improve train frequencies and travel options at Harlem Line Bronx stations and restores full weekend service to North White Plains.



Metro-North Railroad

September 2019 Highlights: Financial Report

The Metro-North Railroad's Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to the Mid-Year Forecast (forecast) and key financial performance indicators.

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

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

- Ridership of 64.6 million, which includes East of Hudson ridership of 63.3 million and West of Hudson ridership of 1.3 million, was 0.6% unfavorable vs. forecast. Consequently, farebox revenue of \$561.2 million was \$3.9 million lower than forecast.
- Total revenue of \$603.3 million was \$6.2 million or 1.0% lower than forecast due to lower ridership and advertising revenue as well as the timing of net GCT retail income.
- Total expenses of \$997.0 million were \$13.9 million or 1.4% unfavorable vs. forecast primarily due to the reallocation of capital forces to operations coverage caused by the rescheduling of capital projects, timing of retiree payouts, and the net impact of Retroactive Wage Adjustment (RWA) payments.

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

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

	<u>Midyear Forecast</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$609.5	\$603.3	(\$6.2)	-1.0%
Total Expenses before Non-Cash Liability Adjs.	983.1	997.0	(13.9)	-1.4%
Operating Surplus/(Deficit)	(373.6)	(393.7)	(20.1)	-5.4%
<i>Other Non-Cash Liabilities</i>	184.6	171.0	13.6	7.4%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(558.2)	(564.7)	(6.5)	-1.2%
<i>Cash Adjustments</i>	127.1	140.0	12.9	10.2%
Net Cash Surplus/(Deficit)	(\$431.1)	(\$424.7)	\$6.4	1.5%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

September 2019 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$564.7 million was \$6.5 million or 1.2% unfavorable vs. the forecast.

Major drivers of the September 2019 YTD unfavorable result of \$6.5 million include lower Non-Reimbursable Revenues of \$6.2 million, primarily driven by lower farebox revenue of \$3.9 million and lower advertising revenue of \$1.5 million. Non-Reimbursable Expenses were \$0.3 million unfavorable mainly due to higher payroll expenses offset by the timing of non-cash liability adjustments and lower discretionary contractual spending in the maintenance and other operating contracts category.

September 2019 YTD Reimbursable Expenses of \$188.7 million were \$78.1 million favorable vs. the forecast primarily due to the timing of several capital projects including Connecticut Positive Train Control, Connecticut Track Program, Waterbury Branch Cab Signal, Maybrook Trailway as well as a forecast issue related to the East of Hudson Power Rehabilitation Project.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$3.9 million lower vs. the forecast primarily due to lower ridership on the Harlem and New Haven Lines.
 - YTD Ridership of 64.6 million was 0.6% unfavorable vs. the forecast and 0.6% favorable vs. YTD 2018.
- **Other Operating Revenue** – YTD was \$2.3 million or 5.2% unfavorable vs. the forecast primarily due to lower advertising revenue and the timing of net GCT retail income.
- **Capital and Other Reimbursements** – YTD was \$78.1 million or 29.3% unfavorable vs. the forecast primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,356.7 million were \$77.8 million or 5.4% favorable vs. the forecast.

Labor Expenses (including fringes and overhead recoveries) of \$845.7 million YTD were \$5.4 million unfavorable vs. the forecast.

- **Payroll** – YTD was \$8.5 million unfavorable vs. the forecast which primarily reflects the timing of retiree payouts and the net impact of RWA payments.
- **Overtime** – YTD was \$0.6 million favorable vs. the forecast primarily due to increased employee availability for train crews as well as lower Reimbursable activity in various projects partially offset by higher overtime for programmatic maintenance.

Non-Labor Expenses of \$340.0 million YTD were \$69.7 million favorable vs. the forecast.

- **Electric Power** – YTD results were \$0.9 million favorable vs. the forecast primarily due to lower rates.
- **Fuel** – YTD expenses were \$1.2 million favorable vs. the forecast primarily due to lower diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$30.0 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily for the Maybrook Trailway and the Signal Replacement from Greenwich to South Norwalk Projects, and a forecast issue with the Transformer Rehabilitation Project as well as the timing of Non-Reimbursable

expenses for the BL-20 Overhaul Program, milestone payments for the Bridgeport Derailment M-8 repairs, Infrastructure Maintenance and other various expenses.

- **Professional Services** – YTD was \$12.2 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily for the Connecticut Positive Train Control Project partially offset by higher than anticipated Non-Reimbursable expenses including a true-up for 2018 and 2019 MTA IT allocations.
- **Materials & Supplies** – YTD was \$23.3 million favorable vs. the forecast primarily due to a forecast issue related to the East of Hudson Power Rehabilitation Project and timing for the Waterbury Branch Cab Signaling Project partially offset by increased usage for reliability centered maintenance programs as well as rolling stock and infrastructure repairs and increased obsolete material reserves.
- **Other Business Expenses** – YTD was \$1.6 million favorable vs. the forecast primarily due to increased Amtrak recoveries.

Depreciation and Other Non-Cash Liability Adjustments were \$13.6 million favorable vs. the YTD forecast primarily due to lower Depreciation expense reflecting lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.

CASH DEFICIT SUMMARY

September YTD Net Cash Deficit of \$424.7 million was \$6.4 million or 1.5% favorable to the forecast. This is mainly due to the revised milestone scheduling of capital projects and timing of payments in several expenditure categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 63.2% was 0.1 percentage points favorable vs. the forecast.
- Adjusted Cost per Passenger of \$15.05 was \$0.07 favorable vs. the forecast.
- Revenue per Passenger of \$8.69 was \$0.01 unfavorable vs. the forecast.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$65.287	\$63.905	(\$1.382)	(2.1)	\$0.000	\$0.000	\$0.000	-	\$65.287	\$63.905	(\$1.382)	(2.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.307	5.009	(0.298)	(5.6)	0.000	0.000	0.000	-	5.307	5.009	(0.298)	(5.6)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	12.805	7.174	(5.631)	(44.0)	12.805	7.174	(5.631)	(44.0)
CDOT	0.000	0.000	0.000	-	15.165	9.412	(5.752)	(37.9)	15.165	9.412	(5.752)	(37.9)
Other	0.000	0.000	0.000	-	3.826	3.700	(0.126)	(3.3)	3.826	3.700	(0.126)	(3.3)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	31.795	20.286	(11.510)	(36.2)	31.795	20.286	(11.510)	(36.2)
Total Revenue/Receipts	\$70.594	\$68.914	(\$1.680)	(2.4)	\$31.795	\$20.286	(\$11.510)	(36.2)	\$102.390	\$89.200	(\$13.190)	(12.9)
Expenses												
<i>Labor:</i>												
Payroll	\$42.850	\$43.957	(\$1.107)	(2.6)	\$4.411	\$3.178	\$1.233	27.9	\$47.261	\$47.136	\$0.125	0.3
Overtime	7.803	8.384	(0.582)	(7.5)	2.403	1.493	0.910	37.9	10.206	9.878	0.328	3.2
Health and Welfare	8.951	9.051	(0.100)	(1.1)	1.512	1.008	0.503	33.3	10.462	10.059	0.403	3.9
OPEB Current Payment	3.311	3.071	0.240	7.3	0.000	0.000	0.000	-	3.311	3.071	0.240	7.3
Pensions	9.189	8.877	0.312	3.4	1.084	0.762	0.323	29.8	10.273	9.638	0.635	6.2
Other Fringe Benefits	10.382	9.844	0.538	5.2	1.168	0.800	0.368	31.5	11.550	10.644	0.905	7.8
Reimbursable Overhead	(6.280)	(5.828)	(0.452)	(7.2)	6.005	5.528	0.477	7.9	(0.275)	(0.300)	0.025	9.0
Total Labor	\$76.206	\$77.356	(\$1.151)	(1.5)	\$16.582	\$12.770	\$3.812	23.0	\$92.788	\$90.126	\$2.662	2.9
<i>Non-Labor:</i>												
Electric Power	\$5.796	\$4.690	\$1.106	19.1	\$0.000	\$0.212	(\$0.212)	-	\$5.796	\$4.902	\$0.894	15.4
Fuel	1.647	1.511	0.136	8.2	0.000	0.000	0.000	-	1.647	1.511	0.136	8.2
Insurance	1.336	1.336	(0.000)	(0.0)	0.296	0.118	0.178	60.2	1.632	1.454	0.178	10.9
Claims	0.107	0.035	0.072	67.3	0.000	0.000	0.000	-	0.107	0.035	0.072	67.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.710	10.559	2.151	16.9	5.997	3.206	2.790	46.5	18.707	13.765	4.941	26.4
Professional Service Contracts	3.481	2.652	0.829	23.8	3.185	2.160	1.026	32.2	6.667	4.812	1.855	27.8
Materials & Supplies	8.513	11.856	(3.344)	(39.3)	5.667	1.786	3.881	68.5	14.180	13.643	0.537	3.8
Other Business Expenses	2.269	2.165	0.104	4.6	0.068	0.034	0.034	50.4	2.337	2.199	0.139	5.9
Total Non-Labor	\$35.860	\$34.806	\$1.055	2.9	\$15.213	\$7.516	\$7.697	50.6	\$51.073	\$42.321	\$8.752	17.1
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$112.066	\$112.162	(\$0.096)	(0.1)	\$31.795	\$20.286	\$11.510	36.2	\$143.861	\$132.448	\$11.413	7.9
Depreciation	20.879	19.593	1.286	6.2	0.000	0.000	0.000	-	20.879	19.593	1.286	6.2
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	(1.158)	(1.510)	0.351	30.3	0.000	0.000	0.000	-	(1.158)	(1.510)	0.351	30.3
Environmental Remediation	0.350	0.100	0.250	71.4	0.000	0.000	0.000	-	0.350	0.100	0.250	71.4
GASB75 Adjustment	0.092	(0.298)	0.390	*	0.000	0.000	0.000	-	0.092	(0.298)	0.390	*
Total Expenses	\$132.228	\$130.047	\$2.181	1.6	\$31.795	\$20.286	\$11.510	36.2	\$164.023	\$150.333	\$13.690	8.3
Net Surplus/(Deficit)	(\$61.634)	(\$61.133)	\$0.500	0.8	\$0.000	\$0.000	\$0.000	-	(\$61.634)	(\$61.133)	\$0.500	0.8
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.879	19.593	(1.286)	(6.2)	0.000	0.000	0.000	-	20.879	19.593	(1.286)	(6.2)
Operating/Capital	(5.278)	(5.186)	0.092	1.7	0.000	0.000	0.000	-	(5.278)	(5.186)	0.092	1.7
Other Cash Adjustments	(11.363)	18.124	29.488	*	0.000	0.000	0.000	-	(11.363)	18.124	29.488	*
Total Cash Conversion Adjustments	\$4.238	\$32.531	\$28.294	*	\$0.000	\$0.000	\$0.000	-	\$4.238	\$32.531	\$28.294	*
Net Cash Surplus/(Deficit)	(\$57.396)	(\$28.602)	\$28.794	50.2	\$0.000	\$0.000	\$0.000	-	(\$57.396)	(\$28.602)	\$28.794	50.2

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
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	\$565.073	\$561.188	(\$3.886)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$565.073	\$561.188	(\$3.886)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	44.377	42.076	(2.301)	(5.2)	0.000	0.000	0.000	-	44.377	42.076	(2.301)	(5.2)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	131.233	102.627	(28.606)	(21.8)	131.233	102.627	(28.606)	(21.8)
CDOT	0.000	0.000	0.000	-	113.183	72.552	(40.631)	(35.9)	113.183	72.552	(40.631)	(35.9)
Other	0.000	0.000	0.000	-	22.436	13.536	(8.900)	(39.7)	22.436	13.536	(8.900)	(39.7)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	266.851	188.714	(78.137)	(29.3)	266.851	188.714	(78.137)	(29.3)
Total Revenue/Receipts	\$609.450	\$603.264	(\$6.187)	(1.0)	\$266.851	\$188.714	(\$78.137)	(29.3)	\$876.302	\$791.978	(\$84.324)	(9.6)
Expenses												
<i>Labor:</i>												
Payroll	\$385.798	\$398.443	(\$12.646)	(3.3)	\$42.302	\$38.119	\$4.184	9.9	\$428.100	\$436.562	(\$8.462)	(2.0)
Overtime	71.463	72.636	(1.174)	(1.6)	23.311	21.573	1.738	7.5	94.774	94.210	0.564	0.6
Health and Welfare	80.692	83.313	(2.622)	(3.2)	14.552	12.841	1.711	11.8	95.244	96.154	(0.911)	(1.0)
OPEB Current Payment	29.066	28.473	0.594	2.0	0.000	0.000	0.000	-	29.066	28.473	0.594	2.0
Pensions	81.222	80.328	0.895	1.1	10.350	9.421	0.929	9.0	91.573	89.749	1.824	2.0
Other Fringe Benefits	93.163	93.643	(0.479)	(0.5)	11.278	10.183	1.095	9.7	104.441	103.826	0.615	0.6
Reimbursable Overhead	(59.995)	(56.733)	(3.262)	(5.4)	57.101	53.480	3.621	6.3	(2.894)	(3.253)	0.359	12.4
Total Labor	\$681.409	\$700.103	(\$18.694)	(2.7)	\$158.894	\$145.617	\$13.278	8.4	\$840.304	\$845.720	(\$5.416)	(0.6)
<i>Non-Labor:</i>												
Electric Power	\$54.934	\$53.699	\$1.235	2.2	\$0.002	\$0.337	(\$0.335)	*	\$54.936	\$54.036	\$0.900	1.6
Fuel	15.783	14.547	1.236	7.8	0.000	0.000	0.000	-	15.783	14.547	1.236	7.8
Insurance	12.040	12.128	(0.088)	(0.7)	2.847	2.272	0.576	20.2	14.888	14.400	0.488	3.3
Claims	0.829	0.812	0.018	2.1	0.000	0.000	0.000	-	0.829	0.812	0.018	2.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	93.162	81.238	11.924	12.8	37.433	19.365	18.067	48.3	130.595	100.603	29.991	23.0
Professional Service Contracts	28.546	30.992	(2.446)	(8.6)	23.363	8.754	14.610	62.5	51.910	39.745	12.164	23.4
Materials & Supplies	75.566	83.948	(8.383)	(11.1)	43.779	12.138	31.641	72.3	119.345	96.087	23.258	19.5
Other Business Expenses	20.813	19.491	1.321	6.3	0.532	0.232	0.300	56.4	21.345	19.723	1.622	7.6
Total Non-Labor	\$301.674	\$296.856	\$4.819	1.6	\$107.957	\$43.098	\$64.859	60.1	\$409.631	\$339.953	\$69.678	17.0
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$983.084	\$996.959	(\$13.875)	(1.4)	\$266.851	\$188.714	\$78.137	29.3	\$1,249.935	\$1,185.673	\$64.262	5.1
Depreciation	183.871	172.911	10.960	6.0	0.000	0.000	0.000	-	183.871	172.911	10.960	6.0
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	(2,542)	(3,390)	0.849	33.4	0.000	0.000	0.000	-	(2,542)	(3,390)	0.849	33.4
Environmental Remediation	2.951	2.502	0.449	15.2	0.000	0.000	0.000	-	2.951	2.502	0.449	15.2
GASB75 Adjustment	0.276	(1.042)	1.318	*	0.000	0.000	0.000	-	0.276	(1.042)	1.318	*
Total Expenses	\$1,167.640	\$1,167.940	(\$0.300)	(0.0)	\$266.851	\$188.714	\$78.137	29.3	\$1,434.491	\$1,356.654	\$77.837	5.4
Net Surplus/(Deficit)	(\$558.190)	(\$564.676)	(\$6.487)	(1.2)	\$0.000	\$0.000	(\$0.000)	-	(\$558.190)	(\$564.676)	(\$6.487)	(1.2)
<i>Cash Conversion Adjustments:</i>												
Depreciation	183.871	172.911	(10.960)	(6.0)	0.000	0.000	0.000	-	183.871	172.911	(10.960)	(6.0)
Operating/Capital	(55.694)	(37.283)	18.411	33.1	0.000	0.000	0.000	-	(55.694)	(37.283)	18.411	33.1
Other Cash Adjustments	(1.103)	4.349	5.452	*	0.000	0.000	0.000	-	(1.103)	4.349	5.452	*
Total Cash Conversion Adjustments	\$127.074	\$139.977	\$12.903	10.2	\$0.000	\$0.000	\$0.000	-	\$127.074	\$139.977	\$12.903	10.2
Net Cash Surplus/(Deficit)	(\$431.115)	(\$424.699)	\$6.416	1.5	\$0.000	\$0.000	(\$0.000)	-	(\$431.115)	(\$424.699)	\$6.416	1.5

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast				Year to Date vs. Mid-Year Forecast			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
OTHER OPERATING REVENUE	Non-Reimb	(\$0.298)	(5.6%)	Timing of net GCT retail income and lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising revenue.	(\$2.301)	(5.2%)	Primarily reflects lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising revenue and timing of net GCT retail income.		
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$11.510)	(36.2%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$78.137)	(29.3%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Non-Reimb	(\$1.107)	(2.6%)	Reflects temporary transfer of costs from Hurricane Sandy Infrastructure Restoration Projects to Non-Reimbursable. Expenses will be billed back to Capital Projects next month due to the establishment of funding for the second phase of the project.	(\$12.646)	(3.3%)	Reallocation of forces to operations coverage due to the rescheduling of capital projects, the timing of retiree payouts, and the impact of Retroactive Wage Adjustment (RWA) payments.		
	Reimb	\$1.233	27.9%		\$4.184	9.9%	Reflects primarily lower activity in the Connecticut Track Program and Cyclical Replacement Insulated Joint Project partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Project.		
OVERTIME	Non-Reimb	(\$0.582)	(7.5%)	See overtime tables.	(\$1.174)	(1.6%)	See overtime tables.		
	Reimb	\$0.910	37.9%	See overtime tables.	\$1.738	7.5%	See overtime tables.		
HEALTH AND WELFARE	Reimb	\$0.503	33.3%	Reflects temporary transfer of costs from Hurricane Sandy Infrastructure Restoration Projects to Non-Reimbursable. Expenses will be billed back to Capital Projects next month due to the establishment of funding for the second phase of the project.	\$1.711	11.8%	Reflects primarily lower activity on the Connecticut Track Programs, Moodna-Woodbury Viaduct and Cyclical Replacement Insulated Joint Projects partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Project.		
OPEB CURRENT PAYMENT	Non-Reimb	\$0.240	7.3%	Primarily due to timing.	\$0.594	2.0%			
PENSIONS	Reimb	\$0.323	29.8%	Reflects temporary transfer of costs from Hurricane Sandy Infrastructure Restoration Projects to Non-Reimbursable. Expenses will be billed back to Capital Projects next month due to the establishment of funding for the second phase of the project.	\$0.929	9.0%	Reflects primarily lower activity in the Connecticut Track Program partially offset by increased activity in Cos Cob Bridge Mitre Rail Replacement Project and Cyclical Track Program.		
OTHER FRINGE BENEFITS	Non-Reimb	\$0.538	5.2%	Primarily reflects a lower employee claim provision combined with lower rates partially offset higher than forecasted labor costs.	(\$0.479)	(0.5%)	Reflects primarily lower activity in the Connecticut Track Program partially offset by increased activity in Cyclical Track Program and Cos Cob Bridge Mitre Rail Replacement Project.		
	Reimb	\$0.368	31.5%	Reflects temporary transfer of costs from Hurricane Sandy Infrastructure Restoration Projects to Non-Reimbursable. Expenses will be billed back to Capital Projects next month due to the establishment of funding for the second phase of the project.	\$1.095	9.7%			

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast				Year to Date vs. Mid-Year Forecast			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.452)	(7.2%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$3.262)	(5.4%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.		
	Reimb	\$0.477	7.9%		\$3.621	6.3%			
ELECTRIC POWER	Non-Reimb	\$1.106	19.1%	Primarily reflects a prior period true-up adjustment.	\$1.235	2.2%			
FUEL	Non-Reimb	\$0.136	8.2%	Primarily due to lower diesel fuel price per gallon.	\$1.236	7.8%	Primarily due to lower diesel fuel price per gallon.		
INSURANCE	Reimb	\$0.178	60.2%	Reflects temporary transfer of costs from Hurricane Sandy Infrastructure Restoration Projects to Non-Reimbursable. Expenses will be billed back to Capital Projects next month due to the establishment of funding for the second phase of the project.	\$0.576	20.2%	Reflects lower activity in the Connecticut Track Program and Moodna-Woodbury Viaduct Project partially offset by increased activity on Cyclical Track Program and Cos Cob Bridge Mitre Rail Replacement Project.		
CLAIMS	Non-Reimb	\$0.072	67.3%	Reflects a lower passenger claims provision than forecasted.	\$0.018	2.1%			
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.151	16.9%	Reflects timing of milestone payments for Bridgeport Derailment M-8 repairs and lower expenses for miscellaneous maintenance and operating contracts.	\$11.924	12.8%	Reflects the timing BL-20 Locomotive Overhauls and milestone payments for Bridgeport Derailment M-8 repairs, lower than anticipated expenses for miscellaneous maintenance and operating contracts.		
	Reimb	\$2.790	46.5%		Reflects lower activity on the Maybrook Trailway Project and Signal Replacement from Greenwich to South Norwalk Project due to the timing of work and billing partially offset by higher activity on Positive Train Control (CT).	\$18.067		48.3%	Reflects timing of invoices and lower activity on the Maybrook Trailway Project, forecasting error for the Transformer Rehabilitation Project (to be corrected in the November Financial Plan), and lower activity on the Signal Replacement from Greenwich to South Norwalk Project partially offset by higher activity on Positive Train Control (CT) (budget in Professional Services) and Hot Bearing and Wheel Impact Project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.829	23.8%	Lower than anticipated consulting and engineering services partially offset by higher run rate for New Haven Line MTA IT allocations.	(\$2.446)	(8.6%)	Primarily due to true-up for 2018 and 2019 New Haven Line MTA IT allocations partially offset by lower than anticipated consulting and engineering services.		
	Reimb	\$1.026	32.2%		Reflects timing of Connecticut Positive Train Control Project partially offset by Maybrook Trailway Project.	\$14.610		62.5%	Reflects timing of Connecticut Positive Train Control Project and a delayed start date for Sasco Creek Traction Power Supply Station Project partially offset by the transfer of Maybrook Trailway Project expense from Operating Capital.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast				Year to Date vs. Mid-Year Forecast			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
MATERIALS AND SUPPLIES	Non-Reimb	(\$3.344)	(39.3%)	Primarily due to increased obsolete material reserve along with other inventory adjustments.	(\$8.383)	(11.1%)	Primarily due to higher usage for Reliability Centered Maintenance (RCM) Programs as well as rolling stock and infrastructure repairs along with increased obsolete material reserves and other inventory adjustments.		
	Reimb	\$3.881	68.5%	Reflects lower activity in Waterbury Branch Cab Signal and Replace AC Circuit Breaker and Switchgear Projects partially offset by higher activity on the Right of Way Restoration Project.	\$31.641	72.3%	Reflects forecasting error for the East of Hudson Power Rehabilitation Project (to be corrected in the November Financial Plan) as well as lower activity on the Waterbury Branch Cab Signal, Turnouts: Mainline and High Speed Interlocking Replacement and Harmon Shop Replacement - Phase Five Projects.		
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.104	4.6%		\$1.321	6.3%	Primarily due to higher Amtrak recoveries as well as lower print and stationary and other miscellaneous expenses.		
	Reimb	\$0.034	50.4%	Reflects primarily lower activity on the Maybrook Trailway Project.	\$0.300	56.4%	Reflects primarily lower activity on the Maybrook Trailway Project.		
DEPRECIATION	Non-Reimb	\$1.286	6.2%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.	\$10.960	6.0%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.		
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.351	30.3%	Reflects adjustments to account for MNR's net pension liability.	\$0.849	33.4%	Reflects adjustments to account for MNR's net pension liability.		
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.250	71.4%	Reflects timing of projects requiring remediation.	\$0.449	15.2%	Reflects timing of projects requiring remediation.		
GASB75 ADJUSTMENT	Non-Reimb	\$0.390	30.3%	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.	\$1.318	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.		
OPERATING CAPITAL	Non-Reimb	\$0.092	1.7%		\$18.411	33.1%	Reflects timing primarily in the following projects: Track Geometry Car Purchase, GCT SMO Design & Reconfiguration, Upper Harlem Pole Replacement, Replacement of GCT Escalators, GCT Exhaust Duct Repair, GP-35 Locomotive Overhauls, Centralize Traffic Control System Upgrade, and Renovation of the GCT Training Facility.		

* Variance exceeds 100%.

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

	September						Year To Date(September)					
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	55,208	\$ 3.324	47,706	\$ 2.910	7,502 13.6%	\$0.414 12.5%	475,766	\$ 28.665	430,638	\$ 25.856	45,128 9.5%	\$2.809 9.8%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	50,182	\$ 3.054	51,824	\$ 2.994	(1,642) -3.3%	\$0.060 2.0%	420,317	\$ 25.174	477,392	\$ 27.440	(57,075) -13.6%	(\$2.266) -9.0%
<u>Unscheduled Maintenance</u>	0	\$ -	0	\$ -	-	\$0.000 0.0%	4,279	\$ 0.244	11	\$ 0.001	4,269 99.8%	\$0.243 99.8%
<u>Vacancy/Absentee Coverage</u> ²	23,715	\$ 1.367	25,003	\$ 1.380	(1,288) -5.4%	(\$0.013) -1.0%	223,807	\$ 12.748	242,559	\$ 13.307	(18,753) -8.4%	(\$0.559) -4.4%
<u>Weather Emergencies</u>	932	\$ 0.057	484	\$ 0.028	448 48.1%	\$0.030 51.5%	93,652	\$ 5.490	77,609	\$ 4.369	16,044 17.1%	\$1.121 20.4%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	(2)	\$ (0.000)	0	\$ 1.072	(2)	(\$1.072)	11	\$ (0.858)	56	\$ 1.663	(44)	(\$2.522)
Subtotal	130,036	\$ 7.803	125,017	\$ 8.384	5,018 3.9%	(\$0.582) -7.5%	1,217,832	\$ 71.463	1,228,264	\$ 72.636	(10,432) -0.9%	(\$1.174) -1.6%
REIMBURSABLE OVERTIME	40,084	\$ 2.403	39,618	\$ 1.493	466 1.2%	\$0.910 37.9%	387,033	\$ 23.311	358,158	\$ 21.573	28,875 7.5%	\$1.738 7.5%
TOTAL OVERTIME	170,120	\$ 10.206	164,635	\$ 9.878	5,485 3.2%	\$0.328 3.2%	1,604,865	\$ 94.774	1,586,422	\$ 94.210	18,443 1.1%	\$0.564 0.6%

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable.

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

	September			Year To Date(September)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	7,502	\$0.414	Increased employee availability based upon lower relief day coverage due to lower unplanned absences.	45,128	\$2.809	Increased employee availability based upon lower relief day coverage due to lower unplanned absences.
	13.6%	12.5%		9.5%	9.8%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(1,642)	\$0.060	Lower infrastructure repairs of \$0.3M partially offset by higher Reliability Centered Maintenance (RCM) of \$0.2M.	(57,075)	(\$2.266)	Primarily due to both higher Reliability Centered Maintenance (RCM) of \$1.6M and infrastructure repairs of \$0.8M.
	-3.3%	2.0%		-13.6%	-9.0%	
<u>Unscheduled Maintenance</u>	0	\$0.000	Fewer than anticipated unscheduled maintenance events.	4,269	\$0.243	Fewer than anticipated unscheduled maintenance events.
	0.0%	0.0%		99.8%	99.8%	
<u>Vacancy/Absentee Coverage</u> ²	(1,288)	(\$0.013)	Higher required vacancy coverage in Customer Service and Transportation partially offset by lower coverage in Maintenance of Equipment and Procurement.	(18,753)	(\$0.559)	Higher required vacancy coverage for must fill jobs in Customer Service, Transportation and Maintenance of Equipment.
	-5.4%	-1.0%		-8.4%	-4.4%	
<u>Weather Emergencies</u>	448	\$0.030	Fewer weather events than forecasted.	16,044	\$1.121	Fewer weather events than forecasted partially offset by timing of Retroactive Wage Adjustment (RWA) payments.
	48.1%	51.5%		17.1%	20.4%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	(2)	(\$1.072)	Primarily due to temporary transfer of costs from Hurricane Sandy Infrastructure Restoration Projects to Non-Reimbursable. Expenses will be billed back to Capital Projects next month due to the establishment of funding for the second phase of the project.	(44)	(\$2.522)	Timing differences for payroll and calendar cutoff dates, temporary transfer of costs from Hurricane Sandy Infrastructure Restoration Projects to Non-Reimbursable that will be billed back to Capital Projects next month after the establishment of funding for the second phase of the project, and timing of Retroactive Wage Adjustment (RWA) payments.
Subtotal	5,018	(\$0.582)		(10,432)	(\$1.174)	
	3.9%	-7.5%		-0.9%	-1.6%	
REIMBURSABLE OVERTIME	466	\$0.910	Reflects temporary transfer of costs from Hurricane Sandy Infrastructure Restoration Projects to Non-Reimbursable. Expenses will be billed back to Capital Projects next month due to the establishment of funding for the second phase of the project.	28,875	\$1.738	Reflects lower activity in the Connecticut Track Program and the Moodna/Woodbury Viaduct Project partially offset by increased costs for the Cyclical Track Program due to timing as well as higher night and weekend work for the Harlem Wayside Communication and Signal and GCT Turnout Switch Renewal Projects.
	1.2%	37.9%		7.5%	7.5%	
TOTAL OVERTIME	5,485	\$0.328		18,443	\$0.564	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
 * Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

**MTA METRO-NORTH RAILROAD
2019 Overtime Report
Overtime Legend**

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

SCHEDULE III

	SEPTEMBER 2019				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$64.448	\$63.801	(\$0.647)	(1.0)	\$558.228	\$552.405	(\$5.823)	(1.0)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	7.524	7.196	(0.328)	(4.4)	85.477	89.600	4.123	4.8
<i>Capital & Other Reimbursements:</i>								
MTA	14.714	16.090	1.376	9.4	132.775	121.386	(11.389)	(8.6)
CDOT	15.165	12.306	(2.859)	(18.9)	114.096	70.549	(43.547)	(38.2)
Other	3.826	1.249	(2.577)	(67.4)	22.901	17.778	(5.123)	(22.4)
Total Capital and Other Reimbursements	33.705	29.645	(4.060)	(12.0)	269.772	209.713	(60.059)	(22.3)
Total Receipts	\$105.677	\$100.642	(\$5.035)	(4.8)	\$913.477	\$851.718	(\$61.759)	(6.8)
Expenditures								
<i>Labor:</i>								
Payroll	\$54.187	\$45.508	\$8.679	16.0	\$433.000	\$449.124	(\$16.124)	(3.7)
Overtime	12.055	9.793	2.262	18.8	97.054	93.973	3.081	3.2
Health and Welfare	11.436	10.900	0.536	4.7	103.141	106.206	(3.065)	(3.0)
OPEB Current Payment	3.311	3.476	(0.165)	(5.0)	29.367	28.949	0.418	1.4
Pensions	10.272	10.340	(0.068)	(0.7)	93.510	92.808	0.702	0.8
Other Fringe Benefits	12.778	9.466	3.312	25.9	105.586	116.161	(10.575)	(10.0)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$104.038	\$89.483	\$14.555	14.0	\$861.658	\$887.221	(\$25.563)	(3.0)
<i>Non-Labor:</i>								
Electric Power	\$5.950	\$5.594	\$0.356	6.0	\$56.666	\$58.754	(\$2.088)	(3.7)
Fuel	1.606	1.358	0.248	15.5	14.816	14.346	0.470	3.2
Insurance	0.309	0.000	0.309	100.0	10.018	9.762	0.256	2.6
Claims	0.613	0.046	0.567	92.5	19.394	19.544	(0.150)	(0.8)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	25.023	12.941	12.082	48.3	163.592	115.837	47.755	29.2
Professional Service Contracts	6.330	4.014	2.316	36.6	54.787	31.088	23.699	43.3
Materials & Supplies	14.262	13.330	0.932	6.5	131.169	110.972	20.197	15.4
Other Business Expenditures	4.942	2.478	2.464	49.9	32.492	28.893	3.599	11.1
Total Non-Labor	\$59.035	\$39.761	\$19.274	32.6	\$482.934	\$389.196	\$93.738	19.4
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$163.073	\$129.244	\$33.829	20.7	\$1,344.592	\$1,276.417	\$68.175	5.1
Net Cash Deficit (excludes Opening Cash Balance)	(\$57.396)	(\$28.602)	\$28.794	50.2	(\$431.115)	(\$424.699)	\$6.416	1.5
Subsidies								
MTA	44.762	21.173	(23.589)	(52.7)	333.937	327.549	(6.388)	(1.9)
CDOT	12.634	10.741	(1.893)	(15.0)	98.292	97.399	(0.893)	(0.9)
Total Subsidies	\$57.396	\$31.914	(\$25.482)	(44.4)	\$432.229	\$424.948	(\$7.281)	(1.7)
Cash Timing and Availability Adjustment	\$0.000	(\$1.084)	(\$1.084)	-	\$0.000	\$1.979	\$1.979	-

Notes:

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

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

Generic Receipt or Expense Category	September Month vs Mid-Year Forecast			Year-To-Date as of September 30th, 2019		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(0.647)	(1.0%)	Primarily reflects lower ridership on the Harlem and New Haven Lines partially offset by cash in transit.	(5.823)	(1.0%)	Primarily reflects lower ridership on Harlem and New Haven Lines combined with cash in transit.
OTHER OPERATING REVENUE	(0.328)	(4.4%)	Primarily reflects timing of trackage rights reimbursement and advertising revenues partially offset by timing of GCT revenues.	4.123	4.8%	Primarily reflects timing of GCT revenues combined with higher Amtrak reimbursements and the reimbursement from a third party insurance carrier for Spuyten Duyvil passenger injury settlements partially offset by the timing of station and other miscellaneous revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	1.376	9.4%	Reflects higher cash receipts than forecasted partially offset by lower capital related project activity.	(11.389)	(8.6%)	Reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
CDOT	(2.859)	(18.9%)	Reflects lower capital related project activity partially offset by higher cash receipts than forecasted.	(43.547)	(38.2%)	Reflects lower capital related project activity combined with lower cash receipts than forecasted.
OTHER	(2.577)	(67.4%)	Reflects lower reimbursable related project activity partially offset by higher cash receipts than forecasted.	(5.123)	(22.4%)	Reflects lower reimbursable related project activity partially offset by higher cash receipts than forecasted.
PAYROLL	8.679	16.0%	Primarily reflects timing of RWA payments partially offset by inter-agency payroll and timing of pay periods.	(16.124)	(3.7%)	Primarily reflects timing of pay periods and inter-agency payroll.
OVERTIME	2.262	18.8%	Primarily reflects timing of RWA payments, capital related projects and lower scheduled service overtime due to increased employee availability.	3.081	3.2%	Primarily reflects lower activity in capital related projects, lower scheduled service overtime due to increased employee availability, fewer weather events than forecasted partially offset by higher Reliability Centered Maintenance (RCM), infrastructure repairs, timing of pay periods and required vacancy coverage for must fill jobs in Customer Service, Transportation and Maintenance of Equipment.
HEALTH & WELFARE	0.536	4.7%	Primarily reflects timing of health insurance premiums combined with lower rates partially offset by higher labor costs than forecasted and inter-agency payroll.	(3.065)	(3.0%)	Primarily reflects inter-agency payroll and higher labor costs than forecasted partially offset by timing of health insurance premiums.
OPEB CURRENT PAYMENT	(0.165)	(5.0%)	Primarily reflects timing of payments.	0.418	1.4%	Primarily reflects timing of payments.
PENSIONS	(0.068)	(0.7%)	Primarily reflects timing of payments combined with higher labor costs partially offset by lower rates than forecasted.	0.702	0.8%	Primarily reflects lower rates than forecasted partially offset by higher labor costs and timing of payments.
OTHER FRINGE BENEFITS	3.312	25.9%	Primarily reflects taxes relating to RWA payments, timing of payroll taxes and lower employee claims partially offset by higher rates than forecasted and inter-agency payroll.	(10.575)	(10.0%)	Primarily reflects timing of payroll taxes, higher labor costs than forecasted, inter-agency payroll, higher employee claims and other employee reimbursements.
ELECTRIC POWER	0.356	6.0%	Primarily reflects timing of payments.	(2.088)	(3.7%)	Primarily reflects timing of payments.
FUEL	0.248	15.5%	Primarily reflects lower diesel fuel price per gallon than forecasted combined with timing of payments.	0.470	3.2%	Primarily reflects lower diesel fuel price per gallon than forecasted partially offset by timing of payments.

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

Generic Receipt or Expense Category	September Month vs Mid-Year Forecast			Year-To-Date as of September 30th, 2019		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	0.309	100.0%	Reflects timing of payments for insurance premiums.	0.256	2.6%	Primarily reflects timing of premium payments for All Agency Property partially offset by Station Liability and Force Account.
CLAIMS	0.567	92.5%	Reflects timing of payments for passenger injury settlements.	(0.150)	(0.8%)	Reflects timing of payments for passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	12.082	48.3%	Primarily reflects the timing of payments for MTA Police Services, capital related projects (Maybrook Trailway and Signal Replacement - Greenwich to South Norwalk) and milestone payments for Bridgeport Derailment M-8 repairs as well as lower miscellaneous maintenance and operating contracts.	47.755	29.2%	Primarily reflects the timing of capital related projects (Maybrook Trailway, GCT Station Master's Office Design & Reconfiguration, Upper Harlem Pole Replacement, Transformer Rehabilitation and GCT Escalator Replacement), payments for MTA Police Services, BL-20 Locomotive Overhauls, Bridgeport Derailment M-8 repairs and lower miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	2.316	36.6%	Primarily reflects the timing of payments for engineering services relating to Connecticut Positive Train Control and other consulting and engineering services.	23.699	43.3%	Primarily reflects the timing of engineering services relating to Connecticut Positive Train Control and the Sasco Creek Traction Power Supply Station combined with the timing of payments for NHL share of BSC/IT Costs and other consulting and engineering services.
MATERIALS & SUPPLIES	0.932	6.5%	Primarily reflects the timing of the Waterbury Branch Cab Signal System Installation Project partially offset by materials placed into inventory.	20.197	15.4%	Primarily reflects forecasting error for the East of Hudson Power Rehabilitation Project (to be corrected in the November Financial Plan) as well as timing on the Waterbury Branch Cab Signal, Track Geometry Car, Turnouts: Mainline and High Speed Interlocking Replacement Projects and Harmon Shop Replacement Phase Five partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	2.464	49.9%	Primarily reflects lower payments for Miscellaneous Expenses and New Jersey Transit Subsidy.	3.599	11.1%	Primarily reflects lower payments for Miscellaneous Expenses, Travel Meeting & Conventions and Printing Stationary & Office partially offset by timing of New Jersey Transit Subsidy payments.
MTA SUBSIDY RECEIPTS	(23.589)	(52.7%)	Primarily reflects lower cash deficit partially offset by available cash balance and lower CDOT subsidy.	(6.388)	(1.9%)	Primarily reflects lower cash deficit combined with available cash balance partially offset by lower CDOT subsidy.
CDOT SUBSIDY RECEIPTS	(1.893)	(15.0%)	Primarily reflects the timing of receipts of Admin Assets partially offset by higher CDOT share of estimated deficit than forecasted.	(0.893)	(0.9%)	Primarily reflects a lower CDOT share of estimated deficit than forecasted partially offset by the timing of receipts of Admin Assets, 2018 inventory deposit and 2018 NHL deficit.

* Variance exceeds 100%

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

	SEPTEMBER 2019				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$0.839)	(\$0.104)	\$0.735	87.6	(\$6.846)	(\$8.783)	(\$1.937)	(28.3)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.217	2.187	(0.030)	(1.4)	41.100	47.524	6.424	15.6
<i>Capital & Other Reimbursements:</i>								
MTA	1.909	8.916	7.007	*	1.542	18.759	17.217	*
CDOT	0.000	2.894	2.894	-	0.913	(2.003)	(2.916)	*
Other	0.000	(2.451)	(2.451)	-	0.465	4.242	3.777	*
Total Capital and Other Reimbursements	1.909	9.359	7.450	*	2.920	20.999	18.078	*
Total Revenue/Receipts	\$3.287	\$11.442	\$8.155	*	\$37.175	\$59.740	\$22.565	60.7
Expenditures								
<i>Labor:</i>								
Payroll	(\$6.926)	\$1.628	\$8.554	*	(\$4.900)	(\$12.562)	(\$7.662)	*
Overtime	(1.849)	0.085	1.933	*	(2.280)	0.237	2.517	*
Health and Welfare	(0.973)	(0.841)	0.132	13.6	(7.897)	(10.052)	(2.154)	(27.3)
OPEB Current Payment	0.000	(0.405)	0.000	-	(0.300)	(0.476)	(0.176)	(58.7)
Pensions	0.001	(0.702)	(0.703)	*	(1.938)	(3.059)	(1.122)	(57.9)
Other Fringe Benefits	(1.228)	1.178	2.406	*	(1.145)	(12.335)	(11.190)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.275)	(0.300)	(0.025)	(9.0)	(2.894)	(3.253)	(0.359)	(12.4)
Total Labor	(\$11.250)	\$0.643	\$11.893	*	(\$21.354)	(\$41.501)	(\$20.147)	(94.3)
<i>Non-Labor:</i>								
Electric Power	(\$0.154)	(\$0.692)	(\$0.538)	*	(\$1.729)	(\$4.718)	(\$2.989)	*
Fuel	0.041	0.153	0.112	*	0.967	0.201	(0.766)	(79.2)
Insurance	1.323	1.454	0.131	9.9	4.869	4.638	(0.232)	(4.8)
Claims	(0.506)	(0.011)	0.495	97.8	(18.565)	(18.732)	(0.167)	(0.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(6.316)	0.824	7.141	*	(32.998)	(15.234)	17.764	53.8
Professional Service Contracts	0.337	0.798	0.461	*	(2.877)	8.657	11.534	*
Materials & Supplies	(0.082)	0.313	0.395	*	(11.824)	(14.885)	(3.061)	(25.9)
Other Business Expenses	(2.605)	(0.279)	2.326	89.3	(11.147)	(9.170)	1.977	17.7
Total Non-Labor	(\$7.962)	\$2.560	\$10.523	*	(\$73.303)	(\$49.243)	\$24.060	32.8
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	(\$19.212)	\$3.204	\$22.416	*	(\$94.657)	(\$90.744)	\$3.913	4.1
Depreciation	20.879	19.593	(1.286)	(6.2)	183.871	172.911	(10.960)	(6.0)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	(1.158)	(1.510)	(0.351)	30.3	(2.542)	(3.390)	(0.849)	33.4
Environmental Remediation	0.350	0.100	(0.250)	(71.4)	2.951	2.502	(0.449)	15.2
GASB75 Adjustment	0.092	(0.298)	(0.390)	*	0.276	(1.042)	(1.318)	*
Total Expenditures Adjustments	\$0.950	\$21.089	\$20.139	*	\$89.899	\$80.237	(\$9.662)	(10.7)
Total Cash Conversion Adjustments	\$4.238	\$32.531	\$28.294	*	\$127.074	\$139.977	\$12.903	10.2

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

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

	MONTH			VARIANCE				YTD			VARIANCE			
	MID-YEAR FORECAST	2019	2018 ^(A)	MID-YEAR FORECAST	2018			MID-YEAR FORECAST	2019	2018 ^(A)	MID-YEAR FORECAST	2018		
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	9.863	9.652	9.296	(0.211)	-2.1%	0.356	3.8%	85.817	84.788	83.707	(1.029)	-1.2%	1.081	1.3%
<i>Harlem Line - Non-Commutation</i>	9.120	8.726	8.173	(0.394)	-4.3%	0.552	6.8%	76.974	76.099	72.947	(0.875)	-1.1%	3.152	4.3%
TOTAL HARLEM LINE	\$18.984	\$18.378	\$17.469	(\$0.606)	-3.2%	\$0.909	5.2%	\$162.791	\$160.887	\$156.653	(\$1.904)	-1.2%	\$4.234	2.7%
<i>Hudson Line - Commutation</i>	6.489	6.442	6.181	(0.047)	-0.7%	0.261	4.2%	56.823	56.517	55.135	(0.306)	-0.5%	1.382	2.5%
<i>Hudson Line - Non-Commutation</i>	7.950	8.042	7.594	0.092	1.2%	0.448	5.9%	67.125	67.205	63.517	0.080	0.1%	3.688	5.8%
TOTAL HUDSON LINE	\$14.439	\$14.484	\$13.775	\$0.044	0.3%	\$0.709	5.1%	\$123.948	\$123.722	\$118.652	(\$0.226)	-0.2%	\$5.070	4.3%
<i>New Haven Line - Commutation</i>	14.018	13.341	13.266	(0.677)	-4.8%	0.075	0.6%	120.506	118.722	118.642	(1.783)	-1.5%	0.081	0.1%
<i>New Haven Line - Non-Commutation</i>	16.574	16.430	16.019	(0.144)	-0.9%	0.411	2.6%	146.678	146.685	142.859	0.006	0.0%	3.826	2.7%
TOTAL NEW HAVEN LINE	\$30.592	\$29.771	\$29.285	(\$0.821)	-2.7%	\$0.487	1.7%	\$267.184	\$265.407	\$261.500	(\$1.777)	-0.7%	\$3.907	1.5%
<i>All Lines - Commutation</i>	30.371	29.436	28.743	(0.935)	-3.1%	0.692	2.4%	263.146	260.028	257.484	(3.118)	-1.2%	2.544	1.0%
<i>All Lines - Non-Commutation</i>	33.644	33.197	31.785	(0.447)	-1.3%	1.412	4.4%	290.777	289.989	279.322	(0.789)	-0.3%	10.666	3.8%
TOTAL EAST OF HUDSON LINES	\$64.015	\$62.633	\$60.529	(\$1.382)	-2.2%	\$2.104	3.5%	\$553.923	\$550.016	\$536.806	(\$3.907)	-0.7%	\$13.210	2.5%
<i>West of Hudson^(B)</i>	<u>1.272</u>	<u>1.272</u>	<u>1.246</u>	<u>0.000</u>	<u>0.0%</u>	<u>0.026</u>	<u>2.1%</u>	<u>11.151</u>	<u>11.172</u>	<u>10.983</u>	<u>0.021</u>	<u>0.2%</u>	<u>0.189</u>	<u>1.7%</u>
TOTAL FAREBOX REVENUE	\$65.287	\$63.905	\$61.774	(\$1.382)	-2.1%	\$2.130	3.4%	\$565.073	\$561.188	\$547.789	(\$3.886)	-0.7%	\$13.399	2.4%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	1.363	1.335	1.333	(0.029)	-2.1%	0.001	0.1%	12.524	12.347	12.456	(0.177)	-1.4%	(0.108)	-0.9%
<i>Harlem Line - Non-Commutation</i>	0.953	0.916	0.897	(0.037)	-3.9%	0.019	2.2%	8.123	8.029	7.933	(0.094)	-1.2%	0.097	1.2%
TOTAL HARLEM LINE	2.317	2.251	2.230	(0.066)	-2.8%	0.021	0.9%	20.647	20.377	20.389	(0.271)	-1.3%	(0.012)	-0.1%
<i>Hudson Line - Commutation</i>	0.761	0.767	0.757	0.005	0.7%	0.009	1.2%	7.100	7.093	7.030	(0.007)	-0.1%	0.063	0.9%
<i>Hudson Line - Non-Commutation</i>	0.669	0.693	0.678	0.024	3.5%	0.015	2.2%	5.790	5.851	5.670	0.060	1.0%	0.181	3.2%
TOTAL HUDSON LINE	1.431	1.459	1.435	0.029	2.0%	0.024	1.7%	12.891	12.944	12.699	0.053	0.4%	0.245	1.9%
<i>New Haven Line - Commutation</i>	1.817	1.771	1.789	(0.046)	-2.5%	(0.018)	-1.0%	16.619	16.400	16.546	(0.219)	-1.3%	(0.145)	-0.9%
<i>New Haven Line - Non-Commutation</i>	1.514	1.529	1.507	0.015	1.0%	0.023	1.5%	13.557	13.591	13.344	0.034	0.2%	0.247	1.9%
TOTAL NEW HAVEN LINE	3.331	3.301	3.296	(0.031)	-0.9%	0.005	0.1%	30.176	29.991	29.889	(0.185)	-0.6%	0.102	0.3%
Total Ridership East of Hudson	3.942	3.872	3.879	(0.069)	-1.8%	(0.007)	-0.2%	36.244	35.841	36.031	(0.403)	-1.1%	(0.190)	-0.5%
<i>All Lines - Commutation</i>	3.137	3.139	3.082	0.002	0.1%	0.057	1.8%	27.471	27.471	26.946	0.000	0.0%	0.525	1.9%
<i>All Lines - Non-Commutation</i>	7.078	7.011	6.961	(0.067)	-1.0%	0.050	0.7%	63.714	63.312	62.978	(0.402)	-0.6%	0.334	0.5%
TOTAL EAST OF HUDSON LINES	7.078	7.011	6.961	(0.067)	-1.0%	0.050	0.7%	63.714	63.312	62.978	(0.402)	-0.6%	0.334	0.5%
<i>West of Hudson^(B)</i>	<u>0.135</u>	<u>0.153</u>	<u>0.135</u>	<u>0.018</u>	<u>13.1%</u>	<u>0.018</u>	<u>13.1%</u>	<u>1.242</u>	<u>1.252</u>	<u>1.227</u>	<u>0.010</u>	<u>0.8%</u>	<u>0.025</u>	<u>2.0%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.214	7.164	7.097	(0.050)	-0.7%	0.067	1.0%	64.956	64.564	64.205	(0.392)	-0.6%	0.359	0.6%

^(A) 2018 Ridership figures have been restated to simulate the 2019 calendar.

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

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

<u>Department</u>	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	3	3	-	
Labor Relations	14	13	1	
Safety	59	54	5	A
Security	24	21	3	A
Office of the Executive VP	9	8	1	
Corporate & Public Affairs	15	15	-	
Customer Service	59	59	-	
Legal	13	11	2	
Claims	10	8	2	
Human Resources	44	35	9	A
Training	85	83	2	
Employee Relations & Diversity	5	4	1	
VP Planning	2	2	-	
Operations Planning & Analysis	20	20	-	
Capital Planning & Programming	13	11	2	
Long Range Planning	8	7	1	
VP Finance & Info Systems	-	-	-	
Controller	72	68	4	
Budget	17	17	-	
Procurement & Material Mgmt	26	22	4	A
Total Administration	498	460	38	
Operations				
Operations Support	77	72	5	A, B
Transportation	1,654	1,670	(16)	C
Customer Service	366	366	(0)	
Metro-North West	29	30	(1)	
Total Operations	2,126	2,138	(12)	
Maintenance				
Maintenance of Equipment	1,657	1,611	46	B
Maintenance of Way	2,119	2,125	(6)	C
Procurement & Material Mgmt	115	120	(5)	D
Total Maintenance	3,891	3,856	35	
Engineering/Capital				
Construction Management	38	37	1	
Engineering & Design	76	86	(10)	D
Total Engineering/Capital	114	123	(9)	
Total Positions	6,629	6,577	52	
Non-Reimbursable	5,897	5,885	13	
Reimbursable	732	692	39	
Total Full-Time	6,628	6,576	52	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

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

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

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	169	161	8
Professional, Technical, Clerical	329	300	29
Operational Hourlies	-	-	-
Total Administration	498	460	38
Operations			
Managers/Supervisors	258	242	16
Professional, Technical, Clerical	208	206	2
Operational Hourlies	1,660	1,690	(30)
Total Operations	2,126	2,138	(12)
Maintenance			
Managers/Supervisors	635	636	(1)
Professional, Technical, Clerical	475	470	5
Operational Hourlies	2,781	2,750	31
Total Maintenance	3,891	3,856	35
Engineering/Capital			
Managers/Supervisors	46	43	3
Professional, Technical, Clerical	68	80	(12)
Operational Hourlies	-	-	-
Total Engineering/Capital	114	123	(9)
Total Positions			
Managers/Supervisors	1,108	1,081	27
Professional, Technical, Clerical	1,080	1,056	24
Operational Hourlies	4,441	4,440	1
Total Positions	6,629	6,577	52

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

<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	498	460	38	Primarily reflects higher attrition than planned
Operations	2,126	2,138	(12)	Primarily reflects less attrition than planned
Maintenance	3,891	3,856	35	Primarily reflects delayed hiring of vacant positions and higher attrition than planned
Engineering / Capital	114	123	(9)	
Total Agency-wide Headcount	6,629	6,577	52	
Non-Reimbursable	5,897	5,885	13	
Reimbursable	732	692	39	

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

	MONTH			VARIANCE	
	MYF	2019	2018	Fav/(Unfav)	
				MYF	2018
Farebox Operating Ratio					
Standard ^(B)	57.2%	56.3%	54.1%	-1.0%	2.2%
Adjusted ^(C)	65.0%	63.6%	58.7%	-1.4%	5.0%
Cost per Passenger					
Standard ^(B)	\$15.81	\$15.85	\$16.47	(\$0.04)	\$0.61
Adjusted ^(C)	\$15.40	\$15.46	\$16.07	(\$0.07)	\$0.60
Passenger Revenue/Passenger	\$9.05	\$8.92	\$8.91	(\$0.13)	\$0.01
	YEAR-TO-DATE			VARIANCE	
	MYF	2019	2018	MYF	2018
Farebox Operating Ratio					
Standard ^(B)	56.0%	56.2%	55.2%	0.2%	1.1%
Adjusted ^(C)	63.2%	63.2%	61.2%	0.1%	2.1%
Cost per Passenger					
Standard ^(B)	\$15.53	\$15.45	\$15.46	\$0.08	\$0.01
Adjusted ^(C)	\$15.12	\$15.05	\$15.05	\$0.07	\$0.01
Passenger Revenue/Passenger	\$8.70	\$8.69	\$8.53	(\$0.01)	\$0.16

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

(B) Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, Other Post Employment Benefits, Environmental Remediation (GASB-49), and the NHL share of MTA Police, Business Service Center and IT costs.

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



Metro-North Railroad

Ridership Report

Michael Shiffer

Vice President, Planning



Crossing gates down at the Peekskill Station.

Photo courtesy of Linda Morris



Metro-North Railroad

October 2019 Highlights: Ridership Report

(Note: September West of Hudson data is preliminary)

September 2019 vs. 2018

- Rail Ridership increased 1.0% vs. September 2018 and was 0.7% below Forecast
 - Commutation ridership was unchanged
 - Non-Commutation ridership increased 2.1%
- East of Hudson ridership by line:
 - Hudson Line ridership increased 1.7%
 - Harlem Line ridership increased 0.9%
 - New Haven Line ridership increased 0.1%

2019 vs. 2018 YTD

- Total YTD rail ridership is 0.6% above 2018 and 0.6% below Forecast
 - YTD Commutation ridership is 0.5% below 2018
 - YTD Non-Commutation ridership is 2.0% above 2018

Michael Shiffer
Vice President
Planning

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

RIDERSHIP SUMMARY

September Ridership and Revenue (millions)

	September 2019	% Change vs. 2018
Total Rail Ridership	7.164	+1.0% ▲
Commutation Ridership	3.951	+0.0% ▲
Non-Commutation Ridership	3.213	+2.1% ▲
Connecting Service Ridership	0.050	-0.5% ▼
Total MNR System Ridership	7.214	+0.9% ▲
Rail Revenue	\$63.9	+3.4% ▲

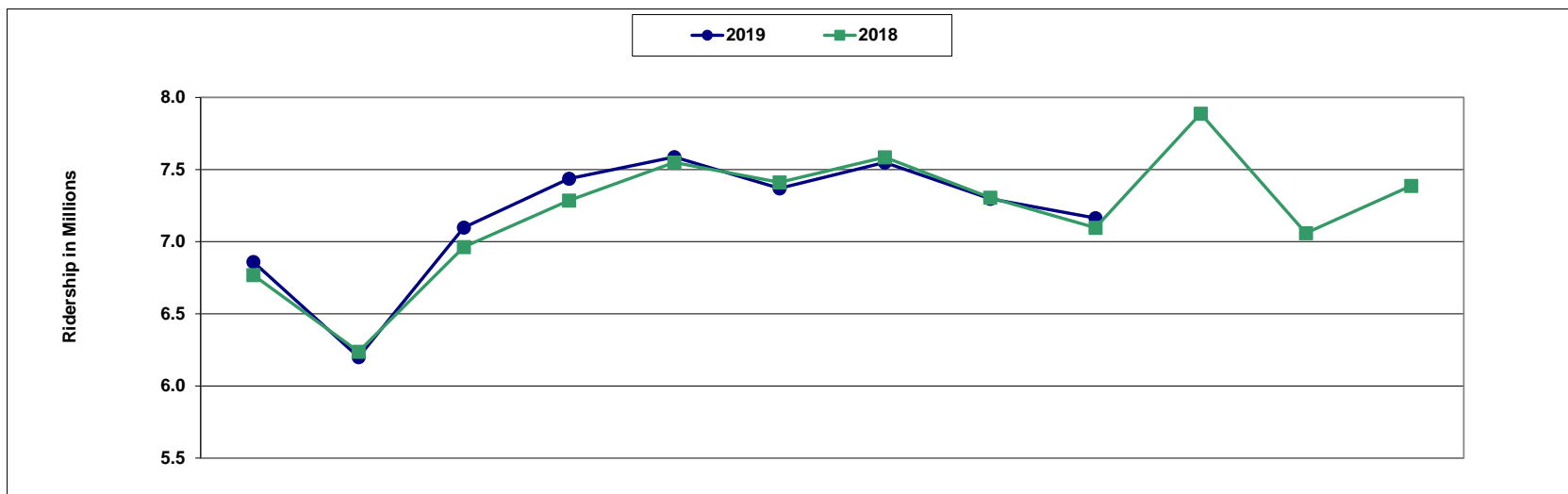
Year-to-Date to September Ridership and Revenue (millions)

	YTD 2019	% Change vs. 2018	Comparison to Forecast
Total Rail Ridership	64.564	+0.6% ▲	-0.6% ▼
Commutation Ridership	36.525	-0.5% ▼	-1.1% ▼
Non-Commutation Ridership	28.039	+2.0% ▲	+0.0% ▲
Connecting Service Ridership	0.454	+4.8% ▲	+2.8% ▲
Total MNR System Ridership	65.018	+0.6% ▲	-0.6% ▼
Rail Revenue	\$561.2	+2.4% ▲	-0.7% ▼

+

SEPTEMBER RAIL RIDERSHIP (1)

• September's Total Rail Ridership was 1.0% above 2018 and 0.7% below forecast.

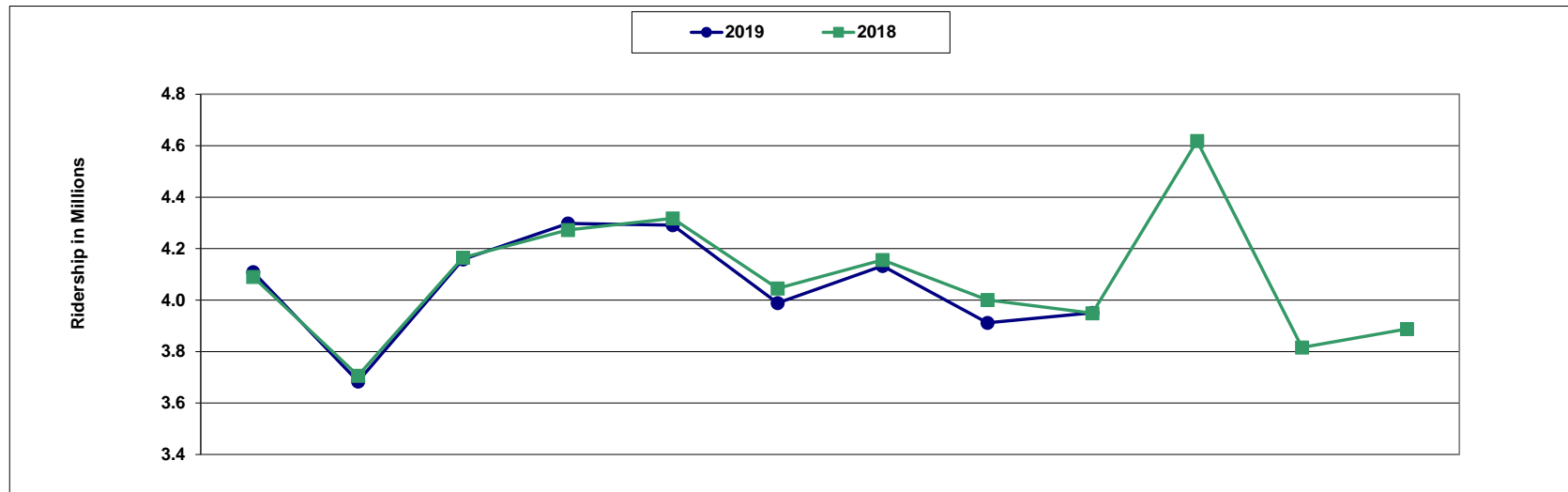


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	6.9	6.2	7.1	7.4	7.6	7.4	7.6	7.3	7.2				64.6
2018	6.8	6.2	7.0	7.3	7.5	7.4	7.6	7.3	7.1	7.9	7.1	7.4	64.2
PCT CHG.	1.4%	-0.6%	1.9%	2.1%	0.5%	-0.6%	-0.5%	-0.1%	1.0%				0.6%

1) Includes East and West of Hudson.

SEPTEMBER RAIL COMMUTATION RIDERSHIP (1)

• September's Rail Commutation Ridership was unchanged vs. 2018 and 1.6% below forecast.

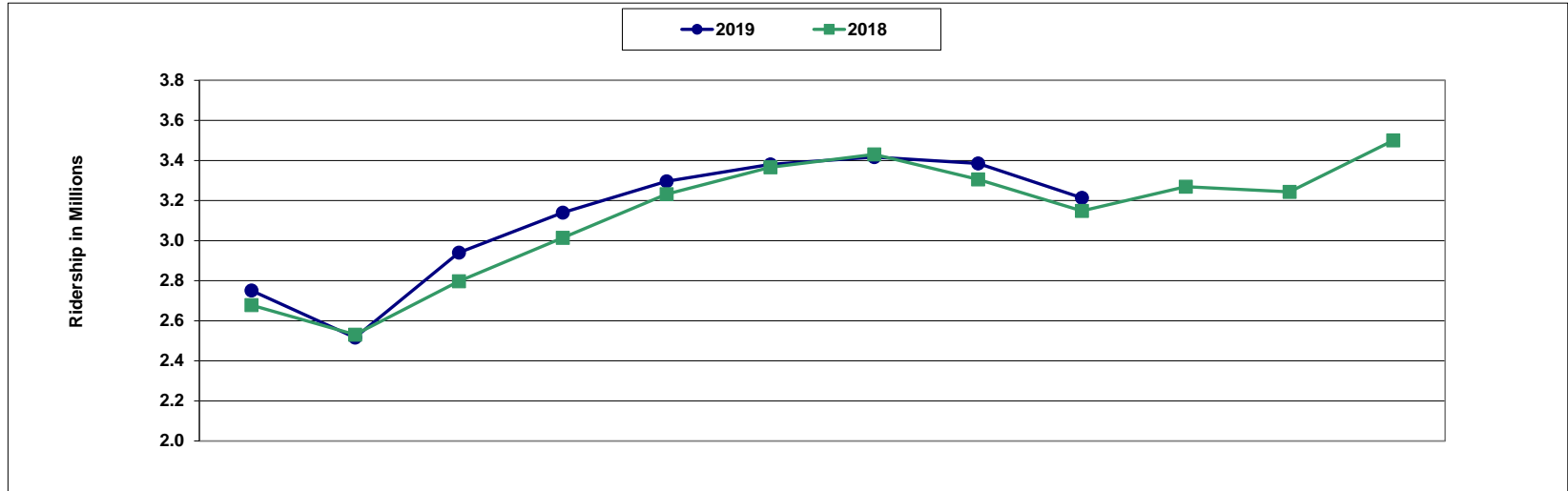


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.1	3.7	4.2	4.3	4.3	4.0	4.1	3.9	4.0				36.5
2018	4.1	3.7	4.2	4.3	4.3	4.0	4.2	4.0	3.9	4.6	3.8	3.9	36.7
PCT CHG.	0.5%	-0.6%	-0.2%	0.6%	-0.6%	-1.4%	-0.6%	-2.2%	0.0%				-0.5%

1) Includes East and West of Hudson.

SEPTEMBER RAIL NON-COMMUTATION RIDERSHIP (1)

● September's Rail Non-Commutation Ridership was 2.1% above 2018 and 0.5% above forecast.

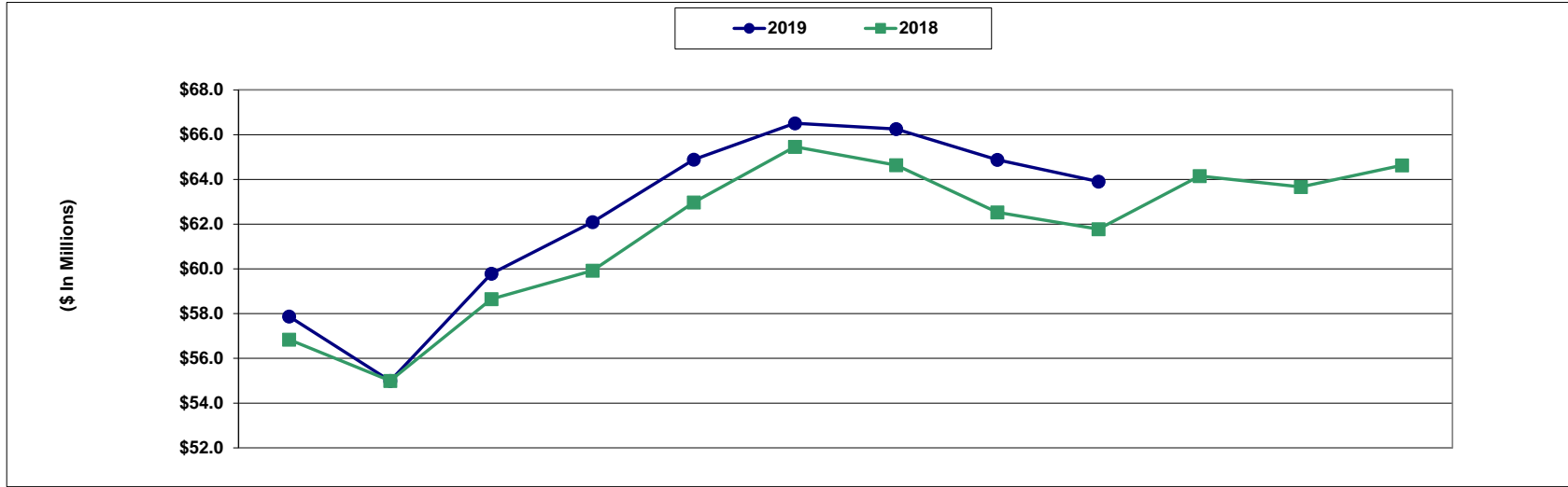


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.8	2.5	2.9	3.1	3.3	3.4	3.4	3.4	3.2				28.0
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3	3.1	3.3	3.2	3.5	27.5
PCT CHG.	2.7%	-0.6%	5.1%	4.2%	2.0%	0.4%	-0.4%	2.4%	2.1%				2.0%

1) Includes East and West of Hudson.

SEPTEMBER RAIL REVENUE (1)

• September's Total Rail Revenue was 3.4% above 2018 and 2.1% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	\$57.9	\$55.0	\$59.8	\$62.1	\$64.9	\$66.5	\$66.3	\$64.9	\$63.9				\$561.2
2018	\$56.8	\$55.0	\$58.6	\$59.9	\$63.0	\$65.5	\$64.6	\$62.5	\$61.8	\$64.2	\$63.7	\$64.6	\$547.8
PCT CHG.	1.8%	0.0%	1.9%	3.6%	3.0%	1.6%	2.5%	3.8%	3.4%				2.4%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
SEPTEMBER 2019

TICKET TYPE/SERVICE	SEPTEMBER	SEPTEMBER	VARIANCE VS.		SEPTEMBER	CHANGE FROM 2018	
	2019	2019	FORECAST		2018		
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,872,326	3,941,779	(69,453)	-1.8%	3,879,456	(7,130)	-0.2%
West of Hudson	78,299	73,734	4,565	6.2%	69,410	8,889	12.8%
Total Rail Commutation Ridership	3,950,625	4,015,513	(64,888)	-1.6%	3,948,866	1,759	0.0%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,138,649	3,136,675	1,974	0.1%	3,081,843	56,806	1.8%
West of Hudson	74,874	61,684	13,190	21.4%	65,990	8,884	13.5%
Total Rail Non-Commutation Ridership	3,213,523	3,198,359	15,164	0.5%	3,147,833	65,690	2.1%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,010,975	7,078,454	(67,479)	-1.0%	6,961,299	49,676	0.7%
West of Hudson (2)	153,173	135,418	17,755	13.1%	135,400	17,773	13.1%
TOTAL RAIL RIDERSHIP	7,164,148	7,213,872	(49,724)	-0.7%	7,096,699	67,449	1.0%
CONNECTING SERVICES RIDERSHIP (3)	49,501	50,078	(577)	-1.2%	49,727	(226)	-0.5%
TOTAL MNR SYSTEM RIDERSHIP	7,213,649	7,263,950	(50,301)	-0.7%	7,146,426	67,223	0.9%

Notes:

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

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

TICKET TYPE/SERVICE	2019	2019	VARIANCE VS.		2018	CHANGE FROM 2018	
	YTD	YTD	FORECAST		YTD		
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	35,840,995	36,243,599	(402,604)	-1.1%	36,031,410	(190,415)	-0.5%
West of Hudson	683,440	676,243	7,197	1.1%	672,736	10,704	1.6%
Total Rail Commutation Ridership	36,524,435	36,919,842	(395,407)	-1.1%	36,704,146	(179,711)	-0.5%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	27,470,912	27,470,652	260	0.0%	26,946,201	524,711	1.9%
West of Hudson	568,429	565,277	3,152	0.6%	554,498	13,931	2.5%
Total Rail Non-Commutation Ridership	28,039,341	28,035,929	3,412	0.0%	27,500,699	538,642	2.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	63,311,907	63,714,251	(402,344)	-0.6%	62,977,611	334,296	0.5%
West of Hudson	1,251,869	1,241,520	10,349	0.8%	1,227,234	24,635	2.0%
TOTAL RAIL RIDERSHIP	64,563,776	64,955,771	(391,995)	-0.6%	64,204,845	358,931	0.6%
CONNECTING SERVICES RIDERSHIP (2)	454,482	442,304	12,178	2.8%	433,737	20,745	4.8%
TOTAL MNR SYSTEM RIDERSHIP	65,018,258	65,398,075	(379,817)	-0.6%	64,638,582	379,676	0.6%

Notes:

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

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
SEPTEMBER 2019**

LINE	SEPTEMBER	SEPTEMBER	CHANGE FROM 2018	
	2019 ACTUAL	2018 RESTATE(1)	AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,251,014	2,230,336	20,678	0.9%
Hudson Line	1,459,394	1,435,323	24,071	1.7%
New Haven Line	3,300,567	3,295,640	4,927	0.1%
Total East of Hudson	7,010,975	6,961,299	49,676	0.7%
WEST OF HUDSON				
Port Jervis Line	97,258	79,645	17,613	22.1%
Pascack Valley Line	55,915	55,755	160	0.3%
Total West of Hudson (2)	153,173	135,400	17,773	13.1%
TOTAL RAIL RIDERSHIP	7,164,148	7,096,699	67,449	1.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	32,619	31,999	620	1.9%
Haverstraw-Ossining Ferry	11,047	12,053	(1,006)	-8.3%
Newburgh-Beacon Ferry	5,835	5,675	160	2.8%
Total Connecting Services	49,501	49,727	(226)	-0.5%
TOTAL MNR SYSTEM	7,213,649	7,146,426	67,223	0.9%

Notes:

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

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE
2019 YEAR-TO-DATE

TICKET TYPE/SERVICE	2019 YTD ACTUAL	2018 YTD RESTATE ⁽¹⁾	CHANGE FROM 2018	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	20,376,911	20,388,719	(11,808)	-0.1%
Hudson Line	12,943,915	12,699,398	244,517	1.9%
New Haven Line	29,991,081	29,889,494	101,587	0.3%
Total East of Hudson	63,311,907	62,977,611	334,296	0.5%
WEST OF HUDSON				
Port Jervis Line	741,961	709,845	32,116	4.5%
Pascack Valley Line	509,908	517,389	(7,481)	-1.4%
Total West of Hudson	1,251,869	1,227,234	24,635	2.0%
TOTAL RAIL RIDERSHIP	64,563,776	64,204,845	358,931	0.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	306,575	298,542	8,033	2.7%
Haverstraw-Ossining Ferry	100,758	92,640	8,118	8.8%
Newburgh-Beacon Ferry	47,149	42,555	4,594	10.8%
Total Connecting Services	454,482	433,737	20,745	4.8%
TOTAL MNR SYSTEM	65,018,258	64,638,582	379,676	0.6%

Notes:

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



Metro-North Railroad

September 2019 Highlights: Capital Program Status Report



Grand Central Terminal Public Address and Visual Information and Real Time Train Database System Replacements Project

Gate Board at Grand Central Terminal Lower Level - Track 109

John Kennard
Vice President
Capital Programs



Metro-North Railroad

September 2019 Highlights: Capital Program Status Report

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

In the month of September, Metro-North awarded project tasks totaling \$8 million including the Construction of Fencing and Access Control Points at the Harlem River Lift Bridge. In the month of September Metro-North substantially completed \$31 million including the GCT Turnout and Switch Renewal. In the month of September Metro-North had closeouts totaling \$2.6 million including the Harlem 125th Street Station Lighting project.

Metro-North’s performance against its 2019 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*	\$39.1	\$39.1	\$4.9	13%
Construction Awards*	\$228.2	\$167.5	\$40.8	24%
Substantial Completions	\$428.3	\$288.1	\$302.7	105%
Closeouts*	\$31.5	\$7.7	\$7.2	94%

*Does not include support costs

John Kennard
Vice President
Capital Programs

**CAPITAL PROGRAM
HIGHLIGHTS
September 30, 2019**

CONTRACT AWARDS:

M7080112 Harlem River Lift Bridge Security

Milestone: Contract Award \$2,675,086

The fencing and access control portion of the project will provide for the installation of industrial anti-climb/anti-cut fences at the perimeter footprint of the bridge on the Manhattan side (NYCDOT and NYC Parks property area) and the Bronx side (Metro-North property). Electronic access control at all entry and exit points will be installed on Manhattan and Bronx sides of the bridge. Feeders (conduits and wires) for power and communications to electronic device shall be installed.

PROJECT COMPLETIONS:

EM030301 Rail Vacuum Mitigation

Milestone: Substantial Completion

Project Budget: \$6,000,000

Two vacuum trucks and a continuous welded platform (CWP) were purchases to help expedite repairs and restoration of passenger service after a significant storm. The new equipment provides a highly efficient means to keep drainage clear of silt and obstructions so that they can function properly. The vacuum trucks have a useful life of 10-15 years and are capable of traveling on the road and rails. The CWP is made up of nine connected rail cars with an articulated digging arm and various other attachments that can travel the length of the consist to load or unload materials (e.g. stone, riprap, dirt, debris) from the side of the train to assist in removing debris, stabilizing the track bed and shoreline, and restoring passenger service after a storm.

MAJOR ON-GOING PROJECT STATUS:

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

The purpose of this project is to replace, update and consolidate the existing Public Address (PA) and Visual Information Systems (VIS) in order to provide improved information to Metro-North customers. The project is divided into three GCT contracts (PA/VIS & RTTDS, Cable Plant, and Big Boards & Gate Boards) which are critical to the implementation of the global Customer Service Initiative Project.

- PA/VIS system is operating and providing information to all Big Boards and new gate boards recently installed on the dining concourse. System monitoring is ongoing. Backup head end system testing and integration is ongoing.
- Construction of the Customer Service Equipment Room 7C and the GCT cable plant continues. Installation of conduit and cable to the gate boards in GCT lower level and 45th street passageway is ongoing. Contractor continues to install conduit to north end VIS cabinets and platform displays on the upper level.

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

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

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

Site work including raceway, conduit and device installation was completed in August 2019 at the Riverdale, Wakefield, Pelham & Mount Vernon East Station. Site work continues at Harlem-125th, Larchmont, New Rochelle and Port Chester Stations with Spuyten-Duyvil and Morris Heights stations planned to be completed by year-end. Design coordination at North White Plains IT room continues.

Installation of node houses (48 VDC power plants) and closeout at all 33 locations is complete as of May 2019. Installation of node houses and closeout at the three additional locations (Bridgeport, Green Farms and Fairfield station node houses) is also complete. Submission of final documentation is complete. Design development for facility enhancements continue along with design development for: video, access control, elevator & escalator management and security systems.

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

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

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

- Port Chester and Riverdale stations received a new canopy and waiting plaza. Riverdale also received improvements in the station overpass. Harlem-125th Street received station building and platform improvements as well as an enhanced lighting installation under the viaduct. Work at Riverdale was completed in September 2018. Work at Port Chester and Harlem-125th Street was completed in January 2019.
- Crestwood Station – Completed the installation of the ADA ramp. On-going installation of new electrical systems in the overpass and kiss-and-ride area. Commenced with installation of structural steel and metal fascia for the new canopy. This station is scheduled for completion in October 2019.
- White Plains Station - Renovation of the new Tim Horton's retail area is complete. Commenced installation of electrical conduit and new lighting on the center island. All station improvements are scheduled for completion in December 2020.

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

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

- *CP19 to CP35 (Phase 1)* - The Design Build Improvements for Power/C&S Infrastructure Improvements is substantially complete.
- *CP5 to CP19 (Phase 2)* - Continued test pit and manhole excavation; installation of underground trough and signal power conduits; and brackets, trays, pedestals and conduits for exposed raceway. Continued replacing positive feeders; striping forms for platform columns; installation of platform steel and anchor bolts and conduits at track crossings. Performed cable pulling and site survey. 100% design is under review by key stakeholders and forecasted to be completed by October 2019.

Phase I is complete. Overall project completion is anticipated in the second quarter 2021.

EM050208 Power Infrastructure Restoration – Substations – Sandy

- *Tarrytown* – Continued finalizing Supervisory Control and Data Acquisition (SCADA) with new fiber as part of Sandy Hudson Line restoration. Con Edison feeder release for Metro-North cut-over process and energization of the substation Power Control Room (PCR) is scheduled for the month of October 2019. This substation is scheduled for completion in January 2020.
- *Croton-Harmon* – Cutover process, commissioning/testing and energization of substation PCR are pending lead times for splice kit deliverables for Metro-North power department to commence required various manhole splicings. Coordination with Metro-North stakeholders (Shops & Yards) at Croton-Harmon is underway. This substation is scheduled for completion in March 2020.
- *Riverdale* – Continued installation of: wires for the exhaust fan; light fixtures; fiber insulation of HVAC pipes; conduits for the fire alarm panels; painting and furnishing the Crew Quarter building. Con Edison completed the existing feeder outages; splicing the new feeders and energizing the PCR. This substation is scheduled for completion in November 2019.
- *The Brewster Substation (under Project M6050103)* – Continued installation of fencing at substation; platform steel framing of the point of entry (POE) and the pad mounted gear (PMH-3), cable pulling and splicing of 15kV feeders inside the manholes. Cutover process, commissioning/testing and energization of substation PCR are pending the installation and splicing of 15Kv feeder. Supervisory Control and Data Acquisition testing is underway. This substation is scheduled for completion in March 2020.

M6040101 Positive Train Control (PTC)

Subsystem designs are being finalized. Software enhancements continue. Factory Acceptance Testing (FAT) for sub-system level software for On-Board version S5 and Office version 3.5 have been completed. Completed site update and regression testing using System Baseline 3.5. All communication site locations have been approved by the Federal Communications Commission (FCC). Civil Speed Enforcement is available on all lines for use by Amtrak, freight and Metro-North Advanced Civil Speed Enforcement System equipped rolling stock for revenue service. All wayside and on-board PTC equipment installations to support Revenue Service Demonstration (RSD) have been completed. Third party contract work for communications infrastructure installation is complete. Successfully completed FRA required 110 RSD runs on Pilot Line and received approval to move extended RSD testing to the non-pilot segments. In August 2019 extended RSD on Danbury branch line and in September 2019 the upper Hudson line (Croton-Harmon to Poughkeepsie, NY). Ongoing site installation and performance testing on the lower Hudson Line segment (Marble Hill, NY to Croton-Harmon, NY) with anticipated extended RSD in October 2019. Completed submission of safety plan to the FRA in August 2019. Training of employees continues. Interoperability discussions with Amtrak and freight carriers continue. Interoperability testing of Amtrak on Pilot Line was completed. Alternative schedule with updated Implementation Plan which outlines non-pilot segment commissioning plan was approved by the Federal Railroad Administration.

M6060101/M7060101 Harmon Shop Improvements

Phase V, Stage I Design-Build

- *Consist Shop Facility (CSF)* – Installation and testing associated with the fireproofing insulation and carbon monoxide detection is complete. Integration testing and training on the bug & stinger, pendant system trolley and de-rail systems commenced.
- *EMU (Electric Multiple Unit) Annex Building* – Installation and testing work associated with the fireproofing insulation and carbon monoxide detection is complete. The Maintenance of Equipment Department's personnel began its move into the facility.

Yard Utilities and Miscellaneous – DC substation component functional testing is complete. Coordination and planning among Metro-North Track, Communications & signals, Transportation and Power Departments for final inspections for the application of third rail power at the new yard tracks at the CSF has commenced.

Overall, Phase V, Stage I substantial completion is anticipated in October 2019.

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

- Continued the following activities: data collection for the development of the design; and stakeholder meetings to review and evaluate design concepts to meet user needs.
- Completed the following activities: installation of sprinkler, fire alarm, and electric service inside the temporary electronic shop of the EMU.

2019 MNR Capital Program Goals As of September 30, 2019 In Millions

