



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

January 2020

Members

K. Law

S. Metzger

D. Mack

R. Herman

N. Brown

R. Glucksman

V. Tessitore

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

2 Broadway
20th Floor Board Room
New York, NY

Tuesday, 1/21/2020
8:30 - 10:00 AM ET

1. Summary of Actions

MNR Summary of Actions - NONE

LIRR Summary of Actions

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2. Public Comments Period

3. Approval of Minutes - December 16, 2019

MNR Minutes

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LIRR Minutes

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4. Approval of 2020 Work Plans

MNR 2020 Work Plan

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LIRR 2020 Work Plan

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5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

MNR Report

- **MNR Safety Report**

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LIRR Report

- **LIRR Safety Report**

LIRR Safety Report - Page 44

MTA C&D Report (None)

MTA Police Report

MTA Police Report - Page 48

6. AGENCY INFORMATION ITEMS

Joint Information Item

- **PTC Status Report**
PTC Status Report - Page 57

MNR Information Items

- **Track Program Quarterly Update**
Track Program Quarterly Update - Page 75
- **2017 Metro-North Origin and Destination Survey**
2017 Metro-North Origin and Destination Survey - Page 85

LIRR Information Items

- **Winter Trackwork Programs**
Winter Trackwork Programs - Page 111

7. PROCUREMENTS

MNR Procurements - None

LIRR Procurements

LIRR Procurements - Page 114

- **LIRR Non-Competitive- None**
- **LIRR Competitive**
LIRR Competitive - Page 118

MTA C&D Procurements

MTA C&D Procurements - Page 121

- **MTA C&D Non-Competitive - None**
- **MTA C&D Competitive**
MTA C&D Competitive - Page 125
- **MTA C&D Ratifications - None**

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

MNR Reports

- **MNR Operations Report**
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- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 139
- **MNR Finance Report**
MNR Finance Report - Page 144
- **MNR Ridership Report**
MNR Ridership Report - Page 186
- **MNR Capital Program Report**
MNR Capital Program Report - Page 197

LIRR Performance Summaries

- **LIRR Operations Report**
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- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 214
- **LIRR Financial Report**
LIRR Finance Report - Page 219
- **LIRR Ridership Report**
LIRR Ridership Report - Page 262
- **LIRR Capital Program Report**
LIRR Capital Program Report - Page 270

Long Island Railroad
Committee Actions and Presentations
Summary for January 2020

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	Judlau	\$65,077,338.80 (\$23,085,000 Base Work, \$41,753,000 Option Work, and \$239,338.80 Environmental Allowance)	LIRR requests MTA Board approval to award a contract to Judlau Contracting Inc. for the design and construction of a new Elmont Station including the installation of North and South side 12 car platforms with a pedestrian overpass including the following station elements: canopies, lighting, entrance ways, stair/ramps, automatic snow melt system, CCTV/security equipment, audio/visual display boards/signage, elevators and associated machine, electrical, and communications rooms
Procurement - MTACC	FXCollaborative/WSP Joint Venture	Not-To-Exceed \$9,487,651	MTA Construction & Development ("MTA C&D") seeks Board approval to award a competitively solicited personal service contract (the "Contract") to FXCollaborative/WSP Joint Venture (the "Consultant"), a joint venture consisting of FXCollaborative Architects LLP and WSP USA, Inc., for the development of a master plan for Penn Station.

Minutes of the Regular Meeting
Metro-North Committee
Monday, December 16, 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. Rhonda Herman
Hon. Kevin Law
Hon. David Mack
Hon. Vincent Tessitore, Jr.
Hon. Veronica Vanterpool
Hon. Neal Zuckerman
Hon. Norman Brown
Hon. Randolph Glucksman

Also Present:

Hon. Robert W. Linn
Catherine Rinaldi – President
Susan J. Doering – Executive Vice President
Richard L. Gans – Vice President and General Counsel
Glen Hayden – Vice President, Engineering
Yvonne Hill-Donald – Vice President, Human Resources
John Kennard – Vice President, Capital Programs
John Kesich – Senior Vice President, Operations
Mark Mannix – Senior Director, Corporate and Public Affairs
Thomas Mitchell – Vice President, Customer Service and Stations
Alphonse Stiehler – Chief of Field Operation, MTA Police Department
Michael Shiffer – Vice President, Planning
Justin Vonashek – Vice President, System Safety
Steven Weiss – Executive Director Management and Budget
Anthony Gardner – Acting Senior Director, Procurement
Janno Lieber – MTA Chief Development Officer
David Cannon – MTACC Vice President and Chief Procurement Officer

The members of the Metro-North Committee met jointly with the members of the Long Island Rail Road Committee. In addition to the Metro-North President and Metro-North staff noted above, President Eng and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Rail Road Committee for the meeting of December 16, 2019 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

Kevin Law, as Chair of the Long Island Rail Road Committee, called the joint meeting to order.

SAFETY PROCEDURES:

The electronic recording of the emergency safety procedures was played.

PUBLIC COMMENT:

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

Orrin Getz, Vice Chairman Metro-North Commuter Council ("Commuter Council"), commented on New Jersey Transit's recent Board Meeting, New Jersey Transit's continued failure to reinstate the weekday express train service on the Pascack Valley Line, and New Jersey Transit's failure to provide a comprehensive report on Positive Train Control ("PTC"). Mr. Getz also stated that the MTA should acquire the Suffern Train Station and make it ADA accessible and commented on possible transit-oriented development around the Nanuet Train Station.

Murray Bodin expressed his frustration about longstanding MTA practices and procedures. After the meeting, Mr. Bodin agreed not to use expletives in his public comments in the future. If he violates his agreement, he will be escorted out.

Jason Pineiro expressed his frustration with New Jersey Transit and asked Board Members to visit New Jersey Transit.

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 December 16, 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 November 12, 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 recognized Board Member Vanterpool for her service on the Metro-North Committee and for her many years of advocacy on behalf of transit riders. President Rinaldi wished Board Member Vanterpool the best of luck in her new endeavor as Chief Innovation Officer for the Delaware Transit Corporation. President Rinaldi also recognized the retirement of Randall Fleischer and thanked him for his many years of service on behalf of Metro-North.

President Rinaldi reported that Metro-North continues to move forward with PTC implementation. Metro-North extended PTC on the Hudson Line between Marble Hill and Croton Harmon Stations and from Croton Harmon to Poughkeepsie Stations to cover almost 90% of the Hudson Line, in addition to running trains in PTC operations on the Danbury Branch since the summer. Metro-North recently began PTC operations on the Upper Harlem Line between Southeast and Wassaic Stations. Two weekends' ago, Metro-North cut-in the second to last segment of the new signal system on the Port Jervis Line. Metro-North is running 268 trains per day in full PTC and has run more than 10,000 trains in full PTC between August 14, 2019 and November 30, 2019.

President Rinaldi reported that Metro-North's progress on PTC is due in large part to the hard work and dedication of Metro-North personnel and she thanked them for their efforts. Representatives from the Systems Integrator (Siemens and Bombardier) attended the meeting to give the Board an update on the implementation of PTC and answer any questions.

President Rinaldi also reported that East of Hudson on-time performance ("OTP") in November was above goal at 94%, a 10.7% increase over last year, which marks the 11th consecutive month in which service reliability outpaced last year's performance. Year-to-date OTP also remains strong, above goal at 94.3%, which is a 4.4% improvement over last year. Canceled and terminated trains have decreased 57% year-to-date, compared to 2018. November's West of Hudson performance was 93.9% on the Pascack Valley Line and 82.8% on the Port Jervis Line. Following a review with New Jersey Transit of the full cab-signal implementation there was a Port Jervis Line schedule adjustment that began December 8th to reflect revised operating conditions and provide more reliable service for customers.

To prepare for winter conditions, President Rinaldi reported on proactive measures put in place to protect Metro-North rolling stock fleet and infrastructure. Metro-North has snow-fighting equipment ready to clean yard switches and third rail simultaneously, and snow-fighting equipment ready to tackle main line interlockings, yard switches, passenger platforms, yard facilities, and right-of-way roadways. In addition, front-end loaders and backhoes enable Metro-North to plow more right-of-way to access track interlockings and power substations. Upgraded jet hot air blowers with greater power and fuel efficiency are ready for the winter elements. For station parking facilities, Metro-North has ongoing coordination with contractors to make sure the facilities are maintained and accessible. Metro-North also makes sure that locations have plenty of salt on site throughout the season and equipment is stored on site and at the ready. Metro-North staff are diligent in tracking weather reports and will coordinate with contractors ahead of time so that they know what is going on and they can prepare their equipment to combat the weather.

Metro-North will also ensure customers are well-informed before, during, and after a storm event with timely and accurate information through station announcements, platform display signs, email alerts, social media, special notices and service status box updates on the Metro-North website. The Metro-North "Train Time" app also provides real-time service status and is conveniently linked to Metro-North's "eTix," mobile ticketing app. With these communication tools, Metro-North can provide more information in a timelier manner during emergencies. During any severe weather event, Metro-North's goal is to provide customers with the best and safest service available, and to return to regularly scheduled service as soon as possible.

President Rinaldi also reported that as part of Way Ahead, the Metro-North team continues to find new ways to make riding Metro-North a more positive experience for customers. Just in time for holiday travel, Metro-North has teamed up with Lyft and Zipcar to introduce Rail Rewards discount offers that help to connect customers at both the start and for last mile/connecting service to and from stations. Lyft riders can get up to \$5 off their first five rides to or from Metro-North stations through April 2020 by simply entering the promo code "RAILREWARDS" into the promo section of the Lyft app. The discounts will automatically be deducted based on location of the ride. Customers who want to try car sharing from Metro-North stations can join Zipcar and get a \$25 driving credit, when they use promo code "MNRR2019" through the end of the month. Then simply use the Zipcar app or website to reserve a Zipcar from nearly 20 stations. These two offers are being promoted on Metro-North's website, customer e-mail blasts, digital ads in outlying stations, and through social media. These partnerships build on Metro-North's "Rail Rewards" program that gives customers with monthly or weekly tickets access to discounted passes to top attractions, museums, tours, and more, for a great night on the town or an easy staycation day.

President Rinaldi also reported that Metro-North's new lactation room in Grand Central Terminal provides an opportunity to help families plan their visit to the Terminal. "Mommy Poppins" (Mommypoppins.com), a web-based media resource for parents looking for family friendly places to go and things to do, has helped Metro-North develop customer information material and editorial features that offer a "guide" to visiting Grand Central Terminal with children. A Mommy Poppins poster with tips about the location of elevators, family rest rooms, and family friendly points of interest in the Terminal is on display in the lactation room. This information will be available on both the Metro-North and the Grand Central Terminal websites. Mommy Poppins has featured the lactation room in their web story about lactation rooms around New York City and developed a feature story about "Things to do" and "Tips" for visiting Grand Central Terminal with children. The lactation room is available for use 24 hours a day, seven days a week, upon request at the Station Master's office.

President Rinaldi reported that a Customer "Connect with Us" forum will be held in Grand Central Terminal tomorrow morning (Tuesday, December 17, 2019). The forums provide an excellent opportunity to speak directly with customers, listen to and learn about what matters to them, and find ways Metro-North can continue to enhance customer service.

President Rinaldi also reported that Metro-North continues to invest in its infrastructure with overhead bridge work underway in Mount Vernon and is requesting on today's agenda Board approval to award a design-build contract for the fourth of six bridge replacements in the city. At the 6th Avenue bridge, little is left of the bridge except its main girders. Metro-North is finalizing the side power relocation to a point well below the bridge so it is not adversely impacted by demolition of the bridge and reconstruction. Metro-North will plan final girder demolition this coming weekend. After steel demo, 6th Avenue abutments will need to be demolished and reconstructed. The new bridge is scheduled to open next November. For the 10th Avenue bridge, relocation of Con Edison feeders is progressing and currently scheduled for completion in early spring followed by steel demolition. The 3rd Avenue bridge will open in the spring of 2021.

At the White Plains Station, this past week Metro-North opened an additional 50 linear feet of interior waiting space for customers and a new ticket office will open this week. The elevator underwent improvements and reopened December 6th on-time and the special accessible shuttle bus service to/from the North White Plains Station provided during the renovations has ended. As work at the platform level moves toward completion in the first quarter of 2020, Metro-North continues to work on expanding and improving the lobby as well as replacing the side platform, all of which will be completed in 2020.

Finally, President Rinaldi reported that Metro-North will be offering extra service for the holidays beginning with early getaway trains on Christmas Eve and a special holiday timetable to keep customers moving, shopping, sightseeing, show-going, and celebrating with trains and schedules to suit everyone. On behalf of the Metro-North family, President Rinaldi wished the Committee and customers Happy Holidays.

Board Member Law inquired about the Port Jervis Line and asked what steps were being taken to improve service. President Rinaldi responded that there are issues with the existing infrastructure and New Jersey Transit. She assured Board Member Law that Metro-North remains very focused on the Port Jervis Line and there were significant capital funds earmarked for necessary capacity improvements. Board Member Metzger explained that Metro-North only gained control over the Port Jervis Line around 2002 and has since been working to make significant capital improvements, but the infrastructure remains constrained. For example, the Line is largely single-track. Board Member Metzger explained that Metro-North staff have worked hard to push New

Jersey Transit to provide the service Metro-North is contracted to have but the OTP remains a problem.

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 SAFETY REPORT:

Justin Vonashek, Vice President, System Safety, reported that customer reportable injuries continue to remain less than one injury per million customers and are down nearly 10% versus the previous 12 months. This marks the 29th consecutive month Metro-North has outperformed the previous period. Employee lost time injuries are down over 15% versus the previous period. This marks the 25th consecutive month Metro-North has outperformed the previous period.

Through October, Metro-North's TRACKS program has reached nearly 104,000 individuals, an eight percent increase over the same period last year. By year end, Metro-North will have far exceeded its 2019 goal of reaching 105,000 individuals. For 2020, Metro-North increased its outreach goal to 110,000.

Mr. Vonashek also reported that with an increase of hikers to Breakneck Ridge due to the autumn foliage season, the Metro-North Office of System Safety, with the support of the MTAPD, conducted rail safety outreach at the Breakneck Ridge Station. Metro-North staff answered questions and distributed safety flyers to over 3,000 individuals at the station throughout the month of November. Also, Metro-North's fourth and final Safety Focus Week of 2019 ended yesterday. Throughout the week staff highlighted important safety topics such as recent incidents, tips on how to communicate effectively, and working safely throughout the winter.

During the Long Island Rail Road Safety Report, Board Member Zuckerman questioned why customer accident rates are more than two-times higher at Long Island Rail Road than Metro-North. Lori Ebbighausen, Vice President Corporate Safety Long Island Rail Road, explained that a majority of Long Island Rail Road customer injuries are sustained at Penn Station and remarked that the differences between Grand Central Terminal and Penn Station are a main driver of customer injuries. Board Members Zuckerman and Linn asked Metro-North staff to provide statistics to show customer injury rates at Grand Central Terminal compared to the rest of the Metro-North system.

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

MTA CAPITAL CONSTRUCTION REPORT:

Janno Lieber, MTA Chief Development Officer, recognized the retirement of Randall Fleischer after 33 years of service to the MTA, including 20 years with Metro-North.

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

MTAPD REPORT:

Alphonse Stiehler, Chief of Field Operation, MTA Police Department ("MTAPD"), reported on crime statistics. Year to date, systemwide, total major felonies are down by 9%, 204 versus 224.

Year to date, systemwide, felony assaults are down by 25%, burglaries are down by 21%, and grand larcenies are down by 12%. However, there was an increase in grand larceny automobiles, two versus eight, and six incidents were in Metro-North territory. For Metro-North, year to date, total major felonies are down by 10%, 112 versus 124. Felony assaults are down 30%, burglaries are down 59%, and grand larcenies are down by 1%. During the month of September, systemwide, there were 15 grand larcenies, 10 of which occurred in Metro-North territory. Chief Stiehler reported that thanks to the hard work of the men and women of the MTAPD, for the third year in a row, the MTAPD is reporting record low major crimes, which have dropped 29% systemwide.

Board Member Law asked for additional information about grand larcenies and hate crimes. Chief Stiehler explained that grand larcenies typically involve the use of credit cards after wallets have been stolen and hate crimes primarily consist of graffiti and vandalization.

Chief Stiehler'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 Stiehler's remarks and Board Members' comments.

METRO-NORTH ACTION ITEM:

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

- 2020 Budget and 2020-2023 Financial Plan

President Rinaldi stated that new investments included in the November Financial Plan focus on ensuring reliability of rolling stock, resources to maintain both the PTC and on-board camera systems, providing internal infrastructure enhancements to ensure safe operations, and beginning the first phase of hiring to support East Side Access operations. The Financial Plan includes incremental annual operating "Budget Reduction Programs" averaging \$30 million starting in 2020 and continuing in each following year of the plan. The cost savings initiatives include targeted reductions based on eliminating administrative positions, identifying additional operational efficiencies and historical spending trends. Two of the proposed Budget Reduction Programs will not be implemented on January 1, 2020. The first relates to the parking fee modification which has been removed from the Metro-North's Budget Reduction Program list. The second item is the Budget Reduction Program to eliminate the Rockland County Transportation Subsidy. The implementation of this Budget Reduction Program has been moved to 2021. This change will adversely impact the 2020 financial plan by \$512,000.

Board Member Metzger commented that transit-oriented development is impacting Metro-North on both sides of the Hudson River. She also commented that reducing fleet maintenance and postponing purchasing new equipment will increase the deficit in the future. Board Member Linn explained that he will be voting against the budget and financial plan.

During the discussion about the Long Island Rail Road's 2020 Budget and 2020-2023 Financial Plan and the impacts of the East Side Access Project, President Rinaldi commented that both railroads have been working to increase the in-place Metro-North resources instead of standing-up new Long Island Rail Road resources such as the Fire Brigade and customer service functions. Board Member Zuckerman expressed concern over increased operational expenses associated with new capital projects and commented on the need for structural operating changes to address looming deficits. Board Member Metzger requested additional details about the projected increases in ridership and operating costs associated with both East Side Access and Penn Station Access.

Upon motion duly made and seconded, the Committee approved the foregoing action item.

The details of the action item are contained in documentation 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 the comments made by Board Members and staff.

JOINT INFORMATION ITEMS:

One joint information item was presented to the Committee:

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

The following representatives from Siemens and Bombardier gave a presentation about the status of PTC:

- Danny Di Perna, President of Bombardier Transportation;
- Michael Peter, CEO of Siemens Mobility;
- Lee Sander, President of Bombardier North America; and
- Marc Buncher, President of Siemens Mobility Division North America

Mr. Di Perna explained that Siemens and Bombardier have taken actions to address the PTC issues including making significant organizational changes and adding additional resources. He commented that it was his understanding from weekly reviews that the railroads were relatively pleased, and that progress is being made. Mr. Di Perna noted that significant progress has been made to address a lack of collaborative master scheduling between the parties. Mr. Di Perna also discussed the status of current milestones and interoperability issues and assured the Board that Siemens and Bombardier were working well together.

President Rinaldi concurred with Mr. Di Perna's assessment and commented that the Systems Integrator has provided additional resources when requested. President Eng reiterated that progress continues to be made and both railroads are on pace to meet the December 2020 deadline.

Board Member Zuckerman asked Siemens and Bombardier to explain how they were working together and what issues the Board should be concerned about over the next 12 months. Mr. DiPerna identified the February 2020 delivery of the system baseline for Harold and Valley, interoperability with Amtrak, and M8 integration as issues to focus on. Board Member Law asked that these three issues be included as a joint information item for the January 2020 joint committee meeting.

The details of the joint information item are contained in documentation 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 the comments made by Board Members and staff.

METRO-NORTH INFORMATION ITEMS:

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

- 2020 Proposed Committee Work Plan
- Diversity/EEO Report – 3rd Quarter 2019
- 2017 Metro-North Origin and Destination Survey

Due to time constraints, President Rinaldi requested that the 2017 Metro-North Origin and Destination Survey be presented at the January 2020 joint committee meeting. The details of the foregoing information items are contained in documentation filed with the records of this meeting.

LONG ISLAND RAIL ROAD PROCUREMENT:

One competitive Long Island Rail Road procurement was presented to the Committee that relates to Metro-North:

- Board approval to retain consultants to perform personal services for design, engineering, construction supervision and inspection services, and miscellaneous construction-related professional services to support both the 2020-2024 Capital Program and the 2020-2024 needs of the MTA Operating Divisions in the not-to-exceed amount of \$2,300,000,000.

Upon motion duly made and seconded, the Committee approved the foregoing procurement. Board Members Law, Metzger, and Zuckerman abstained from the vote. The details of the above procurement, including a complete list of consultants retained, are contained in documentation filed with the records of this meeting.

METRO-NORTH PROCUREMENT:

One competitive procurement was presented to the Committee:

- Board approval to award an 18-month competitively solicited federally funded design-build contract in the not-to-exceed amount of \$10,417,500 to John Civetta & Sons, Inc. for the design and construction of the 3rd Avenue bridge located over the New Haven Line in Mount Vernon, New York.

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:


President Rinaldi reported that through the end of November, Metro-North generated \$995 million in revenue and spent \$1.5 billion, resulting in a net operating loss of \$474 million. Due to lower than expected revenues that are partially offset by lower than expected expenditures, the net operating loss through November 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.

ADJOURNMENT:

Board Member Law thanked Board Member Vanterpool for her service on the Board. 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

December 2019 Committee Minutes – FINAL

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, December 16, 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. Norman Brown
Hon. David Mack, Vice Chair, Long Island Rail Road Committee
Hon. Rhonda Herman, Vice Chair, Metro-North Committee
Hon. Randolph Glucksman
Hon. Vincent Tessitore, Jr.
Hon. Veronica Vanterpool
Hon. Neal Zuckerman

Representing Long Island Rail Road: Phillip Eng, Robert Free, Rod Brooks, 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 Alphonse Stiehler, Chief of Operations, Field Services

The members of the Long Island Rail Road Committee met jointly with the members of the Metro-North Committee. 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. MTA Board Member Robert W. Linn also attended. The minutes of the Metro-North Committee meeting of December 16, 2019 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

Long Island Rail Road Committee Chair Kevin Law called the joint meeting to order.

SAFETY PROCEDURES

A pre-recorded safety public address announcement was used to review the emergency safety procedures.

PUBLIC COMMENTS

Stephen N. Papandon, LIRR Acting Vice President - General Counsel & Secretary, introduced the three public speakers. He requested each speaker to limit comments to two minutes and to only address matters on the agenda for the meeting.

The following public speakers commented on matters related to LIRR:

Orrin Getz, Vice Chair, Metro-North Commuter Rail Council commented he would like to see New Jersey Transit (“NJT”) have Positive Train Control (“PTC”) like LIRR and Metro-North.

Murray Bodin expressed his frustration about longstanding MTA practices and procedures. After the meeting, Mr. Bodin agreed not to use expletives in his public comments in the future. If he violates his agreement, he will be escorted out.

Jason Pineiro commented that he wanted an update as to the November derailment at Jamaica and, regarding an incident in which a person was stabbed on a train during SantaCon, we must do more to prevent this.

Additional details of the comments made by the public speakers are contained in the minutes of the Joint Committee meeting of this day. The video recording of the meeting produced by the MTA and maintained in the MTA minutes contains a complete record of the public comments.

APPROVAL OF MINUTES AND 2019 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the November 12, 2019 Joint Metro-North and Long Island Rail Road Committee Meeting. There were no reported changes to the 2019 Work Plan.

President Eng commented that in 2020, to streamline the Work Plan, certain reports will be online rather than in the book: the reliability of maintenance car fleet report, the annual strategic investments report, the annual inventory report, the annual environmental audit, and the ridership book will be moved from April to March.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Eng began by congratulating Chris Calvagna, Senior Vice President of Engineering, on his retirement and thanking him for his 33 years of service to LIRR. President Eng noted that Chris started his LIRR career in the Signal Department; he moved his way up as the first Executive Director of Positive Train Control ("PTC"), Assistant Chief Engineer and finally Senior Vice President. President Eng commended Chris' innovative approach to every project he worked on, including electrification of the Ronkonkoma Branch, developing our EAM systems, Double Track and Main Line Expansion. President Eng said on behalf of everyone at the railroad that Chris' daily contributions will be missed. President Eng said that he personally is deeply thankful to have had the opportunity to have worked with Chris.

President Eng reported that the tremendous amount of work we completed this year included upgrading more than 280 track circuits and 14 switches; eight bridge replacements; more than 10 station upgrades; two grade crossing eliminations; replacing tens of thousands of concrete and wooden ties; and replacing more than 160,000 feet of rail. President Eng stated that 2019 was an unprecedented year for LIRR and that with the continued support of our labor partners, dedicated workforce, and our riders, we will continue to strive for even more progress in 2020.

President Eng reported on LIRR's improving On-Time-Performance ("OTP"), which this November increased by 3.8% compared to November 2018. Year-to-date ("YTD") through November 90.7% of LIRR trains were on-time, up 2.2% over the same period in 2018. Compared to the fall leaf season in 2018, YTD cancellations are down 48%; trains delayed more than 15 minutes are down 30%; the number of short trains is down 32%; and YTD short trains are down 24%.

President Eng stated that we have achieved these gains with better management of operations in 2019. A key component of this year's leaf mitigation effort was LIRR's use of laser technology, an industry first, and increased volume pressure washers allowing us to run at higher speeds. President Eng noted that another benefit of the laser is that we could operate it on days when it was too cold to operate pressure washers. In November 2019, LIRR reduced the number of late trains due to weather by over 65%, 343 late trains in November 2019 compared to over 900 in 2018. We reduced low adhesion events overall by over 17%. Where we used the laser train in the prior 24 hours, branches achieved reductions in low adhesion events by over 50% and as high as 65%.

President Eng observed that the laser train was reliable operating on 99% of its scheduled trips. With 4 Wheel Truers on-line and utilized all season, when several cars did come out of service following severe weather events, we were able to recover quickly. President Eng stated that we are sharing what we've learned with Metro-North and are reviewing how best to increase laser technology usage at LIRR.

Reporting on PTC progress, President Eng stated that we are on pace to meet the deadline with full implementation by December 2020. In the last 12 months, more than 100 miles, covering eight branches, have been successfully integrated, including recently the Port Jefferson Branch. President Eng stated that we're running 130 trains daily with PTC, with more coming on line

regularly. We recently tested running trains over Harold Interlocking, an incredibly complex area, bringing us a big step closer to running Extended Revenue Service (“ERS”) within this busy corridor.

President Eng then showed a video about LIRR’s ADA Task Force which has been reactivated and expanded. He commended Brian Saltz, Jacob Balter, Vanessa Lockel, Ryan Attard and all our Ambassadors for their leadership and commitment to the ADA Task Force. President Eng reported that we are closing out 2019 on a high note, with over 4200 assists under LIRR Care since inception and nearly 700 requests in December alone.

President Eng noted that while we’re focused on improving service for customers in the present, we’re simultaneously working hard to build for the future. We recently awarded the preliminary engineering contract for Central Branch Electrification which will electrify the seven-mile stretch from Hicksville to Babylon. This will provide us significant operational flexibility, a better North-South connection, and the ability to provide seamless commutes between our Main Line and Babylon branches. President Eng said that this is a project that has been talked about for decades, and we are committed to delivering this as promised.

President Eng thanked everyone involved with the operation of LIRR’s annual Holiday Express trains. These special trains brought the holiday spirit and joy to hundreds of families on a memorable weekend for the fourth year in a row.

On behalf of the LIRR workforce, President Eng wished everyone a safe and happy holiday season as we move LIRR Forward, once again providing additional service on some of the busiest travel days of the year -- Christmas Eve, Christmas Day, New Year’s Eve and New Year’s Day. President Eng said that he feels blessed to be working alongside the dedicated employees who keep LIRR operating 24/7, 365 days a year so New Yorkers and visitors can enjoy the holidays with friends and loved ones. President Eng thanked LIRR’s workforce for their efforts and expressed his thanks to our riders.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Eng’s remarks and Board members’ comments.

LIRR SAFETY REPORT

Vice President - Corporate Safety Lori Ebbighausen stated that LIRR’s Safety Report appears on Page 37 of the Committee Book, reporting through the end of October 2019.

In response to a question from Chair Law, Vice President Ebbighausen discussed the November 22, 2019, derailment. On November 22nd at approximately 9:27 p.m., the last two cars of Train 182, bound for Babylon and operating at 13 miles per hour, derailed just east of Penn Station. Three hundred and eighty-three passengers were safely evacuated. LIRR did not receive any reports of injuries or events following the evacuation. Vice President Ebbighausen reported that the cause of the derailment was a broken rail. She stated that our Engineering Department is working closely with a third-party contractor regarding our testing protocols. Immediately after this incident, track

personnel tested the specific location and inspected other areas in Jamaica Station; the safety review is ongoing.

Vice President Ebbighausen expressed her thanks to the Chief of the Sayville Fire Department and to the community of First Responders who participated in LIRR's annual Passenger Train Emergency Preparedness Drill ("PTEP") on November 3rd, discussed on Page 38 of the Committee Book.

For the reporting period ending October 2019, the Federal Railroad Administration ("FRA") Reportable Customer Accident Rate per million customers was 2.06 compared to 2.08 over the same period last year. During this reporting period, the FRA reportable employee lost time injury rate per 200,000 hours worked was 3.18 compared to 2.97 over the same period last year.

Board Member Zuckerman asked why, for the reporting period ending October 2019, the customer injuries per million customers are so much more for LIRR than for Metro-North, 2.06 injuries compared to .93. Vice President Ebbighausen responded that LIRR reports all customer injuries in Penn Station, and this number includes Amtrak and New Jersey customers and visitors as well as LIRR customers. She noted the stark contrasts between Penn Station and Grand Central regarding crowding, amenities and infrastructure as other factors potentially contributing to the difference in injury rates. Vice President Ebbighausen commented that she is looking forward to the enhancements of Penn Station under the leadership of Governor Andrew M. Cuomo which should reduce the number of customer injuries.

Board Member Zuckerman asked what the injury rate would be if injuries at Penn Station were eliminated. Vice President Ebbighausen responded that she will follow up next month with information on the non-Penn Station customer injury rate.

In partnership with the MTA Police Department ("MTAPD"), the Together Railroads and Communities Keeping Safe ("TRACKS") program YTD reached 106,813 participants through the end of October 2019.

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 COMPANY

MTA Capital Construction Company ("MTACC") President Janno Lieber acknowledged the retirement of Randy Fleischer, who is retiring after 33 years of service to the MTA and has spent the last five years as an East Side Access Project executive. President Lieber thanked him for his years of service.

President Lieber advised that he will be reporting on MTACC projects to the CPOC Committee later in the week.

MTA CAPITAL CONSTRUCTION COMPANY ACTION ITEMS

MTACC did not present any items to the Committee.

MTA POLICE DEPARTMENT

Chief Alphonse Stiehler reported that despite an increase by one from this November to last November, systemwide YTD major crime is down by 9%, 204 crimes in 2019 versus 224 in 2018. Felony assaults are down by 25%, burglaries are down by 21%, and grand larcenies, traditionally one of our biggest issues, are down 12%.

Chief Stiehler reported that YTD on the LIRR, major crime is down 9%, 82 crimes in 2019 versus 90 in 2018. Felony assaults are down 22% and grand larcenies are down 20%. The largest increase on the LIRR side occurred in the category of burglaries --there were two incidents in 2018 and five in 2019, of which three involved a pattern of incidents in the Deer Park substation and were closed by arrest. Chief Stiehler thanked the men and women in the MTAPD for their hard work indicating that we are in a position for the third year in a row to set record lows in major crimes, crime over that period having dropped 29% system-wide.

The details of Chief Stiehler'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 RAIL ROAD ACTION ITEM

One LIRR action item was presented to the Committee:

- 2020 Final Proposed Budget & 2020-2023 Financial Plan

President Eng commented on a few highlights of the LIRR's 2020 Final Proposed Budget and 2020-2023 Financial Plan, which begins on Page 53 of the Committee Book. The 2019 November forecast of 91.3 million marked the highest ridership since the postwar high of 1949, 91.8 million riders. This exceeds the previous modern record reached in 2018, 89.8 million riders. President Eng stated that the November Financial Plan maintains our commitment to support our growing ridership by delivering safe and reliable service, improving customer service, and system expansion.

President Eng stated that to support system improvements and rolling stock, our \$2.1 billion Operating Budget and Financial Plan contains funding to upgrade our assets. The major projects impacting our operating environment and budget within the next several years are East Side Access ("ESA"), Main Line expansion, Moynihan Station, Penn Station Redesign, Hudson Yards Overbuild, Belmont Park and Elmont Station, and the purchase of M-9 electric cars to replace our aging M-3 fleet. The Financial Plan also includes cost reductions that total \$200 million between

2020 and 2023; these reductions include eliminating administrative positions and achieving additional operating efficiencies. President Eng noted that one of the proposed reductions, eliminating cash sales on board trains, has been tabled until the OMNY contactless fare payment system reaches the LIRR.

In response to Chair Law's question, President Eng stated that non-reimbursable costs are costs incurred by the LIRR used solely for operations, while reimbursable costs are attributable to Capital Projects or supported by third parties.

Chair Law asked about the primary reasons why the increased deficit projected for the LIRR has gone up more than Metro-North's.

President Eng responded that the main driver of growth in the LIRR Financial Plan is that LIRR is beginning to ramp up the necessary in-house resources to ensure we are ready to operate ESA in 2022. In addition, there are costs related to the timing of procurements relative to material purchases and anticipated employee costs associated with contract negotiations.

MTA Chief Financial Officer ("CFO") Bob Foran confirmed that the financial plan discussed by President Eng is the same financial plan that has been rolled into the MTA consolidated Financial Plan, so it is consistent.

Board Member Veronica Vanterpool commented that she has noticed that over the life of the financial plan, ESA positions are growing from 250 to 928; the additional 678 positions led to an increase in our operating budget of \$23 million in 2019 to \$212 million by 2023. She asked why do we need such a significant increase in staff positions for the project and why there is such a significant ramp up, with 818 of these positions in place before ESA comes online in December 2020 to the very last day of 2022, understanding that these people can't just be added on January 1, 2023. She also asked for clarification of the categories of work these individuals will be filling.

President Eng responded that a lot of the positions as he mentioned are tied to locomotive engineers, infrastructure, maintenance crews, track workers, and signal maintainers, because of the significant amount of time involved in the processes of recruiting, hiring, and training to be ready for 2022 when the Capital Construction team is done with construction.

Board Member Vanterpool asked how those projections are established for that level of staffing; and what is our anticipated revenue projection from new ridership over the years following the next five-year Financial Plan. She stated that the heart of this question is to try to understand the fare box recovery rate with ESA coming online, with our operating deficit growing in the five years even preceding revenue coming in from new service; she is trying to better understand where we will be in terms of operating deficits moving forward for ESA.

Mark Young, Vice President – Management & Finance and Chief Financial Officer responded that he would answer those two questions separately. In terms of the projections for the cost and staffing levels for ESA going forward, there are very few things that have occupied more of our time recently than that. The original estimates for ESA's annual operating costs annual basis were completed many years ago. We constantly go back to those numbers, we look at what the service plan is projected for opening day and beyond. Vice President Young stated that one of the major changes in the July Plan that's continued in the November Plan, was a major re-estimate of

the service needs of ESA on opening day, which results in a dramatic reduction in the projected staffing needs, at least early on in 2022, as we get to full service by 2028.

Vice President Young stated that as far as the revenue estimates, we project by 2028, after all infrastructure work and the East River tunnels are complete, revenue at that time will be about \$28 million and then in the beginning on opening day in 2022, since it's an 18% a.m. peak service increase, we would have about \$5 billion dollars. So, what happens as we phase into full ESA operating, we have a trailing of the revenue with the expenses, the farebox operating ratio in 2020 is projected to be 56%, and that's prior to full blown ESA opening day, that number is better than it has been. He observed that the fare box operating ratio for LIRR was in the 40 percents a few years ago and much of that is due to CFO Foran and the MTA paying down some of our pension liabilities that we had in our Closed Plan.

MTACC President Lieber also responded. One other variable he would emphasize is that the ability to realize additional revenue from a growth in service hinges in part on how quickly we can get the Amtrak East River tunnel work done. We are having real-time conversations with Amtrak about MTA's proposal that we learned from the L-Train project. We are trying to abbreviate that work by doing more in advance on nights and weekends, not waiting for all that work until ESA comes online and then you shut down the East River tunnels one at a time. President Lieber stated that we're trying to get Amtrak to reconsider some of their approach to the East River Tunnel rehab so that more of the work can be done in advance of ESA and that the NE tunnel shutdowns that need to take place could be of shorter duration than they have currently planned. President Lieber stated that right now, Amtrak is planning to shut down each tunnel for two years; we believe that's too long, and there are opportunities to reduce that, so that's an ongoing dialogue.

Metro-North President Catherine Rinaldi also responded that the two railroads are working together to grow the placement for Metro-North resources as opposed to starting up new LIRR functions. She noted that there has been a lot of good collaboration with respect to, for example, the fire brigade as well as some customer service functions, so we have done what we could to economize in that respect.

Board Member Vanterpool asked is there any opportunity to reassign some existing staff for ESA in addition to adding new positions.

President Eng responded that we are doing that where we can, it's a combination of both.

Board Member Zuckerman commented that he focuses on safety, service, costs to the riders and the fiscal sustainability of the MTA. He has been talking to this group for a couple years about the looming \$250 million annual increase for LIRR that will be our costs in 2022, we open at the end of that year and we're going to spend a quarter of a billion dollars operating ESA before it opens. He commented that he will raise this point with the Finance Committee and probably at the Board meeting when it comes to our budget discussion; every time we add another piece of capital we must pay for the costs of running it and we need a structural change for how we're going to operate.

President Eng reiterated that the July Plan reduces our needs in terms of hiring because we wanted to make sure that we're not anticipating on day one that type of increase in ridership that we would have in 2028. President Eng stated that we're going to continue to look at that as we move forward, but the big picture regarding Long Island that we're seeing is that the capacity of the LIRR is exceeded beyond what we really have the ability to serve today; the fact that we were carrying over a million more riders this year than we did last year shows that Long Island is moving and changing very rapidly in terms of transit-oriented development and we're seeing a lot of communities build around railroad stations. President Eng stated that what we're trying to do is have a system with the capacity to support people with mass transportation, to give families the opportunity to stay on Long Island. President Eng stated that we believe the extra capacity that Janno and his team is helping us build, whether it's Main Line Third Track or ESA, are critical to the future of the LIRR and Long Island.

Board Member Brown commented that he is also concerned about built-in increased deficits as we are expanding operating capacity by 45% and we don't know what actual ridership is going to be; there are a lot of moving parts. MTA Board Member Linn discussed the reasons why he was going to vote against LIRR's 2020 Budget.

Upon motion duly made and seconded, the Committee approved a recommendation to the Finance Committee to approve LIRR's 2020 Budget.

The details of the discussion of this LIRR information item are contained in the 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.

JOINT INFORMATION ITEM

One joint information item was presented to the Committee.

- LIRR /Metro-North PTC Project Update

Danny Di Perna, President of Bombardier Transportation gave a presentation about the status of PTC. He was joined by Michael Peter, CEO of Siemens Mobility; Lee Sander, President of Bombardier North America; and Marc Buncher, President of Siemens Mobility North America.

Mr. Di Perna said that he would discuss three issues, the first being the internal assessment done in response to the feedback from our customers and both railroad presidents. He stated that Siemens and Bombardier have acted to turnaround the overall situation now posting a scorecard on the MTA website on a weekly or monthly basis with how we're implementing the Consortium solution for PTC. He said that significant organizational changes have been made and that two of the leaders are here, David Trehan and Daniele Ferrera; they've done an exceptional job to rally and partner with our consortium partners and with the railroads to improve the overall situation. Mr. DiPerna said that we have added over 30 resources, system integration skills, and field and shop

engineers. He noted that Board Member Zuckerman and others visited our Pittsburgh site. It is his understanding from weekly reviews that the railroads are relatively pleased and that significant progress is being made, including regarding collaborative master scheduling between the two parties.

Mr. DiPerna said that the second issue he would address is the actual results. He said that in terms of the Extended Revenue Service demonstration, we are 13 out of 30. He said that we are fully motivated, fully engaged, our people want more than ever success for the MTA, we will not stop until we're done, and we are clear of the FRA 2020 deadline. Mr. DiPerna said that in terms of the solution, Siemens has supported fantastically the OBC version, version 6, plus we have our system baseline, 3.6, active right now, for LIRR and for Metro-North, it's 3.5. Mr. DiPerna said that the next key milestones are Harold and Valley, in terms of Interlockings and we are on track for the February 2020 deadline, noting the focus by Deborah Chin, Executive Director – PTC regarding deadlines. We do have interoperability items that we are working on, but that must be done together with Amtrak and with Alston-Kawasaki for the M8.

The third topic Mr. DiPerna addressed was to reassure the Committee that while Siemens and Bombardier Transportation are competitors, when it comes to the MTA and New York City, the companies work closely together.

President Eng reiterated that progress continues to be made and both railroads are on pace for December 2020. He stated that the commitment from the Consortium is evident and the major reorganizations and leadership changes are appreciated. President Eng stated that we're going to continue to monitor those areas that we know are higher risk areas, the Harold Interlocking and the back-to-back development. He noted that we can certainly influence and have support at the highest levels at Amtrak with regards to our interoperability needs.

Board Member Zuckerman asked about the bottlenecks to be concerned about over the next 12 months. Mr. DiPerna responded that milestone #1 is the February 2020 milestone for us to deliver the system baseline for Harold and Valley, which is in our lab, so the Board should continue to request progress updates.

Mr. DiPerna said that milestone #2 concerns interoperability with Amtrak, which they are trying to coordinate with President Eng. They had a senior management meeting with Mr. Steve Gardner last week to discuss this issue. Mr. DiPerna said that milestone #3 is M8 integration; this is not the Consortium's direct responsibility, but the Board should continue to keep asking about this and the other areas, and ask if we have mitigating actions, and for Amtrak interoperability, the answer is yes, we have a workaround solution that we believe is acceptable, and then for the M8, it's a very tight schedule.

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.

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

Three LIRR information items were presented to the Committee:

- **2020 Proposed Committee Work Plan**
A full report begins on Page 96 of the Committee Book.
- **Diversity/EEO Report – 3rd Quarter 2019**
A full report begins on Page 104 of the Committee Book.
- **January Timetable Change & Trackwork Programs**
A full report begins on Page 120 of the Committee Book.

MTA LONG ISLAND RAIL ROAD

Procurement

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

Competitive:

- **2020 – 2024 General Engineering Consultant Engagements** - Long Island Rail Road (LIRR) requests MTA Board approval to retain the consultants listed in the Attachment in the Staff Summary in the Committee Book who propose to perform personal services for design, engineering, construction supervision and inspection services, and miscellaneous construction-related professional services to support both the 2020 – 2024 Capital Program and the 2020 – 2024 needs of MTA Operating Divisions.

Upon motion duly made and seconded, the procurement item described above was recommended for approval by the Board, with recusals by Chair Law, Metro-North Chair Susan Metzger and Board Member Zuckerman. The details of this LIRR procurement item begin at page 173 of the Committee Book.

OPERATIONS, PERFORMANCE METRICS, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

President Eng stated that the LIRR Operations Report is in the Committee Book. He reported that through the end of November, LIRR generated \$1.2 billion in revenue and spent \$1.8 billion, resulting in a net operating loss of \$628 million. Due to higher than expected revenues and lower than expected expenditures, this net operating loss through November is lower than what was assumed in the July mid-year forecast.

The details of this report 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.

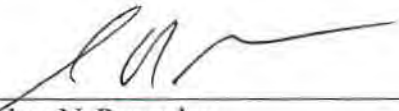
Farewell to Board Member Vanterpool

Chair Law said that he has enjoyed working with Board Member Vanterpool tremendously, here on the Board and on other taskforces in the recent past. Chair Law observed that she's a true New Yorker who is dedicated to the system. He asked everyone to give her a big round of applause.

Adjournment

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

Respectfully submitted,



Stephen N. Papandon,
Acting Secretary

2020 Metro-North Railroad Committee Work Plan

<u>I. RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chairs & Members
2020 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	
<u>II. SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>January 2020</u>	
Approval of 2020 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
<u>February 2020</u>	
Adopted Budget/Financial Plan 2020	Finance
2019 Annual Operating Results	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 Elevator & Escalator Report	Engineering
Customer Satisfaction Survey Report	Operations Planning & Analysis
2019 Annual Ridership Report	Operations Planning & Analysis
PTC Status Report	Engineering
<u>April 2020</u>	
Final Review of 2019 Operating Budget Results	Finance
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

June 2020

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

President
Diversity and EEO

July 2020

Grand Central Terminal Retail Development
Track Program Quarterly Update
PTC Status Report

MTA Real Estate
Engineering
Engineering

September 2020

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

Finance
Finance
Operations Planning & Analysis
Engineering
Diversity and EEO

October 2020

2021 Preliminary Budget (Public Comment)
LIRR/MNR PTC Project Update
Track Program Quarterly Update
Holiday Schedule

Finance
President
Engineering
Operations Planning & Analysis

November 2020

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

Committee Chair & Members
Engineering
Strategic Initiatives

December 2020

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

Finance
Committee Chairs & Members
Diversity and EEO
President

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

JANUARY 2020

Approval of 2020 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2020 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.

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 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.

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.

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.

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.

Track Program Quarterly Update

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

PTC Status Report

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

SEPTEMBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

2020 Mid-Year Forecast

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

2020 Fall Schedule Change

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

PTC Status Report

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

Diversity & EEO Report– 2nd Quarter 2020

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

OCTOBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

LIRR/MNR PTC Project Update

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

Track Program Quarterly Update

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

Holiday Schedule

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

NOVEMBER 2020

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

PTC Status Report

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

Progress on Way Ahead Strategic Plan

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

DECEMBER 2020

2021 Final Proposed Budget

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

2021 Proposed Committee Work Plan

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

Diversity & EEO Report– 3rd Quarter 2020

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

LIRR/MNR PTC Project Update

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

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

Responsibility

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
Diversity/EEO Report – 4 th Q 2019	Administration/Diversity
2020 Spring Schedule Change	Service Planning
LIRR/MNR PTC Project Update	President

March 2020

Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning
Customer Satisfaction Survey Report	Public Affairs
PTC Status Report	Engineering
Results 2019 Annual Ridership Report	Finance/Marketing

April 2020

Final Review of 2019 Operating Budget Results	Management & Budget
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 – 1st Q 2020
Track Work Programs
LIRR/MNR PTC Project Update

Administration/Diversity
Service Planning
President

July 2020

Penn Station Retail Development
September Timetable Change & Trackwork Programs
PTC Status Report

MTA Real Estate
Service Planning
Engineering

September 2020

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

Management & Budget
Service Planning
Engineering
Administration/Diversity

October 2020

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

President
Service Planning

November 2020

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

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

December 2020

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

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

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2020 Work Plan

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

President's Report

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

Safety Report

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

Capital Construction Report

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

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Operations Report

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

Financial Report

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

Ridership Report

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

Capital Program Report

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

II. SPECIFIC AGENDA ITEMS

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.

OCTOBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

Project Update on PTC

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

NOVEMBER 2020

Review Committee Charter

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

East Side Access Support Projects Update

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

Holiday Schedule

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

PTC Status Report

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

DECEMBER 2020

Diversity & EEO Report– 3rd Quarter 2020

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

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

2021 Final Proposed Budget

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

Proposed 2021 Committee Work Plan

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

Project Update on PTC

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



Metro-North Railroad



GCT Fire Truck Responding to a Call



Fire/EMS Officer Checking Equipment



Training with FDNY



Training On-board Metro-North Equipment

Grand Central Terminal Fire Brigade

Justin R. Vonashek
Vice President
Office of System Safety

Safety Highlights:

The safety of over 700,000 customers and visitors, who travel through Grand Central Terminal (GCT) every day, is overseen by Metro-North Railroad (MNR) Office of System Safety's Fire Brigade. All members of the Fire Brigade are trained and certified by New York State. The Brigade is staffed 24 hours a day, 7 days a week. The Fire Brigade is responsible for the entire GCT footprint which spans from 42nd St. to 56th St. between Lexington Ave and Madison Ave. The Fire Brigade also serves more than 2,000 employees within the GCT operating district, and approximately 100 retail tenants. The team handles over 1,400 medical calls and almost 300 hazardous conditions per year. The average response time in 2019 for medical incidents is one minute and forty-four seconds (1:44).

For emergency incidents, outside of the Grand Central Terminal vicinity, MNR relies primarily on public safety-first responders (Fire, Police and EMS). To ensure first responders are knowledgeable of rail operation, MNR's Office of System Safety provides first responder training throughout the MNR operating territory. Railroad environment presents dangerous and unique hazards, so it is critical that first responders in the various municipalities are fully prepared when responding to train and rail incidents. First responders receive both classroom and equipment familiarization training. The training teaches them how to respond to incidents involving the railroad and provides guidance on safe operations around railroad equipment and the right-of-way. Since 2018, over 4,000 first responders have been trained.

To raise mental health awareness, Metro-North partnered with the QPR Institute and the Crisis Text Line in 2019 to launch two suicide prevention initiatives. In March, MNR rolled out the Question, Persuade, Refer (QPR) training to teach employees how to recognize the warning signs of someone experiencing a mental health or suicide crisis, and how to help them get the help they need. The training was first rolled out to front line employees and was expanded to all employees in September, in alignment with National Suicide Prevention and Awareness Month. In April 2019, MNR rolled out a suicide prevention campaign which focused on a partnership with the Crisis Text Line, a free text messaging service with 24/7 support for those in a mental health crisis. MNR worked with the Crisis Text Line to develop a unique "keyword" and effective messaging for the new campaign. Anyone experiencing a mental health crisis, can text Metro-North's keyword, "NEXT2U", to 741741 and immediately connect with a trained Crisis Counselor via text. In 2019, 13 contacts were made using MNR's unique keyword.

MNR continues to see positive trends in reducing employee lost time injuries. For the current 12-month period (December 2018 – November 2019) versus the previous 12-month period (December 2017 – November 2018), lost time injuries per 200,000 working hours were reduced by 13.1%.

MNR also continues to see positive trends in reducing customer reportable injuries. For the current 12-month period ((December 2018 – November 2019) the customer reportable injury rate per one million customer rates decreased by 16.8% versus the previous 12-month period (December 2017 – November 2018).

Justin R. Vonashek
Vice President
Office of System Safety

November 2019 Safety Report

Performance				
Performance Indicator	12-Month Average			
	December 2016 - November 2017	December 2017 - November 2018	December 2018 - November 2019	
FRA Reportable Customer Accident Rate per Million Customers	0.94	1.13	0.94	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.93	2.44	2.12	
	2018		2019	
	November	Year to Date	November	Year to Date
Grade Crossing Incidents ¹	1	2	0	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	
	November	Year to Date	November	Year to Date
First Responders Trained	98	2,022	161	1,874
Employee Safety Training Courses	148	368	139	327
Employees Trained	1,750	6,516	1,956	6,415
Employee Safety Training Hours	19,114	278,464	15,004	261,813
Customer and Community: Focus on Grade Crossings	2018		2019	
	November	Year to Date	November	Year to Date
Broken Gates	1	27	1	27
MTA Police Details	67	1,171	44	642
Summons	28	617	54	541
Warnings	0	67	18	131
Community Education and Outreach	3,510	99,520	4,394	108,541
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
	Inward / Outward Facing Cab Cameras	956	956	100.00%
Passenger Compartment Cameras	1,085	1,079	99.45%	

Definitions:

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

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

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

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

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

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

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

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

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

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



Safety Report Highlights



Human Resources Department



Engineering Department Third Rail Cable Shop



Maintenance of Equipment Department Shea Yard Car Appearance Maintainers



Stations Department Hillside Station Appearance Maintainers



During our Safety FOCUS Day December 17, 2019, we recognized the winners of our second annual Housekeeping Contest. Slips, trips, and falls result in the most injuries to our employees and customers. Good Housekeeping is critical to ensuring a safe work environment for our employees. Winners were nominated by their fellow employees for exemplifying the value of safety and promoting a safe work environment. At the event, labor and senior management recognized teams from Human Resources, Engineering Department's Third Rail Cable Shop, Maintenance of Equipment's Shea Yard Car Appearance Maintainers, and Stations Department Hillside Station Appearance Maintainers.

During Safety FOCUS Day, we also launched our next quarterly campaign focused on the importance of job briefings. The railroad operating environment is a physically demanding environment with unique risks and hazards. Rules provide expectations for behavior and operations that enable employees to work safely, provide safe and efficient transportation for our customers, and minimize impacts on the general public. SAFER stands for Situational Awareness For Efficient Railroading. It is the LIRR program for meeting the FRA requirement under Title 49 CFR Part 217. This regulation states that a railroad must have operating rules and a program to verify that employees understand and are following the rules. Our SAFER program includes observation and testing on Operating Rules, Safety Rules, and Performance Standards. For the first quarter of 2020, managers and supervisors are engaging with employees in conversations about the requirements for job briefings and how to successfully conduct and participate in this critical safety activity.

Also of note, on December 5th we partnered with Amtrak to conduct our biannual Customer Safety Awareness Day at Penn Station. The majority of LIRR customers travel through Penn Station. Our "Let's Travel Safely Together" events and campaign provide an opportunity for LIRR management to learn more about our customers' travel experience as well as engage in conversations about strategies to safely navigate our system.

For the reporting period ending November 2019, the average Reportable Customer Injury Rate was 2.24 injuries per million customers as compared to 2.12 injuries per million customers over the same period last year. Slips, trips, and falls generate most injury reports. In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached 117,848 participants through the end of November 2019. This represents an almost nine percent increase in participants over the same period last year.

During this reporting period, the average Reportable Employee Lost Time Injury Rate increased from 2.88 injuries per 200,000 hours worked to 3.28 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

Lori Ebbighausen
Vice President
Corporate Safety

November Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	December 2016 - November 2017	December 2017 November 2018	December 2018 - November 2019		
FRA Reportable Customer Accident Rate per Million Customers	4.44	2.12	2.24		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.79	2.88	3.28		
		2018		2019	
		November	Year to Date	November	Year to Date
Grade Crossing Incidents ¹	0	7	0		9*
Mainline FRA Reportable Train Derailments	0	1	1		2
Mainline FRA Reportable Train Collisions	0	3	0		1**

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

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

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

Focus on Safety Training	2018		2019	
	November	Year to Date	November	Year to Date
First Responders Trained	110	2,039	325	1,829
Employee Safety Training Courses	68	936	83	1,015
Employees Trained	1,051	11,983	1,170	12,428
Employee Safety Training Hours	16,231	249,041	19,233	239,727
Customer and Community: Focus on Grade Crossings	November	Year to Date	November	Year to Date
Broken Gates	15	113	10	121
MTA Police Details	68	1,039	58	1,106
Summons	150	1,136	143	1,679
Warnings	93	519	54	713
Arrests	0	2	0	5
Community Education and Outreach	6,582	108,320	11,035	117,848
		Completed	Total	% Complete
Cameras on Rolling Stock	M7 (Cars)		726	87
	C3 Cab		23	100
	C3 Trailer		92	83
	DE/DM		31	69

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

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

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

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

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

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

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

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

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

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

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

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

Escalators	Mechanical Injury	Human Factor Injury
Babylon A	0	1
Wantagh	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.



POLICE REPORT

Joseph P. McGrann
Chief of Police



Long Island Rail Road

December 2019 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (8 vs 7) for the month of December compared to the same period last year.
- Year to date Long Island Rail Road is down 8 crimes (89 vs 97).
- There was one (1) Hate Crime on Long Island Rail Road for the month of December.

Joseph P. McGrann
Chief of Police



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

December 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	2	0	2	100%
Burglary	0	0	0	0%
Grand Larceny	4	7	-3	-43%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	7	1	14%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	14	8	6	75%
Felony Assault	15	18	-3	-17%
Burglary	5	2	3	150%
Grand Larceny	53	68	-15	-22%
Grand Larceny Auto	2	1	1	100%
Total Major Felonies	89	97	-8	-8%



Metro-North Railroad

December 2019 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (8 vs 7) for the month of December compared to the same period last year.
- Year to date Metro-North Railroad is down 12 crimes (119 vs 131).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of December.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

December 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	1	3	-2	-67%
Burglary	0	0	0	0%
Grand Larceny	5	4	1	25%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	8	7	1	14%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	16	15	1	7%
Felony Assault	15	23	-8	-35%
Burglary	7	17	-10	-59%
Grand Larceny	74	75	-1	-1%
Grand Larceny Auto	7	1	6	600%
Total Major Felonies	119	131	-12	-9%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

December 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	0	3	100%
Felony Assault	3	3	0	0%
Burglary	0	0	0	0%
Grand Larceny	9	11	-2	-18%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	16	14	2	14%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	34	26	8	31%
Felony Assault	32	43	-11	-26%
Burglary	15	19	-4	-21%
Grand Larceny	128	148	-20	-14%
Grand Larceny Auto	9	2	7	350%
Total Major Felonies	218	238	-20	-8%



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - December 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	1	1	0	0 %
Anti-Semitic	15	17	-2	-11 %
Sexual Orientation	2	1	1	100 %
White	1	0	1	0 %
Motivation Total	26	27	-1	-3 %

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment #1	0	3	-3	-100 %
Aggravated Harassment #2	3	2	1	50 %
Felony Assault	1	0	1	0 %
Misdemeanor Assault	0	1	-1	-100 %
Criminal Mischief #3	1	0	1	0 %
Criminal Mischief #4	21	21	0	0 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	26	27	-1	-3 %

INDEX CRIME REPORT
Per Day Average
December 2019

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	2	1	0
Fel. Assault	3	2	1	0
Burglary	0	0	0	0
Grand Larceny	9	4	5	0
GLA	1	0	1	0
Total	16	8	8	0
Crimes Per Day	0.52	0.26	0.26	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2019 to 12/31/2019

Arrest Classification	Total Arrests	
	2019	2018
Robbery	28	35
Felony Assault	46	47
Burglary	13	24
Grand Larceny	48	60
Grand Larceny Auto	3	2
Aggravated Harassment	4	4
Aggravated Unlicensed Operator	20	16
Arson	4	0
Assault-Misdemeanor	80	76
Breach of Peace	12	19
Child Endangerment	4	1
Conspiracy	0	1
Criminal Contempt	14	8
Criminal Impersonation	9	10
Criminal Mischief	45	52
Criminal Possession Stolen Property	9	15
Criminal Tampering	2	0
Criminal Trespass	44	49
Disorderly Conduct	1	2
Drug Offenses	135	175
DUI Offenses	9	17
Falsely Reporting an Incident	7	10
Forgery	43	67
Fraudulent Accosting	13	3
Graffiti	34	29
Harassment	1	1
Identity Theft	1	1
Issue a Bad Check	2	0
Make Terrorist Threat	0	3
Menacing	13	23
NYC Admin Code	0	2
Obstruct Government	9	12
Petit Larceny	185	158
Public Lewdness	29	29
Reckless Endangerment	10	7
Resisting Arrest	42	49
Sex Offenses	21	29
Stalking	1	1
Theft of Services	247	239
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	1	0
VTL Offenses	4	1
Warrant Arrest	74	129
Weapons Offenses	5	14
Unauthorized Use Vehicle	1	1
Total Arrests	1,274	1,421

January 2020 Joint MNR/LIRR Committee PTC Project Update

January 21, 2020






LIRR/MNR Overall PTC Project Status




Item	Comments
Schedule	<ul style="list-style-type: none"> <li data-bbox="485 418 1898 509">❑ Both LIRR and MNR remain on target to implement PTC across their respective territories by December 31, 2020. <li data-bbox="485 570 1801 660">❑ MNR and LIRR received FRA approval to go into ERSD on all its respective territories. <li data-bbox="485 721 1902 812">❑ MNR in Extended RSD (ERSD) on the Hudson Line, Danbury Branch and Harlem line (CP 155-182) <li data-bbox="485 872 1934 1018">❑ LIRR in RSD/ERSD on Port Washington, Babylon to Patchogue, Hempstead, Far Rockaway, West Hempstead, Oyster Bay, Long Beach, Port Jefferson, Central, and Jamaica to Babylon segments.
Budget	<p data-bbox="485 1149 632 1187">\$1.086B</p> <p data-bbox="485 1211 1955 1302">LIRR and MNR anticipate a need for future additional funding. This is currently under review.</p>





Key Milestones and Issues (LIRR Only)




Status	Activity	Date Needed	Issues
<p>(Previous)</p> <p>Yellow</p>  <p>(Current)</p> <p>Yellow</p>  <p>(Projected)</p> <p>Green</p> 	<p>Delivery and implementation of System Software Release 3.7 for b2b interlockings (Valley and Harold)</p>	<p>Feb 2020</p>	<p>Issues:</p> <ul style="list-style-type: none"> Timely delivery of System Software Release 3.7 which Includes b2b interlockings for Harold and Valley is critical to meeting the PTC deadline. <p>Monthly Update:</p> <ul style="list-style-type: none"> Completed the on-board FAT in December and conducting regression testing through mid January. Integrated System 3.7 Pre-FAT nearing completion, with FAT on target to start mid January and complete in early February. ERSD still on target for end of February. SI's current commitment is to go into ERSD for Harold in September 2020. Proposed mitigations to improve the ERSD date are still under investigation. <p>Drivers:</p> <ul style="list-style-type: none"> The design for Harold needs to support the shared PSCC operations for LIRR and Amtrak. <p>Mitigations:</p> <ul style="list-style-type: none"> Monthly high-level meetings with agency executives held with Amtrak/LIRR/FRA to ensure interoperability through Harold. <p>Potential Impacts:</p> <ul style="list-style-type: none"> Late software delivery will use up limited schedule float. The test data for Harold and Valley is necessary to support the full FRA approval of the LIRR PTC safety 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 (LIRR Only)




Status	Activity	Date Needed	Issues
<p>(Previous)</p> <p>Yellow</p>  <p>(Current)</p> <p>Green</p> 	<p>Deployment of on-board software across the fleet multiple times</p> <p>3.7, 3.8</p>	<p>May 2020 (Baseline 3.8) On-going</p>	<p>Issues:</p> <ul style="list-style-type: none"> The SI's software release plan requires the deployment of multiple iterations of on-board software across the entire fleet. Any further schedule slips in the delivery of releases 3.7 and 3.8 may impact LIRR's ability to meet the PTC deadline. <p>Monthly Updates:</p> <ul style="list-style-type: none"> New software upload procedure released and demonstrated successfully which streamlines the software upload process and is continuing without issue. <p>Drivers:</p> <ul style="list-style-type: none"> LIRR requires on-board software with PTC functionality required for compliance delivered no later than May 2020 with System Baseline 3.8. <p>Mitigations:</p> <ul style="list-style-type: none"> In addition to the routine 92-day periodic inspection cycle, software uploads will be performed as necessary to accelerate the deployment process. Cars and resources will be made available to meet the December 2020 deadline. LIRR/SI have established a mitigation plan to ready a sufficient number of cars on the train's head-ends to support the ERSD schedule. <p>Potential Impacts:</p> <ul style="list-style-type: none"> If the SI has unexpected technical issues (system performance or equipment reliability) and on-board software deliveries are pushed beyond mid-2020, this has potential to impact the PTC deadline.

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Key Milestones and Issues (LIRR Only)




Status	Activity	Date Needed	Issues
<p>(Previous)</p> <p>Yellow</p>  <p>(Current)</p> <p>Green</p> 	<p>Change in Leadership and Additional Resources</p>	<p>On-going</p>	<p>Issues:</p> <ul style="list-style-type: none"> The SI needs to continue supporting the contract with the necessary skilled resources, and retaining key staff on the LIRR project to meet their schedule commitments and keep the project on track to meet the PTC deadline. <p>Monthly Update:</p> <ul style="list-style-type: none"> Key leadership changes have improved working relationship within Consortium. New Systems Integrator approved for LIRR. To date, the current staffing levels are supporting the work efforts to meet the December 2020 deadline, but the both the SI and LIRR are closely monitoring. Transponder designs are still a concern but to date this activity remains on schedule. <p>Drivers:</p> <ul style="list-style-type: none"> SI has limited number of Subject Matter Experts to focus on Harold, transponder designs, interoperability, and the b2b implementation. <p>Mitigations:</p> <ul style="list-style-type: none"> LIRR is filling in gaps in expertise in areas of Signaling, Equipment Engineering and Railroad operations to support factory and field testing. Higher level vacated positions were filled with existing project team members with new hires placed at lower levels to minimize potential learning curve. <p>Potential Impacts:</p> <ul style="list-style-type: none"> Without appropriate leadership and proper management of project priorities the SI will fail to meet their schedule commitments and impact PTC deadline.

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	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 (MNR only)




Status	Activity	Date Needed	Issues
 Previous  Current	Complete Design for Interoperability and Delivery of System Software 3.6	3rd Quarter 2020	<p>Issues:</p> <ul style="list-style-type: none"> This software release includes the design for a safety server interface for interoperability with Amtrak for New Haven, New Rochelle, Spuyten Duyvil, and Poughkeepsie for MNR. <p>Monthly Update:</p> <ul style="list-style-type: none"> All activities to support this work remain on schedule. <p>Drivers:</p> <ul style="list-style-type: none"> 3rd party design <p>Mitigations:</p> <ul style="list-style-type: none"> Modified 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>Potential Impacts:</p> <ul style="list-style-type: none"> Risk to full PTC deployment by the PTC deadline on December 31, 2020.

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	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 (MNR Only)

Status	Activity	Date Needed	Issues
 Previous  Current	Integration for the M8 OBC into the MNR Wayside	June 2020	<p>Issues:</p> <ul style="list-style-type: none"> Commence M8 Fleet Hardware and Software Upgrade for full PTC Operability Complete Gap analysis, design and implement mitigating measures Define locations and Support for M8 OBC Qualification Testing on the MNR wayside for Rev. 11 D <p>Monthly Update:</p> <ul style="list-style-type: none"> Continued Weekly Executive-Level Progress Meetings between MNR/Kawasaki/Alstom Final-negotiated Change Order with SI to fully support qualification of the Alstom OBC to the MNR wayside to include Bombardier Safety Certification 5 Party Meeting held December 9 to December 11, 2019 at MNR – Graybar with significant progress made on Gap Definition, Qualification test and SLR reviews <p>Drivers:</p> <ul style="list-style-type: none"> Hardware Component production/availability for upgrade of OBC Continued focus of Gap Mitigation resolution through 5 Party meetings every two weeks Complete and provide MNR wayside PTC design information for use in definition of M8 OBC testing <p>Mitigations:</p> <ul style="list-style-type: none"> Replacement of Alstom OBC has been evaluated and deemed not practical or realistic to meet mandated deadline for M8 PTC operability Complete design for mitigations defined in the Gap analysis and implement into wayside environment Define most effective means for PTC hardware and software upgrade of the 190 M8 pairs to include upgrade of the additional 33 M8 pairs being delivered in 2020 <p>Potential Impacts:</p> <ul style="list-style-type: none"> Potential risk of not completing entire M8 fleet with both hardware and software PTC upgrades

	Red	Significant impact to Project Schedule and ability to meet PTC deadline.
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	Green	No Near Term Impact to Project Schedule and on target to meet PTC deadline.



LIRR Monthly Project Update (thru January 2020)

- ERSD
 - Entered ERSD on the Jamaica to Babylon segment in December.
 - Currently running PTC on 37% of segments or 114 testing route miles.
 - Currently running 201 trains daily with PTC cut-in.

- Pre FAT for Integrated System Baseline 3.7 (b2b phase 2 functionality) and FAT is currently in progress. ERSD ready software will be available at the end of February after required safety reviews for system-wide deployment.

- Interoperability designs and testing are progressing and on schedule to meet the PTC deadline:
 - In November, completed type testing of M7 fleet to operate in PTC over Amtrak tracks from Harold to Penn, and anticipate PTC operations in this segment by the end of January.
 - Progressing subsystem level designs (both wayside and OBC updates) with Amtrak.
 - STS-STC safety server interface solution to be delivered in System Baseline 3.9 pending software from Amtrak in July.

- Received FRA comments to our July PTC Safety Plan submission and updating the document to resubmit in March for FRA approval.

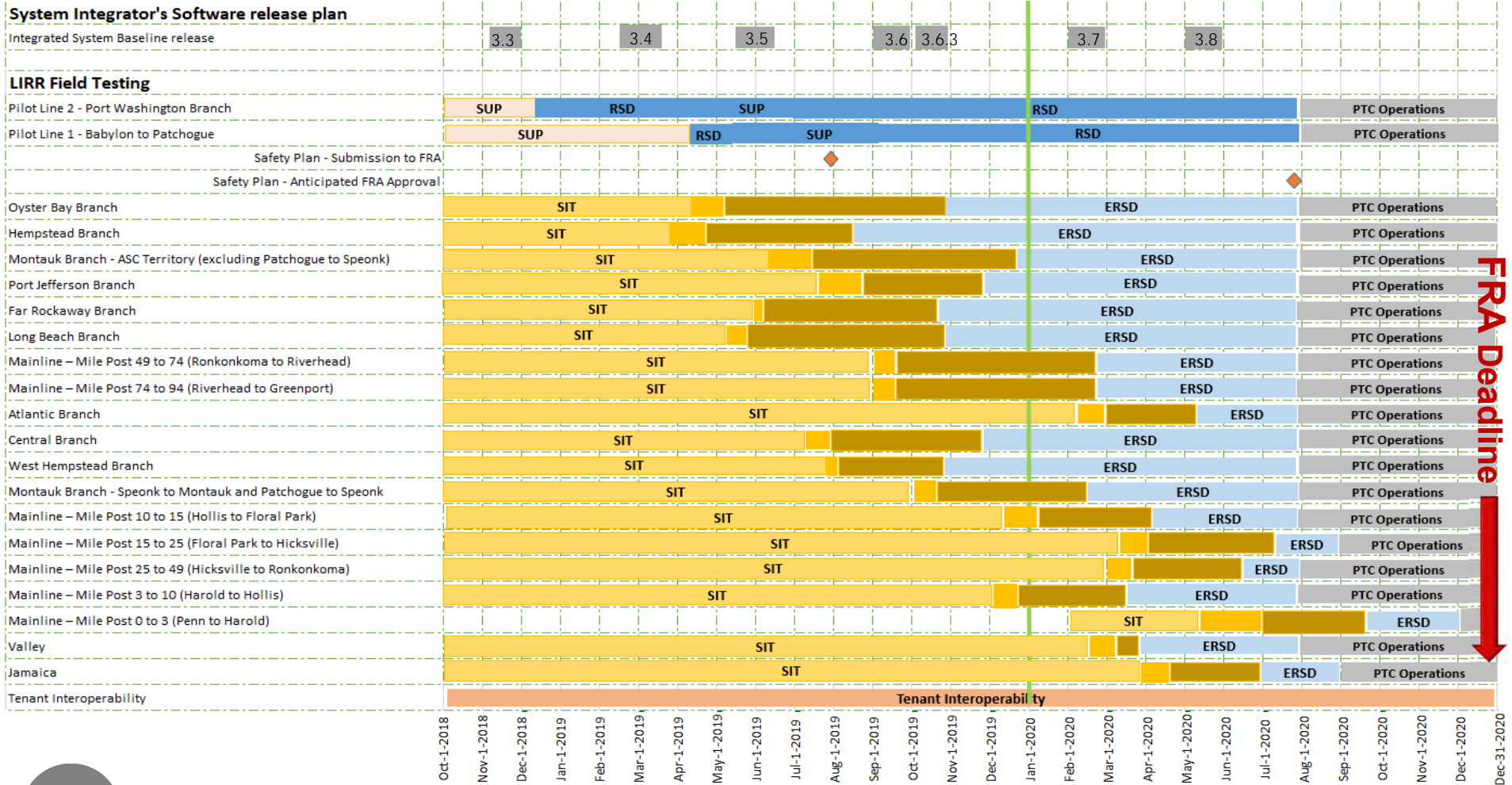
- Undercar scanner retrofits scheduled completed in January.



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 Sep 2020

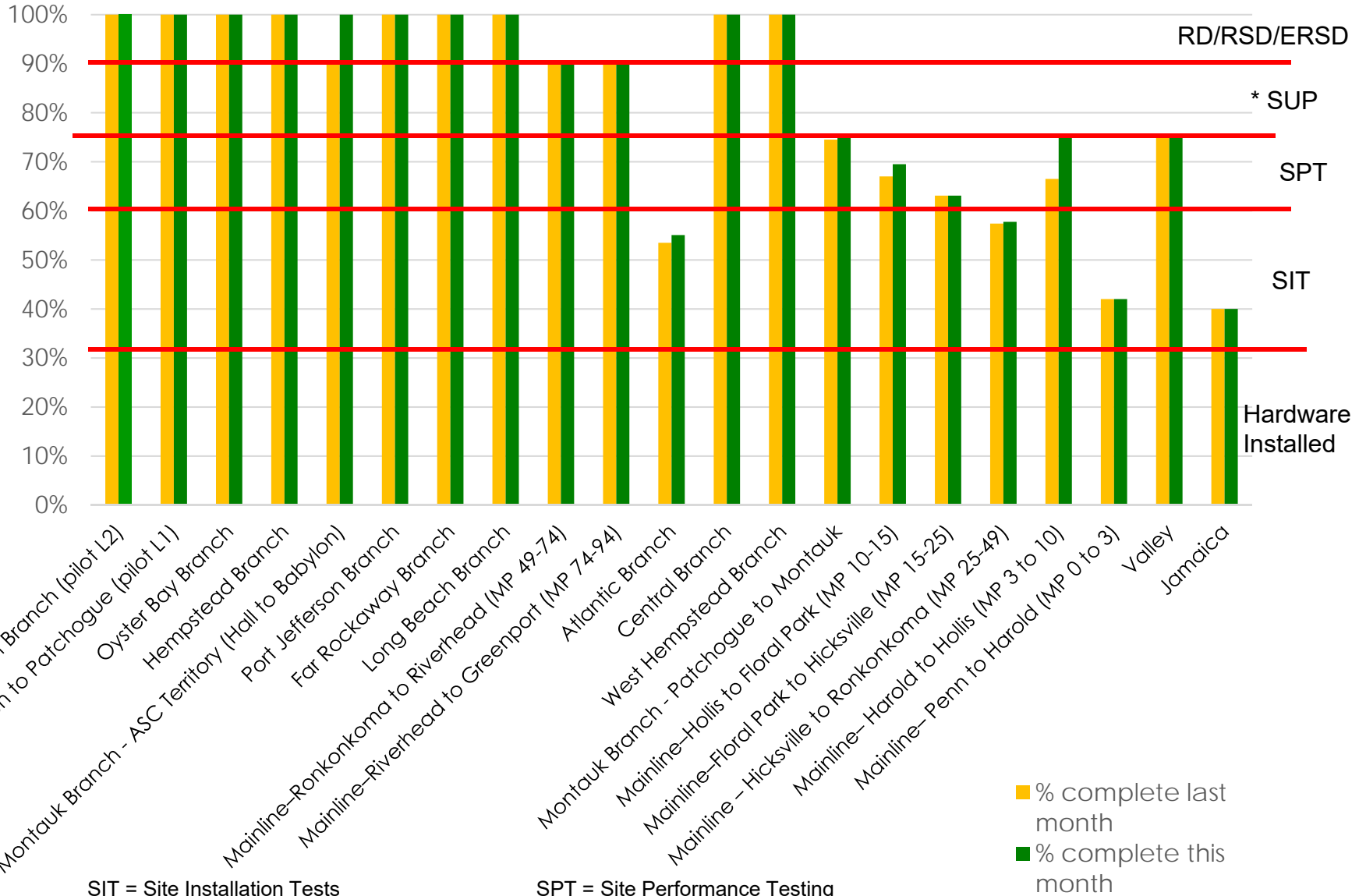


FRA Deadline



■ 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



LIRR PTC ERSD Timeline and Look-ahead

October 2019

- ✓ West Hempstead Branch
- ✓ Long Beach Branch
- ✓ Far Rockaway
- ✓ Oyster Bay

November 2019

- ✓ Port Jefferson
- ✓ Central Branch

December 2019

- ✓ Montauk – 1BW (West of Babylon to Jamaica)

February 2020

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

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

Montauk – 1BE (East of Patchogue)

Delivery of System Software Baseline 3.7



LIRR PTC ERSD Timeline and Look-ahead

March 2020

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

April 2020

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

May 2020

Atlantic Branch

June 2020

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

July 2020

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

September 2020

Mainline – Mile Post 0 to 3 (Grand Central Tunnels to Harold)



MNR Project Update

ERSD Segment Status:

- Hudson Line: Marble Hill (CP10) – Poughkeepsie (CP75) 67 miles.
- Danbury Branch 23 miles
- Harlem Line: Southeast (CP155) – Wassaic (CP182) 27 miles into ERSD on Dec 14, 2019.
- Harlem Line: Mount Vernon West (CP113) – Southeast 42 miles (CP155) Scheduled for Jan 2020

PTC implementation Summary

- 117 route miles in PTC protection (48%)
- 293 trains per day in full PTC mode (41%) + 30 Amtrak and multiple CSX and P&W
- **Revenue Trains ran in full PTC mode from August 2019 - December 2019 17,560!**
- Continuously mitigating operational and technical issues as they arise in PTC territory

Fleet Software Status:

- Continually adding trains to Verizon onboard network (Approx 100 vehicles left)
- Completed Radio Control File (RCF 12) to the fleet to be interoperable with the Harlem Line.



MNR Project Update (cont'd.)

- Field Installation & Testing Activity
 - Continuing commissioning Radio Cases
 - Scheduled to began SPT on the Harlem Line (Mount Vernon West (CP113) to Southeast (CP155) the week of January 6, 2020
 - Completed Transponder SIT GCT (CP1) to Marble Hill (CP10)
- Amtrak Boundary design/Commissioning Schedule
 - **Poughkeepsie – Completed and commissioned December 5, 2019**
 - Spuyten Duyvil - Commissioning target – 1st quarter 2020
 - New Haven - Design completion target – 2nd quarter 2020
 - New Rochelle - Design completion target – 2nd quarter 2020
 - STS-STs interface – 3rd quarter of 2020
- Continue installing & testing PTC wayside equipment on the Port Jervis line for NJT.



MNR M8 Project Update

➤ **Current Project Status**

- Alstom on target to begin production of M8 OBC hardware upgrade components in March 2020
- Current target to start M8 OBC SW (Amtrak Rev. 11 – Release D) testing on MNR wayside in March 2020
- Continue bi-weekly 5 Party meetings between MNR, Kawasaki, Alstom, Bombardier, and Siemens to execute plan bringing M8 OBC into PTC revenue service operation in July 2020

➤ **Completed Activities**

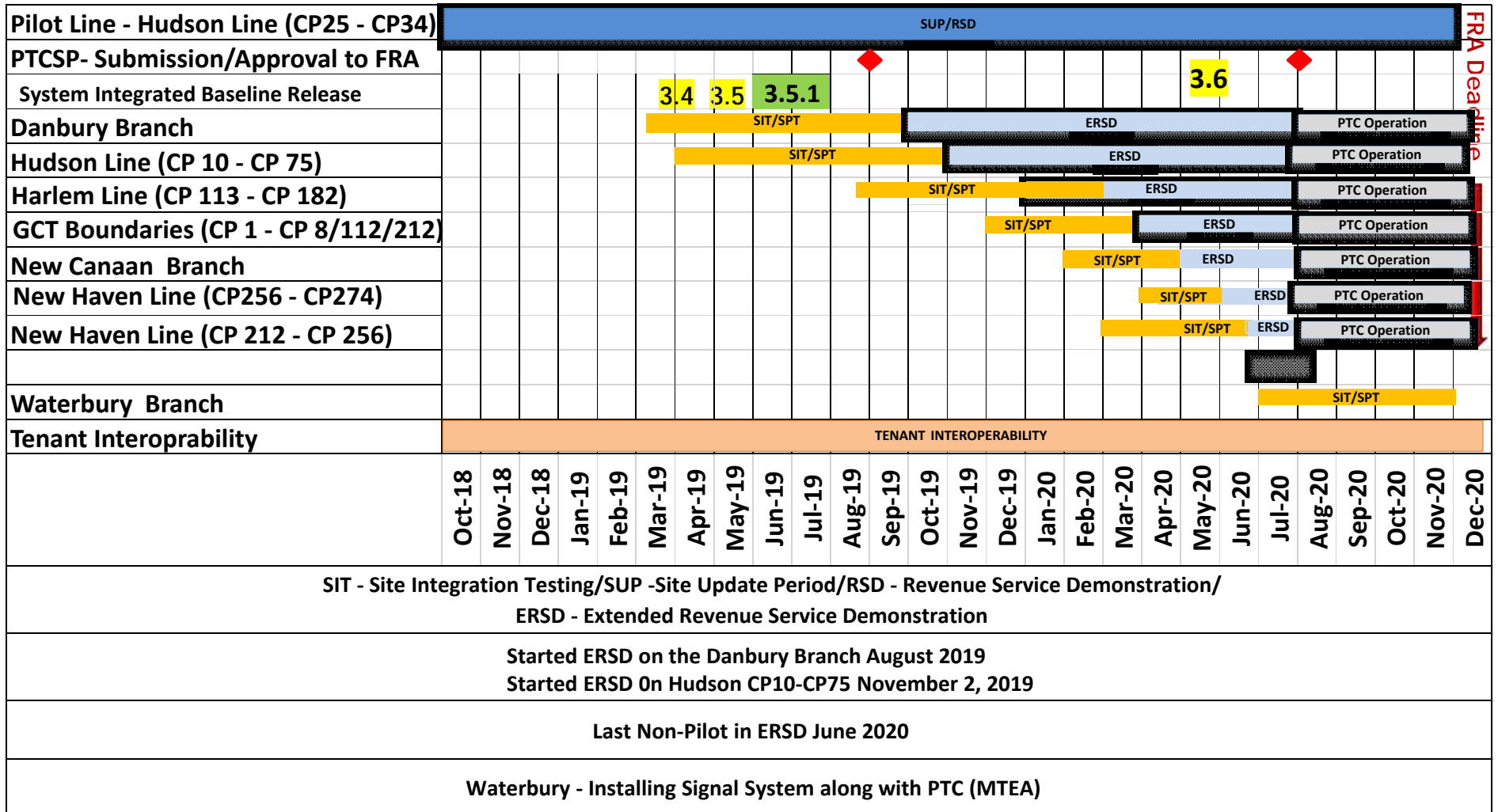
- Established road map / plan to utilize MNR – Bombardier Wayside to qualify Alstom M8 OBC for revenue service operation
- Identified testing locations in the MNR PTC-Commissioned territory for field testing – P2 and Lower Hudson areas
- Five (5) Party Meeting held at MNR Facility (12/9 -12/11) reviewing Bombardier Qualification test procedures, Siemens System Level Requirements, all of which providing input to the Gap Analysis.
- Delivery of Bombardier Wayside PTC Simulation equipment scheduled for February 2020, for Alstom’s developmental usage

➤ **Upcoming Milestones**

- Establish plan to commence M8 OBC hardware upgrade in advance of final OBC software validation



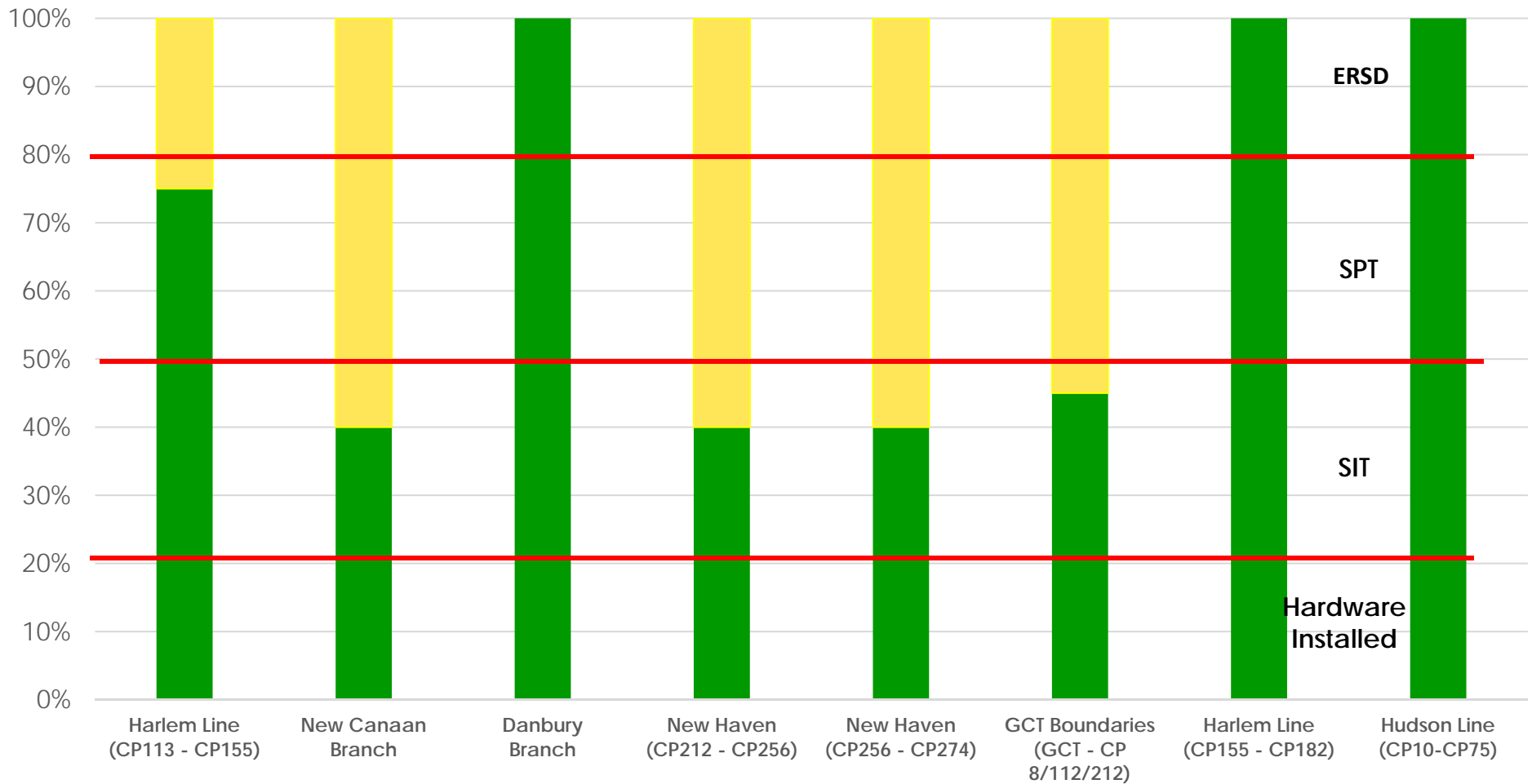
MNR Working Schedule and Sequence



FRA Deadline



MNR Segment RSD Readiness



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



■ % complete ■ Remaining

MNR PTC Timeline and Look-ahead

January 2020 – December 2020

- Test MNR Safety Server-to-Amtrak Safety Server Interface in Bombardier Test Lab.
- Continue placing segments into ERSD
- Continue mitigate technical and operational issues
- Address Safety Plan Comments
- Continue 5 Party bi-weekly meetings to progress:
 - Alstom OBC qualification to Amtrak Rev. 11D utilizing MNR Wayside;
 - Qualification of the M8 OBC to the MNR Wayside Environment for full M8 PTC operability to include Gap Mitigation measures
 - Bombardier Safety Certification of the M8 OBC to commence ERSD for the M8 Vehicle
- Upgrade M8 Fleet with PTC Hardware and Software



2019 4th Quarter Maintenance of Way Division

Track, Structures, Stations & Facilities

Metro-North Railroad

Final
December 31, 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	installed	
■	New Haven	7,500	ties planned	7,220	installed	
■	Danbury	8,200	ties planned	10,759	installed	
■	Waterbury	4,500	ties planned	2,496	installed	
■	Port Jervis	15,200	ties planned	20,065	installed	
	Total 2019	45,600	ties planned	49,577	installed	109% of goal

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

■	GCT	352	ties installed			
■	Hudson	4,577	ties installed			
■	Harlem	1,425	ties installed			
■	New Haven	1,061	ties installed			
■	Danbury	153	ties installed			
■	Waterbury	21	ties installed			
	Total 2019	7,589	ties installed			190% of goal

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

■	Hudson Line	3.2	miles planned	3.47	installed	108%	complete
■	Harlem	0.2	miles planned	0.41	installed	205%	complete
■	New Haven	6.2	miles planned	3.88	installed	63%	complete
■	Port Jervis	0.6	miles planned	0.55	installed	92%	complete
	Total 2019	10.2	miles planned	8.31	installed	81%	of goal



Welds (2,000 joints planned)

□	GCT	43	joints completed	
□	Hudson Line	589	joints completed	
□	Harlem Line	598	joints completed	
□	New Haven	447	joints completed	
□	West Of Hudson	59	joints completed	
□	Port Jervis	10	joints completed	
	Total 2019	1,796	joints completed	90% of goal

Loram Rail Grinder (62 miles planned)

□	Hudson Line	10	miles planned	34	complete	342%
□	Harlem	30	miles Planned	42	complete	141%
□	New Haven	22	miles planned	0	complete	0%
	Total 2019	62	miles planned	76	complete	123% of goal

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

□	GCT	8	switches	planned	9	switches completed	
□	Hudson	12	switches	planned	11	switches completed	
□	Harlem	0	switches	planned	1	switches completed	
□	New Haven	6	switches	planned	7	switches completed	
□	Waterbury	3	switches	planned	0	switches completed	
□	Port Jervis	3	switches	planned	0	switches completed	
	Total 2019	32	switches	planned	28	switches completed	88% of goal

* Harlem Line Switch was installed under Smartrack

* Frog Panels were replaced at CP106 21A, 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	
■	Harlem Line	3	Crossings planned	1	complete	
■	New Haven					
	■	Danbury	4	Crossings planned	2	complete
	■	Waterbury	1	Crossings planned	0	complete
■	West of Hudson	1	Crossings planned	0	complete	
	Total 2019	11	Crossings planned	5	complete	45% of goal

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

■	Hudson Line	30	miles planned	37.8	completed	
■	Harlem Line	10	miles planned	15.8	completed	
■	New Haven - NY	8	miles planned	11.1	completed	
■	New Haven - CT	16	miles planned	11.5	completed	
■	New Haven - WTBY	10	miles planned	2.7	completed	
■	New Haven - Danbury	16	miles planned	10.5	completed	
■	Port Jervis	20	miles planned	21.1	completed	
	Total 2019	110	miles planned	110.5	completed	100% of goal



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

- ▣ **1,431 miles completed in 2019**

- ▣ **Sperry Rail**

- ▣ 2nd run complete

- ▣ Total defects corrected from 2019 testing : 66

- ▣ **DPR**

- ▣ 2nd run complete

- ▣ Total defects corrected from 2019 testing : 80

- ▣ **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 – (Completed)
 - 1,608' rail, 85 bracket ties, 882 block ties
- 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 (41 ties installed 34% 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%
■ DB 11.55 Norwalk River	118 timbers	118	100%
■ DB 16.41 Redding	21 timbers	21	100%
■ Total 2019	751 Timbers planned	294	50% 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 (NH 56.35) - 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 3,375 ft of fence throughout systemwide

- ▣ **Graffiti Removal Program**

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



MTA/Metro-North 2017 Origin-Destination Survey

Summary of Results
December, 2019



MTA/Metro-North 2017 Origin-Destination Survey

- About the Survey
- Customer Insights
- Ridership
- Data Usage



About the Survey: Why Survey?

- ❑ Understand the growing and evolving uses and users of the system
- ❑ Inform service and capital planning
- ❑ Understand market opportunities
- ❑ Maintain federal funding eligibility
- ❑ Track changes in ridership and demographic patterns over a multi-year timeframe



About the Survey: Methodology

- ❑ Joint effort between MTA and Metro-North
- ❑ Part of a “System of Surveys” providing comprehensive travel and demographic information for the entire region
- ❑ Fieldwork took place from Spring 2015 - Fall 2017
 - ❑ Detailed ridership and on/off counts for every train at every station
 - ❑ 1,606 East of Hudson and 145 West of Hudson trains counted
 - ❑ Survey questionnaires distributed onboard all inbound MNR trains
 - ❑ Obtained over 113,500 completed surveys (108,000 EoH and 5,500 WoH)
 - ❑ Very high response rates of 39% for EoH and 42% for WoH



About the Survey: Data Usage

Examples of How O&D Data is Used

❑ **Station Access and Parking**

- ❑ Help inform capital process regarding parking improvements
- ❑ Work with NYC to plan new bus routes to/from the Fordham station

❑ **Understanding How Customers Use the System**

- ❑ West of Hudson customers using East of Hudson service
- ❑ Intermediate riders, other market segments

❑ **Compliance with Federal Reporting Requirements**

- ❑ Support Title VI reporting and analysis requirements with detailed demographic information



Customer Insights: Definition of Weekday Travel Markets

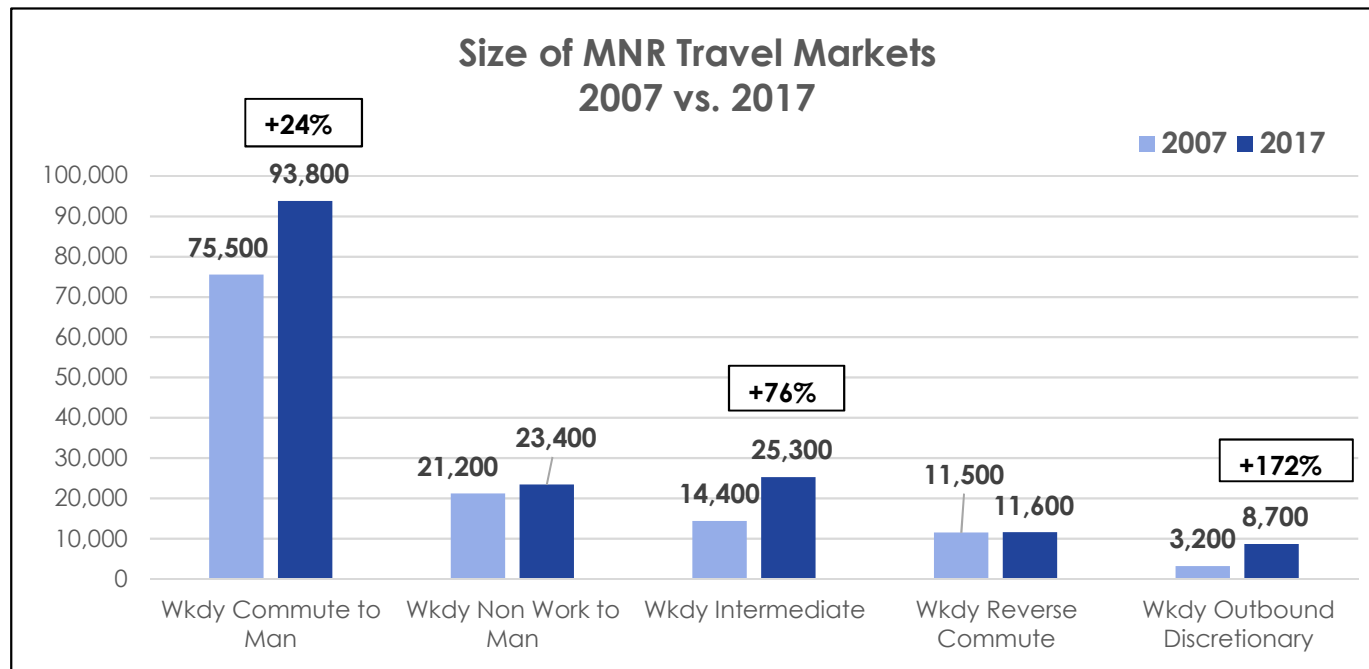
Weekday Travel Market	Definition
Commute to Manhattan	Inbound alighting stations = GCT or 125 th St Trip purpose = Work
Non-Work to Manhattan	Inbound alighting stations = GCT or 125 th St Trip purpose = Non-work
Intermediate	Inbound alighting stations = Non-Manhattan Trip purpose = All purposes
Reverse Commute	Inbound origin type = Work Inbound destination type = Home
Outbound Discretionary	Inbound origin type = Not work or home Inbound destination type = Not work



Customer Insights: East of Hudson Key Changes from 2007 to 2017

Significant Changes in Size of Some Travel Markets

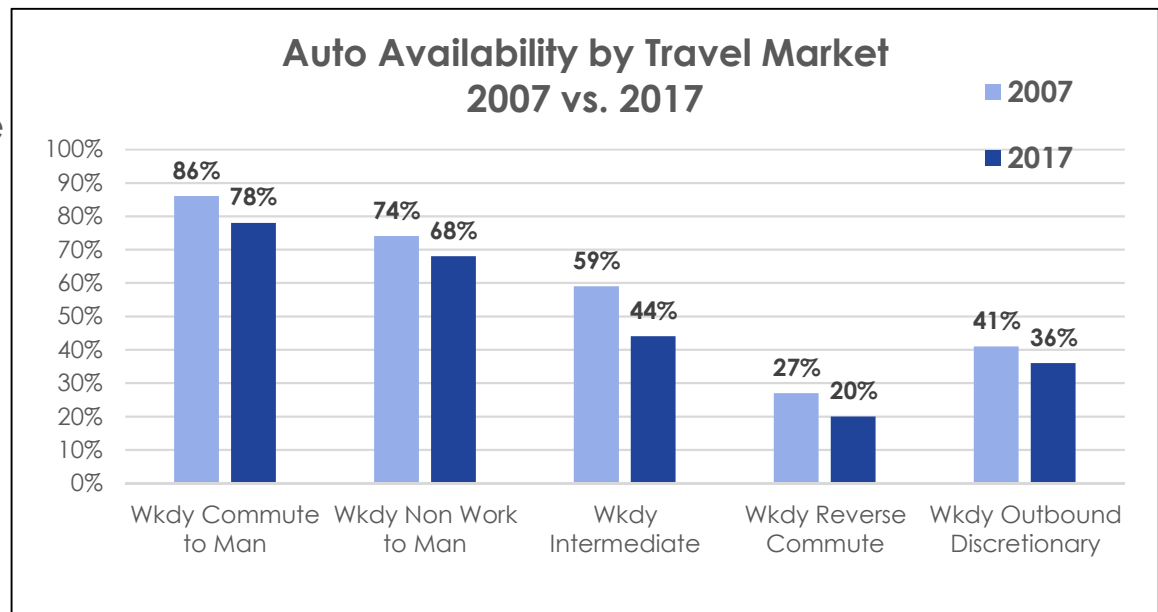
- ❑ Intermediate market grew by 76% (+10,900 weekday inbound trips)
- ❑ Outbound Discretionary had the largest percentage increase of 172% (+5,500 trips)
- ❑ Weekday Commute to Manhattan had largest absolute increase of 18,300 inbound trips (24% increase)



Customer Insights: East of Hudson Key Changes from 2007 to 2017

Significant Changes in Auto Availability and Access Modes

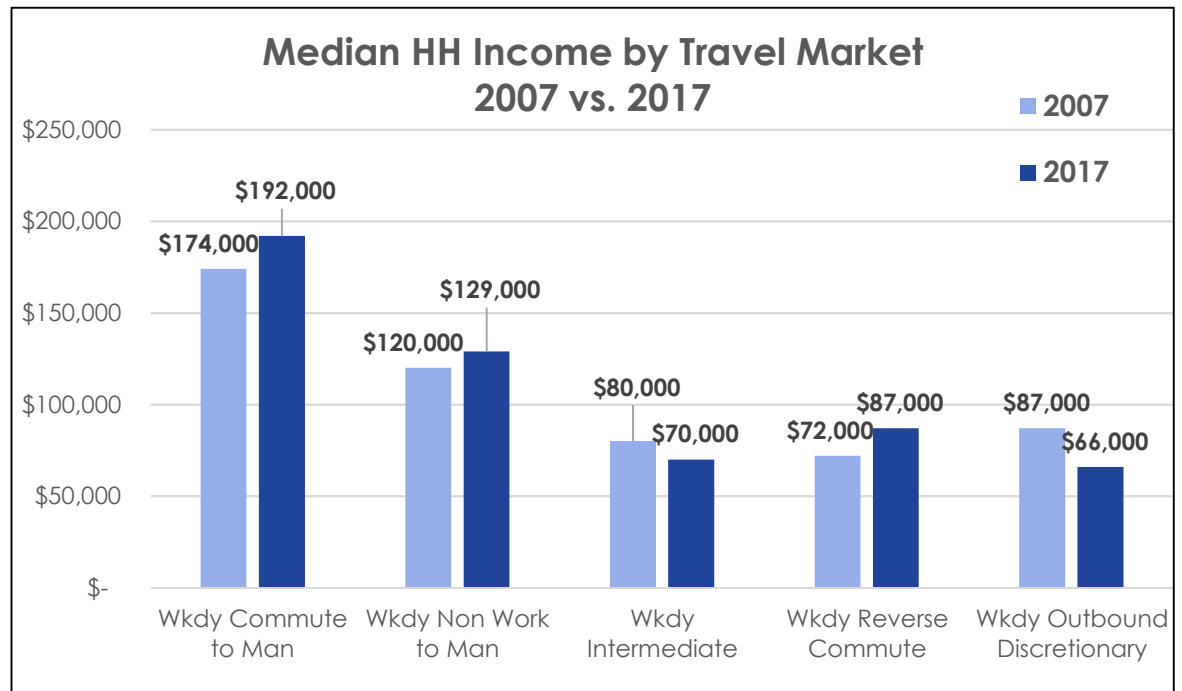
- ❑ Auto availability decreased for all travel markets.
 - ❑ Declines ranged from 5% to 15%
 - ❑ Work to Manhattan market declined 12%
- ❑ Declines in percentage of “drive alone and park” access mode to station; Weekday Commute to Manhattan market went from 51% in 2007 to 43% in 2017.
- ❑ Walk access increased for all travel markets for same time period.



Customer Insights: East of Hudson Key Changes from 2007 to 2017

Changes in Median HH Income

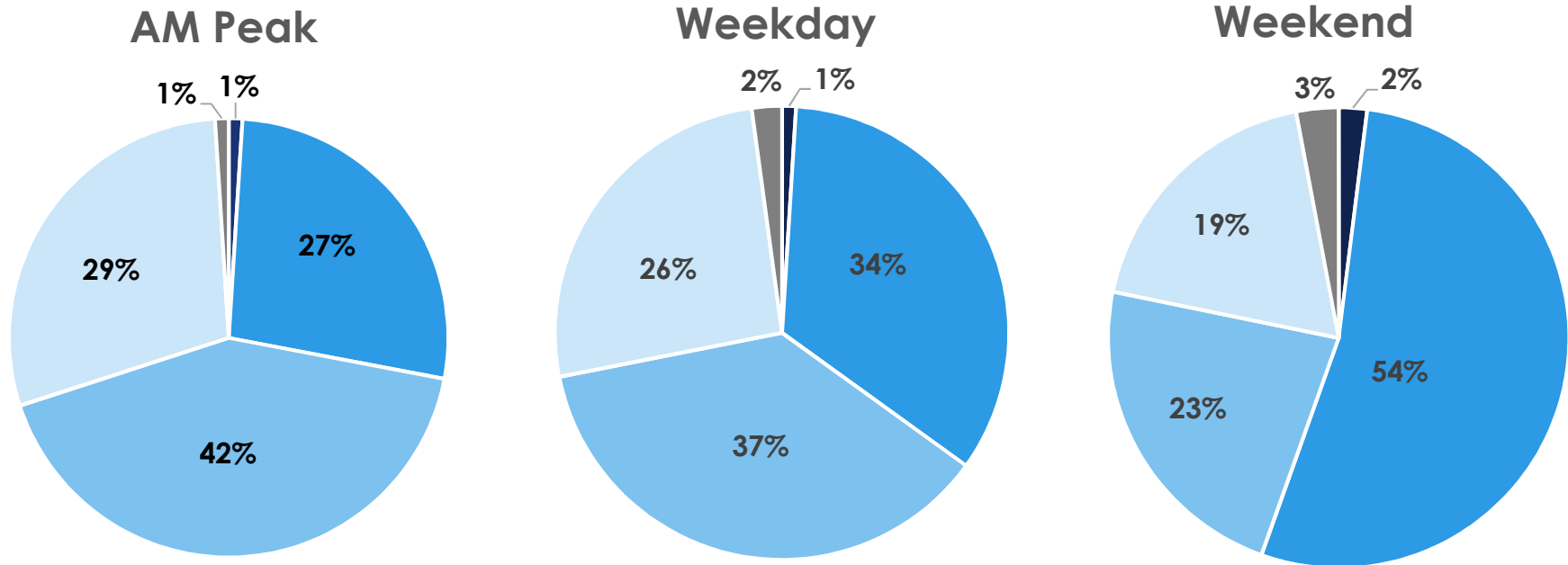
- ❑ Manhattan work markets had median income growth between 7% and 10%
- ❑ Reverse Commute market had largest growth of 21% (from \$72K to \$87K)
- ❑ Intermediate market had a 13% decline in median HH income (from \$80K to \$70K)
- ❑ Outbound Discretionary market had largest decline of 24% (from \$87K to \$66K)



Note: 2007 incomes have not been adjusted for inflation.



Customer Insights: East of Hudson Usage by Age

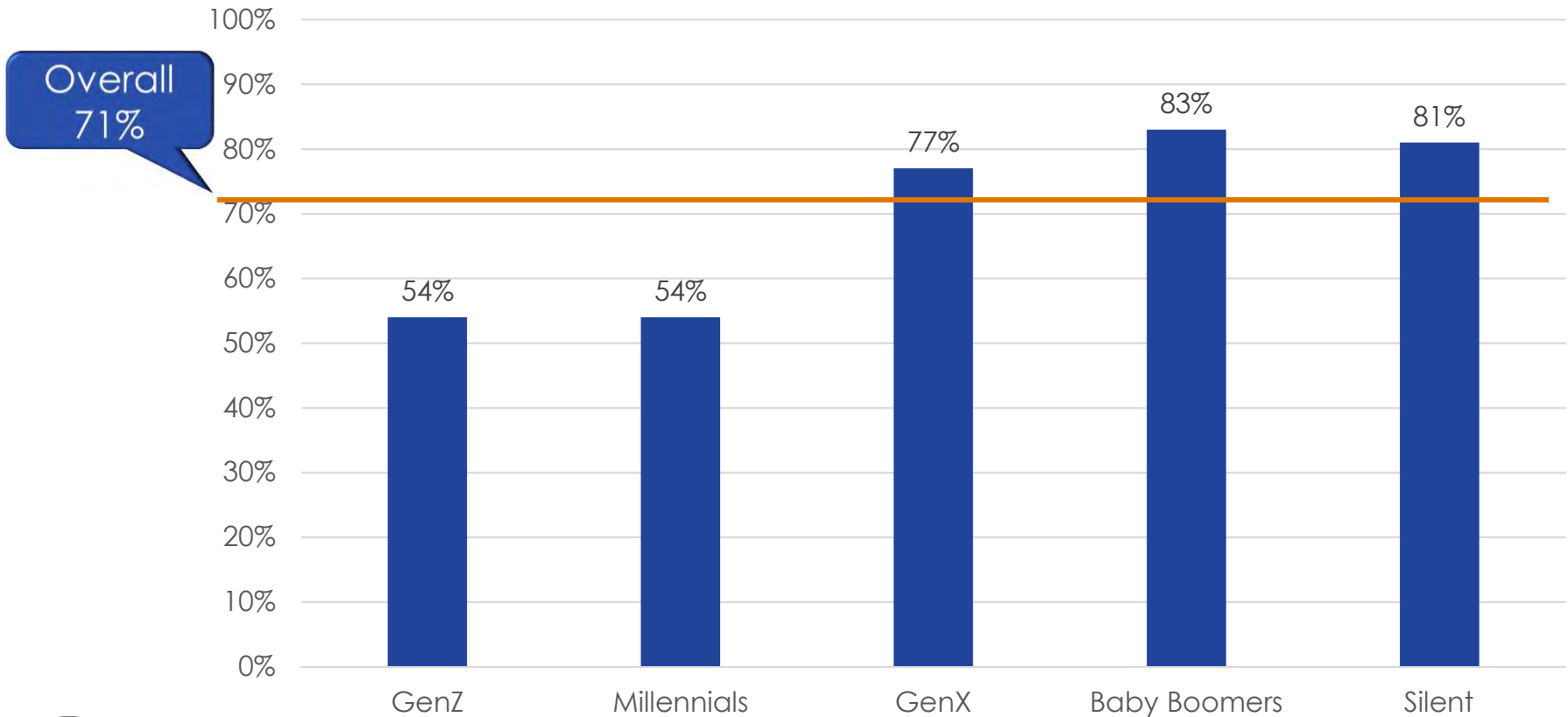


Definition, Birth Years and Age Range	Market Size
Gen Z: 1999 or later (<18)	4,100
Millennials: 1981-1998 (18-35)	98,900
Gen X: 1965-1980 (36-51)	70,800
Boomers: 1946-1964 (52-70)	53,000
Silent: 1945 or earlier (>70)	5,000



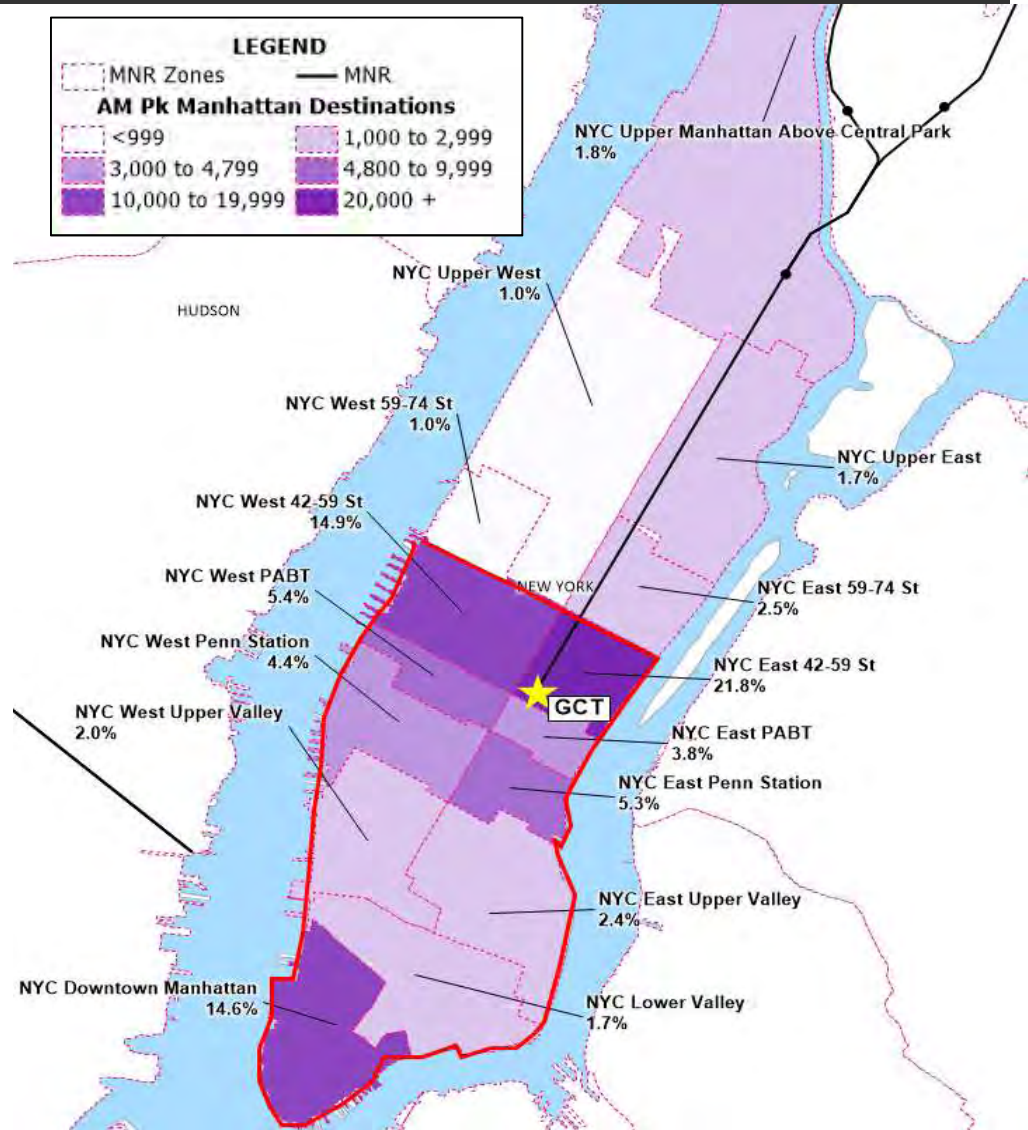
Customer Insights: East of Hudson Vehicle Availability by Age

Vehicle Availability - Weekday



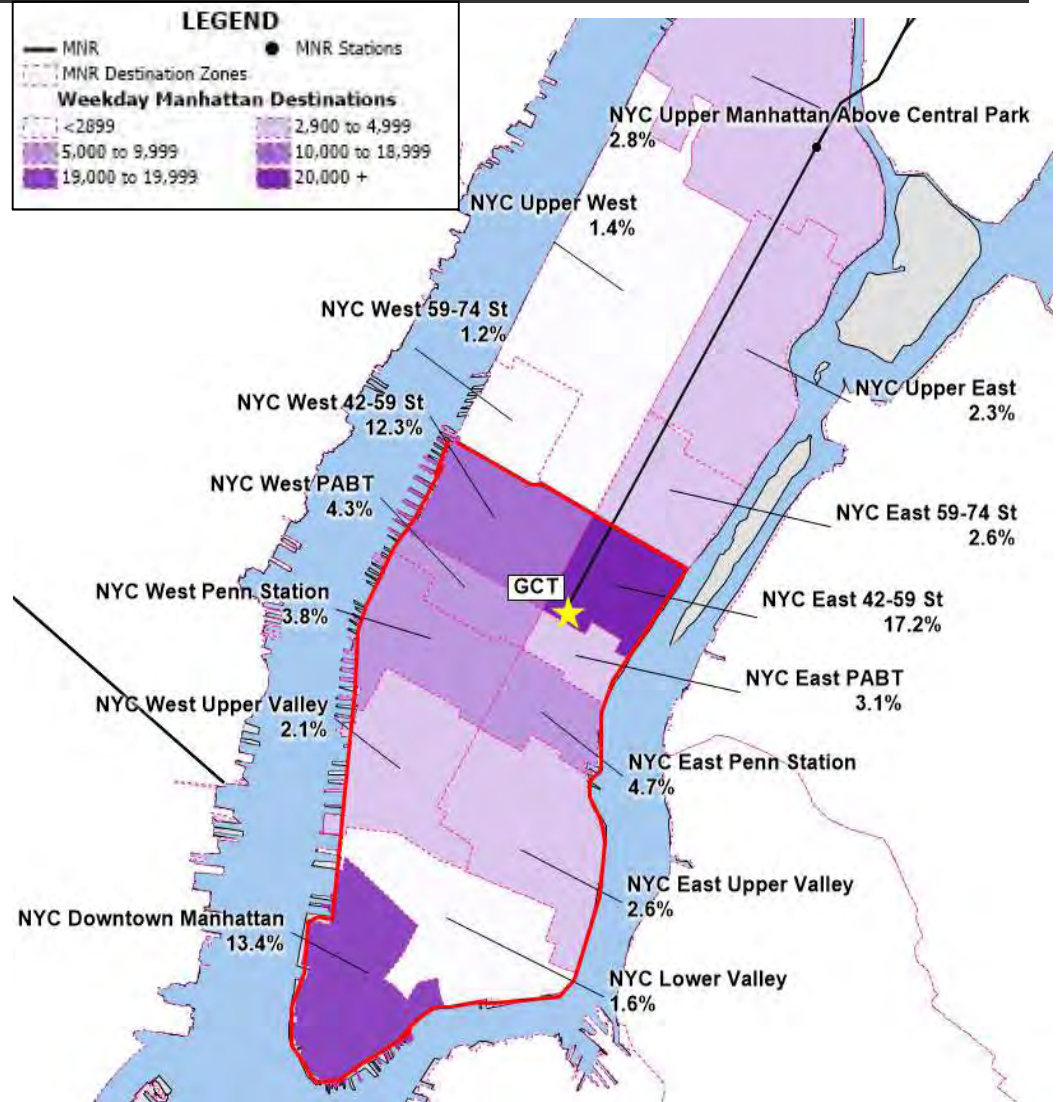
Customer Insights: East of Hudson AM Peak Manhattan Destinations

- During the AM Peak, a total of 77,531 trips (84.3%) had a final destination in Manhattan
- Most Manhattan destinations were somewhere within the CBD zone (70,166 trips, or 76.3% of all AM Peak destinations)
 - Over half (55.6% or 51,141 trips) in the central CBD zones
 - Highest share (21.8%, or 20,069 trips) to the “NYC East 42-59 St” zone
- Destinations by Line were proportionally split



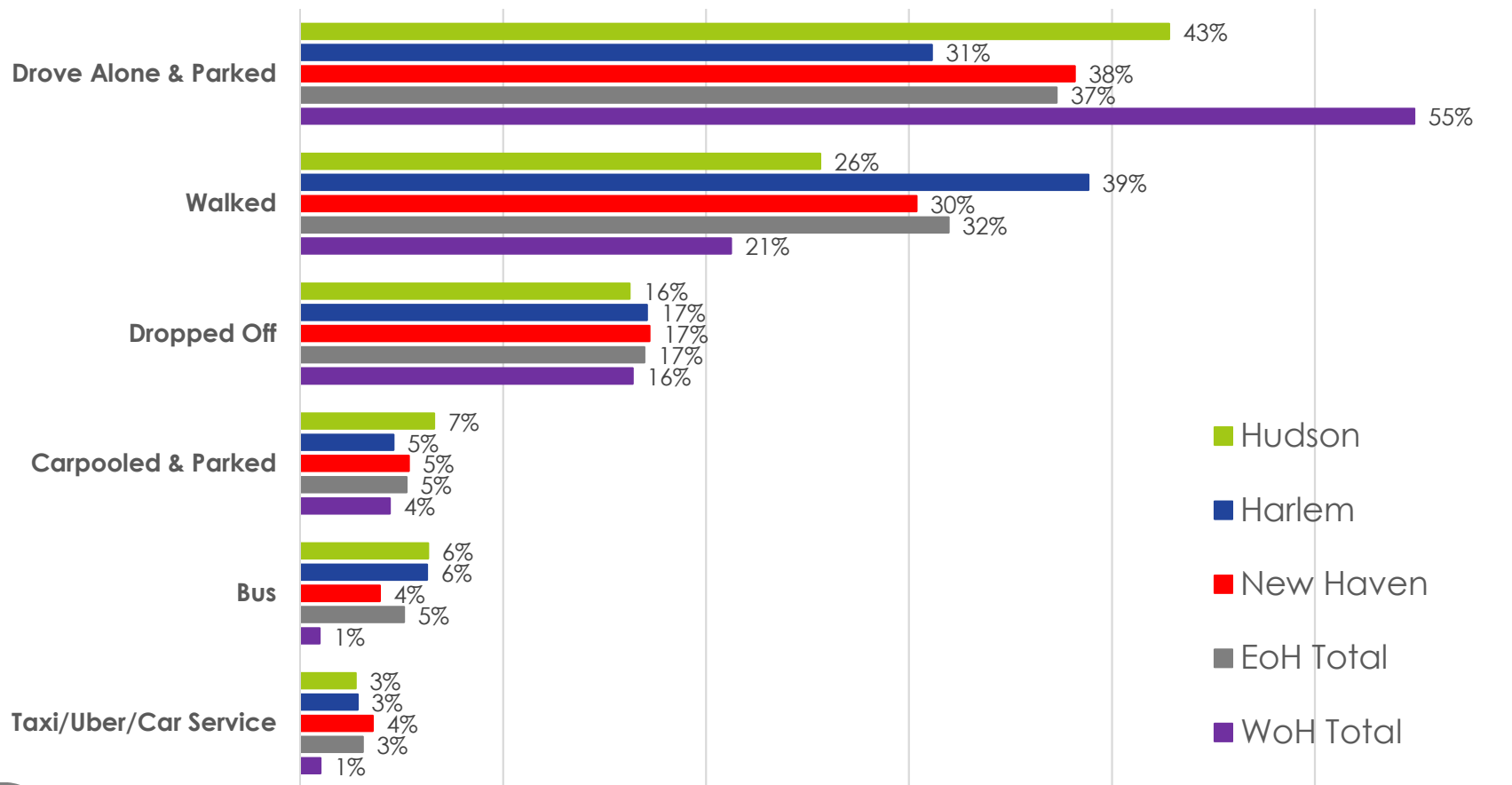
Customer Insights: East of Hudson Weekday Manhattan Destinations

- ❑ On weekdays, a total of 107,556 trips (75.4%) had a final destination in Manhattan
- ❑ Majority of destinations were within the CBD zone (92,913 trips, or 65.1%), but smaller share than during the AM Peak
- ❑ Less than half of weekday destination were to the central CBD zones (45.4% or 64,773 trips)



Customer Insights: East & West of Hudson Weekday Access Modes

Weekday Access Mode*

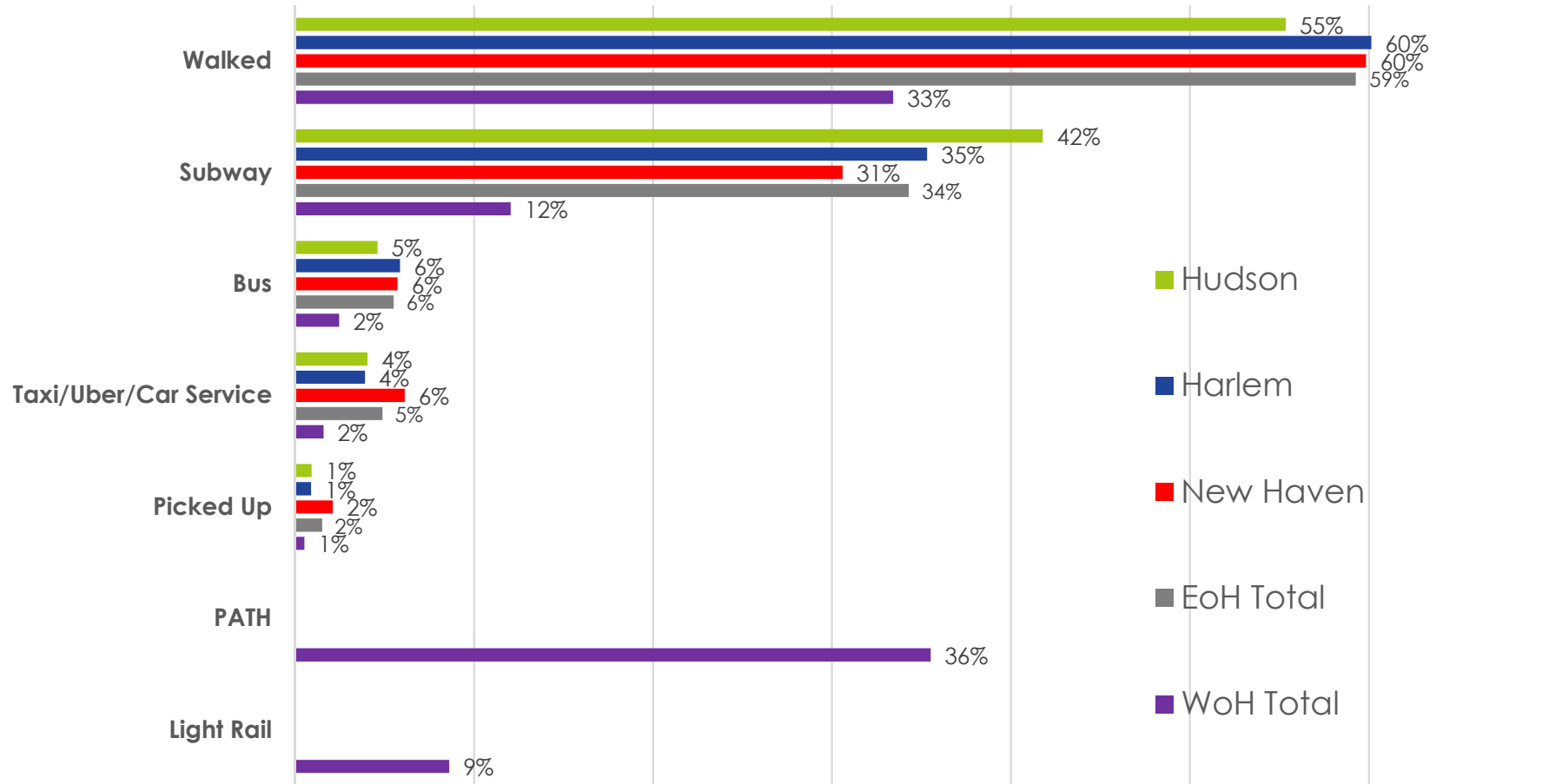


* Respondents were allowed to report multiple access modes. As a result, the data in this chart can add up to more than 100%.



Customer Insights: East & West of Hudson Weekday Egress Modes

Weekday Egress Mode*



* Respondents were allowed to report multiple egress modes. As a result, the data in this chart can add up to more than 100%.



Customer Insights: Demand for Access to Non-NYC Destinations (EoH)

Weekday Work Trips to/from Top 10 Non-NYC Destinations

Station	Suburban Commuters (Inbound Exits)	Reverse Commuters (Outbound Exits)	Total
Stamford	2,877	1,199	4,076
White Plains	252	1,916	2,168
Greenwich	580	603	1,183
South Norwalk	474	148	622
Port Chester	86	329	415
Tarrytown	80	334	414
New Rochelle	128	264	392
Rye	113	264	377
Mt Vernon East	176	118	294
Bridgeport	240	47	287



Customer Insights: East of Hudson Weekday Travel Markets Summary

	AM Peak Commute to Manhattan	Weekday Commute to Manhattan	Weekday Non-Work Travel to Manhattan	Weekday Intermediate	Weekday Reverse Commute	Weekday Outbound Discretionary
Number of Travelers	75,800	93,800	23,400	25,300	11,600	8,700
% with Car Available	82%	78%	68%	44%	20%	36%
Ticket Type (Top 2)	Monthly (87%) Ten Trip (6%)	Monthly (82%) Ten trip (8%)	Round Trip (41%) One Way (28%)	Monthly (47%) One Way (19%)	Monthly (53%) Ten Trip (16%)	One Way (40%) Round Trip (35%)
Trip Frequency (# Trips in Last 7 Days)	5 Trips (60%)	5 Trips (57%)	1 Trip (48%)	5 Trips (33%)	5 Trips (39%)	1 Trip (46%)
Median Household Income	\$206,000	\$192,000	\$129,000	\$70,000	\$87,000	\$66,000
Median Age	43.2	42.6	39.8	32.4	32.5	27.2



Customer Insights: East of Hudson Weekday Travel Markets Summary (continued)

	AM Peak Commute to Manhattan	Weekday Commute to Manhattan	Weekday Non-Work Travel to Manhattan	Weekday Intermediate	Weekday Reverse Commute	Weekday Outbound Discretionary
Inbound Access Mode (>2%)	Drove Alone (46%)	Drove Alone (43%)	Drove Alone (30%)	Walked (43%)	Walked (54%)	Walked (32%)
	Walked (27%)	Walked (29%)	Walked (26%)	Dropped Off (18%)	Dropped Off (13%)	Dropped Off (31%)
	Dropped off (15%)	Dropped off (15%)	Dropped off (23%)	Drove Alone (16%)	Bus (13%)	Bus (9%)
	Carpooled (5%)	Carpooled (5%)	Carpooled (10%)	Bus (11%)	Taxi/Uber/Car Service (7%)	Taxi/Uber/Car Service (8%)
	Bus (4%)	Bus (4%)	Taxi/Uber/Car Service (6%)	Taxi/Uber/Car Service (4%)	Drove Alone (2%)	Drove Alone & Carpooled (8%)
Inbound Egress Mode (>2%)	Walked (63%)	Walked (59%)	Subway (44%)	Walked (54%)	Walked (37%)	Walked (36%)
	Subway (33%)	Subway (35%)	Walk (39%)	(Bus (18%))	Subway (33%)	Subway (35%)
	Taxi/Uber/Car Service (2%)	Bus & Taxi/Uber/Car Service (2%)	Taxi/Uber/Car Service (10%)	Taxi/Uber/Car Service (9%)	Bus (17%)	Taxi/Uber/Car Service (11%)
			Bus (4%)	Subway (7%)	Taxi/Uber/Car Service (6%)	Bus (9%)
				Picked Up (5%)	Picked Up (3%)	Picked Up (5%)



Customer Insights: East of Hudson Weekday vs. Weekend

	Weekday	Weekend
Number of Travelers	142,700	120,800
% with Car Available	70.3%	50.3%
Ticket Type <i>(Top 2)</i>	Monthly (64.3%) Round Trip (11.3%)	Round Trip (37.7%) One Way (30.2%)
Trip Frequency <i>(# Trips in Last 7 Days)</i>	5 Trips (45.3%)	1 trip (47%)
Median Household Income	\$161,600	\$91,600
Median Age	41.6	32.2

Note: Weekend includes Saturday and Sunday



Customer Insights: East of Hudson Weekday vs. Weekend (continued)

	Weekday	Weekend
Inbound Access Mode (≥ 2%)	Drive Alone (37%)	Walked (32%)
	Walked (32%)	Dropped Off (27%)
	Dropped Off (17%)	Carpooled (15%)
	Carpooled & Bus (5%)	Taxi/Uber/Car Service (8%)
	Taxi/Uber/Car Service (3%)	Bus (4%)
Inbound Egress Mode (≥ 2%)	Walked (59%)	Walked (42%)
	Subway (34%)	Subway (41%)
	Bus (6%)	Taxi/Uber/Car Service (15%)
	Taxi/Uber/Car Service (5%)	Bus (7%)
	Picked Up (2%)	Picked Up (2%)



Customer Insights: West of Hudson Weekday Characteristics by Line

	Weekday Port Jervis	Weekday Pascack Valley	Weekday Total
Number of Travelers	1,900	1,200	3,100
% with Car Available	86%	77%	83%
Ticket Type (Top 2)	Monthly (58%) One Way (18%)	Monthly (54%) One Way (24%)	Monthly (56%) One Way (21%)
Trip Frequency (# Trips in Last 7 Days)	5 Trips (51%)	5 Trips (50%)	5 trips (50%)
Median Household Income	\$136,700	\$144,900	\$139,300
Median Age	50.2	39.4	47.7

Note: West of Hudson NYS stations only



Customer Insights: West of Hudson Weekday Characteristics by Line (continued)

	Weekday Port Jervis	Weekday Pascack Valley	Weekday Total
Inbound Access Mode (≥ 2%)	Drove Alone (69%)	Drove Alone (61%)	Drove Alone (66%)
	Dropped Off (16%)	Dropped Off (19%)	Dropped Off (17%)
	Carpooled (8%)	Walked (17%)	Walked (10%)
	Walked (6%)	Carpooled (3%)	Carpooled (6%)
Inbound Egress Mode (≥ 2%)	PATH (46%)	PATH (42%)	PATH (44%)
	Walked (33%)	Walked (41%)	Walked (37%)
	Subway (18%)	Subway (10%)	Subway (15%)
	Hudson-Bergen Light Rail (7%)	Hudson-Bergen Light Rail (8%)	Hudson-Bergen Light Rail (7%)
	Ferry (4%)	Ferry (4%)	Ferry (4%)
	Taxi/Uber/Car Service (3%)		Taxi/Uber/Car Service (2%)
	Bus (3%)		Bus (2%)

Note: West of Hudson NYS stations only



Ridership: Train On/Off Counts

- ❑ In addition to the survey data, on/off counts are conducted for every train at every Metro-North station
- ❑ Used for:
 - ❑ Expanding/weighting survey results
 - ❑ Equipment and Service Planning – estimating maximum load for every train; identify standees
 - ❑ Long Term Comparisons – analyzing ridership trends at station or line segment level over multi-year periods
 - ❑ Station Ridership Estimates – estimating station ridership, boardings, and intermediate travel
 - ❑ OD counts used as a baseline to determine future year ridership changes using ticket sales data



Ridership: AM Peak Period Growth

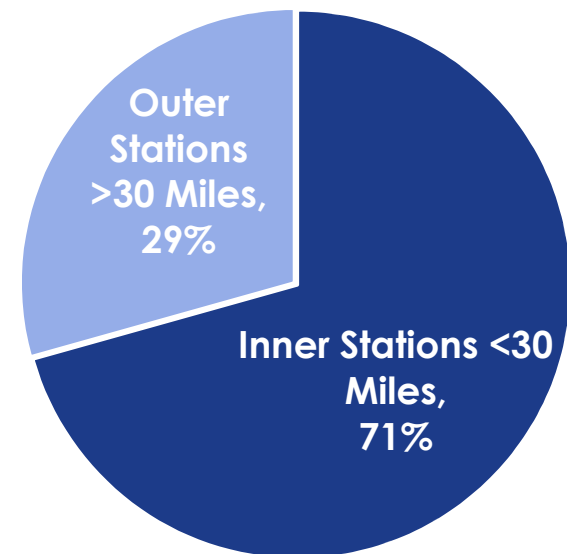
❑ Inner Stations (< 30 Miles from GCT)

- ❑ Majority of ridership growth since last O&D survey in 2007
- ❑ Accounted for 71% of AM Peak Period and 68% of Weekday ridership growth over past 9 years.
- ❑ Ridership growth likely due to population growth and demographic changes

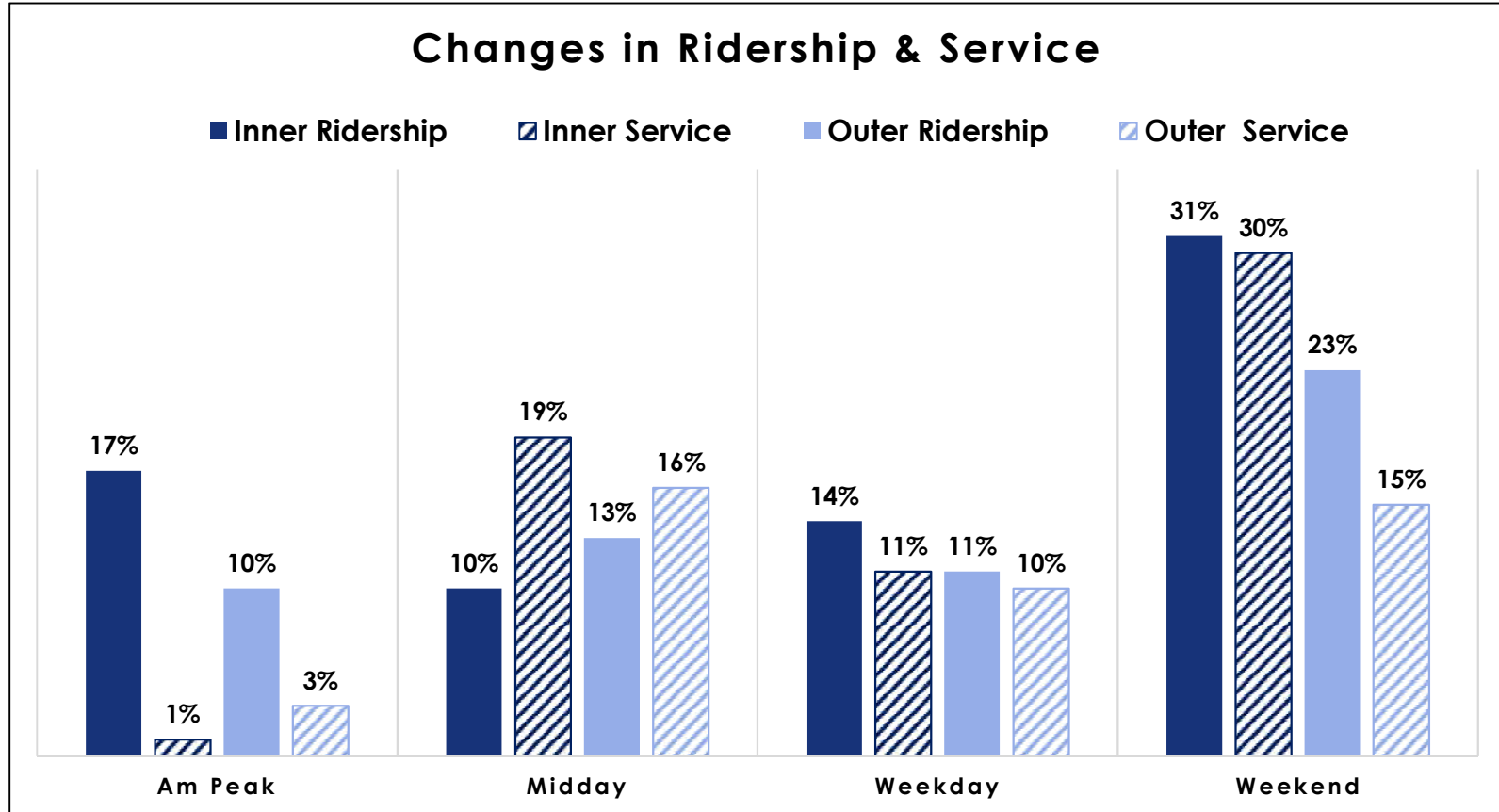
❑ Outer Stations (>30 Miles from GCT)

- ❑ Upper Harlem and Hudson stations accounted for only 8% of AM Peak and 3% of Weekday ridership growth
- ❑ Only Outer New Haven had significant share of ridership growth with 19% of AM Peak, and 27% of Weekday

**AM Peak Ridership Growth
2007 vs. 2017**



Ridership: Ridership & Service Changes by Line Segment & Time Period



Ridership: Service Changes from 2007 to 2017

Time of Day	Type	Lower/Inner	Upper/Outer
AM Peak	Ridership	+17%	+10%
	Train Service	+1%	+3%
Midday Off-Peak	Ridership	+10%	+13%
	Train Service	+19%	+16%
Weekday Total	Ridership	+14%	+11%
	Train Service	+11%	+10%
Weekend	Ridership	+31%	+23%
	Train Service	+30%	+15%



Staff Summary



Subject WINTER TRACKWORK PROGRAMS						Date January 3, 2020			
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	1/21/20				3	VP – Corp Comm	1	President
						2	CTO		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules for Trackwork Programs supporting DOT overpass work on Atlantic Avenue, Switch installation for Jamaica Capacity Improvements, PTC installation on the Atlantic Branch, Rail Drop on the Atlantic Branch, Prep work for the Massapequa Pocket Track Signal Cutover, the Main Line Third Track Project, and the Horseblock Road bridge replacement.

TRACK WORK PROGRAMS

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

- **Atlantic Branch DOT Work, Switch Installation & PTC Installation** – Multiple projects will be piggybacking work on the Atlantic Branch between Jamaica and Atlantic Terminal in Brooklyn on the weekends of January 25-26 and February 15-16, 2020, resulting in both of the Main Tracks being out of service during operating hours.
 - **Temporary Service Adjustments:** As a result of the multiple projects coordinating their work along the Atlantic Branch between Jamaica and Atlantic Terminal in Brooklyn on the weekends of January 25-26 and February 15-16, 2020, both Main Tracks will be out of service during operating hours, and there will be no service between Jamaica Station and Atlantic Terminal in Brooklyn. Customers may opt to travel via Penn Station and/or subway services with cross-honoring anticipated. During the course of the weekend, track switches will also be replaced at Dunton Interlocking in Jamaica, and DOT overpass work on Atlantic Avenue and PTC projects will continue to progress.

- **Atlantic Branch Rail Drop between Jamaica and Valley Stream** – On Saturday, January 25th, and Sunday, January 26th, one of the two main tracks between Jamaica and Valley Stream on the Atlantic Branch will be out of service to support a rail drop between Jamaica and Valley Stream.

- **Temporary Service Adjustments:** With one of the two main tracks out of service between Jamaica and Valley Stream on Saturday, January 25th, and Sunday, January 26th, Far Rockaway Branch trains will originate and terminate in Valley Stream, and there will be no service on the West Hempstead Branch. Customers on the West Hempstead Branch will be accommodated by buses between Valley Stream and all stations to West Hempstead.
- **Prep Work for the Massapequa Pocket Track Signal Cutover** – On Saturday, January 25th, one of the two main tracks will be out of service for a 6-hour period between Wantagh and Amityville, followed by an 8-hour period of signal testing to support prep work for the signal cutover for the Massapequa Pocket Track.
 - **Temporary Service Adjustments:** On Saturday, January 25th with one of two Main Tracks out of service followed by a period of scheduled signal testing some Babylon Branch trains will be adjusted between 3 minutes earlier and 4 minutes later, and some Montauk Branch trains will be adjusted between 3 minutes earlier and 22 minutes later.
- **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 for 24 hours on Saturday, February 1st, and Saturday, February 8th.
 - **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 from western terminals 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 from 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 electric MU express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
 - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*

- *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
 - *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
 - *Bus service will also be provided between Mineola and Hicksville.*
 - *Oyster Bay Branch trains will operate between Oyster Bay and Mineola, with bus service provided between Mineola and Hempstead for connections to and from points west.*
 - *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*
- **PTC Installation Atlantic Branch** – As part of the PTC installation project on the Atlantic Branch, one of the two Main Tracks will be out of service between Atlantic Terminal and East New York on the weekends of February 22nd and 23rd and March 7th and 8th.
 - **Temporary Service Adjustments:** With one of two Main Tracks out of service on the weekends of February 22nd and 23rd and March 7th and 8th, trains arriving and departing from Atlantic Terminal on the Long Beach, Hempstead and Far Rockaway Branches will be adjusted between 3 minutes and 18 minutes with some scheduled connections adjusted accordingly.
 - **Horseblock Road Bridge Replacement**– As part of the ongoing Horseblock Road bridge replacement project, the single Main Track between Ronkonkoma and Greenport will be out of service on the weekend of February 22nd and 23rd.
 - **Temporary Service Adjustments:** With the Single Main Track out of service between Ronkonkoma and Greenport, on the weekend of February 22nd and 23rd, customers will be accommodated by buses between Ronkonkoma and all stations to Greenport. Customers should anticipate extra travel time, as well as earlier westbound bus departure times to preserve normal train connections.

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.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

January 23, 2020

Staff Summary

Subject: Request for Authorization to Award Various Procurements						Date January 23, 2020			
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	1.21.20				X	President		
2	MTA Board	1.23.20							

PURPOSE:

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

DISCUSSION:

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

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

Schedules Requiring Two-Thirds Vote

Schedule C: Competitive RFPs (Award of Purchase and Public Work Contracts)	1	\$65,077,338.80
SUBTOTAL:	1	\$65,077,338.80

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

TOTAL:	<u>1</u>	<u>\$65,077,338.80</u>
---------------	----------	------------------------

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

JANUARY 2020

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

- 1. Judlau Contracting, Inc. \$65,077,338.80 Staff Summary Attached**
Competitive RFP
Contract No. 6353

LIRR requests MTA Board approval to award a contract to Judlau Contracting Inc. for the design and construction of a new Elmont Station including the installation of North and South side 12 car platforms with a pedestrian overpass including the following station elements: canopies, lighting, entrance ways, stair/ramps, automatic snow melt system, CCTV/security equipment, audio/visual display boards/signage, elevators and associated machine, electrical, and communications rooms.

The Base Work includes the design and construction of a new, 8-car South Platform at Elmont. The Option Work includes the addition of capacity to the new South Platform for 4 additional cars, building a 12-car North Platform, and building a pedestrian overpass connecting the South and North Platforms.

Staff Summary



Item Number: 1					
Dept. & Dept. Head Name: Procurement & Logistics; Dennis Mahon					
Department Head Signature & Date: <i>[Signature]</i>					
Division & Division Head Name: Department of Program Management, Paul Dietlin					
Division Head Signature & Date: <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	1.21.20			
2	MTA Board	1.23.20			
Internal Approvals					
Order	Approval	Order	Approval		
4	President <i>[Signature]</i>	1	SVP Operations <i>[Signature]</i>		
3	VP, General Counsel & Sec'y <i>[Signature]</i>				
2	VP & CFO <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name Judlau Contracting Inc.	Contract Number 6353
Description Design/Build Services for Belmont Park Redevelopment Elmont Station	
Total Amount \$65,077,338.80 (\$23,085,000 Base Work, \$41,753,000 Option Work, and \$239,338.80 Environmental Allowance)	
Contract Term (including Options, if any) 34 months	
Options(s) included in Total Amount:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board approval to award a contract to Judlau Contracting Inc. for the design and construction of a new Elmont Station including the installation of North and South side 12 car platforms with a pedestrian overpass including the following station elements: canopies, lighting, entrance ways, stair/ramps, automatic snow melt system, CCTV/security equipment, audio/visual display boards/signage, elevators and associated machine, electrical, and communications rooms.

The Base Work includes the design and construction of a new, 8-car South Platform at Elmont. The Option Work includes the addition of capacity to the new South Platform for 4 additional cars, building a 12-car North Platform, and building a pedestrian overpass connecting the South and North Platforms.

II. DISCUSSION:

In 2017, Empire State Development (ESD) outlined the Belmont Park Redevelopment Project which would provide for entertainment, retail shopping, and hotel accommodations in Belmont Park bringing approximately 3,100 jobs, 225 events, and retail shoppers to the area. The anchor for this redevelopment project is a new 18,000 seat arena where the NY Islanders will reside.

ESD is the lead agency for the SEQRA Environmental Impact Statement (EIS). The EIS includes a full-time LIRR station as part of the Redevelopment Project's traffic mitigations. The community and public officials voiced strong support for a full-time LIRR station during the EIS process. It was determined that the most feasible way to provide full-time LIRR service to the development area and community was to build a new station on the Main Line between the Queens Village and Bellerose Stations. The station will be located on the northern edge of the Belmont Park development site proximate to the LIRR Main Line and will be named "Elmont Station" reflecting its connection with the local community, which does not have a train station.

Staff Summary



On August 15, 2019, the Request For Proposals (RFP) was advertised in the New York State Contract Reporter, New York Post and on MTA's website. In addition, a copy of the advertisement was sent directly to firms known to have experience with the type of work required for the project.

On November 26, 2019, LIRR received five proposals in response to the RFP from the following firms: CRT, A Tri Venture; Halmar International, LLC; Judlau Contracting Inc. (Judlau); L.K. Comstock and Co., Inc.; and MLJ Contracting Corp./TC Electric LLC JV.

A Technical Evaluation Committee (TEC) assessed each firm's technical proposal against the technical evaluation criteria set forth in the RFP, which consisted of planning & scheduling; technical approach; corporate/key personnel experience. Subsequent to the TEC's final technical scoring, cost and diversity scores (two additional evaluation criteria) were incorporated into the firms' overall scores. Based upon those evaluations, Judlau was identified as the top ranked proposer as its technical proposal met, and in a number of cases, exceeded the RFP requirements. In addition, Judlau's price was significantly less than the prices identified by the other four proposers in their cost proposals.

Following evaluations, the TEC met with Judlau to discuss minor technical clarifications and to confirm Judlau's overall understanding of the project. During that discussion, Judlau demonstrated a thorough and comprehensive understanding of the project and adequately responded to all of LIRR's questions.

LIRR then held a meeting with Judlau to negotiate its cost proposal (which was higher than LIRR's estimate) so that LIRR could gain a better understanding of the elements associated with Judlau's costs and to negotiate its price to one that LIRR could deem fair and reasonable for the overall project. During that discussion, Judlau identified its approach to estimating major scope items such as the platform canopy, platform lighting, station amenities, visual barriers, design engineering and mobilization/demobilization. In addition, LIRR answered Judlau's questions, clarified scope and confirmed reasonable assumptions that would give Judlau the ability to progress day-to-day operations more continuously such as collaborative design reviews and efficiently working around live tracks. As a result of that discussion, Judlau offered an overall price reduction by factoring in subcontractor concessions and lowering the proposed profit margin, and LIRR was able to deem Judlau's final price fair and reasonable.

LIRR also conducted a responsibility review of Judlau in December 2019 and the firm was found to be a responsible contractor based upon (a) no findings of new adverse information or significant adverse information (SAI) and (b) prior waivers by MTA of old SAI that deemed Judlau responsible notwithstanding such information. Accordingly, Judlau is considered a responsive and responsible vendor for the proposed contract.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) have established 15% MBE, 15% WBE and 6% SDVOB goals for this project. The contract will not be awarded until Judlau's M/WBE/SDVOB Plan has been approved by the MTA Department of Diversity and Civil Rights. Although Judlau Contracting Inc. has not achieved MWDBE goals on other MTA projects; it has demonstrated a good faith effort towards meeting those goals.

IV. IMPACT ON FUNDING:

Funding for this contract is subject to finalization of a NYS/ESDC guarantee of full contract amount and subject to C&D review and approval of project schedule.

V. ALTERNATIVES:

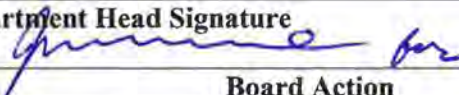
There are no alternatives, since LIRR does not have the ability to undertake the design and construction of this entire project with in-house forces.

PROCUREMENT PACKAGE
January 2020

PROCUREMENTS

The Procurement Agenda this month includes one action for a proposed expenditure of \$9.5M

Staff Summary

Subject	Request for Authorization to Award Various Procurements				
Department	Contracts				
Department Head Name David K. Cannon					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	Joint LIRR and Metro-North Committee	1/21/20	X		
2	Board	1/23/20	X		

Date: January 10, 2020			
Vendor Name FXCollaborative/WSP Joint Venture			
Contract Number PS875			
Contract Manager Name Everett McIndoe			
Internal Approvals			
	Approval		Approval
2	Vice President & Chief Financial Officer 	4	President 
1	Vice President, Program Controls 	3	Executive Vice President & General Counsel 

PURPOSE

To obtain the approval of the Board to award one contract and, to inform the Joint Long Island Rail Road and Metro-North Committee of these procurement actions.

DISCUSSION

MTA Capital Construction proposes to award one Competitive Procurement in the following category:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule I Modifications to Purchase and Public Work Contracts	1	\$9,487,651
TOTAL	1	\$9,487,651

Budget Impact:

The approval of these modifications will obligate MTA Capital Construction capital funds in the amounts listed. Funds are available in the capital budget for this purpose.

Recommendation:

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

MTA Construction And Development Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

January 2020

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

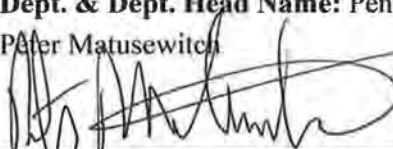





Procurements Requiring Majority Vote:

**Schedule I. Modification To Purchase and Public Work Contracts
(Staff Summaries required for all items greater than \$1M)**

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 1. | FXCollaborative/WSP Joint Venture
Contract No. PS875 | \$9,487,651 | <u>Staff Summary Attached</u> |
|-----------|---|--------------------|--------------------------------------|

Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTA Construction & Development ("MTA C&D") seeks Board approval to award a competitively solicited personal service contract for the development of a master plan for Penn Station.

Staff Summary

Item No. 1					
Dept. & Dept. Head Name: Penn Station Projects Peter Matusewitch 					
Division & Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Joint MNR and LIRR Committee	1/21/20	X		
2	Board	1/23/20	X		
Internal Approvals					
Order	Approval	Order	Approval		
3	Vice President, Program Controls 	5	President 		
2	VP & Chief Financial Officer 	4	Executive Vice President & General Counsel 		
1	VP & Chief Procurement Officer 				

SUMMARY INFORMATION	
Vendor Name	Contract Number
FXCollaborative/WSP Joint Venture	PS875
Description	
Development of a Master Plan for Penn Station	
Total Amount	
Not-To-Exceed \$9,487,651	
Contract Term	
6 Months w/ additional 6 Months option	
Option(s) included in Total Amount?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Renewal?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type⁸	
<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:	

I. PURPOSE/RECOMMENDATION:

Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTA Construction & Development (“MTA C&D”) seeks Board approval to award a competitively solicited personal service contract (the “Contract”) to FXCollaborative/WSP Joint Venture (the “Consultant”), a joint venture consisting of FXCollaborative Architects LLP and WSP USA, Inc., for the development of a master plan for Penn Station. As described in greater detail below, the Contract consists of a Base Scope of Services (the “Base Scope”), with a term of six months and a not-to exceed amount of \$5,028,908, and an Option Scope of Services (the “Option Scope”), which, if exercised by the MTA in its sole discretion, would extend the contract for an additional six months for the additional not-to exceed amount of \$4,458,742. The total combined not to exceed amount for the Base Scope and Option Scope is \$9,487,651.

II. DISCUSSION:

Penn Station, owned by Amtrak and utilized by Amtrak, Long Island Railroad (“LIRR”), New Jersey Transit (“NJT”) and, in the near future, Metro-North Railroad (“MNR”), and with multiple connections to New York City Transit (“NYCT”) subway lines, is the busiest transit hub in North America. While significant planning efforts and improvement projects have been carried out, or are currently under way, a master plan is required to avoid the duplication of effort,

conflicts, inconsistencies and inefficiencies associated with segmented and uncoordinated redevelopment. Current projects underway or in planning include the conversion on the Farley Post Office Building into the Moynihan Train Hall, a new LIRR entrance at 33rd Street and the transformation of the LIRR Concourse, and planning is underway for the proposed addition of eight new tracks under a new Penn Station South terminal to be built to the south of the existing station. With these projects under way or in planning, the development of a master plan at this time is critical to transforming Penn Station into a world-class facility for all of its users.

This Contract will be managed by MTA C&D, but substantive decisions will be made by a steering committee comprised of one representative each from MTA, Amtrak and NJT. In addition, Empire State Development Corporation and representatives of the New York State Executive Chamber and the City of New York will be partners in this effort providing review and input. The cost of the Contract will be shared equally by MTA, Amtrak and NJT subject to a cost sharing agreement that the parties are in the process of finalizing.

The Base Scope of the Contract provides for the investigation and study required for an in-depth functional and operational assessment of the existing Penn Station and analysis of possible future improvements for Penn Station, in order to establish a framework for a Master Plan. The Option Scope, to be exercised at the steering committee's sole discretion, consists of the development of a Master Plan through a transparent planning process, building on the information and concepts developed under the Base Scope of the Contract.

The Request for Proposal ("RFP") for the Contract was advertised on May 17, 2019 and the advertisement appeared in the New York State Contract Reporter, the New York Post, Engineering News-Record, Minority Commerce Weekly and on the MTA Website. Twenty-one (21) firms requested the RFP document and proposals were submitted by the following entities:

- AECOM USA, Inc. ("AECOM")
- FXCollaborative Architects LLP/WSP USA, Inc. Joint Venture ("FXC/WSP")
- Gensler Architecture, Design & Planning, P.C. ("Gensler")
- Grimshaw Architects ("Grimshaw")
- Skidmore, Owings & Merrill LLP ("SOM")
- STV Incorporated ("STV")

The Selection Committee for this Contract consisted of representatives from MTA HQ, MTA C&D, LIRR, NJT and AMTRAK. The Selection Committee evaluated the technical proposals and the Proposer's oral presentations in accordance with the following established criteria:

- Qualifications and experience of proposed Key Personnel;
- Quality and success of three (3) representative projects;
- Project understanding and proposed technical approach;
- Proposed management approach;
- Capability to meet the Project schedule;
- Diversity practices;
- Past performance on MTA or other contracts;
- Other relevant matters

After the technical evaluation, the Selection Committee deemed the following firms to be in a competitive range and they were invited to provide Oral Presentations to supplement their technical proposals:

- Grimshaw
- Gensler

- SOM
- FXC/WSP

After the Oral Interviews were held, the Cost Proposals of all four of the shortlisted firms were opened and the cost proposals were scored. The scores of the Technical and Cost Proposal were combined. Based on the results and as determined by the Selection Committee, FXC/WSP's proposal was selected as the one that provided the strongest team and the best value to the MTA and recommended that MTA C&D enter into negotiations with FXC/WSP.

Negotiations were held and FXC/WSP submitted a Best and Final Offer in the not-to-exceed amount of \$5,028,908 for the Base Scope and \$4,458,742 for the Option Scope, for a total not-to-exceed amount of \$9,487,650 for the combined Base Scope and Option Scope of the Contract, which is deemed to be fair and reasonable.

In connection with a previous contract, The Louis Berger Group, Inc. (LBG), which was acquired by WSP in 2018, was found to be responsible notwithstanding SAI, pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2015. No new SAI has been found relating to LBG. WSP has no SAI except that stemming from its acquisition of LBG. WSP has been found to be responsible.

III. DBE/MBE/WBE/SDVOB INFORMATION:

The MTA's Department of Diversity and Civil Rights ("DDCR") reviewed the requirements of the Contract and, after undertaking a thorough analysis, established goals of 15% MBE, 15% WBE and 6% SDVOB based on the nature of the work and the availability of MBEs, WBEs and SDVOBs capable of performing the work. FXC/WSP has committed to meeting these goals and has submitted a utilization plan that is under review by DDCR.

In connection with past experience meeting D/M/WBE/SDVOB goals, FXCollaborative Architects LLP has not had a previous contract with the MTA. WSP USA, Inc have met their D/M/WBE/SDVOB goals on prior contracts.

V. IMPACT ON FUNDING

Funding for MTA's share of this project's cost is available in the 2015 - 2019 Capital Program.

VI. ALTERNATIVES

The alternative would be for MTA C&D to self-perform the services to be provided under this contract. However, MTAC&D does not have the in-house resources to provide the required services.

Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

Performance Summary			2019 Data			2018 Data		
			Annual Goal	December	YTD thru December	December	YTD thru December	
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%	95.7%	94.4%	92.8%	90.1%	
		AM Peak	93.0%	92.2%	92.2%	81.7%	86.9%	
		AM Reverse Peak	93.0%	96.0%	95.1%	90.0%	92.8%	
		PM Peak	93.0%	95.4%	93.5%	95.6%	89.9%	
		Total Peak	93.0%	94.1%	93.2%	88.6%	89.0%	
		Off Peak Weekday	93.0%	95.4%	93.9%	93.4%	88.5%	
		Weekend	93.0%	98.6%	97.3%	97.0%	94.8%	
		Hudson Line	Overall	93.0%	95.0%	95.0%	93.8%	90.1%
			AM Peak	93.0%	89.8%	91.8%	85.9%	85.9%
			AM Reverse Peak	93.0%	93.9%	94.4%	93.3%	95.1%
			PM Peak	93.0%	95.2%	96.1%	98.3%	92.4%
			Total Peak	93.0%	92.5%	93.9%	92.0%	89.8%
			Off Peak Weekday	93.0%	95.5%	95.1%	93.5%	87.7%
			Weekend	93.0%	98.2%	96.4%	96.4%	94.4%
		Harlem Line	Overall	93.0%	96.4%	95.3%	92.9%	91.8%
			AM Peak	93.0%	94.3%	93.2%	81.0%	88.3%
			AM Reverse Peak	93.0%	96.7%	94.6%	86.1%	91.7%
			PM Peak	93.0%	94.8%	93.2%	94.6%	89.5%
			Total Peak	93.0%	94.9%	93.5%	87.3%	89.4%
			Off Peak Weekday	93.0%	96.5%	95.4%	94.0%	92.0%
			Weekend	93.0%	99.0%	98.4%	98.6%	95.8%
		New Haven Line	Overall	93.0%	95.4%	93.4%	92.2%	88.9%
			AM Peak	93.0%	92.1%	91.7%	79.5%	86.5%
			AM Reverse Peak	93.0%	96.3%	95.9%	91.7%	92.6%
			PM Peak	93.0%	96.0%	92.1%	94.7%	88.7%
			Total Peak	93.0%	94.3%	92.5%	87.5%	88.3%
			Off Peak Weekday	93.0%	94.6%	92.1%	92.9%	86.4%
		Weekend	93.0%	98.5%	97.0%	96.2%	94.4%	
Operating Statistics	Trains Scheduled		19,226	230,787	18,773	229,598		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		12.5	12.6	13.0	12.6		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	171	2,592	312	4,415	
	Trains Canceled		230	10	194	5	596	
	Trains Terminated		230	19	243	17	383	
	Percent of Scheduled Trips Completed		99.8%	99.8%	99.8%	99.9%	99.6%	
Consist Compliance	System	Overall	98.5%	99.4%	99.4%	98.4%	98.5%	
<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%	98.2%	98.6%	95.1%	96.4%	
		AM Reverse Peak	99.5%	100.0%	100.0%	100.0%	99.9%	
		PM Peak	97.0%	98.5%	98.9%	95.9%	96.4%	
		Total Peak	97.0%	98.6%	98.9%	96.2%	96.9%	
		Off Peak Weekday	99.5%	99.9%	99.8%	99.6%	99.4%	
		Weekend	99.5%	99.7%	99.7%	99.4%	99.5%	
		Hudson Line	AM Peak	99.0%	99.7%	99.9%	99.6%	99.5%
			PM Peak	99.0%	99.9%	99.9%	100.0%	99.0%
		Harlem Line	AM Peak	97.0%	98.3%	99.0%	95.3%	96.0%
			PM Peak	97.0%	98.2%	99.0%	95.0%	96.9%
		New Haven Line	AM Peak	95.0%	97.0%	97.4%	91.6%	94.5%
			PM Peak	95.0%	97.9%	98.1%	93.9%	94.2%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	November	2019 Data		2018 Data		YTD 2019 Vs 2018
			December	YTD thru December	December	YTD thru December	
Engineering (Scheduled)	2.4%	80	41	2,120	136	5,850	-3,731
Engineering (Unscheduled)	24.2%	372	406	6,903	1,000	12,406	-5,502
Maintenance of Equipment	30.6%	575	513	4,368	780	7,705	-3,337
Transportation	4.0%	50	68	719	106	1,344	-624
Capital Projects	1.8%	88	31	1,349	100	2,676	-1,327
Weather and Environmental	16.4%	352	276	3,458	73	8,247	-4,789
Police	13.1%	404	220	2,875	144	2,824	51
Customers	4.1%	112	69	1,284	101	1,728	-444
Other	3.2%	196	54	3,339	438	2,735	604
3rd Party Operations	0.1%	1	1	44	7	187	-143
TOTAL	100.0%	2,230	1,679	26,459	2,884	45,702	-19,243
HUDSON LINE	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2019 Vs 2018
Engineering (Scheduled)	1.6%	21	7	595	90	1,738	-1,143
Engineering (Unscheduled)	26.7%	56	117	1,087	111	2,927	-1,840
Maintenance of Equipment	38.7%	154	170	1,156	143	1,952	-796
Transportation	3.4%	8	15	109	21	336	-227
Capital Projects	6.8%	46	30	549	52	1,057	-508
Weather and Environmental	8.2%	29	36	505	45	1,258	-753
Police	6.6%	17	29	414	31	427	-13
Customers	6.8%	24	30	350	16	588	-238
Other	1.1%	53	5	888	7	386	502
3rd Party Operations	0.0%	1	0	16	2	57	-41
TOTAL	100.0%	409	439	5,669	518	10,726	-5,057
HARLEM LINE	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2019 Vs 2018
Engineering (Scheduled)	3.1%	17	13	484	12	943	-459
Engineering (Unscheduled)	19.1%	84	81	1,683	388	3,693	-2,010
Maintenance of Equipment	30.2%	214	128	1,219	260	1,958	-739
Transportation	5.9%	13	25	174	29	364	-190
Capital Projects	0.0%	12	0	124	14	295	-171
Weather and Environmental	10.6%	113	45	951	20	3,488	-2,537
Police	27.8%	64	118	810	38	792	18
Customers	2.6%	32	11	304	42	470	-166
Other	0.7%	96	3	966	102	666	300
3rd Party Operations	0.0%	0	0	0	1	20	-20
TOTAL	100.0%	645	424	6,715	906	12,689	-5,974
NEW HAVEN LINE	% Total	November	December	YTD thru December	December	YTD thru December	YTD 2019 Vs 2018
Engineering (Scheduled)	2.6%	42	21	1,031	34	3,169	-2,138
Engineering (Unscheduled)	25.7%	232	209	4,114	500	5,786	-1,672
Maintenance of Equipment	26.5%	207	216	1,975	376	3,795	-1,820
Transportation	3.3%	30	27	430	56	644	-214
Capital Projects	0.0%	30	0	667	34	1,324	-657
Weather and Environmental	23.8%	209	194	2,002	8	3,501	-1,499
Police	8.8%	323	72	1,652	75	1,604	48
Customers	3.4%	57	28	610	43	670	-60
Other	5.7%	46	46	1,483	329	1,683	-200
3rd Party Operations	0.1%	0	1	27	4	110	-83
TOTAL	100.0%	1,176	814	13,991	1,459	22,286	-8,295

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
12/02	Mon	Medical assistance required at Harlem-125th Street Station on Track 1 for an unconscious passenger on Train 1711.	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0	0
12/02	Mon	The bridge locks are down on track 3 at CP 4 causing congestion.	50	0	0	3	0	0	0	0	0	0	0	0	0	0	0	53	0	0
12/03	Tue	Train 1837 reports unable to take power at Danbury Station, necessary to swap equipment.	2	0	0	3	0	0	0	0	0	10	0	0	0	0	0	15	0	0
12/04	Wed	Smoldering third rail at MP 38.8 (South of Bedford Hills Station) on Track 1.	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14	0	0
12/06	Fri	The IL Track Circuit is down on the lower level of GCT.	0	0	0	0	0	0	13	0	0	21	0	0	0	0	0	34	0	0
12/06	Fri	A vehicle disabled on the crossing at Cleveland Avenue (MP 25.4). Account same service suspended 45 minutes.	0	0	0	0	0	0	23	0	1	0	0	0	0	0	0	23	0	1
12/12	Thu	Train 716 disabled on Track 4 at Ossining Station due to ATC Speed Sensor failure.	11	0	1	2	0	0	0	0	0	2	0	0	0	0	0	15	0	1
12/17	Tue	Loss of signal power between CP 212 and CP 223 due to trees in wires, circuits are down on all tracks.	0	0	0	0	0	0	23	0	0	36	1	0	0	0	0	59	1	0
12/17	Tue	A downed tree on Track 1 just south of the 51 Switch at CP 117.	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0
12/17	Tue	A downed tree across the track on the Danbury Branch on Glover Ave MP 3.4.	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	0	0
12/19	Thu	Train 1923 departed Waterbury 24 minutes late due to no door closed light and low main reservoir air pressure.	8	0	0	0	0	0	2	0	0	3	0	0	0	0	0	13	0	0
12/19	Thu	The 2564 Track Circuit is down on Track 4 at Port Chester Station.	10	0	0	13	0	0	0	0	0	2	0	0	0	0	0	25	0	0
12/20	Fri	Gates are continuously down at the New Canaan Ave Grade Crossing (MP 2.2) in the Town of Norwalk.	9	0	0	3	0	0	0	0	0	5	0	0	0	0	0	17	0	0
12/20	Fri	Train 653 unable to take power at the YN signal on the upper level due to no brake release light.	0	0	0	0	0	0	28	0	0	9	0	0	0	0	0	37	0	0
12/23	Mon	The crossing gates are stuck down at Main Street, MP 63.6 in Pawling. Due to same, Stop & Warn is in effect.	8	0	0	2	0	0	0	0	0	3	0	0	0	0	0	13	0	0
12/23	Mon	Train 2519 reports possible flat spots on Car 8030. Due to same, Train 2519 is stopped on Track 3 at Harlem-125th Street Station inspecting equipment.	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0
12/27	Fri	Gates are down continuously at Honey Hill Road (MP 9.9), due to same Stop and Warn is in effect at Honey Hill Road (MP 9.9) and Seeley Rd (MP 9.5).	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	0	0

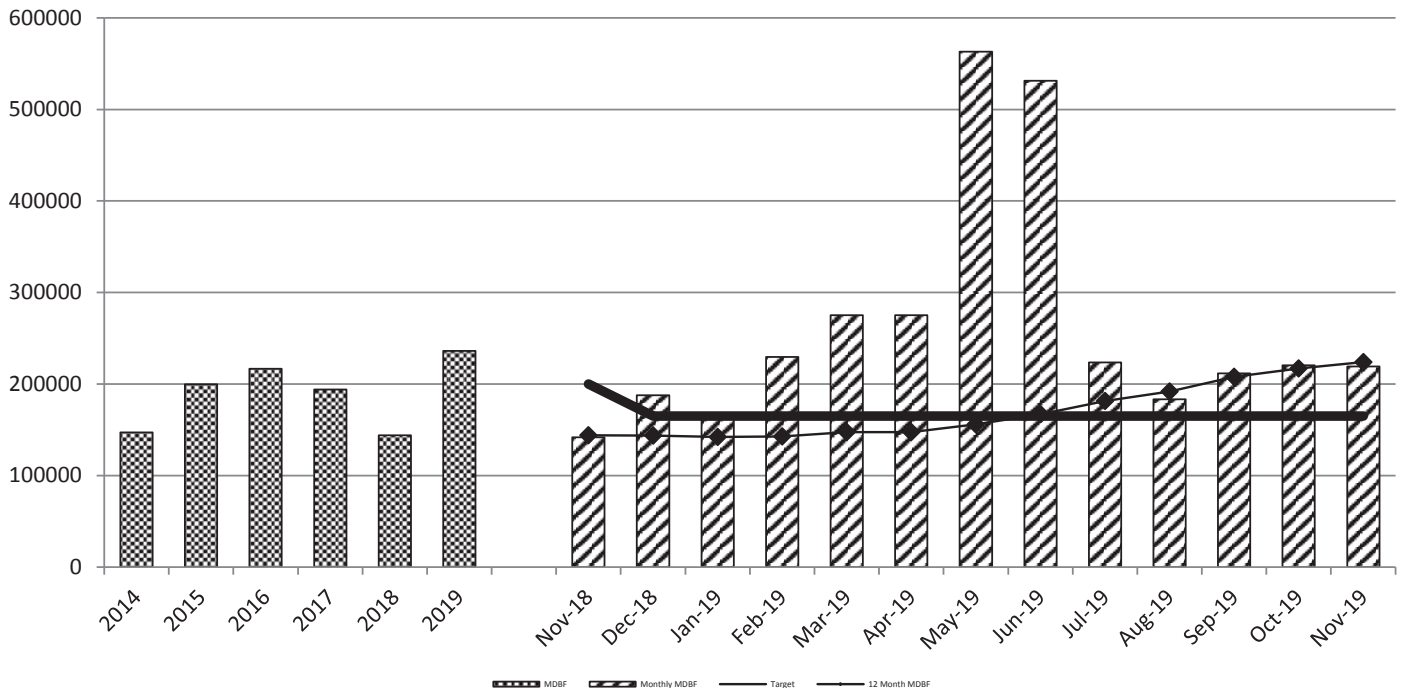
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

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
12/30	Mon	A tree in the catenary wire just South of Springdale Station resulting in suspension of New Canaan Branch train service.	0	0	0	0	0	0	1	0	6	11	3	2	0	0	0	12	3	8
TOTAL FOR MONTH			134	0	1	26	0	0	97	0	7	135	4	2	0	0	0	392	4	10
															406					

			2019 Data						2018 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Nov MDBF (miles)	Primary Failure Goal	Nov No. of Primary Failures	YTD MDBF thru Nov (miles)	12 month MDBF Rolling Avg (miles)	Nov MDBF (miles)	Nov No. of Primary Failures	YTD MDBF thru Nov (miles)
Mean Distance Between Failures	M8	405	280,000	364,091	9	7	339,896	333,815	220,852	11	208,824
	M3	138	80,000	73,764	4	4	93,955	87,377	99,557	3	76,931
	M7	334	330,000	319,051	6	6	352,873	355,157	318,496	6	312,585
	Coach	209	200,000	196,970	8	7	278,108	262,241	157,847	9	161,137
	P-32	31	21,000	60,365	9	3	38,039	36,141	23,473	8	17,517
	BL-20	12	13,000	18,814	4	2	38,946	25,541	40,348	1	19,143
	Fleet	1129	165,000	219,156	40	29	236,090	223,973	158,792	40	144,212
	M8		280,000	364,091	9	7	339,896	330,489	191,791	13	193,599
M3/7		229,000	220,936	10	10	253,490	248,045	245,516	9	226,893	
Diesel/Coach		80,000	133,126	21	12	149,503	136,242	91,597	18	76,425	

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	December	YTD thru December	December	YTD thru December	
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%	89.9%	89.8%	90.4%	90.7%	
		AM Peak	93.0%	90.9%	90.6%	87.3%	90.2%	
		PM Peak	93.0%	92.3%	90.9%	89.1%	91.3%	
		Total Peak	93.0%	91.6%	90.8%	88.2%	90.8%	
		Off Peak Weekday	93.0%	88.1%	88.0%	89.0%	90.0%	
		Weekend	93.0%	90.9%	91.9%	95.5%	92.1%	
		Pascack Line	Overall	93.0%	91.0%	94.2%	91.6%	93.8%
		AM Peak	93.0%	94.0%	95.9%	90.0%	93.5%	
		PM Peak	93.0%	92.5%	94.0%	89.9%	95.0%	
		Total Peak	93.0%	93.2%	95.0%	90.0%	94.2%	
		Off Peak Weekday	93.0%	86.3%	93.3%	90.5%	93.4%	
		Weekend	93.0%	96.3%	94.6%	94.8%	94.1%	
		Port Jervis Line	Overall	93.0%	88.4%	84.2%	88.9%	86.5%
		AM Peak	93.0%	87.3%	84.5%	84.2%	86.2%	
		PM Peak	93.0%	91.9%	87.3%	88.2%	87.0%	
		Total Peak	93.0%	89.6%	85.9%	86.2%	86.6%	
		Off Peak Weekday	93.0%	90.5%	81.4%	87.0%	85.5%	
	Weekend	93.0%	81.7%	87.8%	96.8%	88.6%		
Operating Statistics	Trains Scheduled		1,669	19,055	1,642	19,899		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		22.0	21.0	18.3	20.1		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	74	785	55	724		
	Trains Canceled	60	21	163	30	260		
	Trains Terminated	60	4	73	5	67		
	Percent of Scheduled Trips Completed	99.4%	98.5%	98.8%	97.9%	98.4%		
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	99.0%	99.1%	96.7%	97.6%	
	Pascack Valley - AM		99.0%	98.5%	99.0%	95.7%	97.2%	
	Port Jervis - AM		99.0%	99.6%	99.2%	97.8%	98.1%	

*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
12/09	Mon	Late NY travel account Amtrak switch failure at Swift, MP 7.2.	0	0	0	3	0	0	3	0	0	0	0	0	6	0	0
12/19	Thu	PVL: Engine 4217 of Train 1612 had low main reservoir air pressure.	2	1	0	0	0	0	5	0	0	0	0	0	7	1	0
12/25	Wed	Several cancelled trains account no engineer availability on Christmas.	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0
TOTAL FOR MONTH			2	1	0	3	0	0	8	0	0	0	6	0	13	7	0
20																	

DECEMBER 2019 STANDEE REPORT

East of Hudson			DEC 2018	YTD 2018	DEC 2019	YTD 2019
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	11	5	2
Total Standees			0	11	5	2
AM Peak	Harlem Line	Program Standees	31	3	31	3
		Add'l Standees	127	105	30	20
Total Standees			158	108	61	22
	New Haven Line	Program Standees	24	2	24	2
		Add'l Standees	216	128	61	59
Total Standees			240	130	85	61
EAST OF HUDSON TOTAL - AM PEAK			398	248	151	86
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	6	2	1
Total Standees			0	6	2	1
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	52	33	20	8
Total Standees			52	33	20	8
	New Haven Line	Program Standees	140	13	140	13
		Add'l Standees	172	143	33	51
Total Standees			312	156	173	64
EAST OF HUDSON TOTAL - PM PEAK			364	195	195	73

West of Hudson			DEC 2018	YTD 2018	DEC 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 December 2019

Elevator Availability	2019		2018	
	December	Year to Date	December	Year to Date
Grand Central Terminal	89.31%	87.24%	86.31%	89.93%
Harlem	99.40%	99.56%	100.00%	99.87%
Hudson	99.35%	99.64%	100.00%	99.89%
New Haven	98.54%	99.61%	100.00%	99.81%
Overall Average	96.65%	96.51%	96.58%	97.37%

The T-20 Elevator (leftmost B-Hall elevator) is Out of Service for conversion for Training Center Project. The T-9 Elevator is Out of Service for parts since December 11th.

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	
	December	Year to Date	December	Year to Date
Grand Central Terminal	100.00%	87.84%	81.50%	93.89%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	93.92%	90.75%	96.94%

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.



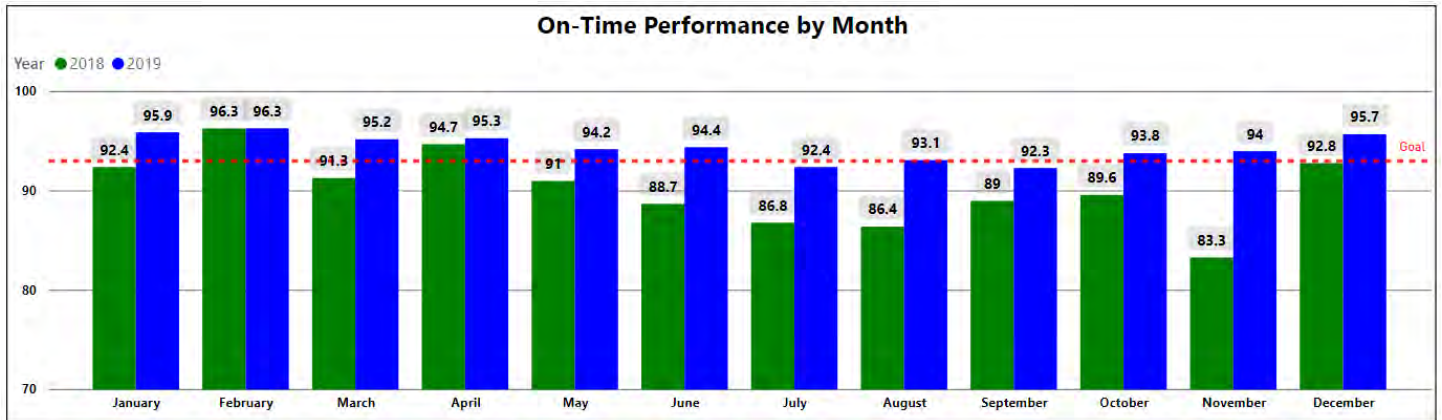
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

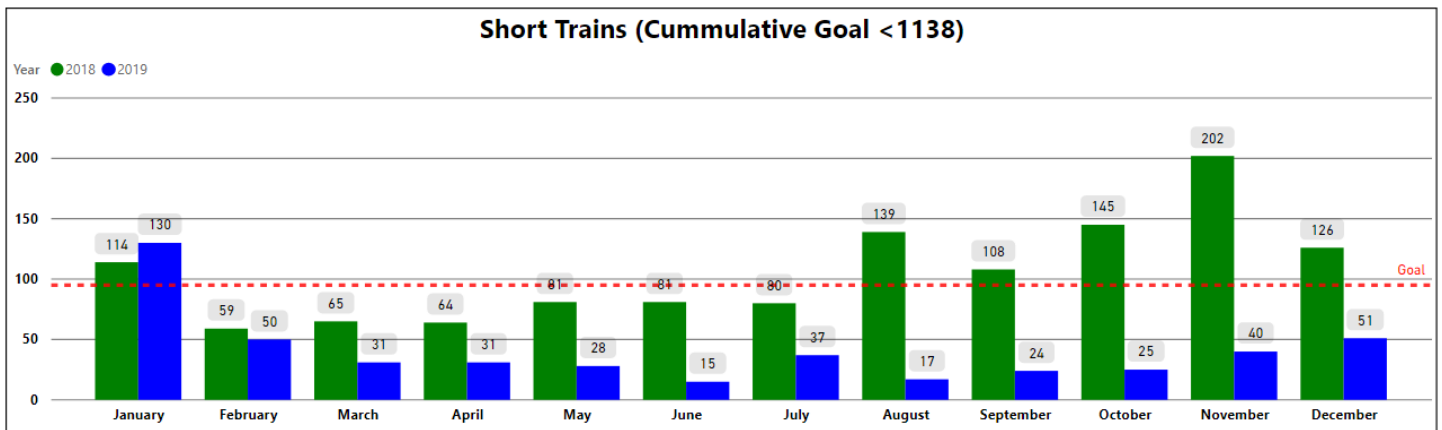
	2019		2018	
Goal	Dec	YTD	Dec	YTD
93.0%	95.7%	94.4%	92.8%	90.1%



Short Trains

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

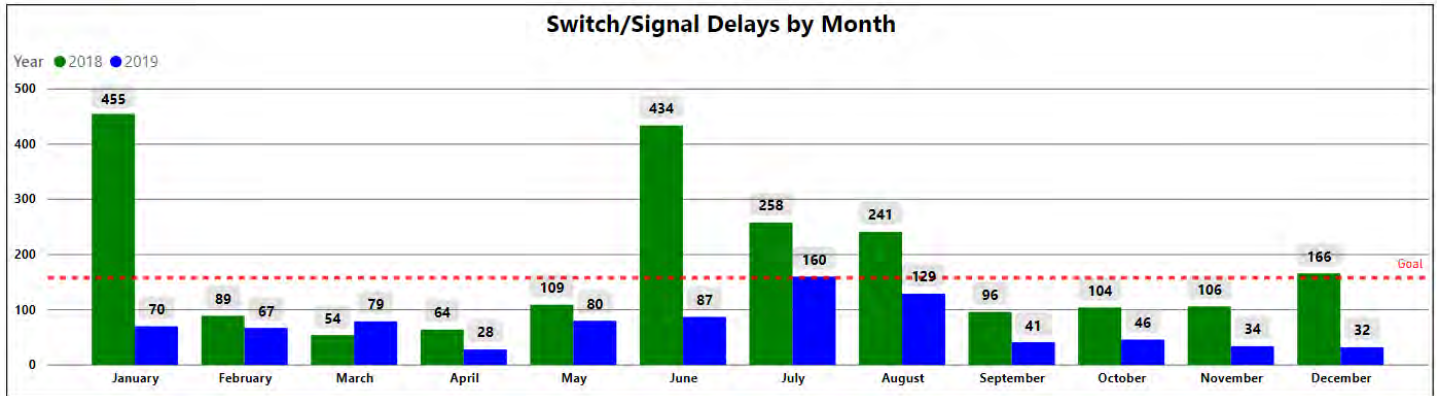
	2019		2018	
Goal	Dec	YTD	Dec	YTD
1138	51	479	126	1264



Switch/Signal Delays

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

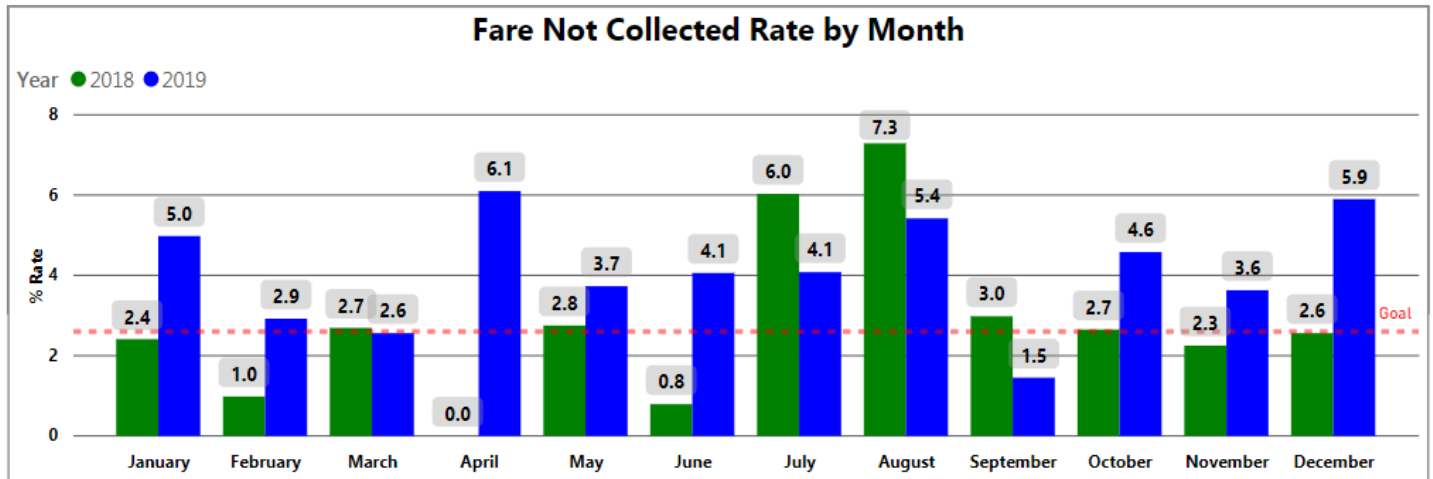
	2019		2018	
Goal	Dec	YTD	Dec	YTD
1896	32	836	166	2176



Fare Not Collected Rate

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

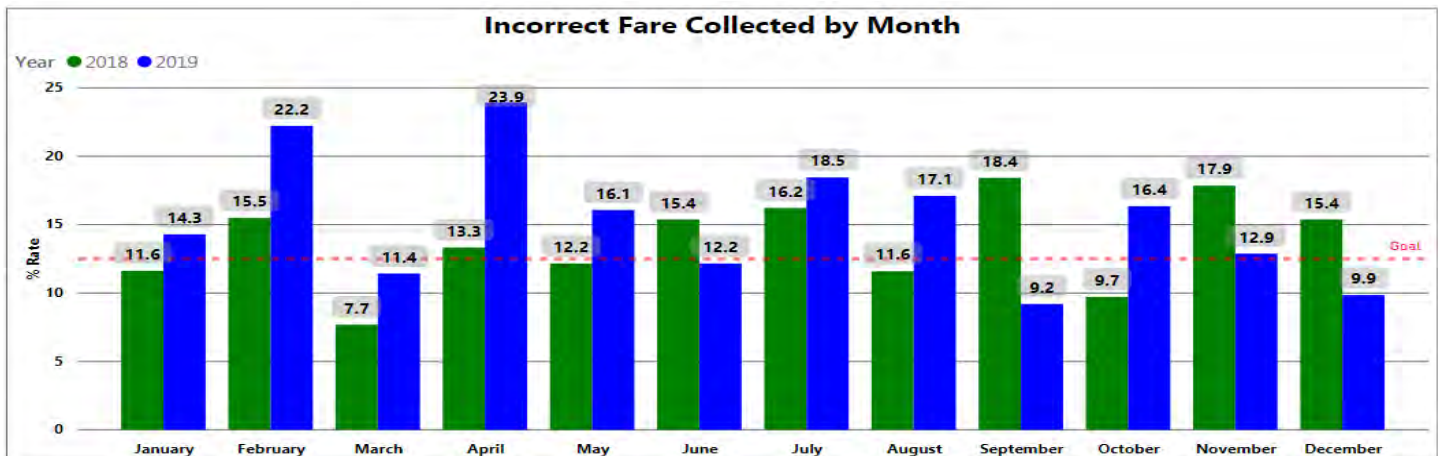
	2019		2018	
Goal	Dec	YTD	Dec	YTD
2.6%	5.9%	4.2%	2.6%	2.9%



Incorrect Fare Collected Rate

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

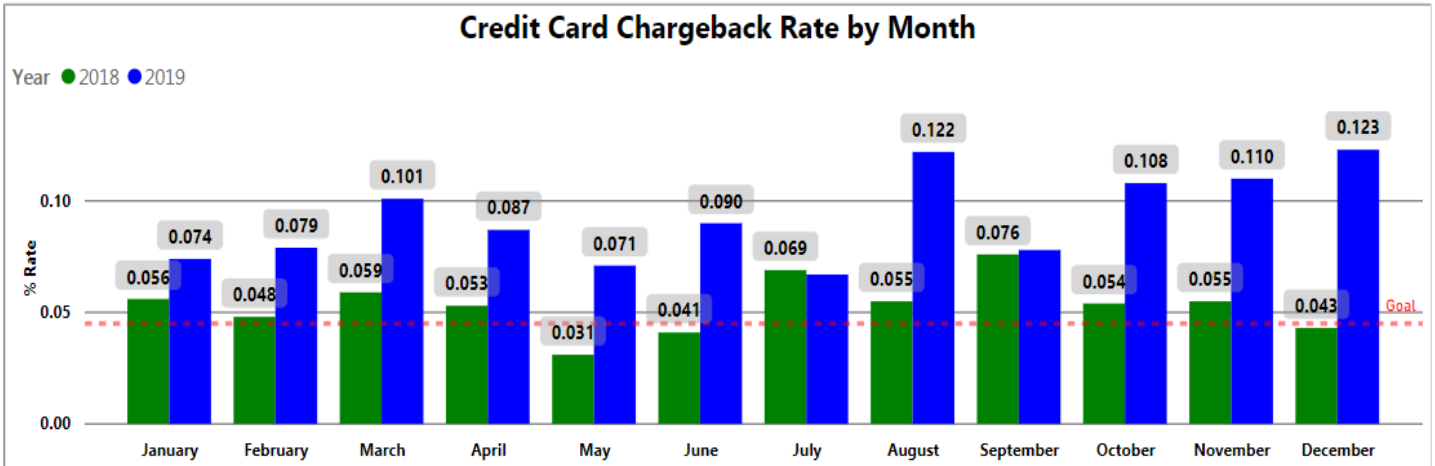
	2019		2018	
Goal	Dec	YTD	Dec	YTD
12.5%	9.9%	15.0%	15.4%	13.7%



Credit Card Chargeback Rate

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

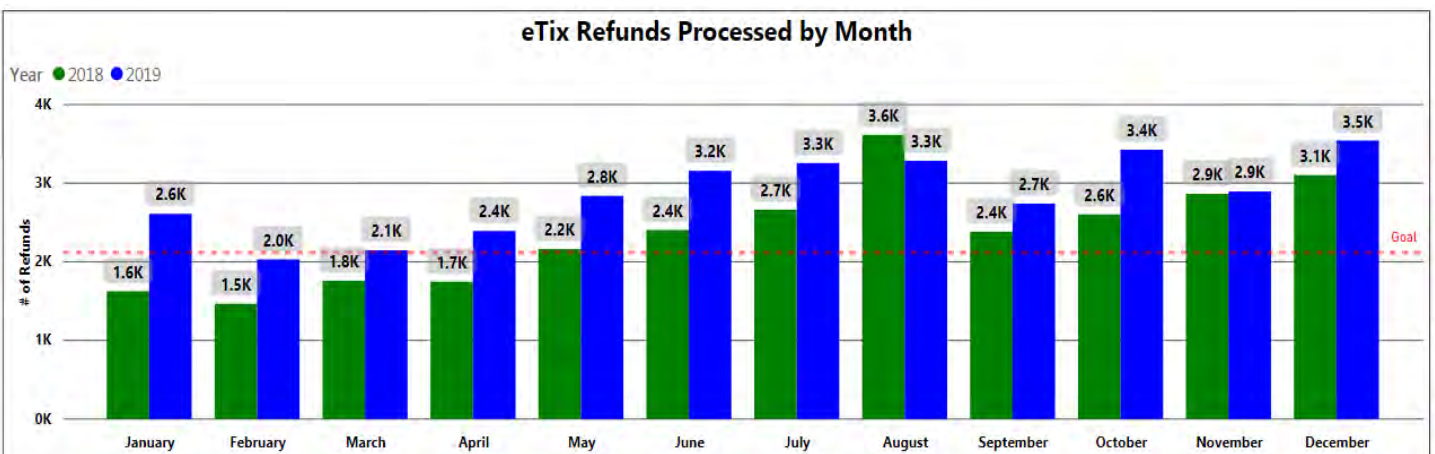
	2019		2018	
Goal	Dec	YTD	Dec	YTD
0.045%	0.123%	0.093%	0.043%	0.053%



eTix Refunds Processed

The number of eTix refunds processed.

	2019		2018	
Goal	Dec	YTD	Dec	YTD
2118	3543	34317	3103	28391





Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



As of November 2019, all Hudson Line trains, including Amtrak and CSX, are now operating in Positive Train Control between Marble Hill and Poughkeepsie, a distance of 67 miles covering 88% of the Hudson Line's mileage.



Metro-North Railroad

November 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) November 2019 Financial Results

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

- Ridership of 79.4 million, which includes East of Hudson ridership of 77.8 million and West of Hudson ridership of 1.5 million, was 0.9% unfavorable vs. forecast. Consequently, farebox revenue of \$691.3 million was \$8.1 million lower than forecast.
- Total revenue of \$743.9 million was \$9.9 million or 1.3% lower than forecast due to lower ridership and advertising revenue as well as the timing of net GCT retail income.
- Total expenses of \$1,218.1 million were \$13.3 million or 1.1% unfavorable vs. forecast primarily due to the reassignment of forces from reimbursable (capital) projects to non-reimbursable (operating) work driven by revised capital project activity assumptions, higher labor expenses related to Retroactive Wage Adjustments (RWA) and timing of retiree payouts.

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

MTA Metro-North Railroad
November 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	\$753.8	\$743.9	(\$9.9)	-1.3%
Total Expenses before Non-Cash Liability Adjs.	1,204.7	1,218.1	(13.3)	-1.1%
Operating Surplus/(Deficit)	(450.9)	(474.1)	(23.2)	-5.2%
<i>Other Non-Cash Liabilities</i>	227.0	209.3	17.7	7.8%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(677.9)	(683.4)	(5.5)	-0.8%
<i>Cash Adjustments</i>	162.5	177.4	14.8	9.1%
Net Cash Surplus/(Deficit)	(\$515.4)	(\$506.1)	\$9.3	1.8%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

November 2019 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$683.4 million was \$5.5 million or 0.8% unfavorable vs. the forecast.

Major drivers of the November 2019 YTD unfavorable result of \$5.5 million include lower Non-Reimbursable Revenues of \$9.9 million, primarily driven by lower farebox revenue of \$8.1 million and lower advertising revenue of \$2.1 million. Non-Reimbursable Expenses were \$4.4 million favorable mainly due to the timing of non-cash liability adjustments as well as lower non-labor spending primarily in the maintenance and other operating contracts category. These are partially offset by higher payroll expenses.

November 2019 YTD Reimbursable Expenses of \$251.0 million were \$73.6 million favorable vs. the forecast primarily due to the timing of several capital projects including Connecticut Positive Train Control, Waterbury Branch Cab Signal, Maybrook Trailway, Connecticut Track Program as well as a forecast issue related to the East of Hudson Power Rehabilitation Project.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$8.1 million lower vs. the forecast primarily due to lower ridership on the Harlem and New Haven Lines.
 - YTD Ridership of 79.4 million was 0.9% unfavorable vs. the forecast and 0.3% favorable vs. YTD 2018.
- **Other Operating Revenue** – YTD was \$1.8 million or 3.3% unfavorable vs. the forecast primarily due to lower advertising revenue and the timing of net GCT retail income.
- **Capital and Other Reimbursements** – YTD was \$73.6 million or 22.7% unfavorable vs. the forecast primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,678.3 million were \$78.0 million or 4.4% favorable vs. the forecast.

Labor Expenses (including fringes and overhead recoveries) of \$1,045.3 million YTD were \$17.4 million unfavorable vs. the forecast.

- **Payroll** – YTD was \$16.5 million unfavorable vs. the forecast which primarily reflects 2018 and 2019 catch-up RWA accruals for pending union agreements, higher than reserved RWA payments, and the timing of retiree payouts.
- **Overtime** – YTD was \$2.7 million unfavorable vs. the forecast primarily due to the RWA impacts noted above.

Non-Labor Expenses of \$423.8 million YTD were \$77.7 million favorable vs. the forecast.

- **Electric Power** – YTD results were \$1.6 million favorable vs. the forecast primarily due to lower rates.
- **Fuel** – YTD expenses were \$1.9 million favorable vs. the forecast primarily due to lower diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$37.9 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 \$8.6 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 \$27.9 million favorable vs. the forecast primarily due to the timing of the Waterbury Branch Cab Signaling Project as well as a forecast issue related to the East of Hudson Power Rehabilitation 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 \$0.2 million favorable vs. the forecast primarily due to increased Amtrak recoveries.

Depreciation and Other Non-Cash Liability Adjustments were \$17.7 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

November YTD Net Cash Deficit of \$506.1 million was \$9.3 million or 1.8% 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 64.0% was 0.2 percentage points favorable vs. the forecast.
- Adjusted Cost per Passenger of \$14.93 was \$0.12 favorable vs. the forecast.
- Revenue per Passenger of \$8.71 was \$0.02 unfavorable vs. the forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
NOVEMBER 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	\$67.365	\$63.936	(\$3.429)	(5.1)	\$0.000	\$0.000	\$0.000	-	\$67.365	\$63.936	(\$3.429)	(5.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.224	5.368	0.144	2.8	0.000	0.000	0.000	-	5.224	5.368	0.144	2.8
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	10.479	16.175	5.696	54.4	10.479	16.175	5.696	54.4
CDOT	0.000	0.000	0.000	-	11.749	10.856	(0.893)	(7.6)	11.749	10.856	(0.893)	(7.6)
Other	0.000	0.000	0.000	-	5.059	6.646	1.587	31.4	5.059	6.646	1.587	31.4
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	27.286	33.677	6.391	23.4	27.286	33.677	6.391	23.4
Total Revenue	\$72.590	\$69.304	(\$3.285)	(4.5)	\$27.286	\$33.677	\$6.391	23.4	\$99.876	\$102.981	\$3.105	3.1
Expenses												
<i>Labor:</i>												
Payroll	\$42.639	\$41.879	\$0.760	1.8	\$3.748	\$6.112	(\$2.364)	(63.1)	\$46.388	\$47.992	(\$1.604)	(3.5)
Overtime	8.270	6.320	1.950	23.6	1.853	4.058	(2.205)	*	10.124	10.378	(0.255)	(2.5)
Health and Welfare	8.994	8.122	0.873	9.7	1.254	2.138	(0.884)	(70.5)	10.248	10.260	(0.012)	(0.1)
OPEB Current Payment	3.311	3.116	0.196	5.9	0.000	0.000	0.000	-	3.311	3.116	0.196	5.9
Pensions	9.203	8.236	0.967	10.5	0.899	1.593	(0.694)	(77.3)	10.102	9.829	0.273	2.7
Other Fringe Benefits	10.408	11.395	(0.986)	(9.5)	0.966	1.714	(0.749)	(77.5)	11.374	13.109	(1.735)	(15.3)
Reimbursable Overhead	(5.190)	(7.980)	2.790	53.8	4.858	7.653	(2.795)	(57.5)	(0.332)	(0.327)	(0.005)	(1.5)
Total Labor	\$77.637	\$71.088	\$6.549	8.4	\$13.578	\$23.269	(\$9.691)	(71.4)	\$91.215	\$94.357	(\$3.142)	(3.4)
<i>Non-Labor:</i>												
Electric Power	\$5.717	\$5.021	\$0.696	12.2	\$0.000	\$0.000	\$0.000	-	\$5.717	\$5.021	\$0.696	12.2
Fuel	1.871	1.444	0.427	22.8	0.000	0.000	0.000	-	1.871	1.444	0.427	22.8
Insurance	1.447	1.468	(0.021)	(1.5)	0.235	0.485	(0.250)	*	1.682	1.953	(0.271)	(16.1)
Claims	0.102	(0.132)	0.234	*	0.000	0.000	0.000	-	0.102	(0.132)	0.234	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.366	10.838	(1.473)	(15.7)	6.824	1.682	5.141	75.3	16.189	12.520	3.669	22.7
Professional Service Contracts	3.444	3.341	0.104	3.0	2.976	5.675	(2.699)	(90.7)	6.420	9.015	(2.595)	(40.4)
Materials & Supplies	8.490	6.920	1.570	18.5	3.616	2.519	1.096	30.3	12.106	9.439	2.667	22.0
Other Business Expenses	2.267	3.659	(1.392)	(61.4)	0.058	0.047	0.011	19.3	2.325	3.706	(1.380)	(59.4)
Total Non-Labor	\$32.704	\$32.559	\$0.145	0.4	\$13.708	\$10.408	\$3.300	24.1	\$46.413	\$42.967	\$3.446	7.4
<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.	\$110.341	\$103.647	\$6.694	6.1	\$27.286	\$33.677	(\$6.391)	(23.4)	\$137.628	\$137.324	\$0.304	0.2
Depreciation	20.879	18.368	2.511	12.0	0.000	0.000	0.000	-	20.879	18.368	2.511	12.0
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.350	0.160	0.190	54.2	0.000	0.000	0.000	-	0.350	0.160	0.190	54.2
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$131.570	\$122.175	\$9.395	7.1	\$27.286	\$33.677	(\$6.391)	(23.4)	\$158.856	\$155.852	\$3.004	1.9
Net Surplus/(Deficit)	(\$58.980)	(\$52.870)	\$6.110	10.4	\$0.000	\$0.000	\$0.000	-	(\$58.980)	(\$52.870)	\$6.110	10.4
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.879	18.368	(2.511)	(12.0)	0.000	0.000	0.000	-	20.879	18.368	(2.511)	(12.0)
Operating/Capital	(8.681)	3.472	12.154	*	0.000	0.000	0.000	-	(8.681)	3.472	12.154	*
Other Cash Adjustments	9.183	9.441	0.258	2.8	0.000	0.000	0.000	-	9.183	9.441	0.258	2.8
Total Cash Conversion Adjustments	\$21.380	\$31.280	\$9.900	46.3	\$0.000	\$0.000	\$0.000	-	\$21.380	\$31.280	\$9.900	46.3
Net Cash Surplus/(Deficit)	(\$37.600)	(\$21.590)	\$16.010	42.6	\$0.000	\$0.000	\$0.000	-	(\$37.600)	(\$21.590)	\$16.010	42.6

Notes:

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-- 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
NOVEMBER 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	\$699.452	\$691.332	(\$8.120)	(1.2)	\$0.000	\$0.000	\$0.000	-	\$699.452	\$691.332	(\$8.120)	(1.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	54.359	52.581	(1.778)	(3.3)	0.000	0.000	0.000	-	54.359	52.581	(1.778)	(3.3)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	154.325	130.369	(23.955)	(15.5)	154.325	130.369	(23.955)	(15.5)
CDOT	0.000	0.000	0.000	-	138.633	95.210	(43.423)	(31.3)	138.633	95.210	(43.423)	(31.3)
Other	0.000	0.000	0.000	-	31.613	25.395	(6.218)	(19.7)	31.613	25.395	(6.218)	(19.7)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	324.571	250.975	(73.596)	(22.7)	324.571	250.975	(73.596)	(22.7)
Total Revenue/Receipts	\$753.812	\$743.913	(\$9.898)	(1.3)	\$324.571	\$250.975	(\$73.596)	(22.7)	\$1,078.382	\$994.888	(\$83.494)	(7.7)
Expenses												
<i>Labor:</i>												
Payroll	\$473.535	\$491.738	(\$18.203)	(3.8)	\$50.889	\$49.206	\$1.683	3.3	\$524.424	\$540.944	(\$16.520)	(3.2)
Overtime	87.020	88.661	(1.641)	(1.9)	27.544	28.596	(1.052)	(3.8)	114.564	117.256	(2.693)	(2.4)
Health and Welfare	99.155	99.404	(0.249)	(0.3)	17.427	16.698	0.729	4.2	116.582	116.102	0.480	0.4
OPEB Current Payment	35.689	35.114	0.574	1.6	0.000	0.000	0.000	-	35.689	35.114	0.574	1.6
Pensions	99.949	97.542	2.406	2.4	12.406	12.266	0.139	1.1	112.354	109.808	2.546	2.3
Other Fringe Benefits	114.337	116.788	(2.451)	(2.1)	13.492	13.259	0.233	1.7	127.829	130.047	(2.218)	(1.7)
Reimbursable Overhead	(71.825)	(72.734)	0.909	1.3	68.227	68.742	(0.515)	(0.8)	(3.598)	(3.993)	0.395	11.0
Total Labor	\$837.859	\$856.514	(\$18.654)	(2.2)	\$189.984	\$188.766	\$1.219	0.6	\$1,027.843	\$1,045.279	(\$17.436)	(1.7)
<i>Non-Labor:</i>												
Electric Power	\$66.629	\$64.684	\$1.944	2.9	\$0.002	\$0.337	(\$0.335)	*	\$66.631	\$65.022	\$1.609	2.4
Fuel	19.459	17.522	1.937	10.0	0.000	0.001	(0.001)	-	19.459	17.523	1.936	9.9
Insurance	14.823	14.933	(0.110)	(0.7)	3.396	3.052	0.345	10.1	18.219	17.984	0.235	1.3
Claims	1.039	1.741	(0.703)	(67.6)	0.000	0.000	0.000	-	1.039	1.741	(0.703)	(67.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	111.826	101.041	10.785	9.6	50.431	23.272	27.159	53.9	162.256	124.312	37.944	23.4
Professional Service Contracts	35.388	37.188	(1.800)	(5.1)	28.988	18.558	10.430	36.0	64.376	55.746	8.630	13.4
Materials & Supplies	92.466	99.020	(6.553)	(7.1)	51.116	16.671	34.445	67.4	143.583	115.691	27.892	19.4
Other Business Expenses	25.242	25.417	(0.175)	(0.7)	0.653	0.319	0.334	51.2	25.895	25.735	0.160	0.6
Total Non-Labor	\$366.871	\$361.545	\$5.326	1.5	\$134.586	\$62.209	\$72.377	53.8	\$501.457	\$423.754	\$77.703	15.5
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,204.730	\$1,218.059	(\$13.328)	(1.1)	\$324.571	\$250.975	\$73.596	22.7	\$1,529.301	\$1,469.034	\$60.267	3.9
Depreciation	225.628	210.682	14.946	6.6	0.000	0.000	0.000	-	225.628	210.682	14.946	6.6
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	3.650	3.050	0.600	16.4	0.000	0.000	0.000	-	3.650	3.050	0.600	16.4
GASB75 Adjustment	0.276	(1.042)	1.318	*	0.000	0.000	0.000	-	0.276	(1.042)	1.318	*
Total Expenses	\$1,431.743	\$1,427.358	\$4.385	0.3	\$324.571	\$250.975	\$73.596	22.7	\$1,756.314	\$1,678.333	\$77.981	4.4
Net Surplus/(Deficit)	(\$677.932)	(\$683.445)	(\$5.513)	(0.8)	\$0.000	\$0.000	(\$0.000)	-	(\$677.932)	(\$683.445)	(\$5.513)	(0.8)
<i>Cash Conversion Adjustments:</i>												
Depreciation	225.628	210.682	(14.946)	(6.6)	0.000	0.000	0.000	-	225.628	210.682	(14.946)	(6.6)
Operating/Capital	(70.350)	(42.387)	27.962	39.7	0.000	0.000	0.000	-	(70.350)	(42.387)	27.962	39.7
Other Cash Adjustments	7.267	9.061	1.794	24.7	0.000	0.000	0.000	-	7.267	9.061	1.794	24.7
Total Cash Conversion Adjustments	\$162.545	\$177.355	\$14.810	9.1	\$0.000	\$0.000	\$0.000	-	\$162.545	\$177.355	\$14.810	9.1
Net Cash Surplus/(Deficit)	(\$515.387)	(\$506.090)	\$9.297	1.8	\$0.000	\$0.000	(\$0.000)	-	(\$515.387)	(\$506.090)	\$9.297	1.8

Notes:

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-- 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
November 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		
		\$	%		\$	%			
FAREBOX REVENUE	Non-Reimb	(\$3.429)	(5.1%)	Primarily due to lower ridership across all of the East of Hudson Lines and lower average yield per passenger for New Haven and Harlem Line riders.	(\$8.120)	(1.2%)			
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	\$6.391	23.4%	Higher reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$73.596)	(22.7%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Non-Reimb	\$0.760	1.8%	Reflects transfer of costs from Hurricane Sandy Infrastructure Restoration Projects back to Reimbursable due to the establishment of funding for the second phase of the project and higher activity on the Connecticut Track Program.	(\$18.203)	(3.8%)	Reallocation of forces to operations coverage due to the rescheduling of capital projects, catch-up for 2018 and 2019 Retroactive Wage Adjustment (RWA) accruals for pending union agreements as well as higher than reserved RWA payments.		
	Reimb	(\$2.364)	(63.1%)		\$1.683	3.3%			
OVERTIME	Non-Reimb	\$1.950	23.6%	See overtime tables.	(\$1.641)	(1.9%)	See overtime tables.		
	Reimb	(\$2.205)	*	See overtime tables.	(\$1.052)	(3.8%)	See overtime tables.		
HEALTH AND WELFARE	Non-Reimb	\$0.873	9.7%	Primarily reflects lower than forecasted labor costs and rates.	(\$0.249)	(0.3%)			
	Reimb	(\$0.884)	(70.5%)	Reflects transfer of costs from Hurricane Sandy Infrastructure Restoration Projects back to Reimbursable due to the establishment of funding for the second phase of the project and higher activity on the Connecticut Track Program.	\$0.729	4.2%			
OPEB CURRENT PAYMENT	Non-Reimb	\$0.196	5.9%	Primarily due to timing.	\$0.574	1.6%			
	Reimb								
PENSIONS	Non-Reimb	\$0.967	10.5%	Primarily reflects lower than forecasted labor costs and rates.	\$2.406	2.4%			
	Reimb	(\$0.694)	(77.3%)	Reflects transfer of costs from Hurricane Sandy Infrastructure Restoration Projects back to Reimbursable due to the establishment of funding for the second phase of the project and higher activity on the Connecticut Track Program.	\$0.139	1.1%			
OTHER FRINGE BENEFITS	Non-Reimb	(\$0.986)	(9.5%)	Primarily reflects higher employee claims than forecasted partially offset by lower labor costs.	(\$2.451)	(2.1%)			
	Reimb	(\$0.749)	(77.5%)	Reflects transfer of costs from Hurricane Sandy Infrastructure Restoration Projects back to Reimbursable due to the establishment of funding for the second phase of the project and higher activity on the Connecticut Track Program.	\$0.233	1.7%			

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
November 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	\$2.790	53.8%	The non-reimbursable and reimbursable variances reflect higher activity for several projects as well as the transfer of costs from Hurricane Sandy Infrastructure Restoration Projects back to Reimbursable due to the establishment of funding for the second phase of the project.	\$0.909	1.3%			
	Reimb	(\$2.795)	(57.5%)		(\$0.515)	(0.8%)			
ELECTRIC POWER	Non-Reimb	\$0.696	12.2%	Favorable rates.	\$1.944	2.9%			
FUEL	Non-Reimb	\$0.427	22.8%	Primarily due to lower diesel fuel price per gallon.	\$1.937	10.0%	Primarily due to lower diesel fuel price per gallon.		
INSURANCE	Reimb	(\$0.250)	*	Reflects transfer of costs from Hurricane Sandy Infrastructure Restoration Projects back to Reimbursable due to the establishment of funding for the second phase of the project and higher activity on the Connecticut Track Program.	\$0.345	10.1%	Reflects lower activity on the Connecticut Track Program and Moodna-Woodbury Viaduct Project partially offset by increased activity on the Cyclical Track Program.		
CLAIMS	Non-Reimb	\$0.234	*	Reflects a lower passenger claims provision than forecasted.	(\$0.703)	(67.6%)	Reflects a higher passenger claims provision than forecasted.		
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$1.473)	(15.7%)	Reflects catch-up payment for water expense and higher MTA Real Estate chargebacks partially offset by lower miscellaneous maintenance and operating contracts.	\$10.785	9.6%	Reflects the timing of BL-20 Locomotive Overhauls and milestone payments for Bridgeport Derailment M-8 repairs as well as lower than anticipated expenses for miscellaneous maintenance and operating contracts.		
	Reimb	\$5.141	75.3%	Reflects lower activity on the Maybrook Trailway Project (actuals are reflected in Professional Services) and Signal Replacement from Greenwich to South Norwalk Project due to the timing of work and billing partially offset by higher activity on Systemwide Lead - Asbestos Abatement Project.	\$27.159	53.9%	Reflects lower activity and timing of invoices on the Maybrook Trailway Project (actuals are reflected in Professional Services) and Signal Replacement from Greenwich to South Norwalk Project as well as a forecasting error for the Transformer Rehabilitation Project (to be corrected in the November Financial Plan) partially offset by higher activity on Positive Train Control (CT) (budget in Professional Services) and Hot Bearing and Wheel Impact Projects.		
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.104	3.0%	Reflects higher activity on the Maybrook Trailway Project (budget in Maintenance Services) partially offset by timing of Positive Train Control (CT) Project.	(\$1.800)	(5.1%)	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	(\$2.699)	(90.7%)		\$10.430	36.0%	Reflects timing of Positive Train Control (CT) 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 (budget in Maintenance Services).		
MATERIALS AND SUPPLIES	Non-Reimb	\$1.570	18.5%	Primarily due to lower usage for Reliability Centered Maintenance (RCM) Programs as well as rolling stock and infrastructure repairs partially offset by higher other inventory adjustments.	(\$6.553)	(7.1%)	Primarily due to higher usage for rolling stock and infrastructure repairs, Reliability Centered Maintenance (RCM) Programs, increased obsolete material reserves and other inventory adjustments.		
	Reimb	\$1.096	30.3%	Reflects lower activity on the Waterbury Branch Cab Signal Project partially offset by higher activity on the Connecticut Track Program.	\$34.445	67.4%	Reflects lower activity on the Waterbury Branch Cab Signal Project and a 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 Turnouts: Mainline High Speed Interlocking Replacement and Harmon Shop Replacement - Phase Five Projects.		

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
 November 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 BUSINESS EXPENSES	Non-Reimb	(\$1.392)	(61.4%)	Higher subsidy payments to New Jersey Transit resulting from inflationary adjustments as well as the write-down of an M-7 railcar related to the 2015 incident in Valhalla.	(\$0.175)	(0.7%)	Reflects primarily lower activity on the Maybrook Trailway Project partially offset by higher activity on Hurricane Sandy Infrastructure Improvement projects.		
	Reimb	\$0.011	19.3%	Reflects primarily lower activity on the Maybrook Trailway Project partially offset by the transfer of costs from Hurricane Sandy Infrastructure Restoration Projects back to Reimbursable due to the establishment of funding for the second phase of the project.	\$0.334	51.2%			
DEPRECIATION	Non-Reimb	\$2.511	12.0%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.	\$14.946	6.6%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.		
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		\$0.849	33.4%	Reflects adjustments to account for MNR's net pension liability.		
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.190	54.2%	Reflects timing of projects requiring remediation.	\$0.600	16.4%	Reflects timing of projects requiring remediation.		
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-		\$1.318	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.		
OPERATING CAPITAL	Non-Reimb	\$12.154	*	Reflects timing primarily for the following projects: Maybrook Trailway expense to Reimbursable Capital, Power Control SCADA Upgrade, Upper Harlem Pole Replacement, Renovation of the GCT Training Facility, Replacement of GCT Escalators, GCT Exhaust Duct Repair, Cameras/Audio for Non-M-8 Fleet and the GCT Station Master's Office Design & Reconfiguration.	\$27.962	39.7%	Reflects timing primarily in the following projects: Track Geometry Car Purchase, GCT Station Master's Office Design & Reconfiguration, Power Control SCADA Upgrade, Upper Harlem Pole Replacement, Maybrook Trailway expense to Reimbursable Capital, Replacement of GCT Escalators, Renovation of the GCT Training Facility and the GCT Exhaust Duct Repair.		

* Variance exceeds 100%.

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

	November					Year To Date(November)						
	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	60,421	\$ 3.634	36,113	\$ 2.260	24,308	\$1.374	581,970	\$ 35.081	515,019	\$ 31.094	66,950	\$3.987
					40.2%	37.8%					11.5%	11.4%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	53,130	\$ 3.221	53,858	\$ 3.108	(728)	\$0.113	524,495	\$ 31.489	597,137	\$ 34.367	(72,642)	(\$2.878)
					-1.4%	3.5%					-13.8%	-9.1%
<u>Unscheduled Maintenance</u>	62	\$ 0.003	0	\$ -	62	\$0.003	4,342	\$ 0.247	11	\$ 0.001	4,331	\$0.247
					0.0%	0.0%					99.8%	99.8%
<u>Vacancy/Absentee Coverage</u> ²	23,013	\$ 1.327	26,740	\$ 1.472	(3,726)	(\$0.145)	268,349	\$ 15.297	299,978	\$ 16.453	(31,629)	(\$1.156)
					-16.2%	-10.9%					-11.8%	-7.6%
<u>Weather Emergencies</u>	1,400	\$ 0.085	2,953	\$ 0.170	(1,553)	(\$0.085)	97,994	\$ 5.763	84,309	\$ 4.761	13,685	\$1.002
					*	-99.5%					14.0%	17.4%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	16	\$ (0.689)	(16)	\$0.689	11	\$ (0.858)	79	\$ 1.985	(68)	(\$2.843)
Subtotal	138,027	\$ 8.270	119,680	\$ 6.320	18,347	\$1.950	1,477,161	\$ 87.020	1,496,534	\$ 88.661	(19,373)	(\$1.641)
					13.3%	23.6%					-1.3%	-1.9%
REIMBURSABLE OVERTIME	30,614	\$ 1.853	47,158	\$ 4.058	(16,544)	(\$2.205)	456,955	\$ 27.544	459,120	\$ 28.596	(2,165)	(\$1.052)
					-54.0%	*					-0.5%	-3.8%
TOTAL OVERTIME	168,641	\$ 10.124	166,838	\$ 10.378	1,803	(\$0.255)	1,934,116	\$ 114.564	1,955,654	\$ 117.256	(21,538)	(\$2.693)
					1.1%	-2.5%					-1.1%	-2.4%

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)**

	November				Year To Date(November)			
	Var. - Fav/(Unfav)		Explanations	Var. - Fav/(Unfav)		Explanations		
	Hours	\$		Hours	\$			
NON-REIMBURSABLE OVERTIME								
<u>Scheduled Service</u> ¹	24,308	\$1.374	Timing of overtime pay for the Thanksgiving holiday as well as the transfer of costs from Hurricane Sandy Infrastructure Restoration Projects back to Reimbursable due to the establishment of funding for the second phase of the project.	66,950	\$3.987	Increased employee availability based upon lower relief day coverage due to lower unplanned absences as well as timing of overtime pay for the Thanksgiving holiday.		
	40.2%	37.8%		11.5%	11.4%			
<u>Unscheduled Service</u>	0	\$ -		0	\$ -			
<u>Programmatic/Routine Maintenance</u>	(728)	\$0.113	Primarily due to lower infrastructure repairs of \$0.4M partially offset by higher Reliability Centered Maintenance (RCM) and rolling stock running repairs of (\$0.3M).	(72,642)	(\$2.878)	Primarily due to higher Reliability Centered Maintenance (RCM) and rolling stock running repairs of (\$2.4M) and higher infrastructure repairs of (\$0.7M).		
	-1.4%	3.5%		-13.8%	-9.1%			
<u>Unscheduled Maintenance</u>	62	\$0.003	Fewer than anticipated unscheduled maintenance events.	4,331	\$0.247	Fewer than anticipated unscheduled maintenance events.		
	0.0%	0.0%		99.8%	99.8%			
<u>Vacancy/Absentee Coverage</u> ²	(3,726)	(\$0.145)	Higher required vacancy coverage in Customer Service, Maintenance of Way and Transportation partially offset by lower coverage in Maintenance of Equipment.	(31,629)	(\$1.156)	Higher required vacancy coverage for must fill jobs in Customer Service, Transportation, Maintenance of Way and Maintenance of Equipment.		
	-16.2%	-10.9%		-11.8%	-7.6%			
<u>Weather Emergencies</u>	(1,553)	(\$0.085)	Slightly higher in Maintenance of Way due to more weather events than forecasted.	13,685	\$1.002	Fewer weather events than forecasted partially offset by timing of Retroactive Wage Adjustment (RWA) payments.		
	*	-99.5%		14.0%	17.4%			
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -			
<u>Other</u>	(16)	\$0.689	Primarily due to a transfer of costs from Hurricane Sandy Infrastructure Restoration Projects back to Reimbursable due to the establishment of funding for the second phase of the project partially offset by timing differences for payroll and calendar cutoff dates.	(68)	(\$2.843)	Catch-up for 2018 and 2019 Retroactive Wage Adjustment (RWA) accruals as well as timing of RWA payments and timing differences for payroll and calendar cutoff dates.		
Subtotal	18,347	\$1.950		(19,373)	(\$1.641)			
	13.3%	23.6%		-1.3%	-1.9%			
REIMBURSABLE OVERTIME	(16,544)	(\$2.205)	Transfer of costs from Hurricane Sandy Infrastructure Restoration Projects back to Reimbursable Projects (such as Power Infrastructure Restoration, Communications & Signal Infrastructure Replacement, and Hudson Line Power & Signal Replacement Projects), and higher activity on the Connecticut Track Program and Turnouts: Mainline High Speed Interlocking Project.	(2,165)	(\$1.052)	Primarily due to work done on weekends due to track availability issues for the Cyclical Track Program and Harlem Wayside Communications & Signal Projects.		
	-54.0%	*		-0.5%	-3.8%			
TOTAL OVERTIME	1,803	(\$0.255)		(21,538)	(\$2.693)			

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

	NOVEMBER 2019				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$66.272	\$60.179	(\$6.093)	(9.2)	\$690.632	\$678.540	(\$12.092)	(1.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	7.846	7.211	(0.635)	(8.1)	99.691	101.652	1.961	2.0
<i>Capital & Other Reimbursements:</i>								
MTA	11.793	11.797	0.004	0.0	158.644	150.540	(8.104)	(5.1)
CDOT	11.749	19.519	7.770	66.1	139.546	97.163	(42.383)	(30.4)
Other	5.059	4.681	(0.378)	(7.5)	32.078	24.917	(7.161)	(22.3)
Total Capital and Other Reimbursements	28.601	35.997	7.396	25.9	330.268	272.620	(57.648)	(17.5)
Total Receipts	\$102.719	\$103.387	\$0.668	0.7	\$1,120.592	\$1,052.812	(\$67.780)	(6.0)
Expenditures								
<i>Labor:</i>								
Payroll	\$43.592	\$47.414	(\$3.822)	(8.8)	\$530.246	\$548.342	(\$18.096)	(3.4)
Overtime	9.512	9.946	(0.434)	(4.6)	117.279	116.136	1.143	1.0
Health and Welfare	11.224	11.038	0.186	1.7	126.497	131.601	(5.104)	(4.0)
OPEB Current Payment	3.311	2.997	0.314	9.5	35.989	35.120	0.869	2.4
Pensions	10.107	10.339	(0.232)	(2.3)	114.308	113.533	0.775	0.7
Other Fringe Benefits	10.410	9.153	1.257	12.1	128.774	134.562	(5.788)	(4.5)
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	\$88.156	\$90.887	(\$2.731)	(3.1)	\$1,053.092	\$1,079.294	(\$26.202)	(2.5)
<i>Non-Labor:</i>								
Electric Power	\$5.872	\$1.818	\$4.054	69.0	\$68.669	\$67.429	\$1.240	1.8
Fuel	1.830	1.296	0.534	29.2	18.410	17.208	1.202	6.5
Insurance	3.182	0.000	3.182	100.0	15.562	14.515	1.047	6.7
Claims	0.102	1.539	(1.437)	*	19.604	22.240	(2.636)	(13.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	19.615	9.409	10.206	52.0	197.984	142.911	55.073	27.8
Professional Service Contracts	5.315	5.177	0.138	2.6	64.882	46.384	18.498	28.5
Materials & Supplies	12.196	11.772	0.424	3.5	157.057	135.934	21.123	13.4
Other Business Expenditures	4.052	3.079	0.973	24.0	40.718	32.987	7.731	19.0
Total Non-Labor	\$52.163	\$34.090	\$18.073	34.6	\$582.886	\$479.608	\$103.278	17.7
<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	\$140.319	\$124.977	\$15.342	10.9	\$1,635.978	\$1,558.902	\$77.076	4.7
Net Cash Deficit (excludes Opening Cash Balance)	(\$37.600)	(\$21.590)	\$16.010	42.6	(\$515.387)	(\$506.090)	\$9.297	1.8
Subsidies								
MTA	29.085	12.680	(16.405)	(56.4)	400.201	387.772	(12.429)	(3.1)
CDOT	8.515	14.877	6.362	74.7	116.299	127.416	11.117	9.6
Total Subsidies	\$37.600	\$27.557	(\$10.043)	(26.7)	\$516.501	\$515.188	(\$1.313)	(0.3)
Cash Timing and Availability Adjustment	\$0.000	(\$5.730)	(\$5.730)	-	\$0.000	(\$8.860)	(\$8.860)	-

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)

\$ Detail

\$ Detail

Generic Receipt or Expense Category	November Month vs Mid-Year Forecast			Year-To-Date as of November 30th, 2019		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(6.093)	(9.2%)	Primarily due to lower ridership on all the East of Hudson lines combined with cash in transit.	(12.092)	(1.8%)	
OTHER OPERATING REVENUE	(0.635)	(8.1%)	Primarily reflects the timing of commuter parking receipts and Amtrak reimbursements partially offset by the timing of GCT revenues.	1.961	2.0%	
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	0.004	0.0%		(8.104)	(5.1%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
CDOT	7.770	66.1%	Primarily reflects higher cash receipts than forecasted partially offset by lower capital related project activity.	(42.383)	(30.4%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than forecasted.
OTHER	(0.378)	(7.5%)	Primarily reflects lower reimbursable related project activity partially offset by higher cash receipts than forecasted.	(7.161)	(22.3%)	Primarily reflects lower reimbursable related project activity partially offset by higher cash receipts than forecasted.
PAYROLL	(3.822)	(8.8%)	Primarily reflects the timing of remittance payments for the employee portion of withheld payroll taxes combined with inter-agency payroll.	(18.096)	(3.4%)	Primarily reflects inter-agency payroll, higher RWA payments than forecasted and timing of pay periods.
OVERTIME	(0.434)	(4.6%)	Primarily reflects higher activity on capital related projects (Connecticut Track Program and Turnouts: Mainline High Speed Interlocking Project) partially offset by timing of overtime pay for the Thanksgiving holiday.	1.143	1.0%	
HEALTH & WELFARE	0.186	1.7%		(5.104)	(4.0%)	Primarily reflects timing of premium payments for dental & vision insurance.
OPEB CURRENT PAYMENT	0.314	9.5%	Primarily reflects timing of payments.	0.869	2.4%	
PENSIONS	(0.232)	(2.3%)		0.775	0.7%	
OTHER FRINGE BENEFITS	1.257	12.1%	Primarily reflects timing of payroll taxes and lower employee injury claims partially offset by inter-agency payroll.	(5.788)	(4.5%)	Primarily reflects timing of payroll taxes, inter-agency payroll and higher employee claims.
ELECTRIC POWER	4.054	69.0%	Primarily reflects timing of payments.	1.240	1.8%	
FUEL	0.534	29.2%	Primarily reflects lower diesel fuel price per gallon than forecasted.	1.202	6.5%	Primarily reflects lower diesel fuel price per gallon than forecasted partially offset by timing of payments.
INSURANCE	3.182	100.0%	Reflects timing of payments for insurance premiums.	1.047	6.7%	Reflects timing of insurance premiums for Excess Liability partially offset by timing of premiums for Station Liability and Force Account.

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)

\$ Detail

\$ Detail

Generic Receipt or Expense Category	November Month vs Mid-Year Forecast			Year-To-Date as of November 30th, 2019		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
CLAIMS	(1.437)	*	Primarily reflects higher passenger injury claim settlement payments than forecasted.	(2.636)	(13.4%)	Primarily reflects higher passenger injury claim settlement payments than forecasted.
MAINTENANCE & OTHER OPERATING CONTRACTS	10.206	52.0%	Primarily reflects capital related projects (Maybrook Trailway (actuals in Professional Service Contracts), timing of Power Control Scada Upgrade, Signal Replacement - Greenwich to South Norwalk, Upper Harlem Pole Replacement and GCT Escalator Replacement.	55.073	27.8%	Primarily reflects the timing of capital related projects (Maybrook Trailway (actuals in Professional Service Contracts), Signal Replacement - Greenwich to South Norwalk, Upper Harlem Pole Replacement, GCT Station Master's Office Design & Reconfiguration and GCT Escalator Replacement), a forecasting error in the Transformer Rehabilitation (to be corrected in the November Financial Plan), payments for BL-20 Locomotive Overhauls, MTA Police Services, milestone payments for Bridgeport Derailment M-8 repairs and lower miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	0.138	2.6%		18.498	28.5%	Primarily reflects the timing of engineering services for Connecticut Positive Train Control and Sasco Creek Traction Power Supply Station Project, timing of payments for NHL share of BSC/IT costs and lower than anticipated consulting and engineering services.
MATERIALS & SUPPLIES	0.424	3.5%	Primarily reflects the timing of the Waterbury Branch Cab Signal System Installation Project partially offset by the timing of Connecticut Track Program and materials placed into inventory.	21.123	13.4%	Primarily reflects the timing on the Waterbury Branch Cab Signal System Installation Project, forecasting error for the East of Hudson Power Rehabilitation Project (to be corrected in the November Financial Plan), timing of Track Geometry Car, Turnouts: Mainline and High Speed Interlocking Replacement Projects and Harmon Shop Replacement Phase Five Projects partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	0.973	24.0%	Primarily reflects lower miscellaneous expenses and the timing for New Jersey Transit subsidy payments.	7.731	19.0%	Primarily reflects lower miscellaneous expenses as well as timing of New Jersey Transit subsidy payments.
MTA SUBSIDY RECEIPTS	(16.405)	(56.4%)	Primarily reflects lower cash deficit combined with higher CDOT subsidy partially offset by available cash balance.	(12.429)	(3.1%)	Primarily reflects higher CDOT subsidy combined with lower cash deficit partially offset by available cash balance.
CDOT SUBSIDY RECEIPTS	6.362	74.7%	Primarily reflects higher CDOT share of estimated deficit than forecasted.	11.117	9.6%	Primarily reflects timing of receipts of Admin Assets, 2018 inventory deposit and 2018 NHL deficit partially offset by lower CDOT share of estimated deficit.

* Variance exceeds 100%

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

	NOVEMBER 2019				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$1.094)	(\$3.757)	(\$2.664)	*	(\$8.820)	(\$12.792)	(\$3.972)	(45.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.622	1.843	(0.779)	(29.7)	45.332	49.071	3.739	8.2
<i>Capital & Other Reimbursements:</i>								
MTA	1.314	(4.378)	(5.692)	*	4.319	20.171	15.851	*
CDOT	0.000	8.663	8.663	-	0.913	1.953	1.040	*
Other	0.000	(1.965)	(1.965)	-	0.465	(0.478)	(0.943)	*
Total Capital and Other Reimbursements	1.314	2.320	1.006	76.5	5.697	21.645	15.948	*
Total Revenue/Receipts	\$2.843	\$0.406	(\$2.437)	(85.7)	\$42.209	\$57.924	\$15.714	37.2
Expenditures								
<i>Labor:</i>								
Payroll	\$2.796	\$0.578	(\$2.218)	(79.3)	(\$5.822)	(\$7.398)	(\$1.576)	(27.1)
Overtime	0.612	0.432	(0.179)	(29.3)	(2.715)	1.120	3.835	*
Health and Welfare	(0.976)	(0.778)	0.198	20.3	(9.915)	(15.499)	(5.583)	(56.3)
OPEB Current Payment	0.000	0.119	0.000	-	(0.300)	(0.006)	0.295	98.1
Pensions	(0.005)	(0.510)	(0.505)	*	(1.953)	(3.725)	(1.771)	(90.7)
Other Fringe Benefits	0.964	3.956	2.992	*	(0.945)	(4.515)	(3.570)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.332)	(0.327)	0.005	1.5	(3.598)	(3.993)	(0.395)	(11.0)
Total Labor	\$3.059	\$3.470	\$0.411	13.4	(\$25.249)	(\$34.015)	(\$8.766)	(34.7)
<i>Non-Labor:</i>								
Electric Power	(\$0.154)	\$3.203	\$3.357	*	(\$2.038)	(\$2.407)	(\$0.369)	(18.1)
Fuel	0.041	0.148	0.108	*	1.049	0.315	(0.734)	(70.0)
Insurance	(1.500)	1.953	3.453	*	2.657	3.469	0.812	30.6
Claims	0.000	(1.671)	(1.671)	-	(18.565)	(20.499)	(1.934)	(10.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(3.426)	3.111	6.537	*	(35.728)	(18.599)	17.129	47.9
Professional Service Contracts	1.105	3.838	2.733	*	(0.506)	9.362	9.868	*
Materials & Supplies	(0.090)	(2.333)	(2.243)	*	(13.474)	(20.243)	(6.769)	(50.2)
Other Business Expenses	(1.726)	0.627	2.353	*	(14.824)	(7.252)	7.572	51.1
Total Non-Labor	(\$5.750)	\$8.877	\$14.627	*	(\$81.428)	(\$55.854)	\$25.575	31.4
<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 before Non-Cash Liability Adjs.	(\$2.691)	\$12.347	\$15.038	*	(\$106.677)	(\$89.868)	\$16.809	15.8
Depreciation	20.879	18.368	(2.511)	(12.0)	225.628	210.682	(14.946)	(6.6)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	(2.542)	(3.390)	(0.849)	33.4
Environmental Remediation	0.350	0.160	(0.190)	(54.2)	3.650	3.050	(0.600)	16.4
GASB75 Adjustment	0.000	0.000	0.000	-	0.276	(1.042)	(1.318)	*
Total Expenditures Adjustments	\$18.537	\$30.875	\$12.337	66.6	\$120.335	\$119.431	(\$0.904)	(0.8)
Total Cash Conversion Adjustments	\$21.380	\$31.280	\$9.900	46.3	\$162.545	\$177.355	\$14.810	9.1

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
NOVEMBER 2019
(in millions)

	MONTH			VARIANCE				YTD			VARIANCE			
	MID-YEAR FORECAST	2019		2018 ^(A)		MID-YEAR FORECAST		2018		MID-YEAR FORECAST	2019		2018 ^(A)	
		Fav/(Unfav)									Fav/(Unfav)			
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	9.915	9.599	9.398	(0.316)	-3.2%	0.201	2.1%	105.714	104.215	102.709	(1.499)	-1.4%	1.506	1.5%
<i>Harlem Line - Non-Commutation</i>	9.581	8.815	8.549	(0.766)	-8.0%	0.267	3.1%	96.025	94.142	90.217	(1.883)	-2.0%	3.925	4.4%
TOTAL HARLEM LINE	\$19.497	\$18.415	\$17.947	(\$1.082)	-5.5%	\$0.468	2.6%	\$201.739	\$198.357	\$192.926	(\$3.382)	-1.7%	\$5.431	2.8%
<i>Hudson Line - Commutation</i>	6.515	6.345	6.259	(0.171)	-2.6%	0.085	1.4%	69.851	69.375	67.811	(0.476)	-0.7%	1.564	2.3%
<i>Hudson Line - Non-Commutation</i>	8.315	7.927	7.643	(0.387)	-4.7%	0.284	3.7%	84.076	83.995	79.262	(0.081)	-0.1%	4.733	6.0%
TOTAL HUDSON LINE	\$14.830	\$14.272	\$13.903	(\$0.558)	-3.8%	\$0.369	2.7%	\$153.927	\$153.369	\$147.073	(\$0.558)	-0.4%	\$6.297	4.3%
<i>New Haven Line - Commutation</i>	14.060	13.175	13.256	(0.886)	-6.3%	(0.082)	-0.6%	148.769	145.505	145.655	(3.263)	-2.2%	(0.150)	-0.1%
<i>New Haven Line - Non-Commutation</i>	17.784	16.973	17.037	(0.811)	-4.6%	(0.063)	-0.4%	181.588	180.742	176.567	(0.846)	-0.5%	4.175	2.4%
TOTAL NEW HAVEN LINE	\$31.845	\$30.148	\$30.293	(\$1.697)	-5.3%	(\$0.145)	-0.5%	\$330.357	\$326.247	\$322.222	(\$4.110)	-1.2%	\$4.025	1.2%
<i>All Lines - Commutation</i>	30.491	29.119	28.914	(1.372)	-4.5%	0.204	0.7%	324.334	319.095	316.175	(5.238)	-1.6%	2.920	0.9%
<i>All Lines - Non-Commutation</i>	35.680	33.716	33.229	(1.964)	-5.5%	0.488	1.5%	361.689	358.878	346.046	(2.811)	-0.8%	12.832	3.7%
TOTAL EAST OF HUDSON LINES	\$66.171	\$62.835	\$62.143	(\$3.336)	-5.0%	\$0.692	1.1%	\$686.023	\$677.974	\$662.221	(\$8.049)	-1.2%	\$15.752	2.4%
<i>West of Hudson^(B)</i>	<u>1.194</u>	<u>\$1.101</u>	<u>\$1.524</u>	<u>(0.093)</u>	<u>-7.8%</u>	<u>(0.423)</u>	<u>-27.7%</u>	<u>\$13.430</u>	<u>\$13.358</u>	<u>\$13.385</u>	<u>(0.071)</u>	<u>-0.5%</u>	<u>(0.027)</u>	<u>-0.2%</u>
TOTAL FAREBOX REVENUE	\$67.365	\$63.936	\$63.667	(\$3.429)	-5.1%	\$0.269	0.4%	\$699.452	\$691.332	\$675.607	(\$8.120)	-1.2%	\$15.725	2.3%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	1.317	1.278	1.295	(0.039)	-2.9%	(0.017)	-1.3%	15.401	15.161	15.308	(0.239)	-1.6%	(0.147)	-1.0%
<i>Harlem Line - Non-Commutation</i>	0.997	0.924	0.935	(0.073)	-7.3%	(0.012)	-1.2%	10.124	9.915	9.811	(0.208)	-2.1%	0.104	1.1%
TOTAL HARLEM LINE	2.313	2.202	2.230	(0.111)	-4.8%	(0.029)	-1.3%	25.524	25.076	25.119	(0.448)	-1.8%	(0.042)	-0.2%
<i>Hudson Line - Commutation</i>	0.737	0.728	0.738	(0.009)	-1.2%	(0.010)	-1.4%	8.701	8.698	8.657	(0.003)	0.0%	0.042	0.5%
<i>Hudson Line - Non-Commutation</i>	0.692	0.658	0.670	(0.034)	-4.9%	(0.012)	-1.8%	7.201	7.250	7.048	0.049	0.7%	0.202	2.9%
TOTAL HUDSON LINE	1.429	1.386	1.409	(0.043)	-3.0%	(0.023)	-1.6%	15.902	15.948	15.704	0.046	0.3%	0.244	1.6%
<i>New Haven Line - Commutation</i>	1.746	1.679	1.715	(0.067)	-3.8%	(0.036)	-2.1%	20.443	20.112	20.349	(0.331)	-1.6%	(0.237)	-1.2%
<i>New Haven Line - Non-Commutation</i>	1.607	1.550	1.577	(0.057)	-3.5%	(0.027)	-1.7%	16.732	16.713	16.475	(0.019)	-0.1%	0.238	1.4%
TOTAL NEW HAVEN LINE	3.353	3.230	3.292	(0.124)	-3.7%	(0.063)	-1.9%	37.175	36.825	36.824	(0.350)	-0.9%	0.001	0.0%
Total Ridership East of Hudson	3.799	3.685	3.748	(0.114)	-3.0%	(0.063)	-1.7%	44.545	43.972	44.313	(0.573)	-1.3%	(0.342)	-0.8%
<i>All Lines - Commutation</i>	3.296	3.132	3.183	(0.164)	-5.0%	(0.051)	-1.6%	34.057	33.878	33.333	(0.179)	-0.5%	0.544	1.6%
<i>All Lines - Non-Commutation</i>	3.296	3.132	3.183	(0.164)	-5.0%	(0.051)	-1.6%	34.057	33.878	33.333	(0.179)	-0.5%	0.544	1.6%
TOTAL EAST OF HUDSON LINES	7.095	6.817	6.931	(0.278)	-3.9%	(0.114)	-1.6%	78.601	77.849	77.647	(0.752)	-1.0%	0.203	0.3%
<i>West of Hudson^(B)</i>	<u>0.123</u>	<u>0.167</u>	<u>0.129</u>	<u>0.044</u>	<u>36.2%</u>	<u>0.039</u>	<u>30.0%</u>	<u>1.487</u>	<u>1.522</u>	<u>1.506</u>	<u>0.035</u>	<u>2.4%</u>	<u>0.016</u>	<u>1.1%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.218	6.985	7.060	(0.233)	-3.2%	(0.075)	-1.1%	80.088	79.371	79.153	(0.717)	-0.9%	0.219	0.3%

^(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
November 30, 2019

<u>Department</u>	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	3	3	-	
Labor Relations	14	12	2	
Safety	59	53	6	A
Security	24	19	5	A
Office of the Executive VP	9	7	2	
Corporate & Public Affairs	15	15	-	
Customer Service	60	57	3	
Legal	13	11	2	
Claims	10	6	4	
Human Resources	44	34	10	A
Training	85	85	-	
Employee Relations & Diversity	5	4	1	
VP Planning	2	2	-	
Operations Planning & Analysis	20	19	1	
Capital Planning & Programming	13	10	3	
Long Range Planning	8	5	3	
VP Finance & Info Systems	-	-	-	
Controller	72	68	4	
Budget	17	18	(1)	
Procurement & Material Mgmt	26	21	5	A
Total Administration	499	448	51	
Operations				
Operations Support	77	71	6	A, B
Transportation	1,660	1,673	(13)	C
Customer Service	368	364	4	
Metro-North West	29	34	(5)	
Total Operations	2,134	2,141	(7)	
Maintenance				
Maintenance of Equipment	1,663	1,606	57	B
Maintenance of Way	2,132	2,115	17	B, C
Procurement & Material Mgmt	115	118	(3)	D
Total Maintenance	3,910	3,839	71	
Engineering/Capital				
Construction Management	38	35	3	
Engineering & Design	76	86	(10)	D
Total Engineering/Capital	114	121	(7)	
Total Positions	6,657	6,549	108	
Non-Reimbursable	6,018	5,989	30	
Reimbursable	639	560	78	
Total Full-Time	6,656	6,548	108	
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
November 30, 2019

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	170	154	16
Professional, Technical, Clerical	329	295	34
Operational Hourlies	-	-	-
Total Administration	499	448	51
Operations			
Managers/Supervisors	264	247	17
Professional, Technical, Clerical	210	213	(3)
Operational Hourlies	1,660	1,681	(21)
Total Operations	2,134	2,141	(7)
Maintenance			
Managers/Supervisors	641	640	1
Professional, Technical, Clerical	477	465	12
Operational Hourlies	2,792	2,734	58
Total Maintenance	3,910	3,839	71
Engineering/Capital			
Managers/Supervisors	46	42	4
Professional, Technical, Clerical	68	79	(11)
Operational Hourlies	-	-	-
Total Engineering/Capital	114	121	(7)
Total Positions			
Managers/Supervisors	1,121	1,083	38
Professional, Technical, Clerical	1,084	1,052	32
Operational Hourlies	4,452	4,414	38
Total Positions	6,657	6,549	108

**MTA METRO-NORTH RAILROAD
2019 MID-YEAR FORECAST VS. ACTUALS
November 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	499	448	51	Primarily reflects higher attrition than planned
Operations	2,134	2,141	(7)	Primarily reflects less attrition than planned
Maintenance	3,910	3,839	71	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	114	121	(7)	Primarily reflects earlier hiring of vacant positions
Total Agency-wide Headcount	6,657	6,549	108	
Non-Reimbursable	6,018	5,989	30	
Reimbursable	639	560	78	

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

	MONTH			VARIANCE	
	MYF	2019	2018	Fav/(Unfav)	
				MYF	2018
Farebox Operating Ratio					
Standard ^(B)	58.2%	66.1%	54.7%	7.9%	11.4%
Adjusted ^(C)	65.9%	75.6%	61.1%	9.7%	14.4%
Cost per Passenger					
Standard ^(B)	\$16.03	\$13.84	\$16.08	\$2.18	\$2.24
Adjusted ^(C)	\$15.61	\$13.43	\$15.70	\$2.18	\$2.27
Passenger Revenue/Passenger	\$9.33	\$9.15	\$8.81	(\$0.18)	\$0.35
	YEAR-TO-DATE			VARIANCE	
	MYF	2019	2018	MYF	2018
Farebox Operating Ratio					
Standard ^(B)	56.5%	56.8%	55.1%	0.3%	1.7%
Adjusted ^(C)	63.7%	64.0%	61.2%	0.2%	2.8%
Cost per Passenger					
Standard ^(B)	\$15.47	\$15.34	\$15.46	\$0.12	\$0.12
Adjusted ^(C)	\$15.05	\$14.93	\$15.06	\$0.12	\$0.13
Passenger Revenue/Passenger	\$8.73	\$8.71	\$8.52	(\$0.02)	\$0.19

(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.

MTA METRO-NORTH RAILROAD
MID-YEAR FORECAST AND NOVEMBER ESTIMATE vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2019 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date			Fav/(Unfav) Variance			
	Mid-Year Forecast	November Estimate	Actual	Mid-Year Forecast		November Estimate	
	\$	\$	\$	\$ Var	% Var	\$ Var	% Var
Total Revenue	753.8	751.1	743.9	(9.9)	(1.3)	(7.2)	(1.0)
Total Expenses before Non-Cash Liability Adjs	1,204.7	1,220.3	1,218.1	(13.3)	(1.1)	2.3	0.2
Depreciation	225.6	224.6	210.7	14.9	6.6	14.0	6.2
OPEB Obligation	(0.0)	(0.0)	-	(0.0)	100.0	(0.0)	100.0
GASB 68 Pension Adjustment	(2.5)	(2.8)	(3.4)	0.8	(33.4)	0.6	(21.5)
Environmental Remediation	3.7	3.6	3.1	0.6	16.4	0.6	15.7
GASB 75 OPEB Expense Adj	0.3	(0.7)	(1.0)	1.3	477.1	0.3	(40.2)
Total Expenses	1,431.7	1,445.1	1,427.4	4.4	0.3	17.7	1.2
Net Surplus/(Deficit)	(677.9)	(694.0)	(683.4)	(5.5)	(0.8)	10.5	1.5

Note: Totals may not add due to rounding

MTA METRO-NORTH RAILROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER ESTIMATE AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2019 YEAR-TO-DATE
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$7.2)	(1.0)	Primarily due to lower ridership on the Harlem and New Haven Lines as well as lower advertising revenue.
Total Expenses	\$17.7	1.2	Primarily reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use. This is combined with lower expenses for contracted services that have not started yet or been invoiced.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

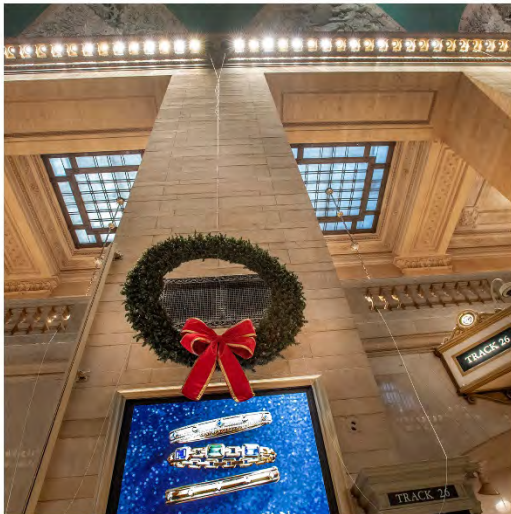


Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



Every year, Grand Central Terminal dresses up for the holiday season. This year, there was a new 22-foot wreath gracing the south side of the building. Hung by Metro North Railroad employees, the wreath is 14 feet in diameter in its inner ring, and weighs roughly 1,950 lbs.--or the equivalent of 10, 195-lb men. The bow is 13.5 feet wide, and has 15-foot-long tails.



Metro-North Railroad

December 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 Final Estimate (forecast) and key financial performance indicators. This report presents preliminary 2019 results that are compared and are subject to change pending final year-end accounting adjustments and audit review. The presentation of the final 2019 results will be reported in April 2020.

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

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

- Ridership of 86.6 million, which includes East of Hudson ridership of 85.0 million and West of Hudson ridership of 1.6 million, was 0.6% unfavorable vs. forecast. Consequently, farebox revenue of \$764.3 million was \$7.6 million lower than forecast.
- Total revenue of \$814.2 million was \$10.4 million or 1.3% lower than forecast due to lower ridership and advertising revenue as well as the timing of net GCT retail income.
- Total expenses of \$1,340.3 million were \$0.3 million unfavorable vs. forecast primarily due to higher labor expenses related to Retroactive Wage Adjustments (RWA) and timing of retiree payouts largely offset by lower expenses for contracted services.

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

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

	<u>Final Estimate</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$824.6	\$814.2	(\$10.4)	-1.3%
Total Expenses before Non-Cash Liability Adjs.	1,340.0	1,340.3	(0.3)	0.0%
Operating Surplus/(Deficit)	(515.4)	(526.2)	(10.7)	-2.1%
<i>Other Non-Cash Liabilities</i>	341.0	225.1	115.9	34.0%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(856.4)	(751.3)	105.2	12.3%
<i>Cash Adjustments</i>	262.3	133.9	(128.4)	-48.9%
Net Cash Surplus/(Deficit)	(\$594.1)	(\$617.3)	(\$23.2)	-3.9%

Steven Weiss
Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

December 2019 YTD Net Deficit before non-cash liability adjustments of \$526.2 million was \$10.7 million or 2.1% unfavorable vs. the forecast.

Major drivers of the December 2019 YTD favorable result of \$10.7 million include lower Non-Reimbursable Revenues of \$10.4 million, primarily driven by lower farebox revenue of \$7.6 million and lower other operating revenue of \$2.8 million primarily driven by lower advertising revenue. Non-Reimbursable Expenses were \$0.3 million unfavorable mainly due to higher labor expenses related to Retroactive Wage Adjustments (RWA) and timing of retiree payouts offset by lower non-labor spending primarily in the maintenance and other operating contracts and professional services categories.

December 2019 YTD Reimbursable Expenses of \$274.1 million were \$56.5 million favorable vs. the forecast primarily due to the timing of several capital projects including Maybrook Trailway, Connecticut Positive Train Control, Waterbury Branch Cab Signal, Turnouts: Main Line High Speed Interlocking and the Signal Replacement from Greenwich to South Norwalk.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$7.6 million lower vs. the forecast primarily due to lower ridership on the Harlem and New Haven Lines.
 - YTD Ridership of 86.6 million was 0.6% unfavorable vs. the forecast and 0.1% favorable vs. YTD 2018.
- **Other Operating Revenue** – YTD was \$2.8 million or 4.7% unfavorable vs. the forecast primarily due to lower advertising revenue and the timing of net GCT retail income.
- **Capital and Other Reimbursements** – YTD was \$56.5 million or 17.1% unfavorable vs. the forecast primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,839.5 million were \$172.1 million or 8.6% favorable vs. the forecast.

Labor Expenses (including fringes and overhead recoveries) of \$1,147.9 million YTD were \$11.7 million unfavorable vs. the forecast.

- **Payroll** – YTD was \$8.6 million unfavorable vs. the forecast which primarily reflects 2018 catch-up RWA accruals for pending union agreements, higher than reserved RWA payments, and the timing of retiree payouts.
- **Overtime** – YTD was \$4.9 million unfavorable vs. the forecast primarily due to higher reliability centered maintenance (RCM) and rolling stock running repairs as well as the RWA impacts noted above.

Non-Labor Expenses of \$466.5 million YTD were \$67.9 million favorable vs. the forecast.

- **Electric Power** – YTD results were \$2.6 million favorable vs. the forecast primarily due to lower rates.
- **Fuel** – YTD expenses were \$1.0 million favorable vs. the forecast primarily due to lower diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$34.2 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily for the Maybrook Trailway

Project as well as the timing of Non-Reimbursable expenses for the BL-20 Overhaul Program, Infrastructure Maintenance and other various expenses.

- **Professional Services** – YTD was \$12.3 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily for the Connecticut Positive Train Control Project partially offset by lower than anticipated Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$18.2 million favorable vs. the forecast primarily due to the timing of 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 \$1.8 million favorable vs. the forecast due to miscellaneous expenses including lower subsidy payments to New Jersey Transit.

Depreciation and Other Non-Cash Liability Adjustments were \$115.9 million favorable vs. the YTD forecast primarily due to pending post-close year-end accounting adjustments.

CASH DEFICIT SUMMARY

December YTD Net Cash Deficit of \$617.3 million was \$23.2 million or 3.9% unfavorable to the forecast. This is mainly due to the timing of payments in several expenditure categories as well as lower receipts.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 63.0% was 3.7 percentage points favorable vs. the forecast.
- Adjusted Cost per Passenger of \$15.23 was \$1.06 favorable vs. the forecast.
- Revenue per Passenger of \$8.74 was \$0.04 unfavorable vs. the forecast.

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

SCHEDULE I-A

NON-REIMBURSABLE

	2019			Favorable/(Unfavorable) Variance			
	Adopted	Final Estimate	Actual	Adopted Budget		Final Estimate	
	Budget	Final Estimate	Actual	\$	%	\$	%
Revenue							
Farebox Revenue	\$769.661	\$764.320	\$756.682	(\$12.979)	(1.7)	(\$7.638)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	56.741	60.296	57.488	0.747	1.3	(2.808)	(4.7)
<i>Capital & Other Reimbursements:</i>							
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$826.402	\$824.615	\$814.169	(\$12.232)	(1.5)	(\$10.446)	(1.3)
Expenses							
<i>Labor:</i>							
Payroll	\$522.948	\$529.985	\$538.168	(\$15.220)	(2.9)	(\$8.183)	(1.5)
Overtime	95.257	95.419	99.440	(4.183)	(4.4)	(4.021)	(4.2)
Health and Welfare	111.256	111.132	109.165	2.091	1.9	1.968	1.8
OPEB Current Payment	35.000	39.000	38.132	(3.132)	(8.9)	0.868	2.2
Pensions	104.897	111.098	109.598	(4.701)	(4.5)	1.500	1.4
Other Fringe Benefits	124.413	127.391	129.501	(5.088)	(4.1)	(2.110)	(1.7)
Reimbursable Overhead	(69.543)	(73.781)	(77.839)	8.295	11.9	4.057	5.5
Total Labor	\$924.228	\$940.245	\$946.165	(\$21.938)	(2.4)	(\$5.920)	(0.6)
<i>Non-Labor:</i>							
Electric Power	\$70.894	\$73.226	\$70.335	\$0.559	0.8	\$2.891	3.9
Fuel	22.306	20.157	19.126	\$3.180	14.3	\$1.030	5.1
Insurance	18.828	16.300	16.322	\$2.506	13.3	(\$0.022)	(0.1)
Claims	1.000	1.000	3.271	(\$2.271)	*	(\$2.271)	*
Paratransit Service Contracts	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Maintenance and Other Operating Contracts	114.327	116.495	111.791	\$2.536	2.2	\$4.704	4.0
Professional Service Contracts	40.357	43.040	40.620	(\$0.264)	(0.7)	\$2.420	5.6
Materials & Supplies	101.233	101.631	106.110	(\$4.878)	(4.8)	(\$4.479)	(4.4)
Other Business Expenses	28.762	27.938	26.594	\$2.168	7.5	\$1.344	4.8
Total Non-Labor	\$397.706	\$399.787	\$394.170	\$3.536	0.9	\$5.617	1.4
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,321.934	\$1,340.032	\$1,340.336	(\$18.402)	(1.4)	(\$0.304)	0.0
Depreciation	\$246.507	\$246.507	\$229.728	\$16.779	6.8	\$16.779	6.8
OPEB Obligation	58.000	(0.000)	0.000	58.000	100.0	(0.000)	(100.0)
GASB68 Pension Adjustment	(24.000)	(3.700)	(5.975)	(18.025)	(75.1)	2.275	61.5
Environmental Remediation	4.000	4.000	3.050	0.950	23.7	0.950	23.7
GASB75 Adjustment	0.000	94.200	(1.715)	1.715	-	95.915	*
Total Expenses	\$1,606.441	\$1,681.039	\$1,565.423	\$41.018	2.6	\$115.616	6.9
Net Surplus/(Deficit)	(\$780.039)	(\$856.423)	(\$751.253)	\$28.786	3.7	\$105.170	12.3
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$246.507	\$246.507	\$229.728	(\$16.779)	(6.8)	(\$16.779)	(6.8)
Operating/Capital	(100.334)	(67.369)	(59.893)	40.441	40.3	7.476	11.1
Other Cash Adjustments	22.637	83.181	(35.907)	(58.544)	*	(119.088)	*
Total Cash Conversion Adjustments	\$168.810	\$262.319	\$133.928	(\$34.882)	(20.7)	(\$128.390)	(48.9)
Net Cash Surplus/(Deficit)	(\$611.229)	(\$594.105)	(\$617.325)	(\$6.096)	(1.0)	(\$23.220)	(3.9)

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

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

SCHEDULE I-B

REIMBURSABLE

	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
<i>Capital & Other Reimbursements:</i>							
MTA	155.610	152.861	141.206	(14.404)	(9.3)	(11.654)	(7.6)
CDOT	158.767	135.444	105.686	(53.081)	(33.4)	(29.758)	(22.0)
Other	5.179	42.288	27.179	22.000	*	(15.109)	(35.7)
Total Capital and Other Reimbursements	319.556	330.593	274.072	(45.484)	(14.2)	(56.521)	(17.1)
Total Revenue	\$319.556	\$330.593	\$274.072	(\$45.484)	(14.2)	(\$56.521)	(17.1)
Expenses							
<i>Labor:</i>							
Payroll	\$58.386	\$52.146	\$52.604	\$5.782	9.9	(\$0.458)	(0.9)
Overtime	26.143	29.501	30.415	(4.272)	(16.3)	(0.913)	(3.1)
Health and Welfare	19.409	17.883	17.811	1.599	8.2	0.072	0.4
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	13.295	12.883	13.103	0.192	1.4	(0.220)	(1.7)
Other Fringe Benefits	14.554	13.929	14.226	0.328	2.3	(0.298)	(2.1)
Reimbursable Overhead	65.875	69.637	73.566	(7.691)	(11.7)	(3.929)	(5.6)
Total Labor	\$197.662	\$195.978	\$201.726	(\$4.063)	(2.1)	(\$5.747)	(2.9)
<i>Non-Labor:</i>							
Electric Power	\$0.000	\$0.002	\$0.338	(\$0.338)	-	(\$0.335)	*
Fuel	0.000	0.000	0.001	(0.001)	-	(0.001)	*
Insurance	4.523	3.331	3.220	1.303	28.8	0.112	3.4
Claims	0.000	0.000	0.005	(0.005)	-	(0.005)	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	33.538	57.069	27.616	5.922	17.7	29.453	51.6
Professional Service Contracts	57.162	31.414	21.525	35.637	62.3	9.889	31.5
Materials & Supplies	26.467	41.969	19.302	7.164	27.1	22.667	54.0
Other Business Expenses	0.204	0.829	0.339	(0.135)	(66.3)	0.489	59.1
Total Non-Labor	\$121.894	\$134.615	\$72.346	\$49.548	40.6	\$62.269	46.3
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$319.556	\$330.593	\$274.072	\$45.484	14.2	\$56.521	17.1
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB75 Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$319.556	\$330.593	\$274.072	\$45.484	14.2	\$56.521	17.1
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

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

SCHEDULE I-C

NON-REIMBURSABLE/ REIMBURSABLE

	2019			Favorable/(Unfavorable) Variance			
	Adopted			Adopted Budget		Final Estimate	
	Budget	Final Estimate	Actual	\$	%	\$	%
Revenue							
Farebox Revenue	\$769.661	\$764.320	\$756.682	(\$12.979)	(1.7)	(\$7.638)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	-	0.000	-
Other Operating Revenue	56.741	60.296	57.488	0.747	1.3	(2.808)	(4.7)
<i>Capital & Other Reimbursements:</i>							
MTA	155.610	152.861	141.206	(14.404)	(9.3)	(11.654)	(7.6)
CDOT	158.767	135.444	105.686	(53.081)	(33.4)	(29.758)	(22.0)
Other	5.179	42.288	27.179	22.000	*	(15.109)	(35.7)
Total Capital and Other Reimbursements	319.556	330.593	274.072	(45.484)	(14.2)	(56.521)	(17.1)
Total Revenue	\$1,145.958	\$1,155.208	\$1,088.241	(\$57.717)	(5.0)	(\$66.967)	(5.8)
Expenses							
<i>Labor:</i>							
Payroll	\$581.334	\$582.131	\$590.772	(\$9.438)	(1.6)	(\$8.641)	(1.5)
Overtime	121.400	124.920	129.855	(8.455)	(7.0)	(4.935)	(4.0)
Health and Welfare	130.665	129.015	126.975	3.690	2.8	2.040	1.6
OPEB Current Payment	35.000	39.000	38.132	(3.132)	(8.9)	0.868	2.2
Pensions	118.192	123.981	122.702	(4.510)	(3.8)	1.280	1.0
Other Fringe Benefits	138.967	141.320	143.728	(4.760)	(3.4)	(2.408)	(1.7)
Reimbursable Overhead	(3.668)	(4.145)	(4.273)	0.604	16.5	0.128	3.1
Total Labor	\$1,121.890	\$1,136.223	\$1,147.891	(\$26.001)	(2.3)	(\$11.668)	(1.0)
<i>Non-Labor:</i>							
Electric Power	\$70.894	\$73.228	\$70.673	\$0.221	0.3	\$2.555	3.5
Fuel	22.306	20.157	19.127	3.179	14.3	1.030	5.1
Insurance	23.351	19.631	19.542	3.809	16.3	0.090	0.5
Claims	1.000	1.000	3.276	(2.276)	*	(2.276)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	147.865	173.564	139.407	8.458	5.7	34.157	19.7
Professional Service Contracts	97.519	74.454	62.145	35.373	36.3	12.309	16.5
Materials & Supplies	127.700	143.601	125.413	2.287	1.8	18.188	12.7
Other Business Expenses	28.966	28.767	26.933	2.032	7.0	1.833	6.4
Total Non-Labor	\$519.600	\$534.402	\$466.517	\$53.084	10.2	\$67.885	12.7
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,641.490	\$1,670.625	\$1,614.407	\$27.083	1.6	\$56.218	3.4
Depreciation	\$246.507	\$246.507	\$229.728	\$16.779	6.8	\$16.779	6.8
OPEB Obligation	58.000	(0.000)	0.000	58.000	100.0	(0.000)	(100.0)
GASB68 Pension Adjustment	(24.000)	(3.700)	(5.975)	(18.025)	(75.1)	2.275	61.5
Environmental Remediation	4.000	4.000	3.050	0.950	23.7	0.950	23.7
GASB75 Adjustment	0.000	94.200	(1.715)	1.715	-	95.915	*
Total Expenses	\$1,925.997	\$2,011.632	\$1,839.495	\$86.502	4.5	\$172.137	8.6
Net Surplus/(Deficit)	(\$780.039)	(\$856.423)	(\$751.253)	\$28.786	3.7	\$105.170	12.3
<i>Cash Conversion Adjustments:</i>							
Depreciation	\$246.507	\$246.507	\$229.728	(\$16.779)	(6.8)	(\$16.779)	(6.8)
Operating/Capital	(100.334)	(67.369)	(59.893)	40.441	40.3	7.476	11.1
Other Cash Adjustments	22.637	83.181	(35.907)	(58.544)	*	(119.088)	*
Total Cash Conversion Adjustments	168.810	262.319	133.928	(\$34.882)	(20.7)	(\$128.390)	(48.9)
Net Cash Surplus/(Deficit)	(\$611.229)	(\$594.105)	(\$617.325)	(\$6.096)	(1.0)	(\$23.220)	(3.9)

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

MTA METRO-NORTH RAILROAD
2019 FINAL ESTIMATE VS. ACTUAL
DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)
EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND ACTUAL RESULTS
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Final Estimate		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$56.521)	(17.1%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
OVERTIME	Non-Reimb	(\$4.021)	(4.2%)	See overtime tables.
	Reimb	(\$0.913)	(3.1%)	See overtime tables.
REIMBURSABLE OVERHEAD	Non-Reimb	\$4.057	5.5%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.
	Reimb	(\$3.929)	(5.6%)	
FUEL	Non-Reimb	\$1.030	5.1%	Primarily due to lower diesel fuel price per gallon.
CLAIMS	Non-Reimb	(\$2.271)	*	Reflects a higher passenger claims provision than forecasted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Reimb	\$29.453	51.6%	Reflects lower activity and timing of invoices on the Maybrook Trailway (actuals are recorded in Professional Services), Signal Replacement from Greenwich to South Norwalk and GCT Leaks Remediation NYCDOT Share Projects partially offset by higher activity on Positive Train Control (CT) (budget in Professional Services) and Connecticut Track Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$2.420	5.6%	Primarily due to lower than anticipated consulting and engineering services. Reflects timing of Positive Train Control (CT), GCT Leaks Remediation NYCDOT Share and Oil Circuit Breaker Replacement Projects partially offset by the transfer of Maybrook Trailway Project expense from Operating Capital (budget in Maintenance Services).
	Reimb	\$9.889	31.5%	
MATERIALS AND SUPPLIES	Reimb	\$22.667	54.0%	Reflects lower activity on the Waterbury Branch Cab Signal, GCT Turnouts - Switch Renewal, Harmon Shop Replacement - Phase Five and Turnouts: Mainline: High Speed Interlocking Replacement Projects partially offset by increased activity on the Connecticut Track Program and Moodna-Woodbury Viaduct Project.
OTHER BUSINESS EXPENSES	Reimb	\$0.489	59.1%	Reflects primarily lower activity on the Maybrook Trailway Project.
DEPRECIATION	Non-Reimb	\$16.779	6.8%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$2.275	61.5%	Pension expenses will be further adjusted pending the year-end Actuarial Valuation report.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.950	23.7%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$95.915	*	GASB75 Adjustment will be further adjusted pending the year-end valuation report.
OPERATING CAPITAL	Non-Reimb	\$7.476	11.1%	Reflects timing primarily in the following projects: Power Control SCADA Upgrade, Cameras-Audio For Non-M8 Fleet, Upper Harlem Pole Replacement, Track Geometry Car Purchase, Centralize Traffic Control System Upgrade, GP35 Locomotive Overhauls, Replacement of Operations Control Center North Display, GCT Exhaust Duct Repair and Bridge Monitor Installation partially offset by timing of the Maybrook Trailway expense to Reimbursable Capital.

* Variance exceeds 100%.

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

	2019 Adopted Budget		2019 Final Estimate		Preliminary Actual		2019 Adopted Budget vs. Actuals		2019 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
	Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	588,595	\$ 38.483	641,314	\$ 38.901	607,284	\$ 36.607	(18,689)	\$1.876	34,030	\$2.294
							-3.2%	4.9%	5.3%	5.9%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	556,657	\$ 33.381	567,179	\$ 33.787	641,187	\$ 36.903	(84,531)	(\$3.522)	(74,009)	(\$3.116)
							-15.2%	-10.6%	-13.0%	-9.2%
<u>Unscheduled Maintenance</u>	5,102	\$ 0.287	30	\$ 0.002	12	\$ 0.001	5,091	\$0.287	18	\$0.001
							99.8%	99.8%	60.9%	63.3%
<u>Vacancy/Absentee Coverage</u> ²	298,537	\$ 16.963	304,777	\$ 17.090	336,458	\$ 18.460	(37,920)	(\$1.497)	(31,681)	(\$1.369)
							-12.7%	-8.8%	-10.4%	-8.0%
<u>Weather Emergencies</u>	101,012	\$ 6.143	101,834	\$ 5.952	108,990	\$ 6.170	(7,978)	(\$0.028)	(7,155)	(\$0.218)
							-7.9%	-0.4%	-7.0%	-3.7%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	164	\$ (0.313)	92	\$ 1.300	(92)	(\$1.300)	72	(\$1.613)
Subtotal	1,549,903	\$ 95.257	1,615,297	\$ 95.419	1,694,022	\$ 99.440	(144,119)	(\$4.183)	(78,724)	(\$4.021)
							-9.3%	-4.4%	-4.9%	-4.2%
REIMBURSABLE OVERTIME	427,637	\$ 26.143	493,575	\$ 29.501	486,192	\$ 30.415	(58,555)	(\$4.272)	7,383	(\$0.913)
							-13.7%	-16.3%	1.5%	-3.1%
TOTAL OVERTIME	1,977,540	\$ 121.400	2,108,872	\$ 124.920	2,180,214	\$ 129.855	(202,674)	(\$8.455)	(71,342)	(\$4.935)
							-10.2%	-7.0%	-3.4%	-4.0%

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

**MTA Metro-North Railroad
Preliminary 2019 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)**

	Final Estimate December Year-to-Date		
	Var. - Fav/(Unfav)		Explanations
	Hours	\$	
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u> ¹	34,030	\$2.294	Increased employee availability based upon lower relief day coverage due to lower unplanned absences as well as timing of overtime pay for the Christmas holiday.
	5.3%	5.9%	
<u>Unscheduled Service</u>	0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(74,009)	(\$3.116)	Primarily due to higher Reliability Centered Maintenance (RCM) and rolling stock running repairs.
	-13.0%	-9.2%	
<u>Unscheduled Maintenance</u>	18	\$0.001	Fewer than anticipated unscheduled maintenance events.
	60.9%	63.3%	
<u>Vacancy/Absentee Coverage</u> ²	(31,681)	(\$1.369)	Higher required vacancy coverage for must fill jobs in Maintenance of Equipment, Customer Service, and Maintenance of Way.
	-10.4%	-8.0%	
<u>Weather Emergencies</u>	(7,155)	(\$0.218)	Storm preparation and coverage for December weather events.
	-7.0%	-3.7%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	
<u>Other</u>	72	(\$1.613)	Catch-up for 2018 portion of Retroactive Wage Adjustment (RWA) accruals as well as timing of RWA payments partially offset by timing differences for payroll and calendar cutoff dates.
Subtotal	(78,724)	(\$4.021)	
REIMBURSABLE OVERTIME			
	7,383	(\$0.913)	Primarily due to work done on weekends due to track availability issues for the Cyclical Track Program.
	1.5%	-3.1%	
TOTAL OVERTIME	(71,342)	(\$4.935)	

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

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

MTA METRO-NORTH RAILROAD
2019 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

SCHEDULE III

	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$756.259	\$748.708	\$743.736	(\$12.523)	(1.7)	(\$4.972)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	85.932	108.748	107.667	21.735	25.3	(1.081)	(1.0)
<i>Capital & Other Reimbursements:</i>							
MTA	154.606	146.714	163.462	8.856	5.7	16.748	11.4
CDOT	158.767	135.444	102.833	(55.934)	(35.2)	(32.611)	(24.1)
Other	6.748	43.857	30.741	23.993	*	(13.116)	(29.9)
Total Capital and Other Reimbursements	320.122	326.015	297.036	(23.086)	(7.2)	(28.979)	(8.9)
Total Receipts	\$1,162.313	\$1,183.471	\$1,148.439	(\$13.874)	(1.2)	(\$35.032)	(3.0)
Expenditures							
<i>Labor:</i>							
Payroll	\$591.303	\$582.784	\$592.343	(\$1.040)	(0.2)	(\$9.559)	(1.6)
Overtime	125.434	125.778	129.609	(4.175)	(3.3)	(3.831)	(3.0)
Health and Welfare	143.631	140.393	145.031	(1.400)	(1.0)	(4.638)	(3.3)
OPEB Current Payment	35.000	39.000	38.382	(3.382)	(9.7)	0.618	1.6
Pensions	118.921	124.481	126.554	(7.633)	(6.4)	(2.073)	(1.7)
Other Fringe Benefits	136.414	143.309	144.228	(7.814)	(5.7)	(0.919)	(0.6)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(0.000)	0.000	0.000	(0.000)	(100.0)	0.000	100.0
Total Labor	\$1,150.703	\$1,155.746	\$1,176.147	(\$25.444)	(2.2)	(\$20.401)	(1.8)
<i>Non-Labor:</i>							
Electric Power	\$72.977	\$75.495	\$76.454	(\$3.477)	(4.8)	(\$0.959)	(1.3)
Fuel	\$21.817	\$19.667	\$18.221	3.596	16.5	1.446	7.4
Insurance	\$23.668	\$21.593	\$20.609	3.059	12.9	0.984	4.6
Claims	\$1.498	\$19.912	\$24.849	(23.351)	*	(4.937)	(24.8)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	204.912	210.519	178.554	26.358	12.9	31.965	15.2
Professional Service Contracts	108.810	79.340	80.861	27.949	25.7	(1.521)	(1.9)
Materials & Supplies	137.396	149.119	152.582	(15.186)	(11.1)	(3.463)	(2.3)
Other Business Expenditures	51.761	46.185	37.487	14.274	27.6	8.698	18.8
Total Non-Labor	\$622.838	\$621.830	\$589.617	\$33.221	5.3	\$32.213	5.2
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$1,773.541	\$1,777.576	\$1,765.764	\$7.777	0.4	\$11.812	0.7
Net Cash Surplus/(Deficit)	(\$611.229)	(\$594.105)	(\$617.325)	(\$6.096)	(1.0)	(\$23.220)	(3.9)
Subsidies							
MTA	\$492.593	\$464.437	\$413.967	(\$78.626)	(16.0)	(\$50.470)	(10.9)
CDOT	118.636	129.668	145.782	27.146	22.9	16.114	12.4
Total Subsidies	\$611.229	\$594.105	\$559.749	(\$51.480)	(8.4)	(\$34.356)	(5.8)
Cash Timing and Availability Adjustment	0.000	0.000	(10.270)	(10.270)	-	(10.270)	(100.0)

Notes:

- Results are preliminary and subject to audit review.
- Differences are due to rounding.
- * Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
2019 FINAL ESTIMATE vs. ACTUAL
DECEMBER YEAR-TO-DATE
EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND ACTUAL RESULTS
(\$ in millions)**

\$ Detail

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2019 vs. 2019 Final Estimate		Reason for Variance
	Variance Fav (Unfav)		
	\$	%	
CAPITAL AND OTHER REIMBURSEMENTS:			
MTA	16.748	11.4%	Primarily reflects higher cash receipts than forecasted partially offset by lower capital related project activity.
CDOT	(32.611)	(24.1%)	Primarily reflects lower capital related project activity combined with lower cash receipts than forecasted.
OTHER	(13.116)	(29.9%)	Primarily reflects lower reimbursable related project activity partially offset by higher cash receipts than forecasted.
OVERTIME	(3.831)	(3.0%)	Primarily reflects higher Reliability Centered Maintenance (RCM), rolling stock running repairs, capital project activity and required vacancy coverage for must fill jobs in Maintenance of Way, Customer Service and Maintenance of Equipment.
HEALTH & WELFARE	(4.638)	(3.3%)	Primarily reflects timing of premium payments for dental & vision insurance as well as higher labor costs than forecasted.
FUEL	1.446	7.4%	Primarily reflects lower diesel fuel price per gallon than forecasted.
CLAIMS	(4.937)	(24.8%)	Primarily reflects higher than forecasted passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	31.965	15.2%	Primarily reflects the timing of capital related projects for the following projects: Maybrook Trailway (actuals in Professional Service Contracts), Signal Replacement from Greenwich to South Norwalk, Upper Harlem Pole Replacement and Power Control Scada Upgrade as well as the timing of the BL-20 Locomotive Overhauls.
OTHER BUSINESS EXPENSES	8.698	18.8%	Primarily reflects lower miscellaneous expenses as well as timing of New Jersey Transit subsidy payments.
MTA SUBSIDY RECEIPTS	(50.470)	(10.9%)	Primarily reflects available cash balance combined with higher CDOT subsidy partially offset by higher cash deficit.
CDOT SUBSIDY RECEIPTS	16.114	12.4%	Primarily reflects non forecasted receipts of Administrative Assets, 2018 inventory deposit and 2018 NHL deficit as well as higher CDOT share of estimated deficit.

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

	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	(\$13.402)	(\$15.611)	(\$12.946)	\$0.457	3.4	\$2.666	17.1
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	29.192	48.452	50.179	20.988	71.9	1.727	3.6
<i>Capital & Other Reimbursements:</i>							
MTA	(1.003)	(6.147)	22.256	23.259	*	28.403	*
CDOT	0.000	0.000	(2.853)	(2.853)	-	(2.853)	-
Other	1.569	1.569	3.562	1.993	*	1.993	*
Total Capital and Other Reimbursements	0.566	(4.578)	22.964	22.398	*	27.542	*
Total Receipts	\$16.355	\$28.263	\$60.198	\$43.843	*	\$31.935	*
Expenditures							
<i>Labor:</i>							
Payroll	(\$9.969)	(\$0.653)	(\$1.571)	\$8.398	84.2	(\$0.918)	*
Overtime	(4.035)	(0.858)	0.246	4.281	*	1.104	*
Health and Welfare	(12.965)	(11.378)	(18.056)	(5.090)	(39.3)	(6.678)	(58.7)
OPEB Current Payment	0.000	0.000	(0.250)	(0.250)	-	(0.250)	-
Pensions	(0.729)	(0.500)	(3.852)	(3.123)	*	(3.352)	*
Other Fringe Benefits	2.553	(1.989)	(0.500)	(3.054)	*	1.488	74.8
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(3.668)	(4.145)	(4.273)	(0.604)	(16.5)	(0.128)	(3.1)
Total Labor	(\$28.813)	(\$19.522)	(\$28.256)	\$0.557	1.9	(\$8.734)	(44.7)
<i>Non-Labor:</i>							
Electric Power	(\$2.082)	(\$2.267)	(\$5.781)	(\$3.698)	*	(\$3.514)	*
Fuel	\$0.490	\$0.490	\$0.906	0.416	85.0	0.416	85.0
Insurance	(0.317)	(1.962)	(1.067)	(0.750)	*	0.895	45.6
Claims	(0.498)	(18.912)	(21.573)	(21.076)	*	(2.661)	(14.1)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(57.048)	(36.955)	(39.147)	17.901	31.4	(2.192)	(5.9)
Professional Service Contracts	(11.291)	(4.886)	(18.716)	(7.425)	(65.8)	(13.829)	*
Materials & Supplies	(9.696)	(5.518)	(27.169)	(17.473)	*	(21.651)	*
Other Business Expenditures	(22.795)	(17.418)	(10.554)	12.242	53.7	6.865	39.4
Total Non-Labor	(\$103.238)	(\$87.429)	(\$123.100)	(\$19.862)	(19.2)	(\$35.672)	(40.8)
<i>Other Adjustments:</i>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	(\$115.696)	(\$78.688)	(\$91.159)	\$24.538	21.2	(\$12.471)	(15.8)
Depreciation	\$246.507	\$246.507	\$229.728	(\$16.779)	(6.8)	(\$16.779)	(6.8)
OPEB Obligation	58.000	(0.000)	0.000	(58.000)	(100.0)	0.000	100.0
GASB68 Pension Adjustment	(24.000)	(3.700)	(5.975)	18.025	75.1	(2.275)	(61.5)
Environmental Remediation	4.000	4.000	3.050	(0.950)	(23.7)	(0.950)	(23.7)
GASB75 Adjustment	0.000	94.200	(1.715)	(1.715)	-	(95.915)	*
Total Expenditures Adjustments	\$284.507	\$341.007	\$225.087	(\$59.419)	(20.9)	(\$115.919)	(34.0)
Total Cash Conversion Adjustments	\$168.810	\$262.319	\$133.928	(\$34.882)	(20.7)	(\$128.390)	(48.9)

Notes:

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

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

	YTD AS OF DECEMBER				VARIANCE					
	ADOPTED BUDGET	FINAL ESTIMATE	2019		ADOPTED BUDGET	FINAL		Fav/(Unfav)		
			PRELIMINARY ACTUAL	2018 ^(A)		ESTIMATE	2018			
FAREBOX REVENUE										
<i>Harlem Line - Commutation</i>	115.627	114.097	113.213	111.605	(2.414)	-2.1%	(0.884)	-0.8%	1.608	1.4%
<i>Harlem Line - Non-Commutation</i>	106.575	105.503	103.713	99.382	(2.862)	-2.7%	(1.791)	-1.7%	4.330	4.4%
TOTAL HARLEM LINE	\$222.202	\$219.601	\$216.926	\$210.988	(\$5.276)	-2.4%	(\$2.675)	-1.2%	\$5.938	2.8%
<i>Hudson Line - Commutation</i>	75.863	75.640	75.363	73.751	(0.500)	-0.7%	(0.277)	-0.4%	1.612	2.2%
<i>Hudson Line - Non-Commutation</i>	92.387	92.305	92.242	87.230	(0.145)	-0.2%	(0.063)	-0.1%	5.012	5.7%
TOTAL HUDSON LINE	\$168.249	\$167.946	\$167.605	\$160.981	(\$0.644)	-0.4%	(\$0.340)	-0.2%	\$6.624	4.1%
<i>New Haven Line - Commutation</i>	162.615	161.037	157.752	158.018	(4.863)	-3.0%	(3.285)	-2.0%	(0.266)	-0.2%
<i>New Haven Line - Non-Commutation</i>	201.961	201.107	199.830	195.673	(2.131)	-1.1%	(1.277)	-0.6%	4.157	2.1%
TOTAL NEW HAVEN LINE	\$364.576	\$362.143	\$357.582	\$353.691	(\$6.994)	-1.9%	(\$4.562)	-1.3%	\$3.891	1.1%
<i>All Lines - Commutation</i>	354.105	350.774	346.328	343.374	(7.777)	-2.2%	(4.446)	-1.3%	2.954	0.9%
<i>All Lines - Non-Commutation</i>	400.922	398.915	395.785	382.286	(5.138)	-1.3%	(3.131)	-0.8%	13.499	3.5%
TOTAL EAST OF HUDSON LINES	\$755.027	\$749.690	\$742.113	\$725.660	(\$12.914)	-1.7%	(\$7.577)	-1.0%	\$16.453	2.3%
<i>West of Hudson^(B)</i>	\$14.634	\$14.630	\$14.569	\$14.574	(0.065)	-0.4%	(0.061)	-0.4%	(0.005)	0.0%
TOTAL FAREBOX REVENUE	\$769.661	\$764.320	\$756.682	\$740.234	(\$12.979)	-1.7%	(\$7.638)	-1.0%	\$16.448	2.2%
RIDERSHIP										
<i>Harlem Line - Commutation</i>	16.858	16.584	16.462	16.639	(0.395)	-2.3%	(0.121)	-0.7%	(0.177)	-1.1%
<i>Harlem Line - Non-Commutation</i>	11.208	11.090	10.905	10.808	(0.303)	-2.7%	(0.185)	-1.7%	0.096	0.9%
TOTAL HARLEM LINE	28.065	27.673	27.367	27.447	(0.698)	-2.5%	(0.306)	-1.1%	(0.080)	-0.3%
<i>Hudson Line - Commutation</i>	9.445	9.432	9.442	9.415	(0.003)	0.0%	0.010	0.1%	0.027	0.3%
<i>Hudson Line - Non-Commutation</i>	7.903	7.921	7.937	7.744	0.034	0.4%	0.016	0.2%	0.193	2.5%
TOTAL HUDSON LINE	17.348	17.353	17.379	17.159	0.030	0.2%	0.025	0.1%	0.220	1.3%
<i>New Haven Line - Commutation</i>	22.265	21.996	21.805	22.080	(0.461)	-2.1%	(0.191)	-0.9%	(0.275)	-1.2%
<i>New Haven Line - Non-Commutation</i>	18.469	18.436	18.430	18.213	(0.039)	-0.2%	(0.006)	0.0%	0.217	1.2%
TOTAL NEW HAVEN LINE	40.734	40.432	40.235	40.293	(0.500)	-1.2%	(0.197)	-0.5%	(0.058)	-0.1%
Total Ridership East of Hudson										
<i>All Lines - Commutation</i>	48.569	48.011	47.709	48.134	(0.860)	-1.8%	(0.303)	-0.6%	(0.425)	-0.9%
<i>All Lines - Non-Commutation</i>	37.579	37.447	37.272	36.765	(0.308)	-0.8%	(0.176)	-0.5%	0.506	1.4%
TOTAL EAST OF HUDSON LINES	86.148	85.459	84.980	84.899	(1.168)	-1.4%	(0.478)	-0.6%	0.081	0.1%
<i>West of Hudson^(B)</i>	1.614	1.617	1.614	1.642	0.000	0.0%	(0.003)	-0.2%	(0.028)	-1.7%
TOTAL EAST & WEST OF HUDSON LINES	87.762	87.075	86.594	86.541	(1.167)	-1.3%	(0.481)	-0.6%	0.054	0.1%

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

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

**MTA METRO-NORTH RAILROAD
2019 FINAL ESTIMATE VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2019**

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

Notes

(A) Variance reflects higher attrition than planned.

(B) Variance reflects delayed hiring of vacant positions.

MTA METRO-NORTH RAILROAD
2019 FINAL ESTIMATE VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2019

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

**MTA METRO-NORTH RAILROAD
2019 FINAL ESTIMATE VS. ACTUALS
December 31, 2019**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	602	446	156	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Operations	2,242	2,155	87	Primarily reflects delayed hiring of vacant positions
Maintenance	4,169	3,837	332	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	136	118	18	
Total Agency-wide Headcount	7,149	6,556	593	
Non-Reimbursable	6,487	6,079	408	
Reimbursable	662	477	185	

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

	YEAR-TO-DATE			VARIANCE	
	FINAL ESTIMATE	2019 PRELIMINARY ACTUAL	2018	Fav/(Unfav) FINAL ESTIMATE	2018
Farebox Operating Ratio					
Standard ^(B)	56.2%	55.8%	54.7%	-0.4%	1.1%
Adjusted ^(C)	63.5%	62.9%	60.8%	-0.6%	2.1%
Cost per Passenger					
Standard ^(B)	\$15.61	\$15.65	\$15.64	(\$0.04)	(\$0.01)
Adjusted ^(C)	\$15.20	\$15.25	\$15.24	(\$0.05)	(\$0.00)
Passenger Revenue/Passenger	\$8.78	\$8.74	\$8.56	(\$0.04)	\$0.18

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

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

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

Ridership Report

Michael Shiffer

Vice President, Planning



MTA Metro-North’s Hudson Rail Link Bus picking up customers at Spuyten Duyvil.



Metro-North Railroad

January 2019 Highlights: Ridership Report

(Note: December West of Hudson data is not yet available from NJT)

Annual Ridership: 2019 vs. 2018

- **Total Metro-North annual rail ridership is projected to be approximately 86.6 million, this is slightly above 2018** (approximately 100,000 additional rides on 86.5 million last year).
 - *Please Note: December East of Hudson ridership data is preliminary and December West of Hudson ridership is not yet available from NJT; these results reflect projected WoH ridership for December.*
- **Total annual East of Hudson ridership** was approximately **85.0 million**, (above last year's figures of 84.9 million by approximately 100,000 additional rides).
 - Annual East of Hudson ridership was 0.1% above 2018 and 0.6% below Forecast
 - Annual Commutation ridership was 0.9% below 2018
 - Annual Non-Commutation ridership was 1.4% above 2018
- **2019 was a record-setting year for the Hudson Line (highest ever)**
- The Hudson Line surpassed last year's record ridership with 17.4 million annual rides or approximately 220,000 additional rides than 2018.
 - The New Haven Line ridership was 0.1% below 2018 with approximately 60,000 fewer rides.
 - Ridership on the Harlem Line was 0.3% below 2018 with approximately 80,000 fewer rides primarily due to a reduced train schedule to accommodate station-enhancement work.
- **West of Hudson annual ridership** was approximately **1.6 million** which is 1.7% below CY 2018 but still 500,000 less than the record set in 2008 of 2.1 million.
- 2019 Connecting Services ridership increased during CY 2019:
 - Combined ridership on the three MNR Connecting Services was approximately 597,000 (+2.9% vs. 2018)
 - Ridership increased by 1.4% on the Hudson Rail Link; ridership increased 5.5% on Haverstraw-Ossining Ferry and by 8.2% on the Newburgh-Beacon Ferry.

Michael Shiffer
Vice President
Planning

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

**RIDERSHIP SUMMARY
December Ridership and Revenue (millions)**

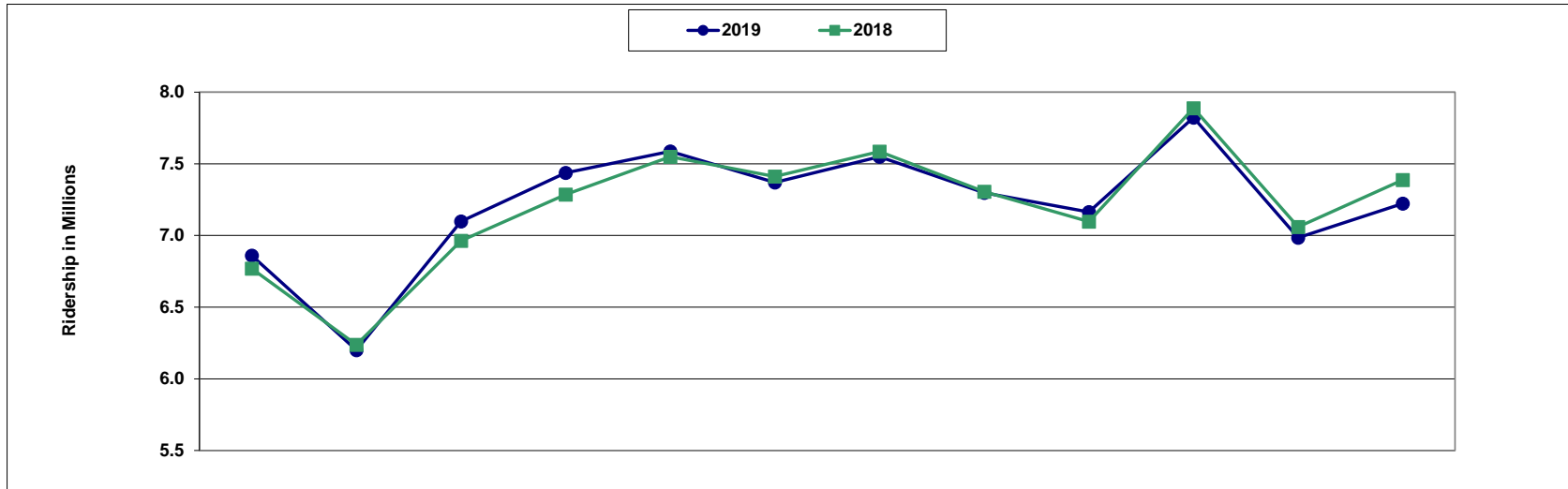
	December 2019	% Change vs. 2018
Total Rail Ridership	7.223	-2.2% ▼
Commutation Ridership	3.789	-2.6% ▼
Non-Commutation Ridership	3.434	-1.9% ▼
Connecting Service Ridership	0.044	-1.8% ▼
Total MNR System Ridership	7.267	-2.2% ▼
Rail Revenue	\$65.3	+1.1% ▲

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

	YTD 2019	% Change vs. 2018	Comparison to Forecast
Total Rail Ridership	86.594	+0.1% ▲	-0.6% ▼
Commutation Ridership	48.590	-0.9% ▼	-0.6% ▼
Non-Commutation Ridership	38.004	+1.3% ▲	-0.5% ▼
Connecting Service Ridership	0.597	+2.9% ▲	+1.3% ▲
Total MNR System Ridership	87.192	+0.1% ▲	-0.5% ▼
Rail Revenue	\$756.7	+2.2% ▲	-1.0% ▼

DECEMBER RAIL RIDERSHIP (1)

• December's Total Rail Ridership was 2.2% below 2018 and 2.5% below forecast.

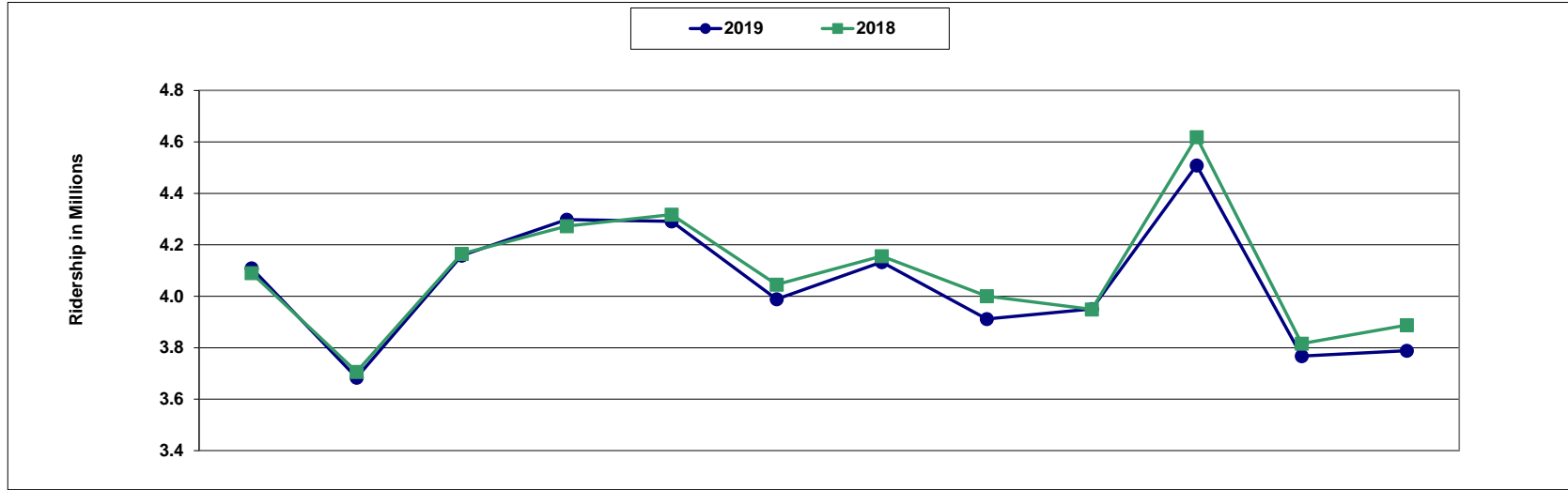


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	6.9	6.2	7.1	7.4	7.6	7.4	7.6	7.3	7.2	7.8	7.0	7.2	86.6
2018	6.8	6.2	7.0	7.3	7.5	7.4	7.6	7.3	7.1	7.9	7.1	7.4	86.5
PCT CHG.	1.4%	-0.6%	1.9%	2.1%	0.5%	-0.6%	-0.5%	-0.1%	1.0%	-0.8%	-1.1%	-2.2%	0.1%

1) Includes East and West of Hudson.

DECEMBER RAIL COMMUTATION RIDERSHIP (1)

•December's Rail Commutation Ridership was 2.6% below 2018 and 4.1% below forecast.

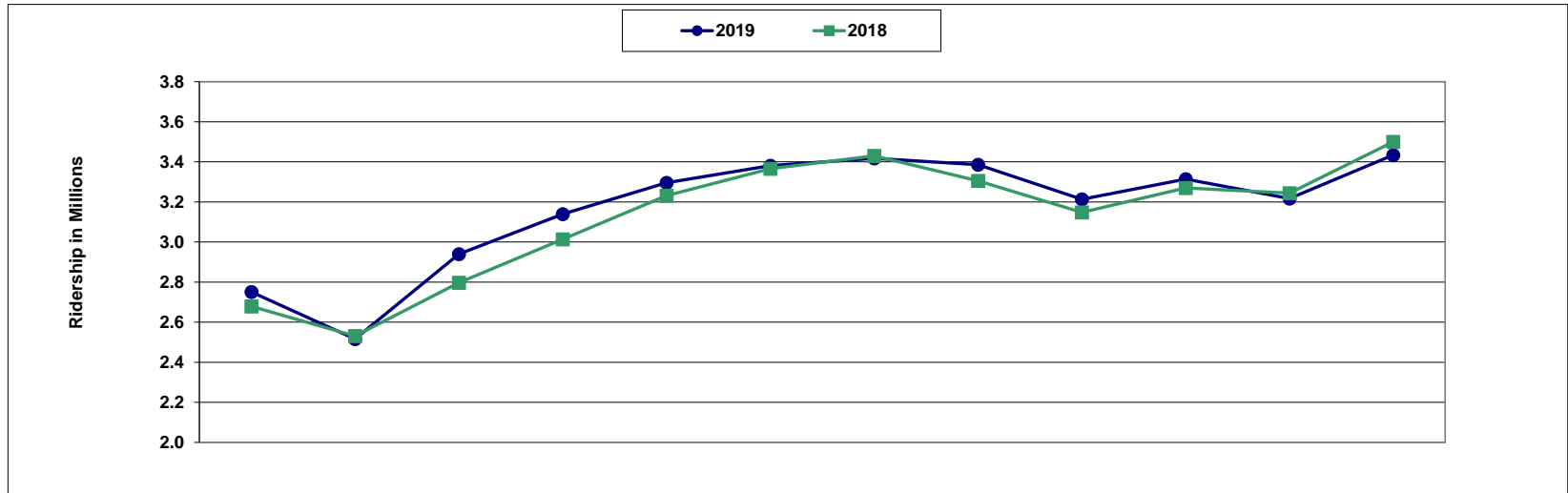


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.1	3.7	4.2	4.3	4.3	4.0	4.1	3.9	4.0	4.5	3.8	3.8	48.6
2018	4.1	3.7	4.2	4.3	4.3	4.0	4.2	4.0	3.9	4.6	3.8	3.9	49.0
PCT CHG.	0.5%	-0.6%	-0.2%	0.6%	-0.6%	-1.4%	-0.6%	-2.2%	0.0%	-2.4%	-1.3%	-2.6%	-0.9%

1) Includes East and West of Hudson.

DECEMBER RAIL NON-COMMUTATION RIDERSHIP (1)

• December's Rail Non-Commutation Ridership was 1.9% below 2018 and 0.6% below forecast.

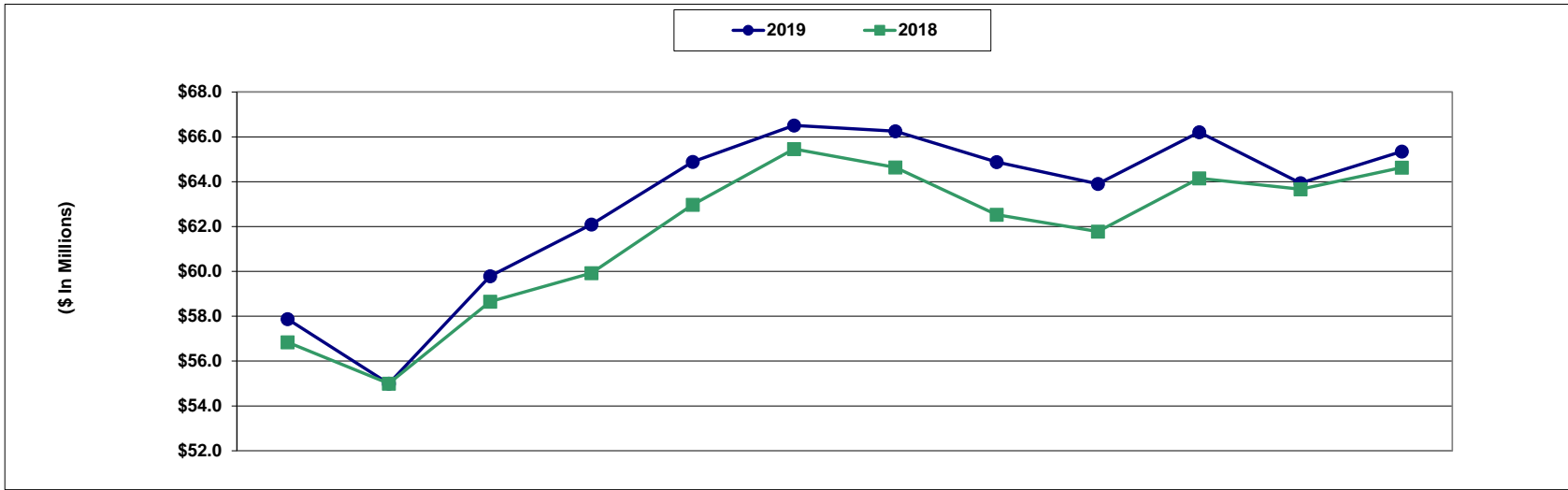


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.8	2.5	2.9	3.1	3.3	3.4	3.4	3.4	3.2	3.3	3.2	3.4	38.0
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3	3.1	3.3	3.2	3.5	37.5
PCT CHG.	2.7%	-0.6%	5.1%	4.2%	2.0%	0.4%	-0.4%	2.4%	2.1%	1.4%	-0.8%	-1.9%	1.3%

1) Includes East and West of Hudson.

DECEMBER RAIL REVENUE (1)

• December's Total Rail Revenue was 1.1% above 2018 and 4.0% 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	\$66.2	\$63.9	\$65.3	\$756.7
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	\$740.2
PCT CHG.	1.8%	0.0%	1.9%	3.6%	3.0%	1.6%	2.5%	3.8%	3.4%	3.2%	0.4%	1.1%	2.2%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
DECEMBER 2019

TICKET TYPE/SERVICE	DECEMBER 2019	DECEMBER 2019	VARIANCE VS. FORECAST		DECEMBER 2018	CHANGE FROM 2018	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,737,255	3,885,641	(148,386)	-3.8%	3,820,594	(83,339)	-2.2%
West of Hudson	51,568	66,875	(15,307)	-22.9%	67,568	(16,000)	-23.7%
Total Rail Commutation Ridership	3,788,823	3,952,516	(163,693)	-4.1%	3,888,162	(99,339)	-2.6%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,393,725	3,392,265	1,460	0.0%	3,431,951	(38,226)	-1.1%
West of Hudson	40,405	63,411	(23,006)	-36.3%	67,954	(27,549)	-40.5%
Total Rail Non-Commutation Ridership	3,434,130	3,455,676	(21,546)	-0.6%	3,499,905	(65,775)	-1.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,130,980	7,277,906	(146,926)	-2.0%	7,252,545	(121,565)	-1.7%
West of Hudson (2)	91,973	130,286	(38,313)	-29.4%	135,522	(43,549)	-32.1%
TOTAL RAIL RIDERSHIP	7,222,953	7,408,192	(185,239)	-2.5%	7,388,067	(165,114)	-2.2%
CONNECTING SERVICES RIDERSHIP (3)	44,010	45,099	(1,089)	-2.4%	44,829	(819)	-1.8%
TOTAL MNR SYSTEM RIDERSHIP	7,266,963	7,453,291	(186,328)	-2.5%	7,432,896	(165,933)	-2.2%

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	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	47,708,813	48,011,428	(302,615)	-0.6%	48,133,896	(425,083)	-0.9%
West of Hudson	880,928	877,561	3,367	0.4%	893,116	(12,188)	-1.4%
Total Rail Commutation Ridership	48,589,741	48,888,989	(299,248)	-0.6%	49,027,012	(437,271)	-0.9%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	37,271,563	37,447,098	(175,535)	-0.5%	36,765,321	506,242	1.4%
West of Hudson	733,066	739,250	(6,184)	-0.8%	748,515	(15,449)	-2.1%
Total Rail Non-Commutation Ridership	38,004,629	38,186,348	(181,719)	-0.5%	37,513,836	490,793	1.3%
TOTAL RAIL RIDERSHIP							
East of Hudson	84,980,376	85,458,526	(478,150)	-0.6%	84,899,217	81,159	0.1%
West of Hudson	1,613,994	1,616,811	(2,817)	-0.2%	1,641,631	(27,637)	-1.7%
TOTAL RAIL RIDERSHIP	86,594,370	87,075,337	(480,967)	-0.6%	86,540,848	53,522	0.1%
CONNECTING SERVICES RIDERSHIP (2)	597,340	589,804	7,536	1.3%	580,332	17,008	2.9%
TOTAL MNR SYSTEM RIDERSHIP	87,191,710	87,665,141	(473,431)	-0.5%	87,121,180	70,530	0.1%

Notes:

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

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

LINE	DECEMBER 2019	DECEMBER 2018	CHANGE FROM 2018	
	ACTUAL	RESTATE ⁽¹⁾	AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,290,563	2,328,516	(37,953)	-1.6%
Hudson Line	1,430,933	1,454,901	(23,968)	-1.6%
New Haven Line	3,409,484	3,469,128	(59,644)	-1.7%
Total East of Hudson	7,130,980	7,252,545	(121,565)	-1.7%
WEST OF HUDSON				
Port Jervis Line	52,150	79,693	(27,543)	-34.6%
Pascack Valley Line	39,823	55,829	(16,006)	-28.7%
Total West of Hudson (2)	91,973	135,522	(43,549)	-32.1%
TOTAL RAIL RIDERSHIP	7,222,953	7,388,067	(165,114)	-2.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	31,643	31,364	279	0.9%
Haverstraw-Ossining Ferry	8,644	9,249	(605)	-6.5%
Newburgh-Beacon Ferry	3,723	4,216	(493)	-11.7%
Total Connecting Services	44,010	44,829	(819)	-1.8%
TOTAL MNR SYSTEM	7,266,963	7,432,896	(165,933)	-2.2%

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	27,367,055	27,447,235	(80,180)	-0.3%
Hudson Line	17,378,808	17,159,000	219,808	1.3%
New Haven Line	40,234,513	40,292,982	(58,469)	-0.1%
Total East of Hudson	84,980,376	84,899,217	81,159	0.1%
WEST OF HUDSON				
Port Jervis Line	956,393	954,030	2,363	0.2%
Pascack Valley Line	657,601	687,601	(30,000)	-4.4%
Total West of Hudson	1,613,994	1,641,631	(27,637)	-1.7%
TOTAL RAIL RIDERSHIP	86,594,370	86,540,848	53,522	0.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	405,125	399,567	5,558	1.4%
Haverstraw-Ossining Ferry	130,842	124,029	6,813	5.5%
Newburgh-Beacon Ferry	61,373	56,736	4,637	8.2%
Total Connecting Services	597,340	580,332	17,008	2.9%
TOTAL MNR SYSTEM	87,191,710	87,121,180	70,530	0.1%

Notes:

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



Metro-North Railroad

December 2019 Highlights: Capital Program Status Report



Customer Service Initiative

Camera Installation at Spuyten Duyvil Station

John Kennard
Vice President
Capital Programs



Metro-North Railroad

December 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 December, Metro-North awarded project tasks totaling \$133 million including the award of the Construction Priority Repairs in the GCT Trainshed, The Design-Build of the 3rd Avenue Bridge located in Mount Vernon, NY and the Willet and Highland Bridges located in Port Chester NY. Metro-North had substantial completions totaling \$157 million including the GCT Utilities project. Metro-North had no scheduled closeouts for the month of December.

Metro-North’s performance against its 2019 Capital Project Goal was:

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 12/31</u>	<u>Achieved thru 12/31</u>	<u>% thru 12/31</u>
Design Awards*	\$39.1	\$39.1	\$13.6	35%
Construction Awards*	\$228.2	\$228.2	\$115	50%
Substantial Completions	\$428.3	\$428.2	\$477	111%
Closeouts*	\$31.5	\$31.5	\$44.5	141%

Metro-North’s actuals achieved for design were lower than anticipated due to projects being redefined for design-build projects per the NYS mandate (Design of 3 Substations, 3 Mobile Substations and Substations 128/178)

Metro-North’s actuals achieved for construction were lower than anticipated due revised phasing changes related to Hartsdale/Scarsdale Stations.

*Does not include support costs

John Kennard
Vice President
Capital Programs

**CAPITAL PROGRAM
HIGHLIGHTS
December 31, 2019**

CONTRACT AWARDS:

M702-01-01 Construction Priority Repairs

Milestone: Contract Award \$22,688,045

This contract was awarded in December for the GCT Trainshed Priority Repairs 6 of the Grand Central Terminal train shed rehabilitation program to address deficiencies in areas of deterioration in columns, girders, stringers, and concrete slabs, etc.

M703-02-01 Overhead Bridge Program – East of Hudson

Milestone: Contract Award \$10,938,375

This contract was awarded in December for the design-build service for the replacement of the 3rd Avenue Bridge located in Mount Vernon, New York. The intent of this project is to design, demolition and construction for the replacement of the superstructure and rehabilitation of the substructure of the 3rd Avenue Bridge.

M703-02-03 Undergrade Bridge Rehabilitation

Milestone: Contract Award \$27,323,858

This contract was awarded in December for the replacement of New Haven Line Bridge NH25.74 over Willet Avenue, NH25.83 over Highland Street and replacement of an existing retaining wall located on the New Haven Line in Port Chester, NY.

PROJECT COMPLETIONS:

M6020108 GCT Utilities

Milestone: Substantial Completion

Project Budget: \$51,004,239

The GCT Utilities project is comprised of two phases. The first phase replaced the domestic water holding tank at 43rd Street and 49th Street, and installed new pumps in the Service Plant at 49th Street. The second phase replaced the GCT lower level standpipe (fire suppression distribution system), the 49th Street fire pump assembly, and installed additional fire department connections at two locations required by the Metro-North Fire Brigade to pair the new system with existing system.

MAJOR ON-GOING PROJECT STATUS:

M7020107 Grand Central Terminal (GCT) 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.

- Completed replacement of 43 new gate boards at GCT, including installation and testing, out of a total of 96 gate boards. PA/VIS system is operating and providing information to all Big Boards and new gate boards recently installed on the main and dining concourse. System monitoring and back-up head end system testing and integration is ongoing.
- Completed installation of power/communication conduits to the gate boards located in GCT's lower level at the 45th Street cross passage. Continued with: construction of the Customer Service Equipment Room 7C and the GCT cable plant; installation of conduit and cable to the 47th Street passageway; installation of conduit to the north end VIS cabinets, replacement of new metal enclosures and installation of 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 Street, Rye, Harrison and New Rochelle); third group (Mamaroneck, Port Chester, Melrose and Tremont); and fourth group (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown. Design development continues for the fifth group of stations (Harriman, Nanuet, and Poughkeepsie).

Site work is substantially complete at the Riverdale, Pelham & Mount Vernon East stations and punch list work continues. Site work continues at Harlem-125th Street, Larchmont, New Rochelle, Melrose, Rye, Port Chester, Spuyten-Duyvil, and Morris Heights Stations.

Design development for facility enhancements continues 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 – On-going installation of the overpass dashboard, shelter, new canopy and new ADA ramp. This station is scheduled for completion in January 2020.
- White Plains Station – Ongoing installation of electrical conduit for the center island, installation of a canopy, and commencement of construction activities at the elevator lobby. 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 achieved substantial completion in May 2019.
- CP5 to CP19 (Phase 2) - Continued installation of brackets and trays for exposed raceway; C&S trough; signal power duct bank; manholes; pull boxes and communication panels. Continued installation of conduits under the passenger platform and stairs as well as track crossings, lateral and underground conduits. Continued performing signal power and snow melter cable pulling, site survey and test pit excavation. 100% design for the routing of signal power conduit through the Spuyten Duyvil rock cut is under review by key stakeholders and forecasted to be completed by January 2020.

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

EM050208 Power Infrastructure Restoration – Substations – Sandy

- Tarrytown – Con Edison completed the installation, splicing and testing of the new substation feeders and energizes the auxiliary and rectifier transformers of the substation power control room (PCR). This substation is scheduled for completion in January 2020.
- Croton-Harmon – Completed cable pulling into the substation terminal unit (RTU), cut-over, commissioning/testing and energization of the substation PCR to follow cable splicing at the manholes. This substation is scheduled for completion in March 2020.
- Riverdale – Completed construction of the Crew Quarter building. The coordination study of the overcurrent protective relay for the system cut-over is ongoing. This substation is scheduled for completion in January 2020.
- The Brewster Substation (under Project M6050103) – Continued with: installation of a concrete duct bank and guide railing at the south and north ends of the substation as well as manhole top slabs and gratings. Completed the splicing of the 15Kv feeders by New York State Electric and Gas, SCADA testing, and the cut-over process, commissioning/testing and energization of substation PCR are anticipated in January 2021. 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. Primary Control Center at Grand Central Terminal (back office) has been fully developed and currently operational. Successfully completed FRA required 110 RSD runs on Pilot Line and received approval to move extended RSD testing to the non-pilot segments. Commenced extended RSD in August 2019 on Danbury Branch Line in September 2019 on the upper Hudson line (Croton-Harmon to Poughkeepsie, NY) and October 2019 on the lower Hudson Line segment (Marble Hill, NY to Croton-Harmon, NY). Ongoing site installation and performance testing on the Harlem Line with anticipated extended RSD in December 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

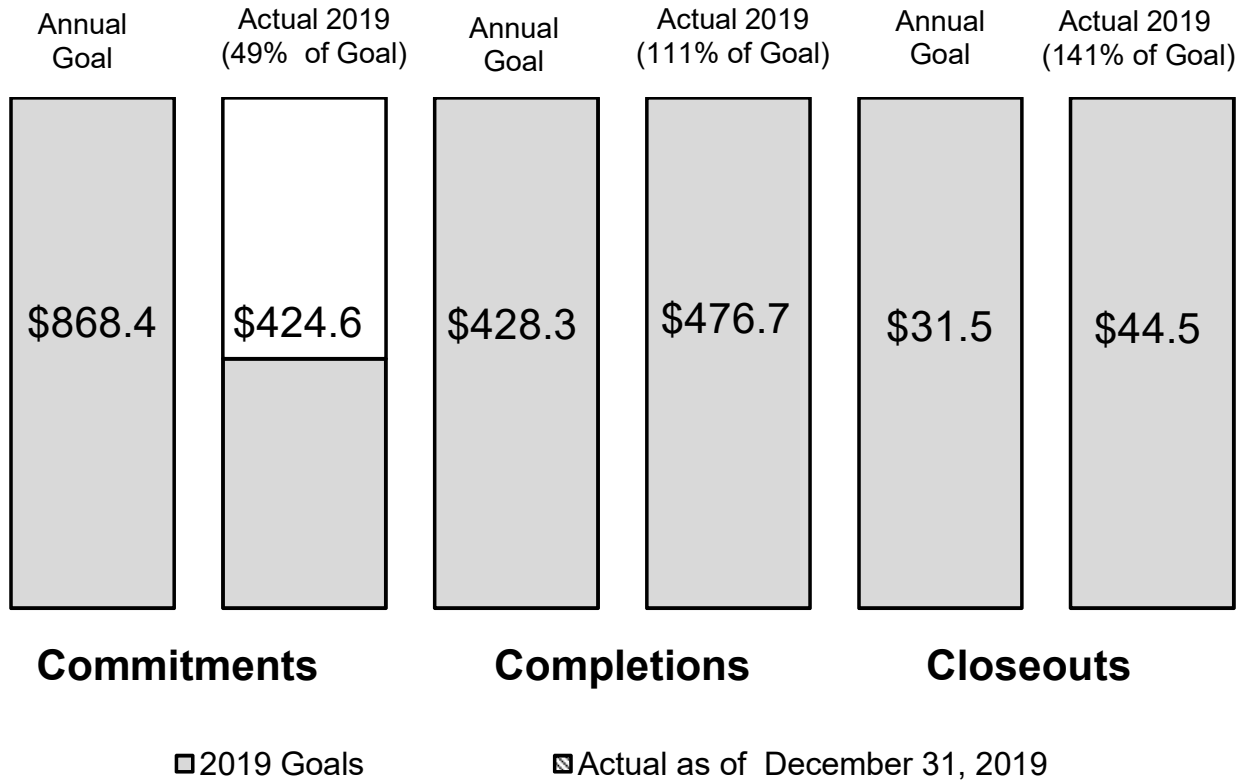
Phase V, Stage I Design-Build

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

Phase V, Stage II Design-Build - The scope of this work includes the demolition of the remainder of Building 6 Maintenance Shop 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.

- 90% design development is progressing.
- Commenced with the installation of an underground electrical duct banks for the site transformers. The decommissioning of Building 6 Maintenance Shop is underway.

2019 MNR Capital Program Goals As of December 31, 2019 In Millions





Long Island Rail Road

December 2019 Performance Summary

Rod Brooks, Senior Vice President – Operations



Holiday Express: On December 7th and 8th, 2019, the Long Island Rail Road ran Holiday express trains from Ronkonkoma and Babylon. Entertainment included carolers, magicians, and a visit from Santa!



Long Island Rail Road

December 2019 Performance Summary

Highlights

On-Time Performance (OTP) for the month of December closed at 92.7%, which is below the monthly goal of 94%. The AM Peak period OTP registered at **90.2%**, with the PM Peak at **91.5%**.

2019 year-end OTP was **92.4%**, which is an increase of 2.0 percentage points as compared to last year. Both the Peak and Off Peak operating periods ended favorable to last year's performance.

Branch Performances

Throughout the month of December, **5.1%** of all scheduled trains arrived between 6 and 10 minutes late at their final terminal. The average delay per late train was **10.2** minutes for the month. There were **58** cancelled or terminated trains in December, which accounts for **0.3%** of all scheduled trains for the month.

The Montauk, Oyster Bay, and West Hempstead branches all operated above goal for the month of December.

Consist Compliance

98.5% of our trains met established consist requirements during the peak periods for the month of December.

Equipment Performance

Fleet MDBF operated at 174,163 in November. The year-to-date MDBF exceeded the same period last year by 1%.



**OPERATING REPORT
FOR MONTH OF DECEMBER 2019**

Performance Summary

			2019 Data			2018 Data	
			Annual	YTD thru		YTD thru	
			Goal	Dec	Dec	Dec	Dec
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%	92.7%	92.4%	93.5%	90.4%
		AM Peak		90.2%	91.1%	89.1%	88.3%
		PM Peak		91.5%	90.9%	92.0%	86.9%
		Total Peak		90.8%	91.0%	90.5%	87.6%
		Off Peak Weekday		92.0%	92.2%	93.6%	90.7%
		Weekend		96.1%	94.5%	96.1%	93.4%
	Babylon Branch	Overall	93.9%	91.7%	92.8%	92.7%	90.0%
		AM Peak		89.6%	92.1%	91.6%	88.8%
		PM Peak		90.3%	90.8%	91.3%	86.5%
		Total Peak		89.9%	91.5%	91.4%	87.8%
		Off Peak Weekday		91.5%	92.9%	92.5%	90.4%
		Weekend		95.2%	94.3%	94.8%	92.8%
	Far Rockaway Branch	Overall	96.6%	96.1%	96.6%	96.7%	94.8%
		AM Peak		93.1%	92.2%	89.1%	88.3%
		PM Peak		96.8%	97.2%	96.7%	94.1%
		Total Peak		94.8%	94.5%	92.5%	90.9%
		Off Peak Weekday		95.6%	96.6%	97.6%	95.6%
	Weekend		98.4%	98.6%	98.4%	96.9%	
Huntington Branch	Overall	92.5%	91.5%	89.9%	91.4%	89.0%	
	AM Peak		92.7%	90.7%	88.7%	87.7%	
	PM Peak		85.7%	85.5%	83.6%	84.1%	
	Total Peak		89.3%	88.2%	86.2%	86.0%	
	Off Peak Weekday		89.2%	88.4%	91.2%	88.1%	
	Weekend		96.0%	93.8%	95.3%	92.9%	
Hempstead Branch	Overall	96.5%	91.3%	92.9%	96.4%	92.7%	
	AM Peak		89.5%	92.6%	94.5%	90.2%	
	PM Peak		91.5%	89.8%	94.4%	89.1%	
	Total Peak		90.5%	91.3%	94.5%	89.7%	
	Off Peak Weekday		90.4%	92.7%	96.4%	93.0%	
	Weekend		93.9%	94.7%	97.9%	95.1%	
Long Beach Branch	Overall	95.9%	92.8%	94.6%	95.0%	92.5%	
	AM Peak		86.5%	92.7%	93.3%	90.3%	
	PM Peak		94.4%	95.0%	96.4%	90.5%	
	Total Peak		90.3%	93.8%	94.8%	90.4%	
	Off Peak Weekday		93.0%	94.9%	94.9%	93.3%	
	Weekend		95.5%	95.1%	95.4%	93.4%	
Montauk Branch	Overall	90.8%	93.0%	88.1%	94.2%	88.9%	
	AM Peak		85.1%	87.9%	88.8%	86.9%	
	PM Peak		90.7%	87.1%	91.0%	83.2%	
	Total Peak		87.8%	87.6%	89.8%	85.2%	
	Off Peak Weekday		93.7%	89.5%	93.7%	90.2%	
	Weekend		95.7%	86.3%	97.8%	89.6%	
Oyster Bay Branch	Overall	94.1%	94.5%	93.0%	93.1%	90.0%	
	AM Peak		93.2%	91.9%	86.4%	89.4%	
	PM Peak		96.0%	89.4%	87.5%	79.4%	
	Total Peak		94.5%	90.7%	86.9%	84.8%	
	Off Peak Weekday		94.8%	93.0%	94.3%	91.2%	
	Weekend		93.9%	96.0%	97.5%	94.5%	

Performance Summary		2019 Data			2018 Data	
		Annual	YTD thru		YTD thru	
		Goal	Dec	Dec	Dec	Dec
Port Jefferson Branch	Overall	90.9%	89.5%	87.6%	88.4%	87.8%
	AM Peak		89.9%	87.4%	82.5%	86.9%
	PM Peak		89.1%	86.3%	83.6%	83.0%
	Total Peak		89.5%	86.9%	83.0%	85.1%
	Off Peak Weekday		84.8%	85.2%	89.6%	86.5%
	Weekend		98.2%	93.6%	91.9%	94.1%
Port Washington Branch	Overall	95.3%	94.0%	93.9%	93.5%	90.7%
	AM Peak		91.5%	93.8%	87.8%	90.4%
	PM Peak		89.5%	92.0%	93.7%	86.9%
	Total Peak		90.5%	92.9%	90.8%	88.7%
	Off Peak Weekday		93.9%	93.0%	92.6%	90.4%
	Weekend		97.6%	97.1%	97.2%	93.6%
Ronkonkoma Branch	Overall	91.6%	91.6%	90.3%	92.3%	86.7%
	AM Peak		90.0%	87.3%	84.4%	83.7%
	PM Peak		94.9%	91.4%	97.0%	87.3%
	Total Peak		92.2%	89.1%	90.2%	85.3%
	Off Peak Weekday		89.4%	89.5%	92.7%	85.6%
	Weekend		95.7%	94.0%	94.4%	91.7%
West Hempstead Branch	Overall	95.8%	96.2%	96.3%	95.7%	94.0%
	AM Peak		90.5%	90.4%	91.0%	88.8%
	PM Peak		95.2%	95.1%	94.2%	89.2%
	Total Peak		93.1%	92.9%	92.7%	89.0%
	Off Peak Weekday		98.0%	97.5%	96.6%	96.4%
	Weekend		96.1%	98.2%	97.5%	95.1%
Operating Statistics	Trains Scheduled		21,019	249,244	20,732	246,315
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		-10.2	-11.7	-10.2	-12.8
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		163	2,868	135	4,039
	Trains Canceled		30	757	57	1,442
	Trains Terminated		28	537	35	848
	Percent of Scheduled Trips Completed		99.7%	99.5%	99.6%	99.1%
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		98.5%			
	PM Peak		98.1%			
	Total Peak		98.3%			

System Categories Of Delay	% Total	2019	2019 Data		2018 Data		YTD 2019 Vs 2018
		Nov	Dec	YTD Thru Dec	Dec	YTD Thru Dec	
Engineering (Scheduled)	4.4%	66	68	627	55	459	168
Engineering (Unscheduled)	17.1%	262	263	2,792	255	2,936	(144)
Maintenance of Equipment	13.9%	238	213	1,931	153	2,287	(356)
Transportation	1.6%	28	24	458	27	481	(23)
Capital Projects	6.5%	147	99	1,287	30	1,727	(440)
Weather and Environmental	15.5%	343	238	1,642	108	4,113	(2,471)
Police	6.0%	150	92	2,206	128	2,045	161
Customers	20.3%	421	311	4,400	107	4,132	268
Special Events	5.5%	89	84	1,071	329	1,401	(330)
Other	3.4%	84	52	1,322	110	2,028	(706)
3rd Party Operations	5.9%	52	90	1,240	52	1,942	(702)
Total	100.0%	1,880	1,534	18,976	1,354	23,551	(4,575)

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	Cxtd	Term
1-Dec	Sun	Low adhesion system wide							13			13		
2-Dec	Mon	Weather loading	1			12			15			28		
3-Dec	Tue	Train 410 with equipment trouble west of Woodside	5						14			19		
3-Dec	Tue	Weather loading	6						6			12		
3-Dec	Tue	Track condition east of Merillon Avenue							12			12		
9-Dec	Mon	Amtrak related track circuit failure in Harold Interlocking				15	3		16			31	3	
9-Dec	Mon	Weather loading	12			1			12			25		
10-Dec	Tue	Train 12 with equipment trouble at Rockville Centre Station	14			1			1			16		
10-Dec	Tue	Weather loading				2			9			11		
11-Dec	Wed	Train 2401 with equipment trouble at Hicksville	10						7			17		
11-Dec	Wed	Low adhesion system wide	9						3			12		
11-Dec	Wed	Track circuit failure west of Island Park Station	8	1					4			12	1	
12-Dec	Thu	Track condition west of Woodside							17			17		
13-Dec	Fri	Track condition west of Jamaica	10						1			11		
13-Dec	Fri	Weather loading				5			8			13		
17-Dec	Tue	Weather loading	7			1			2			10		
18-Dec	Wed	Slow loading system wide				5			12			17		
18-Dec	Wed	Train 861 with equipment trouble at Valley Stream Station				10	1		8		1	18	1	1
18-Dec	Wed	Signal trouble in Valley Interlocking				15	3	1	2			17	3	1
18-Dec	Wed	Weather loading	1			2			10			13		
20-Dec	Fri	Congestion caused by track work on the Atlantic Branch							12			12		
21-Dec	Sat	Low adhesion system wide							10			10		
23-Dec	Mon	Heavy holiday loading				4			9			13		
24-Dec	Tue	Heavy holiday loading				3			10			13		
27-Dec	Fri	Track condition east of Hicksville Station							18			18		
31-Dec	Tue	Track condition east of Nostrand Ave Station	8						3			11		
31-Dec	Tue	Heavy holiday loading							10			10		
TOTAL FOR MONTH			91	1	0	76	7	1	244	0	1	411	8	2
												421		



Standee Report

East Of Jamaica		2019 Data		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	11	15
		Total Standees	11	15
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	4	5
		Total Standees	4	5
	Huntington Branch	Program Standees	60	0
		Add'l Standees	69	2
		Total Standees	129	2
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	2	2
		Total Standees	2	2
	Montauk Branch	Program Standees	0	0
		Add'l Standees	5	0
		Total Standees	5	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	12	0
		Total Standees	12	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	22	112
		Total Standees	22	112
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	21	7
		Total Standees	21	7
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
		System Wide PEAK	207	142

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		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	8	25
		Total Standees	8	25
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	8	5
		Total Standees	8	5
	Huntington Branch	Program Standees	30	0
		Add'l Standees	20	30
		Total Standees	50	30
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	33
		Total Standees	1	33
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	13	5
		Total Standees	41	5
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	22	112
		Total Standees	22	112
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	6	5
		Total Standees	6	5
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	13	0
		Total Standees	13	0
		System Wide PEAK	150	215

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 INJURY/ENTRAPMENT REPORT
FOR THE MONTH OF DECEMBER 2019**

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

Escalators	Mechanical Injury	Human Factor Injury
Babylon A	0	1
Wantagh	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.

Long Island Rail Road Performance Metrics Report

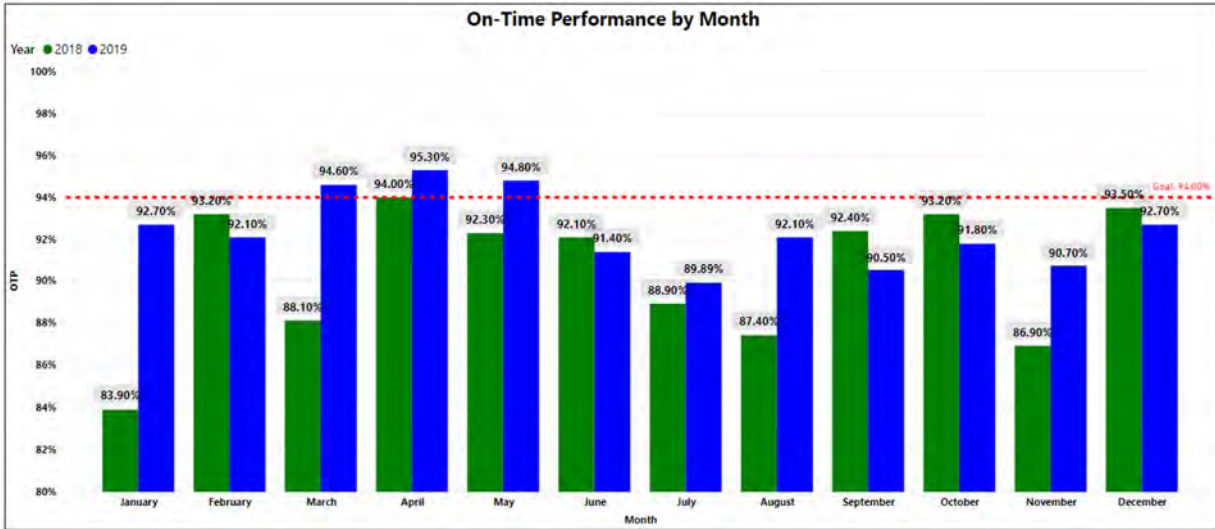


Through December, the LIRR has shown significant improvement in all three operational metrics and both on-board fare collection metrics.

On Time Performance

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

Goal	2019		2018	
	December	YTD	December	YTD
94.0%	92.7%	92.4%	93.5%	90.4%

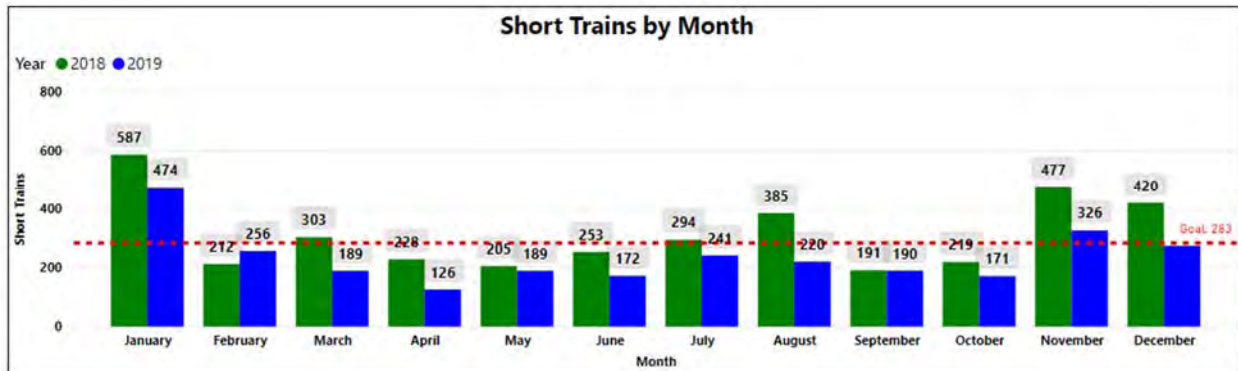


- OTP for December 2019 was 92.7%, which was a decrease from December 2018’s OTP of 93.5%. For the year, OTP increased by 2% from 2018 to 2019.

Number of Short Trains

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

Goal	2019		2018	
	December	YTD	December	YTD
3,397 annually	274	2,828	420	3,774

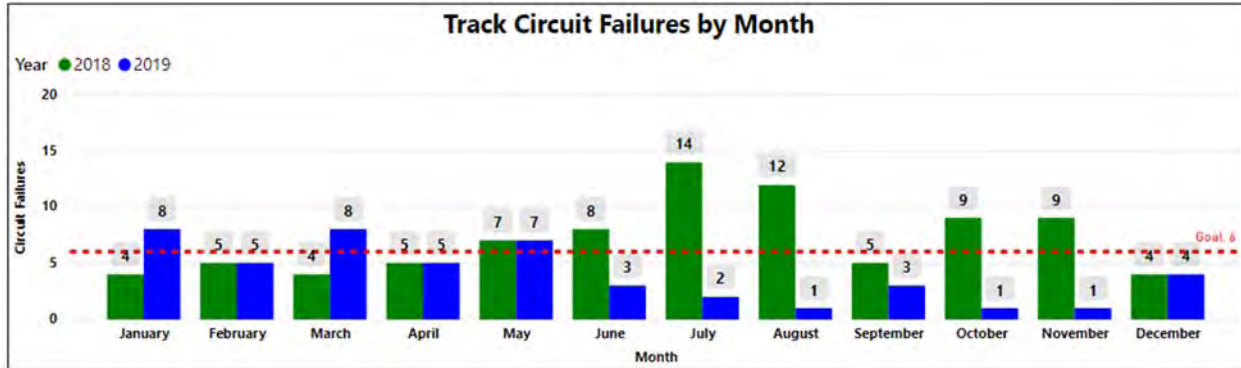


- In 2019, the LIRR reduced the number of short trains by over 25% compared to 2018. Additionally, the LIRR beat its goal target of 3,396 short trains for the year.

Number of Track Circuit Failures

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

Goal	2019		2018	
	December	YTD	December	YTD
72	4	48	4	86

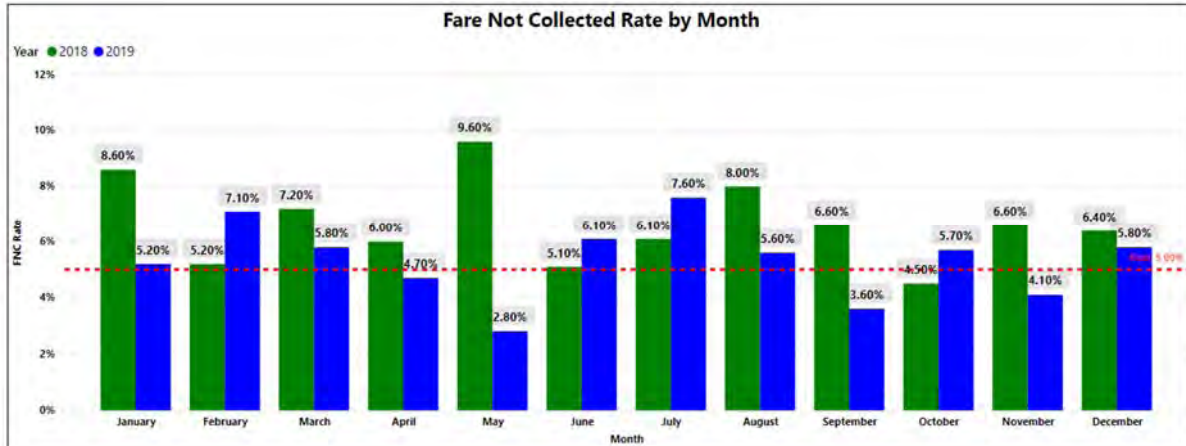


- For the year, the LIRR experienced 48 track circuit failures causing at least one delay, which was a 44% reduction from 2018. The LIRR also beat its goal of 72 track circuit failures causing at least one delay.

Fare Not Collected Rate

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

	2019		2018	
Goal	December	YTD	December	YTD
5.0%	5.8%	5.3%	6.4%	7.0%

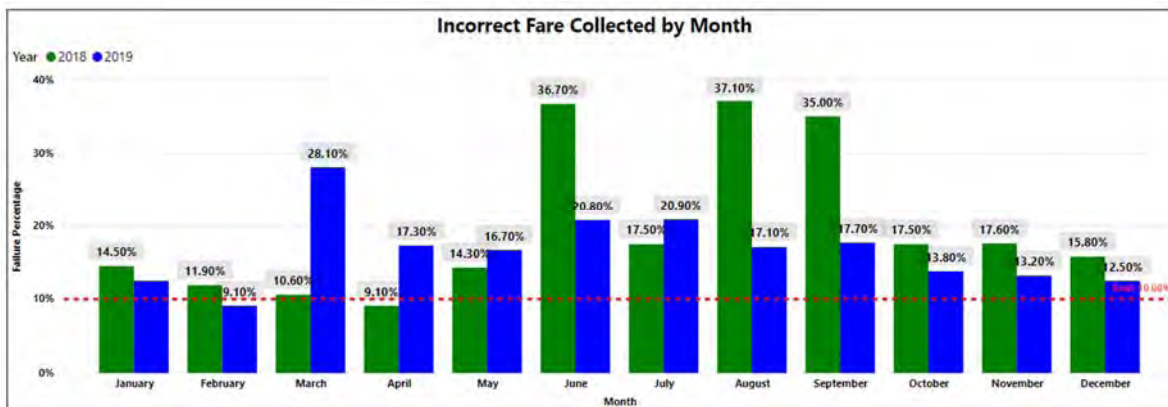


- The Fare Not Collected Rate was down compared to December 2018. YTD, the Fare Not Collected Rate is a significant improvement over 2018's numbers. The LIRR continues to employ enhanced management oversight and is strategically deploying train crews to address challenging trains.

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	December	YTD	December	YTD
10.0%	12.5%	16.4%	15.8%	19.1%

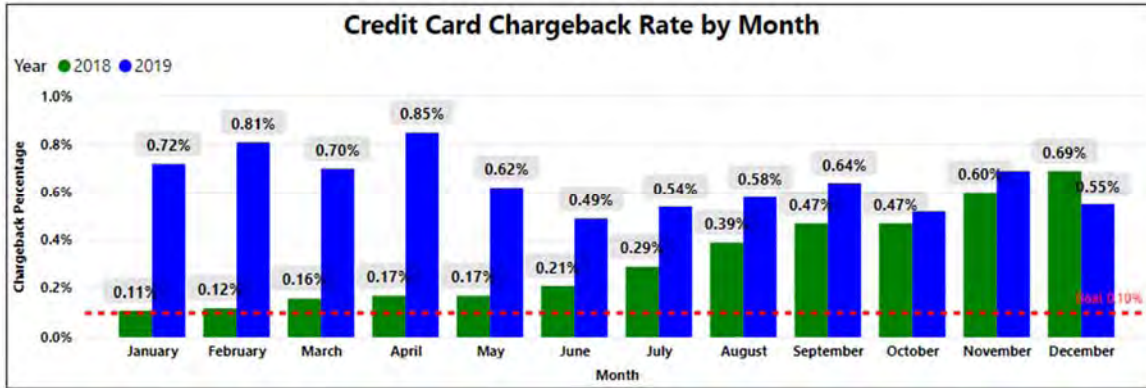


- In December 2019, the LIRR recorded one of its lowest Incorrect Fare Collected Rates this year at 12.5%. In 2019, the IFC rate was significantly lower than 2018's figure.

Credit Card Chargeback Rate

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

	2019		2018	
Goal	December	YTD	December	YTD
0.10%	0.55%	0.63%	0.69%	0.33%

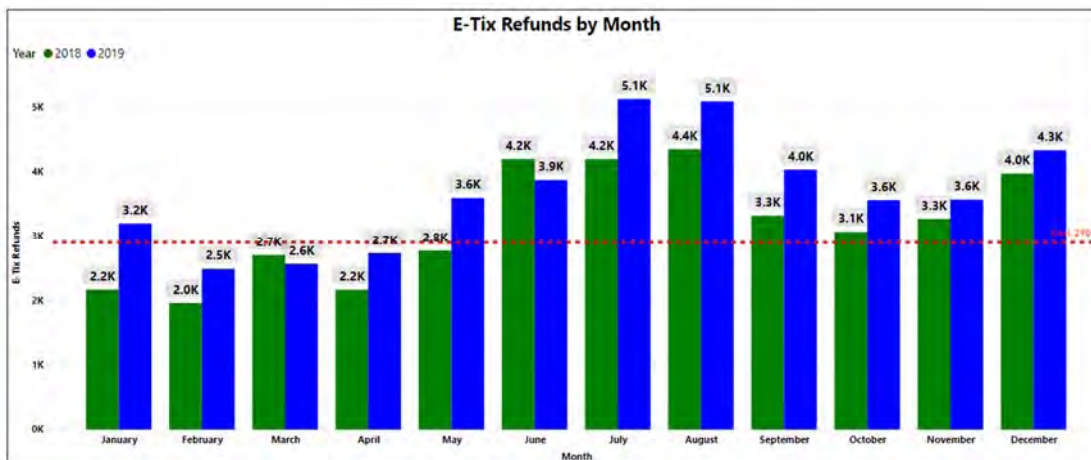


- The deployment of chip readers on ticket vending machines is expected to dramatically reduce the frequency of chargebacks.

e-Tix Refunds Processed

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

	2019		2018	
Goal	December	YTD	December	YTD
34,480 annually	4,334	44,148	3,975	38,169



- 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

November 2019



The LIRR deploys a wide range of equipment during winter storms to preserve service and guarantee the safety of its customers and employees.



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.

November YTD 2019 Highlights

- Total revenue of \$1,178.7 million was \$72.7 million higher than Forecast, primarily due to the timing of reimbursements for capital activity.
- Through November 2019 ridership was 83.4 million, which was 1.7% above 2018 (adjusted for the same number of work days) and 0.2% above Mid-Year Forecast. Commutation ridership of 46.5 million was (0.4)% lower than 2018 and (0.9)% below the Mid-Year Forecast. Non-Commutation ridership of 36.9 million was 4.6% above 2018 and 1.6% above the Forecast. Farebox revenue of \$703.2 million was \$(1.6) lower than the Forecast as a result of lower yields, partially offset by higher ridership.
- Total expenses before non-cash liability adjustments of \$1,801.9 million were \$20.4 million or 1.1% 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) November 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	\$1,106.1	\$1,178.7	\$72.7
Total Expenses Before Non-Cash Liabilities	1,822.3	1,801.9	20.4
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$716.2)	(\$623.1)	\$93.1
Other Non-Cash Liabilities	366.3	367.7	(1.4)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$1,082.5)	(\$990.9)	\$91.6
Cash Adjustments	325.3	263.3	(62.0)
Net Cash Surplus/(Deficit)	(\$757.2)	(\$727.5)	\$29.6

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

November YTD operating results were favorable by \$91.6 or 8.5% lower than the forecast.

Non-Reimbursable revenues through November were \$(3.3) unfavorable to the Forecast. Farebox Revenue was unfavorable as a result of lower yields, which were partially offset by higher ridership. Other Operating Revenues were unfavorable to Forecast primarily due to timing. Total Non-Reimbursable expenses were \$94.9 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, the timing of maintenance services, material & supplies, claims and professional services, 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 \$75.9 higher than the Forecast due to the timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date November **Total Revenues** (including Capital and Other Reimbursements) of \$1,178.7 were \$72.7 or 6.6% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$(1.6) unfavorable to Forecast due to lower yields, partially offset by higher ridership. Ridership through November was 83.4 million, which was 1.7% higher than 2018 (adjusted for the same number of calendar work days) and 0.2% higher than the Forecast.
- **Y-T-D Other Operating Revenues** were \$(1.7) unfavorable to Forecast primarily due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$75.9 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date November **Total Expenses** (including depreciation and other) of \$2,169.6 were favorable to the Forecast by \$19.0.

Labor Expenses, \$19.2 favorable Y-T-D.

- **Payroll**, \$22.5 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(9.2) unfavorable Y-T-D (primarily higher capital project activity and vacancy/absentee coverage, partially offset by lower maintenance, weather-related and scheduled/unscheduled service overtime).
- **Health & Welfare**, \$2.8 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$5.5 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(2.4) unfavorable Y-T-D (primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$1.2 favorable Y-T-D.

- **Electric Power**, \$2.1 favorable Y-T-D (lower consumption and a meter settlement, partially offset by higher rates).
- **Fuel**, \$1.1 favorable Y-T-D (lower consumption and rates).
- **Insurance**, \$1.4 favorable Y-T-D (primarily lower force account insurance).
- **Claims**, \$5.3 favorable Y-T-D (timing of claim settlements).
- **Maintenance and Other Operating Contracts**, \$10.8 favorable Y-T-D (timing of platform investments, security system, biometric expenses, elevator/escalator, joint facility, TVM door installation and other maintenance services, partially offset by higher bussing and vegetation management services).
- **Professional Services**, \$1.4 favorable Y-T-D (primarily timing of EAM and MTA chargeback payments, rolling stock decommissioning, GCT/ESA signage installation and technical scope of work for future ESA maintenance contracts, and other professional services, partially offset by increased rail testing and higher outside counsel legal services).
- **Materials and Supplies**, \$(24.3) unfavorable Y-T-D (primarily timing of capital project material and higher right of way material, partially offset by the 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, \$(1.4) unfavorable Y-T-D.

CASH DEFICIT SUMMARY

The Cash Deficit through November of \$727.5 was \$29.6 favorable to the Forecast due to lower labor expenses and higher capital & other reimbursements, partially offset by higher material expenditures and the timing of other operating revenue and professional services payments.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 51.1%, 3.4 percentage points above the Forecast resulting from lower expenses.
- Through November the Adjusted Farebox Operating Ratio was 57.6%, 3.7 percentage points above the Forecast due to lower expenses.
- Through November the Adjusted Cost per Passenger was \$15.36, which is lower than the Forecast due to lower expenses.
- Through November Revenue per Passenger was \$8.43, which was \$0.03 below the Forecast.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
NOVEMBER 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	\$65.206	\$63.765	(\$1.441)	(2.2)	\$0.000	\$0.000	\$0.000	-	\$65.206	\$63.765	(\$1.441)	(2.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.872	2.622	(0.250)	(8.7)	0.000	0.000	0.000	-	2.872	2.622	(0.250)	(8.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	28.239	37.191	8.952	31.7	28.239	37.191	8.952	31.7
Total Revenue	\$68.078	\$66.387	(\$1.691)	(2.5)	\$28.239	\$37.191	\$8.952	31.7	\$96.316	\$103.578	\$7.261	7.5
Expenses												
<i>Labor:</i>												
Payroll	\$48.181	\$43.140	\$5.041	10.5	\$9.512	\$10.176	(\$0.664)	(7.0)	\$57.693	\$53.316	\$4.378	7.6
Overtime	14.993	12.326	2.667	17.8	2.856	5.589	(2.733)	(95.7)	17.849	17.915	(0.065)	(0.4)
Health and Welfare	10.396	9.264	1.132	10.9	2.035	2.808	(0.773)	(38.0)	12.430	12.072	0.358	2.9
OPEB Current Payment	5.710	4.932	0.778	13.6	0.000	0.000	0.000	-	5.710	4.932	0.778	13.6
Pensions	11.467	10.815	0.653	5.7	3.306	3.959	(0.653)	(19.7)	14.773	14.773	0.000	0.0
Other Fringe Benefits	8.004	11.249	(3.245)	(40.5)	2.081	2.904	(0.823)	(39.6)	10.084	14.153	(4.069)	(40.3)
Reimbursable Overhead	(1.888)	(3.917)	2.028	*	1.888	3.917	(2.028)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$96.862	\$87.809	\$9.053	9.3	\$21.678	\$29.351	(\$7.673)	(35.4)	\$118.540	\$117.160	\$1.380	1.2
<i>Non-Labor:</i>												
Electric Power	\$6.470	\$6.342	\$0.127	2.0	\$0.023	\$0.070	(\$0.047)	*	\$6.493	\$6.412	\$0.081	1.2
<i>Traction Power</i>	5.450	5.449	0.001	0.0	0.000	0.043	(0.043)	-	5.450	5.493	(0.043)	(0.8)
<i>Non-Traction Power</i>	1.020	0.893	0.127	12.4	0.023	0.026	(0.003)	(14.3)	1.043	0.919	0.124	11.9
Fuel	1.972	1.879	0.093	4.7	0.000	0.000	0.000	-	1.972	1.879	0.093	4.7
<i>Revenue Vehicle Fuel</i>	1.515	1.389	0.126	8.3	0.000	0.000	0.000	-	1.515	1.389	0.126	8.3
<i>Non-Revenue Fuel</i>	0.457	0.490	(0.033)	(7.3)	0.000	0.000	0.000	-	0.457	0.490	(0.033)	(7.3)
Insurance	1.801	1.768	0.033	1.8	0.610	0.639	(0.029)	(4.7)	2.411	2.407	0.004	0.2
Claims	0.712	0.774	(0.062)	(8.7)	0.000	0.000	0.000	-	0.712	0.774	(0.062)	(8.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.647	4.880	3.767	43.6	2.110	2.150	(0.040)	(1.9)	10.757	7.030	3.727	34.6
Professional Service Contracts	3.307	2.613	0.694	21.0	0.052	0.345	(0.293)	*	3.360	2.958	0.401	11.9
Materials & Supplies	17.399	11.099	6.300	36.2	3.738	4.513	(0.775)	(20.7)	21.137	15.612	5.525	26.1
Other Business Expenses	2.322	2.251	0.071	3.1	0.028	0.124	(0.096)	*	2.350	2.375	(0.024)	(1.0)
Total Non-Labor Expenses	\$42.631	\$31.607	\$11.024	25.9	\$6.561	\$7.840	(\$1.279)	(19.5)	\$49.192	\$39.447	\$9.745	19.8
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$139.493	\$119.416	\$20.077	14.4	\$28.239	\$37.191	(\$8.952)	(31.7)	\$167.732	\$156.607	\$11.125	6.6
Depreciation	\$32.584	\$32.604	(\$0.020)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$32.584	\$32.604	(\$0.020)	(0.1)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.145	0.167	(0.022)	(15.0)	0.000	0.000	0.000	-	0.145	0.167	(0.022)	(15.0)
Total Expenses	\$172.221	\$152.186	\$20.035	11.6	\$28.239	\$37.191	(\$8.952)	(31.7)	\$200.460	\$189.377	\$11.083	5.5
Net Surplus/(Deficit)	(\$104.144)	(\$85.800)	\$18.344	17.6	(\$0.000)	\$0.000	\$0.000	-	(\$104.144)	(\$85.800)	\$18.344	17.6
<i>Cash Conversion Adjustments</i>												
Depreciation	\$32.584	\$32.604	\$0.020	0.1	\$0.000	\$0.000	\$0.000	-	32.584	\$32.604	\$0.020	0.1
Operating/Capital	(1.589)	(0.118)	1.472	92.6	0.000	0.000	0.000	-	(1.589)	(0.118)	1.472	92.6
Other Cash Adjustments	0.249	(0.883)	(1.133)	*	0.000	0.000	0.000	-	0.249	(0.883)	(1.133)	*
Total Cash Conversion Adjustments	\$31.244	\$31.603	\$0.360	1.2	0.000	\$0.000	\$0.000	-	\$31.244	\$31.603	\$0.360	1.2
Net Cash Surplus/(Deficit)	(\$72.900)	(\$54.196)	\$18.704	25.7	(\$0.000)	\$0.000	\$0.000	0.0	(\$72.900)	(\$54.196)	\$18.704	25.7

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
NOVEMBER Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$704.783	\$703.204	(\$1.579)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$704.783	\$703.204	(\$1.579)	(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	36.731	35.058	(1.673)	(4.6)	0.000	0.000	0.000	-	36.731	35.058	(1.673)	(4.6)
Capital & Other Reimbursements	0.000	0.000	0.000	-	364.572	440.480	75.907	20.8	364.572	440.480	75.907	20.8
Total Revenue	\$741.514	\$738.262	(\$3.252)	(0.4)	\$364.572	\$440.480	\$75.907	20.8	\$1,106.086	\$1,178.741	\$72.656	6.6
Expenses												
<i>Labor:</i>												
Payroll	\$525.056	\$509.683	\$15.373	2.9	\$125.044	\$117.923	\$7.122	5.7	\$650.100	\$627.605	\$22.495	3.5
Overtime	137.808	131.064	6.744	4.9	37.003	52.984	(15.981)	(43.2)	174.811	184.048	(9.237)	(5.3)
Health and Welfare	107.390	101.052	6.337	5.9	27.781	31.304	(3.523)	(12.7)	135.171	132.357	2.815	2.1
OPEB Current Payment	60.658	55.197	5.462	9.0	0.000	0.000	0.000	-	60.658	55.197	5.462	9.0
Pensions	119.177	118.603	0.574	0.5	43.328	43.902	(0.574)	(1.3)	162.505	162.505	0.000	0.0
Other Fringe Benefits	141.428	140.009	1.419	1.0	28.431	32.204	(3.773)	(13.3)	169.859	172.213	(2.354)	(1.4)
Reimbursable Overhead	(30.069)	(43.404)	13.335	44.3	30.069	43.404	(13.335)	(44.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,061.449	\$1,012.204	\$49.245	4.6	\$291.656	\$321.721	(\$30.065)	(10.3)	\$1,353.105	\$1,333.925	\$19.180	1.4
<i>Non-Labor:</i>												
Electric Power	\$75.903	\$73.498	\$2.405	3.2	\$0.417	\$0.769	(\$0.352)	(84.4)	\$76.320	\$74.267	\$2.053	2.7
<i>Traction Power</i>	63.673	62.147	1.525	2.4	0.165	0.495	(0.330)	*	63.838	62.643	1.195	1.9
<i>Non-Traction Power</i>	12.230	11.351	0.880	7.2	0.252	0.274	(0.022)	(8.7)	12.483	11.625	0.858	6.9
Fuel	20.006	18.863	1.144	5.7	0.000	0.000	0.000	-	20.006	18.863	1.144	5.7
<i>Revenue Vehicle Fuel</i>	16.046	14.570	1.476	9.2	0.000	0.000	0.000	-	16.046	14.570	1.476	9.2
<i>Non-Revenue Fuel</i>	3.961	4.293	(0.332)	(8.4)	0.000	0.000	0.000	-	3.961	4.293	(0.332)	(8.4)
Insurance	18.637	18.474	0.163	0.9	8.239	7.043	1.196	14.5	26.876	25.517	1.359	5.1
Claims	6.228	0.920	5.308	85.2	0.000	0.000	0.000	-	6.228	0.920	5.308	85.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	71.017	54.491	16.526	23.3	19.693	25.429	(5.736)	(29.1)	90.710	79.920	10.790	11.9
Professional Service Contracts	34.749	31.157	3.592	10.3	1.069	3.250	(2.181)	*	35.818	34.406	1.411	3.9
Materials & Supplies	151.543	137.696	13.847	9.1	43.069	81.209	(38.140)	(88.6)	194.612	218.905	(24.293)	(12.5)
Other Business Expenses	18.161	14.085	4.076	22.4	0.428	1.059	(0.631)	*	18.589	15.144	3.445	18.5
Total Non-Labor Expenses	\$396.244	\$349.184	\$47.060	11.9	\$72.916	\$118.759	(\$45.843)	(62.9)	\$469.160	\$467.942	\$1.218	0.3
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	\$1,457.693	\$1,361.388	\$96.305	6.6	\$364.572	\$440.480	(\$75.907)	(20.8)	\$1,822.265	\$1,801.867	\$20.398	1.1
Depreciation	\$364.456	\$365.265	(0.809)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$364.456	\$365.265	(\$0.809)	(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	1.855	2.468	(0.613)	(33.1)	0.000	0.000	0.000	-	1.855	2.468	(0.613)	(33.1)
Total Expenses	\$1,824.004	\$1,729.121	\$94.883	5.2	\$364.572	\$440.480	(\$75.907)	(20.8)	\$2,188.576	\$2,169.600	\$18.975	0.9
Net Surplus/(Deficit)	(\$1,082.490)	(\$990.859)	\$91.631	8.5	\$0.000	\$0.000	(\$0.000)	-	(\$1,082.490)	(\$990.859)	\$91.631	8.5
<i>Cash Conversion Adjustments</i>												
Depreciation	\$364.456	\$365.265	\$0.809	0.2	\$0.000	\$0.000	\$0.000	-	364.456	\$365.265	\$0.809	0.2
Operating/Capital	(18.660)	(14.500)	4.160	22.3	0.000	0.000	0.000	-	(18.660)	(14.500)	4.160	22.3
Other Cash Adjustments	(20.492)	(87.446)	(66.954)	*	0.000	0.000	0.000	-	(20.492)	(87.446)	(66.954)	*
Total Cash Conversion Adjustments	\$325.304	\$263.319	(\$61.985)	(19.1)	\$0.000	\$0.000	\$0.000	-	\$325.304	\$263.319	(\$61.985)	(19.1)
Net Cash Surplus/(Deficit)	(\$757.186)	(\$727.540)	\$29.646	3.9	\$0.000	\$0.000	\$0.000	0.0	(\$757.186)	(\$727.540)	\$29.646	3.9

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.	November 2019		Reason for Variance	Year-to-Date November 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(1.441)	(2.2)	Lower ridership \$(1.052) and yield per passenger \$(0.389).	(1.579)	(0.2)	Lower yield per passenger \$(2.837), partially offset by higher ridership of \$1.258.
Other Operating Revenue	Non Reimb.	(0.250)	(8.7)	Primarily due to the timing of advertising revenue.	(1.673)	(4.6)	Primarily due to the timing of advertising revenue, partially offset by the timing of miscellaneous and rental revenue.
Capital & Other Reimbursements	Reimb.	8.952	31.7	Timing of capital project activity and interagency reimbursements.	75.907	20.8	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	5.041	10.5	Primarily due to vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.	15.373	2.9	Primarily vacant positions, higher sick pay law claim credits, the timing of AAJ wireless project reimbursements and vacation pay accruals, partially offset by the timing of retiree sick/vacation buyouts and wage claim accruals.
	Reimb.	(0.664)	(7.0)	Primarily due to the timing of project activity.	7.122	5.7	Primarily due to the timing of project activity.
Overtime	Non Reimb.	2.667	17.8	Primarily due to lower weather-related, maintenance, vacancy/absentee coverage and scheduled/unscheduled service overtime.	6.744	4.9	Primarily due to lower maintenance, weather-related and scheduled/unscheduled service overtime, partially offset by higher vacancy/absentee coverage.
	Reimb.	(2.733)	(95.7)	Over-run attributed to Main Line Third Track Expansion, Accabonac Bridge Replacement, East Side Access, East Rail Yard and Jamaica Capacity Improvements.	(15.981)	(43.2)	Over-run attributed to Annual Track Program, Main Line Third Track Expansion, East Side Access, East Rail Yard, Signal Replacement, PTC efforts, Jamaica Capacity Improvements, Accabonac Bridge Replacement, NYCDOT Atlantic Avenue Drainage Improvements, Main Line Double Track, Station Enhancement Initiatives, Jamaica Capacity Improvements Phase 2, Hicksville North Siding and Long Beach Branch-System (Sandy) Restoration.
Health and Welfare	Non Reimb.	1.132	10.9	Vacant positions.	6.337	5.9	Vacant positions.
	Reimb.	(0.773)	(38.0)	Primarily due to the timing of project activity.	(3.523)	(12.7)	Primarily due to the timing of project activity.

**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.	November 2019		Reason for Variance	Year-to-Date November 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
OPEB Current Payment	Non Reimb.	0.778	13.6	Fewer retirees/beneficiaries.	5.462	9.0	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.653	5.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.574	0.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.653)	(19.7)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.574)	(1.3)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(3.245)	(40.5)	Higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes.	1.419	1.0	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.823)	(39.6)	Primarily due to the timing of project activity.	(3.773)	(13.3)	Primarily due to the timing of project activity.
Reimbursable Overhead	Non Reimb.	2.028	*	Primarily due to the timing of project activity.	13.335	44.3	Primarily due to the timing of project activity.
	Reimb.	(2.028)	*	Primarily due to the timing of project activity.	(13.335)	(44.3)	Primarily due to the timing of project activity.
Electric Power	Non Reimb.	0.127	2.0	Lower consumption, partially offset by higher rates.	2.405	3.2	Lower consumption and a NYPA meter settlement, partially offset by higher rates.
	Reimb.	(0.047)	*	VD Yard	(0.352)	(84.4)	YD Yard
Fuel	Non Reimb.	0.093	4.7	Lower consumption, rates and the timing of accruals.	1.144	5.7	Lower consumption and rates, partially offset by the timing of accruals.
	Reimb.	0.000	-		0.000	-	
Insurance	Non Reimb.	0.033	1.8	Lower liability insurance.	0.163	0.9	Lower liability insurance.
	Reimb.	(0.029)	(4.7)	Force Account Insurance associated with project activity.	1.196	14.5	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.062)	(8.7)	Higher claim reserves.	5.308	85.2	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.	November 2019		Reason for Variance	Year-to-Date November 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	3.767	43.6	Primarily timing of platform investments, security system maintenance, biometric expenses, HVAC maintenance and other maintenance expenses.	16.526	23.3	Primarily timing of platform investments, security systems maintenance, biometric expenses, elevator/escalator, joint facility, TVM door installations, non-revenue vehicle repairs, HVAC maintenance and other maintenance services, partially offset by higher bussing services, leases and vegetation management expenses.
	Reimb.	(0.040)	(1.9)		Primarily due to the timing of project activity.	(5.736)	
Professional Service Contracts	Non Reimb.	0.694	21.0	Primarily timing of EAM, MTA Chargebacks, rolling stock decommissioning, medical invoices and other outside services, partially offset by lease expenses hitting professional services.	3.592	10.3	Primarily due to the timing of EAM, rolling stock decommissioning, GCT/ESA signage installations and technical scope of work for future ESA maintenance contracts, MTA Chargebacks, DE/DM locomotive enhancements and equipment testing and other outside services, partially offset by increased rail testing and higher outside Counsel consultant fees.
	Reimb.	(0.293)	*		Primarily due to the timing of project activity.	(2.181)	
Materials & Supplies	Non Reimb.	6.300	36.2	Timing of modifications and Reliability Centered Maintenance (RCM) activity for revenue fleet, partially offset by higher right of way material.	13.847	9.1	Primarily timing of modifications and RCM activity for revenue fleet, partially offset by higher right of way material.
	Reimb.	(0.775)	(20.7)		Primarily due to timing of project activity.	(38.140)	
Other Business Expenses	Non Reimb.	0.071	3.1	Lower credit/debit card fees, tuition reimbursements and other miscellaneous expenses, partially offset by higher print and stationery supplies.	4.076	22.4	Primarily lower bad debt, office supplies, print and stationery supplies and other miscellaneous expenses, partially offset by higher credit/debit card fees.
	Reimb.	(0.096)	*		Primarily due to the timing of project activity.	(0.631)	
Depreciation	Non Reimb.	(0.020)	(0.1)	Based on certain capital assets being fully depreciated.	(0.809)	(0.2)	Based on certain capital assets being fully depreciated.
Environmental Remediation	Non Reimb.	(0.022)	(15.0)	Reserve adjustments	(0.613)	(33.1)	Reserve adjustments

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
November 2019								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$65.068	\$62.588	(\$2.480)	(3.8)	\$719.420	\$721.269	\$1.849	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.270	0.935	(0.335)	(26.4)	30.159	27.637	(2.522)	(8.4)
Capital & Other Reimbursements	27.791	45.859	18.068	65.0	346.325	378.531	32.206	9.3
Total Receipts	\$94.129	\$109.382	\$15.253	16.2	\$1,095.904	\$1,127.437	\$31.533	2.9
Expenditures								
<i>Labor:</i>								
Payroll	\$61.067	\$57.474	\$3.593	5.9	\$647.632	\$621.340	\$26.292	4.1
Overtime	18.924	17.130	1.794	9.5	177.979	179.769	(1.790)	(1.0)
Health and Welfare	12.430	12.417	0.013	0.1	134.495	128.809	5.686	4.2
OPEB Current Payment	5.710	4.731	0.979	17.1	61.387	55.063	6.324	10.3
Pensions	14.773	14.773	(0.000)	(0.0)	161.478	158.908	2.570	1.6
Other Fringe Benefits	12.986	11.532	1.454	11.2	173.788	163.554	10.234	5.9
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	\$125.890	\$118.057	\$7.833	6.2	\$1,356.759	\$1,307.444	\$49.315	3.6
<i>Non-Labor:</i>								
Electric Power	\$6.493	\$3.645	\$2.848	43.9	\$76.320	\$71.529	\$4.791	6.3
Fuel	1.835	1.158	0.677	36.9	20.143	18.262	1.881	9.3
Insurance	4.105	0.000	4.105	100.0	26.078	25.841	0.237	0.9
Claims	0.129	0.141	(0.012)	(9.1)	6.550	4.969	1.581	24.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.561	4.993	3.568	41.7	109.343	106.682	2.661	2.4
Professional Service Contracts	1.700	1.620	0.080	4.7	33.039	38.008	(4.969)	(15.0)
Materials & Supplies	14.843	16.860	(2.017)	(13.6)	191.323	226.645	(35.322)	(18.5)
Other Business Expenses	2.144	1.420	0.724	33.8	22.003	18.627	3.376	15.3
Total Non-Labor Expenditures	\$39.810	\$29.836	\$9.974	25.1	\$484.799	\$510.563	(\$25.764)	(5.3)
<i>Other Expenditure Adjustments:</i>								
Other	\$1.329	\$1.337	(\$0.008)	(0.6)	\$14.671	\$14.596	\$0.075	0.5
Total Other Expenditure Adjustments	\$1.329	\$1.337	(\$0.008)	(0.6)	\$14.671	\$14.596	\$0.075	0.5
Total Expenditures	\$167.029	\$149.230	\$17.799	10.7	\$1,856.229	\$1,832.604	\$23.625	1.3
Cash Timing and Availability Adjustment	0.000	(14.349)	(14.349)	-	3.139	(22.373)	(25.512)	*
Net Cash Deficit (excludes opening balance)	(\$72.900)	(\$54.196)	\$18.704	25.7	(\$757.186)	(\$727.540)	\$29.646	3.9
Subsidies								
MTA	72.900	63.676	(9.224)	(12.7)	757.186	737.020	(20.166)	(2.7)

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	November 2019			Year-to-Date as of November 30, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(2.480)	(3.8)	Lower ridership \$(1.052), lower advance sales impact \$(0.980), lower yields \$(0.389) and lower MetroCard/AirTrain sales \$(0.059).	1.849	0.3	Higher advance sales impact \$3.670 and higher ridership \$1.258, partially offset by lower yields \$(2.837) and lower MetroCard/AirTrain sales \$(0.242).
Other Operating Revenue	(0.335)	(26.4)	Primarily due to the timing of rental revenue, partially offset by the timing of miscellaneous revenue.	(2.522)	(8.4)	Primarily due to the timing of rental and freight revenue, partially offset by the timing of miscellaneous revenue.
Capital and Other Reimbursements	18.068	65.0	Timing of activity and reimbursement for capital and other reimbursements.	32.206	9.3	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	3.593	5.9	Primarily due to vacant positions, rates, the timing of union agreement payments and higher sick pay law claim credits, partially offset by the timing of intercompany reimbursements and retiree sick/vacation buyout payments.	26.292	4.1	Primarily due to vacant positions, rates, AAJ wireless project reimbursements and higher sick pay law claim credits, partially offset by the timing of intercompany reimbursements and retiree sick/vacation buyout payments.
Overtime	1.794	9.5	Primarily due to lower weather-related, maintenance, vacancy/absentee coverage and scheduled/unscheduled overtime, partially offset by higher project overtime.	(1.790)	(1.0)	Primarily due to higher project overtime and vacancy/absentee coverage, partially offset by lower maintenance, weather-related and scheduled/unscheduled service overtime.
Health and Welfare	0.013	0.1		5.686	4.2	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	0.979	17.1	Primarily due to fewer retirees/beneficiaries.	6.324	10.3	Primarily due to fewer retirees/beneficiaries.
Pensions	(0.000)	(0.0)		2.570	1.6	Due to intercompany reimbursements.

**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	November 2019			Year-to-Date as of November 30, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.454	11.2	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments.	10.234	5.9	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	2.848	43.9	Primarily due to the timing of payments and lower consumption, partially offset by higher rates.	4.791	6.3	Primarily due to the timing of payments, lower consumption and a meter settlement, partially offset by higher rates.
Fuel	0.677	36.9	Primarily due to the timing of payments, lower consumption and rates.	1.881	9.3	Primarily due to lower consumption, the timing of payments and rates.
Insurance	4.105	100.0	Timing of insurance premium payments.	0.237	0.9	Primarily due to lower property insurance premiums and the timing of payments.
Claims	(0.012)	(9.1)	Timing of claim payments.	1.581	24.1	Timing of and lower claim payments.
Maintenance and Other Operating Contracts	3.568	41.7	Primarily timing of payments for joint facilities and maintenance services.	2.661	2.4	Primarily timing of payments for maintenance and construction services, partially offset by the timing of payments for operating services and leases & rental.
Professional Service Contracts	0.080	4.7	Timing of MTA reimbursements for computer consulting services and the timing of other consulting service payments, partially offset by the timing of MTA Chargeback service payments.	(4.969)	(15.0)	Primarily timing of consulting service payments, partially offset by timing of MTA Chargeback service payments.
Materials and Supplies	(2.017)	(13.6)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(35.322)	(18.5)	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	November 2019			Year-to-Date as of November 30, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	0.724	33.8	Timing of NYPA loan payments and other miscellaneous expenses, partially offset by higher credit/debit card fees.	3.376	15.3	Primarily lower office, print and stationary supplies, and miscellaneous expenses and the timing of loan payments, partially offset by higher credit/debit card fees.
Other Expenditure Adjustments	(0.008)	(0.6)	Higher MetroCard/AirTrain pass through payments.	0.075	0.5	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)								
November 2019								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
	Favorable (Unfavorable)				Favorable (Unfavorable)			
Receipts								
Farebox Revenue	(\$0.138)	(\$1.177)	(\$1.039)	*	\$14.637	\$18.065	\$3.428	23.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.602)	(1.687)	(0.084)	(5.3)	(6.572)	(7.421)	(0.849)	(12.9)
Capital & Other Reimbursements	(0.448)	8.668	9.116	*	(18.247)	(61.949)	(43.702)	*
Total Receipts	(\$2.187)	\$5.805	\$7.992	*	(\$10.182)	(\$51.304)	(\$41.123)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$3.374)	(\$4.158)	(\$0.784)	(23.2)	\$2.468	\$6.265	\$3.797	*
Overtime	(1.075)	0.785	1.860	*	(3.168)	4.279	7.447	*
Health and Welfare	0.000	(0.346)	(0.346)	*	0.676	3.547	2.871	*
OPEB Current Payment	(0.000)	0.201	0.201	*	(0.729)	0.134	0.862	*
Pensions	0.000	0.000	(0.000)	(100.0)	1.027	3.597	2.570	*
Other Fringe Benefits	(2.902)	2.621	5.523	*	(3.929)	8.659	12.588	*
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	(\$7.350)	(\$0.897)	\$6.453	87.8	(\$3.654)	\$26.481	\$30.135	*
<i>Non-Labor:</i>								
Electric Power	(\$0.000)	\$2.767	\$2.767	*	\$0.000	\$2.738	\$2.738	*
<i>Traction Power</i>	(0.000)	2.173	2.173	*	0.001	1.880	1.879	*
<i>Non-Traction Power</i>	(0.000)	0.594	0.594	*	(0.000)	0.858	0.859	*
Fuel	0.137	0.721	0.584	*	(0.137)	0.601	0.738	*
<i>Revenue Vehicle Fuel</i>	0.000	0.309	0.309	*	(0.000)	0.612	0.612	*
<i>Non-Revenue Fuel</i>	0.137	0.412	0.275	*	(0.136)	(0.011)	0.126	92.3
Insurance	(1.694)	2.407	4.101	*	0.798	(0.324)	(1.122)	*
Claims	0.583	0.633	0.050	8.6	(0.322)	(4.049)	(3.727)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	2.196	2.037	(0.159)	(7.2)	(18.633)	(26.762)	(8.130)	(43.6)
Professional Service Contracts	1.660	1.338	(0.321)	(19.4)	2.779	(3.601)	(6.380)	*
Materials & Supplies	6.294	(1.248)	(7.542)	*	3.289	(7.740)	(11.029)	*
Other Business Expenses	0.206	0.955	0.749	*	(3.414)	(3.483)	(0.069)	(2.0)
Total Non-Labor Expenditures	\$9.382	\$9.611	\$0.229	2.4	(\$15.639)	(\$42.621)	(\$26.982)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.329)	(\$1.337)	(\$0.008)	(0.6)	(\$14.671)	(\$14.596)	\$0.075	0.5
Total Other Expenditure Adjustments	(\$1.329)	(\$1.337)	(\$0.008)	(0.6)	(\$14.671)	(\$14.596)	\$0.075	0.5
Total Expenditures before Depreciation	\$0.703	\$7.377	\$6.674	*	(\$33.964)	(\$30.736)	\$3.228	9.5
Depreciation Adjustment	\$32.584	\$32.604	\$0.020	0.1	\$364.456	\$365.265	\$0.809	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	0.167	0.022	15.0	1.855	2.468	0.613	33.1
Total Expenditures	\$33.431	\$40.148	\$6.717	20.1	\$332.347	\$336.997	\$4.650	1.4
Cash Timing and Availability Adjustment	0.000	(14.349)	(14.349)	-	3.139	(22.373)	(25.512)	*
Total Cash Conversion Adjustments	\$31.244	\$31.603	\$0.360	1.2	\$325.304	\$263.319	(\$61.985)	(19.1)

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

	November 2019						November 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	35,508	\$2.257	39,777	\$2.535	(4,269)	(\$0.278)	370,894	\$23.835	379,247	\$24.408	(8,353)	(\$0.573)
					-12.0%	-12.3%					-2.3%	-2.4%
<u>Unscheduled Service</u>	10,505	\$0.720	3,729	\$0.249	6,776	\$0.471	79,470	\$5.371	53,634	\$3.561	25,836	\$1.811
					64.5%	65.4%					32.5%	33.7%
<u>Programmatic/Routine Maintenance</u>	92,807	\$5.475	72,121	\$4.272	20,686	\$1.202	889,824	\$53.436	784,385	\$47.144	105,439	\$6.292
					22.3%	22.0%					11.8%	11.8%
<u>Unscheduled Maintenance</u>	510	\$0.031	5,000	\$0.300	(4,490)	(\$0.269)	11,598	\$0.702	24,841	\$1.499	(13,243)	(\$0.796)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	75,739	\$4.681	71,656	\$4.365	4,083	\$0.316	755,952	\$46.064	764,956	\$46.452	(9,004)	(\$0.387)
					5.4%	6.8%					-1.2%	-0.8%
<u>Weather Emergencies</u>	29,422	\$1.729	1,506	\$0.090	27,916	\$1.639	114,130	\$6.802	75,423	\$4.553	38,707	\$2.248
					94.9%	94.8%					33.9%	33.1%
<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	\$0.101	2,371	\$0.515	(110)	(\$0.414)	24,397	\$1.597	22,896	\$3.448	1,501	(\$1.850)
					-4.9%	*					6.2%	*
NON-REIMBURSABLE OVERTIME	246,752	\$14.993	196,161	\$12.326	50,591	\$2.667	2,246,265	\$137.808	2,105,381	\$131.064	140,884	\$6.744
					20.5%	17.8%					6.3%	4.9%
REIMBURSABLE OVERTIME	49,107	\$2.856	83,180	\$5.589	(34,073)	(\$2.733)	617,102	\$37.003	809,921	\$52.984	(192,819)	(\$15.981)
					-69.4%	-95.7%					-31.2%	-43.2%
TOTAL OVERTIME	295,859	\$17.849	279,341	\$17.915	16,518	(\$0.065)	2,863,367	\$174.811	2,915,302	\$184.048	(51,935)	(\$9.237)
					5.6%	-0.4%					-1.8%	-5.3%

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)

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	November 2019			November Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(4,269)	(\$0.278)	Primarily driven by higher Holiday overtime (Election Day) in Transportation and Equipment and Crew Book within Transportation.	(8,353)	(\$0.573)	Primarily driven by Crew Book within Transportation and higher Holiday overtime (Columbus Day & Election Day) in Transportation, Equipment and Engineering.
	-12.0%	-12.3%		-2.3%	-2.4%	
<u>Unscheduled Service</u>	6,776	\$0.471	Less operational support required to achieve on-time performance.	25,836	\$1.811	Less operational support required to achieve on time performance.
	64.5%	65.4%		32.5%	33.7%	
<u>Programmatic/Routine Maintenance</u>	20,686	\$1.202	Lower maintenance within Engineering.	105,439	\$6.292	Lower rolling stock running repairs and M3 RCM within Equipment \$2.4 and lower maintenance \$3.9
	22.3%	22.0%		11.8%	11.8%	
<u>Unscheduled Maintenance</u>	(4,490)	(\$0.269)	Derailment at Jamaica and system wide emergencies.	(13,243)	(\$0.796)	Due to system wide emergencies.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	4,083	\$0.316	Higher availability in the Transportation Department, partially offset by open job positions in Equipment and lower availability within Equipment and Engineering.	(9,004)	(\$0.387)	Higher open jobs within Equipment and lower availability within Stations, Equipment and Engineering, partially offset by higher availability within Transportation.
	5.4%	6.8%		-1.2%	-0.8%	
<u>Weather Emergencies</u>	27,916	\$1.639	Favorable weather conditions.	38,707	\$2.248	Favorable weather conditions.
	94.9%	94.8%		33.9%	33.1%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(110)	(\$0.414)	Unfavorable due to variance between actual and forecasted rates	1,501	(\$1.850)	Unfavorable due to variance between actual and forecasted rates
	-4.9%	*		6.2%	*	
NON-REIMBURSABLE OVERTIME	50,591	\$2.667		140,884	\$6.744	
	20.5%	17.8%		6.3%	4.9%	
REIMBURSABLE OVERTIME	(34,073)	(\$2.733)	Over-run attributed to Main Line Third Track Expansion \$(0.8), Accabonac Bridge Replacement \$(0.6) East Side Access \$(0.4), East Rail Yard \$(0.4) and Jamaica Capacity Improvement \$(0.4).	(192,819)	(\$15.981)	Over-run attributed to Main Line Third Track Expansion \$(3.4), Annual Track Program \$(2.9), East Side Access \$(2.1), East Rail Yard \$(1.9), Jamaica Capacity Improvements \$(1.1), Signal Replacement \$(1.0), PTC efforts \$(0.9), Accabonac Bridge Replacement \$(0.6) NYCDOT Atlantic Ave Drainage Improvements \$(0.5), Main Line Double Track \$(0.4), Station Enhancement Initiatives \$(0.3), Jamaica Capacity Improvements Phase 2 \$(0.3), Hicksville North Siding \$(0.2) and Long Beach Branch-System (Sandy) Restoration \$(0.2).
	-69.4%	-95.7%		-31.2%	-43.2%	
TOTAL OVERTIME	16,518	(\$0.065)		(51,935)	(\$9.237)	
	5.6%	-0.4%		-1.8%	-5.3%	

* 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 NOVEMBER 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	16	2
Procurement & Logistics (excl. Stores)	75	64	11
Human Resources	39	34	5
Sr VP Administration	2	2	0
Strategic Investments	15	13	2
President	10	7	3
VP & CFO	3	2	1
Controller	45	45	0
Management & Budget	18	14	4
BPM, Controls & Compliance	6	4	2
Market Dev. & Public Affairs	71	68	3
Gen. Counsel & Secretary	33	28	5
Diversity Management	3	3	0
Security	14	10	4
System Safety	42	35	7
Training	69	66	3
Service Planning	31	27	4
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
Total Administration	524	458	66
Operations			
Transportation Services - Train Operations	2,345	2,332	13
Customer Services	306	304	2
Total Operations	2,651	2,636	15
Maintenance			
Engineering	2,022	1,999	23
Equipment	2,151	2,118	33
Procurement (Stores)	95	98	(3)
Total Maintenance	4,268	4,215	53
Engineering/Capital			
Department of Program Management	152	125	27
Special Projects/East Side Access	61	53	8
Positive Train Control	14	12	2
Total Engineering/Capital	227	190	37
Baseline Total Positions	7,670	7,499	171
<i>Non-Reimbursable</i>	6,547	6,400	147
<i>Reimbursable</i>	1,123	1,099	24
Total Full-Time	7,670	7,499	171
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 NOVEMBER 2019**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 147 positions due to vacant positions in Train Operations, Maintenance of Equipment and Administrative departments, partially offset by Engineering workforce working on maintenance activity instead of capital project activity.
REIMBURSABLE POSITIONS - Favorable 24 positions primarily due to the timing of project activity in Engineering, and vacancies within Project Management, Procurement and Logistics, Special Projects 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 NOVEMBER 2019

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	277	242	35
Professional, Technical, Clerical	143	109	34
Operational Hourlies	104	107	(3)
Total Administration	524	458	66
Operations			
Managers/Supervisors	325	307	18
Professional, Technical, Clerical	104	96	8
Operational Hourlies	2,222	2,233	(11)
Total Operations	2,651	2,636	15
Maintenance			
Managers/Supervisors	887	776	111
Professional, Technical, Clerical	288	240	48
Operational Hourlies	3,093	3,199	(106)
Total Maintenance	4,268	4,215	53
Engineering/Capital			
Managers/Supervisors	153	137	16
Professional, Technical, Clerical	74	53	21
Operational Hourlies	0	0	0
Total Engineering/Capital	227	190	37
Total Positions			
Managers/Supervisors	1,642	1,462	180
Professional, Technical, Clerical	609	498	111
Operational Hourlies	5,419	5,539	(120)
Total Positions	7,670	7,499	171

Note: Totals may not add due to rounding

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

	NOVEMBER 2019							NOVEMBER 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	3.883	3.748	3.845	(0.135)	-3.5%	(0.097)	-2.5%	44.869	44.275	44.841	(0.593)	-1.3%	(0.565)	-1.3%
Weekly	0.134	0.169	0.141	0.035	26.3%	0.027	19.3%	2.105	2.263	1.881	0.158	7.5%	0.382	20.3%
Total Commutation	4.017	3.916	3.987	(0.100)	-2.5%	(0.070)	-1.8%	46.974	46.539	46.722	(0.436)	-0.9%	(0.183)	-0.4%
One-Way Full Fare	0.793	0.811	0.799	0.018	2.2%	0.012	1.5%	8.958	9.355	8.484	0.397	4.4%	0.871	10.3%
One-Way Off-Peak	1.580	1.568	1.587	(0.012)	-0.8%	(0.019)	-1.2%	17.078	17.191	16.786	0.113	0.7%	0.404	2.4%
All Other	0.944	0.921	0.936	(0.024)	-2.5%	(0.016)	-1.7%	10.279	10.354	10.021	0.074	0.7%	0.333	3.3%
Total Non-Commutation	3.318	3.299	3.321	(0.018)	-0.6%	(0.022)	-0.7%	36.315	36.899	35.291	0.584	1.6%	1.609	4.6%
Total	7.334	7.216	7.308	(0.118)	-1.6%	(0.092)	-1.3%	83.289	83.438	82.012	0.149	0.2%	1.426	1.7%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
NOVEMBER 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⁾	53.4%	46.2%	46.8%	7.2%	6.6%
	Adjusted ⁽²⁾	59.8%	51.7%	52.3%	8.1%	7.5%
Cost Per Passenger	Standard ⁽¹⁾	\$16.57	\$19.24	\$17.85	\$2.67	\$1.28
	Adjusted ⁽²⁾	\$15.38	\$17.94	\$16.66	\$2.56	\$1.28
Passenger Revenue/Passenger ⁽³⁾		\$8.84	\$8.89	\$8.36	(\$0.05)	\$0.48
		<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⁾	51.1%	47.7%	49.7%	3.4%	1.4%
	Adjusted ⁽²⁾	57.6%	53.9%	56.3%	3.7%	1.3%
Cost Per Passenger	Standard ⁽¹⁾	\$16.49	\$17.73	\$16.58	\$1.24	\$0.09
	Adjusted ⁽²⁾	\$15.36	\$16.52	\$15.42	\$1.16	\$0.06
Passenger Revenue/Passenger ⁽³⁾		\$8.43	\$8.46	\$8.24	(\$0.03)	\$0.19

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

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

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

MTA LONG ISLAND RAIL ROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2019 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	741.5	742.5	738.3	(3.3)	(0.4)	(4.3)	(0.6)
Total Expenses before Non-Cash Liability Adjs	1,457.7	1,391.9	1,361.4	96.3	6.6	30.5	2.2
Depreciation	364.5	364.5	365.3	(0.8)	(0.2)	(0.7)	(0.2)
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	1.9	1.9	2.5	(0.6)	(33.1)	(0.6)	(29.5)
Total Expenses	1,824.0	1,758.4	1,729.1	94.9	5.2	29.3	1.7
Net Surplus/(Deficit)	(1,082.5)	(1,015.9)	(990.9)	91.6	8.5	25.0	2.5

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2019 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$4.3)	(0.6)	Lower farebox revenue and the timing of advertising and rentals revenue, partially offset by timing of miscellaneous revenues.
Total Expenses	\$29.3	1.7	Favorable labor expenses due to vacant positions and associated fringe costs, lower overtime, non-employee claims, bad debt reserves, OPEB current, electric power and the timing of maintenance services, partially offset by higher FELA reserves and increased production of M7 trucks, C3 airbag installation, right of way material costs and the timing of M7 RCM/RR.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee



Long Island Rail Road

Financial Report Highlights

December 2019



The LIRR deploys a wide range of equipment during winter storms to preserve service and guarantee the safety of its customers and employees.



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 Final Estimate and key financial performance indicators.

December YTD 2019 Highlights

- Total revenue of \$1,283.3 million was \$41.4 million higher than Final Estimate, primarily due to the timing of reimbursements for capital activity.
- Through December 2019 ridership was 91.1 million, which was 1.5% above 2018 (adjusted for the same number of work days) and (0.2)% below Final Estimate. Commutation ridership of 50.6 million was (0.5)% lower than 2018 and 0.2% above the Final Estimate. Non-Commutation ridership of 40.5 million was 4.1% above 2018 and (0.6)% below the Final Estimate. Farebox revenue of \$768.6 million was \$(2.5) lower than the Final Estimate as a result of lower ridership and lower yields.
- Total expenses before non-cash liability adjustments of \$1,990.9 million were \$(17.1) million or (0.9)% unfavorable to Final Estimate. The primary drivers of this unfavorable variance are higher materials & supplies, FELA indemnity reserves, capital project overtime and maintenance services, partially offset by the vacant positions and associated fringe costs, and lower OPEB current, bad debt and electric expenses.

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

<u>Category (\$ in Millions)</u>	<u>Final Estimate</u>	<u>Prelim Actual</u>	<u>Variance</u>
Total Revenue	\$1,241.9	\$1,283.3	\$41.4
Total Expenses Before Non-Cash Liabilities	1,973.8	1,990.9	(17.1)
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$731.9)	(\$707.6)	\$24.3
Other Non-Cash Liabilities	484.9	400.8	84.1
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$1,216.8)	(\$1,108.4)	\$108.4
Cash Adjustments	486.2	343.4	(142.8)
Net Cash Surplus/(Deficit)	(\$730.6)	(\$765.0)	\$(34.4)

Mark Young
Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

December YTD operating results were favorable by \$108.4 or 8.9% lower than the Final Estimate.

Non-Reimbursable revenues through December were \$(5.1) unfavorable to the Final Estimate. Farebox Revenue was unfavorable as a result of lower ridership and lower yields. Other Operating Revenues were unfavorable to the Final Estimate primarily due to timing. Total Non-Reimbursable expenses were \$113.4 favorable due to GASB 75 and GASB 68 expenses adjustments not yet recorded in the preliminary actuals, lower labor expenses as a result of vacant positions and associated fringe costs, lower overtime, OPEB current expenses, bad debt and electric expense, partially offset by higher FELA indemnity reserves, material and maintenance expenses.

YTD capital and other reimbursable expenditures (and reimbursements) were \$46.4 higher than the Final Estimate due to the timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date December **Total Revenues** (including Capital and Other Reimbursements) of \$1,283.3 were \$41.4 or 3.3% favorable to the Final Estimate.

- **Y-T-D Farebox Revenues** were \$(2.5) unfavorable to Final Estimate due to lower ridership and lower yields. Ridership through December was 91.1 million, which was 1.5% higher than 2018 (adjusted for the same number of calendar work days) and (0.2)% lower than the Final Estimate.
- **Y-T-D Other Operating Revenues** were \$(2.5) unfavorable to Final Estimate primarily due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$46.4 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date December **Total Expenses** (including depreciation and other) of \$2,391.6 were favorable to the Final Estimate by \$67.0.

Labor Expenses, \$8.9 favorable Y-T-D.

- **Payroll**, \$14.5 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(2.3) unfavorable Y-T-D (primarily higher capital project activity, partially offset by lower maintenance, weather-related and scheduled/unscheduled service overtime).
- **Health & Welfare**, \$1.3 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$3.9 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$(2.4) unfavorable Y-T-D (based on the current actuarial estimate).
- **Other Fringe**, \$(6.1) unfavorable Y-T-D (primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$(26.0) unfavorable Y-T-D.

- **Electric Power**, \$3.0 favorable Y-T-D (lower consumption and rates).
- **Fuel**, on plan Y-T-D.
- **Insurance**, \$0.8 favorable Y-T-D (primarily lower force account insurance).
- **Claims**, \$(0.3) unfavorable Y-T-D (timing of claim settlements).
- **Maintenance and Other Operating Contracts**, \$(6.4) unfavorable Y-T-D (primarily higher project and right of way maintenance activities, bussing services, elevator/escalator and HVAC maintenance).
- **Professional Services**, \$(2.8) unfavorable Y-T-D (primarily Biometric expenses which were forecast in materials, higher outside counsel and other consultant services, partially offset by the timing of EAM and MTA chargeback payments, locomotive enhancements, equipment testing and GCT/ESA signage installation and technical scope of work for future ESA maintenance contracts).
- **Materials and Supplies**, \$(23.7) unfavorable Y-T-D (primarily due to the timing of capital project material, increased production of M7 trucks, higher Reliability Centered Maintenance (RCM) for the revenue fleet, and higher right of way material expense, partially offset by lower miscellaneous inventory adjustments).
- **Other Business Expenses**, \$3.4 favorable Y-T-D (lower bad debt and other business expenses).

Depreciation and Other, \$84.1 favorable Y-T-D.

CASH DEFICIT SUMMARY

The Cash Deficit through December of \$765.0 was \$(34.4) unfavorable to the Final Estimate due to higher material, maintenance and professional services expenditures, the timing of Health and Welfare payments and other operating revenue receipts, partially offset by lower labor expenses and the timing of electric power payments and farebox revenue receipts.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 50.2%, 3.8 percentage points above the Final Estimate resulting from lower expenses.
- Through December the Adjusted Farebox Operating Ratio was 56.7%, 4.3 percentage points above the Final Estimate due to lower expenses.
- Through December the Adjusted Cost per Passenger was \$15.65, which is lower than the Final Estimate due to lower expenses.
- Through December Revenue per Passenger was \$8.44, which was \$0.01 below the Final Estimate.

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

NON-REIMBURSABLE	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2019 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$764.034	\$771.110	\$768.588	\$4.554	0.6	(\$2.521)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	47.044	41.819	39.283	(7.760)	(16.5)	(2.535)	(6.1)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$811.078	\$812.929	\$807.872	(\$3.206)	(0.4)	(\$5.057)	(0.6)
Expenses							
Labor:							
Payroll	\$613.488	\$572.367	\$561.337	\$52.151	8.5	\$11.030	1.9
Overtime	136.158	153.440	145.393	(9.235)	(6.8)	8.048	5.2
Health and Welfare	134.543	114.640	110.889	23.654	17.6	3.751	3.3
OPEB Current Payment	72.934	63.893	60.019	12.915	17.7	3.874	6.1
Pensions	131.977	135.488	137.067	(5.089)	(3.9)	(1.579)	(1.2)
Other Fringe Benefits	152.256	144.422	147.985	4.271	2.8	(3.562)	(2.5)
Reimbursable Overhead	(26.319)	(38.721)	(47.000)	20.681	78.6	8.279	21.4
Total Labor Expenses	\$1,215.036	\$1,145.529	\$1,115.689	\$99.347	8.2	\$29.841	2.6
Non-Labor:							
Electric Power	\$89.671	\$83.783	\$80.785	\$8.886	9.9	\$2.998	3.6
Fuel	22.608	20.569	20.551	2.057	9.1	0.018	0.0
Insurance	21.947	20.494	20.229	1.718	7.8	0.265	1.3
Claims	6.894	6.894	7.237	(0.343)	(5.0)	(0.343)	(5.0)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	92.073	66.864	69.198	22.875	24.8	(2.333)	(3.5)
Professional Service Contracts	45.071	37.928	38.878	6.193	13.7	(0.950)	(2.5)
Materials & Supplies	172.969	142.775	146.683	26.286	15.2	(3.908)	(2.7)
Other Business Expenses	20.330	19.998	16.246	4.085	20.1	3.753	18.8
Total Non-Labor Expenses	\$471.562	\$399.306	\$399.806	\$71.756	15.2	(\$0.500)	(0.1)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$1,686.598	\$1,544.836	\$1,515.495	\$171.103	10.1	\$29.341	1.9
Depreciation	\$388.118	\$397.085	\$398.035	(\$9.917)	(2.6)	(\$0.950)	(0.2)
GASB 75 OPEB Expense Adjustment	143.833	99.584	\$0.000	143.833	100.0	99.584	100.0
GASB 68 Pension Expense Adjustment	0.000	(13.800)	0.000	0.000	-	(13.800)	(100.0)
Environmental Remediation	2.000	2.000	2.733	(0.733)	(36.7)	(0.733)	(36.7)
Total Expenses	\$2,220.549	\$2,029.705	\$1,916.263	\$304.286	13.7	\$113.441	5.6
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,409.471)	(\$1,216.776)	(\$1,108.392)	\$301.080	21.4	\$108.384	8.9
Cash Depreciation Adjustments							
Depreciation	\$388.118	\$397.085	\$398.035	\$9.917	2.6	\$0.950	0.2
Operating/Capital	(26.586)	(16.534)	(15.860)	10.727	40.3	0.674	4.1
Other Cash Adjustments	134.195	105.613	(38.821)	(173.015)	*	(144.433)	*
Total Cash Conversion Adjustments	\$495.726	\$486.163	\$343.355	(\$152.372)	(30.7)	(\$142.808)	(29.4)
Net Cash Surplus/(Deficit)	(\$913.745)	(\$730.613)	(\$765.037)	\$148.708	16.3	(\$34.424)	(4.7)

Totals may not add due to rounding

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

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

	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2019 Adopted Budget		Final Estimate	
				\$	%	\$	%
REIMBURSABLE							
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	382.949	428.961	475.386	92.437	24.1	46.425	10.8
Total Revenue	\$382.949	\$428.961	\$475.386	\$92.437	24.1	\$46.425	10.8
Expenses							
Labor:							
Payroll	\$135.391	\$131.468	\$127.985	\$7.406	5.5	\$3.483	2.6
Overtime	32.699	45.804	56.148	(23.449)	(71.7)	(10.344)	(22.6)
Health and Welfare	27.882	31.373	33.783	(5.901)	(21.2)	(2.410)	(7.7)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	45.301	46.651	47.447	(2.146)	(4.7)	(0.796)	(1.7)
Other Fringe Benefits	28.512	32.199	34.771	(6.259)	(22.0)	(2.572)	(8.0)
Reimbursable Overhead	26.319	38.721	47.000	(20.681)	(78.6)	(8.279)	(21.4)
Total Labor Expenses	\$296.105	\$326.217	\$347.134	(\$51.030)	(17.2)	(\$20.918)	(6.4)
Non-Labor:							
Electric Power	\$0.268	\$0.596	\$0.619	(\$0.350)	*	(\$0.022)	(3.7)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	9.000	8.124	7.596	1.404	15.6	0.528	6.5
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	22.416	25.074	29.116	(6.700)	(29.9)	(4.042)	(16.1)
Professional Service Contracts	0.831	1.762	3.589	(2.758)	*	(1.827)	*
Materials & Supplies	53.941	66.419	86.181	(32.239)	(59.8)	(19.762)	(29.8)
Other Business Expenses	0.386	0.768	1.151	(0.764)	*	(0.382)	(49.7)
Total Non-Labor Expenses	\$86.844	\$102.744	\$128.252	(\$41.407)	(47.7)	(\$25.507)	(24.8)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$382.949	\$428.961	\$475.386	(\$92.437)	(24.1)	(\$46.425)	(10.8)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employee Benefits	0.000	\$0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	\$0.000	0.000	0.000	-	0.000	-
Total Expenses	\$382.949	\$428.961	\$475.386	(\$92.437)	(24.1)	(\$46.425)	(10.8)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$0.000)	\$0.000	\$0.000	\$0.000	100.0	(\$0.000)	(100.0)
<i>Cash Depreciation Adjustments</i>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	(\$0.000)	\$0.000	\$0.000	\$0.000	100.0	(\$0.000)	(100.0)

Totals may not add due to rounding

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

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

NON-REIMBURSABLE/ REIMBURSABLE

	2019			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	2019 Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	\$	%	\$	%
Revenue							
Farebox Revenue	\$764.034	\$771.110	\$768.588	\$4.554	0.6	(\$2.521)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	47.044	41.819	39.283	(7.760)	(16.5)	(2.535)	(6.1)
Capital and Other Reimbursements	382.949	428.961	475.386	92.437	24.1	46.425	10.8
Total Revenue	\$1,194.026	\$1,241.889	\$1,283.257	\$89.231	7.5	\$41.368	3.3
Expenses							
Labor:							
Payroll	\$748.879	\$703.835	\$689.322	\$59.557	8.0	\$14.513	2.1
Overtime	168.857	199.245	201.541	(32.684)	(19.4)	(2.296)	(1.2)
Health and Welfare	162.425	146.013	144.672	17.753	10.9	1.341	0.9
OPEB Current Payment	72.934	63.893	60.019	12.915	17.7	3.874	6.1
Pensions	177.278	182.139	184.513	(7.235)	(4.1)	(2.375)	(1.3)
Other Fringe Benefits	180.768	176.621	182.755	(1.988)	(1.1)	(6.134)	(3.5)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$1,511.141	\$1,471.746	\$1,462.823	\$48.318	3.2	\$8.923	0.6
Non-Labor:							
Electric Power	\$89.939	\$84.379	\$81.403	\$8.536	9.5	\$2.976	3.5
Fuel	22.608	20.569	20.551	2.057	9.1	0.018	0.0
Insurance	30.947	28.618	27.825	3.122	10.1	0.793	2.8
Claims	6.894	6.894	7.237	(0.343)	(5.0)	(0.343)	(5.0)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	114.490	91.939	98.314	16.176	14.1	(6.375)	(6.9)
Professional Service Contracts	45.902	39.690	42.467	3.435	7.5	(2.777)	(7.0)
Materials & Supplies	226.911	209.195	232.864	(5.953)	(2.6)	(23.669)	(11.3)
Other Business Expenses	20.717	20.767	17.396	3.320	16.0	3.370	16.2
Total Non-Labor Expenses	\$558.406	\$502.050	\$528.058	\$30.348	5.4	(\$26.007)	(5.2)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$2,069.547	\$1,973.796	\$1,990.881	\$78.666	3.8	(\$17.084)	(0.9)
Depreciation	\$388.118	\$397.085	\$398.035	(\$9.917)	(2.6)	(\$0.950)	(0.2)
GASB 75 OPEB Expense Adjustment	143.833	99.584	0.000	143.833	100.0	99.584	100.0
GASB 68 Pension Expense Adjustment	0.000	(13.800)	0.000	0.000	-	(13.800)	(100.0)
Environmental Remediation	2.000	2.000	2.733	(0.733)	(36.7)	(0.733)	(36.7)
Total Expenses	\$2,603.498	\$2,458.665	\$2,391.649	\$211.849	8.1	\$67.016	2.7
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$1,409.471)	(\$1,216.776)	(\$1,108.392)	\$301.080	21.4	\$108.384	8.9
<i>Cash Depreciation Adjustments</i>							
Depreciation	\$388.118	\$397.085	\$398.035	\$9.917	2.6	\$0.950	0.2
Operating/Capital	(26.586)	(16.534)	(15.860)	10.727	40.3	0.674	4.1
Other Cash Adjustments	134.195	105.613	(38.821)	(173.015)	*	(144.433)	*
Total Cash Conversion Adjustments	\$495.726	\$486.163	\$343.355	(\$152.372)	(30.7)	(\$142.808)	(29.4)
Net Cash Surplus/(Deficit)	(\$913.745)	(\$730.613)	(\$765.037)	\$148.708	16.3	(\$34.424)	(4.7)

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

MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2019 Final Estimate and Preliminary Actual
December 2019 Year To Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Revenue				
Farebox Revenue	Non Reimb.	(2.521)	-0.3%	Lower ridership \$(1.387) and lower yield per passenger \$(1.134).
Other Operating Revenue	Non Reimb.	(2.535)	-6.1%	Lower advertising and miscellaneous revenue, partially offset by higher rental revenue.
Capital and Other Reimbursements	Reimb.	46.425	10.8%	Timing of capital project activity and interagency reimbursements.
Expenses				
Payroll	Non Reimb.	11.030	1.9%	Vacant positions, lower vacation pay accruals and higher sick pay law claim credits, partially offset by higher retiree sick/vacation buyout payments.
	Reimb.	3.483	2.6%	Primarily due to timing of project activity and interagency reimbursements.
Overtime	Non Reimb.	8.048	5.2%	Lower maintenance, weather-related overtime and scheduled/unscheduled service.
	Reimb.	(10.344)	-22.6%	Over-run attributed to Main Line Third Track Expansion, East Side Access, Annual Track Program, Jamaica Capacity Improvements, Signal Replacement and Accabonac Bridge Replacement.
Health & Welfare	Non Reimb.	3.751	3.3%	Vacant positions.
	Reimb.	(2.410)	-7.7%	Primarily due to timing of project activity and interagency reimbursements.
OPEB Current Payment	Non Reimb.	3.874	6.1%	Fewer retirees/beneficiaries than projected.
Pension	Non Reimb.	(1.579)	-1.2%	Based on the current actuarial report.
	Reimb.	(0.796)	-1.7%	Primarily due to timing of project activity and interagency reimbursements.
Other Fringe Benefits	Non Reimb.	(3.562)	-2.5%	Primarily due to higher FELA indemnity reserves, partially offset by lower Railroad Retirement taxes.
	Reimb.	(2.572)	-8.0%	Primarily due to timing of project activity and interagency reimbursements.
Reimbursable Overhead	Non Reimb.	8.279	21.4%	Timing of capital project activity.
	Reimb.	(8.279)	-21.4%	Timing of capital project activity.
Electric Power	Non Reimb.	2.998	3.6%	Lower consumption and rates, partially offset by the timing of accruals.
	Reimb.	(0.022)	-3.7%	

MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2019 Final Estimate and Preliminary Actual
December 2019 Year To Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Fuel	Non Reimb.	0.018	0.0%	
Insurance	Non Reimb.	0.265	1.3%	Lower Liability Insurance, partially offset by higher Property Insurance.
	Reimb.	0.528	6.5%	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.343)	-5.0%	Primarily due to an increase in claim reserves, partially offset by lower non-employee claims.
Maintenance and Other Operating Contracts	Non Reimb.	(2.333)	-3.5%	Higher right of way maintenance, bussing, elevator/escalator maintenance, HVAC maintenance and other maintenance services.
	Reimb.	(4.042)	-16.1%	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	(0.950)	-2.5%	Biometric expenses which were forecast in materials and supplies, higher outside Counsel consultant fees and other outside services, partially offset by the timing of payments for Enterprise Asset Management, DE/DM locomotive enhancements and equipment testing, GCT/ESA signage installations and technical scope of work for future ESA maintenance contracts, and MTA Chargebacks.
	Reimb.	(1.827)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(3.908)	-2.7%	Primarily due to increased production of M7 trucks, DE/DM repairs and other maintenance initiatives under the Reliability Centered Maintenance (RCM) program and higher right of way material costs, partially offset by lower miscellaneous inventory adjustments.
	Reimb.	(19.762)	-29.8%	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	3.753	18.8%	Lower bad debt reserves primarily due to Amtrak settlement, lower office supplies, office renovation costs, print and stationery supplies and travel related costs, partially offset higher debit/credit card fees.
	Reimb.	(0.382)	-49.7%	Primarily due to timing project activity.
Depreciation	Non Reimb.	(0.950)	-0.2%	Based on certain assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	99.584	100.0%	Expense not reflected in preliminary actuals, pending final actuarial report.
GASB 68 Pension Expense Adjustment	Non Reimb.	(13.800)	-100.0%	Expense not reflected in preliminary actuals, pending final actuarial report.
Environmental Remediation	Non Reimb.	(0.733)	-36.7%	Higher expenses for environmental remediation.

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

	2019			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2019 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$780.534	\$781.755	\$789.892	\$9.358	1.2	\$8.137	1.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	32.443	32.763	29.087	(3.356)	(10.3)	(3.676)	(11.2)
Capital and Other Reimbursements	355.913	417.225	417.749	61.836	17.4	0.524	0.1
Total Receipts	\$1,168.890	\$1,231.743	\$1,236.727	\$67.837	5.8	\$4.984	0.4
Expenditures							
Labor:							
Payroll	\$742.506	\$694.887	\$680.810	\$61.696	8.3	\$14.077	2.0
Overtime	168.857	199.245	194.785	(25.928)	(15.4)	4.460	2.2
Health and Welfare	162.425	131.471	140.608	21.817	13.4	(9.137)	(6.9)
OPEB Current Payment	72.934	59.799	60.188	12.746	17.5	(0.389)	(0.7)
Pensions	177.278	179.857	180.532	(3.254)	(1.8)	(0.675)	(0.4)
Other Fringe Benefits	184.768	179.864	172.406	12.362	6.7	7.458	4.1
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$1,508.768	\$1,445.123	\$1,429.328	\$79.440	5.3	\$15.795	1.1
Non-Labor:							
Electric Power	\$89.939	\$84.379	\$77.699	\$12.240	13.6	\$6.680	7.9
Fuel	22.608	20.569	19.469	3.139	13.9	1.100	5.3
Insurance	31.508	28.481	31.133	0.375	1.2	(2.652)	(9.3)
Claims	6.723	5.723	5.044	1.679	25.0	0.679	11.9
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	114.490	108.055	115.731	(1.241)	(1.1)	(7.676)	(7.1)
Professional Service Contracts	41.702	37.730	41.907	(0.205)	(0.5)	(4.177)	(11.1)
Materials & Supplies	226.977	196.453	243.469	(16.492)	(7.3)	(47.016)	(23.9)
Other Business Expenses	23.420	22.982	21.995	1.425	6.1	0.987	4.3
Total Non-Labor Expenditures	\$557.367	\$504.372	\$556.447	\$0.920	0.2	(\$52.075)	(10.3)
Other	\$16.500	\$16.000	\$15.902	\$0.598	3.6	\$0.098	0.6
Total Other Expenditure Adjustments	\$16.500	\$16.000	\$15.902	\$0.598	3.6	\$0.098	0.6
Total Expenditures	\$2,082.635	\$1,965.495	\$2,001.677	\$80.958	3.9	(\$36.182)	(1.8)
Cash Timing and Availability Adjustment	0.000	3.139	(0.088)	(0.088)	-	(3.227)	*
Operating Cash Deficit	(\$913.745)	(\$730.613)	(\$765.037)	\$148.708	16.3	(\$34.424)	(4.7)
Totals may not add due to rounding							

MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2019 Final Estimate and Preliminary Actual Cash Basis
December 2019 Year-to-Date

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%	
Receipts			
Farebox Revenue	8.137	1.0	Higher advance sales impact \$10.898, partially offset by lower ridership \$(1.387), lower yields \$(1.134) and lower Metrocard/AirTrain sales \$(0.240).
Other Operating Revenue	(3.676)	(11.2)	Primarily due to the timing of rental and freight revenue and lower miscellaneous revenue.
Capital and Other Reimbursements	0.524	0.1	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures			
Labor:			
Payroll	14.077	2.0	Primarily due to vacant positions, rates, and higher sick pay law claim credits, partially offset by retiree sick/vacation buyout payments and the timing of intercompany reimbursements.
Overtime	4.460	2.2	Primarily due to lower maintenance, weather-related overtime, rates and scheduled/unscheduled service, partially offset by higher project overtime.
Health and Welfare	(9.137)	(6.9)	Primarily due to the timing of NYSHIP insurance payments, partially offset by vacant positions and intercompany reimbursements.
OPEB Current Payment	(0.389)	(0.7)	Primarily due to the timing of NYSHIP insurance payments, partially offset by fewer retirees /beneficiaries.
Pensions	(0.675)	(0.4)	Primarily due to the latest actuarial estimate, partially offset by intercompany reimbursements.
Other Fringe Benefits	7.458	4.1	Primarily lower Railroad Retirement Tax payments including intercompany reimbursements and the timing of FELA payments, partially offset by higher payments for meals.
Non-Labor:			
Electric Power	6.680	7.9	Primarily due to the timing of PSEG Traction Power payments, lower consumption and lower rates.
Fuel	1.100	5.3	Primarily due to the timing of payments, lower consumption and lower rates.
Insurance	(2.652)	(9.3)	Timing of payments.
Claims	0.679	11.9	Lower claims payments.
Maintenance and Other Operating Contracts	(7.676)	(7.1)	Higher maintenance and operating services and leases & rentals payments, partially offset by the timing of construction services.
Professional Service Contracts	(4.177)	(11.1)	The timing of and higher professional service contract payments, partially offset by the timing of MTA Chargeback payments.
Material and Supplies	(47.016)	(23.9)	The timing of and higher material payments.
Other Business Expenses	0.987	4.3	Lower payments for office supplies, office renovations, print and stationery supplies and travel, partially offset by higher credit/debit card fees.
Other Expenditure Adjustments	0.098	0.6	Lower Metrocard/AirTrain pass through payments.

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

	2019			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	2019 Adopted Budget		Final Estimate	
	Budget	Estimate	Actual	\$	%	\$	%
Receipts							
Farebox Revenue	\$16.500	\$10.645	\$21.303	\$4.803	29.1	\$10.658	*
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	(14.601)	(9.056)	(10.197)	4.404	30.2	(1.141)	(12.6)
Capital and Other Reimbursements	(27.036)	(11.736)	(57.637)	(30.601)	*	(45.901)	*
Total Receipts	(\$25.136)	(\$10.146)	(\$46.530)	(\$21.394)	(85.1)	(\$36.384)	*
Expenditures							
Labor:							
Payroll	\$6.373	\$8.948	\$8.512	\$2.139	33.6	(\$0.436)	(4.9)
Overtime	(0.000)	(0.000)	6.756	6.756	*	6.756	*
Health and Welfare	(0.000)	14.542	4.064	4.064	*	(10.478)	(72.1)
OPEB Current Payment	(0.000)	4.094	(0.169)	(0.168)	*	(4.263)	*
Pensions	0.000	2.282	3.982	3.981	*	1.700	74.5
Other Fringe Benefits	(4.000)	(3.243)	10.350	14.350	*	13.593	*
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$2.373	\$26.623	\$33.495	\$31.122	*	\$6.872	25.8
Non-Labor:							
Electric Power	(\$0.000)	\$0.000	\$3.705	\$3.705	*	\$3.704	*
Fuel	(0.000)	0.000	1.083	1.083	*	1.082	*
Insurance	(0.561)	0.137	(3.308)	(2.747)	*	(3.445)	*
Claims	0.171	1.171	2.192	2.022	*	1.022	87.3
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(0.000)	(16.116)	(17.417)	(17.416)	*	(1.301)	(8.1)
Professional Service Contracts	4.200	1.960	0.560	(3.640)	(86.7)	(1.400)	(71.4)
Materials & Supplies	(0.066)	12.742	(10.606)	(10.539)	*	(23.347)	*
Other Business Expenses	(2.703)	(2.215)	(4.598)	(1.895)	(70.1)	(2.383)	*
Total Non-Labor Expenditures	\$1.039	(\$2.322)	(\$28.389)	(\$29.429)	*	(\$26.068)	*
Other Expense Adjustments:							
Other	(16.500)	(16.000)	(15.902)	0.598	3.6	0.098	0.6
Total Other Expenditure Adjustments	(\$16.500)	(\$16.000)	(\$15.902)	\$0.598	3.6	\$0.098	0.6
Total Expenditures Before Depreciation	(\$13.088)	\$8.301	(\$10.796)	\$2.292	17.5	(\$19.097)	*
Depreciation	\$388.118	\$397.085	\$398.035	\$9.917	2.6	\$0.950	0.2
GASB 75 OPEB Expense Adjustment	143.833	99.584	0.000	(143.833)	(100.0)	(99.584)	(100.0)
GASB 68 Pension Expense Adjustment	0.000	(13.800)	0.000	0.000	-	13.800	100.0
Environmental Remediation	2.000	2.000	2.733	0.733	36.7	0.733	36.7
Total Expenditures	\$520.863	\$493.170	\$389.972	(\$130.890)	(25.1)	(\$103.198)	(20.9)
Cash Timing and Availability Adjustment	0.000	3.139	(0.088)	(0.088)	-	(3.227)	*
Baseline Total Cash Conversion Adjustments	\$495.726	\$486.163	\$343.355	(\$152.372)	(30.7)	(\$142.808)	(29.4)

Totals may not add due to rounding

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

	2019 Adopted Budget		2019 Final Estimate		Preliminary Actual		2019 Adopted Budget vs. Actuals		2019 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
							Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	400,428	\$25.565	435,971	\$27.742	437,171	\$28.056	(36,743) -9.2%	(\$2.491) -9.7%	(1,200) -0.3%	(\$0.313) -1.1%
<u>Unscheduled Service</u>	78,418	5.313	74,474	4.935	59,151	3.930	19,267 24.6%	1.383 26.0%	15,323 20.6%	1.005 20.4%
<u>Programmatic/Routine Maintenance</u>	837,077	50.625	937,831	56.343	838,137	50.346	(1,060) -0.1%	0.279 0.6%	99,694 10.6%	5.998 10.6%
<u>Unscheduled Maintenance</u>	5,798	0.350	17,321	1.046	30,114	1.822	(24,316) *	(1.473) *	(12,793) -73.9%	(0.776) -74.2%
<u>Vacancy/Absentee Coverage</u>	713,397	43.466	852,618	51.769	854,041	51.830	(140,644) -19.7%	(8.364) -19.2%	(1,423) -0.2%	(0.061) -0.1%
<u>Weather Emergencies</u>	162,633	9.358	159,578	9.470	91,176	5.513	71,457 43.9%	3.845 41.1%	68,402 42.9%	3.957 41.8%
<u>Safety/Security/Law Enforcement</u> ²	-	-	-	-	-	-	-	-	-	-
<u>All Other</u> ³	27,133	1.481	25,556	2.135	25,743	3.897	1,390 5.1%	(2.416) *	(187) -0.7%	(1.762) -82.5%
TOTAL NON-REIMBURSABLE OVERTIME	2,224,884	\$136.158	2,503,349	\$153.440	2,335,532	\$145.393	(110,648) -5.0%	(\$9.235) -6.8%	167,817 6.7%	\$8.048 5.2%
REIMBURSABLE OVERTIME	572,673	\$32.699	730,783	\$45.804	849,474	\$56.148	(276,801) -48.3%	(\$23.449) -71.7%	(118,691) -16.2%	(\$10.344) -22.6%
TOTAL OVERTIME	2,797,557	\$168.857	3,234,132	\$199.245	3,185,007	\$201.541	(387,450) -13.8%	(\$32.684) -19.4%	49,125 1.5%	(\$2.296) -1.2%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

* Exceeds 100%

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

	Var. - Fav./(Unfav)		December 2019 Year-to-Date
	Hours	\$	Explanations
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u> ¹	(1,200)	(\$0.313)	Higher Crew Book overtime and higher Holiday coverage in Stations, Engineering and Equipment.
	-0.3%	-1.1%	
<u>Unscheduled Service</u>	15,323	\$1.005	Less operational support required to fulfill on time performance.
	20.6%	20.4%	
<u>Programmatic/Routine Maintenance</u>	99,694	\$5.998	Lower maintenance \$3.2 and rolling stock running repairs on MU and Diesel Fleets within Equipment \$2.8.
	10.6%	10.6%	
<u>Unscheduled Maintenance</u>	(12,793)	(\$0.776)	Unfavorable due to system wide emergency rail Inspections.
	-73.9%	-74.2%	
<u>Vacancy/Absentee Coverage</u>	(1,423)	(\$0.061)	
	-0.2%	-0.1%	
<u>Weather Emergencies</u>	68,402	\$3.957	Lower than forecasted weather-related expenses.
	42.9%	41.8%	
<u>Safety/Security/Law Enforcement</u> ²	-	-	
<u>All Other</u> ³	(187)	(\$1.762)	Unfavorable due to variance between actual and forecasted wage rates.
	-0.7%	-82.5%	
TOTAL NON-REIMBURSABLE OVERTIME	167,817	\$8.048	
	6.7%	5.2%	
REIMBURSABLE OVERTIME	(118,691)	(\$10.344)	Over-run attributed to Main Line Third Track Expansion \$(3.8), East Side Access \$(1.9), Annual Track Program \$(1.5), Jamaica Capacity Improvements \$(1.1), Signal Replacement (\$1.2) and Accabonac Bridge Replacement \$(0.8).
	-16.2%	-22.6%	
TOTAL OVERTIME	49,125	(\$2.296)	
	1.5%	-1.2%	

1 Includes Tour Length and Holiday overtime.

2 Not Applicable

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

* Exceeds 100%

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

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 LONG ISLAND RAIL ROAD
2019 Final Estimate vs. Preliminary Actual
Total Full-Time Positions & FTEs by Function and Department
December 2019

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Administration				
Executive VP	2	1	1	
Enterprise Asset Management	7	6	1	
Sr Vice President - Engineering	2	1	1	
Labor Relations	18	16	2	
Procurement & Logistics (excl. Stores)	75	63	12	
Human Resources	39	34	5	
Sr VP Administration	2	2	0	
Strategic Investments	15	13	2	
President	10	7	3	
VP & CFO	3	2	1	
Controller	45	46	(1)	
Management and Budget	18	14	4	
BPM, Controls, & Compliance	6	4	2	
Market Dev. & Public Affairs	71	68	3	
Gen. Counsel & Secretary	32	28	4	
Diversity Management	3	3	0	
Security	14	10	4	
System Safety	42	35	7	
Training	69	66	3	
Service Planning	31	27	4	
Rolling Stock Programs	17	9	8	
Sr Vice President - Operations	2	2	0	
Total Administration	523	457	66	
Operations				
Train Operations	2,340	2,330	10	
Customer Service	311	308	3	
Total Operations	2,651	2,638	13	
Maintenance				
Engineering	2,022	1,997	25	
Equipment	2,164	2,109	55	
Procurement (Stores)	95	96	(1)	
Total Maintenance	4,281	4,202	79	
Engineering/Capital				
Department of Project Management	152	125	27	
Special Projects/East Side Access	61	53	8	
Positive Train Control	14	12	2	
Total Engineering/Capital	227	190	37	
Baseline Total Positions	7,682	7,487	195	
<i>Non-Reimbursable</i>	6,561	6,499	62	NON-REIMBURSABLE POSITIONS - Favorable 62 positions primarily due to vacant positions in Train Operations, Equipment, Customer Service and the Administrative Departments, partially offset by Engineering field forces working on maintenance activity instead of capital activity.
<i>Reimbursable</i>	1,121	988	133	REIMBURSABLE POSITIONS - Favorable 133 positions primarily due to the timing of project activity and vacant positions.
Total Full-Time	7,682	7,487	195	
Total Full-Time-Equivalents	0	0	0	

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

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

MTA LONG ISLAND RAIL ROAD
2019 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL (December Preliminary)
UTILIZATION
(in millions)

	YEAR-TO-DATE as of DECEMBER 2019				Variance Favorable / (Unfavorable)					
	Adopted Budget	Final Estimate	Actual Prelim	Adjusted* 2018	Budget		Final Estimate		Adjusted* 2018	
	\$	\$	\$	#	\$	%	\$	%	#	%
FAREBOX REVENUE										
Monthly	\$367.857	\$358.806	\$358.912		(\$8.945)	-2.4%	\$0.106	0.0%		
Weekly	\$19.487	\$21.564	\$21.728		\$2.242	11.5%	\$0.164	0.8%		
Total Commutation	\$387.344	\$380.371	\$380.640		(\$6.704)	-1.7%	\$0.270	0.1%		
One-Way Full Fare	\$107.629	\$113.508	\$114.774		\$7.145	6.6%	\$1.266	1.1%		
One-Way Off-Peak	\$186.770	\$191.667	\$190.191		\$3.422	1.8%	(\$1.475)	-0.8%		
All Other	\$82.292	\$85.564	\$82.983		\$0.691	0.8%	(\$2.581)	-3.0%		
Total Non-Commutation	\$376.690	\$390.739	\$387.948		\$11.258	3.0%	(\$2.791)	-0.7%		
Total	\$764.034	\$771.110	\$768.588		\$4.554	0.6%	(\$2.521)	-0.3%		
RIDERSHIP										
Monthly	49.212	48.032	48.065	48.715	(1.147)	-2.3%	0.032	0.1%	(0.651)	-1.3%
Weekly	1.963	2.445	2.502	2.102	0.539	27.4%	0.056	2.3%	0.400	19.0%
Total Commutation	51.175	50.478	50.566	50.817	(0.609)	-1.2%	0.089	0.2%	(0.251)	-0.5%
One-Way Full Fare	9.061	10.019	10.182	9.258	1.121	12.4%	0.163	1.6%	0.924	10.0%
One-Way Off-Peak	18.640	19.107	18.994	18.638	0.353	1.9%	(0.114)	-0.6%	0.355	1.9%
All Other	10.985	11.647	11.344	11.044	0.359	3.3%	(0.303)	-2.6%	0.300	2.7%
Total Non-Commutation	38.686	40.773	40.520	38.941	1.834	4.7%	(0.253)	-0.6%	1.579	4.1%
Total	89.861	91.250	91.086	89.758	1.226	1.4%	(0.164)	-0.2%	1.328	1.5%

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

MTA LONG ISLAND RAIL ROAD
2019 FINAL ESTIMATE vs PRELIMINARY ACTUALS
MONTHLY PERFORMANCE INDICATORS
December 2019

	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>Preliminary Actual</u>	<u>Final Estimate</u>	<u>2018</u>	<u>vs. Final Estimate</u>	<u>vs. 2018</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	50.2%	46.4%	49.0%	3.8%	1.2%
Adjusted ⁽²⁾	56.7%	52.4%	52.6%	4.3%	4.1%
Cost Per Passenger					
Standard ⁽¹⁾	\$16.81	\$18.20	\$16.86	\$1.39	\$0.05
Adjusted ⁽²⁾	\$15.65	\$17.01	\$15.70	\$1.36	\$0.05
Passenger Revenue/Passenger ⁽³⁾	\$8.44	\$8.45	\$8.25	(\$0.01)	\$0.19

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

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

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



Long Island Rail Road

Ridership Report Highlights

December 2019 vs. 2018

- Total ridership decreased -1.3% compared to December 2018 (7,648,354 in December 2019 vs. 7,745,776 in December 2018)
- Commutation ridership decreased -1.7% compared to December 2018
- Non-Commutation ridership decreased -0.8% compared to December 2018
- Factors affecting the Non-Commutation ridership this December include:
 - There was more rainfall this December (3.09 inches above the normal for the month and 0.58 inches more than last year)

2019 vs. 2018 YTD

- The LIRR finished the year 2019 with a strong performance, marking a new modern record of 91.1 million ridership. Commutation reached 50.6 million ridership and Non-Commutation reached 40.5 million ridership.
- YTD Total ridership is +1.5% above 2018 and +0.1% above Mid-Year Forecast
- YTD Commutation ridership is -0.5% below last year
- YTD Non-Commutation ridership is +4.1% above 2018

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

December 2019

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

EXECUTIVE SUMMARY

December Ridership and Revenue (millions)

	December 2019	% Change vs. 2018
Total Rail Ridership	7.648	-1.3% ▼
Commutation Ridership	4.028	-1.7% ▼
Non-Commutation Ridership	3.621	-0.8% ▼
Rail Revenue	\$65.4	2.9% ▲

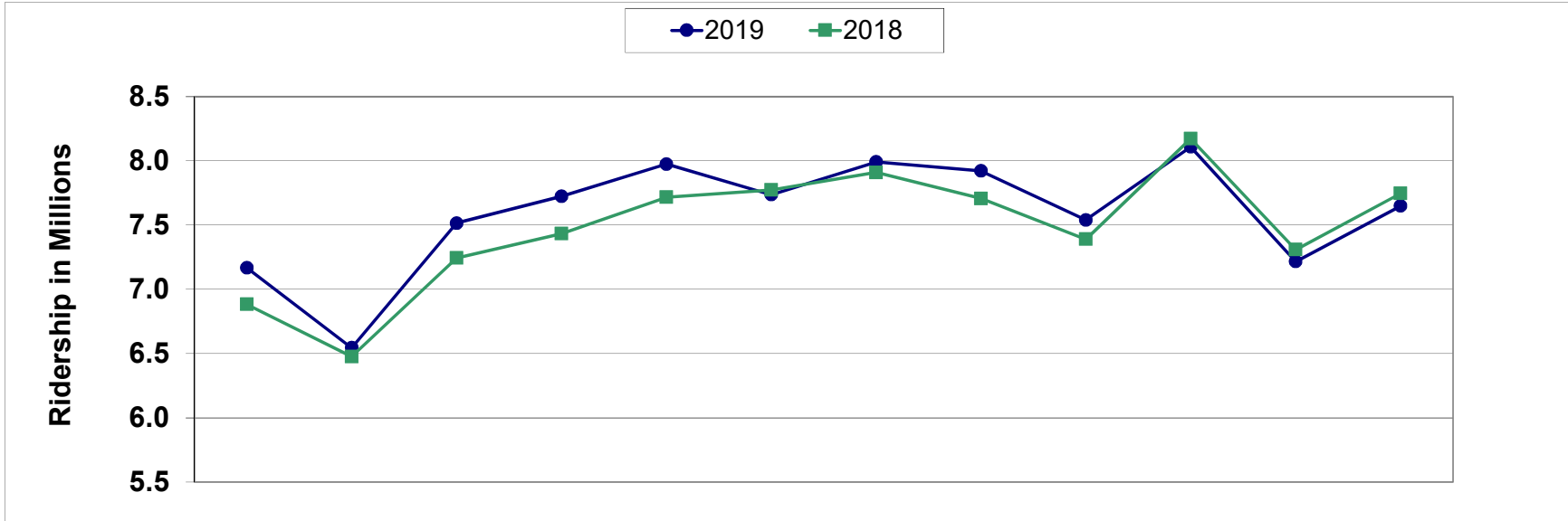
Year-to-Date through December Prelim. Ridership and Revenue (millions)

	December 2019	% Change vs. 2018	Comparison to Mid-Year Forecast
Total Rail Ridership	91.086	1.5% ▲	0.1% ▲
Commutation Ridership	50.566	-0.5% ▼	-1.1% ▼
Non-Commutation Ridership	40.520	4.1% ▲	1.6% ▲
Rail Revenue	\$768.6	3.8% ▲	-0.3% ▼

Please Note: Ridership is based on ticket sales data.

December Ridership

- December Total Ridership was -1.3% below '18 and -1.2% below 2019 Mid-Year Forecast.

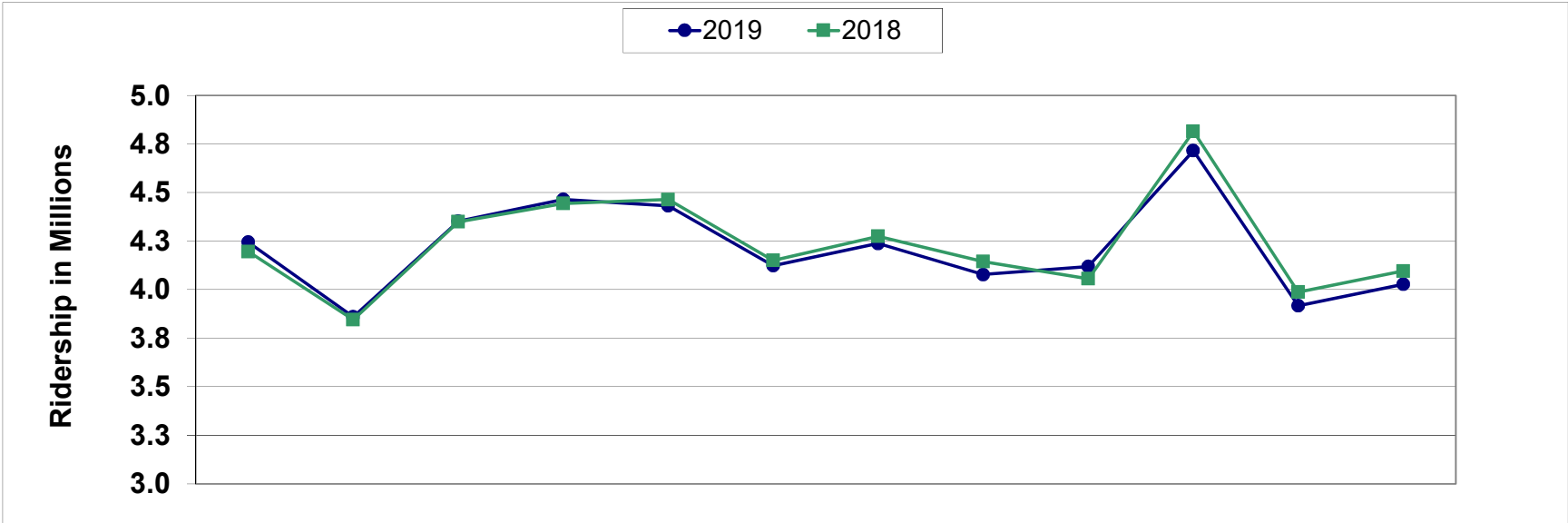


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	7.2	6.5	7.5	7.7	8.0	7.7	8.0	7.9	7.5	8.1	7.2	7.6	91.1
2018	6.9	6.5	7.2	7.4	7.7	7.8	7.9	7.7	7.4	8.2	7.3	7.7	89.8
PCT CHG.	4.1%	1.1%	3.8%	3.9%	3.4%	-0.5%	1.0%	2.8%	2.0%	-0.8%	-1.3%	-1.3%	1.5%

Please Note: Ridership is based on ticket sales data.

December Commutation Ridership

- December Commutation Ridership was -1.7% below '18 and -3.3% below 2019 Mid-Year Forecast.

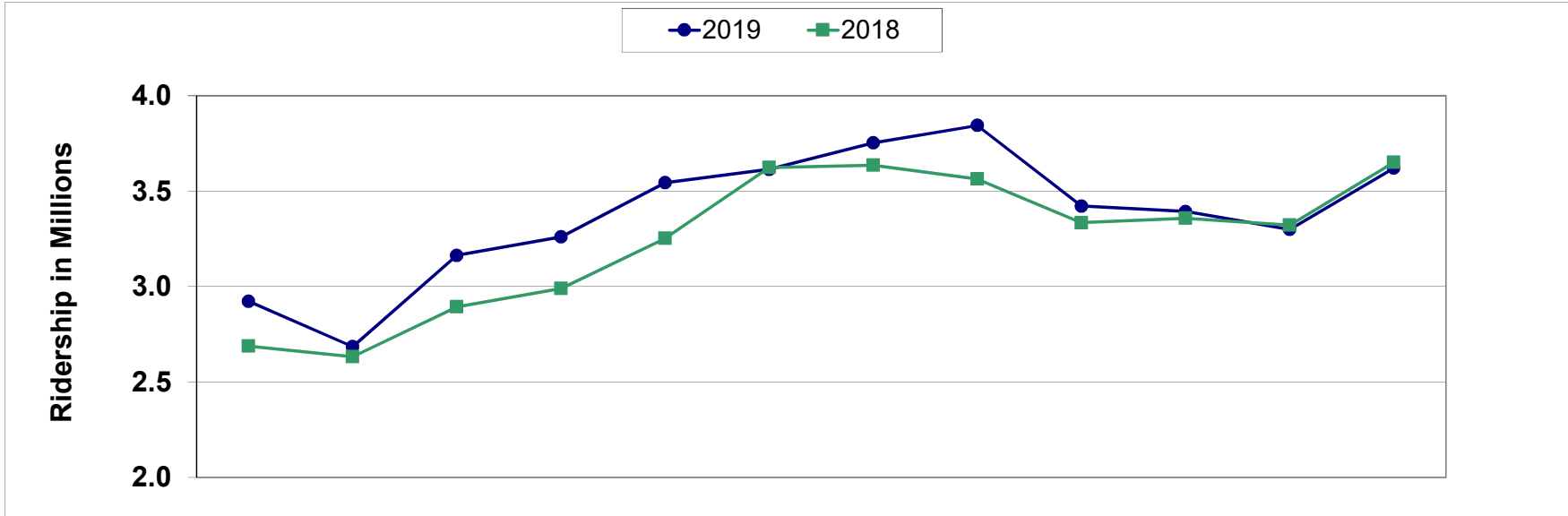


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.2	3.9	4.4	4.5	4.4	4.1	4.2	4.1	4.1	4.7	3.9	4.0	50.6
2018	4.2	3.8	4.3	4.4	4.5	4.2	4.3	4.1	4.1	4.8	4.0	4.1	50.8
PCT CHG.	1.2%	0.4%	0.1%	0.5%	-0.7%	-0.7%	-0.8%	-1.6%	1.5%	-2.1%	-1.8%	-1.7%	-0.5%

Please Note: Ridership is based on ticket sales data.

December Non-Commutation Ridership

- December Non-Commutation Ridership was -0.8% below '18 and 1.1% above 2019 Mid-Year Forecast.

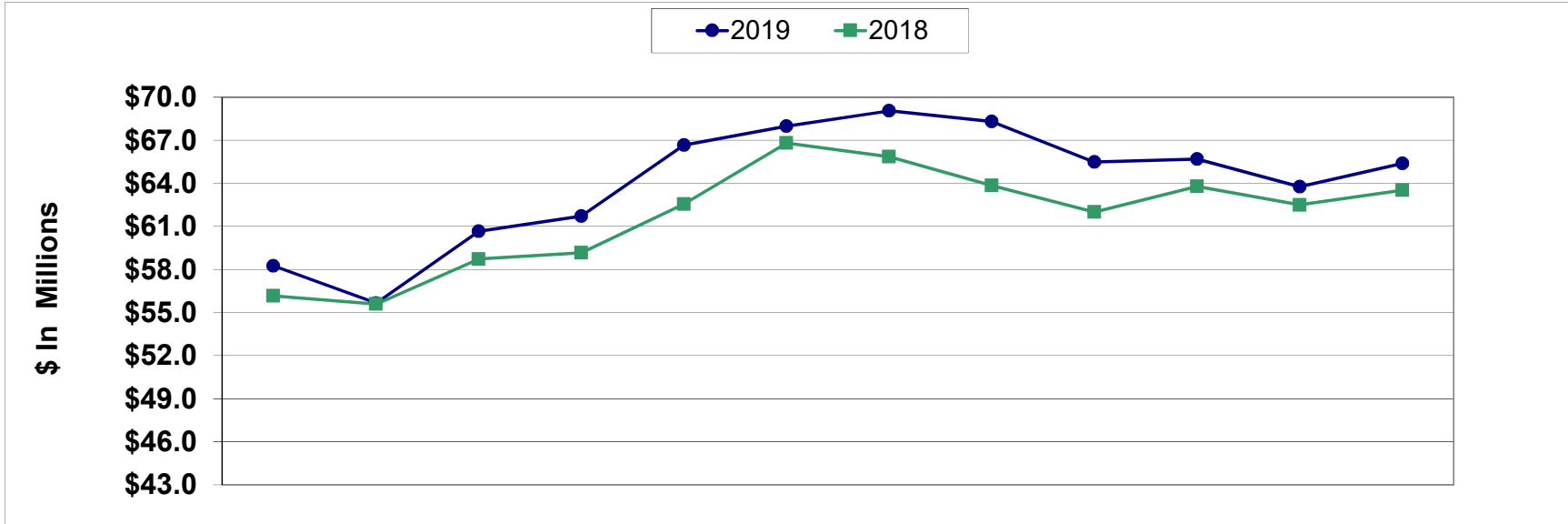


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.9	2.7	3.2	3.3	3.5	3.6	3.8	3.8	3.4	3.4	3.3	3.6	40.5
2018	2.7	2.6	2.9	3.0	3.3	3.6	3.6	3.6	3.3	3.4	3.3	3.7	38.9
PCT CHG.	8.8%	2.0%	9.3%	9.0%	9.0%	-0.3%	3.2%	7.9%	2.6%	1.1%	-0.7%	-0.8%	4.1%

Please Note: Ridership is based on ticket sales data.

December Revenue

- December Total Revenue was 2.9% above '18 and -1.0% 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	\$65.7	\$63.8	\$65.4	\$768.6
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	\$740.5
PCT CHG.	3.7%	0.1%	3.3%	4.3%	6.6%	1.8%	4.9%	7.0%	5.6%	3.0%	2.0%	2.9%	3.8%

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

TICKET TYPE/SERVICE	December 2019	December 2018 *	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,027,705	4,095,550	(67,845)	-1.7%
NON-COMMUTATION RIDERSHIP	3,620,649	3,650,226	(29,577)	-0.8%
TOTAL RIDERSHIP	7,648,354	7,745,776	(97,422)	-1.3%

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

TICKET TYPE/SERVICE	December 2019	December 2018 *	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	50,566,365	50,817,207	(250,841)	-0.5%
NON-COMMUTATION RIDERSHIP	40,519,926	38,940,753	1,579,173	4.1%
TOTAL RIDERSHIP	91,086,291	89,757,960	1,328,331	1.5%

* 2018 ridership numbers were adjusted using 2019 factors.

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

REVENUE	December 2019	December 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,624,459	\$30,116,105	\$508,354	1.7%
NON-COMMUTATION REVENUE	\$34,759,737	\$33,408,276	\$1,351,461	4.0%
TOTAL REVENUE	\$65,384,196	\$63,524,380	\$1,859,816	2.9%

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

REVENUE	December 2019	December 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$380,640,238	\$375,002,568	\$5,637,670	1.5%
NON-COMMUTATION REVENUE	\$387,948,161	\$365,474,016	\$22,474,145	6.1%
TOTAL REVENUE	\$768,588,399	\$740,476,584	\$28,111,815	3.8%



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS
DECEMBER 2019**

L70904NJ: PROGRAM DEVELOPMENT – QUEENS INTERLOCKING

Milestone: Contract Award \$4,410,846

A Design Contract for Queens Interlocking Ladder Improvements was awarded to Gannett Fleming Engineers and Architects, P.C. for \$4,410,846. The Consultant will develop preliminary signal circuit design to replace the existing signal systems at Queens and Hollis Interlockings, and will prepare final track and power design to support a new and revised track layout within Queens Interlocking. Progressing these design efforts now facilitates the completion of Queens Interlocking concurrent with completion of the LIRR Expansion project.

L70301WE: 2019 ANNUAL TRACK PROGRAM

Milestone: Beneficial Use

Project Budget: \$74.08M

The annual life cycle replacement and upgrade of select track components is complete. The LIRR 2019 Annual Track Program's planned major component renewals and replacements included 16,606 mechanized wood ties and 38,576 concrete ties, 12 grade crossing renewals, surfacing of 14 interlocking switches, 58 miles of track surfacing, 1,427 field welds, and 9 switch installations. The cyclical renewal of track infrastructure supports the railroad's efforts to provide reliable service and maintain a state of good repair systemwide.

L70204V5: ENHANCED STATION INITIATIVES PHASE 1 – EIGHT STATIONS

Milestone: Beneficial Use

Project Budget: \$98.76M

Station improvements at Deer Park, Brentwood, Merrick, Stony Brook, Syosset, East Hampton, Bellmore, and Farmingdale are complete. Project work included platform renewals, rehabilitation of the station buildings and surrounding areas, and installation of various amenities such as Wi-Fi, charging stations, and wayfinding signage. This project is part of the LIRR's efforts to enhance station appearance, function, safety, and total customer experience.

L70204V3: MENTOR STATION COMPONENT REPLACEMENTS

Milestone: Beneficial Use

Project Budget: \$5.13M

Planned station rehabilitation work at Laurelton and Locust Manor, on the Far Rockaway Branch, is complete. At Laurelton, work included replacement of the canopy structure with a new PVC roofing system, and rehabilitation of the platform and staircases. At Locust Manor, chain link fencing was replaced, and the pedestrian walkway and sidewalk curbs were refurbished. Both stations received lighting and communication upgrades. Renovations to the platforms and walkways bring these station components to a state of good repair, as well as improve the platform environment and customer experience.

L70205V1: PARKING REHABILITATION

Milestone: Two Contract Awards \$2,571,874 Total

Project Budget: \$4.92M

Two Mentor Contracts for Ronkonkoma Garage were awarded. A Mentor Contract was awarded to Minhas General Contractor, LLC for \$1,240,932 for N/E side painting at the Ronkonkoma Parking Garage. A second Mentor Contract for Columns Sealant was awarded to Innovative Electric of New York, Inc for \$1,330,942. These Mentor activities contribute to the railroad's rehabilitation of the Ronkonkoma Parking Garage facility.

L70701XM: SIGNAL POWER LINE REPLACEMENT – SOGR

Milestone: Beneficial Use

Project Budget: \$3.20M

Replacement and upgrade of select signal power lines systemwide is complete. LIRR Force Account addressed signal power lines that had been identified for replacement on the Hempstead, Far Rockaway, and Oyster Bay Branches. Approximately 43,000 LF of signal power line was replaced as part of the railroad's efforts to maintain a State of Good Repair.

L70701XN: POWER POLE REPLACEMENT**Milestone: Beneficial Use****Project Budget: \$3.20M**

The systemwide replacement and upgrade of select power poles with fiberglass poles is complete. Approximately 110 poles were replaced as part of the railroad's efforts to replace and upgrade the Power Pole System.

L70701XR: NEW SUBSTATIONS – POWER LOAD STUDY**Milestone: Beneficial Use****Project Budget: \$4.00M**

The selected General Engineering Consultant completed operational studies and simulation models of the LIRR's entire traction power system. The Final Report from the Traction Power Load Study includes recommendations for traction power system upgrades based on operational improvements determined by the future Network Strategy schedule. These recommendations will help inform future investments in the railroad's traction power system and will help the railroad to prepare for future traction power demands.

SMALL BUSINESS DEVELOPMENT PROGRAM

New contract/s awarded this month:

- Ronkonkoma Garage N/E Side Painting awarded for \$1,240,932 [see L70205V1 above].
- Ronkonkoma Garage Columns Sealant awarded for \$1,330,942 [see L700205V1 above].

Contract/s completed this month:

- Laurelton Station Rehabilitation [see L70204V3 above].

2019 LIRR Capital Program Goals

