



Metropolitan Transportation Authority

# Joint Long Island and Metro-North Committees Meeting

## February 2020

---

### **Members**

K. Law

S. Metzger

D. Mack

R. Herman

N. Brown

R. Glucksman

R. Linn

V. Tessitore

N. Zuckerman

# Joint Metro-North and Long Island Committees Meeting

2 Broadway  
20th Floor Board Room  
New York, NY

Monday, 2/24/2020  
8:30 - 10:00 AM ET

## 1. Public Comments Period

## 2. Summary of Actions

### LIRR Summary of Actions

*LIRR Summary of Actions - Page 5*

### MNR Summary of Actions (None)

## 3. APPROVAL OF MINUTES - January 21, 2020

### LIRR Minutes

*LIRR Minutes - Page 6*

### MNR Minutes

*MNR Minutes - Page 18*

## 4. 2020 WORK PLANS

### LIRR 2020 Work Plan

*LIRR 2020 Work Plan - Page 25*

### MNR 2020 Work Plan

*MNR Work Plan - Page 32*

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

### LIRR Report

- **LIRR Safety Report**

*LIRR Safety Report - Page 39*

### MNR Report

- **MNR Safety Report**

*MNR Safety Report - Page 43*

### MTA C&D Report (None)

### MTA Police Report

*MTA Police Report - Page 46*

## 6. JOINT INFORMATION ITEM

### NYC Outer Borough Rail Discount Pilot

## **Project Update on PTC**

*Project Update on PTC - Page 62*

## **7. AGENCY INFORMATION ITEMS**

### **LIRR Information Items**

- **LIRR Adopted Budget/Financial Plan 2020**  
*LIRR Adopted Budget-Financial Plan 2020 - Page 84*
- **LIRR 2019 Annual Operating Results**  
*LIRR 2019 Annual Operating Results - Page 107*
- **LIRR Diversity-EEO Report – 4th Quarter 2019**  
*LIRR Diversity-EEO Report - 4th Quarter 2019 - Page 115*
- **March Timetable/Spring Trackwork Programs**  
*March Timetable/Spring Trackwork Programs - Page 131*

### **MNR Information Items**

- **MNR Adopted Budget/Financial Plan 2020**  
*MNR Adopted Budget/Financial Plan 2020 - Page 134*
- **MNR 2019 Annual Operating Results**  
*MNR 2019 Annual Operating Report - Page 156*
- **MNR Diversity-EEO Report - 4th Quarter 2019**  
*MNR Diversity-EEO Report - 4th Quarter 2019 - Page 168*
- **2020 Spring/Summer Schedule Change**  
*2020 Spring/Summer Schedule Change - Page 185*

## **8. PROCUREMENTS**

### **LIRR Procurements**

*LIRR Procurements - Page 188*

- **Non-Competitive**  
*LIRR Non-Competitive - Page 192*
- **Competitive (None)**
- **Ratifications (None)**

### **MNR Procurements - None**

### **MTA C&D Procurements**

*MTA C&D Procurements - Page 194*

- **Non-Competitive (None)**
- **Competitive**  
*C&D Competitive - Page 198*

- **Ratifications (None)**

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

### **LIRR Performance Summaries**

- **LIRR Operations Report**  
*LIRR Operations Report - Page 200*
- **LIRR Performance Metrics Report**  
*LIRR Performance Metrics Report - Page 210*
- **LIRR Finance Report**  
*LIRR Finance Report - Page 215*
- **LIRR Ridership Report**  
*LIRR Ridership Report - Page 236*
- **LIRR Capital Program Report**  
*Capital Program Report - Page 244*

### **MNR Reports**

- **MNR Operations Report**  
*MNR Operations Report - Page 246*
- **MNR Performance Metrics Report**  
*MNR Performance Metrics Report - Page 256*
- **MNR Finance Report**  
*MNR Finance Report - Page 261*
- **MNR Ridership Report**  
*MNR Ridership Report - Page 280*
- **MNR Capital Program Report**  
*MNR Capital Program Report - Page 291*

Long Island Railroad  
Committee Actions and Presentations  
Summary for February 2020

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement – LIRR	Mitsubishi Electric Power Products Inc.	\$85,000,0000	The Long Island Rail Road, on behalf of itself and MetroNorth Railroad (the “Railroads”) requests Board approval to award a two (2) year Original Equipment Manufacturer (OEM) non-competitive contract to Mitsubishi Electric Power Products, Inc. (MEPPI) in the amount of \$85,000,000 (LIRR \$45,000,000 / MNR \$40,000,000). MEPPI is the OEM and sole responsible source for propulsion system spare parts and systems utilized on the LIRR’s M-7 and M-9 electric railcars and MNR’s M-7 and M-8 electric railcars.
Procurement – C&D	Tutor Perini Corporation	\$5,287,635	In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA C&D requests that the Board approve a modification to establish a Power Director team that will be responsible for overseeing and coordinating the operation of all high-voltage electrical equipment within the ESA territory.

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Tuesday, January 21, 2020**

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

**The following Board Members were present:**

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

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

**Representing MTA Construction & Development 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. The minutes of the Metro-North Committee meeting of January 21, 2020 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

Metro-North Committee Chair Susan G. Metzger called the joint meeting to order and welcomed MTA Chief Operating Officer Mario Pélouquin to the meeting. A pre-recorded safety public address announcement reviewed the emergency safety procedures.

## **PUBLIC COMMENTS**

Richard Gans, Metro-North Vice President - General Counsel & Secretary, introduced the seven public speakers. He requested each speaker to limit their 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:

Jason Anthony, Passengers United, commented that better LIRR service is needed during sporting events and when there are service disruptions on the Main Line, and that more trains to Penn Station are needed late at night and on weekends.

Charlton DiSousa, Passengers United, commented about the lack of shuttle buses on the Main Line and requested that LIRR provide buses run by the MTA and not by NICE Bus. He also commented that he hopes that Hollis Station can be restored to the Capital Program; that there can be an Atlantic Terminal ticket to Penn Station and that another ticket vending machine is needed at Queens Village where a police presence is also needed to address crime.

Bruce Hain commented that the Rockaway Beach Study contains numerous errors which must be corrected.

Matt Kamrer, Passengers United, commented that there is a need for more frequent train service at Babylon, every 15 minutes; and that police assistance is needed to address crime at Hicksville and Mineola.

Murray Bodin, Concerned Grandparents, commented that there are six Long Island grade crossings where horns are blown which are annoying people for no reason.

Lisa Daglian, Executive Director, PCAC, wished everyone a happy New Year and congratulated LIRR and Metro-North on improved On-Time-Performance.

Yuki Endo commented that shuttle bus service on the Main Line should be provided on Saturdays as our factories don't take that day off. He requested shuttle bus service at night when service on the Main Line is suspended and made additional comments about shuttle bus service.

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 2020 WORK PLAN**

Upon motion duly made and seconded, the Committee approved the minutes of the December 18, 2019 Joint Metro-North and Long Island Rail Road Committee Meeting. There were no reported changes to the 2020 Work Plan.

## **MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT**

President Eng wished everyone a Happy New Year. He stated that Natasha Avanesian, LIRR's Chief of Staff, has accepted a new challenge after nearly three years with the MTA family. President Eng said that prior to his serving in his current role as LIRR President, he had the pleasure of working with Natasha when he was Chief Operations Officer at MTAHQ and when he was Interim New York City Transit President. Noting that Natasha was an Excelsior Fellow and a 2018 City and State 40 under 40 Rising Star, President Eng said that he is deeply thankful for her contributions in executing many important LIRR initiatives including *LIRR Forward*, the push towards biometric time and attendance, daily operational efficiencies, and improving our internal and external communications. President Eng said that Natasha will be missed by everyone who worked with her. He wished her all the best in her future endeavors.

President Eng stated that as he has reported throughout 2019, LIRR has achieved many accomplishments which reflect the tremendous efforts of our workforce, labor leaders, managers and department heads, we have demonstrated that we can deliver an unprecedented level of work that is improving the vitality of our infrastructure and the experience of our riders.

President Eng stated that we welcome the challenge of a growing ridership, reporting that in 2019, LIRR exceeded 2018's record numbers by carrying an additional 1.3 million passengers for a total of 91.1 million riders. He noted that this is a new modern-day record for the LIRR which demonstrates the importance of the Capital Program, not only to address infrastructure for today's riders but to improve our operational capacity for the future needs of Long Island and the New York City metropolitan area.

President Eng stated that despite the number of track outages needed to support all the work, combined with a growing ridership, LIRR's On-Time-Performance ("OTP") in 2019 was 2% greater than 2018. In 2019, OTP was 92.4%, representing over 4,500 fewer late trains, delivering meaningful results for our customers.

President Eng reported, regarding Positive Train Control ("PTC"), that with the many changes being made by the System Integrator, LIRR has made significant strides towards implementation, with 37% of our system now operating in extended Revenue Service Demonstration. President Eng said that LIRR is an industry leader with the implementation of new laser technology to combat low adhesion. He reported that short trains were reduced by 32% this past fall and by 25% for the year, far exceeding our reduction goal of 10%; he noted that this is a particularly important metric to ensure we have as much fleet available as our ridership continues to grow.

President Eng said that all this occurred as we undertook an unprecedented amount of work finishing up the final year of the 2015-2019 Capital Program and that as we embark on a new program, it is critically important that we continue to deliver projects on time and on budget. He observed that working with MTA Construction and Development ("C&D") is essential to making our Capital funds go further.



President Eng, referring to a slide of the Accabonac and North Main Bridge replacement, said that this project was designed and executed by the LIRR workforce. He noted that LIRR also successfully partners with outside contractors and that the Main Line Expansion Project is a great example of LIRR's teamwork with C&D, working collaboratively to keep this project on time and within budget. President Eng said that C&D is reporting approximately 33% of this work complete and we are committed to supporting them as the 2020-2024 Capital Program has the funds to finish this project.

President Eng said that we have also worked with C&D to improve safety and reliability with the elimination of two grade crossings at Covert and Urban Avenues; in 2020, the crossings at New Hyde Park Road, School Street and Willis Avenue will be addressed. Replacing three bridges and modifying four others across our system with 14' vertical clearance has virtually eliminated bridge hits, improving safety for our customers and employees and improving safety on the road for drivers and the communities that use them.

President Eng stated that we completed work at 17 stations as part of the 2019 Enhanced Station Initiative with all work accomplished on time and within the budget; and that we have tackled problematic switches that caused significant delays like the Nassau Switch Replacement project.

President Eng then reported on LIRR Forward. We have continued to address critical maintenance and state of good repairs, allowing us to improve the reliability of our system and enhance our ability to support the outages needed for the larger scale capital projects. Examples include welding over 1,697 rail joints for a safer, more reliable and comfortable commute and inspecting and upgrading 188 track circuits. In 2018, LIRR experienced 86 track circuit failures that caused at least one delay; in 2019 there were 48, a reduction of 44% which comfortably met our goal of 72 such failures. LIRR also replaced 13 high priority switches and supported PSEG as they again accelerated work along the Right-of-Way ("ROW") by replacing 138 utility poles exceeding their original goal of 102. President Eng observed that LIRR Forward is an approach and attitude of addressing issues with a sense of urgency and priority, being proactive versus reactive. While we have made great progress, we know there is a tremendous amount of work to follow with the 2020-2024 Capital Program allowing significant and much-needed investments in State of Good Repair ("SOGR").

President Eng said in 2020, we will continue to build on past successes, such as the ongoing improvements in the features on our real-time train tracking tool, myLIRR, of which we have had over 315,000 unique users to date. He noted that that the new features of myLIRR include:

- The "Find Your Train" feature whereby myLIRR is able to use your location to determine which train you are on. This allows you to quickly find relevant information about your train while you are on it.
- Next is the stops tab: myLIRR includes all stops of the trip including special boarding/alighting instructions.
- There is also a consist tab, which shows the car numbers and location of all bathrooms on the train.
- You can also find your train by going to the stations tab, where you will find a list of upcoming trains in both directions and their respective estimated time of arrival at that station.

- Finally, we look at special messages, which are attached to individual stations, like Penn Station.

President Eng stated that we are also continuing to meet with our customers at their home stations to address the needs and asks of our riders. He reported that to date we have completed over 300 Meet Your Manager events and assisted over 3,680 customers through LIRR CARE in 2019.

President Eng said building on success of the Penn Station Mamava lactation pod for nursing mothers, where we have had nearly 500 users, we added a second Mamava pod at Atlantic Terminal in Brooklyn.

President Eng said that another way we are improving the customer experience is by forming partnerships, such as the South Fork Commuter Connection, a coordinated rail and bus partnership which provides workers with a public transit option on the South Fork. President Eng stated that last week, we announced our partnership with Molloy College, which fully funded a 25% subsidy for their students who purchase a Monthly or 10-trip LIRR ticket. He noted that initiatives like this encourage students to attend our great educational institutions on Long Island and also encourage green transportation alternatives.

President Eng said that we have also had extensive meetings with The New York State Department of Transportation, PSEG and National Grid about how we can best leverage our combined resources to serve Long Island, in addition to our ongoing contact with the Red Cross and local municipalities to build partnerships across all levels of government. We are also continuing to evaluate both our internal and external communications to ensure that our customers are getting the timeliest and most accurate service updates possible.

President Eng concluded his report by stating that he is excited about the new year as we move forward with a new Capital Program, seeking new opportunities and new innovations to deliver critical work and service for our riders.

Board Member Law commented that LIRR's increase of ridership of 1.1 Million is really incredible and that to have 100,000 more riders a month while the population is not growing is very significant. He commented that this sends a signal to Long Islanders that the Railroad is indeed a viable way to get to where they want to go.

Board Member Law commented that a recent audit by New York State Comptroller Tom DiNapoli questioned the metrics of how LIRR measures OTP. He asked President Eng to discuss the Railroad's methodology in this area.

President Eng responded that the Comptroller's report referenced the metric of Mean Distance Between Failure (MDBF), an industry-wide metric we use to hold car manufacturers accountable and ourselves accountable, insuring that our cars are available for our customers. President Eng said that there was a misunderstanding, in that the Comptroller's report implied that we altered this metric to improve the way our numbers look; however, it's the same metric we've consistently used year after year, which measures the manufacturers and ourselves. President Eng stated that the metric for our

customers is what Board Member Law referenced, OTP, as well as short trains, meaning customers don't have enough seats.

President Eng stated that he is proud to say that both metrics have improved this year and that holding ourselves accountable to MDBF and keeping the fleet reliable is in direct relation to what the customer feels. Moreover, he indicated that we're confident that the efforts that we're taking with regards to ensuring fleets are reliable for our customers is resulting in better service for our customers, both regarding OTP and reduction in short trains.

Board Member Law asked President Eng if LIRR tracks recommendations by the New York State Comptroller and the Inspector General. President Eng responded in the affirmative: LIRR has a team that works with these entities regarding their recommendations; and this team also works with our department heads as we implement these recommendations which we find beneficial to make our service and operations better.

Board Member Randy Glucksman asked about the possibility of borrowing train sets from the State of Maryland for LIRR to run for the East End in the summer. This was successfully done three years ago. He noted that Maryland has loaned trains to other transit agencies recently, including SEPTA.

President Eng responded that we have been in frequent contact with the State of Maryland over the last few years but they have not provided us with the cars; we will be speaking with them again.

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 44 of the Committee Book, reporting through the end of November 2019.

Vice President Ebbighausen recognized the winners of our second annual Good Housekeeping Contest, acknowledged by labor and senior management during our December 17, 2019 Safety FOCUS Day. The winning teams (from Human Resources, Engineering's Third Rail Cable Shop, Maintenance of Equipment's Shea Yard Car Appearance Maintainers and the Stations Department's Hillside Station Appearance Maintainers) were nominated by their fellow employees for exemplifying the value of safety and promoting a safe work environment.

For the reporting period ending November 2019, the average Reportable Customer Accident Rate per million customers was 2.24 injuries compared to 2.12 injuries per million customers over the same period last year. Slips, trips and falls generate the most injury reports.

During the 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.

In partnership with the MTA Police Department (“MTAPD”), the Together Railroads and Communities Keeping Safe (“TRACKS”) program YTD reached 117,848 participants through the end of November 2019, an almost 9% increase over the same period last year.

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 CONSTRUCTION & DEVELOPMENT COMPANY**

MTA Construction & Development (“MTA C&D”) President Janno Lieber, who also serves as MTA Chief Development Officer, will be reporting on MTA C&D projects to the Board later in the week.

During the LIRR portion of this meeting, Chair Law addressed President Lieber and expressed concern that some homeowners along the Third Track were unhappy with the level of construction noise. Chair Law noted that the project incentivizes the contractors based on grades from the community and asked whether this was a one-time incident and if the issue is being corrected. President Lieber explained that the project anticipated the portion of work that was creating additional noise and that the work is wrapping up soon. President Lieber also noted that there are sound walls everywhere, overall improving the sound from the railroad, and that during this work, additional outreach efforts were made to ensure that people within the community understood what to expect.

### **MTA CONSTRUCTION & DEVELOPMENT COMPANY ACTION ITEMS**

MTA Construction & Development presented one Action Item, as follows:

1. The award of a competitively solicited personal service contract for the development of a master plan for Penn Station to FXCollaborative/WSP Joint Venture for a not-to-exceed Amount of \$9,487,651.

Chairperson Law stated that he does not understand the necessity for a master plan when many aspects of this plan are already underway, and questioned whether this is a master plan or an implementation plan. President Lieber responded that the purpose of this plan is to accelerate and execute the existing projects at Penn Station with the integration of future work, including the connection of existing Penn Station with the new Block 780. Chair Law commented that this sounds like an integration, coordination, and implementation plan.

Board Member Zuckerman stated that his vote was contingent on including Hudson Line access to Penn Station within the scope of work for this master plan. President Lieber responded that the planning work for the Hudson Line Access will be enabled by this work, but that it has not been included in the scope of work here.

Board Member Linn commented that this is a reversal of the ordinary process that a master plan is being conceived after elements of the projects have begun.

Board Member Brown agreed with Board Member Linn.

Board Member Glucksman agreed with Board Member Zuckerman's request to include the Hudson Line into Penn Station and asked whether there was a plan to include it in the future. Board Member Metzger directed the question to Metro-North President Catherine Rinaldi. President Rinaldi responded that there is an undertaking for an overall network study with respect to prioritization of investments and upcoming Capital Programs; the Hudson Line access into Penn Station is part of that study.

Chair Metzger commented that there is a discrepancy between the issues of the station versus the tracks leading into the station. President Lieber responded that Amtrak will be moving out of Penn Station in one year, and this master plan is an attempt to ensure there is a plan in place for that transition.

Chair Law expressed support for this Action Item.

Board Member Zuckerman commented that he is in support of the system, but not this specific procurement because the Hudson Line is the fastest growing line in the system and should be part of the master plan.

Chair Law asked whether President Lieber could include Hudson Line access in this master plan. President Lieber responded that the scope required to include railroad infrastructure is immense and the timeline would be challenging. He suggested that perhaps the question could be framed so as not to preclude addressing the Hudson Line access and to continue to analyze railroad infrastructure issues, which are separate from station planning issues. President Lieber further noted that this consultant is a planning consultant, not a railroad infrastructure expert, and may not be the best resource to address this issue.

Board Member Zuckerman requested to see a copy of the complete scope of work and to hold-off on the vote until he sees it.

Chair Law commented that this is an integration plan which would not preclude the analysis of the Hudson Line. President Lieber responded that this scope of work is for the building, the existing Penn Station block, and customer circulation within and outside the station, rather than railroad infrastructure at the track level. Board Member Zuckerman requested additional information.

Chair Law requested additional information prior to the vote at the Board meeting on Wednesday.

## **MTA POLICE DEPARTMENT**

Chief Alphonse Stiehler reported that systemwide for the year 2019, major crime is down by 8%: 218 crimes in 2019 versus 238 in 2018. He reported that felony assaults are down by 26% and that conductor assaults are down over 27%. Chief Stiehler reported that burglaries are down by 21% and that grand larcenies, traditionally one of our biggest issues, are down by 14%. Year-to-date (“YTD”) on the LIRR, major crime is down 9%, 89 crimes in 2019 versus 97 in 2018. Felony assaults are down 17%. Grand larcenies, again traditionally one of our biggest issues, are down 22%. Our largest increase on the LIRR occurred in the category of burglaries, but we had a pattern case at Deer Park Station, which was closed by arrest and involved three burglaries. Chief Stiehler thanked the men and women of the MTA Police Department for their dedication, hard work, and vigilance: not only was 2019 a record-setting year but it’s the third year in a row that crime has been reduced, dropping over 29% systemwide.

Board Member Zuckerman noted that on Page 53 of the Committee Book, robberies are up 31%, from 26 to 34, although felony assault is down 26%; he asked for clarification about the correlation between the two categories.

Chief Stiehler responded that the difference between a larceny and robbery is the use of force in the theft: when a victim of a larceny fights back or tries to resist, the larceny becomes a robbery. He stated that the MTAPD has details at stations throughout the system, where they hand out fliers and caution customers to safeguard their possessions and to be more aware of their surroundings, and this outreach which will help us drive down the incidents going forward.

In response to a question from Board Member Glucksman and a comment by Board Member Metzger, Chief Stiehler said that he would look into the locations on LIRR where some of our public speakers complained about people committing crimes.

The details of Chief Stiehler’s report and the comments of the Board Members 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 a complete discussion regarding the MTAPD Report.

## **JOINT INFORMATION ITEM**

One Joint Information Item was presented to the Committee:

- PTC Status Report

The details of the discussion of this Joint 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 the discussion by Board Members and staff.

### **MTA LONG ISLAND RAIL ROAD INFORMATION ITEM**

One LIRR Information item was presented to the Committee.

- LIRR Winter Trackwork Programs – on Page 111 of the Committee Book

The details of this 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.

### **MTA LONG ISLAND RAIL ROAD**

#### **Procurement**

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

Competitive:

**Judlau Contracting, Inc.** LIRR requests MTA Board approval to award Contract No. 6353 in the amount of \$65,077,338.80 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.

Chair Law commented that this is a very important and exciting project. He asked whether we have an agreement in writing that Empire State Development (“ESD”) or the developer is paying for this project, or reimbursing us.

President Eng responded that this procurement is presented with the understanding that we will not award this contract until a memorandum of understanding (“MOU”) between ESD and LIRR is finalized. The MOU will provide that the funding will come from the State and from the private

developer and that the MTA will not be funding this project. President Eng stated that this procurement is contingent upon that agreement. He noted that, as Chief Procurement Officer Mahon said, having this procurement on the agenda is a procedure to get Board approval and enable a Capital Plan amendment to put it in the program and that the MOU is needed before any award can take place.

Board Member Zuckerman and MTA Board Member Linn asked if there is a reason we can't wait for that MOU and then pass this procurement.

President Eng responded that the MOU is imminent and that if we don't have Board approval now, we would have to wait for the next Board meeting and the project would be delayed.

Board Member Zuckerman and MTA Board Member Linn asked if there is a way to approve this procurement contingent on the funding. Board Member Zuckerman also commented that no one wants to slow down this massive project, but at the same time, he is requesting explicit language regarding the contingency.

Chair Metzger requested that the contingency be made clear in the LIRR minutes and asked President Eng to tell us when the MOU is complete and that the funding is available so we get a follow up report.

President Eng responded in the affirmative.

Upon motion duly made and seconded, the procurement item described above, with the contingency noted herein, was recommended for approval by the Board.

The details of the discussion of this LIRR procurement 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.

#### **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 December, LIRR generated \$1.3 Billion in revenue and spent \$2 Billion, resulting in a net operating loss of \$708 Million. Due to higher than expected revenues and lower than expected expenditures, this net operating loss through December is lower than what was assumed in the July mid-year forecast.

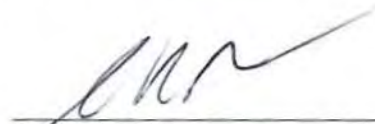
The details of this report are contained in the reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.



**Adjournment**

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

Respectfully submitted,



---

Stephen N. Papandon  
Acting Secretary

Minutes of the Regular Meeting  
Metro-North Committee  
Tuesday, January 21, 2020

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

The following Board Members were present:

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

Also Present:

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  
Andrew Paul – Vice President, Labor Relations  
Janno Lieber – MTA Chief Development Officer  
David Cannon – MTAC&D 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 January 21, 2020 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

Susan Metzger, as Chair of the Metro-North Committee, called the joint meeting to order and introduced the Committee to the MTA's new Chief Operating Officer, Mario Péroquin.

**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:

Jason Anthony, with Passengers United, commented that he hopes Metro-North service improves.

Charlton DiSousa, with Passengers United, commented on the need to improve lighting at the Mount Vernon West Station.

Murray Bodin commented on the Metro-North President's report, asked why Metro-North train whistles are blown at 125<sup>th</sup> Street Station, and asked why there are red lights and traffic lights at a crossing in Danbury.

Lisa Daglian, Executive Director of the Permanent Citizen's Advisory Committee, congratulated Metro-North on improved on-time performance ("OTP") and commented on the need for similar improvements West of Hudson.

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 January 21, 2020. 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 December 16, 2019 joint Metro-North and Long Island Rail Road Committee Meeting.

## **METRO-NORTH 2020 WORK PLAN:**

President Rinaldi reported that the Metro-North 2020 Work Plan was prepared for the Committee's final review and approval and that there were no changes to the proposed work plan presented at the December 2019 Committee Meeting.

Upon motion duly made and seconded, the Committee approved the Metro-North 2020 Work Plan. The Metro-North 2020 Work Plan is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi's remarks.

## **METRO-NORTH PRESIDENT'S REPORT:**

President Rinaldi reported on significant and improved performance in 2019, thanks largely to progress made under Metro-North's Way Ahead strategic plan. OTP climbed to a six-year high of 94.4%, which is an increase of 4.3 percentage points over the year before, and a culmination of 13 consecutive months of improved OTP, during which Metro-North operated more trains than in 2018. President Rinaldi reported that Metro-North could not do this without the dedication and commitment of the workforce, who rise to the challenge every day. She expressed her thanks and appreciation.

President Rinaldi reported that in 2019 Metro-North also recorded 55% fewer train cancellations and terminations, 41% fewer trains were delayed more than 15 minutes, and 63% fewer trains operating with less cars than normal. Metro-North trains also traveled 64% more miles

before causing a train delay, which is a huge improvement over 2018 and a record high for train reliability. Metro-North has made great strides since unveiling the Way Ahead Plan in October of 2018. The program concentrated Metro-North's resources on enhancing safety, service, and infrastructure, along with improving customer communication.

President Rinaldi also reported that Metro-North is on track to meet the December 2020 deadline to install Positive Train Control ("PTC"). Thanks to work completed in 2019, PTC now covers the Hudson Line from Marble Hill to Poughkeepsie, the Harlem Line from Southeast to Wassaic, and the entire Danbury Branch in Connecticut. Today, 41% of Metro-North trains are operating daily in full PTC mode. Metro-North expects to be in Extended Revenue Service Demonstration ("ERSD") on the Harlem line between Mt. Vernon West and Southeast by the end of January, and ERSD will then be extended to include the remainder of the Harlem and Hudson Lines in February. At that time, all Harlem and Hudson Line trains will be operating in full PTC mode for their entire journeys. Also, by the end of February, all Hudson and Harlem Line trains will have network connectivity providing the ability to remotely upload radio frequency files, which will save time and effort. Initial testing of M8 hardware required to support PTC operations is currently scheduled for the end of February with software testing in March. Finally, to allow for interoperability, the second of four Amtrak boundaries at Spuyten Duyvil is scheduled to be completed by March.

Meanwhile Metro-North crews continue to focus on bringing the infrastructure to a state of good repair. Through Metro-North's SMARTRACK Program, crews are undertaking critical infrastructure work by strategically shutting down continuous segments of track, giving multiple work groups uninterrupted access to maintain and improve the system. For example, crews were hard at work last year installing more than 50,000 new cross ties, 28 new switches, and over 8 miles of new continuously welded rail. Workers also surfaced almost 111 miles of track and replaced five railroad crossings, renewed the components of the Cos Cob moveable bridge, installed 1,800 feet of fencing alongside the tracks, and removed 90 tons of debris and garbage from the tracks.

Under Way Ahead, President Rinaldi reported that Metro-North also continues to bring real improvements to many stations and enhance the customer experience. Metro-North completed Harlem-125th, Riverdale, and Port Chester Station improvements in 2019 and continues to make good progress at the Crestwood and White Plains Stations. With the Crestwood Station overpass now finished, the focus is on a new "Kiss-and-Ride" entrance canopy, plaza, and ADA ramp opening this winter. At the White Plains Station, Metro-North has delivered a new waiting area with floor to ceiling glass, improved HVAC, benches and digital information signs, new bathrooms, a new space for Tim Horton's, and a new ticket office. The waiting area is 23% larger than the former space and a significant improvement for customers. By May of 2020, Metro-North will complete this expanded waiting area by adding an additional 95 linear feet of improved space bringing the total area to the length of almost two football fields. Meanwhile the side platform is being replaced and will include a new radiant heat snowmelt system, a new canopy, an elevator and benches, digital information displays, and a new art glass railing overlooking Hamilton Avenue. Both platforms will also be extended to the north by two car lengths to increase the capacity of the station. Finally, the lobby will undergo renovations, including a new information and ticketing dashboard, new wood ceilings, glass walls, entrance, and flooring, new concession space for the newsstand, and a large mosaic. Metro-North expects the White Plains Station improvements to be completed on-time in December and on-budget.

President Rinaldi also reported that this year, Metro-North will start working on a new shelter at the Nanuet Station, a new high-level platform at the Port Jervis Station, and elevators at the Scarsdale, Hartsdale, and Purdy's Stations to improve accessibility. Additionally, the Wakefield, Woodlawn and Williams Bridge Stations in the Bronx will be made accessible as part of the 2020-2024 Capital Program.

With all these improvements underway, Metro-North saw a slight increase in ridership last year of 86.6 million, and a record-setting year for the Hudson Line of 17.4 million rides. Starting off 2020, New Year's Eve ridership increased 9.4% across all three lines compared to 2018, carrying 34,023 riders into the city.

In 2019, Metro-North continued its customer outreach with 14 "Connect With Us" forums where senior management were available in-person for conversations with customers at stations. Last week, Metro-North held the first forum this year at the Stamford Station. In 2019, Metro-North also connected with more than 110,000 people through its rail safety awareness program, TRACKS, which was founded in 2016.

In closing, President Rinaldi reported that Metro-North will continue building on the momentum from 2019 as Metro-North has more work to do and will not rest as it progresses through the new capital program and continues to rebuild infrastructure. President Rinaldi acknowledged the hard work and dedication of Metro-North's workforce and thanked customers and stakeholders for their support and patience.

Board Member Zuckerman congratulated President Rinaldi for the successful OTP; however, he remarked that AM Peak OTP for the Hudson Line was still below goal. He also stated that he is looking forward to Putnam County station improvements during the next Capital Program. Regarding PTC, President Rinaldi clarified that all trains are running on full PTC on the segments of line that have been cut in. Board Member Metzger thanked Metro-North staff for their efforts and commented on the need for improved West of Hudson service.

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

#### **METRO-NORTH CUSTOMER SERVICE REPORT:**

Thomas Mitchell, Vice President, Customer Service and Stations discussed Metro North's new customer outreach program called "Station Talk" where station district managers greet customers at the stations in their district.

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

#### **METRO-NORTH SAFETY REPORT:**

Justin Vonashek, Vice President, System Safety, reported that customer injuries continue to trend less than one injury per million customers and are down by over 16% versus the previous 12 months. Employee lost time injuries are also down by 13% over the previous 12 months. Metro-North's TRACKS program reached over 108,000 individuals through November, which is a 9% increase over the same period last year.

Mr. Vonashek also updated the Committee on a recent grade crossing incident. On Saturday, January 4, 2020, train 6861 operating on the Danbury Line struck an unoccupied vehicle that was fouling the track at the Long Ridge Road grade crossing. The operator of the vehicle was traveling eastbound on Long Ridge Road and was making a left turn toward the local pizzeria. In doing so, he turned too far wide and found himself stuck on the tracks. According to the vehicle operator, he then went to the pizzeria to find assistance to remove the vehicle from its stuck position. During this time, Train 6861 struck the unoccupied vehicle. There were 12 passengers on board

with no injuries reported. Board Member Glucksman asked if Metro-North will be seeking compensation for the damage caused by the accident. President Rinaldi responded affirmatively.

Mr. Vonashek also reported that he will address the Grand Central Terminal and Penn Station customer injury comparison at the Safety Committee Meeting.

The 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 CONSTRUCTION AND DEVELOPMENT COMPANY REPORT:**

Janno Lieber, MTA Chief Development Officer, commented that the Penn Station Access design-builder procurement is underway and collaborations with Amtrak are positive.

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, reported that systemwide for 2019, total major felonies were down by 8%, 218 versus 238. Also, felony assaults were down by 26%, conductor assaults were down by 27%, burglaries were down by 21%, and grand larcenies were down by 14%. Grand larceny autos increased from two incidents in 2018 to nine incidents in 2019. Year-to-date for Metro-North, total major felonies were down 9%, 119 versus 131. Also, felony assaults were down by 35%, burglaries were down by 59%, and grand larcenies were down by 1%. Chief Stiehler thanked the MTAPD for a magnificent year.

Board Member Zuckerman asked why felony assaults systemwide were down by 26% but robberies increased by 31%. Chief Stiehler responded that the MTAPD has been making an effort to educate customers to decrease the robbery rate. Board Member Zuckerman also asked about the effect of the MTAPD's anticipated increase in police numbers on customers. Chief Stiehler responded that customers will see an increased vigilance and presence in the system.

The 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.

#### **JOINT INFORMATION ITEM:**

One joint information item was presented to the Committee:

- Long Island Rail Road/Metro-North PTC Status Report

Board Member Zuckerman asked that the PTC Working Group resume regular meetings with the new Chief Operating Officer and discussed the meaning of a projected "green status" in the PTC report with President Eng. Board Member Metzger also asked to resume regular PTC Working Group meetings.

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

## **METRO-NORTH INFORMATION ITEMS:**

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

- Track Program Quarterly Update
- 2017 Metro-North Origin and Destination Survey

Michael Shiffer, Vice President, Planning, presented details of the 2017 Metro-North Origin and Destination Survey, which is undertaken every seven to ten years to review long-term ridership trends. Mr. Shiffer remarked that over 113,000 surveys were returned. The results show, among other things, that Generation X and Millennial riders make up the bulk of Metro-North's weekday commuters. Peak period ridership continues to grow, especially in the suburbs closer to Manhattan. The top three destinations are the Stamford, White Plains, and Greenwich Stations and more riders are walking to and from stations. In addition to the Origin and Destination Survey, Mr. Shiffer also commented that both railroads produce a combined annual ridership report and annual customer satisfaction surveys.

Board Members Herman, Zuckerman, Metzger, and Linn commented on the need to produce the survey results more quickly. Board Member Metzger also commented that Metro-North should consider conducting the survey more frequently to capture new developments, such as transit oriented development, and the survey process should be reviewed for improvements. Board Member Zuckerman commented on the need to evaluate geographic ridership statistics based on population. Board Member Linn suggested producing annual reports and producing ridership statistics based on both raw data and population percentages. Board Member Brown expressed his appreciation for the survey, asked how future service needs are determined, and questioned the reverse commute survey results. Mr. Shiffer discussed different methods for travel demand forecasting and explained that the reverse commute is not growing as quickly as it used to. Janno Lieber, MTA Chief Development Officer, commented that an advantage of transformation will be the consolidation of the planning functions to allow for a system-wide planning approach.

President Rinaldi remarked that she could set up a briefing with interested Board Members to thoroughly discuss the Origin and Destination Survey process and results.

The details of the information items 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 CONSTRUCTION AND DEVELOPMENT COMPANY PROCUREMENTS:**

The Committee was presented with the following competitive procurement that relates to Metro-North:

- Board approval to award a competitively solicited personal service contract to FXCollaborative/WSP Joint Venture for the development of a master plan for Penn Station with a term of six months and a not-to-exceed amount of \$5,028,908, and an option to extend the contract for an additional six months for the additional not-to-exceed amount of \$4,458,742.

Board Member Law questioned the need for a master plan for Penn Station. Janno Lieber, MTA Chief Development Officer, explained that the overall purpose of the plan is to determine how to better integrate Penn Station in anticipation of Amtrak changes and an eight-track expansion. Board Member Zuckerman explained that his vote on the procurement was contingent on the inclusion of Hudson Line access to Penn Station as part of the scope of work, which Board Member Metzger supported. Board Member Linn remarked that the planning process seemed reversed. President Rinaldi explained that it was her understanding that Hudson Line access to Penn Station was being incorporated into an overall network review. Mr. Lieber clarified that the master plan was intended to be limited to the physical planning of Penn Station. Board Member Metzger asked to have Metro-North represented to discuss strategies to connect the Hudson Line to Penn Station.

The Committee agreed to move the foregoing procurement to the full Board, without recommendation. Mr. Lieber agreed to provide the Committee with the scope of work for the procurement prior to the Board Meeting and to clarify the staff summary.

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

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

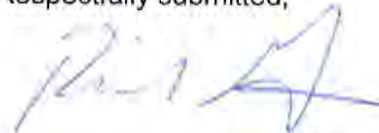
President Rinaldi reported that through the end of December, Metro-North generated \$1.1 billion in revenue and spent \$1.6 billion, resulting in a net operating loss of \$526 million. Due to lower than expected revenues that are partially offset by lower than expected expenditures, the net operating loss through December is higher than what was assumed in the adopted budget and year-end forecast. The 2019 values are preliminary and audited 2019 results will be provided when they are finalized.

The details of the Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports are contained in reports filed with the records of the meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi's remarks.

**ADJOURNMENT:**

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

Respectfully submitted,



Richard L. Gans  
Vice President, General Counsel and  
Secretary

January 2020 Committee Minutes – FINAL



## 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

#### February 2020

Adopted Budget/Financial Plan 2020	Management & Budget
2019 Annual Operating Results	Operations
Diversity/EEO Report – 4 <sup>th</sup> Q 2019	Administration/Diversity
March Timetable/Spring Trackwork Programs	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 – 1 <sup>st</sup> Q 2020	Administration/Diversity
Track Work Programs	Service Planning
LIRR/MNR PTC Project Update	President

July 2020

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

September 2020

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

October 2020

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

November 2020

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

December 2020

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

January 2021

Approval of 2021 Committee Work Plan	Committee Chair & Members
PTC Status Report	Engineering
Winter Trackwork Programs	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**

### **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.

#### Project Update on PTC

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

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

#### March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules beginning March 9, 2020, through May 17, 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– 1<sup>st</sup> Quarter 2020

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

## **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– 2<sup>nd</sup> Quarter 2019

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

### PTC Status Report

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

## **OCTOBER 2020**

### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

### Project Update on PTC

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

## **NOVEMBER 2020**

### Review Committee Charter

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

### East Side Access Support Projects Update

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

### Holiday Schedule

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

### PTC Status Report

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

## **DECEMBER 2020**

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

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

### 2021 Final Proposed Budget

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

### Proposed 2021 Committee Work Plan

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

### Project Update on PTC

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

## **JANUARY 2021**

### Approval of 2021 Committee Work Plan

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

### PTC Status Report

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

## 2020 Metro-North Railroad Committee Work Plan

---

<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<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	
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<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
<u>June 2020</u>	
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 1 <sup>st</sup> Quarter 2020	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 – 2<sup>nd</sup> 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 – 3<sup>rd</sup> Quarter 2020  
LIRR/MNR PTC Project Update

Finance  
Committee Chairs & Members  
Diversity and EEO  
President

January 2021

Approval of 2021 Committee Work Plan  
Track Program Quarterly Update  
PTC Status Report

Committee Chairs & Members  
Engineering  
Engineering

# 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

### **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– 4<sup>th</sup> 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– 1<sup>st</sup> Quarter 2020

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

## **JULY 2020**

### Grand Central Terminal Retail Development

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

### Track Program Quarterly Update

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

### PTC Status Report

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

## **SEPTEMBER 2020**

### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

### 2020 Mid-Year Forecast

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

### 2020 Fall Schedule Change

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

### PTC Status Report

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

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

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

## **OCTOBER 2020**

### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

### LIRR/MNR PTC Project Update

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

### Track Program Quarterly Update

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

### Holiday Schedule

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

## **NOVEMBER 2020**

### Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

### PTC Status Report

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

### Progress on Way Ahead Strategic Plan

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

## **DECEMBER 2020**

### 2021 Final Proposed Budget

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

### 2021 Proposed Committee Work Plan

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

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

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

### LIRR/MNR PTC Project Update

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

## **JANUARY 2021**

### Approval of 2021 Committee Work Plan

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

### Track Program Quarterly Update

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

### PTC Status Report

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



## Safety Report Highlights

**Your texts and emails can wait**



Be attentive and aware when walking  
Always watch for hazards, spills, gaps and changes in elevation  
Put your phone in your pocket while on the move

*Eliminating Workplace Injuries*

**Safety is everyone's responsibility – prevent falls**

StateFoodSafety

**PREVENTING SLIPS, TRIPS, AND FALLS**

**DON'T RUSH**

CORNERS

DOORWAYS

NARROW HALLWAYS

**WEAR PROPER SHOES**



Tied shoe laces  
Non-slip soles  
Closed toe

**KEEP FLOORS CLEAN & DRY**

**WATCH WHERE YOU'RE GOING**

CAUTION  
CABLES

CAUTION  
LIGHTING

CAUTION  
OBSTRUCTIONS

CAUTION  
UNEVEN SURFACES

**Slips, trips and falls are no joke**



Keep an eye on where you walk  
Watch for hazards, spills, gaps, changes in elevation, and, yes, even banana peels  
Eliminate or report hazards so others don't slip, trip or fall

*Eliminating Workplace Injuries*

**Safety is everyone's responsibility – prevent falls**

**THINK ACT SAFELY** 2020 Helping prevent workplace injuries

For more information contact your supervisor, Department Safety Liaison or call the Safety One Call Number (917) 694-7223.



**Walking is Working**  
Prevent Slips, Trips and Falls





# Long Island Rail Road

---

In the first quarter 2019, slips, trips and falls was the largest category of injury for LIRR employees. In addition to concentrating on investing resources to address conditions in yards, in January 2020 we launched a “Walking is Working” campaign to raise awareness about hazards that can exist as we walk through our workday. The campaign highlights concrete strategies and tips for reducing risk. Leveraging our membership with the National Safety Council, posters, toolbox/tailgate talks, and five-minute safety talks are distributed each week for use by our employees in their safety meetings and job briefings.

For the reporting period ending December 2019, the average Reportable Customer Injury Rate was 2.34 injuries per million customers as compared to 2.18 injuries per million customers over the same period last year. This is a seven percent increase over 2018. Reviewing the five-year trend, in 2015 the rate of customer injury was 4.16. There has been a forty-four percent decrease over the past five years in the rate of reportable customer injury. Ridership in 2015 was 87,646,289. Ridership in 2019 was 91,086,296. This represents a four percent increase in ridership over the five-year period.

During this reporting period, the average Reportable Employee Lost Time Injury Rate increased from 2.85 injuries per 200,000 hours worked to 3.22 injuries per 200,000 hours worked. This is a thirteen percent increase from 2018 to 2019. Soft tissue injuries are the greatest type of injury sustained. Reviewing the five-year trend, in 2015 the rate of employee lost time injury was 3.65 injuries per 200,000 hours worked. There has been a twelve percent decrease over the past five years in the rate of employee lost time injury. The total number of employee work hours in 2015 was 13,876,676. In 2019, the total number of employee work hours was 15,957,339. This represents a fifteen percent increase in the total number of employee work hours during the five-year period.

Of note, in 2018 there were sixteen instances of broken gates at six of the eight crossings being eliminated through the Mainline Expansion Project. In 2019, the total broken gates in the corridor was nineteen. New Hyde Park Road accounted for thirteen of those events (up from just four the year before). New Hyde Park Road Crossing closed this month. The Crossing is being replaced with a new five-lane underpass with pedestrian sidewalks on the east and west sides of the underpass.

In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached 124,924 participants through the end of December 2019. This represents a nine and a half percent increase in participants over the same period last year. Reviewing the five-year trend, in 2015 TRACKS reached 109,697 participants. Program participation has risen almost fourteen percent in five years.

**Lori Ebbighausen**  
**Vice President**  
**Corporate Safety**



# December Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	January 2017 - December 2017	January 2018 - December 2018	January 2019 - December 2019		
	FRA Reportable Customer Accident Rate per Million Customers	4.37	2.18	2.34	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.75	2.85	3.22		
		2018		2019	
		December	Year to Date	December	Year to Date
Grade Crossing Incidents <sup>1</sup>	0	7		0	9*
Mainline FRA Reportable Train Derailments	0	1		0	2
Mainline FRA Reportable Train Collisions	0	3		0	1**

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

\* 02/26/2019 School Street is counted as one event, but was reported as two under FRA reporting requirements.

\*\* 05/25/2019 Speonk Collision is counted as one event, but was reported as two under FRA reporting requirements.

Leading Indicators				
Focus on Safety Training	2018		2019	
	December	Year to Date	December	Year to Date
First Responders Trained	30	2,069	23	1,852
Employee Safety Training Courses	59	995	82	1,097
Employees Trained	660	12,643	964	13,392
Employee Safety Training Hours	12,585	261,626	14,364	254,091
Customer and Community:	December	Year to Date	December	Year to Date
Broken Gates	10	123	5	126
MTA Police Details	29	1,068	44	1,150
Summons	68	1,204	161	1,840
Warnings	28	547	72	785
Arrests	0	2	0	5
Community Education and Outreach	5,732	114,052	7,076	124,924
		Completed	Total	% Complete
Cameras on Rolling Stock	M7 (Cars)	742	742	100
	C3 Cab	23	23	100
	C3 Trailer	95	95	100
	DE/DM	31	31	100

**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 JANUARY 2020**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
No Elevator incidents reported in the month of January 2020			

Escalators	Mechanical Injury	Human Factor Injury
No Escalator incidents reported in the month of January 2020		

**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.

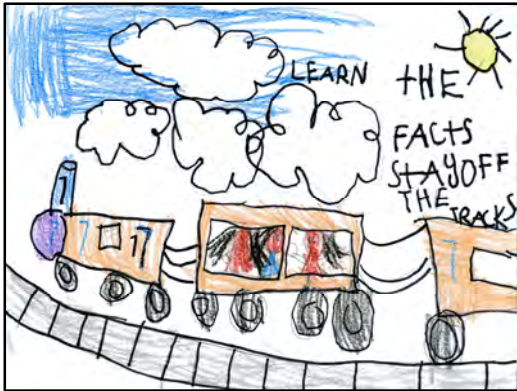
# Safety Report

Justin R. Vonashek

Vice President, Office of System Safety



## 2019 TRACKS Poster Contest School Winners



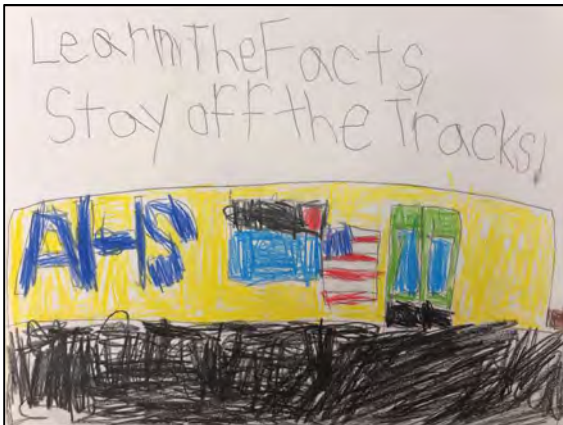
### Pre-K Winner

Angelina Cheng  
PS130M – The Hernando De Soto School, New York, NY



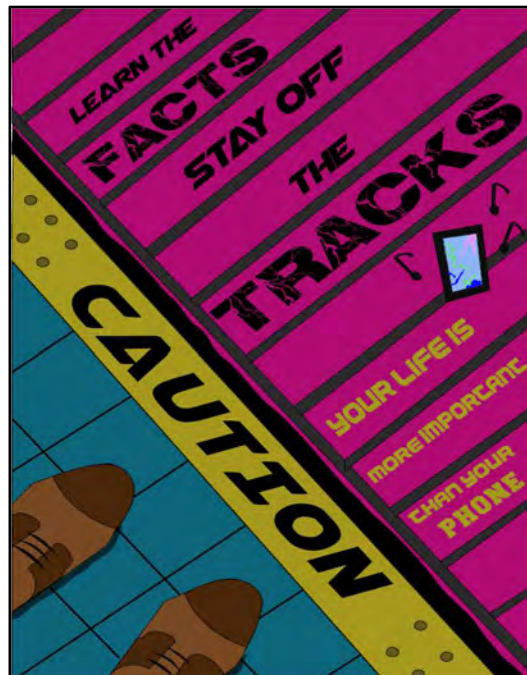
### 4<sup>th</sup> – 8<sup>th</sup> Winner

Andrea Reyes  
Jonas Bronck Academy, Bronx, NY



### K-3<sup>rd</sup> Winner (Tie)

P.372X @ 338 X, Bronx, NY



### 9<sup>th</sup>-12<sup>th</sup> Winner

Bruno DaSilva  
Saunders Trade & Technical High School, New York, NY



### K – 3<sup>rd</sup> Winner (Tie)

Suissei Nakamura  
PS130M – The Hernando De Soto School, New York, NY



## **Safety Highlights:**

In September 2019, the Metro-North TRACKS (Together Railroads and Communities Keeping Safe) team launched the Second Annual Metro-North Railroad (MNR) Rail Safety Poster Contest. The contest was open to all students (Pre-K- 12<sup>th</sup> grade) who attend schools or live within the MNR territory throughout CT and NY. Students were asked to illustrate the motto “Learn the Facts, Stay Off the Tracks”. Over 80 entries were submitted and a total of 5 posters were selected as the winners - one winning poster for each grade level category, with a tie in the K-3<sup>rd</sup> grade category (Pre-K, K-3<sup>rd</sup>, 4<sup>th</sup>-8<sup>th</sup>, 9<sup>th</sup>-12<sup>th</sup>). The winners were announced and notified the week of January 13, 2020. The winning artists received a Certificate of Achievement, signed by Catherine Rinaldi, President, and Justin Vonashek, Vice President of System Safety, as well as special TRACKS prizes. The schools from which the winners were selected are also eligible to schedule a meet-and-greet session with TRACKS ambassador, Metro-Man. The winners are listed below.

### School Winners

**Pre-K:** Angelina Cheng, PS 130M – The Hernando De Soto School (New York, NY)

**K-3<sup>rd</sup> (Tie):** Suisei Nakamura, PS 130M – The Hernando De Soto School (New York, NY)

**K-3<sup>rd</sup> (Tie):** P. 372X @ 338 X (Bronx, NY)

**4<sup>th</sup>-8<sup>th</sup>:** Andrea Reyes, Jonas Bronck Academy (Bronx, NY)

**9<sup>th</sup>-12<sup>th</sup>:** Bruno DaSilva, Saunders Trade School (Yonkers, NY)

In 2020, the TRACKS program will continue to fulfill its mission to educate MNR communities in rail safety and promote safe behaviors on or near railroad grade crossings and tracks. The goal for the TRACKS program to reach 110,000 individuals throughout 2020 by participating in school presentations, community and local events, grade crossing and station outreach events, as well as the annually established events including International Level Crossing Awareness Day, Rail Safety Week, MNR’s Customer Safety Day, and various others.

MNR continues to see positive trends in reducing employee lost time injuries. For the current 12-month period (January 2019 – December 2019) versus the previous 12-month period (January 2018 – December 2018), lost time injuries per 200,000 working hours were reduced by 20.7%.

MNR also continues to see positive trends in reducing customer reportable injuries. For the current 12-month period (January 2019 – December 2019) the customer reportable injury rate per one million customer rates decreased by 12.8% versus the previous 12-month period (January 2018 – December 2018).

### **Justin R. Vonashek**

Vice President

Office of System Safety

## December 2019 Safety Report

Performance					
Performance Indicator	12-Month Average				
	January 2017 - December 2017	January 2018 - December 2018	January 2019 - December 2019		
	FRA Reportable Customer Accident Rate per Million Customers	0.96	1.09	0.95	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.99	2.46	1.95		
		2018		2019	
		December	Year to Date	December	Year to Date
Grade Crossing Incidents <sup>1</sup>	0	2		0	2
Mainline FRA Reportable Train Derailments	0	0		0	0
Mainline FRA Reportable Train Collisions	0	0		0	0

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

Leading Indicators					
Safety Training	2018		2019		
	December	Year to Date	December	Year to Date	
First Responders Trained	25	2,047	174	2,048	
Employee Safety Training Courses	133	378	117	355	
Employees Trained	2,329	6,739	2,051	6,602	
Employee Safety Training Hours	17,176	303,308	13,246	290,056	
Customer and Community: Focus on Grade Crossings	2018		2019		
		December	Year to Date	December	Year to Date
Broken Gates	0	27	0	27	
MTA Police Details	43	1,214	35	677	
Summons	16	633	35	576	
Warnings	2	69	10	141	
Community Education and Outreach	2,160	101,680	1,461	110,002	
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete		
Inward / Outward Facing Cab Cameras	956	956	100.00%		
Passenger Compartment Cameras	1,084	1,084	100.00%		

**Definitions:**

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

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

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

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

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

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

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

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

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

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



# Police Report



# Long Island Rail Road

---

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

- Long Island Rail Road experienced a decrease in the amount of major felonies (9 vs 10) for the month of January compared to the same period last year.
- Year to date Long Island Rail Road is down 1 crime (9 vs 10).
- There were two (2) Hate Crimes on Long Island Rail Road for the month of January.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### January 2020 vs. 2019

	2020	2019	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	2	1	1	100%
<b>Felony Assault</b>	3	1	2	200%
<b>Burglary</b>	0	1	-1	-100%
<b>Grand Larceny</b>	4	7	-3	-43%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	9	10	-1	-10%

### Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	2	1	1	100%
<b>Felony Assault</b>	3	1	2	200%
<b>Burglary</b>	0	1	-1	-100%
<b>Grand Larceny</b>	4	7	-3	-43%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	9	10	-1	-10%





# Metro-North Railroad

---

## January 2020 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (8 vs 9) for the month of January compared to the same period last year.
- Year to date Metro-North Railroad is down 1 crime (8 vs 9).
- There was one (1) Hate Crime on Metro-North Railroad for the month of January.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Metro North Railroad

### January 2020 vs. 2019

	2020	2019	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	1	2	200%
<b>Felony Assault</b>	1	3	-2	-67%
<b>Burglary</b>	0	1	-1	-100%
<b>Grand Larceny</b>	4	3	1	33%
<b>Grand Larceny Auto</b>	0	1	-1	-100%
<b>Total Major Felonies</b>	8	9	-1	-11%

### Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	1	2	200%
<b>Felony Assault</b>	1	3	-2	-67%
<b>Burglary</b>	0	1	-1	-100%
<b>Grand Larceny</b>	4	3	1	33%
<b>Grand Larceny Auto</b>	0	1	-1	-100%
<b>Total Major Felonies</b>	8	9	-1	-11%



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

**January 2020 vs. 2019**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>150%</b>
<b>Felony Assault</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>8</b>	<b>11</b>	<b>-3</b>	<b>-27%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>17</b>	<b>20</b>	<b>-3</b>	<b>-15%</b>

**Year to Date 2020 vs. 2019**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>150%</b>
<b>Felony Assault</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>8</b>	<b>11</b>	<b>-3</b>	<b>-27%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>17</b>	<b>20</b>	<b>-3</b>	<b>-15%</b>



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - January 2020)

Motivation	2020	2019	Diff	% Change
Asian	0	0	0	0 %
Black	0	1	-1	-100 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	0	0	0 %
Muslim	0	0	0	0 %
Other	0	0	0	0 %
Anti-Semitic	2	1	1	100 %
Sexual Orientation	0	0	0	0 %
White	1	0	1	0 %
<b>Motivation Total</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50 %</b>

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	0	1	-1	-100 %
Felony Assault	1	0	1	0 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	1	-1	-100 %
Criminal Mischief #4	2	0	2	0 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
<b>Crime Total</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50 %</b>

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

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	5	2	3	0
<b>Fel. Assault</b>	4	3	1	0
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	8	4	4	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>17</b>	<b>9</b>	<b>8</b>	<b>0</b>
<b>Crimes Per Day</b>	<b>0.55</b>	<b>0.29</b>	<b>0.26</b>	<b>0.00</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2020 to 1/31/2020

Arrest Classification	Total Arrests	
	2020	2019
Robbery	1	1
Felony Assault	4	5
Burglary	0	1
Grand Larceny	5	7
Aggravated Harassment	2	1
Aggravated Unlicensed Operator	3	4
Assault-Misdemeanor	2	5
Breach of Peace	0	5
Child Endangerment	2	1
Criminal Contempt	3	2
Criminal Mischief	7	5
Criminal Trespass	4	3
Disorderly Conduct	1	0
Drug Offenses	10	27
Falsely Reporting an Incident	0	2
Forgery	5	2
Fraudulent Accosting	0	4
Graffiti	4	2
Menacing	0	1
Obstruct Government	1	0
Petit Larceny	16	31
Public Lewdness	3	0
Reckless Endangerment	0	1
Resisting Arrest	6	5
Sex Offenses	0	2
Theft of Services	9	19
Warrant Arrest	5	10
Weapons Offenses	1	0
Unauthorized Use Vehicle	0	1
<b>Total Arrests</b>	<b>94</b>	<b>147</b>



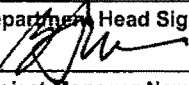
**Long Island Rail Road**



**Metro-North Railroad**


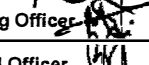
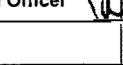
**JOINT INFORMATION ITEMS**

# Staff Summary

Subject <b>NYC Outer Borough Rail Discount Pilot</b>
Department <b>Finance</b>
Department Head Name <b>Robert E. Foran, Chief Financial Officer</b>
Department Head Signature 
Project Manager Name <b>David Keller</b>

Date <b>February 26, 2020</b>
Vendor Name <b>N/A</b>
Contract Number <b>N/A</b>
Contract Manager Name <b>N/A</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	2/24/20	X		
2	Board	2/26/20	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal 		
2	Chief Operating Officer 		
3	Chief Financial Officer 		

**Purpose:**

To obtain Board approval to conduct the NYC Outer Borough Rail Discount pilot. During the pilot the MTA will lower the cost of travel within New York City for customers of both Long Island Rail Road (“LIRR”) and Metro-North Railroad (“Metro-North”) on certain eligible ticket types.

**Discussion:**

Funds from the Outer Borough Transportation Account established under Section 1270-i(3) of the Public Authorities Law are being allocated to the MTA, pursuant to agreement between the Governor and the State Legislative leaders, to support the NYC Outer Borough Rail Discount pilot. These funds will be used to provide a 20% discount on eligible LIRR monthly tickets, a 10% discount on other eligible LIRR ticket types, and a 10% discount on eligible Metro-North ticket types. Eligible ticket types and applicable railroad stations are detailed in Exhibit A. All existing fares and tickets will continue to be offered.

Eligible discounted tickets will be available on all modes of purchase including on board, through eTix, and from ticket windows and ticket vending machines (where available) at the applicable New York City stations.

The pilot is designed to provide additional customer travel options within New York City. Due to the discounted railroad fares, and potential time savings and convenience, some NYCT customers may switch modes from subway and bus to LIRR and Metro-North. The duration of the pilot will be 6-12 months, and could begin as early as May 1, 2020. Evaluation of the pilot will include analysis of its financial, ridership, operational and train capacity impacts. Ticket sales and train count data will also be analyzed. Riders will be surveyed to determine usage patterns, prior mode of travel for these trips, typical fare media purchased, and attitudes regarding the service. Information gathered on the NYC Outer Borough Rail Discount pilot will be used to further evaluate the market for LIRR and Metro-North services for travel within New York City.



# Staff Summary

## FINANCE COMMITTEE MEETING

Borough Transportation Account funds allocated to the MTA for this purpose are not received or guaranteed, the NYC Outer Borough Rail Discount pilot will cease until the next such allocation of funds from the Outer Brough Transportation Account are dedicated to the MTA for this purpose.

There will be changes in revenue and ridership, which are expected to vary throughout the course of the pilot as customers adjust to ticket options and new travel patterns.

**Recommendation:** It is recommended that the MTA Board adopt the Resolution attached to this Staff Summary.

# Staff Summary

## FINANCE COMMITTEE MEETING

### EXHIBIT A

Applicable NYC LIRR Stations	Applicable NYC Metro-North Stations
Atlantic Terminal Auburndale Bayside Broadway Douglaston East New York Flushing-Main Street Forest Hills Hollis Hunterspoint Avenue Jamaica Kew Gardens Laurelton Little Neck Locust Manor Long Island City Mets-Willets Point Murray Hill Nostrand Avenue Penn Station Queens Village Rosedale St. Albans Woodside	Botanical Garden Fordham Grand Central Terminal Harlem-125th Street Marble Hill Melrose Morris Heights Riverdale Spuyten Duyvil Tremont University Heights Wakefield Williams Bridge Woodlawn Yankees-East 153rd Street

Eligible LIRR Tickets	Eligible Metro-North Tickets
<p><b>Daily/Single-Ride Tickets</b></p> <ul style="list-style-type: none"> <li>• One-Way Peak</li> <li>• One-Way Off-Peak</li> <li>• Round-Trip</li> </ul> <p><b>Multiple-Ride Tickets</b></p> <ul style="list-style-type: none"> <li>• Monthly</li> <li>• Weekly</li> <li>• 10-Trip Peak</li> <li>• 10-Trip Off-Peak</li> </ul>	<p><b>Daily/Single-Ride Tickets</b></p> <ul style="list-style-type: none"> <li>• One-Way Peak</li> <li>• One Way Off-Peak</li> <li>• Round-Trip</li> </ul> <p><b>Multiple-Ride Tickets</b></p> <ul style="list-style-type: none"> <li>• Monthly</li> <li>• Weekly</li> <li>• 10-Trip Peak</li> <li>• 10-Trip Off-Peak</li> </ul>

## RESOLUTION

### NYC OUTER BOROUGH RAIL DISCOUNT PILOT

WHEREAS, funds from the Outer Borough Transportation Account established under Section 1270-i(3) of the Public Authorities Law are being allocated to the MTA, pursuant to agreement between the Governor and the State Legislative leaders, to support the NYC Outer Borough Rail Discount pilot (“Pilot”); and

WHEREAS, funds from the Outer Borough Transportation Account will be used to provide a twenty percent discount on eligible Long Island Rail Road (LIRR) monthly tickets, a ten percent discount on either eligible LIRR ticket types, and a ten percent discount on eligible Metro North Railroad (“Metro-North”) ticket – types; and

WHEREAS, the Pilot will only be implemented for such time period in which funds from the Outer Borough Transportation Account has been provided to the MTA or will be provided to the MTA to support such discounted tickets; and

WHEREAS, this program is designed to offer additional customer travel options within New York City as a pilot program to determine usage patterns, prior modes of travel for these trips, fare media for purchases and attitudes regarding the service beginning as early as May 1, 2020; and

NOW, THEREFORE, upon motion duly made and seconded, the following resolution was adopted by the Board of the Metropolitan Transportation Authority:

RESOLVED, that the Board hereby approve the delegation to the MTA Chairman and Chief Executive Officer, and his designees, authority to take such actions as he may deem necessary or appropriate in connection with the proposed NYC Outer Borough Rail Discount pilot, the fare structures and applicable stations and eligible tickets as set forth in Attachment A hereto and that the Presidents of Metro-North and LIRR and their designees are hereby authorized and directed to take such steps as may be necessary or desirable to implement the Pilot.

February 26, 2020  
New York, New York

**PROPOSED GCT/125TH STREET FARES  
REFLECTING 10% CITY ZONE MTA FARE DECREASE EFFECTIVE 5/1/2020**

<b>PRELIMINARY</b>						
Fare Zone	Monthly Comm	Weekly Comm.	Peak Ten-Trip	Off-Peak Ten-Trip	One Way Peak	One Way Off-Peak
<b><u>CURRENT</u></b>						
<b>HUDSON LINE</b>						
Harlem-125th St	\$186.00	\$59.50	\$82.50	\$53.25	\$8.25	\$6.25
Yankees-Riverdale	\$216.00	\$68.00	\$97.50	\$61.75	\$9.75	\$7.25
<b>HARLEM LINE</b>						
Melrose-Wakefield	\$216.00	\$68.00	\$97.50	\$61.75	\$9.75	\$7.25
<b><u>PROPOSED</u></b>						
<b>HUDSON LINE</b>						
Harlem-125th St	\$167.00	\$53.50	\$75.00	\$49.00	\$7.50	\$5.75
Yankees-Riverdale	\$194.00	\$62.00	\$87.50	\$55.25	\$8.75	\$6.50
<b>HARLEM LINE</b>						
Melrose-Wakefield	\$194.00	\$62.00	\$87.50	\$55.25	\$8.75	\$6.50
<b><u>FARE REDUCTION</u></b>						
<b>HUDSON LINE</b>						
Harlem-125th St	-\$19.00	-\$6.00	-\$7.50	-\$4.25	-\$0.75	-\$0.50
Yankees-Riverdale	-\$22.00	-\$6.00	-\$10.00	-\$6.50	-\$1.00	-\$0.75
<b>HARLEM LINE</b>						
Melrose-Wakefield	-\$22.00	-\$6.00	-\$10.00	-\$6.50	-\$1.00	-\$0.75
<b><u>PERCENT CHG.</u></b>						
<b>HUDSON LINE</b>						
Harlem-125th St	-10%	-10%	-9%	-8%	-9%	-8%
Yankees-Riverdale	-10%	-9%	-10%	-11%	-10%	-10%
<b>HARLEM LINE</b>						
Melrose-Wakefield	-10%	-9%	-10%	-11%	-10%	-10%

	<b>Monthly</b>	<b>Weekly</b>	<b>Peak Ten-Trip</b>	<b>Off-Peak Ten-Trip</b>	<b>Peak One-Way</b>	<b>Off-Peak One-Way</b>
<b><u>Current</u></b>						
Zone 3 to 1 or Zone 1 to 3	\$234.00	\$75.00	\$107.50	\$66.00	\$10.75	\$7.75
<b><u>Proposed</u></b>						
Zone 3 to 1 or Zone 1 to 3	\$188.00	\$67.50	\$97.50	\$59.50	\$9.75	\$7.00
<b><u>Fare Reduction</u></b>						
Zone 3 to 1 or Zone 1 to 3	-46.00	-7.50	-10.00	-6.50	-1.00	-0.75
<b><u>% Change</u></b>						
Zone 3 to 1 or Zone 1 to 3	-20%	-10%	-9%	-10%	-9%	-10%

# Joint MNR/LIRR Committee and CPOC PTC Project Update

February 24, 2020



# LIRR/MNR Overall PTC Project Status

## Schedule

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

MNR in Extended RSD (ERSD) on Danbury, Hudson CP 10 to CP 75 and Harlem CP 113 to CP 182

LIRR in RSD/ERSD on Port Washington, Babylon to Patchogue, Hempstead, Far Rockaway, West Hempstead, Oyster Bay, Long Beach, Port Jefferson, Central, and Montauk 1BW (west of Babylon to Jamaica) segments.

## Budget

\$1.086B

LIRR and MNR are currently reviewing tasks to complete work and anticipate additional funding needs.



# LIRR Monthly Project Update

## ERSD

- Currently running PTC on 37% of 305 total route miles.
- As of Jan 31<sup>st</sup> running 303 trains with PTC cut-in.

## Software Testing

- Integrated System Baseline 3.7 FAT completed in February
  - 96% success rate with 69/72 test cases run.
- Conducted field testing with the on-board 3.7 software in parallel to identify safety critical variances prior to finalization of baseline.

## Safety Plan

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

## Status of Siemens scanner recall

- Deliveries from Siemens to be completed in February; 91% of retrofits completed.





# LIRR Monthly Project Update (continued)

## Jamaica Design

- Changes to the SI's initial design were required to meet LIRR's operational requirements; ERSD re-scheduled to September.

## LIRR interoperability with Amtrak

- Commenced PTC operations on Amtrak territory through East River Tunnels into Penn Station.
- Wayside designs and testing are progressing to meet the PTC deadline.
- Database for the joint PSCC territory is in development according to schedule.

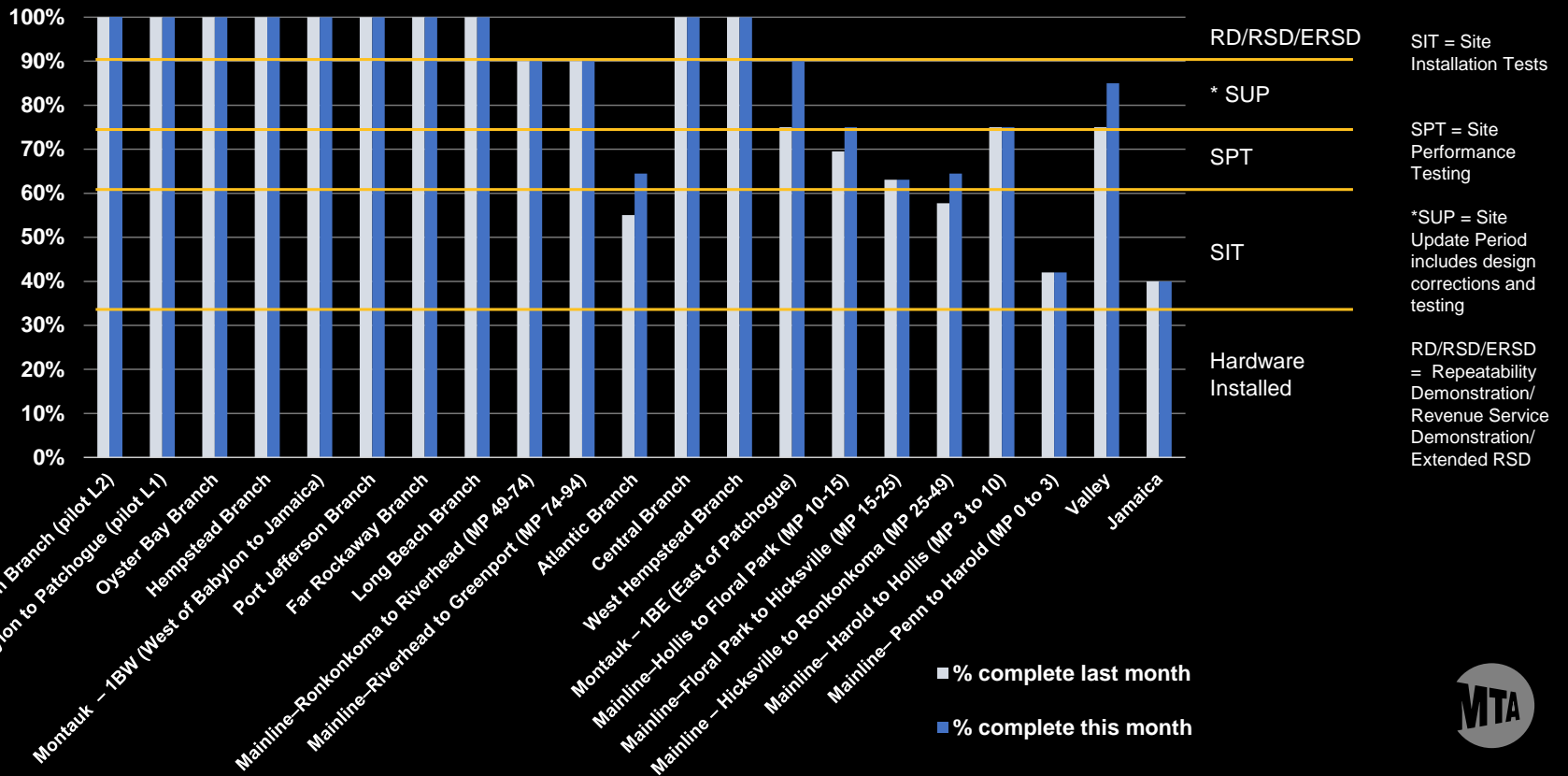
## Amtrak interoperability with LIRR

- Amtrak previously committed to deliver b2b on-board software by the end of 2020.
  - Amtrak informed LIRR that this software will not be available until May 2021.
  - Amtrak proposed an alternative b2b solution during the interim
  - LIRR is working with Amtrak to ensure the alternative solution has no impacts or safety concerns to LIRR.
  - LIRR requesting Amtrak to do everything possible to keep their original end of the year commitment to implement b2b.





# LIRR Segment RSD Readiness (Previous vs Current Month)







# Key Milestones and Issues (LIRR Only)

Status	Activity	Issues
<p>● Green (Current)</p> <p>● Yellow (Previous)</p> <p>● Red Significant impact to Project Schedule and ability to meet PTC deadline.</p> <p>● Yellow Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.</p> <p>● Green No Near Term Impact to Project Schedule and on target to meet PTC deadline.</p>	<p>Delivery and implementation of System Software Release 3.7 for b2b interlockings (Valley and Harold)</p> <p><b>Date Needed</b></p> <p>Feb 2020</p>	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Timely delivery of System Software Release 3.7 which Includes b2b interlockings for Harold and Valley is critical to meeting the PTC deadline.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>Integrated System 3.7 FAT was completed in February</li> <li>69/72 test cases passed - 96% success rate</li> <li>This is the software release to get the remaining LIRR territory into PTC Operations to meet the deadline.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>The timely delivery of this release must provide sufficient time to deploy software across the entire LIRR fleet.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>The development of additional test cases for site specific b2b scenarios for more robust testing.</li> <li>Conducted field testing in parallel to identify safety critical issues in advance of deployment.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>If variances found are safety critical and cannot be mitigated this will delay ERSD and, this may delay the test data needed for FRA approval of the LIRR PTC safety plan.</li> </ul>




# Key Milestones and Issues (LIRR Only)


Status	Activity	Issues
 Green	Delivery and implementation of System Software for PTC Security for Interoperability  Baseline 3.8	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Timely delivery of System Software Release 3.8 (PTC security requirements and cryptographic keys) is required for FRA compliance and interoperability with Amtrak.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>Office 3.7 software development with HMAC feature on target for Baseline 3.8 integrated system testing.</li> <li>Change order is targeted for March Board approval; SI progressing work and no anticipated impact to deadline.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>Changes to LIRR's design for PTC security was required to meet Amtrak's standard for interoperability on NEC.</li> <li>Deployment is dependent upon SIM card installations and activations for remote deployment of the security keys to all trains.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>Regular progress meetings to track intermediate milestones.</li> <li>More extensive testing of HMAC prior to system integration.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>Without remote deployment will take more time to update trains.</li> </ul>
	<b>Date Needed</b>  May 2020	


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




# Key Milestones and Issues (LIRR Only)

Status	Activity	Issues
 <b>Green</b>	Delivery and implementation of System Software for STS-STIS interface  Baseline 3.9	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Timely delivery of System Software Release 3.9 for the LIRR and Amtrak STS-STIS safety server interface for interoperability is required for FRA compliance.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>Bombardier safety server interface testing did not start in January due to configuration issues; Date to have simulator software installed in the BT Pittsburgh lab pending Amtrak.</li> <li>Amtrak still committed to provide final safety server solution no later than March 2020.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>Amtrak's change to their safety server solution/supplier required modifications to LIRR's safety server design.</li> <li>Any alternative to the safety server solution requires FRA approval.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>Regular STS to STS workshops between Amtrak and LIRR to review work tasks and timeline.</li> <li>LIRR developed an operational workaround for FRA review/approval to should interface fail to be operational at end of 2020.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>No impacts anticipated to meet PTC deadline.</li> </ul>
	<b>Date Needed</b>	
	Sept 2020	

 Significant impact to Project Schedule and ability to meet PTC deadline.  
 Red

 Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.  
 Yellow

 No Near Term Impact to Project Schedule and on target to meet PTC deadline.  
 Green



# Key Milestones and Issues (LIRR Only)

Status	Activity	Issues					
<p>● Yellow</p> <p>● Significant impact to Project Schedule and ability to meet PTC deadline. Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline. Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline. Green</p>	<p>AMTRAK interoperability with LIRR  (Amtrak's b2b solution)</p> <tr style="background-color: #FFD700;"> <td colspan="2" style="text-align: center;"><b>Date Needed</b></td> <td></td> </tr> <tr> <td colspan="2" style="text-align: center;">Dec 2020</td> <td></td> </tr>	<b>Date Needed</b>			Dec 2020		
<b>Date Needed</b>							
Dec 2020							

**Issues:**

- To operate on LIRR territory Amtrak is required to update their on-board software for b2b functionality.

**Monthly Update:**

- Amtrak proposed an alternative b2b wayside solution for LIRR's consideration until their onboard solution becomes available in May 2021.
- Amtrak's proposal or any other alternative solution agreed to by LIRR is subject to FRA approval.

**Drivers:**

- An acceptable solution for b2b routes through Harold must be safe, FRA compliant and not impact LIRR operations.

**Mitigations:**


- Schedule a high-level meeting with Amtrak, LIRR and FRA to ensure a mutually agreeable b2b solution is expeditiously agreed upon which will meet the PTC regulations.
- LIRR regularly share their b2b technical requirements/design with Amtrak to help expedite the development of Amtrak's b2b solution.




**Potential Impacts:**

- If an alternative solution is not found to be acceptable to either LIRR or FRA, Amtrak service on LIRR may be impacted and PTC



# Key Milestones and Issues (LIRR Only)

Status	Activity	Issues
 Green	Deployment of on-board software across the fleet multiple times  Baseline 3.7	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>The SI's software release plan requires the deployment of multiple iterations of on-board software across the entire fleet.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>LIRR and the PTC SI have developed a roll-out plan to deploy 3.7 to the ERSD trains with 3.6 software; must be in place before Valley is placed into ERSD in April.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>LIRR requires System Baseline 3.7 on-board software for deployment across the fleet no later than May 2020 to support ERSD schedule.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>In addition to the routine 92-day periodic inspection cycle, LIRR will make trains and resources available to accelerate the software upload process as necessary.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>If the SI has unexpected technical issues (system performance or equipment reliability) and on-board software deliveries are pushed beyond mid-2020, this has a potential impact to the PTC deadline.</li> </ul>
	<b>Date Needed</b>	
	May 2020	

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





# Key Milestones and Issues (LIRR Only)

Status	Activity	Issues
<p><b>Green</b></p> <p>● Significant impact to Project Schedule and ability to meet PTC deadline. Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline. Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline. Green</p>	Change in Leadership and Additional Resources	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>Since October 2019, key leadership changes have improved the working relationship within the Consortium.</li> <li>New Systems Integrator approved for LIRR.</li> <li>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.</li> <li>Transponder designs are still a concern but to date this activity remains on schedule.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>Retention of staff as the SI has a limited number of Subject Matter Experts.</li> <li>Steep learning curve prevents new staff from quickly coming up to speed.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>LIRR continues to fill gaps in expertise in areas of Signaling, Equipment Engineering and Railroad operations to support factory and field testing.</li> <li>Higher level vacated positions are being filled with existing project team members with new hires placed at lower levels to minimize potential learning curve.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>Without appropriate leadership and proper management of project priorities the SI will fail to meet their schedule commitments and impact PTC deadline.</li> </ul>
	Date Needed	
	Ongoing	



# 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

## March 2020

- Mainline – Mile Post 3 to 10 (Harold to Hollis)
- Mainline – Mile Post 10 to 15 (Hollis to Floral Park)
- Resubmit PTC Safety for FRA Approval



# LIRR PTC ERSD Timeline and Look-ahead

## April 2020

Valley

## May 2020

Atlantic Branch

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

Delivery of System Software Baseline 3.8

## 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)

Jamaica

Delivery of System Software Baseline 3.9



# MNR Project Update

## ERSD Segment Status:

- Hudson Line: Marble Hill (CP10) – Poughkeepsie (CP75) 66 miles.
- Danbury Branch 24 miles
- Harlem Line: Mount Vernon West (CP113) – Wassaic (CP182) – 69 miles

## PTC implementation Summary

- Total route miles in full PTC - 159 miles (65%)
- Approximately 480 Revenue trains/day, operating at full PTC operations (67%)
- 25,410 Revenue Trains ran in full PTC mode from August 2019 – January 2020
- Approximately 30 Amtrak Revenue trains and several CSX and P&W freight trains/day are interoperable.



# MNR Project Update (continued)

## Field Installation & Testing Activity:

- Completed Transponder SIT GCT (CP1) to Marble Hill (CP10)
- Harlem line CP106 to CP 112 CSE to PTC transponder migration in process
- Started New Canaan CSE to PTC transponder migration
- Continuing commissioning Radio Cases
- Continue mitigate technical and operational issues

## 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-STIS interface – 3rd quarter of 2020

# MNR M8 Project Update

## Current Project Status

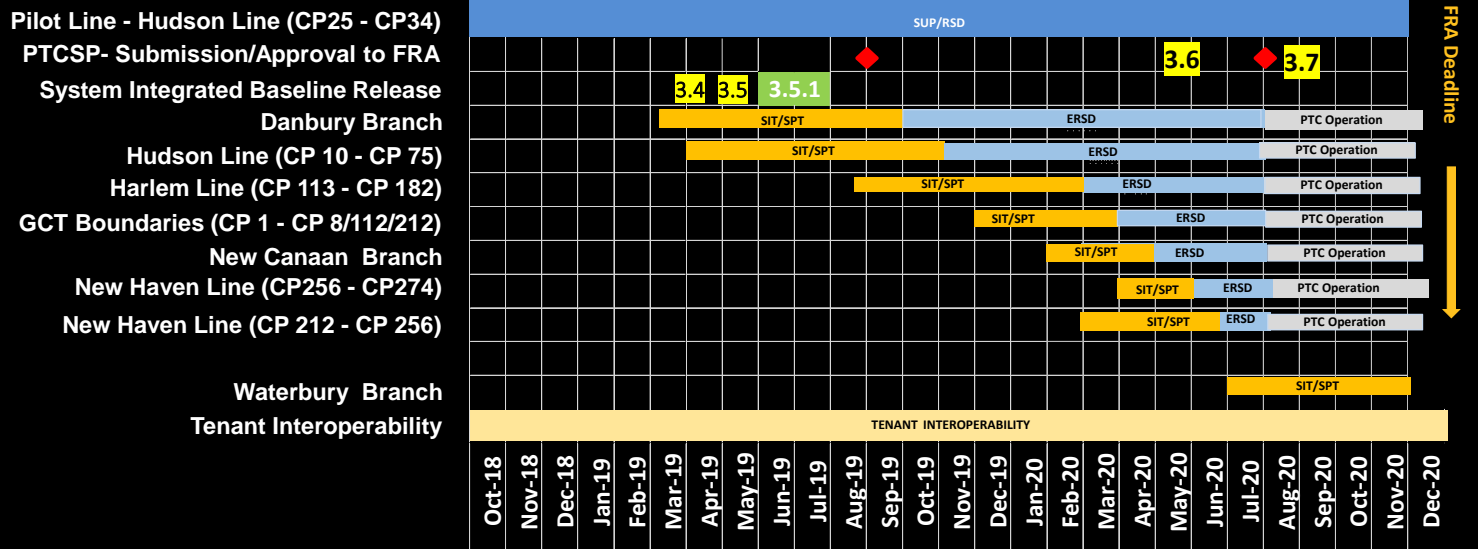
- Alstom on target to begin production of M8 OBC hardware upgrade components in March 2020
- Current target to start M8 OBC SW (Amtrak Rev. 11D) testing on MNR wayside in March 2020
- Continue bi-weekly 5 Party meetings between MNR, Kawasaki, Alstom, Bombardier, and Siemens to execute plan bringing M8 OBC into PTC revenue service operation in July 2020
- Next 5-party meetings: 25-27-Feb at Alstom in Rochester
- Provision of lab environment equipment on track to be delivered to Alstom by 21-Feb and set up the week of 24-Feb
- Change Order to the SI for M8 PTC has been executed.

## Upcoming Milestones

- M8 Safety Cert expected July 2020



# MNR Working Schedule and Sequence



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

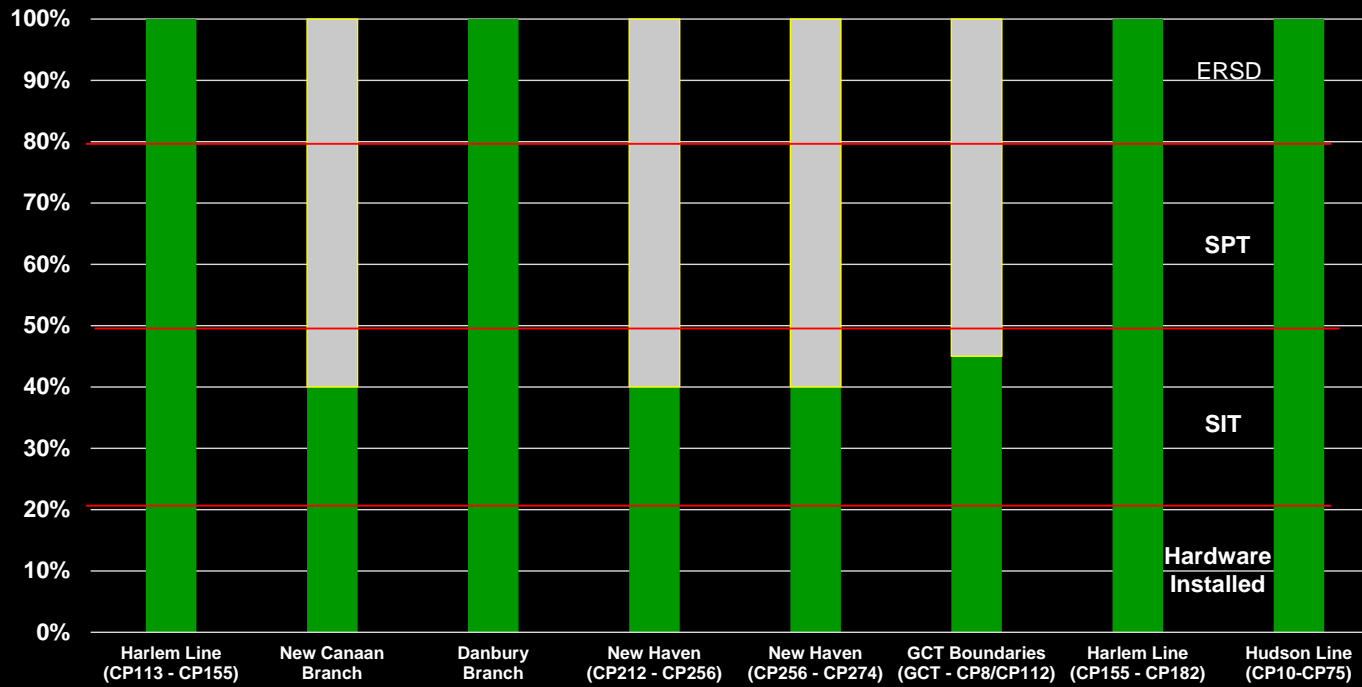
Started ERSD on the Danbury Branch August 2019  
 Started ERSD on Hudson CP10-CP75 November 2, 2019

Last Non-Pilot in ERSD June 2020

Waterbury - Installing Signal System along with PTC (MTEA)



# MNR Segment RSD Readiness




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

■ % complete   ■ Remaining





# Key Milestones and Issues (MNR Only)

Status	Activity	Issues
 <b>Green</b>	Complete Design for Interoperability and Delivery of System Software 3.7	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>All activities to support this work remain on schedule.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>3<sup>rd</sup> party design.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>Modified STS-STX safety server interface design with Amtrak to align with the rest of the NEC Corridor so as not to have a one-off design.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>Risk to full PTC deployment by the PTC deadline on December 31, 2020.</li> </ul>
	<b>Date Needed</b>	
	3rd Quarter 2020	

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



# Key Milestones and Issues (MNR Only)

Status	Activity	Issues
<p style="text-align: center;">● Green (Current)</p> <p style="text-align: center;">● Yellow (Previous)</p> <p>● Significant impact to Project Schedule and ability to meet PTC deadline. Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline. Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline. Green</p>	<p>Integration for the M8 OBC into the MNR Wayside</p> <hr/> <p><b>Date Needed</b></p> <p>June 2020</p>	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Commence M8 Fleet Hardware and Software Upgrade for full PTC Operability</li> <li>Complete Gap analysis, design and implement mitigating measures</li> <li>Define locations and Support for M8 OBC Qualification Testing on the MNR wayside for Rev. 11 D</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>Continued Weekly Executive-Level Progress Meetings between MNR/Kawasaki/Alstom</li> <li>Final-negotiated Change Order with SI to fully support qualification of the Alstom OBC to the MNR wayside to include Bombardier Safety Certification</li> <li>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</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>Hardware Component production/availability for upgrade of OBC</li> <li>Continued focus of Gap Mitigation resolution through 5 Party meetings every two weeks</li> <li>Complete and provide MNR wayside PTC design information for use in definition of M8 OBC testing</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>Complete design for mitigations defined in the Gap analysis and implement into wayside environment</li> <li>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</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>Potential risk of not completing entire M8 fleet with both hardware and software PTC upgrades</li> </ul>



# MNR PTC ERSD Timeline

## December 2019

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

## January 2020

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

## March 2020

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

## April 2020

- Re-submit PTC Safety Plan

## May 2020

- New Haven Line: Mount Vernon East (CP212) – New Haven (CP271) – 59 miles

## June 2020

- New Haven Interlocking – 3 miles





# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN 2020-2023  
2019 FINAL ESTIMATE AND 2020 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's 2019 Final Estimate, 2020 Adopted Budget and the Financial Plan for 2020-2023. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the December Plan and adopted by the Board in December 2019, as well as other technical adjustments.

MTA adjustments include:

- Improved overtime spending controls (\$7.6 million savings per year).
- Elimination of 36 vacant administrative positions (\$4.6 million savings per year)

Technical adjustments include:

- Continue accepting cash on board trains. Replaced the initiative of no cash on board trains with additional non-payroll savings that do not impact core services.

The attached also includes schedules detailing the monthly allocation of financial, overtime, headcount and utilization data based on the 2020 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2020 - 2023**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>6,561</b>	<b>(\$1,216.776)</b>	<b>6,668</b>	<b>(\$1,402.945)</b>	<b>7,076</b>	<b>(\$1,438.663)</b>	<b>7,126</b>	<b>(\$1,460.525)</b>	<b>7,184</b>	<b>(\$1,535.907)</b>
<b>Technical Adjustments:</b>										
Continue accepting cash on board trains. Replaced the initiative of no cash on board trains with additional non-payroll savings that do not impact core services.			(10)	\$0.000	(10)	\$0.000	(10)	\$0.000	(10)	\$0.000
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>(10)</b>	<b>\$0.000</b>	<b>(10)</b>	<b>\$0.000</b>	<b>(10)</b>	<b>\$0.000</b>	<b>(10)</b>	<b>\$0.000</b>
<b>MTA Plan Adjustments:</b>										
MTA Re-estimates:										
Improved Overtime Spending Controls			-	\$7.556	-	\$7.556	-	\$7.556	-	\$7.556
Vacancy Savings			36	\$4.050	36	\$4.581	36	\$4.673	36	\$4.766
Other:										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>36</b>	<b>\$11.606</b>	<b>36</b>	<b>\$12.137</b>	<b>36</b>	<b>\$12.229</b>	<b>36</b>	<b>\$12.322</b>
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>6,561</b>	<b>(\$1,216.776)</b>	<b>6,643</b>	<b>(\$1,391.339)</b>	<b>7,050</b>	<b>(\$1,426.526)</b>	<b>7,100</b>	<b>(\$1,448.297)</b>	<b>7,158</b>	<b>(\$1,523.585)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2020 - 2023**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	1,121	\$0.000	1,222	\$0.000	1,056	\$0.000	1,017	\$0.000	959	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	1,121	\$0.000	1,222	\$0.000	1,056	\$0.000	1,017	\$0.000	959	\$0.000

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2020 - 2023**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>7,682</b>	<b>(\$730.613)</b>	<b>7,891</b>	<b>(\$971.302)</b>	<b>8,132</b>	<b>(\$1,050.518)</b>	<b>8,143</b>	<b>(\$1,076.044)</b>	<b>8,143</b>	<b>(\$1,135.434)</b>
<b>Technical Adjustments:</b>										
Continue accepting cash on board trains. Replaced the initiative of no cash on board trains with additional non-payroll savings that do not impact core services.			(10)	\$0.000	(10)	\$0.000	(10)	\$0.000	(10)	\$0.000
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>(10)</b>	<b>\$0.000</b>	<b>(10)</b>	<b>\$0.000</b>	<b>(10)</b>	<b>\$0.000</b>	<b>(10)</b>	<b>\$0.000</b>
<b>MTA Plan Adjustments:</b>										
MTA Re-estimates:										
Improved Overtime Spending Controls			-	\$7.556	-	\$7.556	-	\$7.556	-	\$7.556
Vacancy Savings			36	\$4.050	36	\$4.581	36	\$4.673	36	\$4.766
Other:										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>36</b>	<b>\$11.605</b>	<b>36</b>	<b>\$12.136</b>	<b>36</b>	<b>\$12.228</b>	<b>36</b>	<b>\$12.323</b>
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>7,682</b>	<b>(\$730.613)</b>	<b>7,865</b>	<b>(\$959.697)</b>	<b>8,106</b>	<b>(\$1,038.382)</b>	<b>8,117</b>	<b>(\$1,063.816)</b>	<b>8,117</b>	<b>(\$1,123.111)</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2020 - 2023**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b><u>Non-Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$771.110	\$781.384	\$785.778	\$793.424	\$802.571
Other Operating Revenue	41.819	36.076	37.059	37.518	37.697
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$812.929</b>	<b>\$817.460</b>	<b>\$822.837</b>	<b>\$830.942</b>	<b>\$840.268</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$572.367	\$632.101	\$660.120	\$672.308	\$693.111
Overtime	153.440	143.670	156.337	164.223	167.746
Health and Welfare	114.640	133.825	147.155	156.947	166.917
OPEB Current Payments	63.893	74.468	78.101	82.312	87.391
Pension	135.488	141.703	150.192	145.170	144.577
Other Fringe Benefits	144.422	157.873	166.563	172.580	177.960
Reimbursable Overhead	(38.721)	(10.054)	(13.994)	(26.315)	(24.061)
<b>Total Labor Expenses</b>	<b>\$1,145.529</b>	<b>\$1,273.587</b>	<b>\$1,344.473</b>	<b>\$1,367.226</b>	<b>\$1,413.642</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$83.783	\$95.970	\$99.580	\$118.547	\$123.486
Fuel	20.569	20.380	19.791	19.668	20.095
Insurance	20.494	23.088	25.585	27.917	30.540
Claims	6.894	4.546	4.612	4.682	4.755
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	66.864	88.997	100.639	99.693	105.889
Professional Services Contracts	37.928	47.610	44.700	34.949	36.071
Materials and Supplies	142.775	187.782	182.179	185.229	192.435
Other Business Expenses	19.998	21.787	22.340	21.882	22.189
<b>Total Non-Labor Expenses</b>	<b>\$399.306</b>	<b>\$490.159</b>	<b>\$499.425</b>	<b>\$512.567</b>	<b>\$535.460</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,544.836</b>	<b>\$1,763.745</b>	<b>\$1,843.898</b>	<b>\$1,879.793</b>	<b>\$1,949.102</b>
Depreciation	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	99.584	52.144	39.059	20.663	0.452
GASB 68 Pension Expense Adjustment	(13.800)	(6.600)	(37.400)	(29.000)	2.500
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$2,029.705</b>	<b>\$2,208.799</b>	<b>\$2,249.363</b>	<b>\$2,279.239</b>	<b>\$2,363.853</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,216.776)</b>	<b>(\$1,391.339)</b>	<b>(\$1,426.526)</b>	<b>(\$1,448.297)</b>	<b>(\$1,523.585)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
Operating/Capital	(16.534)	(23.600)	(13.668)	(12.274)	(13.167)
Other Cash Adjustments	105.613	57.733	0.006	(9.027)	3.841
<b>Total Cash Conversion Adjustments</b>	<b>\$486.163</b>	<b>\$431.642</b>	<b>\$388.145</b>	<b>\$384.481</b>	<b>\$400.473</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$730.613)</b>	<b>(\$959.697)</b>	<b>(\$1,038.381)</b>	<b>(\$1,063.816)</b>	<b>(\$1,123.112)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2020 - 2023**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Reimbursable</b>					
<b>Operating Revenue</b>					
Farebox 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	428.961	386.456	351.738	350.466	332.424
<b>Total Revenues</b>	<b>\$428.961</b>	<b>\$386.456</b>	<b>\$351.738</b>	<b>\$350.466</b>	<b>\$332.424</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$131.468	\$138.978	\$133.389	\$129.876	\$124.209
Overtime	45.804	51.012	46.198	43.038	37.516
Health and Welfare	31.373	28.320	26.726	25.693	24.044
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	46.651	46.012	43.423	41.744	39.066
Other Fringe Benefits	32.199	28.959	27.330	26.273	24.587
Reimbursable Overhead	38.721	10.054	13.994	26.315	24.061
<b>Total Labor Expenses</b>	<b>\$326.217</b>	<b>\$303.334</b>	<b>\$291.061</b>	<b>\$292.938</b>	<b>\$273.482</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.596	\$0.268	\$0.268	\$0.268	\$0.268
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	8.124	9.975	9.341	9.218	9.611
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	25.074	16.679	13.037	12.941	12.801
Professional Services Contracts	1.762	1.044	0.682	0.696	0.709
Materials and Supplies	66.419	54.763	36.979	34.050	35.219
Other Business Expenses	0.768	0.393	0.370	0.356	0.333
<b>Total Non-Labor Expenses</b>	<b>\$102.744</b>	<b>\$83.122</b>	<b>\$60.677</b>	<b>\$57.528</b>	<b>\$58.941</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$428.961</b>	<b>\$386.456</b>	<b>\$351.738</b>	<b>\$350.466</b>	<b>\$332.424</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2020 - 2023**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate	Adopted Budget			
	2019	2020	2021	2022	2023
<b><u>Non-Reimbursable / Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$771.110	\$781.384	\$785.778	\$793.424	\$802.571
Other Operating Revenue	41.819	36.076	37.059	37.518	37.697
Capital and Other Reimbursements	428.961	386.456	351.738	350.466	332.424
<b>Total Revenues</b>	<b>\$1,241.889</b>	<b>\$1,203.916</b>	<b>\$1,174.575</b>	<b>\$1,181.408</b>	<b>\$1,172.692</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$703.835	\$771.079	\$793.509	\$802.184	\$817.319
Overtime	199.245	194.681	202.536	207.261	205.262
Health and Welfare	146.013	162.145	173.881	182.640	190.961
OPEB Current Payments	63.893	74.468	78.101	82.312	87.391
Pension	182.139	187.715	193.615	186.914	183.643
Other Fringe Benefits	176.621	186.833	193.892	198.853	202.547
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$1,471.746</b>	<b>\$1,576.921</b>	<b>\$1,635.534</b>	<b>\$1,660.164</b>	<b>\$1,687.124</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$84.379	\$96.238	\$99.848	\$118.815	\$123.754
Fuel	20.569	20.380	19.791	19.668	20.095
Insurance	28.618	33.063	34.925	37.135	40.151
Claims	6.894	4.546	4.612	4.682	4.755
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	91.939	105.675	113.676	112.634	118.691
Professional Services Contracts	39.690	48.654	45.382	35.645	36.780
Materials and Supplies	209.195	242.545	219.158	219.279	227.653
Other Business Expenses	20.767	22.179	22.710	22.238	22.522
<b>Total Non-Labor Expenses</b>	<b>\$502.050</b>	<b>\$573.280</b>	<b>\$560.102</b>	<b>\$570.096</b>	<b>\$594.401</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,973.796</b>	<b>\$2,150.202</b>	<b>\$2,195.636</b>	<b>\$2,230.260</b>	<b>\$2,281.525</b>
Depreciation	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	99.584	52.144	39.059	20.663	0.452
GASB 68 Pension Expense Adjustment	(13.800)	(6.600)	(37.400)	(29.000)	2.500
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$2,458.665</b>	<b>\$2,595.256</b>	<b>\$2,601.101</b>	<b>\$2,629.705</b>	<b>\$2,696.277</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,216.776)</b>	<b>(\$1,391.339)</b>	<b>(\$1,426.526)</b>	<b>(\$1,448.297)</b>	<b>(\$1,523.585)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
Operating/Capital	(16.534)	(23.600)	(13.668)	(12.274)	(13.167)
Other Cash Adjustments	105.613	57.733	0.006	(9.027)	3.841
<b>Total Cash Conversion Adjustments</b>	<b>\$486.163</b>	<b>\$431.642</b>	<b>\$388.145</b>	<b>\$384.481</b>	<b>\$400.473</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$730.613)</b>	<b>(\$959.697)</b>	<b>(\$1,038.381)</b>	<b>(\$1,063.816)</b>	<b>(\$1,123.112)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2020 - 2023**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Cash Receipts and Expenditures</b>					
<b>Receipts</b>					
Farebox Revenue	\$781.755	\$797.384	\$801.778	\$809.424	\$818.571
Other Operating Revenue	32.763	24.475	24.705	24.857	24.737
Capital and Other Reimbursements	417.225	362.398	337.542	337.654	318.708
<b>Total Receipts</b>	<b>\$1,231.743</b>	<b>\$1,184.257</b>	<b>\$1,164.025</b>	<b>\$1,171.935</b>	<b>\$1,162.016</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$694.887	\$764.697	\$786.982	\$795.511	\$810.496
Overtime	199.245	194.681	202.536	207.261	205.262
Health and Welfare	131.471	162.145	173.881	182.640	190.961
OPEB Current Payments	59.799	74.468	78.101	82.312	87.391
Pension	179.857	187.715	193.615	186.914	183.643
Other Fringe Benefits	179.864	185.833	192.892	197.853	201.547
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1,445.123</b>	<b>\$1,569.539</b>	<b>\$1,628.007</b>	<b>\$1,652.491</b>	<b>\$1,679.301</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$84.379	\$96.238	\$99.848	\$118.814	\$123.755
Fuel	20.569	20.380	19.790	19.668	20.095
Insurance	28.481	32.742	34.572	37.796	39.752
Claims	5.723	1.822	1.837	1.852	1.867
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	108.055	105.675	113.676	112.634	118.691
Professional Services Contracts	37.730	38.154	34.357	24.069	24.625
Materials and Supplies	196.453	238.463	228.788	227.313	235.587
Other Business Expenses	22.982	24.941	25.531	25.114	25.455
<b>Total Non-Labor Expenditures</b>	<b>\$504.372</b>	<b>\$558.415</b>	<b>\$558.399</b>	<b>\$567.260</b>	<b>\$589.827</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000
<b>Total Other Expenditure Adjustments</b>	<b>\$16.000</b>	<b>\$16.000</b>	<b>\$16.000</b>	<b>\$16.000</b>	<b>\$16.000</b>
<b>Total Expenditures</b>	<b>\$1,965.495</b>	<b>\$2,143.954</b>	<b>\$2,202.406</b>	<b>\$2,235.751</b>	<b>\$2,285.128</b>
<b>Net Cash Balance</b>	<b>(\$733.752)</b>	<b>(\$959.697)</b>	<b>(\$1,038.381)</b>	<b>(\$1,063.816)</b>	<b>(\$1,123.112)</b>
Cash Timing and Availability Adjustment	3.139	(0.000)	(0.000)	(0.000)	(0.000)
<b>Net Cash Balance after Cash Timing &amp; Availability Adj</b>	<b>(\$730.613)</b>	<b>(\$959.697)</b>	<b>(\$1,038.381)</b>	<b>(\$1,063.816)</b>	<b>(\$1,123.112)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2020 - 2023**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Cash Flow Adjustments</b>					
<b>Receipts</b>					
Farebox Revenue	\$10.645	\$16.000	\$16.000	\$16.000	\$16.000
Other Operating Revenue	(9.056)	(11.601)	(12.354)	(12.661)	(12.960)
Capital and Other Reimbursements	(11.736)	(24.058)	(14.196)	(12.812)	(13.716)
<b>Total Receipts</b>	<b>(\$10.146)</b>	<b>(\$19.659)</b>	<b>(\$10.550)</b>	<b>(\$9.473)</b>	<b>(\$10.676)</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$8.948	\$6.382	\$6.527	\$6.672	\$6.823
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	14.542	0.000	0.000	0.000	0.000
OPEB Current Payments	4.094	0.000	0.000	0.000	0.000
Pension	2.282	0.000	0.000	0.000	0.000
Other Fringe Benefits	(3.243)	1.000	1.000	1.000	1.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$26.623</b>	<b>\$7.382</b>	<b>\$7.527</b>	<b>\$7.673</b>	<b>\$7.823</b>
<b>Non-Labor:</b>					
Electric Power	\$0.000	0.000	\$0.000	\$0.001	(\$0.001)
Fuel	0.000	0.000	0.001	0.000	0.000
Insurance	0.137	0.321	0.353	(0.661)	0.399
Claims	1.171	2.724	2.775	2.830	2.888
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(16.116)	0.000	0.000	0.000	0.000
Professional Services Contracts	1.960	10.500	11.025	11.576	12.155
Materials and Supplies	12.742	4.082	(9.630)	(8.034)	(7.934)
Other Business Expenses	(2.215)	(2.762)	(2.821)	(2.877)	(2.933)
<b>Total Non-Labor Expenditures</b>	<b>(\$2.322)</b>	<b>\$14.865</b>	<b>\$1.703</b>	<b>\$2.836</b>	<b>\$4.574</b>
<b>Other Expenditure Adjustments:</b>					
Other Expense Adjustments	(\$16.000)	(\$16.000)	(\$16.000)	(\$16.000)	(\$16.000)
<b>Total Other Expenditure Adjustments</b>	<b>(\$16.000)</b>	<b>(\$16.000)</b>	<b>(\$16.000)</b>	<b>(\$16.000)</b>	<b>(\$16.000)</b>
<b>Total Expenditures</b>	<b>\$8.301</b>	<b>\$6.248</b>	<b>(\$6.771)</b>	<b>(\$5.491)</b>	<b>(\$3.602)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$1.845)</b>	<b>(\$13.412)</b>	<b>(\$17.321)</b>	<b>(\$14.964)</b>	<b>(\$14.278)</b>
Depreciation	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	99.584	52.144	39.059	20.663	0.452
GASB 68 Pension Expense Adjustment	(13.800)	(6.600)	(37.400)	(29.000)	2.500
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	3.139	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$486.163</b>	<b>\$431.642</b>	<b>\$388.145</b>	<b>\$384.481</b>	<b>\$400.473</b>

**MTA LONG ISLAND RAIL ROAD**  
**2020 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

<i><b>NON-REIMBURSABLE OVERTIME</b></i>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
Scheduled Service	437,799	\$27.835	19.4%
Unscheduled Service	76,298	5.075	3.5%
Programmatic/Routine Maintenance	878,251	54.037	37.6%
Unscheduled Maintenance	5,800	0.357	0.2%
Vacancy/Absentee Coverage	740,313	45.742	31.8%
Weather Emergencies	154,468	9.097	6.3%
Safety/Security/Law Enforcement	0	0.000	-
Other	27,149	1.527	1.1%
<b>Subtotal</b>	<b>2,320,078</b>	<b>\$143.670</b>	<b>100.0%</b>
<i><b>REIMBURSABLE OVERTIME</b></i>	811,726	\$51.012	
<b>TOTAL OVERTIME</b>	<b>3,131,804</b>	<b>\$194.681</b>	

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2020 - 2023**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

<b>Final Estimate</b>	<b>Adopted Budget</b>			
<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>

**RIDERSHIP**

Monthly Ridership	48.032	48.470	48.531	49.258	50.374
Weekly Ridership	2.445	2.456	2.467	2.472	2.471

<b>Total Commutation</b>	<b>50.478</b>	<b>50.927</b>	<b>50.998</b>	<b>51.730</b>	<b>52.845</b>
--------------------------	---------------	---------------	---------------	---------------	---------------

One-way Full Fare	10.019	10.003	10.076	10.157	10.154
One-way Off-Peak	19.107	19.184	19.321	19.477	19.473
All Other	11.647	11.664	11.760	11.916	11.913

<b>Total Non-Commutation</b>	<b>40.773</b>	<b>40.850</b>	<b>41.157</b>	<b>41.549</b>	<b>41.540</b>
------------------------------	---------------	---------------	---------------	---------------	---------------

<b>Total Ridership</b>	<b>91.250</b>	<b>91.777</b>	<b>92.155</b>	<b>93.279</b>	<b>94.385</b>
------------------------	---------------	---------------	---------------	---------------	---------------

**FAREBOX REVENUE**

<b>Baseline Total Farebox Revenue</b>	<b>\$771.110</b>	<b>\$781.384</b>	<b>\$785.778</b>	<b>\$793.424</b>	<b>\$802.571</b>
---------------------------------------	------------------	------------------	------------------	------------------	------------------

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2020 - 2023**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2019 Final Estimate	2020 Adopted Budget	2021	2022	2023
<b>Administration</b>					
Executive VP	2	1	1	1	1
Enterprise Asset Management	7	7	7	7	7
Sr Vice President - Engineering	2	2	2	2	8
Labor Relations	18	17	17	17	17
Procurement & Logistics (excl. Stores)	75	71	68	66	64
Human Resources	39	37	37	37	37
Sr VP Administration	2	2	2	2	2
Strategic Investments	15	15	15	15	15
President	10	8	8	8	8
VP & CFO	3	2	2	2	2
Information Technology	0	0	0	0	0
Controller	45	44	45	45	45
Management and Budget	18	17	17	17	17
BPM, Controls, & Compliance	6	4	4	4	4
Market Dev. & Public Affairs	71	70	70	70	70
Gen. Counsel & Secretary	32	30	31	31	31
Diversity Management	3	3	3	3	3
Security	14	15	15	15	15
System Safety	42	46	46	46	42
Training	69	69	68	68	68
Service Planning	31	30	28	28	22
Rolling Stock Programs	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2
<b>Total Administration</b>	<b>523</b>	<b>509</b>	<b>505</b>	<b>503</b>	<b>497</b>
<b>Operations</b>					
Train Operations	2,340	2,402	2,445	2,428	2,370
Customer Service	311	325	412	412	412
<b>Total Operations</b>	<b>2,651</b>	<b>2,727</b>	<b>2,857</b>	<b>2,840</b>	<b>2,782</b>
<b>Maintenance</b>					
Engineering	2,022	2,087	2,158	2,128	2,141
Equipment	2,164	2,220	2,276	2,321	2,384
Procurement (Stores)	95	95	95	111	111
<b>Total Maintenance</b>	<b>4,281</b>	<b>4,402</b>	<b>4,529</b>	<b>4,560</b>	<b>4,636</b>
<b>Engineering/Capital</b>					
Department of Project Management	152	152	152	151	150
Special Projects/East Side Access	61	61	60	60	49
Positive Train Control	14	14	3	3	3
<b>Total Engineering/Capital</b>	<b>227</b>	<b>227</b>	<b>215</b>	<b>214</b>	<b>202</b>
<b>Total Positions</b>	<b>7,682</b>	<b>7,865</b>	<b>8,106</b>	<b>8,117</b>	<b>8,117</b>
Non-Reimbursable	6,561	6,643	7,050	7,100	7,158
Reimbursable	1,121	1,222	1,056	1,017	959
Total Full-Time	7,682	7,865	8,106	8,117	8,117
Total Full-Time Equivalents	-	-	-	-	-



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2020 - 2023**  
**Total Positions by Functional and Occupational Group**  
**Non-Reimbursable and Reimbursable**

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>FUNCTION / OCCUPATIONAL GROUP</b>					
<b>Administration</b>					
Managers/Supervisors	278	271	270	270	267
Professional/Technical/Clerical	141	134	131	113	110
Operational Hourlies	104	104	104	120	120
<b>Total Administration Headcount</b>	<b>523</b>	<b>509</b>	<b>505</b>	<b>503</b>	<b>497</b>
<b>Operations</b>					
Managers/Supervisors	325	342	358	350	347
Professional/Technical/Clerical	104	111	120	120	120
Operational Hourlies	2,222	2,274	2,379	2,370	2,315
<b>Total Operations Headcount</b>	<b>2,651</b>	<b>2,727</b>	<b>2,857</b>	<b>2,840</b>	<b>2,782</b>
<b>Maintenance</b>					
Managers/Supervisors	882	910	851	839	854
Professional/Technical/Clerical	293	307	339	337	355
Operational Hourlies	3,106	3,185	3,339	3,384	3,427
<b>Total Maintenance Headcount</b>	<b>4,281</b>	<b>4,402</b>	<b>4,529</b>	<b>4,560</b>	<b>4,636</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	157	157	150	149	136
Professional/Technical/Clerical	70	70	65	65	66
Operational Hourlies	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>227</b>	<b>227</b>	<b>215</b>	<b>214</b>	<b>202</b>
<b>Public Safety</b>					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>					
Managers/Supervisors	1,642	1,680	1,629	1,608	1,604
Professional, Technical, Clerical	608	622	655	635	651
Operational Hourlies	5,432	5,563	5,822	5,874	5,862
<b>Total Positions</b>	<b>7,682</b>	<b>7,865</b>	<b>8,106</b>	<b>8,117</b>	<b>8,117</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$58,234	\$58,433	\$63,065	\$60,874	\$66,110	\$68,867	\$69,959	\$68,612	\$66,805	\$66,928	\$66,249	\$67,248	\$781,384
Other Operating Revenue	2,199	2,814	2,764	2,806	2,972	3,277	3,456	3,229	2,778	2,815	2,862	4,104	36,076
<b>Total Revenues</b>	<b>\$60,433</b>	<b>\$61,247</b>	<b>\$65,828</b>	<b>\$63,679</b>	<b>\$69,082</b>	<b>\$72,144</b>	<b>\$73,415</b>	<b>\$71,841</b>	<b>\$69,583</b>	<b>\$69,743</b>	<b>\$69,111</b>	<b>\$71,352</b>	<b>\$817,460</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$56,363	\$47,930	\$45,795	\$53,518	\$51,217	\$49,916	\$56,677	\$51,897	\$46,112	\$57,886	\$51,941	\$62,850	\$632,101
Overtime	12,805	11,933	12,050	10,644	11,132	11,300	12,358	11,403	12,041	11,667	12,902	13,435	143,670
Health and Welfare	11,639	11,689	10,799	11,143	11,160	10,583	11,049	11,104	10,469	11,516	11,826	10,848	133,825
OPEB Current Payments	6,206	6,206	6,206	6,206	6,206	6,206	6,206	6,206	6,206	6,206	6,206	6,206	74,468
Pension	12,574	12,657	11,403	11,694	11,739	11,066	11,468	11,535	10,973	12,269	12,717	11,608	141,703
Other Fringe Benefits	15,043	13,468	17,010	14,863	14,373	15,558	14,432	13,163	12,660	10,702	8,172	8,428	157,873
Reimbursable Overhead	(0,624)	(0,605)	(0,671)	(0,891)	(0,791)	(1,011)	(1,222)	(1,173)	(1,265)	(0,583)	(0,129)	(1,089)	(10,054)
<b>Total Labor Expenses</b>	<b>\$114,005</b>	<b>\$103,277</b>	<b>\$102,592</b>	<b>\$107,176</b>	<b>\$105,036</b>	<b>\$103,618</b>	<b>\$110,968</b>	<b>\$104,136</b>	<b>\$97,196</b>	<b>\$109,662</b>	<b>\$103,634</b>	<b>\$112,285</b>	<b>\$1,273,587</b>
<b>Non-Labor:</b>													
Electric Power	\$6,689	\$8,709	\$7,861	\$6,790	\$7,060	\$10,075	\$8,843	\$8,573	\$9,457	\$6,917	\$6,956	\$8,040	\$95,970
Fuel	1,904	1,951	1,619	1,625	1,458	1,631	1,678	1,691	1,707	1,615	1,750	1,750	20,380
Insurance	1,866	1,866	1,897	1,897	1,929	1,937	1,937	1,937	1,937	1,937	2,010	1,938	23,088
Claims	0,379	0,330	0,419	0,379	0,329	0,329	0,329	0,379	0,420	0,379	0,479	0,397	4,546
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	6,656	6,732	6,720	6,691	6,831	7,222	7,369	7,858	7,316	7,190	7,431	10,980	88,997
Professional Services Contracts	3,591	3,380	3,646	3,660	3,598	4,307	3,663	4,224	4,023	3,923	3,641	5,952	47,610
Materials and Supplies	14,343	14,926	14,465	15,034	14,426	16,700	15,825	16,743	15,661	15,570	17,843	16,244	187,782
Other Business Expenses	1,584	1,510	1,796	1,612	1,670	1,917	1,757	1,688	1,825	1,656	2,341	2,431	21,787
<b>Total Non-Labor Expenses</b>	<b>\$37,012</b>	<b>\$39,404</b>	<b>\$38,424</b>	<b>\$37,686</b>	<b>\$37,301</b>	<b>\$44,119</b>	<b>\$41,402</b>	<b>\$43,092</b>	<b>\$42,347</b>	<b>\$39,187</b>	<b>\$42,452</b>	<b>\$47,731</b>	<b>\$490,159</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses</b>	<b>\$151,017</b>	<b>\$142,682</b>	<b>\$141,016</b>	<b>\$144,863</b>	<b>\$142,337</b>	<b>\$147,737</b>	<b>\$152,370</b>	<b>\$147,228</b>	<b>\$139,544</b>	<b>\$148,850</b>	<b>\$146,086</b>	<b>\$160,017</b>	<b>\$1,763,745</b>
Depreciation	\$32,998	\$33,043	\$33,088	\$33,133	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$397,510
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	52,144	52,144
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(6,600)	(6,600)
Environmental Remediation	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	2,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$184,182</b>	<b>\$175,892</b>	<b>\$174,271</b>	<b>\$178,163</b>	<b>\$175,659</b>	<b>\$181,060</b>	<b>\$185,693</b>	<b>\$180,551</b>	<b>\$172,866</b>	<b>\$182,172</b>	<b>\$179,408</b>	<b>\$238,884</b>	<b>\$2,208,799</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$123,749)</b>	<b>(\$114,644)</b>	<b>(\$108,443)</b>	<b>(\$114,483)</b>	<b>(\$106,577)</b>	<b>(\$108,915)</b>	<b>(\$112,277)</b>	<b>(\$108,710)</b>	<b>(\$103,283)</b>	<b>(\$112,429)</b>	<b>(\$110,297)</b>	<b>(\$167,532)</b>	<b>(\$1,391,339)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$32,998	\$33,043	\$33,088	\$33,133	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$397,510
Operating/Capital	(1,178)	(1,178)	(1,178)	(2,028)	(1,191)	(2,823)	(1,524)	(1,749)	(1,524)	(2,424)	(1,524)	(5,279)	(23,600)
Other Cash Adjustments	(15,950)	7,856	(4,923)	(17,897)	(11,721)	10,062	(13,264)	13,397	10,661	(0,952)	19,384	61,079	57,733
<b>Total Cash Conversion Adjustments</b>	<b>\$15,870</b>	<b>\$39,721</b>	<b>\$26,987</b>	<b>\$13,208</b>	<b>\$20,244</b>	<b>\$40,395</b>	<b>\$18,368</b>	<b>\$44,804</b>	<b>\$42,293</b>	<b>\$29,780</b>	<b>\$51,016</b>	<b>\$88,956</b>	<b>\$431,642</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$107,879)</b>	<b>(\$74,923)</b>	<b>(\$81,456)</b>	<b>(\$101,275)</b>	<b>(\$86,333)</b>	<b>(\$68,520)</b>	<b>(\$93,909)</b>	<b>(\$63,906)</b>	<b>(\$60,990)</b>	<b>(\$82,649)</b>	<b>(\$59,281)</b>	<b>(\$78,576)</b>	<b>(\$959,697)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	25.264	24.768	34.215	33.776	32.381	38.488	34.996	34.970	37.896	29.486	24.411	35.804	386.456
<b>Total Revenues</b>	<b>\$25.264</b>	<b>\$24.768</b>	<b>\$34.215</b>	<b>\$33.776</b>	<b>\$32.381</b>	<b>\$38.488</b>	<b>\$34.996</b>	<b>\$34.970</b>	<b>\$37.896</b>	<b>\$29.486</b>	<b>\$24.411</b>	<b>\$35.804</b>	<b>\$386.456</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$9.800	\$9.503	\$12.992	\$11.431	\$11.349	\$13.837	\$11.630	\$11.447	\$13.731	\$10.458	\$9.435	\$13.367	\$138.978
Overtime	2.586	2.602	4.481	5.169	4.997	5.119	6.101	5.997	5.675	3.381	2.288	2.617	51.012
Health and Welfare	1.889	1.838	2.609	2.431	2.403	2.817	2.569	2.528	2.874	2.077	1.801	2.483	28.320
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	3.069	2.986	4.239	3.949	3.904	4.577	4.174	4.108	4.670	3.374	2.926	4.035	46.012
Other Fringe Benefits	1.932	1.879	2.668	2.486	2.457	2.881	2.627	2.585	2.939	2.123	1.842	2.540	28.959
Reimbursable Overhead	0.624	0.605	0.671	0.891	0.791	1.011	1.222	1.173	1.265	0.583	0.129	1.089	10.054
<b>Total Labor Expenses</b>	<b>\$19.900</b>	<b>\$19.411</b>	<b>\$27.661</b>	<b>\$26.356</b>	<b>\$25.902</b>	<b>\$30.242</b>	<b>\$28.324</b>	<b>\$27.837</b>	<b>\$31.153</b>	<b>\$21.996</b>	<b>\$18.421</b>	<b>\$26.131</b>	<b>\$303.334</b>
<b>Non-Labor:</b>													
Electric Power	\$0.021	\$0.021	\$0.020	\$0.022	\$0.021	\$0.024	\$0.026	\$0.026	\$0.024	\$0.021	\$0.023	\$0.019	\$0.268
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.649	0.620	0.933	0.914	0.895	1.042	0.887	0.868	0.967	0.762	0.590	0.849	9.975
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.097	1.078	1.238	1.220	1.223	1.301	1.579	1.791	1.598	1.511	1.445	1.596	16.679
Professional Services Contracts	0.064	0.065	0.077	0.078	0.077	0.076	0.074	0.251	0.074	0.076	0.070	0.063	1.044
Materials and Supplies	3.507	3.548	4.249	5.152	4.230	5.764	4.070	4.163	4.041	5.090	3.837	7.112	54.763
Other Business Expenses	0.026	0.025	0.036	0.034	0.033	0.039	0.036	0.035	0.040	0.029	0.025	0.034	0.393
<b>Total Non-Labor Expenses</b>	<b>\$5.364</b>	<b>\$5.357</b>	<b>\$6.554</b>	<b>\$7.420</b>	<b>\$6.479</b>	<b>\$8.246</b>	<b>\$6.672</b>	<b>\$7.133</b>	<b>\$6.743</b>	<b>\$7.490</b>	<b>\$5.990</b>	<b>\$9.674</b>	<b>\$83.122</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$25.264</b>	<b>\$24.768</b>	<b>\$34.215</b>	<b>\$33.776</b>	<b>\$32.381</b>	<b>\$38.488</b>	<b>\$34.996</b>	<b>\$34.970</b>	<b>\$37.896</b>	<b>\$29.486</b>	<b>\$24.411</b>	<b>\$35.804</b>	<b>\$386.456</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$58,234	\$58,433	\$63,065	\$60,874	\$66,110	\$68,867	\$69,959	\$68,612	\$66,805	\$66,928	\$66,249	\$67,248	\$781,384
Other Operating Revenue	2,199	2,814	2,764	2,806	2,972	3,277	3,456	3,229	2,778	2,815	2,862	4,104	36,076
Capital and Other Reimbursements	25,264	24,768	34,215	33,776	32,381	38,488	34,996	34,970	37,896	29,486	24,411	35,804	386,456
<b>Total Revenues</b>	<b>\$85,697</b>	<b>\$86,016</b>	<b>\$100,043</b>	<b>\$97,455</b>	<b>\$101,463</b>	<b>\$110,632</b>	<b>\$108,412</b>	<b>\$106,811</b>	<b>\$107,479</b>	<b>\$99,229</b>	<b>\$93,522</b>	<b>\$107,156</b>	<b>\$1,203,916</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$66,162	\$57,433	\$58,787	\$64,948	\$62,567	\$63,753	\$68,306	\$63,343	\$59,843	\$68,344	\$61,375	\$76,217	\$771,079
Overtime	15,391	14,534	16,531	15,813	16,129	16,419	18,459	17,400	17,716	15,048	15,190	16,052	194,681
Health and Welfare	13,528	13,526	13,409	13,573	13,563	13,401	13,618	13,633	13,343	13,593	13,627	13,331	162,145
OPEB Current Payments	6,206	6,206	6,206	6,206	6,206	6,206	6,206	6,206	6,206	6,206	6,206	6,206	74,468
Pension	15,643	15,643	15,643	15,643	15,643	15,643	15,643	15,643	15,643	15,643	15,643	15,643	187,715
Other Fringe Benefits	16,975	15,347	19,678	17,349	16,831	18,439	17,060	15,749	15,599	12,825	10,014	10,967	186,833
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$133,905</b>	<b>\$122,689</b>	<b>\$130,253</b>	<b>\$133,532</b>	<b>\$130,938</b>	<b>\$133,860</b>	<b>\$139,292</b>	<b>\$131,973</b>	<b>\$128,349</b>	<b>\$131,658</b>	<b>\$122,054</b>	<b>\$138,416</b>	<b>\$1,576,921</b>
<b>Non-Labor:</b>													
Electric Power	\$6,710	\$8,730	\$7,881	\$6,812	\$7,081	\$10,100	\$8,869	\$8,598	\$9,480	\$6,938	\$6,979	\$8,059	\$96,238
Fuel	1,904	1,951	1,619	1,625	1,458	1,631	1,678	1,691	1,707	1,615	1,750	1,750	20,380
Insurance	2,515	2,486	2,830	2,811	2,824	2,979	2,824	2,805	2,904	2,699	2,600	2,787	33,063
Claims	0.379	0.330	0.419	0.379	0.329	0.329	0.329	0.379	0.420	0.379	0.479	0.397	4,546
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7,754	7,809	7,958	7,911	8,054	8,523	8,949	9,649	8,915	8,701	8,876	12,577	105,675
Professional Services Contracts	3,655	3,445	3,724	3,738	3,675	4,383	3,737	4,474	4,097	3,999	3,711	6,015	48,654
Materials and Supplies	17,850	18,474	18,715	20,186	18,656	22,464	19,895	20,906	19,702	20,661	21,680	23,356	242,545
Other Business Expenses	1,610	1,536	1,832	1,645	1,703	1,956	1,793	1,723	1,865	1,685	2,366	2,466	22,179
<b>Total Non-Labor Expenses</b>	<b>\$42,376</b>	<b>\$44,761</b>	<b>\$44,978</b>	<b>\$45,107</b>	<b>\$43,780</b>	<b>\$52,364</b>	<b>\$48,074</b>	<b>\$50,225</b>	<b>\$49,091</b>	<b>\$46,677</b>	<b>\$48,442</b>	<b>\$57,405</b>	<b>\$573,280</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$176,281</b>	<b>\$167,450</b>	<b>\$175,231</b>	<b>\$178,639</b>	<b>\$174,718</b>	<b>\$186,225</b>	<b>\$187,366</b>	<b>\$182,198</b>	<b>\$177,440</b>	<b>\$178,336</b>	<b>\$170,496</b>	<b>\$195,821</b>	<b>\$2,150,202</b>
Depreciation	\$32,998	\$33,043	\$33,088	\$33,133	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$397,510
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	52,144	52,144
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(6,600)	(6,600)
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$209,446</b>	<b>\$200,660</b>	<b>\$208,486</b>	<b>\$211,939</b>	<b>\$208,041</b>	<b>\$219,547</b>	<b>\$220,689</b>	<b>\$215,521</b>	<b>\$210,763</b>	<b>\$211,658</b>	<b>\$203,819</b>	<b>\$274,688</b>	<b>\$2,595,256</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$123,749)</b>	<b>(\$114,644)</b>	<b>(\$108,443)</b>	<b>(\$114,483)</b>	<b>(\$106,577)</b>	<b>(\$108,915)</b>	<b>(\$112,277)</b>	<b>(\$108,710)</b>	<b>(\$103,283)</b>	<b>(\$112,429)</b>	<b>(\$110,297)</b>	<b>(\$167,532)</b>	<b>(\$1,391,339)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$32,998	\$33,043	\$33,088	\$33,133	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$33,156	\$397,510
Operating/Capital	(1,178)	(1,178)	(1,178)	(2,028)	(1,191)	(2,823)	(1,524)	(1,749)	(1,524)	(2,424)	(1,524)	(5,279)	(23,600)
Other Cash Adjustments	(15,950)	7,856	(4,923)	(17,897)	(11,721)	10,062	(13,264)	13,397	10,661	(0,952)	19,384	61,079	57,733
<b>Total Cash Conversion Adjustments</b>	<b>\$15,870</b>	<b>\$39,721</b>	<b>\$26,987</b>	<b>\$13,208</b>	<b>\$20,244</b>	<b>\$40,395</b>	<b>\$18,368</b>	<b>\$44,804</b>	<b>\$42,293</b>	<b>\$29,780</b>	<b>\$51,016</b>	<b>\$88,956</b>	<b>\$431,642</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$107,879)</b>	<b>(\$74,923)</b>	<b>(\$81,456)</b>	<b>(\$101,275)</b>	<b>(\$86,333)</b>	<b>(\$68,520)</b>	<b>(\$93,909)</b>	<b>(\$63,906)</b>	<b>(\$60,990)</b>	<b>(\$82,649)</b>	<b>(\$59,281)</b>	<b>(\$78,576)</b>	<b>(\$959,697)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
Farebox Revenue	\$59.567	\$59.766	\$64.398	\$62.207	\$67.443	\$70.200	\$71.292	\$69.945	\$68.138	\$68.261	\$67.582	\$68.585	\$797.384
Other Operating Revenue	1.603	8.836	1.173	1.205	1.371	1.686	1.856	1.629	1.188	1.215	1.231	1.482	24.475
Capital and Other Reimbursements	24.701	19.509	20.925	21.756	22.957	36.325	33.958	35.867	37.378	38.110	34.444	36.468	362.398
<b>Total Receipts</b>	<b>\$85.871</b>	<b>\$88.111</b>	<b>\$86.496</b>	<b>\$85.168</b>	<b>\$91.771</b>	<b>\$108.211</b>	<b>\$107.106</b>	<b>\$107.441</b>	<b>\$106.704</b>	<b>\$107.586</b>	<b>\$103.257</b>	<b>\$106.535</b>	<b>\$1,184.257</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$69.407	\$56.216	\$54.962	\$68.430	\$60.912	\$60.777	\$72.246	\$57.882	\$57.628	\$74.003	\$61.181	\$71.053	\$764.697
Overtime	18.917	14.534	12.815	18.487	17.204	12.703	22.175	17.400	14.188	18.556	15.190	12.512	194.681
Health and Welfare	13.528	13.526	13.409	13.573	13.563	13.401	13.618	13.633	13.343	13.593	13.627	13.331	162.145
OPEB Current Payments	6.206	6.206	6.206	6.206	6.206	6.206	6.206	6.206	6.206	6.206	6.206	6.202	74.468
Pension	15.643	15.643	15.643	15.643	15.643	15.643	15.643	15.643	15.643	15.643	15.643	15.642	187.715
Other Fringe Benefits	21.019	14.995	15.740	17.808	20.132	14.429	20.960	15.394	11.803	15.517	9.660	8.376	185.833
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$144.720</b>	<b>\$121.120</b>	<b>\$118.775</b>	<b>\$140.147</b>	<b>\$133.660</b>	<b>\$123.159</b>	<b>\$150.848</b>	<b>\$126.158</b>	<b>\$118.811</b>	<b>\$143.518</b>	<b>\$121.507</b>	<b>\$127.116</b>	<b>\$1,569.539</b>
<b>Non-Labor:</b>													
Electric Power	\$6.710	\$8.730	\$7.881	\$6.812	\$7.081	\$10.100	\$8.869	\$8.598	\$9.480	\$6.938	\$6.979	\$8.060	\$96.238
Fuel	1.904	1.951	1.619	1.625	1.458	1.631	1.678	1.691	1.707	1.615	1.750	1.751	20.380
Insurance	10.248	0.000	0.008	5.519	0.017	2.284	5.318	1.148	1.681	4.768	0.000	1.751	32.742
Claims	0.152	0.103	0.192	0.152	0.102	0.102	0.102	0.152	0.193	0.152	0.252	0.168	1.822
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.754	7.809	7.958	7.911	8.054	8.523	8.949	9.649	8.915	8.701	8.876	12.576	105.675
Professional Services Contracts	1.895	1.685	4.620	1.977	1.915	5.279	1.977	2.714	4.993	2.239	1.951	6.909	38.154
Materials and Supplies	17.136	18.479	23.620	19.033	22.492	22.251	19.860	17.893	18.603	18.998	17.235	22.863	238.463
Other Business Expenses	1.898	1.824	1.946	1.934	1.992	2.069	2.081	2.011	1.978	1.973	2.655	2.580	24.941
<b>Total Non-Labor Expenditures</b>	<b>\$47.697</b>	<b>\$40.581</b>	<b>\$47.844</b>	<b>\$44.963</b>	<b>\$43.111</b>	<b>\$52.239</b>	<b>\$48.834</b>	<b>\$43.856</b>	<b>\$47.550</b>	<b>\$45.384</b>	<b>\$39.698</b>	<b>\$56.658</b>	<b>\$558.415</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.337	\$16.000
<b>Total Other Expenditure Adjustments</b>	<b>\$1.333</b>	<b>\$1.333</b>	<b>\$1.333</b>	<b>\$1.333</b>	<b>\$1.333</b>	<b>\$1.333</b>	<b>\$1.333</b>	<b>\$1.333</b>	<b>\$1.333</b>	<b>\$1.333</b>	<b>\$1.333</b>	<b>\$1.337</b>	<b>\$16.000</b>
<b>Total Expenditures</b>	<b>\$193.750</b>	<b>\$163.034</b>	<b>\$167.952</b>	<b>\$186.443</b>	<b>\$178.104</b>	<b>\$176.731</b>	<b>\$201.015</b>	<b>\$171.347</b>	<b>\$167.694</b>	<b>\$190.235</b>	<b>\$162.538</b>	<b>\$185.111</b>	<b>\$2,143.954</b>
<b>Net Cash Balance</b>	<b>(\$107.879)</b>	<b>(\$74.923)</b>	<b>(\$81.456)</b>	<b>(\$101.275)</b>	<b>(\$86.333)</b>	<b>(\$68.520)</b>	<b>(\$93.909)</b>	<b>(\$63.906)</b>	<b>(\$60.990)</b>	<b>(\$82.649)</b>	<b>(\$59.281)</b>	<b>(\$78.576)</b>	<b>(\$959.697)</b>
Cash Timing and Availability Adjustment	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)
<b>Net Cash Balance after Cash Timing &amp; Availability Adj</b>	<b>(\$107.879)</b>	<b>(\$74.923)</b>	<b>(\$81.456)</b>	<b>(\$101.275)</b>	<b>(\$86.333)</b>	<b>(\$68.520)</b>	<b>(\$93.909)</b>	<b>(\$63.906)</b>	<b>(\$60.990)</b>	<b>(\$82.649)</b>	<b>(\$59.281)</b>	<b>(\$78.576)</b>	<b>(\$959.697)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
 Favorable/(Unfavorable)  
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
Farebox Revenue	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.333	\$1.337	\$16.000
Other Operating Revenue	(0.596)	6.022	(1.591)	(1.601)	(1.601)	(1.591)	(1.600)	(1.600)	(1.590)	(1.600)	(1.631)	(2.622)	(11.601)
Capital and Other Reimbursements	(0.563)	(5.259)	(13.290)	(12.020)	(9.424)	(2.163)	(1.038)	0.897	(0.518)	8.624	10.033	0.664	(24.058)
<b>Total Receipts</b>	<b>\$0.174</b>	<b>\$2.095</b>	<b>(\$13.547)</b>	<b>(\$12.287)</b>	<b>(\$9.692)</b>	<b>(\$2.421)</b>	<b>(\$1.306)</b>	<b>\$0.630</b>	<b>(\$0.775)</b>	<b>\$8.357</b>	<b>\$9.735</b>	<b>(\$0.621)</b>	<b>(\$19.659)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$3.245)	\$1.217	\$3.825	(\$3.482)	\$1.655	\$2.976	(\$3.940)	\$5.461	\$2.215	(\$5.659)	\$0.194	\$5.164	\$6.382
Overtime	(3.526)	0.000	3.716	(2.674)	(1.075)	3.716	(3.716)	0.000	3.528	(3.508)	0.000	3.540	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.004	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.000
Other Fringe Benefits	(4.044)	0.352	3.938	(0.459)	(3.301)	4.010	(3.900)	0.355	3.796	(2.692)	0.354	2.591	1.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$10.815)</b>	<b>\$1.569</b>	<b>\$11.478</b>	<b>(\$6.615)</b>	<b>(\$2.722)</b>	<b>\$10.701</b>	<b>(\$11.556)</b>	<b>\$5.815</b>	<b>\$9.538</b>	<b>(\$11.860)</b>	<b>\$0.547</b>	<b>\$11.300</b>	<b>\$7.382</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	0.000
Insurance	(7.733)	2.486	2.822	(2.708)	2.807	0.695	(2.494)	1.657	1.223	(2.069)	2.600	1.036	0.321
Claims	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.227	0.229	2.724
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.000
Professional Services Contracts	1.760	1.760	(0.896)	1.761	1.760	(0.896)	1.760	1.760	(0.896)	1.760	1.760	(0.894)	10.500
Materials and Supplies	0.714	(0.005)	(4.905)	1.153	(3.836)	0.213	0.035	3.013	1.099	1.663	4.445	0.493	4.082
Other Business Expenses	(0.288)	(0.288)	(0.114)	(0.289)	(0.289)	(0.113)	(0.288)	(0.288)	(0.113)	(0.288)	(0.289)	(0.114)	(2.762)
<b>Total Non-Labor Expenditures</b>	<b>(\$5.321)</b>	<b>\$4.180</b>	<b>(\$2.866)</b>	<b>\$0.144</b>	<b>\$0.669</b>	<b>\$0.125</b>	<b>(\$0.760)</b>	<b>\$6.369</b>	<b>\$1.541</b>	<b>\$1.293</b>	<b>\$8.744</b>	<b>\$0.747</b>	<b>\$14.865</b>
<b>Other Expenditure Adjustments:</b>													
Other	(\$1.333)	(\$1.333)	(\$1.333)	(\$1.333)	(\$1.333)	(\$1.333)	(\$1.333)	(\$1.333)	(\$1.333)	(\$1.333)	(\$1.333)	(\$1.337)	(\$16.000)
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.333)</b>	<b>(\$1.333)</b>	<b>(\$1.333)</b>	<b>(\$1.333)</b>	<b>(\$1.333)</b>	<b>(\$1.333)</b>	<b>(\$1.333)</b>	<b>(\$1.333)</b>	<b>(\$1.333)</b>	<b>(\$1.333)</b>	<b>(\$1.333)</b>	<b>(\$1.337)</b>	<b>(\$16.000)</b>
<b>Total Expenditures</b>	<b>(\$17.469)</b>	<b>\$4.416</b>	<b>\$7.279</b>	<b>(\$7.804)</b>	<b>(\$3.386)</b>	<b>\$9.494</b>	<b>(\$13.649)</b>	<b>\$10.851</b>	<b>\$9.746</b>	<b>(\$11.899)</b>	<b>\$7.958</b>	<b>\$10.710</b>	<b>\$6.248</b>
<b>Total Cash Conversion before Non-Cash Liability Adjts.</b>	<b>(\$17.295)</b>	<b>\$6.511</b>	<b>(\$6.268)</b>	<b>(\$20.092)</b>	<b>(\$13.078)</b>	<b>\$7.073</b>	<b>(\$14.954)</b>	<b>\$11.481</b>	<b>\$8.971</b>	<b>(\$3.543)</b>	<b>\$17.693</b>	<b>\$10.089</b>	<b>(\$13.412)</b>
Depreciation	\$32.998	\$33.043	\$33.088	\$33.133	\$33.156	\$33.156	\$33.156	\$33.156	\$33.156	\$33.156	\$33.156	\$33.156	\$397.510
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	52.144	52.144
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(6.600)	(6.600)
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
<b>Total Cash Conversion Adjustments</b>	<b>\$15.870</b>	<b>\$39.721</b>	<b>\$26.987</b>	<b>\$13.208</b>	<b>\$20.244</b>	<b>\$40.395</b>	<b>\$18.368</b>	<b>\$44.804</b>	<b>\$42.293</b>	<b>\$29.780</b>	<b>\$51.016</b>	<b>\$88.956</b>	<b>\$431.642</b>
Cash Timing and Availability Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Net Cash Conversion Adjustments</b>	<b>\$15.870</b>	<b>\$39.721</b>	<b>\$26.987</b>	<b>\$13.208</b>	<b>\$20.244</b>	<b>\$40.395</b>	<b>\$18.368</b>	<b>\$44.804</b>	<b>\$42.293</b>	<b>\$29.780</b>	<b>\$51.016</b>	<b>\$88.956</b>	<b>\$431.642</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Expenses**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><i>Non-Reimbursable Overtime</i></b>													
Scheduled Service	\$3.215	\$2.703	\$1.518	\$2.359	\$2.001	\$1.467	\$2.064	\$1.173	\$2.300	\$2.499	\$3.413	\$3.123	<b>\$27.835</b>
Unscheduled Service	0.204	0.223	0.354	0.441	0.660	0.565	0.499	0.744	0.428	0.342	0.479	0.134	<b>5.075</b>
Programmatic/Routine Maintenance	3.467	3.056	4.792	4.209	4.443	5.194	4.542	4.530	5.217	4.890	4.569	5.128	<b>54.037</b>
Unscheduled Maintenance	0.028	0.025	0.027	0.022	0.036	0.036	0.045	0.022	0.020	0.038	0.032	0.027	<b>0.357</b>
Vacancy/Absentee Coverage	2.553	3.113	3.352	3.319	3.832	3.880	4.959	4.727	3.807	3.704	4.158	4.337	<b>45.742</b>
Weather Emergencies	3.213	2.688	1.881	0.168	0.032	0.030	0.121	0.079	0.141	0.064	0.122	0.559	<b>9.097</b>
Safety/Security/Law Enforcement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
Other	0.125	0.125	0.125	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	<b>1.527</b>
<b><i>NON-REIMBURSABLE OVERTIME</i></b>	<b>\$12.805</b>	<b>\$11.933</b>	<b>\$12.050</b>	<b>\$10.644</b>	<b>\$11.132</b>	<b>\$11.300</b>	<b>\$12.358</b>	<b>\$11.403</b>	<b>\$12.041</b>	<b>\$11.667</b>	<b>\$12.902</b>	<b>\$13.435</b>	<b>\$143.670</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	<b>\$2.586</b>	<b>\$2.602</b>	<b>\$4.481</b>	<b>\$5.169</b>	<b>\$4.997</b>	<b>\$5.119</b>	<b>\$6.101</b>	<b>\$5.997</b>	<b>\$5.675</b>	<b>\$3.381</b>	<b>\$2.288</b>	<b>\$2.617</b>	<b>\$51.012</b>
<b>TOTAL OVERTIME</b>	<b>\$15.391</b>	<b>\$14.534</b>	<b>\$16.531</b>	<b>\$15.813</b>	<b>\$16.129</b>	<b>\$16.419</b>	<b>\$18.459</b>	<b>\$17.400</b>	<b>\$17.716</b>	<b>\$15.048</b>	<b>\$15.190</b>	<b>\$16.052</b>	<b>\$194.681</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Monthly Ridership	4.021	3.720	4.358	4.223	3.937	4.261	3.987	3.720	4.024	4.338	3.821	4.060	48.470
Weekly Ridership	0.173	0.153	0.171	0.201	0.176	0.218	0.262	0.283	0.219	0.226	0.152	0.225	2.456
<b>Total Commutation</b>	<b>4.194</b>	<b>3.873</b>	<b>4.528</b>	<b>4.424</b>	<b>4.112</b>	<b>4.479</b>	<b>4.250</b>	<b>4.003</b>	<b>4.243</b>	<b>4.563</b>	<b>3.972</b>	<b>4.285</b>	<b>50.927</b>
One-way Full Fare	0.625	0.672	0.783	0.771	0.847	0.951	0.927	0.980	0.882	0.886	0.846	0.832	10.003
One-way Off-Peak	1.333	1.265	1.441	1.477	1.653	1.643	1.869	1.800	1.645	1.585	1.623	1.849	19.184
All Other	0.778	0.824	0.918	0.962	0.982	1.062	1.048	1.019	1.012	1.018	0.991	1.051	11.664
<b>Total Non-Commutation</b>	<b>2.735</b>	<b>2.761</b>	<b>3.142</b>	<b>3.210</b>	<b>3.482</b>	<b>3.657</b>	<b>3.845</b>	<b>3.798</b>	<b>3.539</b>	<b>3.488</b>	<b>3.461</b>	<b>3.732</b>	<b>40.850</b>
<b>Total Ridership</b>	<b>6.929</b>	<b>6.634</b>	<b>7.670</b>	<b>7.633</b>	<b>7.594</b>	<b>8.136</b>	<b>8.095</b>	<b>7.801</b>	<b>7.782</b>	<b>8.052</b>	<b>7.433</b>	<b>8.017</b>	<b>91.777</b>
<b><u>FAREBOX REVENUE</u></b>													
<b>Baseline Total Farebox Revenue</b>	<b>\$58.234</b>	<b>\$58.433</b>	<b>\$63.065</b>	<b>\$60.874</b>	<b>\$66.110</b>	<b>\$68.867</b>	<b>\$69.959</b>	<b>\$68.612</b>	<b>\$66.805</b>	<b>\$66.928</b>	<b>\$66.249</b>	<b>\$67.248</b>	<b>\$781.384</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Executive VP	1	1	1	1	1	1	1	1	1	1	1	1
Enterprise Asset Management	7	7	7	7	7	7	7	7	7	7	7	7
Sr Vice President - Engineering	2	2	2	2	2	2	2	2	2	2	2	2
Labor Relations	17	17	17	17	17	17	17	17	17	17	17	17
Procurement & Logistics (excl. Stores)	71	71	71	71	71	71	71	71	71	71	71	71
Human Resources	37	37	37	37	37	37	37	37	37	37	37	37
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	15	15	15	15	15	15	15	15	15	15	15	15
President	8	8	8	8	8	8	8	8	8	8	8	8
VP & CFO	2	2	2	2	2	2	2	2	2	2	2	2
Information Technology	0	0	0	0	0	0	0	0	0	0	0	0
Controller	44	44	44	44	44	44	44	44	44	44	44	44
Management and Budget	17	17	17	17	17	17	17	17	17	17	17	17
BPM, Controls, & Compliance	4	4	4	4	4	4	4	4	4	4	4	4
Market Dev. & Public Affairs	70	70	70	70	70	70	70	70	70	70	70	70
Gen. Counsel & Secretary	30	30	30	30	30	30	30	30	30	30	30	30
Diversity Management	3	3	3	3	3	3	3	3	3	3	3	3
Security	15	15	15	15	15	15	15	15	15	15	15	15
System Safety	46	46	46	46	46	46	46	46	46	46	46	46
Training	69	69	69	69	69	69	69	69	69	69	69	69
Service Planning	30	30	30	30	30	30	30	30	30	30	30	30
Rolling Stock Programs	17	17	17	17	17	17	17	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Administration</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>
<b>Operations</b>												
Train Operations	2,369	2,369	2,399	2,392	2,376	2,387	2,391	2,389	2,390	2,403	2,402	2,402
Customer Service	319	319	319	319	314	323	323	323	321	323	323	325
<b>Total Operations</b>	<b>2,688</b>	<b>2,688</b>	<b>2,718</b>	<b>2,711</b>	<b>2,691</b>	<b>2,710</b>	<b>2,714</b>	<b>2,712</b>	<b>2,711</b>	<b>2,726</b>	<b>2,725</b>	<b>2,727</b>
<b>Maintenance</b>												
Engineering	2,071	2,070	2,070	2,070	2,070	2,069	2,083	2,083	2,083	2,093	2,093	2,087
Equipment	2,215	2,215	2,230	2,230	2,242	2,242	2,230	2,242	2,198	2,198	2,220	2,220
Procurement (Stores)	95	95	95	95	95	95	95	95	95	95	95	95
<b>Total Maintenance</b>	<b>4,381</b>	<b>4,380</b>	<b>4,395</b>	<b>4,395</b>	<b>4,407</b>	<b>4,406</b>	<b>4,408</b>	<b>4,420</b>	<b>4,376</b>	<b>4,386</b>	<b>4,408</b>	<b>4,402</b>
<b>Engineering/Capital</b>												
Department of Project Management	152	152	152	152	152	152	152	152	152	152	152	152
Special Projects/East Side Access	61	61	61	61	61	61	61	61	61	61	61	61
Positive Train Control	14	14	14	14	14	14	14	14	14	14	14	14
<b>Total Engineering/Capital</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>
<b>Total Positions</b>	<b>7,805</b>	<b>7,804</b>	<b>7,849</b>	<b>7,842</b>	<b>7,834</b>	<b>7,852</b>	<b>7,858</b>	<b>7,868</b>	<b>7,823</b>	<b>7,848</b>	<b>7,869</b>	<b>7,865</b>
<i>Non-Reimbursable</i>	6,587	6,630	6,563	6,467	6,468	6,496	6,489	6,523	6,506	6,579	6,725	6,643
<i>Reimbursable</i>	1,218	1,174	1,287	1,375	1,366	1,355	1,369	1,345	1,317	1,269	1,144	1,222
<i>Total Full-Time</i>	7,805	7,804	7,849	7,842	7,834	7,852	7,858	7,868	7,823	7,848	7,869	7,865
<i>Total Full-Time-Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	271	271	271	271	271	271	271	271	271	271	271	271
Professional/Technical/Clerical	134	134	134	134	134	134	134	134	134	134	134	134
Operational Hourlies	104	104	104	104	104	104	104	104	104	104	104	104
<b>Total Administration Headcount</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>
<b>Operations</b>												
Managers/Supervisors	328	328	328	331	332	332	337	337	337	341	341	342
Professional/Technical/Clerical	107	107	107	108	109	109	109	109	109	112	111	111
Operational Hourlies	2,253	2,253	2,283	2,272	2,250	2,269	2,268	2,266	2,265	2,273	2,273	2,274
<b>Total Operations Headcount</b>	<b>2,688</b>	<b>2,688</b>	<b>2,718</b>	<b>2,711</b>	<b>2,691</b>	<b>2,710</b>	<b>2,714</b>	<b>2,712</b>	<b>2,711</b>	<b>2,726</b>	<b>2,725</b>	<b>2,727</b>
<b>Maintenance</b>												
Managers/Supervisors	901	901	901	901	901	901	906	906	906	916	916	910
Professional/Technical/Clerical	304	304	304	304	304	305	314	314	297	297	307	307
Operational Hourlies	3,176	3,175	3,190	3,190	3,202	3,200	3,188	3,200	3,173	3,173	3,185	3,185
<b>Total Maintenance Headcount</b>	<b>4,381</b>	<b>4,380</b>	<b>4,395</b>	<b>4,395</b>	<b>4,407</b>	<b>4,406</b>	<b>4,408</b>	<b>4,420</b>	<b>4,376</b>	<b>4,386</b>	<b>4,408</b>	<b>4,402</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	157	157	157	157	157	157	157	157	157	157	157	157
Professional/Technical/Clerical	70	70	70	70	70	70	70	70	70	70	70	70
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>	<b>227</b>
<b>Public Safety</b>												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>												
Managers/Supervisors	1,657	1,657	1,657	1,660	1,661	1,661	1,671	1,671	1,671	1,685	1,685	1,680
Professional, Technical, Clerical	615	615	615	616	617	618	627	627	610	613	622	622
Operational Hourlies	5,533	5,532	5,577	5,566	5,556	5,573	5,560	5,570	5,542	5,550	5,562	5,563
<b>Total Positions</b>	<b>7,805</b>	<b>7,804</b>	<b>7,849</b>	<b>7,842</b>	<b>7,834</b>	<b>7,852</b>	<b>7,858</b>	<b>7,868</b>	<b>7,823</b>	<b>7,848</b>	<b>7,869</b>	<b>7,865</b>



# Long Island Rail Road

## 2019 Annual Operating Results

Rod Brooks, Senior Vice President – Operations



**LIRR in the New Decade:** Our progress in 2019 has prepared us for the new decade, which will bring a lot of new and exciting changes to the Long Island Rail Road.



# Long Island Rail Road

## 2019 Annual Operating Results

---

### Highlights

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 winter months of 2019, the Long Island region experienced significantly fewer winter storm events that caused delays. As compared to 2018, weather related delays experienced a favorable percent change of 1.0% to our OTP.

Although we have had many successes fortifying our system, 2.9% of our On-Time Performance for 2019 was attributed to fleet, infrastructure, operations, and Capital improvement delays.

**4.6%** of all scheduled trains arrived between 6 and 10 minutes late at their final terminal. The average delay per late train was **11.7** minutes for the year, which is a 1.1-minute improvement versus last year. There were **1,294** cancelled or terminated trains in 2019, which accounts for **0.5%** of all scheduled trains for the year.

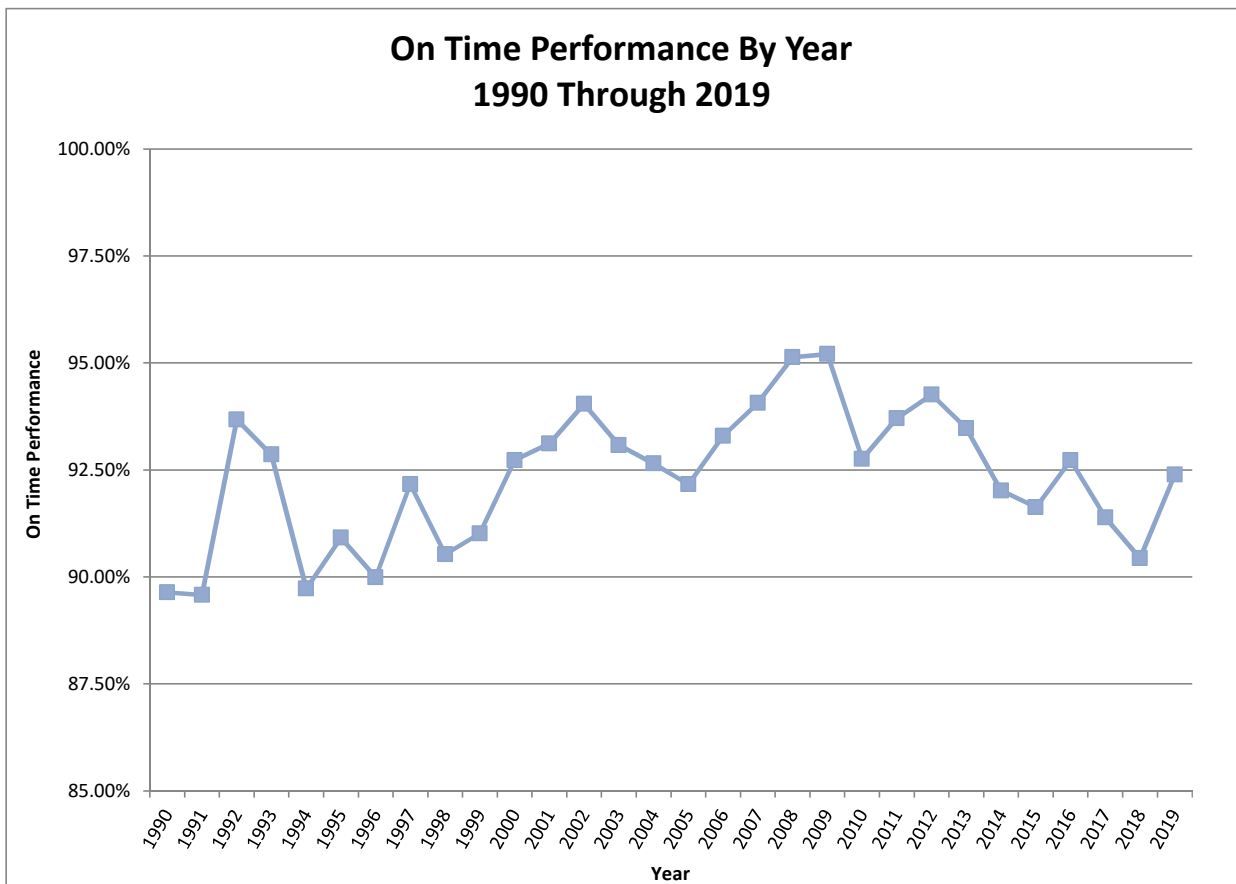
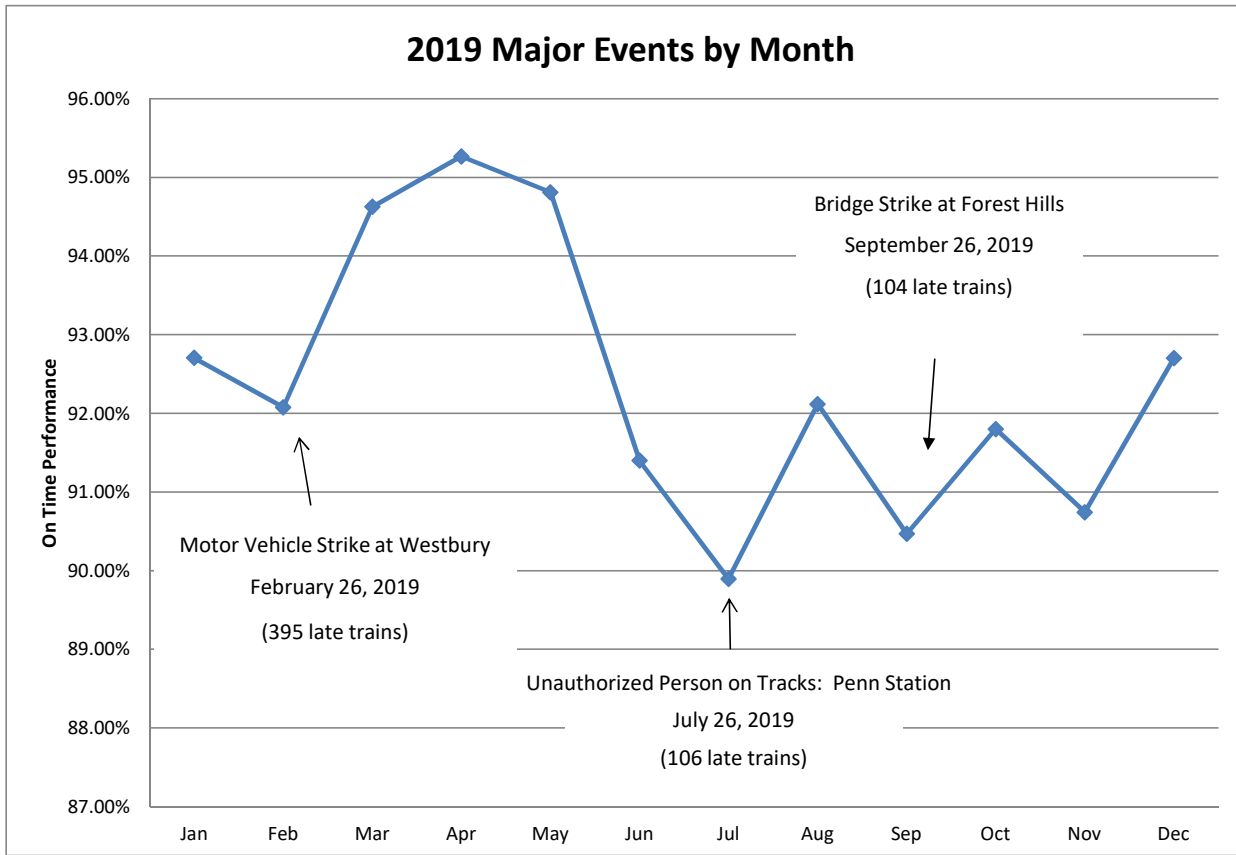
### Equipment Performance

Every individual fleet MDBF in 2019 exceed its individual goal. In addition, combined fleet 2019 MDBF was also slightly higher than 2018 actual.

<b>Performance Summary</b>			<b>2019 Data</b>		<b>2018 Data</b>
			Annual	YTD thru	YTD thru
			Goal	Dec	Dec
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>92.4%</b>	<b>90.4%</b>
		AM Peak		91.1%	88.3%
		PM Peak		90.9%	86.9%
		<b>Total Peak</b>		<b>91.0%</b>	<b>87.6%</b>
		Off Peak Weekday		92.2%	90.7%
		Weekend		94.5%	93.4%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>92.8%</b>	<b>90.0%</b>
		AM Peak		92.1%	88.8%
		PM Peak		90.8%	86.5%
		<b>Total Peak</b>		<b>91.5%</b>	<b>87.8%</b>
	Off Peak Weekday		92.9%	90.4%	
	Weekend		94.3%	92.8%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>96.6%</b>	<b>94.8%</b>	
	AM Peak		92.2%	88.3%	
	PM Peak		97.2%	94.1%	
	<b>Total Peak</b>		<b>94.5%</b>	<b>90.9%</b>	
	Off Peak Weekday		96.6%	95.6%	
	Weekend		98.6%	96.9%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>89.9%</b>	<b>89.0%</b>	
	AM Peak		90.7%	87.7%	
	PM Peak		85.5%	84.1%	
	<b>Total Peak</b>		<b>88.2%</b>	<b>86.0%</b>	
	Off Peak Weekday		88.4%	88.1%	
	Weekend		93.8%	92.9%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>92.9%</b>	<b>92.7%</b>	
	AM Peak		92.6%	90.2%	
	PM Peak		89.8%	89.1%	
	<b>Total Peak</b>		<b>91.3%</b>	<b>89.7%</b>	
	Off Peak Weekday		92.7%	93.0%	
	Weekend		94.7%	95.1%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>94.6%</b>	<b>92.5%</b>	
	AM Peak		92.7%	90.3%	
	PM Peak		95.0%	90.5%	
	<b>Total Peak</b>		<b>93.8%</b>	<b>90.4%</b>	
	Off Peak Weekday		94.9%	93.3%	
	Weekend		95.1%	93.4%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>88.1%</b>	<b>88.9%</b>	
	AM Peak		87.9%	86.9%	
	PM Peak		87.1%	83.2%	
	<b>Total Peak</b>		<b>87.6%</b>	<b>85.2%</b>	
	Off Peak Weekday		89.5%	90.2%	
	Weekend		86.3%	89.6%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>93.0%</b>	<b>90.0%</b>	
	AM Peak		91.9%	89.4%	
	PM Peak		89.4%	79.4%	
	<b>Total Peak</b>		<b>90.7%</b>	<b>84.8%</b>	
	Off Peak Weekday		93.0%	91.2%	
	Weekend		96.0%	94.5%	

<b>Performance Summary</b>		<b>2019 Data</b>		<b>2018 Data</b>
		Annual	YTD thru	YTD thru
		Goal	Dec	Dec
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>87.6%</b>	<b>87.8%</b>
	AM Peak		87.4%	86.9%
	PM Peak		86.3%	83.0%
	<b>Total Peak</b>		<b>86.9%</b>	<b>85.1%</b>
	Off Peak Weekday		85.2%	86.5%
	Weekend		93.6%	94.1%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>93.9%</b>	<b>90.7%</b>
	AM Peak		93.8%	90.4%
	PM Peak		92.0%	86.9%
	<b>Total Peak</b>		<b>92.9%</b>	<b>88.7%</b>
	Off Peak Weekday		93.0%	90.4%
	Weekend		97.1%	93.6%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>90.3%</b>	<b>86.7%</b>
	AM Peak		87.3%	83.7%
	PM Peak		91.4%	87.3%
	<b>Total Peak</b>		<b>89.1%</b>	<b>85.3%</b>
	Off Peak Weekday		89.5%	85.6%
	Weekend		94.0%	91.7%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>96.3%</b>	<b>94.0%</b>
	AM Peak		90.4%	88.8%
	PM Peak		95.1%	89.2%
	<b>Total Peak</b>		<b>92.9%</b>	<b>89.0%</b>
	Off Peak Weekday		97.5%	96.4%
	Weekend		98.2%	95.1%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>249,224</b>	<b>246,315</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-11.7	-12.8
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		2,868	4,040
	<b>Trains Canceled</b>		757	1,442
	<b>Trains Terminated</b>		537	848
	<b>Percent of Scheduled Trips Completed</b>		99.5%	99.1%

<b>System Categories Of Delay</b>	<b>% Total</b>	<b>2019 Data YTD Thru Dec.</b>	<b>2018 Data YTD Thru Dec.</b>	<b>YTD 2019 Vs 2018</b>
<b>Engineering (Scheduled)</b>	<b>3.3%</b>	627	459	168
<b>Engineering (Unscheduled)</b>	<b>14.7%</b>	2,790	2,936	(146)
<b>Maintenance of Equipment</b>	<b>10.2%</b>	1,931	2,287	(356)
<b>Transportation</b>	<b>2.4%</b>	458	481	(23)
<b>Capital Projects</b>	<b>6.8%</b>	1,287	1,727	(440)
<b>Weather and Environmental</b>	<b>8.7%</b>	1,642	4,113	(2,471)
<b>Police</b>	<b>11.6%</b>	2,206	2,045	161
<b>Customers</b>	<b>23.2%</b>	4,400	4,132	268
<b>Special Events</b>	<b>5.6%</b>	1,071	1,401	(330)
<b>Other</b>	<b>7.0%</b>	1,324	2,028	(704)
<b>3rd Party Operations</b>	<b>6.5%</b>	1,240	1,942	(702)
<b>Total</b>	<b>100.0%</b>	18,976	23,551	(4,575)







Standee Report

East Of Jamaica			2019 Data	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	6	14
		<b>Total Standees</b>	<b>6</b>	<b>14</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	1	8
		<b>Total Standees</b>	<b>1</b>	<b>8</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	52	6
		<b>Total Standees</b>	<b>92</b>	<b>6</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	1	16
		<b>Total Standees</b>	<b>1</b>	<b>16</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	3	2
		<b>Total Standees</b>	<b>3</b>	<b>2</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	13	0
		<b>Total Standees</b>	<b>13</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	13	77
		<b>Total Standees</b>	<b>13</b>	<b>77</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	19	21
		<b>Total Standees</b>	<b>19</b>	<b>21</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>151</b>	<b>144</b>

**Definitions**

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

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

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

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

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



Standee Report

West Of Jamaica		2019 Data		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	5	19
		<b>Total Standees</b>	<b>5</b>	<b>19</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	2	8
		<b>Total Standees</b>	<b>2</b>	<b>8</b>
	<b>Huntington Branch</b>	Program Standees	10	0
		Add'l Standees	22	34
		<b>Total Standees</b>	<b>32</b>	<b>34</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	2	54
		<b>Total Standees</b>	<b>2</b>	<b>54</b>
	<b>Long Beach Branch</b>	Program Standees	18	0
		Add'l Standees	13	3
		<b>Total Standees</b>	<b>31</b>	<b>3</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	13
		<b>Total Standees</b>	<b>0</b>	<b>13</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	13	77
		<b>Total Standees</b>	<b>13</b>	<b>77</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	6	14
		<b>Total Standees</b>	<b>6</b>	<b>14</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	9	0
		<b>Total Standees</b>	<b>9</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>103</b>	<b>222</b>

**Definitions**

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

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

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

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

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

# MTA Long Island Rail Road (LIRR)

## **EEO Report – 4<sup>th</sup> Quarter 2019**

February 2020



# Executive Summary

## ■ EEO

As of **December 31, 2019**, LIRR's workforce included 7,626 total employees. This represents a 0.3% increase from the fourth quarter 2018 (4Q18) workforce.

- Females represent 15% (1126) of our workforce, remaining constant, when compared to 4Q18, due to hiring activity restrictions combined with attrition.
- Females were hired above their current representation due to recruitment efforts.
- Minorities represent 37% (2,828) of our workforce, a 1% increase when compared to 4Q18, due to recruitment efforts.
- Minorities were hired above their current representation due to recruitment efforts.



# Executive Summary

MTA LIRR conducted a **utilization analysis**\* of females and minorities in its workforce as of December 31, 2019. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

## Females:

- Officials & Administrators – Black and White
- Professionals – Black and White
- Technicians – Hispanic, Asian and White
- Administrative Support – Hispanic and Asian
- Skilled Craft– Black and Hispanic
- Service Maintenance – Hispanic and Asian and White

## Minorities:

- Officials & Administrators – Black
- Professionals - Black and Hispanic
- Technicians – Hispanic and Asian
- Administrative Support – Hispanic and Asian
- Skilled Craft – Black, Hispanic, Asian and NHOPI
- Service Maintenance – Hispanic and Asian

\*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



# Executive Summary

- **Diversity Initiatives to increasing representation**
  - Initiatives/challenges to **address** underrepresentation for **females** and **minorities**
    - Female - non-traditional/male dominated industry; limited availability of technical, skilled craft and service maintenance qualified females, private sector competitive salaries.
    - Minority – private sector competitive salaries.
  - Initiatives to **increase** representation for **veterans** and **persons with disabilities**
    - Continue partnership with MTA Office of Veterans Affairs to promote employment opportunities for veterans.
    - Continue coordination with the NYC Mayor’s Office for People with Disabilities to promote employment opportunities for persons with disabilities.



# MTA LIRR

# Workforce

as of December 31, 2019



# Definitions of EEO Job Categories

## **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

## **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

## **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

## **Protective Services**

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

## **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

## **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

## **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

## **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.





# MTA LIRR Workforce

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>1,402</b>		492	35%	910	65%	179	13%	145	10%	88	6%	7	0%	0	0%	73	5%	91	6%	16	1%
F	275	20%	137	10%	138	10%	62	4%	34	2%	25	2%	0	0%	0	0%	16	1%	8	9%	5	31%
M	1,127	80%	355	25%	772	55%	117	8%	111	8%	63	4%	7	0%	0	0%	57	4%	83	91%	11	69%
<b>Professionals</b>	<b>420</b>		199	47%	221	53%	59	14%	47	11%	70	17%	0	0%	2	0%	21	5%	18	4%	6	1%
F	68	16%	35	8%	33	8%	8	2%	7	2%	16	4%	0	0%	1	0%	3	1%	0	0%	1	17%
M	352	84%	164	39%	188	45%	51	12%	40	10%	54	13%	0	0%	1	0%	18	4%	18	100%	5	83%
<b>Technicians</b>	<b>13</b>		7	54%	6	46%	2	15%	2	15%	1	8%	1	8%	0	0%	1	8%	1	8%	0	0%
F	1	8%	1	8%	0	0%	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	12	92%	6	46%	6	46%	1	8%	2	15%	1	8%	1	8%	0	0%	1	8%	1	0%	0	0%
<b>Administrative Support</b>	<b>380</b>		183	48%	197	52%	113	30%	39	10%	14	4%	2	1%	0	0%	15	4%	11	3%	2	1%
F	192	51%	114	30%	78	21%	76	20%	22	6%	9	2%	1	0%	0	0%	6	2%	1	9%	0	0%
M	188	49%	69	18%	119	31%	37	10%	17	4%	5	1%	1	0%	0	0%	9	2%	10	91%	2	100%
<b>Skilled Craft</b>	<b>4,547</b>		1523	33%	3,024	67%	708	16%	514	11%	146	3%	14	0%	2	0%	139	3%	340	7%	8	0%
F	443	10%	203	4%	240	5%	132	3%	38	1%	17	0%	1	0%	0	0%	15	0%	9	3%	0	0%
M	4,104	90%	1320	29%	2,784	61%	576	13%	476	10%	129	3%	13	0%	2	0%	124	3%	331	97%	8	100%
<b>Service Maintenance</b>	<b>864</b>		424	49%	440	51%	239	28%	129	15%	21	2%	4	0%	1	0%	30	3%	47	5%	3	0%
F	147	17%	102	12%	45	5%	67	8%	27	3%	0	0%	1	0%	0	0%	7	1%	4	9%	0	0%
M	717	83%	322	37%	395	46%	172	20%	102	12%	21	2%	3	0%	1	0%	23	3%	43	91%	3	0%
<b>Total</b>	<b>7,626</b>		<b>2,828</b>	37%	<b>4,798</b>	63%	<b>1,300</b>	17%	<b>876</b>	11%	<b>340</b>	4%	<b>28</b>	0%	<b>5</b>	0%	<b>279</b>	4%	<b>508</b>	7%	<b>35</b>	0%



\* American Indian/Alaskan Native

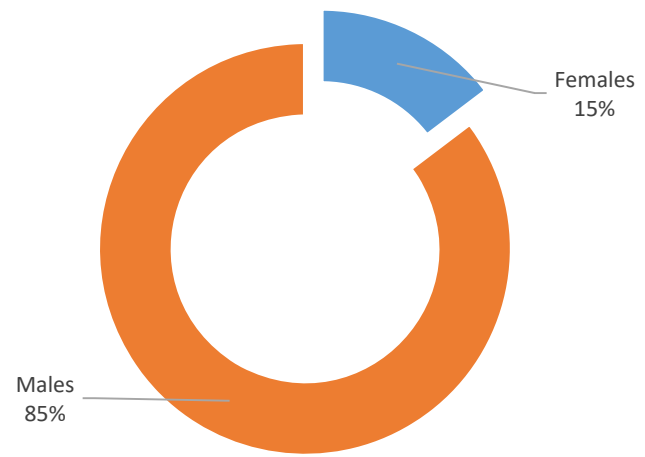
\*\*Native Hawaiian Other Pacific Islander

\*\*\*Persons with Disabilities

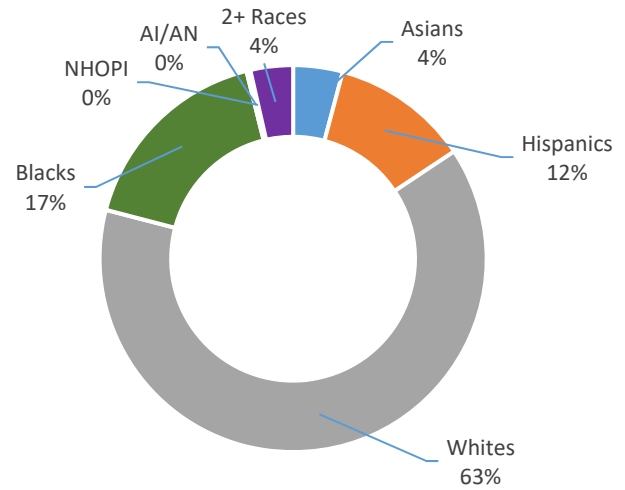
Note: All percentages have been rounded up to the nearest whole number.

# MTA LIRR Workforce

Workforce by Gender



Workforce by Race/Ethnicity



LIRR's workforce consists of 7,626 employees

- ❑ 15% females, 37% minorities, and 7% veterans.
- ❑ The percentage of females has remained constant when compared to 4Q18.
- ❑ The percentage of minorities has increased by 1% as it relates to race and ethnicity when compared to 4Q18.



# Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **December 31, 2019** workforce percentages for females and minorities to the 2019 80 percent estimated availability of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80% of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



# MTA LIRR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	5%	4%	2%	2%	1%	2%	0%	0%	0%	0%	1%	1%	11%	10%
	M	7%	8%	6%	8%	3%	4%	0%	0%	0%	0%	2%	4%		
Professionals	F	3%	2%	2%	2%	2%	4%	0%	0%	0%	0%	0%	1%	11%	8%
	M	7%	12%	6%	10%	5%	13%	0%	0%	0%	0%	1%	4%		
Technicians	F	3%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%
	M	10%	8%	9%	15%	8%	8%	0%	8%	0%	0%	0%	8%		
Administrative Support	F	14%	20%	8%	6%	3%	2%	0%	0%	0%	0%	1%	2%	20%	21%
	M	6%	10%	4%	4%	2%	1%	0%	0%	0%	0%	1%	2%		
Skilled Craft	F	5%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%
	M	13%	13%	10%	10%	4%	3%	0%	0%	1%	0%	3%	3%		
Service Maintenance	F	7%	8%	5%	3%	1%	0%	0%	0%	0%	0%	0%	1%	6%	5%
	M	12%	20%	15%	12%	2%	2%	0%	0%	0%	0%	2%	3%		

Est Avail - Based on 2019 estimated availability

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



# MTA LIRR

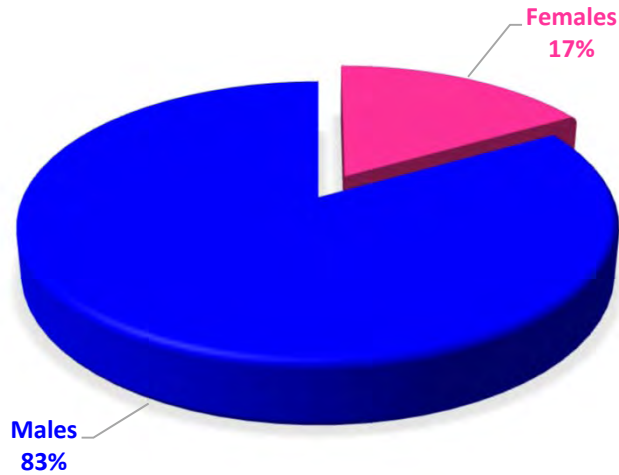
## **New Hires and Veterans**

**January 1, 2019 – December 31, 2019**

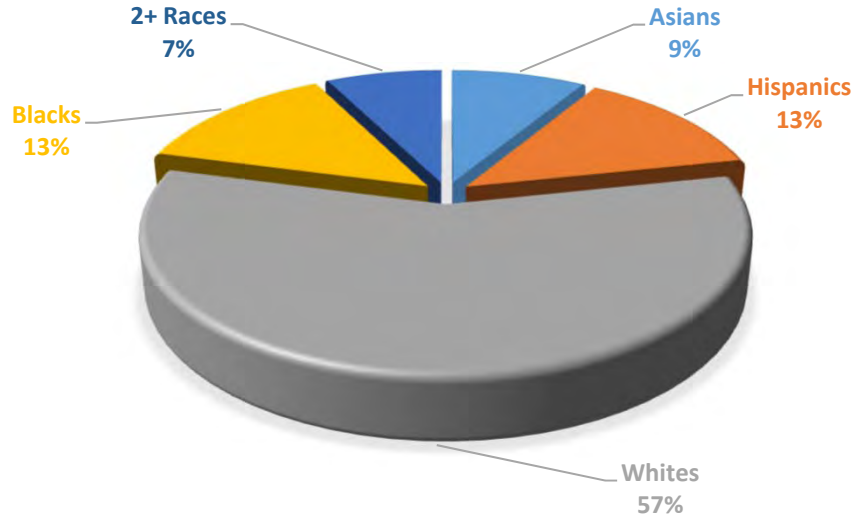


# MTA LIRR New Hires and Veterans

### NEW HIRE BY GENDER



### NEW HIRE BY RACE/ETHNICITY



LIRR added 256 employees, including 17 veterans;

- ❑ 17% females, none of whom were veterans.
- ❑ Female hire percentage was above their current percentage of workforce representation.
- ❑ 43% minorities, none of whom were veterans.
- ❑ Minorities were hired above their current percentage of workforce representation.



# MTA LIRR

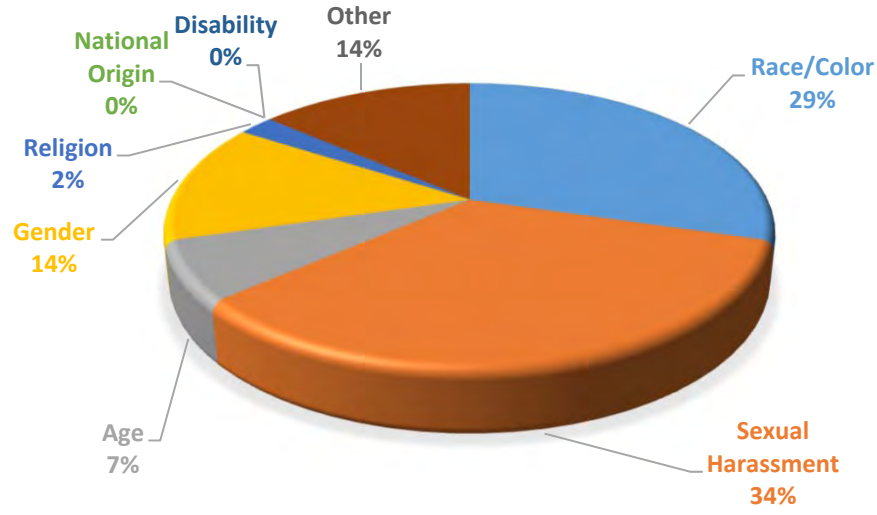
## **Complaints and Lawsuits**

**January 1, 2019 – December 31, 2019**

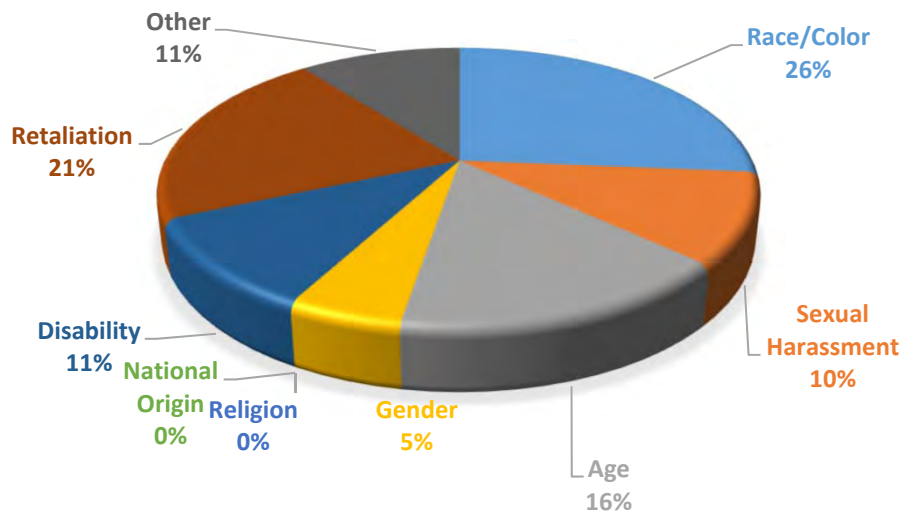


# MTA LIRR Internal/External EEO Complaints and Lawsuits

### INTERNAL EEO COMPLAINTS



### EXTERNAL EEO COMPLAINTS



LIRR handled 40 EEO complaints, citing 71 separate allegations, and 13 lawsuits.

- ❑ 29 internal complaints.
- ❑ 11 external complaints.
- ❑ The most frequently cited basis internally was sexual harassment and externally it was Race/Color.

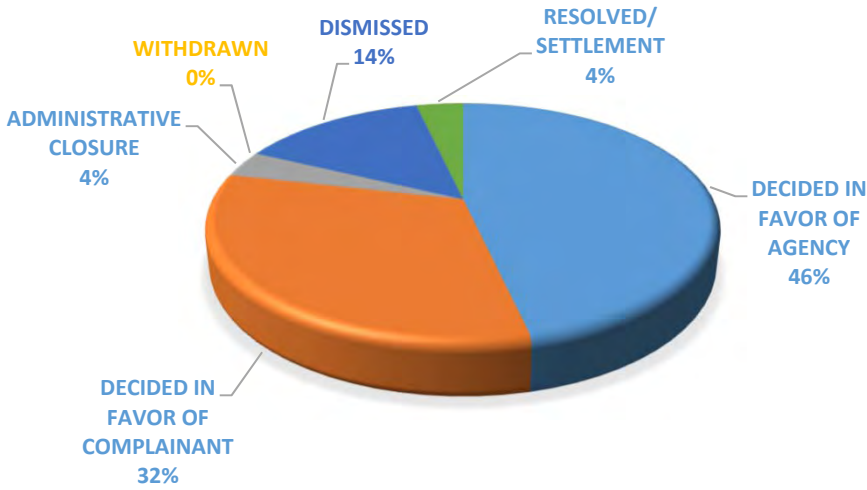


These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

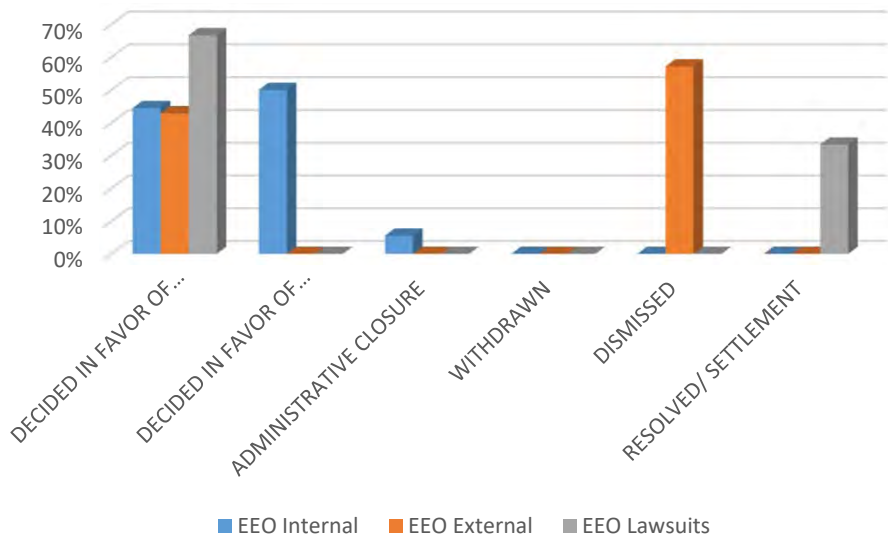


# MTA LIRR EEO Complaints and Lawsuits Dispositions

**OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



**EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



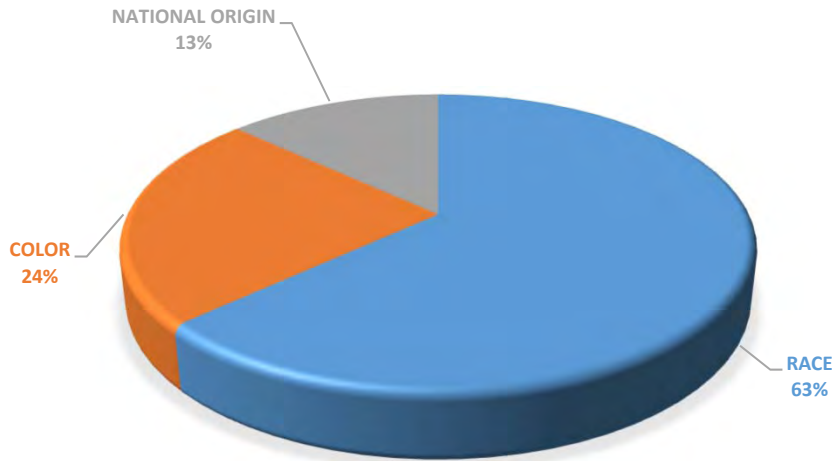
LIRR disposed 25 EEO complaints and 3 EEO lawsuits.

- ❑ 46% complaints/lawsuits decided in favor of the agency.
- ❑ 32% complaints/lawsuits decided in favor of the complainant.
- ❑ 4% complaints/lawsuits were administrative closures.
- ❑ 4% complaints/lawsuits were resolved/settled.
- ❑ 14% complaints/lawsuits were dismissed.

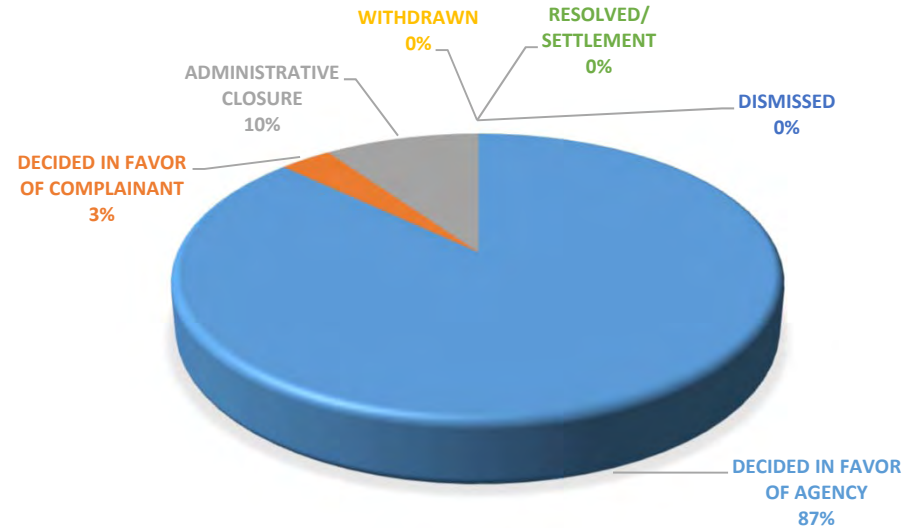


# MTA LIRR Title VI Discrimination Complaints, Lawsuits and Dispositions

TITLE VI  
DISCRIMINATION COMPLAINTS



TITLE VI DISPOSITIONS



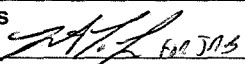
LIRR handled 27 Title VI Complaints, citing 38 separate allegations and no Title VI lawsuits. LIRR disposed of 22 complaints.

- ❑ 87% of the complaints were decided in favor of the agency.
- ❑ 3% of the complaints were decided in favor of the complainant.
- ❑ 10% of the complaints were administrative closures.



# Staff Summary



<b>Subject</b> MARCH TIMETABLE CHANGE & TRACKWORK PROGRAMS						<b>Date</b> JANUARY 31, 2020			
<b>Departments</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Names</b> R. BROOKS						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b>			
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI COMM	2/24/20				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 beginning March 9, 2020, through May 17, 2020. Projects supported during this timetable include Main Line Concrete Tie Installation, Mid-Suffolk Yard Construction, Main Line Expansion, and Third Rail Maintenance on the Montauk Branch. Continuing projects include Positive Train Control Installation and Major Branch Line Testing, Lynbrook Station Improvements, DOT Atlantic Avenue repairs on the Atlantic Branch, East Side Access work in Harold Interlocking, West Side Yard Overbuild, Long Beach Branch Hurricane Sandy Restoration Work, and Jamaica Capacity Improvements. Additionally, schedules will be temporarily adjusted for the replacement of the Meadowbrook Substation, Signal Cutover of the Massapequa Pocket Track, Rail Drop on the Main Line, Douglaston Station Rehabilitation, and ESA Signal Testing in Harold Interlocking.

**MARCH 4 TIMETABLE CHANGE**

*Service Improvements*

- **Added Stop By Customer Request** – In response to customer requests, one early morning train will have added stops. The 3:58 AM train from Long Beach, will add stops at East New York and Nostrand Avenue.

*Construction Activities*

- **Main Line, Farmingdale to Wyandanch – Concrete Tie Installation & Rail Replacement** – One of two main tracks will be out of service around the clock between Farmingdale and Wyandanch for installation of concrete ties and replacement of rail. With the recent completion of the second Main Line track in this area, this outage is far less disruptive than it would have been in the past.
  - **Temporary Service Adjustments:** With one of two main tracks out of service, schedule adjustments will occur on both weekdays and weekends. On weekdays, one AM Peak train from Ronkonkoma is adjusted to operate 1 minute earlier along the branch. One AM Peak

train from Greenport is adjusted to depart 5 minutes earlier. Off Peak schedules are adjusted up to 17 minutes earlier, with connecting service adjusted accordingly. On weekends, some Ronkonkoma Branch trains in the overnight/early morning hours are adjusted between 12 minutes earlier and 16 minutes later, with connecting service adjusted accordingly.

- **Montauk Branch, Wantagh to Amityville – Third Rail Maintenance** – One of two main tracks will be out of service overnights between Wantagh and Amityville for third rail maintenance.
  - **Temporary Service Adjustments:** With one of two main tracks out of service overnights, eastbound trains are adjusted up to 6 minutes earlier and up to 7 minutes later. Westbound trains are adjusted up to 2 minutes earlier and 1 minute later.
- **Main Line, Queens-Nassau 1 – Main Line Expansion (Overnight)** – One of two main tracks will be out of service overnights between Queens interlocking and Nassau 1 interlocking in New Hyde Park for work related to the Main Line Expansion Project.
  - **Temporary Service Adjustments:** With one of two main tracks out of service between Queens and New Hyde Park overnights for the Main Line Expansion Project, schedule adjustments will take place on the Port Jefferson and Oyster Bay Branches. Eastbound Port Jefferson trains will be adjusted up to 3 minutes earlier. Westbound Port Jefferson trains will be adjusted up to 4 minutes earlier and 8 minutes later. Eastbound Oyster Bay trains will be adjusted up to 2 minutes later and 7 minutes earlier.

## **TRACK WORK PROGRAMS**

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

- **Massapequa Pocket Track Signal Cutover and Replacement of the Meadowbrook Substation** – On the weekend of February 29 and March 1<sup>st</sup>, both main tracks will be out of service between Baldwin and Babylon for 48 hours to support a signal cutover of the Massapequa Pocket Track, and the replacement of the Meadowbrook Substation located just east of Freeport Station.
  - **Temporary Service Adjustments:** On the weekend of February 29 and March 1<sup>st</sup>, for 48 hours, Babylon Branch Service will be reduced to hourly, and eastbound customers will transfer at Rockville Centre for bus service from Baldwin through Babylon. Eastbound customers can expect up to an hour of additional travel time to their destination. Westbound customers will board buses between Babylon and Baldwin to Rockville Centre where train service will resume. Westbound customers can expect up to an hour of additional travel time. Additionally, schedules east of Babylon on the Montauk Branch will be temporarily adjusted to allow for connecting bus service. As an alternative, six extra service opportunities on the Ronkonkoma Branch, three in the morning/midday, and three in the early evening will be provided. In addition to some extra trains on the Ronkonkoma Branch, this major branch outage is being supported by replacement bus service, as the number of stations and customers impacted wouldn't be easily accommodated by alternate services (other LIRR branches or nearby bus or subway routes).

- **Rail Drop Between Bethpage and Farmingdale** – On the weekend of March 7-8, one of two main tracks will be out of service between Bethpage and Farmingdale for 48 hours to support the layout of new rail in preparation for installation at a later time.
  - **Temporary Service Adjustments:** On the weekend of March 7-8, for 48 hours schedules will be temporarily adjusted on the Ronkonkoma Branch. Eastbound schedules will be adjusted up to 3 minutes later. Westbound schedules will be adjusted up to 10 minutes earlier, with connections adjusted accordingly.
  
- **Douglaston Station Rehabilitation** – On the weekends of March 7-8, March 14-15, March 21-22, and April 4-5, one of two main tracks will be out of service between Bayside and Great Neck for 48 hours to support the rehabilitation of Douglaston Station.
  - **Temporary Service Adjustments:** On the weekend of March 7-8th, March 14-15, March 21-22, and April 4-5 when one of the two main tracks are out of service between Bayside and Great Neck, service on the Port Washington Branch will be reduced from half hourly to hourly. Additionally, on the overnight eastbound schedules will be adjusted up to 3 minutes earlier and 13 minutes later. Westbound schedules on the overnight will be adjusted up to 8 minutes earlier and 32 minutes later. This work will also support ESA Southside Signal Testing at Harold Interlocking, see below.
  
- **East Side Access – Harold Interlocking South Side Signal Testing** – On the weekends of March 14th and 15th and March 21st and 22nd tracks in the southern portion of Harold Interlocking in Queens will be out of service to support the testing of new signals and infrastructure. The reconfiguration and re-signalization of Harold Interlocking is one of the key predecessor projects for the opening of East Side Access.
  - **Temporary Service Adjustments:** Due to the limited infrastructure within Harold Interlocking, some Babylon Branch trains will terminate/originate in Jamaica, and systemwide schedule adjustments will be required.

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

### **IMPACT ON FUNDING**

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

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2020-2023  
2019 FINAL ESTIMATE AND 2020 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's (MNR) 2019 Final Estimate, 2020 Adopted Budget, and the Financial Plan for 2020-2023. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the December Plan and adopted by the Board in December 2019, as well as other technical adjustments.

The MTA baseline adjustments, which are described below, are presented in the Reconciliation to the November Financial Plan schedules:

- Improved Overtime Spending Controls resulting in a reduction of \$4.8 million annually.
- Elimination of 76 vacant Administrative positions resulting in savings of \$10.0 million annually.

The MNR technical adjustments, which are described below, are presented in the Reconciliation to the November Financial Plan schedules:

- The following prior plan Budget Reduction Plan (BRP) proposals were adjusted in this plan:
  - Rockland County Transportation Subsidy of \$0.5 million annually was reinstated.
  - Parking Fee Modifications, which was originally planned to generate an additional \$1.0 million in annual revenue, was removed.
  - Tighter Control and Prioritization of Non-Payroll Expenses increased by approximately \$1.5 million annually.
- Retiming of \$1.9 million for the Bridgeport Derailment M-8 Car Repairs from 2019 into 2020.

The February Financial Plan also includes the following re-categorizations, which have a net-zero impact on the surplus/deficit over the five-year Plan period, and are therefore not captured on the reconciliation schedules:

- Reclassification of 2019 budgeted RWA cash payments of \$1.7 million from overtime to payroll, aligning the budget to actual cash impacts.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2020 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2020-2023**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>6,487</b>	<b>(\$858.277)</b>	<b>6,369</b>	<b>(\$796.474)</b>	<b>6,392</b>	<b>(\$778.486)</b>	<b>6,355</b>	<b>(\$811.351)</b>	<b>6,367</b>	<b>(\$856.319)</b>
<b>Technical Adjustments:</b>										
Adjustments to prior plan Budget Reduction Plan (BRP) proposals:										
Reinstatement of the the Rockland County Transportation Subsidy			(0.512)		(0.524)		(0.537)		(0.550)	
Removal of Parking Fee Modifications			(0.997)		(0.997)		(0.997)		(0.997)	
Increase in Tighter Control and Prioritization of Non-Payroll Expenses			0.997		1.521		1.534		1.546	
Retiming of Bridgeport Derailment M8 Car Repairs from 2019 to 2020		1.854		(1.854)						
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$1.854</b>	<b>0</b>	<b>(\$2.366)</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>MTA Plan Adjustments:</b>										
Improved Overtime Spending Controls			4.812		4.812		4.812		4.812	
Vacancy Savings			76	8.550	76	9.671	76	9.864	76	10.062
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>76</b>	<b>\$13.362</b>	<b>76</b>	<b>\$14.483</b>	<b>76</b>	<b>\$14.676</b>	<b>76</b>	<b>\$14.874</b>
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>6,487</b>	<b>(\$856.423)</b>	<b>6,293</b>	<b>(\$785.478)</b>	<b>6,316</b>	<b>(\$764.003)</b>	<b>6,279</b>	<b>(\$796.675)</b>	<b>6,291</b>	<b>(\$841.446)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2020-2023**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Surplus/(Deficit)</b>	<b>662</b>	<b>\$0.000</b>	<b>771</b>	<b>\$0.000</b>	<b>757</b>	<b>\$0.000</b>	<b>748</b>	<b>\$0.000</b>	<b>736</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2020 February Financial Plan: Net Surplus/(Deficit)</b>	<b>662</b>	<b>\$0.000</b>	<b>771</b>	<b>\$0.000</b>	<b>757</b>	<b>\$0.000</b>	<b>748</b>	<b>\$0.000</b>	<b>736</b>	<b>\$0.000</b>



**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2020-2023**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2019 November Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>7,149</b>	<b>(\$595.958)</b>	<b>7,140</b>	<b>(\$628.065)</b>	<b>7,149</b>	<b>(\$542.637)</b>	<b>7,103</b>	<b>(\$562.922)</b>	<b>7,103</b>	<b>(\$587.723)</b>
<b>Technical Adjustments:</b>										
Adjustments to prior plan Budget Reduction Plan (BRP) proposals:										
Reinstatement of the the Rockland County Transportation Subsidy			(0.512)		(0.524)		(0.537)		(0.550)	
Removal of Parking Fee Modifications			(0.997)		(0.997)		(0.997)		(0.997)	
Increase in Tighter Control and Prioritization of Non-Payroll Expenses			0.997		1.521		1.534		1.546	
Retiming of Bridgeport Derailment M8 Car Repairs from 2019 to 2020		1.854		(1.854)						
Sub-Total Technical Adjustments	0	\$1.854	0	(\$2.366)	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
Improved Overtime Spending Controls			4.812		4.812		4.812		4.812	
Vacancy Savings			76	8.550	76	9.671	76	9.864	76	10.062
Sub-Total MTA Plan Adjustments	0	\$0.000	76	\$13.362	76	\$14.483	76	\$14.676	76	\$14.874
<b>2020 February Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>7,149</b>	<b>(\$594.105)</b>	<b>7,064</b>	<b>(\$617.069)</b>	<b>7,073</b>	<b>(\$528.154)</b>	<b>7,027</b>	<b>(\$548.246)</b>	<b>7,027</b>	<b>(\$572.849)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2020 - 2023**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Non-Reimbursable</b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$764.320	\$775.873	\$779.903	\$781.286	\$785.150
Other Operating Revenue	60.296	61.652	67.136	65.255	67.464
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$824.615</b>	<b>\$837.525</b>	<b>\$847.039</b>	<b>\$846.541</b>	<b>\$852.614</b>
<b>Operating Expense</b>					
<b>Labor:</b>					
Payroll	\$529.985	\$532.127	\$543.421	\$555.408	\$563.639
Overtime	95.419	91.494	93.420	95.384	97.388
Health and Welfare	111.132	112.549	114.639	116.942	118.276
OPEB Current Payments	39.000	36.000	37.000	38.000	39.000
Pension	111.098	108.722	105.989	96.269	88.941
Other Fringe Benefits	127.391	129.471	131.821	134.376	136.228
Reimbursable Overhead	(73.781)	(74.009)	(70.730)	(62.043)	(55.740)
<b>Total Labor Expenses</b>	<b>\$940.245</b>	<b>\$936.354</b>	<b>\$955.559</b>	<b>\$974.337</b>	<b>\$987.732</b>
<b>Non-Labor:</b>					
Electric Power	\$73.226	\$71.938	\$73.697	\$76.320	\$80.045
Fuel	20.157	19.633	19.723	19.810	20.197
Insurance	16.300	18.672	21.011	23.106	25.504
Claims	1.000	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	116.495	108.326	110.314	112.464	115.344
Professional Services Contracts	43.040	38.243	38.539	39.646	39.463
Materials and Supplies	101.631	107.431	101.862	96.827	102.953
Other Business Expenses	27.938	27.699	19.830	28.299	28.314
<b>Total Non-Labor Expenses</b>	<b>\$399.787</b>	<b>\$392.943</b>	<b>\$385.976</b>	<b>\$397.473</b>	<b>\$412.820</b>
<b>Other Expense Adjustments:</b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,340.032</b>	<b>\$1,329.296</b>	<b>\$1,341.536</b>	<b>\$1,371.810</b>	<b>\$1,400.553</b>
Depreciation	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	94.200	39.700	33.800	26.900	26.000
GASB 68 Pension Expense Adjustment	(3.700)	3.500	(14.800)	(6.000)	17.000
Environmental Remediation	4.000	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$1,681.039</b>	<b>\$1,623.003</b>	<b>\$1,611.042</b>	<b>\$1,643.216</b>	<b>\$1,694.059</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$856.423)</b>	<b>(\$785.478)</b>	<b>(\$764.003)</b>	<b>(\$796.675)</b>	<b>(\$841.446)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(67.369)	(90.961)	(33.242)	(15.043)	(16.804)
Other Cash Adjustments	83.181	12.863	22.585	16.965	38.894
<b>Total Cash Conversion Adjustments</b>	<b>\$262.319</b>	<b>\$168.409</b>	<b>\$235.849</b>	<b>\$248.429</b>	<b>\$268.597</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$594.105)</b>	<b>(\$617.069)</b>	<b>(\$528.154)</b>	<b>(\$548.246)</b>	<b>(\$572.849)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2020 - 2023**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Reimbursable</b>					
<b>Operating Revenue</b>					
Farebox 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>MNR - MTA</i>	<i>152.861</i>	<i>162.920</i>	<i>141.563</i>	<i>134.363</i>	<i>138.759</i>
<i>MNR - CDOT</i>	<i>135.444</i>	<i>164.762</i>	<i>139.169</i>	<i>120.033</i>	<i>111.654</i>
<i>MNR - Other</i>	<i>42.288</i>	<i>19.946</i>	<i>12.101</i>	<i>12.786</i>	<i>12.655</i>
Capital and Other Reimbursements	330.593	347.628	292.833	267.181	263.067
<b>Total Revenues</b>	<b>\$330.593</b>	<b>\$347.628</b>	<b>\$292.833</b>	<b>\$267.181</b>	<b>\$263.067</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$52.146	\$61.275	\$62.475	\$63.951	\$63.974
Overtime	29.501	29.406	30.537	32.375	33.587
Health and Welfare	17.883	20.379	20.868	21.552	21.762
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	12.883	14.571	14.924	15.410	15.559
Other Fringe Benefits	13.929	15.739	16.119	16.651	16.813
Reimbursable Overhead	69.637	71.239	68.900	61.260	55.110
<b>Total Labor Expenses</b>	<b>\$195.978</b>	<b>\$212.609</b>	<b>\$213.823</b>	<b>\$211.199</b>	<b>\$206.804</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.002	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	3.331	4.109	4.154	3.695	3.355
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	57.069	42.613	16.300	16.238	16.635
Professional Services Contracts	31.414	32.409	22.917	21.728	22.180
Materials and Supplies	41.969	55.120	35.535	14.214	13.985
Other Business Expenses	0.829	0.767	0.103	0.106	0.108
<b>Total Non-Labor Expenses</b>	<b>\$134.615</b>	<b>\$135.018</b>	<b>\$79.010</b>	<b>\$55.982</b>	<b>\$56.263</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$330.593</b>	<b>\$347.628</b>	<b>\$292.833</b>	<b>\$267.181</b>	<b>\$263.067</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2020 - 2023**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate	Adopted Budget			
	2019	2020	2021	2022	2023
<b>Non-Reimbursable / Reimbursable</b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$764.320	\$775.873	\$779.903	\$781.286	\$785.150
Other Operating Revenue	60.296	61.652	67.136	65.255	67.464
MNR - MTA	152.861	162.920	141.563	134.363	138.759
MNR - CDOT	135.444	164.762	139.169	120.033	111.654
MNR - Other	42.288	19.946	12.101	12.786	12.655
Capital and Other Reimbursements	330.593	347.628	292.833	267.181	263.067
<b>Total Revenues</b>	<b>\$1,155.208</b>	<b>\$1,185.153</b>	<b>\$1,139.872</b>	<b>\$1,113.722</b>	<b>\$1,115.681</b>
<b>Operating Expense</b>					
<b>Labor:</b>					
Payroll	\$582.131	\$593.402	\$605.896	\$619.360	\$627.613
Overtime	124.920	120.900	123.957	127.759	130.975
Health and Welfare	129.015	132.928	135.507	138.494	140.038
OPEB Current Payments	39.000	36.000	37.000	38.000	39.000
Pension	123.981	123.293	120.913	111.679	104.500
Other Fringe Benefits	141.320	145.210	147.939	151.027	153.041
Reimbursable Overhead	(4.145)	(2.770)	(1.830)	(0.783)	(0.631)
<b>Total Labor Expenses</b>	<b>\$1,136.223</b>	<b>\$1,148.963</b>	<b>\$1,169.382</b>	<b>\$1,185.536</b>	<b>\$1,194.536</b>
<b>Non-Labor:</b>					
Electric Power	\$73.228	\$71.938	\$73.697	\$76.320	\$80.045
Fuel	20.157	19.633	19.723	19.810	20.197
Insurance	19.631	22.781	25.165	26.802	28.859
Claims	1.000	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	173.564	150.940	126.615	128.702	131.979
Professional Services Contracts	74.454	70.652	61.456	61.374	61.642
Materials and Supplies	143.601	162.551	137.398	111.042	116.939
Other Business Expenses	28.767	28.466	19.934	28.405	28.423
<b>Total Non-Labor Expenses</b>	<b>\$534.402</b>	<b>\$527.961</b>	<b>\$464.986</b>	<b>\$453.454</b>	<b>\$469.084</b>
<b>Other Expense Adjustments:</b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,670.625</b>	<b>\$1,676.924</b>	<b>\$1,634.369</b>	<b>\$1,638.991</b>	<b>\$1,663.620</b>
Depreciation	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	94.200	39.700	33.800	26.900	26.000
GASB 68 Pension Expense Adjustment	(3.700)	3.500	(14.800)	(6.000)	17.000
Environmental Remediation	4.000	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$2,011.632</b>	<b>\$1,970.631</b>	<b>\$1,903.875</b>	<b>\$1,910.397</b>	<b>\$1,957.127</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$856.423)</b>	<b>(\$785.478)</b>	<b>(\$764.003)</b>	<b>(\$796.675)</b>	<b>(\$841.446)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(67.369)	(90.961)	(33.242)	(15.043)	(16.804)
Other Cash Adjustments	83.181	12.863	22.585	16.965	38.894
<b>Total Cash Conversion Adjustments</b>	<b>\$262.319</b>	<b>\$168.409</b>	<b>\$235.849</b>	<b>\$248.429</b>	<b>\$268.597</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$594.105)</b>	<b>(\$617.069)</b>	<b>(\$528.154)</b>	<b>(\$548.246)</b>	<b>(\$572.849)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2020 - 2023**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Cash Receipts and Expenditures</b>					
<b>Receipts</b>					
Farebox Revenue	\$748.708	\$760.044	\$763.742	\$764.927	\$768.589
Other Operating Revenue	108.748	89.819	93.489	92.195	94.998
<i>MNR - MTA</i>	<i>146.714</i>	<i>167.866</i>	<i>145.161</i>	<i>134.208</i>	<i>137.547</i>
<i>MNR - CDOT</i>	<i>135.444</i>	<i>164.762</i>	<i>139.169</i>	<i>120.033</i>	<i>111.654</i>
<i>MNR - Other</i>	<i>43.857</i>	<i>19.946</i>	<i>12.101</i>	<i>12.786</i>	<i>12.655</i>
Capital and Other Reimbursements	326.015	352.575	296.431	267.027	261.856
<b>Total Receipts</b>	<b>\$1,183.471</b>	<b>\$1,202.438</b>	<b>\$1,153.662</b>	<b>\$1,124.148</b>	<b>\$1,125.443</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$582.784	\$604.172	\$598.807	\$612.985	\$620.829
Overtime	125.778	125.647	124.098	127.853	131.051
Health and Welfare	140.393	144.877	147.467	150.463	152.144
OPEB Current Payments	39.000	36.000	37.000	38.000	39.000
Pension	124.481	123.243	120.693	111.274	104.055
Other Fringe Benefits	143.309	145.017	143.483	146.802	148.772
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1,155.746</b>	<b>\$1,178.955</b>	<b>\$1,171.547</b>	<b>\$1,187.377</b>	<b>\$1,195.850</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$75.495	\$73.819	\$75.622	\$78.291	\$82.063
Fuel	19.667	19.134	19.214	19.291	19.667
Insurance	21.593	23.545	25.428	28.102	29.154
Claims	19.912	2.166	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	210.519	207.830	148.617	137.046	133.462
Professional Services Contracts	79.340	80.598	61.927	61.434	61.695
Materials and Supplies	149.119	176.868	139.566	111.867	118.127
Other Business Expenses	46.185	56.591	38.749	47.840	57.127
<b>Total Non-Labor Expenditures</b>	<b>\$621.830</b>	<b>\$640.551</b>	<b>\$510.269</b>	<b>\$485.017</b>	<b>\$502.442</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,777.576</b>	<b>\$1,819.507</b>	<b>\$1,681.816</b>	<b>\$1,672.394</b>	<b>\$1,698.292</b>
<b>Net Cash Balance</b>	<b>(\$594.105)</b>	<b>(\$617.069)</b>	<b>(\$528.154)</b>	<b>(\$548.246)</b>	<b>(\$572.849)</b>
<b>Subsidies</b>					
MTA	\$464.437	\$483.363	\$398.444	\$407.870	\$427.649
CDOT	<u>129.668</u>	<u>133.706</u>	<u>129.709</u>	<u>140.375</u>	<u>145.200</u>
<b>Total Subsidies</b>	<b>\$594.105</b>	<b>\$617.069</b>	<b>\$528.154</b>	<b>\$548.246</b>	<b>\$572.849</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2020 - 2023**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Cash Flow Adjustments</b>					
<b>Receipts</b>					
Farebox Revenue	(\$15.611)	(\$15.829)	(\$16.161)	(\$16.359)	(\$16.562)
Other Operating Revenue	48.452	28.167	26.354	26.940	27.535
MNR - MTA	(6.147)	4.947	3.598	(0.154)	(1.212)
MNR - CDOT	0.000	0.000	0.000	0.000	0.000
MNR - Other	<u>1.569</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Total Capital and Other Reimbursements	(\$4.578)	\$4.947	\$3.598	(\$0.154)	(\$1.212)
<b>Total Receipts</b>	<b>\$28.263</b>	<b>\$17.285</b>	<b>\$13.790</b>	<b>\$10.426</b>	<b>\$9.762</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	(\$0.653)	(\$10.770)	\$7.089	\$6.375	\$6.784
Overtime	(0.858)	(4.747)	(0.141)	(0.094)	(0.076)
Health and Welfare	(11.378)	(11.949)	(11.960)	(11.969)	(12.105)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	(0.500)	0.050	0.220	0.405	0.446
Other Fringe Benefits	(1.989)	0.193	4.457	4.226	4.269
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(4.145)	(2.770)	(1.830)	(0.783)	(0.631)
<b>Total Labor Expenditures</b>	<b>(\$19.522)</b>	<b>(\$29.992)</b>	<b>(\$2.165)</b>	<b>(\$1.841)</b>	<b>(\$1.314)</b>
<b>Non-Labor:</b>					
Electric Power	(\$2.267)	(1.881)	(\$1.926)	(\$1.971)	(\$2.018)
Fuel	0.490	0.499	0.509	0.520	0.530
Insurance	(1.962)	(0.764)	(0.263)	(1.300)	(0.296)
Claims	(18.912)	(1.166)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(36.955)	(56.891)	(22.002)	(8.344)	(1.483)
Professional Services Contracts	(4.886)	(9.946)	(0.472)	(0.059)	(0.053)
Materials and Supplies	(5.518)	(14.317)	(2.168)	(0.826)	(1.188)
Other Business Expenses	(17.418)	(28.125)	(18.815)	(19.436)	(28.704)
<b>Total Non-Labor Expenditures</b>	<b>(\$87.429)</b>	<b>(\$112.590)</b>	<b>(\$45.282)</b>	<b>(\$31.563)</b>	<b>(\$33.358)</b>
<b>Other Expenditure Adjustments:</b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$106.951)</b>	<b>(\$142.582)</b>	<b>(\$47.447)</b>	<b>(\$33.403)</b>	<b>(\$34.672)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$78.688)</b>	<b>(\$125.298)</b>	<b>(\$33.657)</b>	<b>(\$22.978)</b>	<b>(\$24.910)</b>
Depreciation	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	94.200	39.700	33.800	26.900	26.000
GASB 68 Pension Expense Adjustment	(3.700)	3.500	(14.800)	(6.000)	17.000
Environmental Remediation	4.000	4.000	4.000	4.000	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$262.319</b>	<b>\$168.409</b>	<b>\$235.849</b>	<b>\$248.429</b>	<b>\$268.597</b>

**MTA METRO-NORTH RAILROAD**  
**2020 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

	Total		
	Hours	\$	%
<b><i>NON-REIMBURSABLE OVERTIME</i></b>			
Scheduled Service	582,511	\$38.822	42.4%
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	467,375	29.582	32.3%
Unscheduled Maintenance	0	0.000	0.0%
Vacancy/Absentee Coverage	290,838	17.004	18.6%
Weather Emergencies	92,956	6.086	6.7%
Safety/Security/Law Enforcement	0	0.000	-
Other	0	0.000	-
<b>Subtotal</b>	<b>1,433,680</b>	<b>\$91.494</b>	<b>100.0%</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	498,188	\$29.406	
<b>TOTAL OVERTIME</b>	<b>1,931,868</b>	<b>\$120.900</b>	

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2020 - 2023**  
**Ridership (Utilization) and Revenue**  
(in millions)

	Final Estimate	Adopted Budget			
	2019	2020	2021	2022	2023
<b>RIDERSHIP</b>					
<i>Harlem Line Ridership - Commutation</i>	16.584	16.644	16.807	16.820	16.885
<i>Harlem Line Ridership - Non-Commutation</i>	<u>11.090</u>	<u>11.271</u>	<u>11.239</u>	<u>11.248</u>	<u>11.291</u>
Harlem Line	27.673	27.916	28.046	28.068	28.176
<i>Hudson Line Ridership - Commutation</i>	9.432	9.466	9.596	9.621	9.670
<i>Hudson Line Ridership - Non-Commutation</i>	<u>7.921</u>	<u>8.072</u>	<u>8.059</u>	<u>8.080</u>	<u>8.121</u>
Hudson Line	17.353	17.538	17.655	17.702	17.792
<i>New Haven Line Ridership - Commutation</i>	21.996	22.024	22.133	22.120	22.213
<i>New Haven Line Ridership - Non-Commutation</i>	<u>18.436</u>	<u>18.583</u>	<u>18.551</u>	<u>18.540</u>	<u>18.619</u>
New Haven Line	40.432	40.607	40.684	40.660	40.832
<b>Total Commutation Ridership</b>	<b>48.011</b>	<b>48.135</b>	<b>48.536</b>	<b>48.562</b>	<b>48.769</b>
<b>Total Non-Commutation Ridership</b>	<b><u>37.447</u></b>	<b><u>37.926</u></b>	<b><u>37.849</u></b>	<b><u>37.868</u></b>	<b><u>38.031</u></b>
<b>Total East of Hudson Ridership</b>	<b>85.459</b>	<b>86.061</b>	<b>86.385</b>	<b>86.430</b>	<b>86.800</b>
<b>West of Hudson Ridership</b>	<b>1.617</b>	<b>1.630</b>	<b>1.649</b>	<b>1.661</b>	<b>1.672</b>
<b>Total Ridership</b>	<b>87.075</b>	<b>87.691</b>	<b>88.035</b>	<b>88.091</b>	<b>88.472</b>

**FAREBOX REVENUE**

<i>Harlem Line - Commutation Revenue</i>	114.097	115.356	116.949	117.214	117.724
<i>Harlem Line - Non-Commutation Revenue</i>	<u>105.503</u>	<u>108.292</u>	<u>108.140</u>	<u>108.385</u>	<u>108.857</u>
Harlem Line	\$219.601	\$223.649	\$225.089	\$225.599	\$226.581
<i>Hudson Line - Commutation Revenue</i>	75.640	76.503	77.858	78.176	78.626
<i>Hudson Line - Non-Commutation Revenue</i>	<u>92.305</u>	<u>94.907</u>	<u>95.012</u>	<u>95.400</u>	<u>95.949</u>
Hudson Line	\$167.946	\$171.410	\$172.870	\$173.576	\$174.575
<i>New Haven Line - Commutation Revenue</i>	161.037	162.146	163.200	163.224	164.016
<i>New Haven Line - Non-Commutation Revenue</i>	<u>201.107</u>	<u>203.922</u>	<u>203.808</u>	<u>203.838</u>	<u>204.827</u>
New Haven Line	\$362.143	\$366.068	\$367.007	\$367.062	\$368.843
<b>Total Commutation Revenue</b>	<b>\$350.774</b>	<b>\$354.005</b>	<b>\$358.007</b>	<b>\$358.614</b>	<b>\$360.366</b>
<b>Total Non-Commutation Revenue</b>	<b><u>398.915</u></b>	<b><u>407.121</u></b>	<b><u>406.960</u></b>	<b><u>407.623</u></b>	<b><u>409.633</u></b>
<b>Total East of Hudson Revenue</b>	<b>\$749.690</b>	<b>\$761.126</b>	<b>\$764.967</b>	<b>\$766.238</b>	<b>\$769.998</b>
<b>West of Hudson Revenue</b>	<b>\$14.630</b>	<b>\$14.747</b>	<b>\$14.937</b>	<b>\$15.049</b>	<b>\$15.152</b>
<b>Total Farebox Revenue</b>	<b>\$764.320</b>	<b>\$775.873</b>	<b>\$779.903</b>	<b>\$781.286</b>	<b>\$785.150</b>

Note: West of Hudson total ridership is both Pascack Valley and Port Jervis lines.



**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2020 - 2023**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2019 Final Estimate	2020 Adopted Budget	2021	2022	2023
<b>Administration</b>					
President	3	3	3	3	3
Labor Relations	20	19	19	19	19
Safety	66	75	85	85	85
Security	26	23	23	23	23
Office of the Executive VP	10	10	10	10	10
Corporate & Public Affairs	19	15	15	15	15
Customer Service	69	65	65	65	65
Legal	20	15	15	15	15
Claims	14	12	12	12	12
VP Human Resources	51	44	44	44	44
Training	101	96	96	96	96
Employee Relations & Diversity	7	6	6	6	6
VP Planning	2	2	2	2	2
Operations Planning & Analysis	22	23	23	19	19
Capital Planning & Programming	18	17	17	11	11
Long Range Planning	8	7	7	6	6
VP Finance & Info Systems	2	1	1	1	1
Controller	82	77	77	77	77
Information Technology & Project Mgmt	0	0	0	0	0
Budget	23	22	22	22	22
Procurement & Material Management	39	33	33	33	33
Corporate	0	(76)	(76)	(76)	(76)
<b>Total Administration</b>	<b>602</b>	<b>489</b>	<b>499</b>	<b>488</b>	<b>488</b>
<b>Operations</b>					
Operations Support	108	98	98	98	98
Transportation	1,687	1,686	1,695	1,695	1,695
Customer Service	403	396	396	396	396
Metro-North West	44	44	44	44	44
<b>Total Operations</b>	<b>2,242</b>	<b>2,224</b>	<b>2,233</b>	<b>2,233</b>	<b>2,233</b>
<b>Maintenance</b>					
Maintenance of Equipment	1,724	1,779	1,779	1,779	1,779
Maintenance of Way	2,304	2,300	2,290	2,255	2,255
Procurement & Material Management	141	139	139	139	139
<b>Total Maintenance</b>	<b>4,169</b>	<b>4,218</b>	<b>4,208</b>	<b>4,173</b>	<b>4,173</b>
<b>Engineering/Capital</b>					
Construction Management	42	41	41	41	41
Engineering & Design	94	92	92	92	92
<b>Total Engineering/Capital</b>	<b>136</b>	<b>133</b>	<b>133</b>	<b>133</b>	<b>133</b>
<b>Total Positions</b>	<b>7,149</b>	<b>7,064</b>	<b>7,073</b>	<b>7,027</b>	<b>7,027</b>
<i>Non-Reimbursable</i>	6,487	6,293	6,316	6,279	6,291
<i>Reimbursable</i>	662	771	757	748	736
<i>Total Full-Time</i>	7,148	7,063	7,072	7,026	7,026
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2020 - 2023**  
**Total Positions by Functional and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
<b>Administration</b>					
Managers/Supervisors	198	110	110	105	105
Professional/Technical/Clerical	404	379	389	383	383
Operational Hourlies	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>602</b>	<b>489</b>	<b>499</b>	<b>488</b>	<b>488</b>
<b>Operations</b>					
Managers/Supervisors	260	257	257	257	257
Professional/Technical/Clerical	252	243	243	243	243
Operational Hourlies	1,730	1,724	1,733	1,733	1,733
<b>Total Operations Headcount</b>	<b>2,242</b>	<b>2,224</b>	<b>2,233</b>	<b>2,233</b>	<b>2,233</b>
<b>Maintenance</b>					
Managers/Supervisors	691	690	690	690	690
Professional/Technical/Clerical	521	516	516	516	516
Operational Hourlies	2,957	3,012	3,002	2,967	2,967
<b>Total Maintenance Headcount</b>	<b>4,169</b>	<b>4,218</b>	<b>4,208</b>	<b>4,173</b>	<b>4,173</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	53	52	52	52	52
Professional/Technical/Clerical	83	81	81	81	81
Operational Hourlies	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>136</b>	<b>133</b>	<b>133</b>	<b>133</b>	<b>133</b>
<b>Public Safety</b>					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>					
Managers/Supervisors	1,202	1,109	1,109	1,104	1,104
Professional, Technical, Clerical	1,260	1,219	1,229	1,223	1,223
Operational Hourlies	4,687	4,736	4,735	4,700	4,700
<b>Total Positions</b>	<b>7,149</b>	<b>7,064</b>	<b>7,073</b>	<b>7,027</b>	<b>7,027</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$58.572	\$55.500	\$60.428	\$63.138	\$66.011	\$68.865	\$67.183	\$65.512	\$66.091	\$67.362	\$68.088	\$69.124	\$775.873
Other Operating Revenue	5.259	5.226	5.160	5.128	5.054	5.107	5.146	5.111	5.153	5.147	5.186	4.977	61.652
<b>Total Revenues</b>	<b>\$63.831</b>	<b>\$60.727</b>	<b>\$65.587</b>	<b>\$68.265</b>	<b>\$71.065</b>	<b>\$73.972</b>	<b>\$72.328</b>	<b>\$70.623</b>	<b>\$71.244</b>	<b>\$72.508</b>	<b>\$73.274</b>	<b>\$74.101</b>	<b>\$837.525</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$46.985	\$40.968	\$44.717	\$44.449	\$43.229	\$44.520	\$47.540	\$44.109	\$45.230	\$44.438	\$44.649	\$41.294	\$532.127
Overtime	9.469	7.924	7.697	7.741	7.758	7.266	8.533	8.007	7.795	7.402	8.233	3.667	91.494
Health and Welfare	10.228	8.459	9.358	9.277	8.931	9.236	10.143	9.167	9.526	9.217	9.383	9.625	112.549
OPEB Current Payments	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	36.000
Pension	9.590	8.319	8.969	8.931	8.723	8.882	9.594	8.918	9.068	8.889	9.032	9.808	108.722
Other Fringe Benefits	11.368	10.258	10.685	10.627	10.372	10.586	11.309	10.563	10.801	10.572	10.715	11.615	129.471
Reimbursable Overhead	(4.914)	(4.309)	(5.469)	(6.802)	(6.435)	(7.205)	(7.063)	(6.616)	(7.001)	(7.449)	(5.883)	(4.863)	(74.009)
<b>Total Labor Expenses</b>	<b>\$85.726</b>	<b>\$74.619</b>	<b>\$78.957</b>	<b>\$77.222</b>	<b>\$75.577</b>	<b>\$76.284</b>	<b>\$83.054</b>	<b>\$77.148</b>	<b>\$78.420</b>	<b>\$76.068</b>	<b>\$79.130</b>	<b>\$74.146</b>	<b>\$936.354</b>
<b>Non-Labor:</b>													
Electric Power	\$6.670	\$7.087	\$6.807	\$4.915	\$5.189	\$5.315	\$6.209	\$6.009	\$5.937	\$5.578	\$5.937	\$6.286	\$71.938
Fuel	1.943	1.639	1.769	1.682	1.530	1.474	1.542	1.584	1.407	1.697	1.622	1.745	19.633
Insurance	1.477	1.477	1.523	1.520	1.558	1.575	1.550	1.561	1.550	1.550	1.642	1.691	18.672
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	(0.048)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.448	8.787	11.101	8.903	8.910	8.854	8.720	8.776	8.823	8.780	9.017	9.209	108.326
Professional Services Contracts	3.445	2.923	2.981	3.069	3.010	3.347	3.015	3.605	2.914	3.080	3.120	3.734	38.243
Materials and Supplies	8.530	8.523	8.679	8.902	9.047	8.932	9.118	9.168	9.192	9.081	9.175	9.083	107.431
Other Business Expenses	2.516	2.024	2.429	2.480	2.292	2.771	1.730	2.304	2.140	2.835	2.133	2.045	27.699
<b>Total Non-Labor Expenses</b>	<b>\$33.122</b>	<b>\$32.558</b>	<b>\$35.387</b>	<b>\$31.563</b>	<b>\$31.634</b>	<b>\$32.359</b>	<b>\$31.982</b>	<b>\$33.099</b>	<b>\$32.060</b>	<b>\$32.698</b>	<b>\$32.738</b>	<b>\$33.744</b>	<b>\$392.943</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$118.848</b>	<b>\$107.178</b>	<b>\$114.344</b>	<b>\$108.786</b>	<b>\$107.211</b>	<b>\$108.643</b>	<b>\$115.036</b>	<b>\$110.247</b>	<b>\$110.479</b>	<b>\$108.766</b>	<b>\$111.868</b>	<b>\$107.890</b>	<b>\$1,329.296</b>
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	9.925	0.000	0.000	9.925	0.000	0.000	9.925	0.000	0.000	9.925	39.700
GASB 68 Pension Expense Adjustment	0.000	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.875	3.500
Environmental Remediation	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	4.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$139.724</b>	<b>\$128.053</b>	<b>\$146.020</b>	<b>\$129.661</b>	<b>\$128.087</b>	<b>\$140.319</b>	<b>\$135.912</b>	<b>\$131.123</b>	<b>\$142.155</b>	<b>\$129.641</b>	<b>\$132.743</b>	<b>\$139.566</b>	<b>\$1,623.003</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$75.893)</b>	<b>(\$67.327)</b>	<b>(\$80.432)</b>	<b>(\$61.396)</b>	<b>(\$57.022)</b>	<b>(\$66.347)</b>	<b>(\$63.584)</b>	<b>(\$60.499)</b>	<b>(\$70.911)</b>	<b>(\$57.133)</b>	<b>(\$59.469)</b>	<b>(\$65.465)</b>	<b>(\$785.478)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
Operating/Capital	(6.145)	(4.920)	(6.420)	(5.419)	(6.023)	(11.082)	(5.118)	(5.877)	(6.861)	(5.832)	(8.124)	(19.140)	(90.961)
Other Cash Adjustments	(0.580)	5.243	1.986	(8.582)	5.390	15.157	(3.136)	9.463	19.794	(7.609)	6.600	(30.861)	12.863
<b>Total Cash Conversion Adjustments</b>	<b>\$13.817</b>	<b>\$20.865</b>	<b>\$16.108</b>	<b>\$6.541</b>	<b>\$19.909</b>	<b>\$24.617</b>	<b>\$12.288</b>	<b>\$24.129</b>	<b>\$33.475</b>	<b>\$7.101</b>	<b>\$19.018</b>	<b>(\$29.459)</b>	<b>\$168.409</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$62.076)</b>	<b>(\$46.461)</b>	<b>(\$64.325)</b>	<b>(\$54.854)</b>	<b>(\$37.113)</b>	<b>(\$41.730)</b>	<b>(\$51.295)</b>	<b>(\$36.371)</b>	<b>(\$37.436)</b>	<b>(\$50.032)</b>	<b>(\$40.452)</b>	<b>(\$94.924)</b>	<b>(\$617.069)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	13.826	11.258	16.001	14.826	14.587	16.217	13.919	12.665	13.532	13.712	11.338	11.039	162.920
MNR - CDOT	11.929	10.213	11.335	14.100	13.040	14.231	15.773	15.492	16.248	16.460	13.575	12.365	164.762
MNR - Other	1.511	1.383	1.528	3.043	2.245	2.145	2.362	1.597	1.446	0.996	0.846	0.847	19.946
Capital and Other Reimbursements	27.265	22.854	28.864	31.969	29.872	32.593	32.054	29.754	31.226	31.167	25.758	24.250	347.628
<b>Total Revenues</b>	<b>\$27.265</b>	<b>\$22.854</b>	<b>\$28.864</b>	<b>\$31.969</b>	<b>\$29.872</b>	<b>\$32.593</b>	<b>\$32.054</b>	<b>\$29.754</b>	<b>\$31.226</b>	<b>\$31.167</b>	<b>\$25.758</b>	<b>\$24.250</b>	<b>\$347.628</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$4.465	\$3.929	\$4.809	\$5.453	\$5.203	\$5.824	\$5.593	\$5.264	\$5.557	\$5.960	\$4.803	\$4.415	\$61.275
Overtime	1.873	1.661	2.072	2.731	2.561	2.804	2.943	2.742	2.745	2.899	2.418	1.956	29.406
Health and Welfare	1.429	1.260	1.555	1.835	1.742	1.946	1.905	1.792	1.866	2.004	1.620	1.426	20.379
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	1.032	0.910	1.117	1.310	1.245	1.384	1.361	1.276	1.330	1.418	1.155	1.034	14.571
Other Fringe Benefits	1.102	0.971	1.199	1.418	1.347	1.503	1.473	1.385	1.441	1.545	1.251	1.103	15.739
Reimbursable Overhead	4.661	4.042	5.152	6.536	6.213	6.982	6.848	6.418	6.735	7.252	5.713	4.688	71.239
<b>Total Labor Expenses</b>	<b>\$14.563</b>	<b>\$12.773</b>	<b>\$15.904</b>	<b>\$19.284</b>	<b>\$18.310</b>	<b>\$20.443</b>	<b>\$20.123</b>	<b>\$18.877</b>	<b>\$19.674</b>	<b>\$21.079</b>	<b>\$16.959</b>	<b>\$14.621</b>	<b>\$212.609</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.262	0.228	0.296	0.376	0.357	0.408	0.398	0.377	0.383	0.426	0.330	0.266	4.109
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.378	3.229	3.635	5.187	4.077	4.230	4.309	3.550	3.822	2.425	1.906	2.863	42.613
Professional Services Contracts	3.354	2.596	2.599	2.599	2.616	2.860	2.786	2.530	2.546	2.529	2.546	2.848	32.409
Materials and Supplies	5.647	3.966	6.239	4.450	4.438	4.580	4.365	4.348	4.734	4.700	4.009	3.644	55.120
Other Business Expenses	0.062	0.062	0.190	0.072	0.072	0.072	0.072	0.072	0.067	0.008	0.008	0.008	0.767
<b>Total Non-Labor Expenses</b>	<b>\$12.702</b>	<b>\$10.082</b>	<b>\$12.959</b>	<b>\$12.685</b>	<b>\$11.562</b>	<b>\$12.150</b>	<b>\$11.931</b>	<b>\$10.878</b>	<b>\$11.552</b>	<b>\$10.088</b>	<b>\$8.800</b>	<b>\$9.630</b>	<b>\$135.018</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$27.265</b>	<b>\$22.854</b>	<b>\$28.864</b>	<b>\$31.969</b>	<b>\$29.872</b>	<b>\$32.593</b>	<b>\$32.054</b>	<b>\$29.754</b>	<b>\$31.226</b>	<b>\$31.167</b>	<b>\$25.758</b>	<b>\$24.250</b>	<b>\$347.628</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$58.572	\$55.500	\$60.428	\$63.138	\$66.011	\$68.865	\$67.183	\$65.512	\$66.091	\$67.362	\$68.088	\$69.124	\$775.873
Other Operating Revenue	5.259	5.226	5.160	5.128	5.054	5.107	5.146	5.111	5.153	5.147	5.186	4.977	61.652
MNR - MTA	13.826	11.258	16.001	14.826	14.587	16.217	13.919	12.665	13.532	13.712	11.338	11.039	162.920
MNR - CDOT	11.929	10.213	11.335	14.100	13.040	14.231	15.773	15.492	16.248	16.460	13.575	12.365	164.762
MNR - Other	1.511	1.383	1.528	3.043	2.245	2.145	2.362	1.597	1.446	0.996	0.846	0.847	19.946
Capital and Other Reimbursements	27.265	22.854	28.864	31.969	29.872	32.593	32.054	29.754	31.226	31.167	25.758	24.250	347.628
<b>Total Revenues</b>	<b>\$91.096</b>	<b>\$83.581</b>	<b>\$94.451</b>	<b>\$100.234</b>	<b>\$100.937</b>	<b>\$106.565</b>	<b>\$104.382</b>	<b>\$100.378</b>	<b>\$102.470</b>	<b>\$103.676</b>	<b>\$99.032</b>	<b>\$98.351</b>	<b>\$1,185.153</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$51.450	\$44.897	\$49.526	\$49.902	\$48.432	\$50.344	\$53.133	\$49.372	\$50.788	\$50.398	\$49.452	\$45.709	\$593.402
Overtime	11.343	9.585	9.769	10.473	10.319	10.071	11.475	10.749	10.540	10.302	10.651	5.623	120.900
Health and Welfare	11.656	9.718	10.913	11.112	10.673	11.182	12.048	10.959	11.392	11.221	11.003	11.051	132.928
OPEB Current Payments	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	36.000
Pension	10.622	9.229	10.085	10.241	9.968	10.266	10.954	10.194	10.398	10.307	10.187	10.842	123.293
Other Fringe Benefits	12.471	11.229	11.884	12.045	11.719	12.088	12.783	11.949	12.242	12.117	11.966	12.718	145.210
Reimbursable Overhead	(0.252)	(0.267)	(0.317)	(0.265)	(0.223)	(0.224)	(0.216)	(0.198)	(0.267)	(0.197)	(0.170)	(0.175)	(2.770)
<b>Total Labor Expenses</b>	<b>\$100.289</b>	<b>\$87.392</b>	<b>\$94.861</b>	<b>\$96.507</b>	<b>\$93.887</b>	<b>\$96.728</b>	<b>\$103.177</b>	<b>\$96.025</b>	<b>\$98.093</b>	<b>\$97.147</b>	<b>\$96.089</b>	<b>\$88.767</b>	<b>\$1,148.963</b>
<b>Non-Labor:</b>													
Electric Power	\$6.670	\$7.087	\$6.807	\$4.915	\$5.189	\$5.315	\$6.209	\$6.009	\$5.937	\$5.578	\$5.937	\$6.286	\$71.938
Fuel	1.943	1.639	1.769	1.682	1.530	1.474	1.542	1.584	1.407	1.697	1.622	1.745	19.633
Insurance	1.739	1.705	1.819	1.896	1.916	1.983	1.948	1.938	1.933	1.976	1.972	1.957	22.781
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	(0.048)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	11.825	12.016	14.737	14.090	12.987	13.083	13.029	12.326	12.645	11.205	10.923	12.072	150.940
Professional Services Contracts	6.799	5.519	5.581	5.668	5.626	6.207	5.802	6.134	5.459	5.608	5.666	6.582	70.652
Materials and Supplies	14.177	12.490	14.918	13.352	13.486	13.512	13.483	13.517	13.926	13.781	13.184	12.727	162.551
Other Business Expenses	2.577	2.086	2.619	2.552	2.364	2.843	1.802	2.377	2.207	2.843	2.142	2.054	28.466
<b>Total Non-Labor Expenses</b>	<b>\$45.824</b>	<b>\$42.640</b>	<b>\$48.346</b>	<b>\$44.248</b>	<b>\$43.196</b>	<b>\$44.509</b>	<b>\$43.913</b>	<b>\$43.976</b>	<b>\$43.612</b>	<b>\$42.786</b>	<b>\$41.537</b>	<b>\$43.374</b>	<b>\$527.961</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$146.113</b>	<b>\$130.032</b>	<b>\$143.208</b>	<b>\$140.755</b>	<b>\$137.083</b>	<b>\$141.237</b>	<b>\$147.090</b>	<b>\$140.001</b>	<b>\$141.705</b>	<b>\$139.933</b>	<b>\$137.626</b>	<b>\$132.141</b>	<b>\$1,676.924</b>
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	9.925	0.000	0.000	9.925	0.000	0.000	9.925	0.000	0.000	9.925	39.700
GASB 68 Pension Expense Adjustment	0.000	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.875	3.500
Environmental Remediation	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	4.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$166.989</b>	<b>\$150.908</b>	<b>\$174.883</b>	<b>\$161.630</b>	<b>\$157.959</b>	<b>\$172.912</b>	<b>\$167.966</b>	<b>\$160.877</b>	<b>\$173.381</b>	<b>\$160.809</b>	<b>\$158.502</b>	<b>\$163.816</b>	<b>\$1,970.631</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$75.893)</b>	<b>(\$67.327)</b>	<b>(\$80.432)</b>	<b>(\$61.396)</b>	<b>(\$57.022)</b>	<b>(\$66.347)</b>	<b>(\$63.584)</b>	<b>(\$60.499)</b>	<b>(\$70.911)</b>	<b>(\$57.133)</b>	<b>(\$59.469)</b>	<b>(\$65.465)</b>	<b>(\$785.478)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
Operating/Capital	(6.145)	(4.920)	(6.420)	(5.419)	(6.023)	(11.082)	(5.118)	(5.877)	(6.861)	(5.832)	(8.124)	(19.140)	(90.961)
Other Cash Adjustments	(0.580)	5.243	1.986	(8.582)	5.390	15.157	(3.136)	9.463	19.794	(7.609)	6.600	(30.861)	12.863
<b>Total Cash Conversion Adjustments</b>	<b>\$13.817</b>	<b>\$20.865</b>	<b>\$16.108</b>	<b>\$6.541</b>	<b>\$19.909</b>	<b>\$24.617</b>	<b>\$12.288</b>	<b>\$24.129</b>	<b>\$33.475</b>	<b>\$7.101</b>	<b>\$19.018</b>	<b>(\$29.459)</b>	<b>\$168.409</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$62.076)</b>	<b>(\$46.461)</b>	<b>(\$64.325)</b>	<b>(\$54.854)</b>	<b>(\$37.113)</b>	<b>(\$41.730)</b>	<b>(\$51.295)</b>	<b>(\$36.371)</b>	<b>(\$37.436)</b>	<b>(\$50.032)</b>	<b>(\$40.452)</b>	<b>(\$94.924)</b>	<b>(\$617.069)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
Farebox Revenue	\$57.289	\$54.257	\$59.152	\$61.746	\$64.605	\$67.410	\$65.723	\$64.151	\$64.876	\$66.228	\$66.787	\$67.819	\$760.044
Other Operating Revenue	7.018	6.924	8.562	6.970	6.978	8.188	7.781	6.964	8.321	6.975	6.964	8.175	89.819
MNR - MTA	14.018	12.110	15.407	13.926	11.591	16.023	14.735	14.395	15.949	13.898	12.533	13.283	167.866
MNR - CDOT	11.929	10.213	11.335	14.100	13.040	14.231	15.773	15.492	16.248	16.460	13.575	12.365	164.762
MNR - Other	1.511	1.383	1.528	3.043	2.245	2.145	2.362	1.597	1.446	0.996	0.846	0.847	19.946
Capital and Other Reimbursements	27.458	23.707	28.270	31.069	26.876	32.399	32.870	31.484	33.643	31.354	26.953	26.494	352.575
<b>Total Receipts</b>	<b>\$91.765</b>	<b>\$84.888</b>	<b>\$95.984</b>	<b>\$99.785</b>	<b>\$98.459</b>	<b>\$107.996</b>	<b>\$106.374</b>	<b>\$102.599</b>	<b>\$106.840</b>	<b>\$104.557</b>	<b>\$100.704</b>	<b>\$102.488</b>	<b>\$1,202.438</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$55.208	\$44.627	\$53.822	\$56.358	\$45.727	\$45.357	\$57.291	\$46.600	\$45.756	\$56.880	\$46.671	\$49.875	\$604.172
Overtime	12.389	9.632	11.278	12.036	9.933	9.233	12.571	10.316	9.688	11.774	10.198	6.598	125.647
Health and Welfare	12.694	10.624	11.916	12.108	11.638	12.170	13.106	11.938	12.412	12.213	11.968	12.090	144.877
OPEB Current Payments	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	36.000
Pension	10.270	10.270	10.270	10.270	10.270	10.270	10.270	10.270	10.270	10.270	10.270	10.270	123.243
Other Fringe Benefits	13.252	10.612	12.536	13.471	10.839	10.648	13.653	11.049	10.791	13.540	11.064	13.562	145.017
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$106.812</b>	<b>\$88.766</b>	<b>\$102.822</b>	<b>\$107.244</b>	<b>\$91.408</b>	<b>\$90.678</b>	<b>\$109.892</b>	<b>\$93.173</b>	<b>\$91.918</b>	<b>\$107.677</b>	<b>\$93.171</b>	<b>\$95.395</b>	<b>\$1,178.955</b>
<b>Non-Labor:</b>													
Electric Power	\$6.825	\$7.242	\$6.962	\$5.071	\$5.345	\$5.472	\$6.366	\$6.166	\$6.094	\$5.736	\$6.095	\$6.444	\$73.819
Fuel	1.902	1.597	1.727	1.640	1.488	1.432	1.500	1.542	1.366	1.656	1.580	1.703	19.134
Insurance	0.272	0.239	0.310	3.242	0.367	0.870	3.423	1.288	0.395	3.428	3.558	6.153	23.545
Claims	0.092	0.098	1.117	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	0.098	2.166
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	12.056	12.567	22.611	15.120	14.017	23.765	13.689	12.657	20.929	12.582	14.189	33.649	207.830
Professional Services Contracts	6.185	4.658	5.524	4.791	4.749	6.247	4.924	5.257	5.433	4.732	4.789	23.309	80.598
Materials and Supplies	15.571	12.591	15.126	13.486	14.338	16.991	13.826	14.995	14.295	14.177	14.058	17.415	176.868
Other Business Expenses	4.125	3.590	4.110	3.953	3.762	4.179	3.953	3.798	3.748	4.504	3.623	13.246	56.591
<b>Total Non-Labor Expenditures</b>	<b>\$47.029</b>	<b>\$42.583</b>	<b>\$57.487</b>	<b>\$47.395</b>	<b>\$44.164</b>	<b>\$59.048</b>	<b>\$47.778</b>	<b>\$45.797</b>	<b>\$52.358</b>	<b>\$46.912</b>	<b>\$47.985</b>	<b>\$102.017</b>	<b>\$640.551</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$153.841</b>	<b>\$131.349</b>	<b>\$160.309</b>	<b>\$154.639</b>	<b>\$135.571</b>	<b>\$149.726</b>	<b>\$157.670</b>	<b>\$138.969</b>	<b>\$144.276</b>	<b>\$154.589</b>	<b>\$141.156</b>	<b>\$197.412</b>	<b>\$1,819.507</b>
<b>Net Cash Balance</b>	<b>(\$62.076)</b>	<b>(\$46.461)</b>	<b>(\$64.325)</b>	<b>(\$54.854)</b>	<b>(\$37.113)</b>	<b>(\$41.730)</b>	<b>(\$51.295)</b>	<b>(\$36.371)</b>	<b>(\$37.436)</b>	<b>(\$50.032)</b>	<b>(\$40.452)</b>	<b>(\$94.924)</b>	<b>(\$617.069)</b>
<b>Subsidies</b>													
MTA Subsidy	\$47.531	\$33.708	\$49.499	\$45.055	\$28.326	\$32.583	\$40.308	\$26.485	\$26.281	\$41.249	\$31.301	\$81.039	\$483.363
CDOT Subsidy	14.545	12.754	14.826	9.799	8.787	9.147	10.988	9.886	11.155	8.783	9.151	13.886	133.706
<b>Total Subsidies</b>	<b>\$62.076</b>	<b>\$46.461</b>	<b>\$64.325</b>	<b>\$54.854</b>	<b>\$37.113</b>	<b>\$41.730</b>	<b>\$51.295</b>	<b>\$36.371</b>	<b>\$37.436</b>	<b>\$50.032</b>	<b>\$40.452</b>	<b>\$94.924</b>	<b>\$617.069</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
 Favorable/(Unfavorable)  
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
Farebox Revenue	(\$1.283)	(\$1.244)	(\$1.275)	(\$1.391)	(\$1.407)	(\$1.455)	(\$1.460)	(\$1.361)	(\$1.215)	(\$1.133)	(\$1.301)	(\$1.304)	(\$15.829)
Other Operating Revenue	1.759	1.698	3.402	1.842	1.924	3.081	2.636	1.853	3.169	1.828	1.778	3.197	28.167
MNR - MTA	0.192	0.852	(0.594)	(0.900)	(2.996)	(0.195)	0.816	1.729	2.417	0.186	1.195	2.243	4.947
MNR - CDOT	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.192	0.852	(0.594)	(0.900)	(2.996)	(0.195)	0.816	1.729	2.417	0.186	1.195	2.243	4.947
<b>Total Receipts</b>	<b>\$0.669</b>	<b>\$1.307</b>	<b>\$1.533</b>	<b>(\$0.450)</b>	<b>(\$2.478)</b>	<b>\$1.431</b>	<b>\$1.992</b>	<b>\$2.221</b>	<b>\$4.370</b>	<b>\$0.881</b>	<b>\$1.672</b>	<b>\$4.136</b>	<b>\$17.285</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$3.758)	\$0.270	(\$4.296)	(\$6.456)	\$2.705	\$4.988	(\$4.158)	\$2.773	\$5.031	(\$6.482)	\$2.780	(\$4.166)	(\$10.770)
Overtime	(1.046)	(0.047)	(1.509)	(1.563)	0.386	0.837	(1.096)	0.434	0.853	(1.473)	0.453	(0.975)	(4.747)
Health and Welfare	(1.037)	(0.906)	(1.003)	(0.996)	(0.965)	(0.988)	(1.058)	(0.980)	(1.020)	(0.992)	(0.965)	(1.039)	(11.949)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.352	(1.041)	(0.185)	(0.029)	(0.303)	(0.004)	0.684	(0.076)	0.128	0.037	(0.083)	0.571	0.050
Other Fringe Benefits	(0.781)	0.617	(0.651)	(1.427)	0.879	1.441	(0.870)	0.900	1.451	(1.423)	0.902	(0.844)	0.193
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.252)	(0.267)	(0.317)	(0.265)	(0.223)	(0.224)	(0.216)	(0.198)	(0.267)	(0.197)	(0.170)	(0.175)	(2.770)
<b>Total Labor Expenditures</b>	<b>(\$6.523)</b>	<b>(\$1.374)</b>	<b>(\$7.960)</b>	<b>(\$10.737)</b>	<b>\$2.480</b>	<b>\$6.049</b>	<b>(\$6.714)</b>	<b>\$2.852</b>	<b>\$6.175</b>	<b>(\$10.530)</b>	<b>\$2.918</b>	<b>(\$6.628)</b>	<b>(\$29.992)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.155)	(\$0.155)	(\$0.156)	(\$0.156)	(\$0.156)	(\$0.157)	(\$0.157)	(\$0.157)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$1.881)
Fuel	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.042	0.499
Insurance	1.467	1.466	1.509	(1.346)	1.549	1.112	(1.475)	0.650	1.538	(1.452)	(1.586)	(4.196)	(0.764)
Claims	0.000	0.000	(1.020)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.146)	(1.166)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.231)	(0.550)	(7.874)	(1.030)	(1.030)	(10.681)	(0.659)	(0.332)	(8.283)	(1.377)	(3.266)	(21.576)	(56.891)
Professional Services Contracts	0.614	0.861	0.057	0.877	0.877	(0.041)	0.877	0.877	0.026	0.877	0.877	(16.727)	(9.946)
Materials and Supplies	(1.394)	(0.101)	(0.208)	(0.134)	(0.852)	(3.479)	(0.343)	(1.479)	(0.370)	(0.396)	(0.874)	(4.688)	(14.317)
Other Business Expenses	(1.548)	(1.505)	(1.490)	(1.401)	(1.398)	(1.336)	(2.150)	(1.421)	(1.541)	(1.661)	(1.481)	(11.193)	(28.125)
<b>Total Non-Labor Expenditures</b>	<b>(\$1.205)</b>	<b>\$0.057</b>	<b>(\$9.141)</b>	<b>(\$3.147)</b>	<b>(\$0.968)</b>	<b>(\$14.539)</b>	<b>(\$3.865)</b>	<b>(\$1.820)</b>	<b>(\$8.746)</b>	<b>(\$4.126)</b>	<b>(\$6.447)</b>	<b>(\$58.643)</b>	<b>(\$112.590)</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$7.727)</b>	<b>(\$1.317)</b>	<b>(\$17.101)</b>	<b>(\$13.884)</b>	<b>\$1.512</b>	<b>(\$8.490)</b>	<b>(\$10.580)</b>	<b>\$1.032</b>	<b>(\$2.571)</b>	<b>(\$14.656)</b>	<b>(\$3.530)</b>	<b>(\$65.271)</b>	<b>(\$142.582)</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>(\$7.059)</b>	<b>(\$0.010)</b>	<b>(\$15.568)</b>	<b>(\$14.334)</b>	<b>(\$0.966)</b>	<b>(\$7.058)</b>	<b>(\$8.587)</b>	<b>\$3.253</b>	<b>\$1.800</b>	<b>(\$13.774)</b>	<b>(\$1.858)</b>	<b>(\$61.135)</b>	<b>(\$125.298)</b>
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	9.925	0.000	0.000	9.925	0.000	0.000	9.925	0.000	0.000	9.925	39.700
GASB 68 Pension Expense Adjustment	0.000	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.875	3.500
Environmental Remediation	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	0.333	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$13.817</b>	<b>\$20.865</b>	<b>\$16.108</b>	<b>\$6.541</b>	<b>\$19.909</b>	<b>\$24.617</b>	<b>\$12.288</b>	<b>\$24.129</b>	<b>\$33.475</b>	<b>\$7.101</b>	<b>\$19.018</b>	<b>(\$29.459)</b>	<b>\$168.409</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Expenses**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><i>Non-Reimbursable Overtime</i></b>													
Scheduled Service	\$3.732	\$2.947	\$2.455	\$3.112	\$3.296	\$2.710	\$3.875	\$3.225	\$3.272	\$2.812	\$3.603	\$3.783	<b>\$38.822</b>
Unscheduled Service	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
Programmatic/Routine Maintenance	2.470	2.612	1.810	2.869	2.833	2.938	2.742	2.750	2.836	2.752	2.406	0.565	<b>29.582</b>
Unscheduled Maintenance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
Vacancy/Absentee Coverage	1.301	1.375	1.424	1.550	1.381	1.507	1.632	1.777	1.535	1.480	1.565	0.479	<b>17.004</b>
Weather Emergencies	1.966	0.991	2.008	0.211	0.248	0.112	0.284	0.255	0.152	0.359	0.660	(1.160)	<b>6.086</b>
Safety/Security/Law Enforcement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
<b><i>NON-REIMBURSABLE OVERTIME</i></b>	<b>\$9.469</b>	<b>\$7.924</b>	<b>\$7.697</b>	<b>\$7.741</b>	<b>\$7.758</b>	<b>\$7.266</b>	<b>\$8.533</b>	<b>\$8.007</b>	<b>\$7.795</b>	<b>\$7.402</b>	<b>\$8.233</b>	<b>\$3.667</b>	<b>\$91.494</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	<b>\$1.873</b>	<b>\$1.661</b>	<b>\$2.072</b>	<b>\$2.731</b>	<b>\$2.561</b>	<b>\$2.804</b>	<b>\$2.943</b>	<b>\$2.742</b>	<b>\$2.745</b>	<b>\$2.899</b>	<b>\$2.418</b>	<b>\$1.956</b>	<b>\$29.406</b>
<b>TOTAL OVERTIME</b>	<b>\$11.343</b>	<b>\$9.585</b>	<b>\$9.769</b>	<b>\$10.473</b>	<b>\$10.319</b>	<b>\$10.071</b>	<b>\$11.475</b>	<b>\$10.749</b>	<b>\$10.540</b>	<b>\$10.302</b>	<b>\$10.651</b>	<b>\$5.623</b>	<b>\$120.900</b>



**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Ridership (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>RIDERSHIP</b>													
<i>Harlem Line Ridership - Commutation</i>	1.383	1.254	1.462	1.459	1.335	1.463	1.394	1.272	1.408	1.494	1.307	1.412	16.644
<i>Harlem Line Ridership - Non-Commutation</i>	<u>0.807</u>	<u>0.771</u>	<u>0.865</u>	<u>0.934</u>	<u>0.955</u>	<u>0.970</u>	<u>0.963</u>	<u>0.951</u>	<u>0.976</u>	<u>1.024</u>	<u>1.007</u>	<u>1.047</u>	<u>11.271</u>
Total Harlem Line	2.190	2.026	2.327	2.393	2.291	2.433	2.357	2.223	2.384	2.518	2.315	2.459	27.916
<i>Hudson Line Ridership - Commutation</i>	0.797	0.727	0.839	0.839	0.769	0.827	0.796	0.737	0.786	0.828	0.731	0.789	9.466
<i>Hudson Line Ridership - Non-Commutation</i>	<u>0.545</u>	<u>0.528</u>	<u>0.596</u>	<u>0.669</u>	<u>0.699</u>	<u>0.725</u>	<u>0.748</u>	<u>0.748</u>	<u>0.684</u>	<u>0.732</u>	<u>0.699</u>	<u>0.699</u>	<u>8.072</u>
Total Hudson Line	1.342	1.255	1.435	1.507	1.468	1.553	1.544	1.485	1.470	1.560	1.430	1.488	17.538
<i>New Haven Line Ridership - Commutation</i>	1.839	1.659	1.920	1.926	1.780	1.941	1.852	1.692	1.872	1.985	1.730	1.828	22.024
<i>New Haven Line Ridership - Non-Commutation</i>	<u>1.351</u>	<u>1.266</u>	<u>1.411</u>	<u>1.523</u>	<u>1.591</u>	<u>1.778</u>	<u>1.648</u>	<u>1.646</u>	<u>1.530</u>	<u>1.540</u>	<u>1.595</u>	<u>1.703</u>	<u>18.583</u>
Total New Haven Line	3.191	2.925	3.332	3.449	3.371	3.718	3.500	3.338	3.402	3.525	3.324	3.532	40.607
<b>Total Commutation (East of Hudson)</b>	<b>4.020</b>	<b>3.640</b>	<b>4.222</b>	<b>4.223</b>	<b>3.884</b>	<b>4.231</b>	<b>4.042</b>	<b>3.701</b>	<b>4.066</b>	<b>4.307</b>	<b>3.768</b>	<b>4.030</b>	<b>48.135</b>
<b>Total Non-Commutation (East of Hudson)</b>	<b><u>2.704</u></b>	<b><u>2.566</u></b>	<b><u>2.872</u></b>	<b><u>3.126</u></b>	<b><u>3.245</u></b>	<b><u>3.473</u></b>	<b><u>3.359</u></b>	<b><u>3.345</u></b>	<b><u>3.190</u></b>	<b><u>3.296</u></b>	<b><u>3.301</u></b>	<b><u>3.449</u></b>	<b><u>37.926</u></b>
<b>Total East of Hudson Ridership</b>	<b>6.723</b>	<b>6.206</b>	<b>7.094</b>	<b>7.349</b>	<b>7.130</b>	<b>7.704</b>	<b>7.402</b>	<b>7.046</b>	<b>7.256</b>	<b>7.603</b>	<b>7.069</b>	<b>7.479</b>	<b>86.061</b>
<b>West of Hudson Ridership</b>	0.131	0.119	0.143	0.143	0.139	0.149	0.146	0.143	0.140	0.121	0.123	0.134	1.630
<b>Total Ridership</b>	<b>6.854</b>	<b>6.325</b>	<b>7.237</b>	<b>7.492</b>	<b>7.268</b>	<b>7.853</b>	<b>7.548</b>	<b>7.190</b>	<b>7.396</b>	<b>7.723</b>	<b>7.192</b>	<b>7.613</b>	<b>87.691</b>

**FAREBOX REVENUE**

<i>Harlem Line Revenue - Commutation</i>	9.373	9.254	9.462	9.486	9.721	9.965	9.604	9.099	9.902	10.021	9.954	9.514	115.356
<i>Harlem Line Revenue - Non Commutation</i>	<u>7.528</u>	<u>6.837</u>	<u>7.927</u>	<u>8.623</u>	<u>9.314</u>	<u>9.508</u>	<u>9.746</u>	<u>9.536</u>	<u>9.394</u>	<u>9.754</u>	<u>9.869</u>	<u>10.257</u>	<u>108.292</u>
Total Harlem Line Revenue	\$16.901	\$16.092	\$17.389	\$18.109	\$19.035	\$19.473	\$19.350	\$18.635	\$19.296	\$19.775	\$19.823	\$19.771	\$223.649
<i>Hudson Line Revenue - Commutation</i>	6.330	6.262	6.354	6.371	6.480	6.511	6.290	6.049	6.517	6.541	6.543	6.255	76.503
<i>Hudson Line Revenue - Non Commutation</i>	<u>6.254</u>	<u>5.825</u>	<u>6.820</u>	<u>7.565</u>	<u>8.251</u>	<u>8.431</u>	<u>8.835</u>	<u>8.849</u>	<u>8.174</u>	<u>8.880</u>	<u>8.549</u>	<u>8.474</u>	<u>94.907</u>
Total Hudson Line Revenue	\$12.584	\$12.087	\$13.174	\$13.936	\$14.731	\$14.942	\$15.125	\$14.897	\$14.691	\$15.421	\$15.092	\$14.729	\$171.410
<i>New Haven Line Revenue - Commutation</i>	13.293	13.051	13.283	13.372	13.506	13.729	13.280	12.592	14.016	14.200	14.058	13.765	162.146
<i>New Haven Line Revenue - Non Commutation</i>	<u>14.638</u>	<u>13.167</u>	<u>15.365</u>	<u>16.491</u>	<u>17.469</u>	<u>19.408</u>	<u>18.102</u>	<u>18.054</u>	<u>16.806</u>	<u>16.872</u>	<u>17.911</u>	<u>19.639</u>	<u>203.922</u>
Total New Haven Line Revenue	\$27.931	\$26.217	\$28.648	\$29.863	\$30.975	\$33.137	\$31.382	\$30.646	\$30.822	\$31.072	\$31.969	\$33.404	\$366.068
<b>Total Commutation Revenue</b>	<b>\$28.996</b>	<b>\$28.567</b>	<b>\$29.100</b>	<b>\$29.229</b>	<b>\$29.707</b>	<b>\$30.205</b>	<b>\$29.175</b>	<b>\$27.740</b>	<b>\$30.436</b>	<b>\$30.763</b>	<b>\$30.556</b>	<b>\$29.533</b>	<b>\$354.005</b>
<b>Total Non-Commutation Revenue</b>	<b><u>28.420</u></b>	<b><u>25.829</u></b>	<b><u>30.112</u></b>	<b><u>32.679</u></b>	<b><u>35.034</u></b>	<b><u>37.348</u></b>	<b><u>36.683</u></b>	<b><u>36.438</u></b>	<b><u>34.374</u></b>	<b><u>35.505</u></b>	<b><u>36.328</u></b>	<b><u>38.370</u></b>	<b><u>407.121</u></b>
<b>Total East of Hudson Revenue</b>	<b>\$57.416</b>	<b>\$54.396</b>	<b>\$59.212</b>	<b>\$61.908</b>	<b>\$64.741</b>	<b>\$67.552</b>	<b>\$65.858</b>	<b>\$64.178</b>	<b>\$64.809</b>	<b>\$66.268</b>	<b>\$66.884</b>	<b>\$67.903</b>	<b>\$761.126</b>
<b>West of Hudson Revenue</b>	\$1.156	\$1.105	\$1.216	\$1.230	\$1.271	\$1.312	\$1.325	\$1.334	\$1.282	\$1.093	\$1.204	\$1.221	\$14.747
<b>Total Farebox Revenue</b>	<b>\$58.572</b>	<b>\$55.500</b>	<b>\$60.428</b>	<b>\$63.138</b>	<b>\$66.011</b>	<b>\$68.865</b>	<b>\$67.183</b>	<b>\$65.512</b>	<b>\$66.091</b>	<b>\$67.362</b>	<b>\$68.088</b>	<b>\$69.124</b>	<b>\$775.873</b>

\* Reflects East of Hudson Service

Notes: West of Hudson total ridership for both Pascack Valley and Port Jervis lines.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function**  
**Non-Reimbursable and Reimbursable**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
President	3	3	3	3	3	3	3	3	3	3	3	3
Labor Relations	13	13	13	13	13	13	13	13	13	13	13	19
Safety	59	59	59	59	59	59	59	59	59	59	59	75
Security	22	22	22	22	22	22	22	22	22	22	22	23
Office of the Executive VP	7	7	7	7	7	7	7	7	7	7	7	10
Corporate & Public Affairs	15	15	15	15	15	15	15	15	15	15	15	15
Customer Service	53	53	54	54	54	54	54	54	54	54	54	65
Legal	11	11	11	11	11	11	11	11	11	11	11	15
Claims	7	7	7	7	7	7	7	7	7	7	7	12
VP Human Resources	37	37	37	37	37	37	37	37	37	37	37	44
Training	85	85	85	85	85	85	85	85	85	85	85	96
Employee Relations & Diversity	5	5	5	5	5	5	5	5	5	5	5	6
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	22	21	21	21	21	21	21	21	21	21	21	23
Capital Planning & Programming	11	11	11	11	11	11	11	11	11	11	11	17
Long Range Planning	6	6	6	6	6	6	6	6	6	6	6	7
VP Finance & Info Systems	0	0	0	0	0	0	0	0	0	0	0	1
Controller	73	73	75	75	75	75	75	75	75	75	75	77
Information Technology & Project Mgmt	0	0	0	0	0	0	0	0	0	0	0	0
Budget	18	18	18	18	18	18	18	18	18	18	18	22
Procurement & Material Management	21	21	21	21	21	21	21	21	21	21	21	33
Corporate	0	0	0	0	0	0	0	0	0	0	0	(76)
<b>Total Administration</b>	<b>470</b>	<b>469</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>489</b>
<b>Operations</b>												
Operations Support	77	77	77	77	77	77	77	77	77	77	77	98
Transportation	1,695	1,709	1,710	1,718	1,709	1,723	1,710	1,715	1,706	1,719	1,710	1,686
Customer Service	378	378	378	379	380	381	382	382	382	382	382	396
Metro-North West	32	32	32	32	32	32	32	32	32	32	32	44
<b>Total Operations</b>	<b>2,182</b>	<b>2,196</b>	<b>2,197</b>	<b>2,206</b>	<b>2,198</b>	<b>2,213</b>	<b>2,201</b>	<b>2,206</b>	<b>2,197</b>	<b>2,210</b>	<b>2,201</b>	<b>2,224</b>
<b>Maintenance</b>												
Maintenance of Equipment	1,707	1,717	1,727	1,718	1,701	1,676	1,699	1,706	1,723	1,723	1,740	1,779
Maintenance of Way	2,136	2,132	2,142	2,147	2,174	2,181	2,187	2,190	2,201	2,229	2,230	2,300
Procurement & Material Management	116	116	116	116	116	116	116	116	116	116	116	139
<b>Total Maintenance</b>	<b>3,959</b>	<b>3,965</b>	<b>3,985</b>	<b>3,981</b>	<b>3,991</b>	<b>3,973</b>	<b>4,002</b>	<b>4,012</b>	<b>4,040</b>	<b>4,068</b>	<b>4,086</b>	<b>4,218</b>
<b>Engineering/Capital</b>												
Construction Management	37	37	37	37	37	37	37	37	37	37	37	41
Engineering & Design	90	90	90	90	90	90	90	90	90	90	90	92
<b>Total Engineering/Capital</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>133</b>
<b>Total Positions</b>	<b>6,738</b>	<b>6,757</b>	<b>6,781</b>	<b>6,786</b>	<b>6,788</b>	<b>6,785</b>	<b>6,802</b>	<b>6,817</b>	<b>6,836</b>	<b>6,877</b>	<b>6,886</b>	<b>7,064</b>
<i>Non-Reimbursable</i>	6,114	6,118	6,090	5,973	5,961	5,941	5,975	5,981	6,005	6,021	6,095	6,293
<i>Reimbursable</i>	624	639	691	813	827	844	827	836	831	856	791	771
<i>Total Full-Time</i>	6,737	6,756	6,780	6,785	6,787	6,784	6,801	6,816	6,835	6,876	6,885	7,063
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1	1	1	1	1	1	1

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2020 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	153	152	152	152	152	152	152	152	152	152	152	110
Professional/Technical/Clerical	317	317	320	320	320	320	320	320	320	320	320	379
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>470</b>	<b>469</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>472</b>	<b>489</b>
<b>Operations</b>												
Managers/Supervisors	260	262	268	271	271	273	272	273	272	272	272	257
Professional/Technical/Clerical	216	219	219	220	221	222	222	222	222	222	222	243
Operational Hourlies	1,706	1,715	1,710	1,715	1,706	1,718	1,707	1,711	1,703	1,716	1,707	1,724
<b>Total Operations Headcount</b>	<b>2,182</b>	<b>2,196</b>	<b>2,197</b>	<b>2,206</b>	<b>2,198</b>	<b>2,213</b>	<b>2,201</b>	<b>2,206</b>	<b>2,197</b>	<b>2,210</b>	<b>2,201</b>	<b>2,224</b>
<b>Maintenance</b>												
Managers/Supervisors	666	665	666	667	660	664	665	666	668	671	673	690
Professional/Technical/Clerical	469	469	471	472	471	474	485	487	487	488	489	516
Operational Hourlies	2,824	2,831	2,848	2,842	2,860	2,835	2,852	2,859	2,885	2,909	2,924	3,012
<b>Total Maintenance Headcount</b>	<b>3,959</b>	<b>3,965</b>	<b>3,985</b>	<b>3,981</b>	<b>3,991</b>	<b>3,973</b>	<b>4,002</b>	<b>4,012</b>	<b>4,040</b>	<b>4,068</b>	<b>4,086</b>	<b>4,218</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	47	47	47	47	47	47	47	47	47	47	47	52
Professional/Technical/Clerical	80	80	80	80	80	80	80	80	80	80	80	81
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>133</b>
<b>Public Safety</b>												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>												
Managers/Supervisors	1,126	1,126	1,133	1,137	1,130	1,136	1,136	1,138	1,139	1,142	1,144	1,109
Professional, Technical, Clerical	1,082	1,085	1,090	1,092	1,092	1,096	1,107	1,109	1,109	1,110	1,111	1,219
Operational Hourlies	4,530	4,546	4,558	4,557	4,566	4,553	4,559	4,570	4,588	4,625	4,631	4,736
<b>Total Positions</b>	<b>6,738</b>	<b>6,757</b>	<b>6,781</b>	<b>6,786</b>	<b>6,788</b>	<b>6,785</b>	<b>6,802</b>	<b>6,817</b>	<b>6,836</b>	<b>6,877</b>	<b>6,886</b>	<b>7,064</b>



# ANNUAL OPERATING REPORT

2019

## **2019 Annual Operating Report**

Overall OTP performance operated 1.4% above the goal of 93.0% at 94.4% and a 4.3% improvement over 2018.

Weekend Service operated 4.3% above goal at 97.3%

Hudson Line operated at 95.0%

Harlem Line operated at 95.3%

New Haven Line operated at 93.4%

Adversely impacted trains reduced by 44% and Train Delay Minutes reduced by 42%.

Rolling Stock “mean distance between failures” (MDBF) operated 45% above goal at 239,188.

Car availability also improved by as installations of PTC Equipment completed resulting in a 99.4 percent “consist compliance rate” which is the percentage of cars required for service to provide customers seats each day.

### **West of Hudson**

Our West of Hudson OTP performance operated 3.2% below the goal of 93.0% at 89.8%.

Pascack Valley operated above goal at 94.2%.

Port Jervis operated below goal at 84.2% due to installation of the new cab signal system and infrastructure work.

The availability of locomotive Engineers improved and the number of cancelled West of Hudson trains decreased by 30% from 260 in 2018 to 163.

Car availability improved by 2.5% from 2018 as installations of PTC Equipment was completed resulting in a 99.1 percent “consist compliance rate”.

<b>Performance Summary</b>			<b>2019 Data</b>		<b>2018</b>	
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.4%</b>	<b>90.1%</b>	
		AM Peak	93.0%	92.2%	86.9%	
		AM Reverse Peak	93.0%	95.1%	92.8%	
		PM Peak	93.0%	93.5%	89.9%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>93.2%</b>	<b>89.0%</b>	
		Off Peak Weekday	93.0%	93.9%	88.5%	
		Weekend	93.0%	97.3%	94.8%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>95.0%</b>	<b>90.0%</b>
		AM Peak	93.0%	91.8%	85.9%	
		AM Reverse Peak	93.0%	94.4%	95.1%	
		PM Peak	93.0%	96.1%	92.4%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>93.9%</b>	<b>89.8%</b>	
		Off Peak Weekday	93.0%	95.1%	87.7%	
		Weekend	93.0%	96.4%	94.4%	
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>95.3%</b>	<b>91.8%</b>
		AM Peak	93.0%	93.2%	88.3%	
		AM Reverse Peak	93.0%	94.6%	91.7%	
		PM Peak	93.0%	93.2%	89.5%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>93.5%</b>	<b>89.4%</b>	
		Off Peak Weekday	93.0%	95.4%	92.0%	
		Weekend	93.0%	98.4%	95.8%	
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.4%</b>	<b>88.9%</b>	
	AM Peak	93.0%	91.7%	86.5%		
	AM Reverse Peak	93.0%	95.9%	92.6%		
	PM Peak	93.0%	92.1%	88.7%		
	<b>Total Peak</b>	<b>93.0%</b>	<b>92.5%</b>	<b>88.3%</b>		
	Off Peak Weekday	93.0%	92.1%	86.4%		
	Weekend	93.0%	97.0%	94.4%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>230,787</b>	<b>229,587</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>		12.6	12.6		
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		2,300	2,592		
	<b>Trains Canceled</b>		230	194		
	<b>Trains Terminated</b>		230	243		
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.8%		
			99.6%			
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>98.5%</b>	<b>99.4%</b>	<b>98.5%</b>	
		AM Peak	97.0%	98.6%	96.4%	
		AM Reverse Peak	99.5%	100.0%	99.9%	
		PM Peak	97.0%	98.9%	96.4%	
		<b>Total Peak</b>	<b>97.0%</b>	<b>98.9%</b>	<b>97.2%</b>	
		Off Peak	99.5%	99.8%	99.4%	
		Weekend	99.5%	99.7%	99.5%	
		<b>Hudson Line</b>	AM Peak	99.0%	99.9%	99.5%
		PM Peak	99.0%	99.9%	99.0%	
		<b>Harlem Line</b>	AM Peak	97.0%	99.0%	96.0%
		PM Peak	97.0%	99.0%	96.9%	
		<b>New Haven Line</b>	AM Peak	95.0%	97.4%	94.5%
		PM Peak	95.0%	98.1%	94.2%	

**SYSTEM Category of Delay**

<b>Delay Minutes / Delay Threshold</b>	<b>% Total</b>	<b>2019 Data Year Ending Dec 31</b>	<b>2018 Data Year Ending Dec 31</b>	<b>YTD 2019 Vs 2018</b>
Engineering (Scheduled)	8.0%	2,120	5,850	-3,730
Engineering (Unscheduled)	26.1%	6,903	12,406	-5,503
Maintenance of Equipment	16.5%	4,368	7,705	-3,337
Transportation	2.7%	719	1,344	-625
Capital Projects	5.1%	1,349	2,676	-1,327
Weather and Environmental	13.1%	3,458	8,247	-4,789
Police	10.9%	2,875	2,824	51
Customers	4.9%	1,284	1,728	-444
Other	12.6%	3,339	2,735	604
3rd Party Operations	0.2%	44	187	-143
<b>TOTAL</b>	<b>100.0%</b>	<b>26,459</b>	<b>45,702</b>	<b>-19,243</b>

<b>HUDSON LINE</b>	<b>% Total</b>	<b>Year Ending Dec 31</b>	<b>Year Ending Dec 31</b>	<b>YTD 2019 Vs 2018</b>
Engineering (Scheduled)	10.5%	595	1,738	-1,143
Engineering (Unscheduled)	19.2%	1,090	2,927	-1,837
Maintenance of Equipment	20.4%	1,160	1,952	-792
Transportation	2.0%	115	336	-221
Capital Projects	9.6%	549	1,057	-508
Weather and Environmental	8.9%	505	1,258	-753
Police	7.3%	414	427	-13
Customers	6.3%	357	588	-231
Other	15.6%	890	386	504
3rd Party Operations	0.3%	16	57	-41
<b>TOTAL</b>	<b>100.0%</b>	<b>5,691</b>	<b>10,726</b>	<b>-5,035</b>
<b>HARLEM LINE</b>	<b>% Total</b>	<b>Year Ending Dec 31</b>	<b>Year Ending Dec 31</b>	<b>YTD 2019 Vs 2018</b>
Engineering (Scheduled)	7.2%	487	943	-456
Engineering (Unscheduled)	25.1%	1,689	3,693	-2,004
Maintenance of Equipment	18.1%	1,219	1,958	-739
Transportation	2.6%	174	364	-190
Capital Projects	1.8%	124	295	-171
Weather and Environmental	14.1%	951	3,488	-2,537
Police	12.0%	810	792	18
Customers	4.7%	316	470	-154
Other	14.3%	966	666	300
3rd Party Operations	0.0%	0	20	-20
<b>TOTAL</b>	<b>100.0%</b>	<b>6,736</b>	<b>12,689</b>	<b>-5,953</b>
<b>NEW HAVEN LINE</b>	<b>% Total</b>	<b>Year Ending Dec 31</b>	<b>Year Ending Dec 31</b>	<b>YTD 2019 Vs 2018</b>
Engineering (Scheduled)	7.4%	1,037	3,169	-2,132
Engineering (Unscheduled)	29.4%	4,124	5,786	-1,662
Maintenance of Equipment	14.2%	1,989	3,795	-1,806
Transportation	3.1%	430	644	-214
Capital Projects	4.8%	676	1,324	-648
Weather and Environmental	14.3%	2,002	3,501	-1,499
Police	11.8%	1,652	1,604	48
Customers	4.4%	611	670	-59
Other	10.6%	1,483	1,683	-200
3rd Party Operations	0.2%	27	110	-83
<b>TOTAL</b>	<b>100.0%</b>	<b>14,031</b>	<b>22,286</b>	<b>-8,255</b>

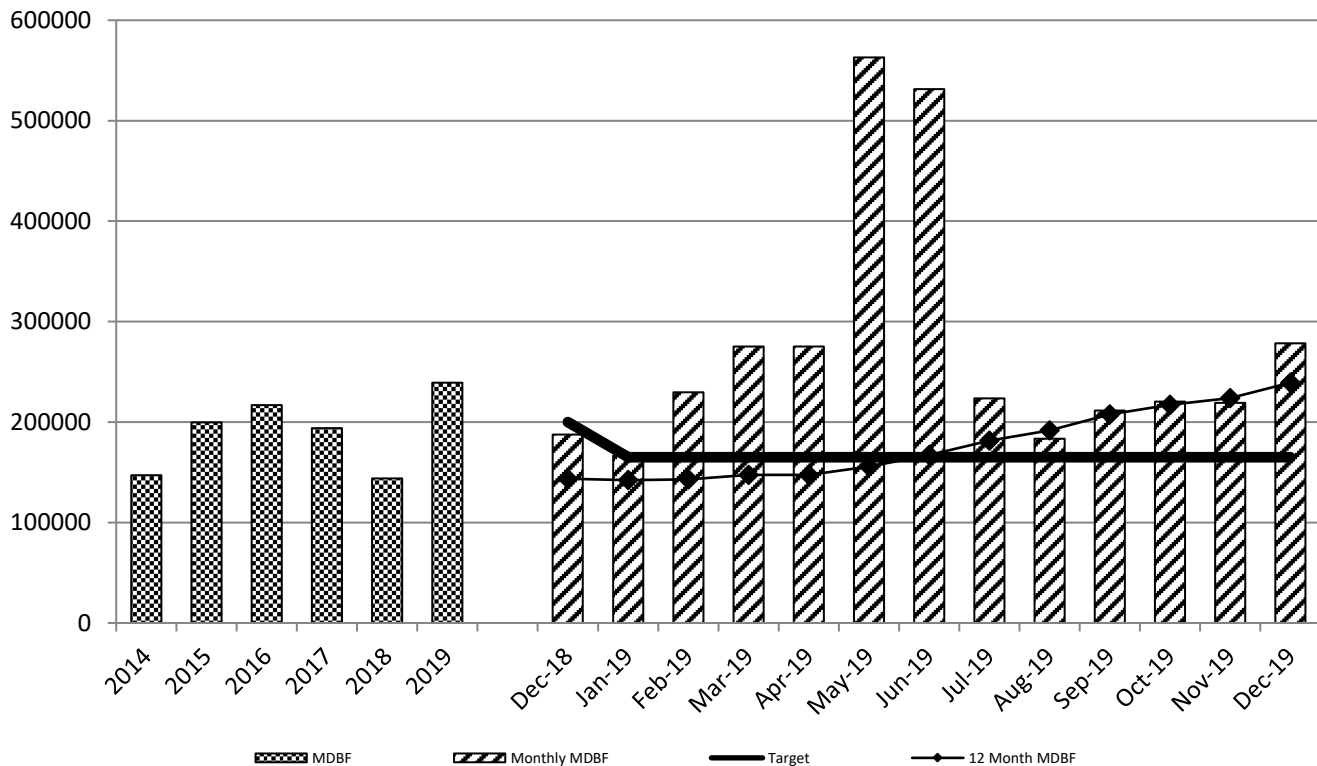
			2019 Data		2018 Data
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Year Ending as of December-19 (miles)	Year Ending as of December-18 (miles)
<b>Mean Distance Between Failures</b>	M2	20			56,271
	M8	405	280,000	367,122	213,148
	M3	138	80,000	86,763	72,859
	M7	334	330,000	361,474	317,281
	Coach	209	200,000	284,246	161,188
	P-32	31	21,000	38,105	17,880
	BL-20	12	13,000	33,427	15,721
<b>Fleet</b>	<b>1129</b>	<b>165,000</b>	<b>239,188</b>	<b>144,017</b>	

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





<b>West of Hudson Performance Summary</b>			<b>2019 Data</b>		<b>2018 Data</b>
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>93.0%</b>	<b>89.8%</b>	<b>90.7%</b>
		AM Peak	93.0%	90.6%	90.2%
		PM Peak	93.0%	90.9%	91.3%
		<b>Total Peak</b>	<b>93.0%</b>	<b>90.8%</b>	<b>90.8%</b>
		Off Peak Weekday	93.0%	88.0%	90.1%
		Weekend	93.0%	91.9%	92.1%
	<b>Pascack Valley Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.2%</b>	<b>93.8%</b>
		AM Peak	93.0%	95.9%	93.5%
		PM Peak	93.0%	94.0%	95.0%
		<b>Total Peak</b>	<b>93.0%</b>	<b>95.0%</b>	<b>94.2%</b>
		Off Peak Weekday	93.0%	93.3%	93.4%
		Weekend	93.0%	94.6%	94.1%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>84.2%</b>	<b>86.5%</b>
		AM Peak	93.0%	84.5%	86.2%
		PM Peak	93.0%	87.3%	87.0%
<b>Total Peak</b>		<b>93.0%</b>	<b>85.9%</b>	<b>86.6%</b>	
Off Peak Weekday		93.0%	81.4%	85.5%	
	Weekend	93.0%	87.8%	88.6%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>19,055</b>	<b>19,911</b>
	<b>Avg. Delay per Late Train (min)</b> <i>excluding trains canceled or terminated</i>			21.0	20.1
	<b>Trains Over 15 min. Late</b> <i>excluding trains canceled or terminated</i>		300	785	724
	<b>Trains Canceled</b>		60	163	260
	<b>Trains Terminated</b>		60	73	67
	<b>Percent of Scheduled Trips Completed</b>		99.4%	98.8%	98.4%
	<b>Consist Compliance*</b> <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	<b>System - AM</b>	<b>Overall</b>	<b>99.0%</b>	<b>99.1%</b>
<b>Pascack Valley - AM</b>		99.0%	99.0%	97.2%	
<b>Port Jervis - AM</b>		99.0%	99.2%	98.1%	

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

**Annual 2019 STANDEE REPORT**

East of Hudson			YTD 2018	YTD 2019
<b>Daily Average</b>	Hudson Line	Program Standees	0	0
		Add'l Standees	11	2
<b>Total Standees</b>			<b>11</b>	<b>2</b>
<b>AM Peak</b>	Harlem Line	Program Standees	3	3
		Add'l Standees	105	20
<b>Total Standees</b>			<b>108</b>	<b>22</b>
	New Haven Line	Program Standees	2	2
		Add'l Standees	128	59
<b>Total Standees</b>			<b>130</b>	<b>61</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>248</b>	<b>86</b>
<b>Daily Average</b>	Hudson Line	Program Standees	0	0
		Add'l Standees	6	1
<b>Total Standees</b>			<b>6</b>	<b>1</b>
<b>PM Peak</b>	Harlem Line	Program Standees	0	0
		Add'l Standees	33	8
<b>Total Standees</b>			<b>33</b>	<b>8</b>
	New Haven Line	Program Standees	13	13
		Add'l Standees	143	51
<b>Total Standees</b>			<b>156</b>	<b>64</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>195</b>	<b>73</b>

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

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

**Definitions**

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

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

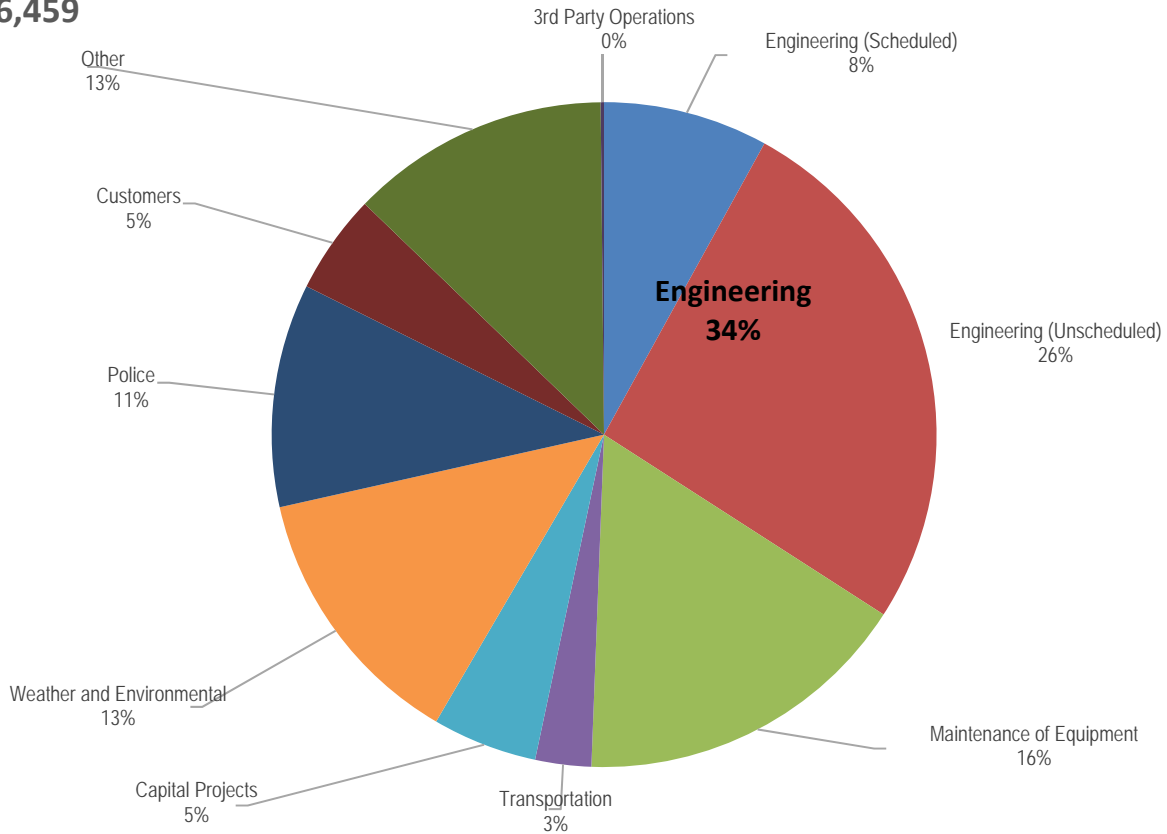
"Additional Standees" reflect the impact of reduced train car consists reported as consist compliance less than 1

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

Operations Planning and Analysis/jc

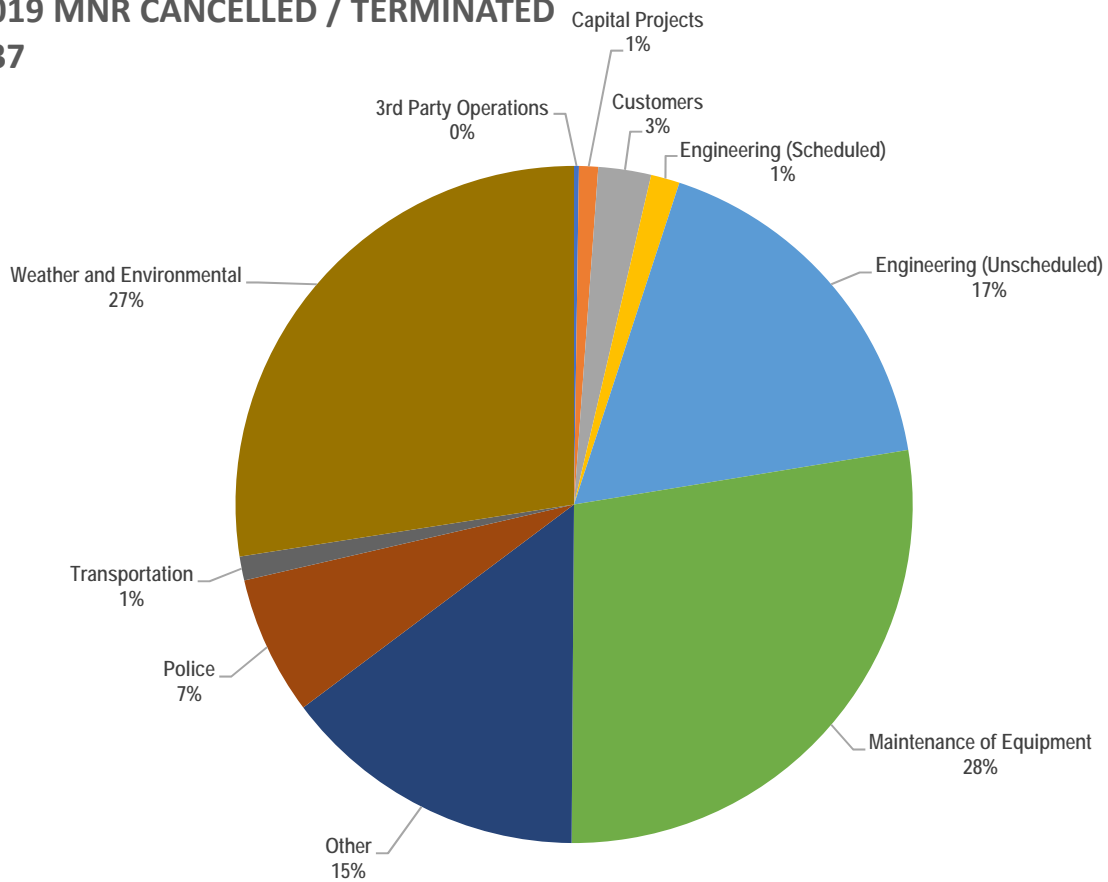
## 2019 MNR Delay Minutes

26,459

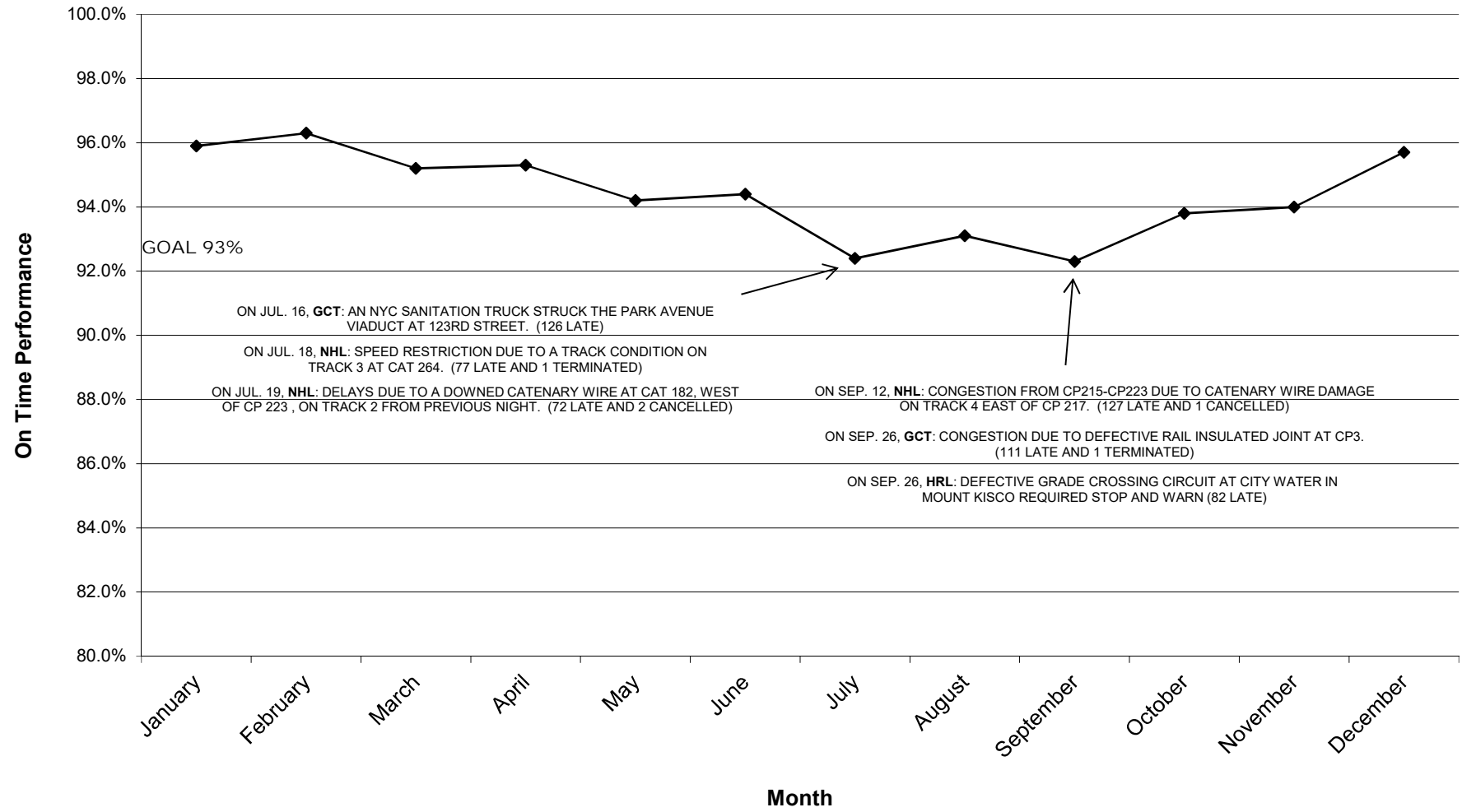


## 2019 MNR CANCELLED / TERMINATED

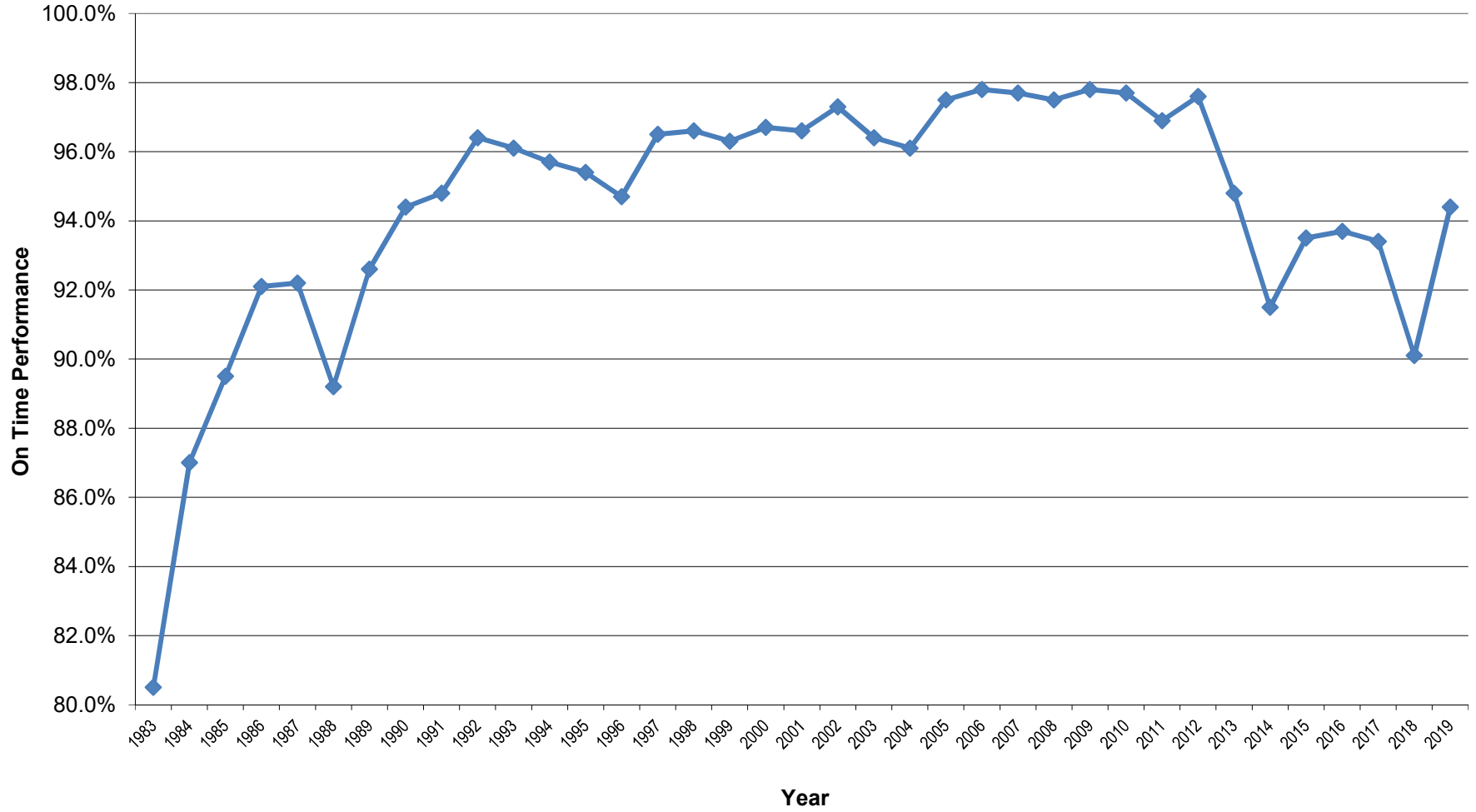
437



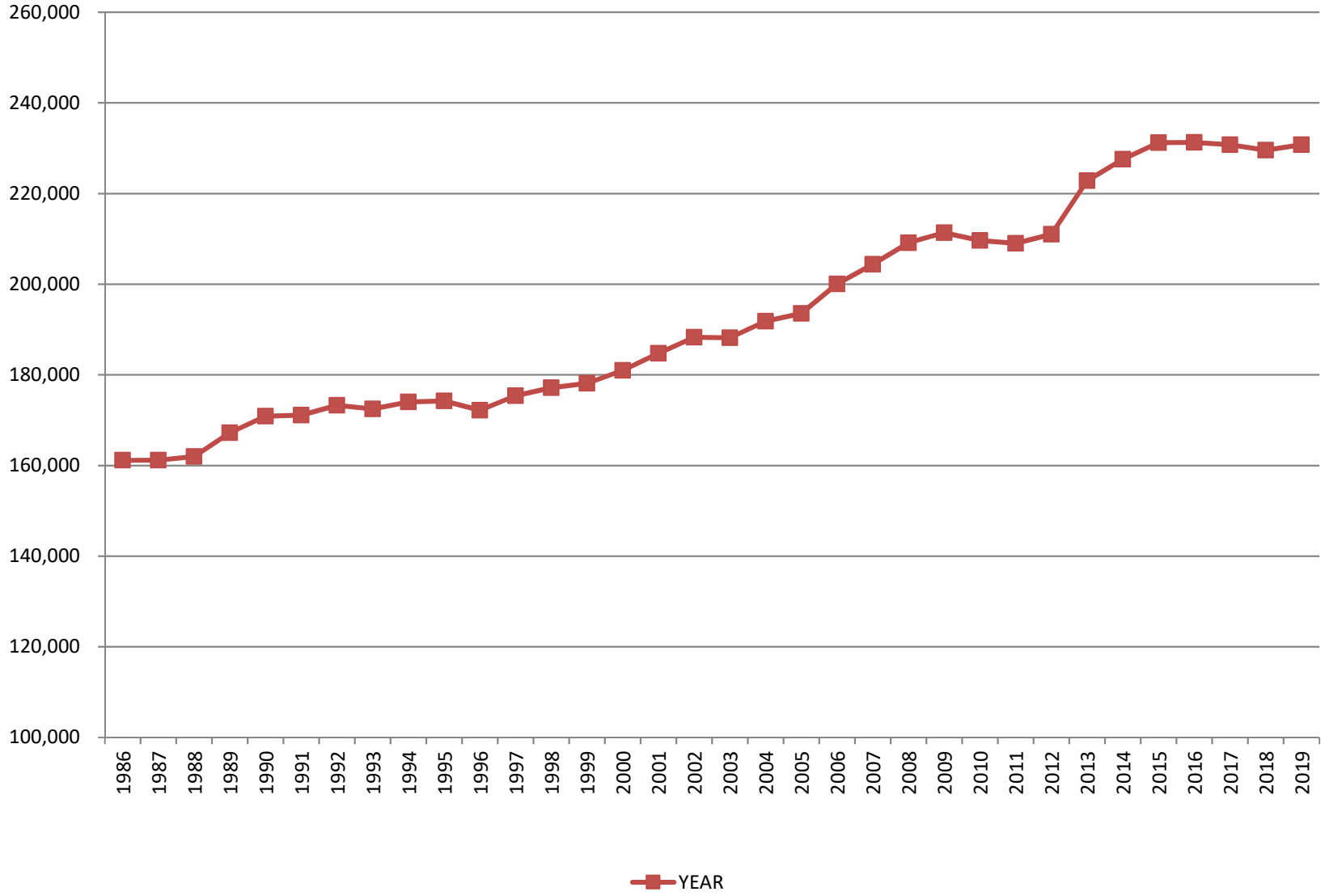
## 2019 On Time Performance and Major Events By Month



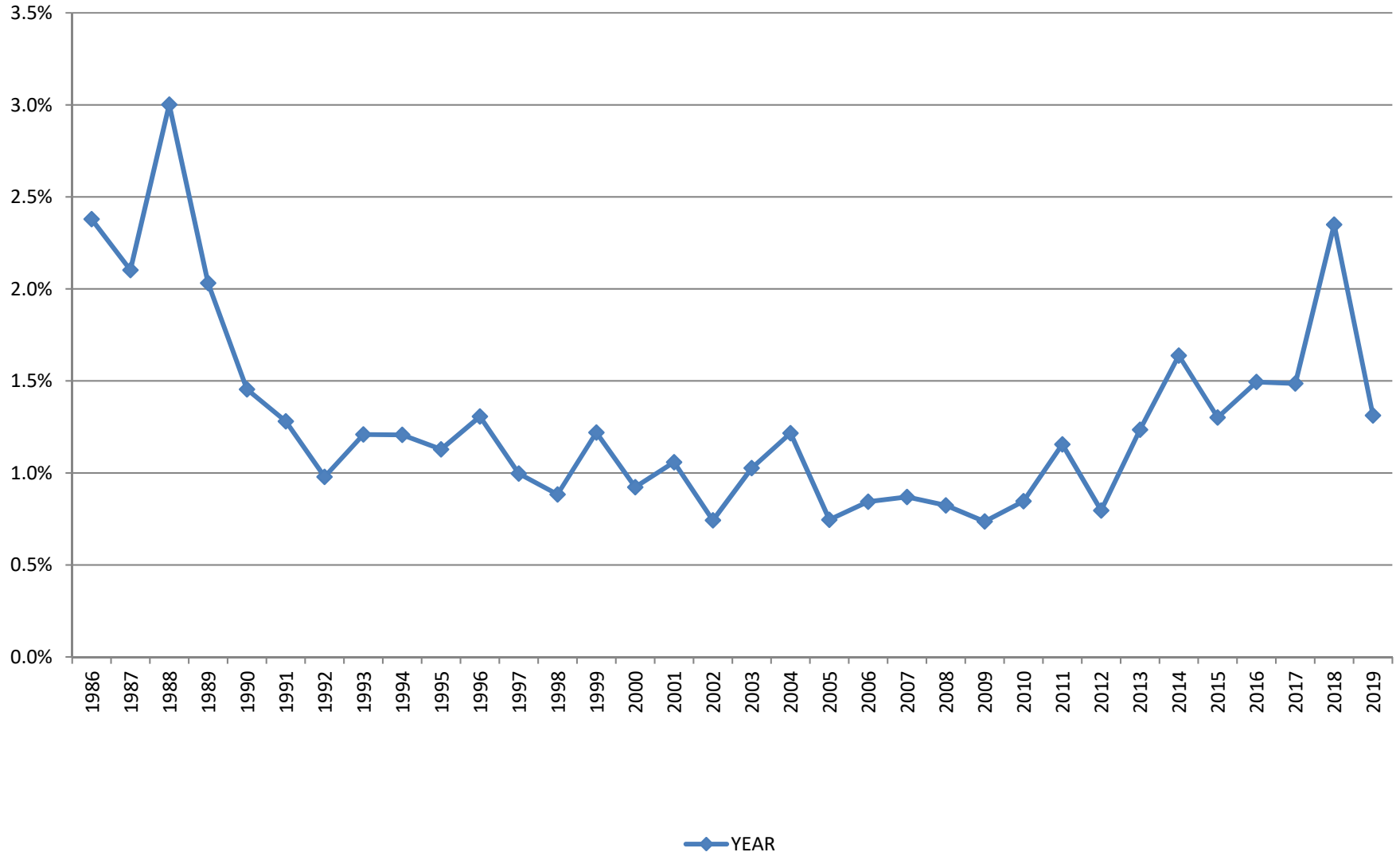
### On Time Performance By Year 1983 through 2019



### Scheduled Trains by Year



### Percentage of Adversely Impacted Trains (>15' Late, Cancelled, Terminated)





# **Diversity/EEO Report**



# METRO-NORTH RAILROAD MNR

## **EEO Report – 4<sup>th</sup> Quarter 2019**

February 24, 2020



# Executive Summary

## ■ EEO

As of **December 31, 2019**, MNR's workforce included **6,660** total employees. This represents a 1% decrease from the fourth quarter 2018 (4Q18) workforce.

- Females represent 13% (845) of our workforce, remaining constant, when compared to 4Q18 despite outreach programs.
- Females were hired above their current representation because of outreach efforts by HR targeting females.
- Minorities represent 39% (2,596) of our workforce, an increase of 1% when compared to 4Q18 due to outreach efforts such as minority focused career expos.
- Minorities were hired above their current representation partially due to high minority hiring rates in the Professional/EEO category.



# Executive Summary

MNR conducted a **utilization analysis**\* of females and minorities in its workforce as of December 31, 2019. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

## Females:

- Professionals – Whites
- Technicians – Asians
- Paraprofessionals – Hispanics, 2+ Races and Whites
- Administrative Support – Asians and Whites
- Skilled Craft – Hispanics and Whites
- Service Maintenance – Hispanics and Asians

## Minorities:

- Technicians – Hispanics, Asians and AI/AN
- Paraprofessionals – Blacks, Hispanics, Asians and 2+ Races
- Administrative Support – Asians
- Skilled Craft – Hispanics and Asians
- Service Maintenance – Hispanics and Asians

\*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



# Executive Summary

## □ Diversity Initiatives to increasing representation

- Initiatives/challenges to address underrepresentation for females and minorities
  - **Female** HR participated in a Female outreach initiative sponsored by the Bronx Library Center, and HR held outreach efforts at several Career & Technical Education (CTE/High Schools) programs. Diversity and EEO attended a Women's Leadership Conference in Poughkeepsie, New York that addressed developing female leaders and focused on mentoring, diversity and inclusion, and advancing and fostering the careers of females in a company's workforce.
  - **Minority** HR held Career Expos at the Career Services and Hispanic Federation and at the Resort World Casino as part of our efforts to attract minorities to the MNR workforce.
  - **Veteran** In an on-going effort to increase veteran presence in the MNR workforce, HR attended Veteran's Job Fairs, a DCAS Veterans Event and Congressman Payne, Jr's 4th Annual Veterans Day Program.
  - **Persons with disability** MNR Talent Acquisition attended job fairs with RUSK Rehabilitation and participated in National Disability Awareness Month as part of our efforts to recruit people with disabilities.



MNR's

**Workforce**  
as of December 31, 2019



# Definitions of EEO Job Categories

## **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

## **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

## **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

## **Protective Services**

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

## **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

## **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

## **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

## **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



# MNR's Workforce

JOB CATEGORY	TOTAL		Minorities		Est Avail %	WHITES		Est Avail %	BLACKS		Est Avail %	HISPANICS		Est Avail %	ASIANS		Est Avail %	AI/AN*		Est Avail %	NHOPI**		Est Avail %	2+ RACES		Est Avail %	VETERANS		PWD***	
	#	%	#	%		#	%		#	%		#	%		#	%		#	%		#	%		#	%		#	%	#	%
<b>Officials &amp; Administrators</b>	<b>807</b>		304	38%	27%	503	62%	53%	119	15%	12%	75	9%	8%	73	9%	4%	2	0%	0%	1	0%	0%	34	4%	3%	60	7%	10	1%
F	185	23%	104	13%	18%	81	10%	10%	39	5%	4%	26	3%	2%	30	4%	2%	1	0%	0%	1	0%	0%	7	1%	1%	2	3%	2	20%
M	622	77%	200	25%	9%	422	52%	43%	80	10%	8%	49	6%	5%	43	5%	3%	1	0%	0%	0	0%	0%	27	3%	2%	58	97%	8	80%
<b>Professionals</b>	<b>278</b>		147	53%	31%	131	47%	49%	56	20%	13%	36	13%	10%	36	13%	7%	2	1%	0%	0	0%	0%	17	6%	2%	7	3%	4	1%
F	97	35%	68	24%	17%	29	10%	20%	32	12%	7%	14	5%	5%	14	5%	3%	2	1%	0%	0	0%	0%	6	2%	1%	1	14%	2	50%
M	181	65%	79	28%	15%	102	37%	29%	24	9%	6%	22	8%	5%	22	8%	4%	0	0%	0%	0	0%	0%	11	4%	1%	6	86%	2	50%
<b>Technicians</b>	<b>138</b>		61	44%	32%	77	56%	48%	31	22%	16%	13	9%	10%	8	6%	3%	0	0%	1%	0	0%	0%	9	7%	3%	22	16%	2	1%
F	16	12%	12	9%	4%	4	3%	3%	6	4%	2%	3	2%	1%	0	0%	1%	0	0%	0%	0	0%	0%	3	2%	0%	3	14%	0	0%
M	122	88%	49	36%	28%	73	53%	46%	25	18%	14%	10	7%	9%	8	6%	2%	0	0%	1%	0	0%	0%	6	4%	3%	19	86%	2	100%
<b>Protective Services</b>																														
F																														
M																														
<b>Paraprofessionals</b>	<b>14</b>		5	36%	33%	9	64%	47%	2	14%	14%	1	7%	14%	1	7%	5%	0	0%	0%	0	0%	0%	1	7%	1%	0	0%	1	0%
F	7	50%	4	29%	29%	3	21%	41%	2	14%	12%	1	7%	12%	1	7%	4%	0	0%	0%	0	0%	0%	0	0%	1%	0	0%	0	0%
M	7	50%	1	7%	5%	6	43%	6%	0	0%	2%	0	0%	2%	0	0%	1%	0	0%	0%	0	0%	0%	1	7%	0%	0	0%	1	100%
<b>Administrative Support</b>	<b>382</b>		224	59%	41%	158	41%	39%	135	35%	21%	58	15%	13%	9	2%	4%	0	0%	0%	0	0%	0%	22	6%	2%	17	4%	4	1%
F	154	40%	120	31%	19%	34	9%	15%	80	21%	10%	27	7%	6%	5	1%	2%	0	0%	0%	0	0%	0%	8	2%	1%	1	6%	1	25%
M	228	60%	104	27%	22%	124	32%	25%	55	14%	11%	31	8%	7%	4	1%	2%	0	0%	0%	0	0%	0%	14	4%	2%	16	94%	3	75%
<b>Skilled Craft</b>	<b>3,395</b>		1130	33%	30%	2,265	67%	50%	581	17%	14%	349	10%	10%	48	1%	2%	17	1%	0%	0	0%	0%	135	4%	2%	323	10%	24	1%
F	64	2%	39	1%	2%	25	1%	2%	29	1%	1%	7	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	3	0%	0%	5	2%	0	0%
M	3,331	98%	1091	32%	27%	2,240	66%	48%	552	16%	13%	342	10%	10%	48	1%	2%	17	1%	0%	0	0%	0%	132	4%	2%	318	98%	24	100%
<b>Service Maintenance</b>	<b>1,646</b>		725	44%	42%	921	56%	29%	403	24%	19%	217	13%	27%	31	2%	3%	4	0%	0%	0	0%	0%	70	4%	1%	73	4%	9	1%
F	322	20%	202	12%	39%	120	7%	4%	131	8%	4%	45	3%	6%	5	0%	1%	1	0%	0%	0	0%	0%	20	1%	0%	6	8%	5	56%
M	1,324	80%	523	32%	2%	801	49%	26%	272	17%	15%	172	10%	21%	26	2%	2%	3	0%	0%	0	0%	0%	50	3%	1%	67	92%	4	44%
<b>Total</b>	<b>6,660</b>		<b>2,596</b>	<b>39%</b>		<b>4,064</b>	<b>61%</b>		<b>1,327</b>	<b>20%</b>		<b>749</b>	<b>11%</b>		<b>206</b>	<b>3%</b>		<b>25</b>	<b>0%</b>		<b>1</b>	<b>0%</b>		<b>288</b>	<b>4%</b>		<b>502</b>	<b>8%</b>	<b>54</b>	<b>1%</b>



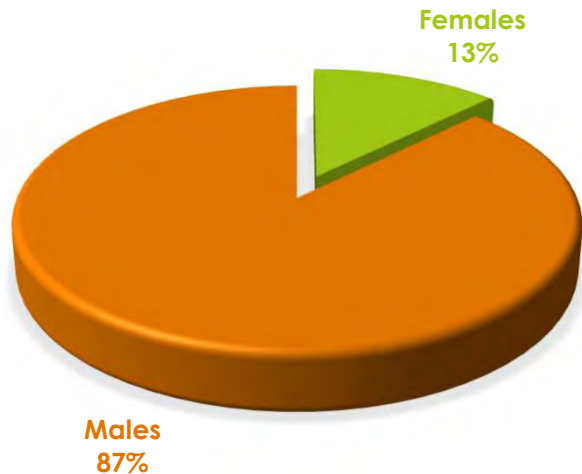
\* American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

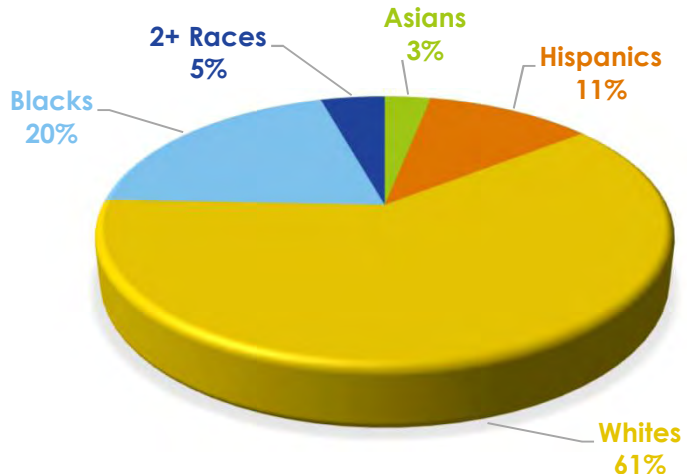
Note: All percentages have been rounded up to the nearest whole number.

# MNR's Workforce

**WORKFORCE BY GENDER**



**WORKFORCE BY RACE/ETHNICITY**



MNR's workforce consists of **6,660** employees

- ❑ 13% females, 39% minorities, and 8% veterans.
- ❑ The percentage of females employed remained constant when compared to 4Q18.
- ❑ The percentage of minorities has increased by 1% as it relates to race and ethnicity when compared to 4Q18.





# Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **December 31, 2019** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80 percent of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



# MNR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	4%	5%	2%	3%	2%	4%	0%	0%	0%	0%	1%	1%	10%	10%
	M	8%	10%	5%	6%	3%	5%	0%	0%	0%	0%	2%	3%		
Professionals	F	7%	12%	5%	5%	3%	5%	0%	1%	0%	0%	1%	2%	20%	10%
	M	6%	9%	5%	8%	4%	8%	0%	0%	0%	0%	1%	4%		
Technicians	F	2%	4%	1%	2%	1%	0%	0%	0%	0%	0%	0%	2%	3%	3%
	M	14%	18%	9%	7%	2%	6%	1%	0%	0%	0%	3%	4%		
Protective Services	F														
	M														
Paraprofessionals	F	12%	14%	12%	7%	4%	7%	0%	0%	0%	0%	1%	0%	41%	21%
	M	2%	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	7%		
Administrative Support	F	10%	21%	6%	7%	2%	1%	0%	0%	0%	0%	1%	2%	15%	9%
	M	11%	14%	7%	8%	2%	1%	0%	0%	0%	0%	2%	4%		
Skilled Craft	F	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%
	M	13%	16%	10%	10%	2%	1%	0%	1%	0%	0%	2%	4%		
Service Maintenance	F	4%	8%	6%	3%	1%	0%	0%	0%	0%	0%	0%	1%	4%	7%
	M	15%	17%	21%	10%	2%	2%	0%	0%	0%	0%	1%	3%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



# MNR'S

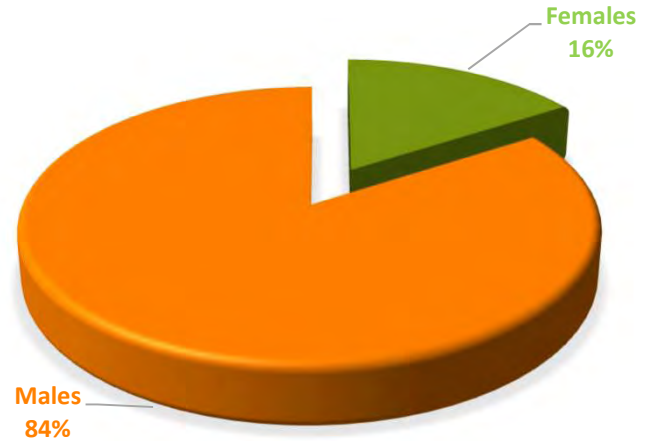
## **New Hires and Veterans**

**January 1, 2019 – December 31, 2019**

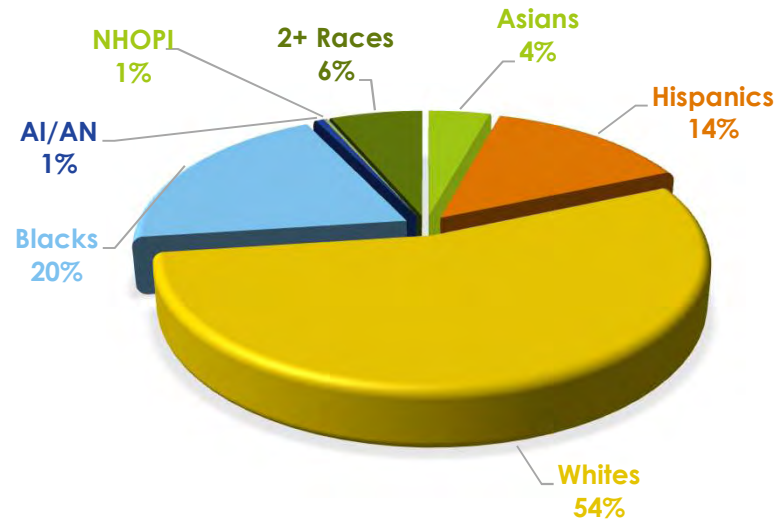


# MNR's New Hires and Veterans

### NEW HIRE BY GENDER



### NEW HIRE BY RACE/ETHNICITY



- We added 373 employees including 28 veterans
- ❑ 16% females of which 7% were female veterans.
  - ❑ Females were hired at a higher percentage when compared to their current representation in the workforce.
  - ❑ 46% minorities of which 9% were minority veterans.
  - ❑ Minorities were hired at higher percentage when compared to their current representation in the workforce.



# MNR'S

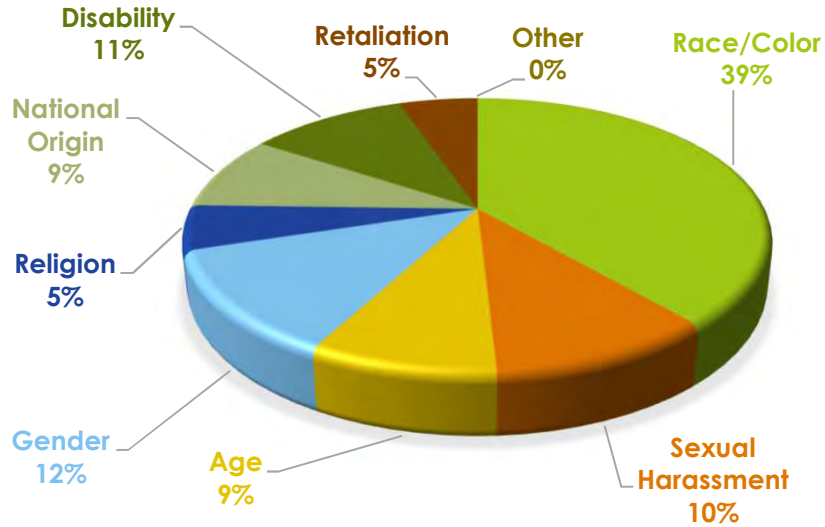
## **Complaints and Lawsuits**

**January 1, 2019 – December 31, 2019**

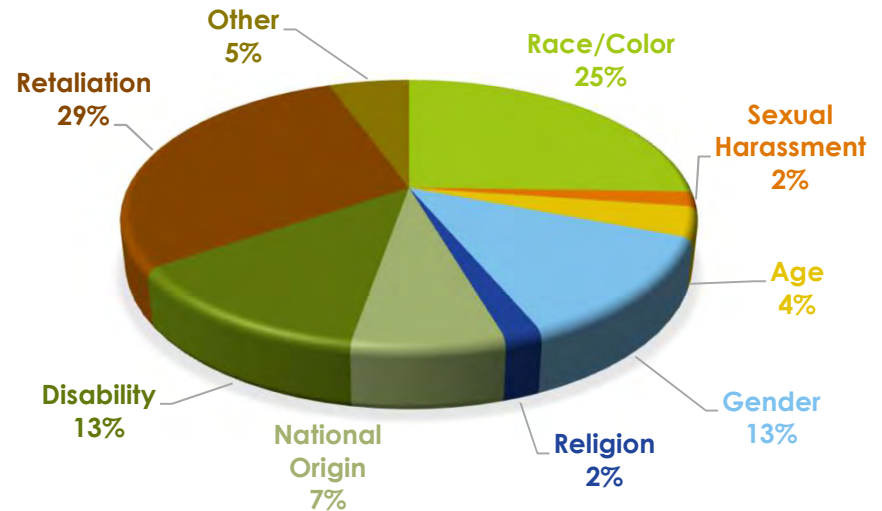


# MNR's Internal/External EEO Complaints and Lawsuits

### INTERNAL EEO COMPLAINTS



### EXTERNAL EEO COMPLAINTS



MNR handled 66 EEO complaints, citing 112 separate allegations, and 14 lawsuits.

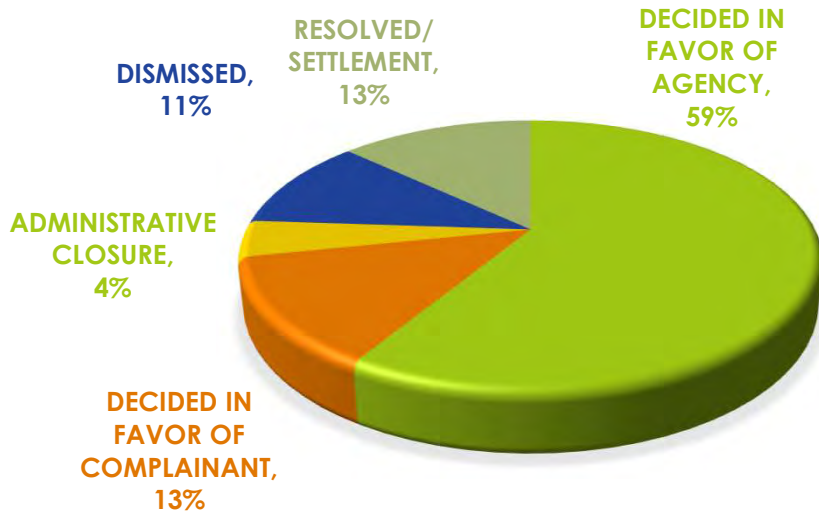
- ❑ 38 handled internal complaints.
- ❑ 28 handled external complaints.
- ❑ The most frequently cited basis internally was race/color and externally was retaliation.



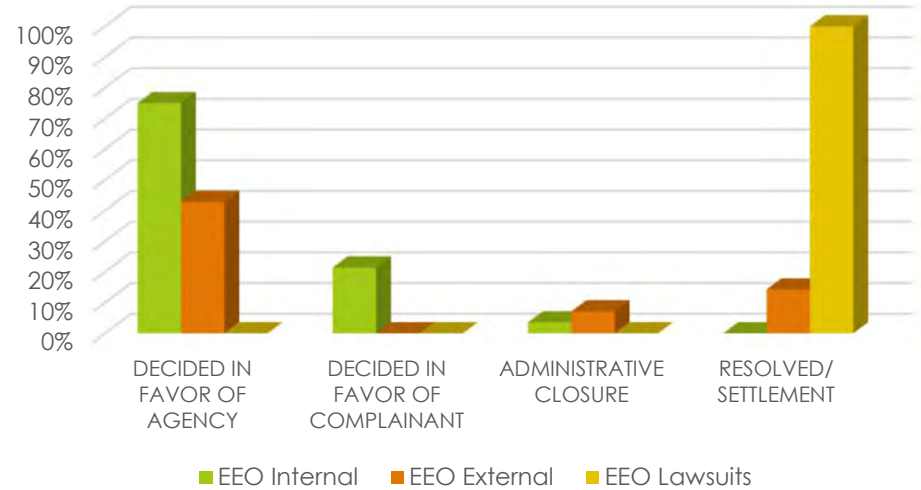
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

# MNR's EEO Complaints and Lawsuits Dispositions

**OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



**EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**

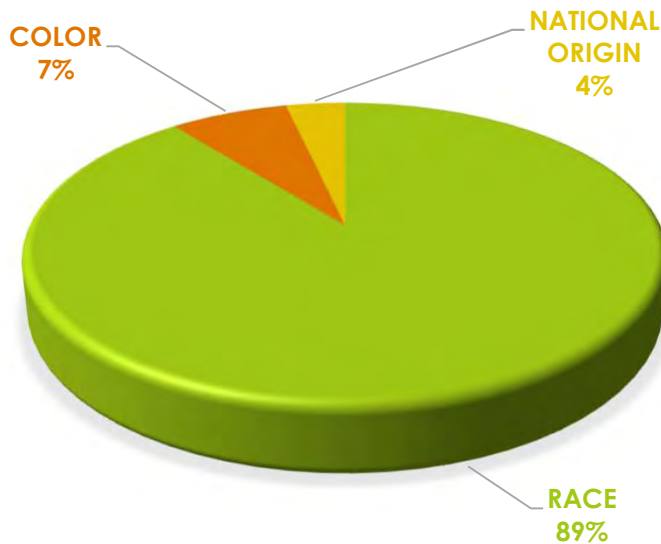


- MNR disposed of 42 EEO complaints and 4 EEO lawsuits.
- 59% complaints/lawsuits decided in favor of the agency.
- 13% complaints /lawsuits decided in favor of the complainant.
- 4% complaints/lawsuits were administrative closures.
- 13% complaints/lawsuits were resolved/settled.
- 0% of complaints/lawsuits were withdrawn.

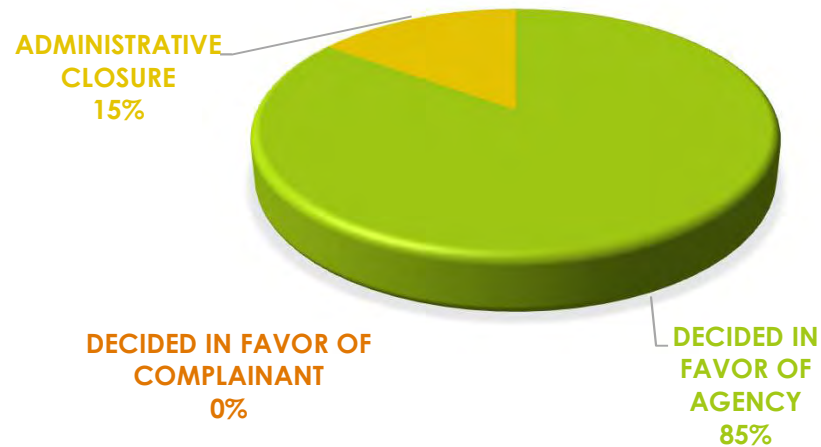


# MNR's Title VI Discrimination Complaints, Lawsuits and Dispositions

## TITLE VI DISCRIMINATION COMPLAINTS



## TITLE VI DISPOSITIONS



MNR handled 27 Title VI Complaints, citing 28 separate allegations and 0 Title VI lawsuits. Agency disposed of 20 complaints and 0 lawsuits.

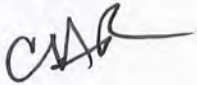
- ❑ 85% complaints/lawsuits decided in favor of the agency.
- ❑ 0% complaints/lawsuits decided in favor of the complainant.
- ❑ 15% complaints/lawsuits were administrative closures.
- ❑ 0% complaints/lawsuits were resolved/settled.





# Memorandum



**Date:** February 14, 2020  
**To:** Metro-North Committee  
**From:** Catherine Rinaldi   
**Re:** **March 2020 East of Hudson Schedule Change**

---

For your information, schedules will change on the Hudson, Harlem and New Haven lines effective Sunday, March 29, 2020.

The March 2020 schedule reflects changes made to provide reliable schedules to Metro-North customers and are designed to reflect more accurately where and when trackwork and infrastructure projects are occurring along the lines.

On the Hudson Line, there are minor adjustments of 1-2 minutes made to 10 trains to improve line fluidity and on-time performance. The Breakneck Ridge stops, which are made only on 12 weekend trains, remain temporarily withdrawn.

On the Harlem Line, schedules are designed to support several major projects that require extensive track outages:

- White Plains Station Enhancement Project
  - Requires 3 miles of single-track operation between Hartsdale and North White Plains
- CP 121 (Hartsdale) switch replacements
  - Requires 5 miles of single-track operation between Scarsdale and White Plains
- New electrical substation at City Water Rd between Mt Kisco and Chappaqua
  - Requires 5 miles of single-track operation between Pleasantville and Mt. Kisco
- Harlem Line Express Cable project requiring single-track outages at various locations and times between North White Plains and Golden's Bridge, requiring single-tracking in various segments of 6 miles between North White Plains and Pleasantville, 5 miles between Pleasantville and Mt. Kisco and 7 miles between Mt. Kisco and Golden's Bridge

On weekdays, Harlem Line schedules are adjusted as follows:

- Fourteen mid-day and night trains which currently terminate and originate at Crestwood are extended to North White Plains
  - 7 Northward, 7 Southward
- With the return of full weekday service to North White Plains, 5 northbound and 2 southbound GCT-Southeast trains eliminate stops at Crestwood, Scarsdale and Hartsdale which were added

- when the local trains were turning at Crestwood
- 16 trains have their schedules adjusted between 1 and 6 minutes to improve system fluidity and on-time performance during the trackwork

On weekends, Harlem Line schedules are adjusted as follows:

- 31 Saturday and 24 Sunday GCT-North White Plains trains are truncated to operate between GCT and Crestwood because of the replacement of all track switches within CP 121 at Hartsdale. This trackwork requires 5 miles of single-track operation between Scarsdale and White Plains
  - Saturdays, 15 northbound and 16 southbound
  - Sundays, 12 northbound and 12 southbound
- Four GCT-Southeast trains in each direction add stops at Crestwood, Scarsdale and Hartsdale to provide additional service to these stations during the time when some local trains are turning at Crestwood
- Three northbound and two southbound Saturday-only trains between GCT and North White Plains are changed to operate Saturday and Sunday between GCT and Crestwood
- One new Saturday-Sunday evening train and one new Saturday-evening only train operate Crestwood-GCT

On the New Haven Line, which has the most infrastructure projects and also the densest train volumes, trains have en-route adjustments of 1-2 minutes to account for trackwork occurring in different locations, with no change in total running time between origin and destination.

14 main-line and branch-line trains depart between 2 minutes earlier and 7 minutes later to improve train performance on the New Canaan, Danbury and Waterbury Branch trains and their corresponding main-line connections, and to improve system fluidity and on-time performance, with no change in total running time between origin and destination.

On weekends, all local trains from Stamford to GCT have schedule reductions of 2 minutes as a result of completed infrastructure projects.

### **U.S. Open Golf Tournament**

- The U.S. Open golf tournament is held at Winged Foot Golf Club in Mamaroneck, NY, between Monday, June 15, and Sunday, June 21. Using the successful collaboration in 2006 with the sponsor U.S.G.A. as a template, Metro-North has held numerous planning sessions and on-site visits with U.S.G.A. officials to prepare to be the transportation provider of choice for tournament-goers. We are on-target to have public schedules and the operating plan available in the first week of April.

### **Holiday Services and Special Timetables**

- The 2020 Summer Holiday Programs are unchanged from 2019, with the exception of the calendar-day change for Independence Day.
- Yankee Stadium baseball service operates on all three lines in 2020, with "Yankee Clipper" dedicated extra trains returning to the Hudson and Harlem Lines after their trackwork-related

absence in 2019. There are Shuttle Trains between Grand Central Terminal and Yankees /153<sup>rd</sup> Street.

- On Memorial Day weekend, May 22-25, Metro-North operates 19 early-getaway trains on Friday, May 22, with six on the Hudson Line, three on the Harlem Line and 10 on the New Haven Line. Sixteen trains in the late afternoon and evening are cancelled or combined because of lower late-day ridership.
  - On Memorial Day, Monday, May 25, Metro-North operates a Sunday schedule
- Saturday, July 4, is our nation's Independence Day; the holiday is observed for business purposes on Friday, July 3.
  - On Thursday, July 2, the day before the observed Independence Day holiday, Metro-North operates 19 early-getaway trains, with six on the Hudson Line, three on the Harlem Line and 10 on the New Haven Line. Sixteen trains in the late afternoon and evening are cancelled or combined because of lower late-day ridership.
  - On Friday, July 3, Metro-North operates a Saturday schedule, with extra trains for fireworks at Rye Playland.
  - On Saturday, July 4, Metro-North operates a Saturday schedule, with extra trains for the New York City fireworks and Rye Playland.
- On Labor Day weekend, September 4-7, Metro-North operates 19 early-getaway trains on Friday, September 4, with six on the Hudson Line, three on the Harlem Line and 10 on the New Haven Line. Sixteen trains in the late afternoon and evening are cancelled or combined because of lower late-day ridership.
  - On Labor Day, September 7, Metro-North operates a Sunday schedule

#### **Impact on the Operating Budget**

There is no impact on the Operating Budget from the March 2020 schedule change.

#### **Upcoming Schedule Changes**

The next schedule change for all three lines will be effective Sunday, October 4, 2020.

cc: P. Foye  
S. Doering  
R. Gans  
Y. Hill-Donald  
J. Kennard  
J. Kesich  
T. Mitchell  
M. Shiffer  
M. Mannix

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**February 24, 2020**



# Staff Summary

Subject: Request for Authorization to Award Various Procurements						Date February 26, 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	2.24.20				X	President		
2	MTA Board	2.26.20							

**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:**

<b>LIRR proposes to award Non-Competitive Procurements in the following</b>	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule A: Non-Competitive Purchases and Public Works Contracts	1	\$85,000,000
SUBTOTAL:	1	\$85,000,000

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

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

<b>TOTAL:</b>	<u>1</u>	<u>\$85,000,000</u>
---------------	----------	---------------------

**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

## 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.

**FEBRUARY 2020**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Two-Thirds Vote*

**Schedule A: Non-Competitive Purchases and Public Work Contracts**

(Staff Summaries required for all items greater than: \$1,000,000 Sole Source; \$1,000,000 Other Non-Competitive)

- 1. Mitsubishi Electric Power Products, Inc. \$85,000,000 *Staff Summary Attached*  
Non-Competitive, Sole Source (OEM)  
Contract No. TBD**

The Long Island Rail Road, on behalf of itself and MetroNorth Railroad (the “Railroads”) requests Board approval to award a two (2) year Original Equipment Manufacturer (OEM) non-competitive contract to Mitsubishi Electric Power Products, Inc. (MEPPI) in the amount of \$85,000,000 (LIRR \$45,000,000 / MNR \$40,000,000).

MEPPI is the OEM and sole responsible source for propulsion system spare parts and systems utilized on the LIRR’s M-7 and M-9 electric railcars and MNR’s M-7 and M-8 electric railcars. No other vendors have access to the proprietary designs, specifications, and drawings for these systems or materials and therefore cannot readily provide these parts and services. This two-year contract will provide the Railroads the support it needs with ongoing maintenance, repair and upgrades on each fleet’s propulsion systems.



**Schedule A: Non-Competitive Purchases and Public Works**

**Staff Summary**



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Mitsubishi Electric Power Products Inc.
<b>Description</b> OEM Purchase Agreements for Spare Parts- LIRR MNR
<b>Contract Term (including Options, if any)</b> 2 Years (February 2020 – February 2022)
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: OEM Sole Source

<b>Contact Number</b>	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$85,000,000
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Maintenance of Equipment – Craig Daly / John Gariti	
<b>Contract Manager:</b> Jim Lorig	

**Discussion:**

The Long Island Rail Road, on behalf of itself and MetroNorth Railroad (the “Railroads”) requests Board approval to award a two (2) year Original Equipment Manufacturer (OEM) non-competitive contract to Mitsubishi Electric Power Products, Inc. (MEPPI) in the amount of \$85,000,000 (LIRR \$45,000,000 / MNR \$40,000,000).

MEPPI is the OEM and sole responsible source for propulsion system spare parts and systems utilized on the LIRR’s M-7 electric railcars and MNR’s M-7 and M-8 electric railcars. No other vendors have access to the proprietary designs, specifications, and drawings for these systems or materials and therefore cannot readily provide these parts and services. This two-year contract will provide the Railroads the support it needs with ongoing maintenance, repair and upgrades on each fleet’s propulsion systems.

This parts agreement permits the LIRR to add or delete parts from the original list as needed. The current parts list has been increased to include the additional inventory required to support the Railroad’s Reliability Centered Maintenance (RCM) program geared towards improving fleet performance. Pricing and/or additions to the parts list is based on a determination of fair and reasonable pricing and most favored customer pricing. MEPPI is the sole responsible source for the systems, parts and components for its proprietary railcar propulsion systems that will be provided under this purchase agreement. MEPPI will supply these materials on an as needed basis. LIRR conducted a responsibility check utilizing information and data from the comptroller’s office and MTA designated list of background check databases (NYCT Debarred list, Passport, VENDEVAL, VENDEX, ACE). The results of that review identified no new adverse information related to MEPPI. Prior SAI associated with Mitsubishi Electric Company (Melco), the parent company of MEPPI, was the subject of a previous waiver approved in 2019 by the MTA Executive Director in consultation with the MTA General Counsel. As a result, MEPPI was found to be a responsible vendor.

Utilizing a joint procurement approach for this contract combines the buying power of the two railroads to achieve most favorable uniform pricing and better supply chain management. Additional benefits are the process efficiencies that reduce the number and frequency of small purchase activities. This contract assures the Railroads that the OEM’s will continue to maintain their tooling and manufacturing capabilities necessary to produce the parts, which are not available from any other sources. The total dollars outlined above are based upon historical data and projected usage.

Funding for this purchase agreement is included in each Railroads’ Operating Budget.

**PROCUREMENT PACKAGE**  
**February 2020**

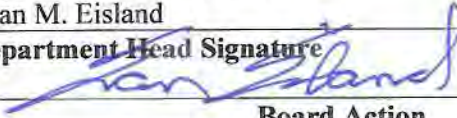

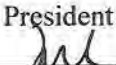




Above is a picture of the East Side Access B02 Substation taken in January 2020 prior to its energization. This work was performed under the CS179 Systems Contract.

PROCUREMENT

The Procurement Agenda this month includes one action for a proposed expenditure of \$5.29M

**Staff Summary**

<b>Subject</b>		Request for Authorization to Award a Procurement				<b>Date:</b> February 12, 2020			
<b>Department</b>		Contracts							
<b>Department Head Name</b>		Evan M. Eisland							
<b>Department Head Signature</b>									
<b>Board Action</b>									
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>				
1	Joint LIRR and Metro-North Committee	2/24/20	X			2	Vice President & CFO 	4	President 
2	Board	2/26/20	X			1	Vice President, Program Controls	 3	Vice President, Contracts 

**PURPOSE**

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

**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	\$5,287,635
<b>TOTAL</b>	<b>1</b>	<b>\$5,287,635</b>

**Budget Impact:**

The approval of this modification will obligate MTA Construction & Development Company capital funds in the amount listed. Funds are available in the capital budget for this purpose.

**Recommendation:**

That the modification 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.

FEBUARY 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. | <b>Tutor Perini Corporation</b> | <b>\$5,287,635</b> | <b><u>Staff Summary Attached</u></b> |
|    | <b>Contract No. CS179</b>       |                    |                                      |
|    | <b>Modification No. 290</b>     |                    |                                      |

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA C&D requests that the Board approve a modification to establish a Power Director team that will be responsible for overseeing and coordinating the operation of all high-voltage electrical equipment within the ESA territory.

**Schedule I Modifications to Purchase and Public Work Contracts**

Item No. 1

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation (Peekskill, New York)	<b>Contract Number</b> CS179	<b>AWO/Modification #</b> 290
<b>Description</b> Systems Facilities Package No. 1	<b>Original Amount:</b>	\$ 333,588,000
<b>Contract Term (including Options, if any)</b> 75 Months	<b>Prior Modifications:</b>	\$ 136,503,282
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<b>Exercised Options:</b>	\$ 216,800,001
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$ 686,891,283
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b>	\$ 5,287,635
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	0.8 %
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, Rob Troup <i>RT</i>	<b>% of Modifications (including This Request) to Original Amount:</b>	43 %

**Discussion:**

This Contract provides the systems for the East Side Access ("ESA") project, including the fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA C&D requests that the Board approve a modification to establish a Power Director team that will be responsible for overseeing and coordinating the operation of all high-voltage electrical equipment within the ESA territory. The Power Director team will establish a process for the ESA Contractors to apply for permits to perform work on high-voltage electrical equipment and will issue and enforce such permits for all construction activities within the ESA territory.

The Power Director team is necessary because, with the imminent energization of substations throughout the ESA territory, there are concerns about the safety of multiple contractors carrying out their work simultaneously and near live electrical equipment. The construction and testing of the ESA traction power network, signal power network and facility power network is spread across six main contracts; CM014B, CS179, CM007, CS086, CQ033 and CS084. There is a need for single point of contact for coordination and communication between the Project's contractors and also Con Edison. The permitting system to be established and enforced by the Power Director team, and the permit enforcement process that the team will be performing, will ensure that the operation of electrical equipment by the various ESA contractors remains safe for the personnel performing work within the ESA territory.

The Power Director team will support construction activities within the ESA territory up to 24 hours per day through June 30, 2021 (approximately 17 months).

The Contractor's proposal was in the amount of \$5,673,580 and the parties agreed to \$5,287,635 for the costs of all work under this Modification, which is deemed to be fair and reasonable. The negotiated amount is based on a variety of unit rates for different personnel to be involved in the work and an anticipated level of required labor. The payments will be made monthly, based on submitted time and material records.

In connection with previous contracts awarded, the Tutor Perini Corporation was found to be responsible, notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2017. No new significant adverse information has been found relating to Tutor Perini Corporation. Therefore, Tutor Perini Corporation has been determined to be responsible.



# Long Island Rail Road

## January 2020 Performance Summary

---

Rod Brooks, Senior Vice President – Operations



**Main Line Expansion:** Alternative service programs were implemented throughout January to support Nassau Interlocking infrastructure improvements.





# Long Island Rail Road

## January 2020 Performance Summary

---

### Highlights

On-Time Performance (OTP) for the month of January closed at 93.3%, which is below the monthly goal of 94%. The AM Peak period OTP registered at **91.3%**, with the PM Peak at **92.0%**.

2020 year-to-date OTP was **93.3%**, which is an increase of 0.6 percentage points as compared to last year.

### Branch Performances

Throughout the month of January **4.7%** of all scheduled trains arrived between 6 and 10 minutes late at their final terminal. The average delay per late train was **10.1** minutes for the month. There were **72** cancelled or terminated trains in January, which accounts for **0.3%** of all scheduled trains for the month.

Five out of the eleven branches on the Long Island Rail Road operated at or above goal for the month of January.

### Consist Compliance

**99.1%** of our trains met established consist requirements during the peak periods for the month of January.

### Equipment Performance

The fleet MDBF operated at 197,551 in December. Every individual fleet MDBF in 2019 exceed its individual goal. In addition, combined fleet 2019 MDBF was also slightly higher than 2018 actual.

Performance Summary		2020 Data			2019 Data		
		Annual	YTD thru		YTD thru		
		Goal	Jan	Jan	Jan	Jan	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>93.3%</b>	<b>93.3%</b>	<b>92.7%</b>	<b>92.7%</b>
		AM Peak		91.3%	91.3%	85.7%	85.7%
		PM Peak		92.0%	92.0%	91.5%	91.5%
		<b>Total Peak</b>		<b>91.6%</b>	<b>91.6%</b>	<b>88.4%</b>	<b>88.4%</b>
		Off Peak Weekday		94.1%	94.1%	93.2%	93.2%
		Weekend		93.5%	93.5%	97.2%	97.2%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>93.8%</b>	<b>93.8%</b>	<b>92.7%</b>	<b>92.7%</b>
		AM Peak		93.1%	93.1%	88.7%	88.7%
		PM Peak		93.1%	93.1%	90.9%	90.9%
		<b>Total Peak</b>		<b>93.1%</b>	<b>93.1%</b>	<b>89.7%</b>	<b>89.7%</b>
		Off Peak Weekday		94.7%	94.7%	93.0%	93.0%
		Weekend		93.2%	93.2%	97.6%	97.6%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>96.2%</b>	<b>96.2%</b>	<b>96.6%</b>	<b>96.6%</b>
	AM Peak		94.1%	94.1%	88.3%	88.3%	
	PM Peak		96.0%	96.0%	97.0%	97.0%	
	<b>Total Peak</b>		<b>95.0%</b>	<b>95.0%</b>	<b>92.4%</b>	<b>92.4%</b>	
	Off Peak Weekday		96.3%	96.3%	97.2%	97.2%	
	Weekend		97.0%	97.0%	99.8%	99.8%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>91.3%</b>	<b>91.3%</b>	<b>90.4%</b>	<b>90.4%</b>	
	AM Peak		91.8%	91.8%	80.9%	80.9%	
	PM Peak		84.4%	84.4%	88.6%	88.6%	
	<b>Total Peak</b>		<b>88.3%</b>	<b>88.3%</b>	<b>84.5%</b>	<b>84.5%</b>	
	Off Peak Weekday		92.8%	92.8%	88.7%	88.7%	
	Weekend		91.8%	91.8%	98.5%	98.5%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>92.4%</b>	<b>92.4%</b>	<b>93.4%</b>	<b>93.4%</b>	
	AM Peak		95.0%	95.0%	91.4%	91.4%	
	PM Peak		78.3%	78.3%	83.8%	83.8%	
	<b>Total Peak</b>		<b>87.1%</b>	<b>87.1%</b>	<b>87.8%</b>	<b>87.8%</b>	
	Off Peak Weekday		93.9%	93.9%	93.8%	93.8%	
	Weekend		94.3%	94.3%	98.2%	98.2%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>91.6%</b>	<b>91.6%</b>	<b>95.0%</b>	<b>95.0%</b>	
	AM Peak		89.8%	89.8%	90.2%	90.2%	
	PM Peak		94.2%	94.2%	95.0%	95.0%	
	<b>Total Peak</b>		<b>91.9%</b>	<b>91.9%</b>	<b>92.5%</b>	<b>92.5%</b>	
	Off Peak Weekday		90.7%	90.7%	95.9%	95.9%	
	Weekend		93.1%	93.1%	96.3%	96.3%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>91.3%</b>	<b>91.3%</b>	<b>91.3%</b>	<b>91.3%</b>	
	AM Peak		82.4%	82.4%	79.0%	79.0%	
	PM Peak		97.5%	97.5%	89.2%	89.2%	
	<b>Total Peak</b>		<b>89.6%</b>	<b>89.6%</b>	<b>83.8%</b>	<b>83.8%</b>	
	Off Peak Weekday		96.7%	96.7%	92.9%	92.9%	
	Weekend		83.8%	83.8%	95.0%	95.0%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>94.5%</b>	<b>94.5%</b>	<b>91.9%</b>	<b>91.9%</b>	
	AM Peak		91.6%	91.6%	84.4%	84.4%	
	PM Peak		92.4%	92.4%	89.4%	89.4%	
	<b>Total Peak</b>		<b>92.0%</b>	<b>92.0%</b>	<b>86.7%</b>	<b>86.7%</b>	
	Off Peak Weekday		95.9%	95.9%	93.0%	93.0%	
	Weekend		95.2%	95.2%	97.0%	97.0%	

Performance Summary		2020 Data			2019 Data	
		Annual	YTD thru		YTD thru	
		Goal	Jan	Jan	Jan	Jan
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>86.5%</b>	<b>86.5%</b>	<b>86.8%</b>	<b>86.8%</b>
	AM Peak		85.8%	85.8%	80.1%	80.1%
	PM Peak		86.4%	86.4%	85.7%	85.7%
	<b>Total Peak</b>		<b>86.1%</b>	<b>86.1%</b>	<b>82.7%</b>	<b>82.7%</b>
	Off Peak Weekday		83.8%	83.8%	87.3%	87.3%
	Weekend		93.7%	93.7%	91.2%	91.2%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>97.1%</b>	<b>97.1%</b>	<b>94.1%</b>	<b>94.1%</b>
	AM Peak		94.9%	94.9%	89.9%	89.9%
	PM Peak		95.7%	95.7%	93.7%	93.7%
	<b>Total Peak</b>		<b>95.3%</b>	<b>95.3%</b>	<b>91.8%</b>	<b>91.8%</b>
	Off Peak Weekday		97.2%	97.2%	93.3%	93.3%
	Weekend		98.8%	98.8%	98.5%	98.5%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>91.9%</b>	<b>91.9%</b>	<b>90.6%</b>	<b>90.6%</b>
	AM Peak		88.3%	88.3%	77.6%	77.6%
	PM Peak		94.8%	94.8%	94.8%	94.8%
	<b>Total Peak</b>		<b>91.2%</b>	<b>91.2%</b>	<b>85.2%</b>	<b>85.2%</b>
	Off Peak Weekday		91.8%	91.8%	92.6%	92.6%
	Weekend		93.3%	93.3%	94.5%	94.5%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>96.1%</b>	<b>96.1%</b>	<b>96.5%</b>	<b>96.5%</b>
	AM Peak		89.1%	89.1%	90.0%	90.0%
	PM Peak		94.7%	94.7%	93.9%	93.9%
	<b>Total Peak</b>		<b>92.1%</b>	<b>92.1%</b>	<b>92.1%</b>	<b>92.1%</b>
	Off Peak Weekday		98.3%	98.3%	98.3%	98.3%
	Weekend		96.1%	96.1%	98.1%	98.1%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>21,334</b>	<b>21,334</b>	<b>21,016</b>	<b>21,016</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-10.1	-10.1	-12.0	-12.0
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		133	133	249	249
	<b>Trains Canceled</b>		42	42	65	65
	<b>Trains Terminated</b>		30	30	57	57
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.7%	99.4%	99.4%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		99.4%			
	PM Peak		98.6%			
	<b>Total Peak</b>		99.1%			

System Categories Of Delay	% Total	2019	2020 Data		2019 Data		YTD 2020 Vs 2019
		Dec	Jan	YTD Thru Jan	Jan	YTD Thru Jan	
Engineering (Scheduled)	8.4%	68	121	121	36	36	85
Engineering (Unscheduled)	13.9%	261	200	200	457	457	(257)
Maintenance of Equipment	8.6%	213	123	123	159	159	(36)
Transportation	4.1%	24	59	59	31	31	28
Capital Projects	13.6%	99	195	195	19	19	176
Weather and Environmental	5.5%	238	79	79	192	192	(113)
Police	9.3%	92	133	133	141	141	(8)
Customers	26.5%	311	381	381	254	254	127
Special Events	0.8%	84	11	11	12	12	(1)
Other	4.8%	54	69	69	90	90	(21)
3rd Party Operations	4.5%	90	65	65	142	142	(77)
<b>Total</b>	<b>100.0%</b>	1,534	1,436	1,436	1,533	1,533	(97)

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
3-Jan	Fri	Amtrak related track condition				3			7			10		
3-Jan	Fri	Motor vehicle accident interfered with train movement at East Rockaway	21	5					5	1		26	6	
4-Jan	Sat	Main Line expansion track program							13			13		
6-Jan	Mon	Track condition at Lindenhurst Station	5	1					8	2	1	13	3	1
8-Jan	Wed	Multiple track conditions between Valley and Dunton Interlockings	13			2			6			21		
9-Jan	Thu	Multiple track conditions between Valley and Dunton Interlockings	2			1			12			15		
11-Jan	Sat	Main Line expansion track program							19			19		
12-Jan	Sun	Trespasser fatality west of Merillon Ave Station							13	10	11	33	10	11
13-Jan	Mon	Switch trouble west of Ronkonkoma Station	10						2			12		
14-Jan	Tue	Amtrak related track condition	9						1			10		
14-Jan	Tue	Train 566 with equipment trouble at Floral Park Station				6		1	4	1		10	1	1
14-Jan	Tue	Slow loading system wide	8			2			3			13		
15-Jan	Wed	Switch trouble in Queens Interlocking				20			13	1		33	1	
16-Jan	Thu	Track condition at Merillon Avenue Station	24						3			27		
16-Jan	Thu	Engineer error				1	1		9	1		10	2	
18-Jan	Sat	Weather loading							14			14		
19-Jan	Sun	Main Line expansion track program							15			15		
21-Jan	Tue	Train 956 with equipment trouble west of Jamaica				13	2		10	1		23	3	
22-Jan	Wed	Track condition at Valley Stream				3			9			12		
25-Jan	Sat	Main Line expansion track program							14	1		14	1	
28-Jan	Tue	Main Line expansion track program	2						12	3		14	3	
28-Jan	Tue	Track condition west of Merillon Ave Station	9						1			10		
30-Jan	Thu	Switch trouble in Harold Interlocking				9			1			10		
<b>TOTAL FOR MONTH</b>			<b>103</b>	<b>6</b>	<b>0</b>	<b>60</b>	<b>3</b>	<b>1</b>	<b>194</b>	<b>21</b>	<b>12</b>	<b>357</b>	<b>30</b>	<b>13</b>
												<b>400</b>		

# Long Island Rail Road

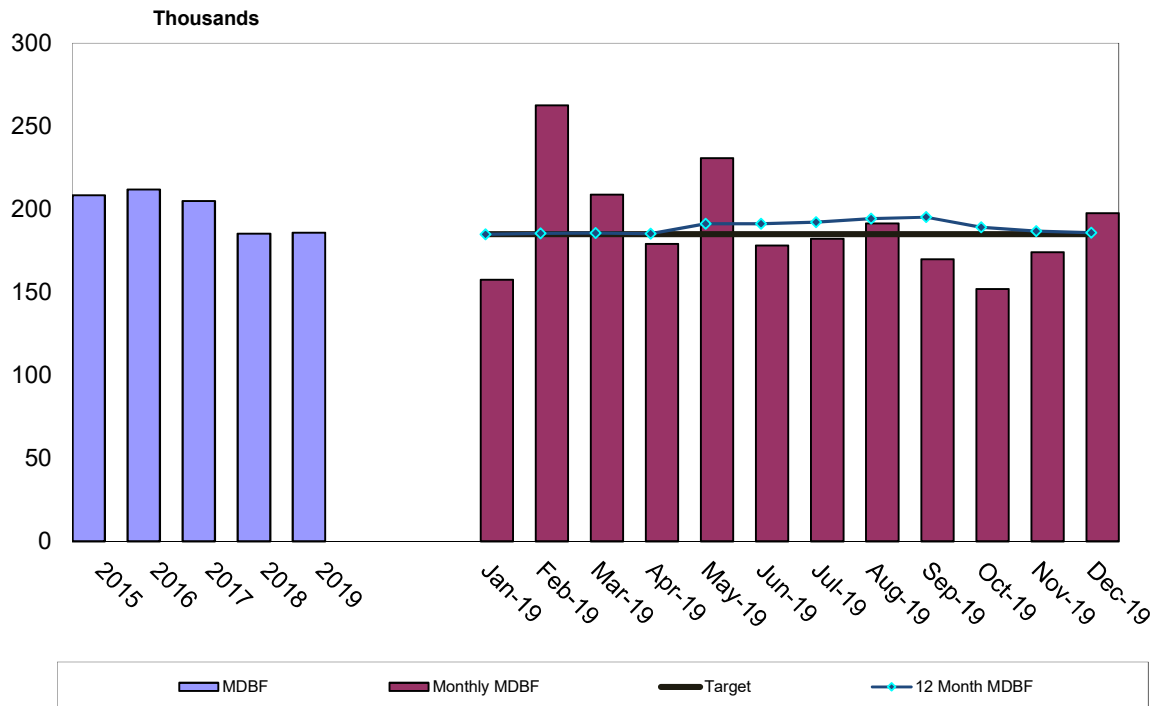
## MEAN DISTANCE BETWEEN FAILURES - DECEMBER 2019

			2019 Data					2018 Data		
	Equip- ment Type	Total Fleet Owned	MDBF Goal (miles)	December	YTD	12 month	December MDBF (miles)	December No. of Primary Failures	MDBF thru December (miles)	
				MDBF (miles)	No. of Primary Failures	MDBF thru December (miles)				MDBF Rolling Avg (miles)
<b>Mean Distance Between Failures</b>	M-3	142	60,000	53,850	10	62,560	62,560	117,647	4	74,625
	M-7	836	378,000	472,276	11	394,215	394,215	579,969	9	483,509
	M-9	26	135,000	94,413	0	268,612	268,612	-	-	-
	C-3	134	103,000	120,360	6	123,641	123,641	72,146	10	107,389
	DE	24	19,000	19,005	5	20,876	20,876	22,071	4	16,884
	DM	21	19,000	35,799	2	23,660	23,660	18,605	4	14,892
	Diesel	179	51,000	68,368	13	66,983	66,983	49,120	18	51,731
	<b>Fleet</b>	<b>1,183</b>	<b>185,000</b>	<b>197,551</b>	<b>34</b>	<b>185,829</b>	<b>185,829</b>	<b>212,080</b>	<b>31</b>	<b>185,217</b>

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

Note: Since M9 fleet had no primary failures in December 2019, actual miles are shown on the chart above.

### ALL FLEETS Mean Distance Between Failure 2015 - 2019





Standee Report

East Of Jamaica

			2020 Data	
			January	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	6	16
			<b>Total Standees</b>	<b>16</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	7
			<b>Total Standees</b>	<b>7</b>
	<b>Huntington Branch</b>	Program Standees	60	0
		Add'l Standees	17	1
			<b>Total Standees</b>	<b>1</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	10
			<b>Total Standees</b>	<b>10</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	2
			<b>Total Standees</b>	<b>2</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	9	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	13	56
			<b>Total Standees</b>	<b>56</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	5	13
			<b>Total Standees</b>	<b>13</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
			<b>System Wide PEAK</b>	<b>104</b>

**Definitions**

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

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

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

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

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



Standee Report

West Of Jamaica

		2020 Data		
		January		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	12	25
		<b>Total Standees</b>	<b>12</b>	<b>25</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	4	7
		<b>Total Standees</b>	<b>4</b>	<b>7</b>
	<b>Huntington Branch</b>	Program Standees	30	0
		Add'l Standees	9	35
		<b>Total Standees</b>	<b>39</b>	<b>35</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	33
		<b>Total Standees</b>	<b>0</b>	<b>33</b>
	<b>Long Beach Branch</b>	Program Standees	28	0
		Add'l Standees	14	2
		<b>Total Standees</b>	<b>42</b>	<b>2</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	13	56
		<b>Total Standees</b>	<b>13</b>	<b>56</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	0	9
		<b>Total Standees</b>	<b>0</b>	<b>9</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>110</b>	<b>167</b>

**Definitions**

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

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

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

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

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



**ELEVATOR AND ESCALATOR OPERATING REPORT  
FOR THE MONTH OF JANUARY 2020**

<b>Elevator Availability</b>		<b>2020</b>		<b>2019</b>	
		<b>January</b>	<b>Year to Date</b>	<b>January</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>99.2%</b>	<b>99.2%</b>	<b>99.4%</b>	<b>99.4%</b>
	<b>Far Rockaway Branch</b>	<b>99.4%</b>	<b>99.4%</b>	<b>99.6%</b>	<b>99.6%</b>
	<b>Hempstead Branch</b>	<b>99.7%</b>	<b>99.7%</b>	<b>99.7%</b>	<b>99.7%</b>
	<b>Long Beach Branch</b>	<b>99.5%</b>	<b>99.5%</b>	<b>99.4%</b>	<b>99.4%</b>
	<b>Port Jefferson Branch</b>	<b>97.2%</b>	<b>97.2%</b>	<b>97.3%</b>	<b>97.3%</b>
	<b>Port Washington Branch</b>	<b>99.4%</b>	<b>99.4%</b>	<b>99.6%</b>	<b>99.6%</b>
	<b>Ronkonkoma Branch</b>	<b>99.4%</b>	<b>99.4%</b>	<b>99.1%</b>	<b>99.1%</b>
	<b>City Terminal Branch</b>	<b>96.6%</b>	<b>96.6%</b>	<b>99.3%</b>	<b>99.3%</b>
	<b>Overall Average</b>	<b>98.4%</b>	<b>98.4%</b>	<b>99.1%</b>	<b>99.1%</b>

<b>Escalator Availability</b>		<b>2020</b>		<b>2019</b>	
		<b>January</b>	<b>Year to Date</b>	<b>January</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>98.8%</b>	<b>98.8%</b>	<b>97.9%</b>	<b>97.9%</b>
	<b>Far Rockaway Branch</b>	<b>94.4%</b>	<b>94.4%</b>	<b>98.9%</b>	<b>98.9%</b>
	<b>Hempstead Branch</b>	<b>98.9%</b>	<b>98.9%</b>	<b>99.1%</b>	<b>99.1%</b>
	<b>Long Beach Branch</b>	<b>90.1%</b>	<b>90.1%</b>	<b>97.5%</b>	<b>97.5%</b>
	<b>Port Jefferson Branch</b>	<b>98.3%</b>	<b>98.3%</b>	<b>98.0%</b>	<b>98.0%</b>
	<b>City Terminal Branch</b>	<b>95.1%</b>	<b>95.1%</b>	<b>97.0%</b>	<b>97.0%</b>
	<b>Overall Average</b>	<b>96.8%</b>	<b>96.8%</b>	<b>97.6%</b>	<b>97.6%</b>

## Long Island Rail Road Performance Metrics Report

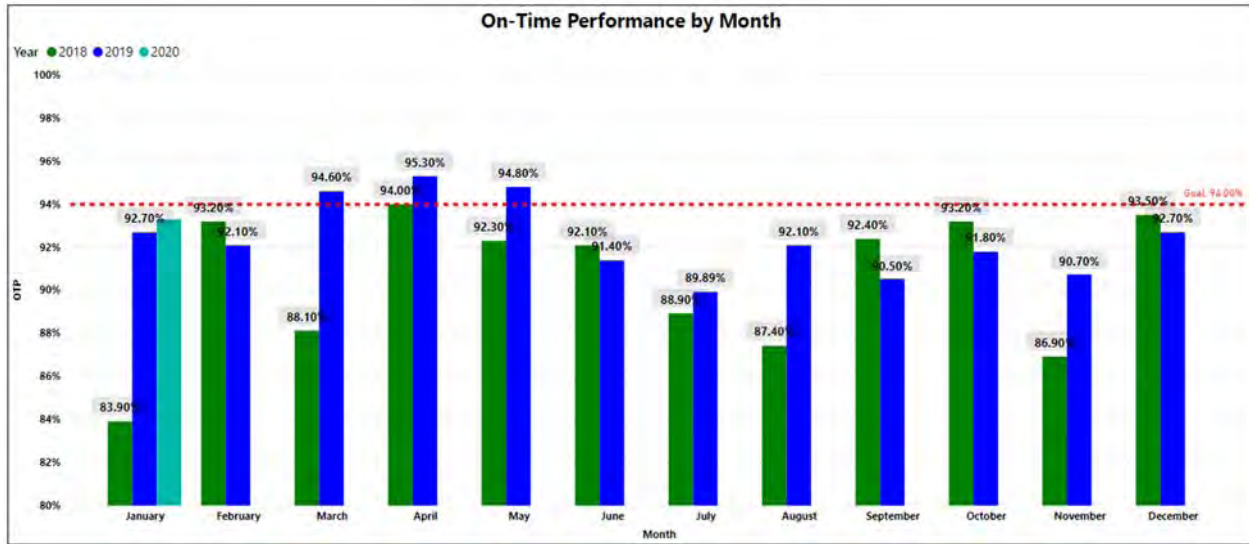


Through January, the LIRR has shown significant improvement in all three operational metrics. There was a significant reduction in the credit card chargeback rate while on board fare collection metrics were relatively stable.

## On Time Performance

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

	2020		2019	
Goal	January	YTD	January	YTD
94.0%	93.3%	93.3%	92.7%	92.7%

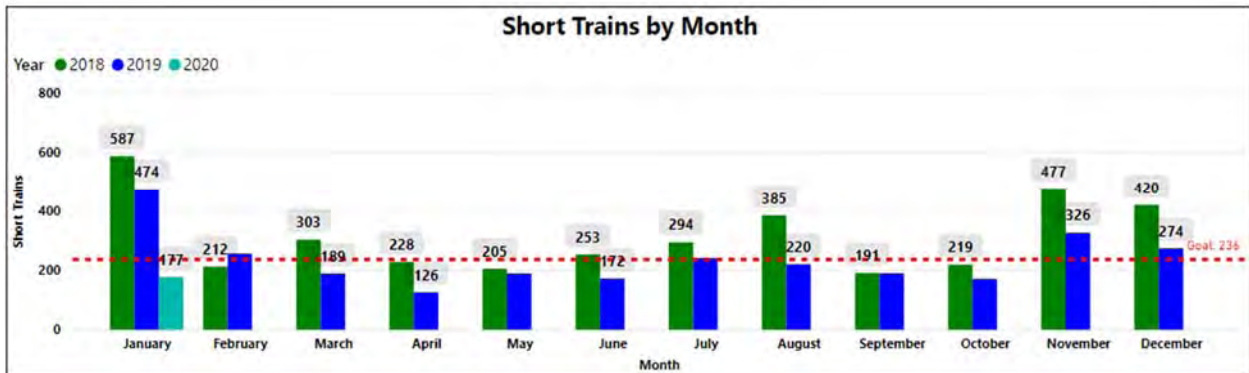


- OTP for January 2020 was 93.3%, which was an increase from January 2019’s OTP of 92.7%. This was achieved through reductions in a number of delay categories.

## Number of Short Trains

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

	2020		2019	
Goal	January	YTD	January	YTD
2,828 annually	177	177	474	474





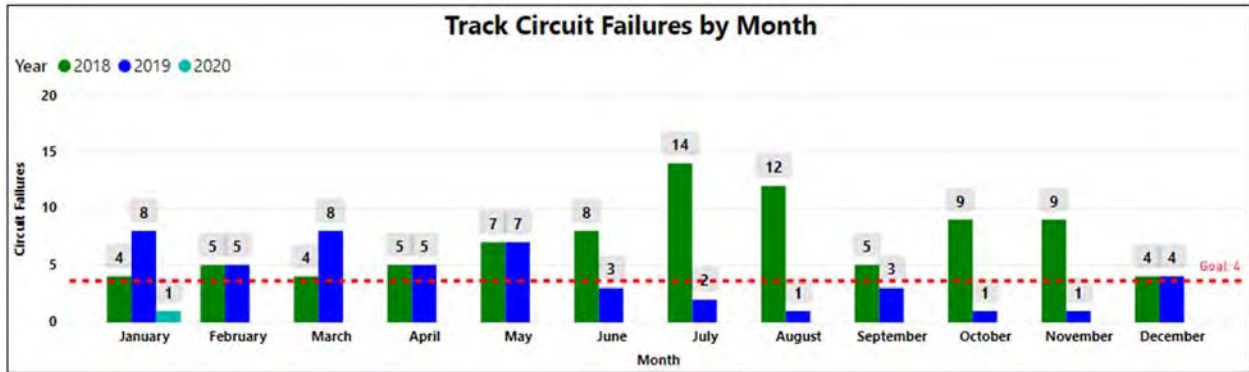
# Long Island Rail Road

- In January 2020, the LIRR ran 177 short trains, compared with 474 short trains in January 2019. This is a reduction of 63%.

## Number of Track Circuit Failures

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

	2020		2019	
Goal	January	YTD	January	YTD
44	1	1	8	8

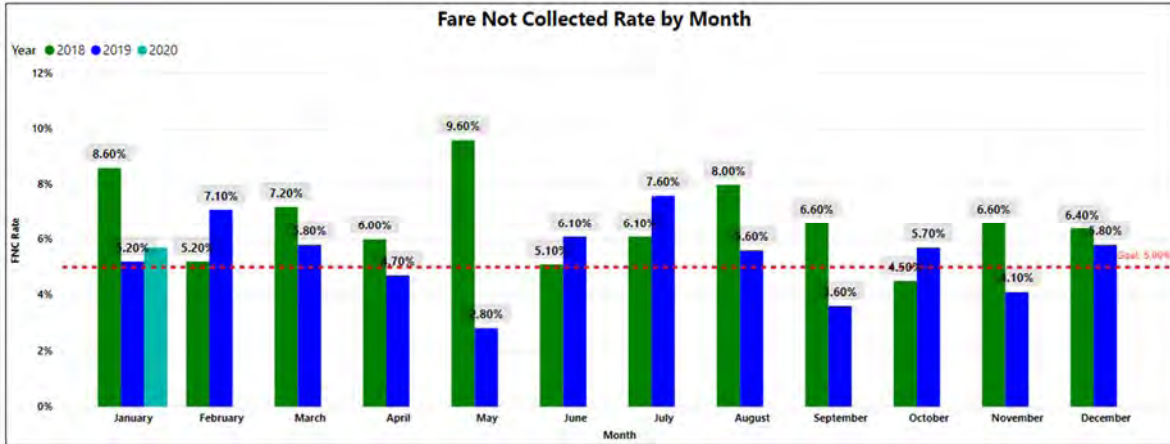


- In January 2020, the LIRR experienced 1 track circuit failure that caused at least 1 delay. In January 2019, the LIRR experienced 8 such failures, which is a reduction of 88%.

## Fare Not Collected Rate

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

	2020		2019	
Goal	January	YTD	January	YTD
5.0%	5.7%	5.7%	5.2%	5.2%

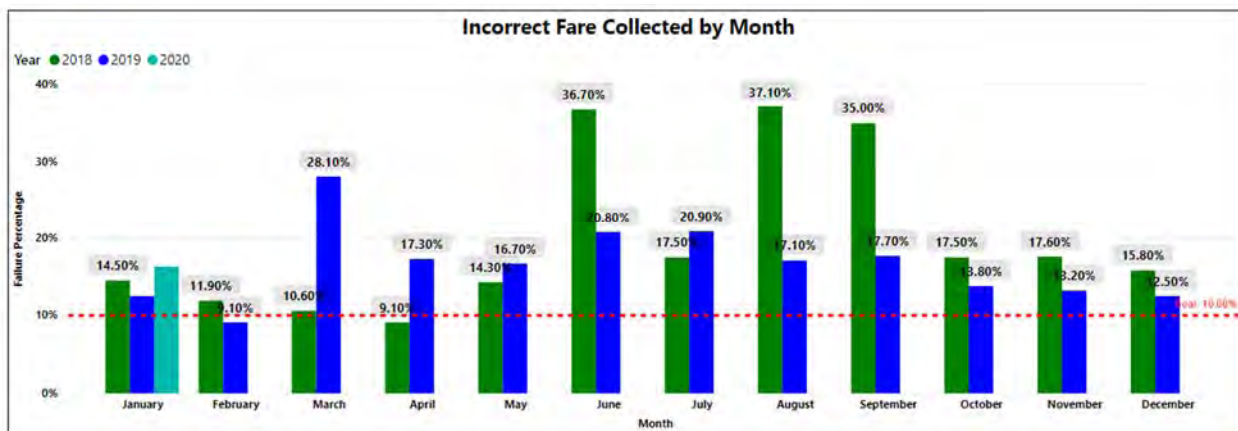


- The Fare Not Collected Rate increased compared to January 2019. The LIRR continues to employ enhanced management oversight and is strategically deploying train crews to address challenging trains

## 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.

	2020		2019	
Goal	January	YTD	January	YTD
10.0%	16.3%	16.3%	12.5%	12.5%

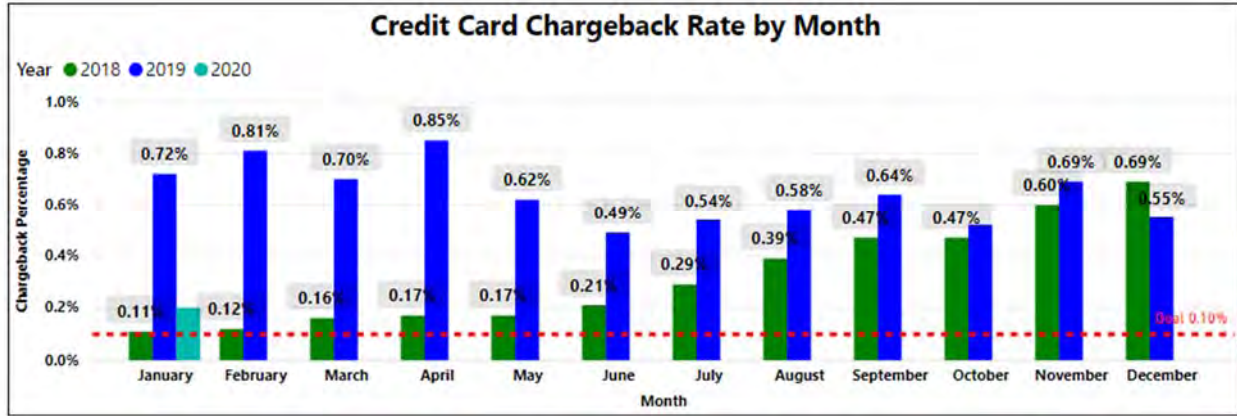


- In January 2020, the Incorrect Fare Collected rate increased from December 2019 and was up compared to January 2019.

## Credit Card Chargeback Rate

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

	2020		2019	
Goal	January	YTD	January	YTD
0.10%	0.20%	0.20%	0.72%	0.72%



- The deployment of chip readers on ticket vending machines has begun to dramatically reduce the number of chargebacks, leading to a 0.20% rate in January 2020. This was the lowest chargeback rate since June 2018.



# Long Island Rail Road

*Financial Report Highlights*

*January 2020*



LIRR riders have a lot to look forward to as we approach 2020! The new decade will bring new and exciting changes to the Long Island Rail Road.



# Long Island Rail Road

## Financial Report Highlights

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

### January 2020 Highlights

- Total revenue of \$92.2 million was \$6.5 million higher than the budget. This was primarily due to the timing of reimbursements for capital activity and higher farebox revenue.
- January 2020 ridership was 7.2 million, which was 0.1% above 2019 (adjusted for the same number of work days) and 3.5% above the budget. Commutation ridership of 4.2 million was (1.2)% below 2019 and (0.1)% below the budget. Non-Commutation ridership of 3.0 million was 2.0% above 2019 and 8.9% above the budget. Consequently, farebox revenue of \$60.4 million was \$2.2 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$175.8 million were \$0.5 million or 0.3% favorable to the budget. The primary drivers of this favorable variance are the timing of material usage and vacant positions and associated fringe costs, partially offset by higher FELA indemnity reserves and the timing of professional services.

Financial results for January 2020 are presented in the table below and compared to the budget.

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
<b>Total Revenue</b>	\$85.7	\$92.2	\$6.5
<b>Total Expenses Before Non-Cash Liabilities</b>	176.3	175.8	0.5
<b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b>	<b>(\$90.6)</b>	<b>(\$83.6)</b>	<b>\$7.0</b>
<b>Other Non-Cash Liabilities</b>	33.2	32.9	0.2
<b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>	<b>(\$123.7)</b>	<b>(\$116.5)</b>	<b>\$7.2</b>
<b>Cash Adjustments</b>	15.9	44.1	28.2
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$107.9)</b>	<b>(\$72.4)</b>	<b>\$35.5</b>

**Mark Young**

Vice President, Management and Finance





# Long Island Rail Road

---

## *Financial Report Highlights*

### **NON-REIMBURSABLE SUMMARY**

January operating results were favorable by \$7.2 or 5.9% lower than the budget.

Non-Reimbursable revenues through January were \$2.7 favorable to the budget. Farebox Revenue was favorable as a result of higher ridership. Other Operating Revenues were favorable to budget due to the timing of rental revenues. Total Non-Reimbursable expenses were \$4.6 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, and the timing of materials, partially offset by higher FELA indemnity reserves and the timing of professional services.

January capital and other reimbursable expenditures (and reimbursements) were \$3.9 higher than the budget due to timing of capital and other reimbursements.

### **REVENUE/RIDERSHIP**

January **Total Revenues** (including Capital and Other Reimbursements) of \$92.2 were \$6.5 or 7.6% favorable to the budget.

- **Farebox Revenues** were \$2.2 favorable to the budget due to higher ridership. January ridership was 7.2 million. This was 0.1% higher than 2019 (adjusted for same number of calendar work days) and 3.5% higher than the budget.
- **Other Operating Revenues** were \$0.5 favorable to the budget due to the timing of rental revenue.
- **Capital and Other Reimbursements** were \$3.9 favorable due to timing of capital activity and interagency reimbursements.

### **EXPENSES**

January **Total Expenses** (including depreciation and other) of \$208.7 were favorable to the budget by \$0.7 or 0.3%.

**Labor Expenses**, \$(2.0) unfavorable.

- **Payroll**, \$3.5 favorable (primarily vacant positions).
- **Overtime**, \$(1.0) unfavorable (primarily higher capital project activity and maintenance overtime, partially offset by lower weather-related overtime).
- **Health & Welfare**, \$1.4 favorable (vacant positions).
- **OPEB Current Payment**, \$1.2 favorable (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(7.0) unfavorable (primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes).

**Non-Labor Expenses**, \$2.4 favorable.

- **Maintenance and Other Operating Contracts**, \$(1.0) unfavorable (primarily the timing of prior year accrual reversals).
- **Professional Services**, \$(3.7) unfavorable (primarily the timing of consultant contracts for technical scope of work for future ESA maintenance contracts and MTA Chargeback services).



# Long Island Rail Road

---

## *Financial Report Highlights*

- **Materials and Supplies**, \$7.1 favorable (primarily timing of fleet maintenance and right of way initiatives, and capital project material).

**Depreciation and Other**, \$0.2 favorable depreciation.

### **CASH DEFICIT SUMMARY**

The January Cash Deficit of \$72.4 was \$35.5 favorable to the budget due to lower expenditures and the timing of capital and other reimbursements.

### **FINANCIAL PERFORMANCE MEASURES**

- The January Farebox Operating Ratio was 41.1%, 2.8 percentage points above the budget resulting from lower expenses and higher farebox revenue.
- The January Adjusted Farebox Operating Ratio was 45.8%, which is above the budget due to lower expenses and higher farebox revenue.
- The January Adjusted Cost per Passenger was \$19.19, which is lower than the budget due to lower expenses and higher ridership.
- The January Revenue per Passenger was \$8.43, which was \$0.03 above the budget.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$58.234	\$60.423	\$2.189	3.8	\$0.000	\$0.000	\$0.000	-	\$58.234	\$60.423	\$2.189	3.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.199	2.683	0.484	22.0	0.000	0.000	0.000	-	2.199	2.683	0.484	22.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	25.264	29.120	3.856	15.3	25.264	29.120	3.856	15.3
<b>Total Revenue</b>	<b>\$60.433</b>	<b>\$63.106</b>	<b>\$2.673</b>	<b>4.4</b>	<b>\$25.264</b>	<b>\$29.120</b>	<b>\$3.856</b>	<b>15.3</b>	<b>\$85.697</b>	<b>\$92.226</b>	<b>\$6.529</b>	<b>7.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$56.363	\$53.039	\$3.324	5.9	\$9.800	\$9.652	\$0.148	1.5	\$66.162	\$62.691	\$3.471	5.2
Overtime	12.805	11.915	0.891	7.0	2.586	4.445	(1.859)	(71.9)	15.391	16.360	(0.968)	(6.3)
Health and Welfare	11.639	9.855	1.784	15.3	1.889	2.255	(0.366)	(19.4)	13.528	12.110	1.418	10.5
OPEB Current Payment	6.206	5.046	1.160	18.7	0.000	0.000	0.000	-	6.206	5.046	1.160	18.7
Pensions	12.574	13.075	(0.502)	(4.0)	3.069	2.568	0.502	16.3	15.643	15.643	0.000	0.0
Other Fringe Benefits	15.043	21.605	(6.561)	(43.6)	1.932	2.405	(0.473)	(24.5)	16.975	24.009	(7.035)	(41.4)
Reimbursable Overhead	(0.624)	(3.633)	3.009	*	0.624	3.633	(3.009)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$114.005</b>	<b>\$110.902</b>	<b>\$3.104</b>	<b>2.7</b>	<b>\$19.900</b>	<b>\$24.957</b>	<b>(\$5.057)</b>	<b>(25.4)</b>	<b>\$133.905</b>	<b>\$135.859</b>	<b>(\$1.954)</b>	<b>(1.5)</b>
<i>Non-Labor:</i>												
Electric Power	\$6.689	\$6.682	\$0.007	0.1	\$0.021	\$0.021	(\$0.000)	(1.8)	\$6.710	\$6.703	\$0.006	0.1
Fuel	1.904	1.920	(0.016)	(0.8)	0.000	0.000	0.000	-	1.904	1.920	(0.016)	(0.8)
Insurance	1.866	1.761	0.105	5.6	0.649	0.489	0.160	24.7	2.515	2.250	0.265	10.5
Claims	0.379	0.760	(0.382)	*	0.000	0.000	0.000	-	0.379	0.760	(0.382)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.656	8.031	(1.375)	(20.7)	1.097	0.735	0.363	33.0	7.754	8.766	(1.012)	(13.1)
Professional Service Contracts	3.591	6.580	(2.988)	(83.2)	0.064	0.787	(0.723)	*	3.655	7.366	(3.711)	*
Materials & Supplies	14.343	8.665	5.678	39.6	3.507	2.068	1.439	41.0	17.850	10.733	7.117	39.9
Other Business Expenses	1.584	1.376	0.207	13.1	0.026	0.063	(0.037)	*	1.610	1.439	0.170	10.6
<b>Total Non-Labor Expenses</b>	<b>\$37.012</b>	<b>\$35.776</b>	<b>\$1.236</b>	<b>3.3</b>	<b>\$5.364</b>	<b>\$4.163</b>	<b>\$1.201</b>	<b>22.4</b>	<b>\$42.376</b>	<b>\$39.938</b>	<b>\$2.438</b>	<b>5.8</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$151.017</b>	<b>\$146.678</b>	<b>\$4.340</b>	<b>2.9</b>	<b>\$25.264</b>	<b>\$29.120</b>	<b>(\$3.856)</b>	<b>(15.3)</b>	<b>\$176.281</b>	<b>\$175.798</b>	<b>\$0.484</b>	<b>0.3</b>
Depreciation	\$32.998	\$32.770	\$0.228	0.7	\$0.000	\$0.000	\$0.000	-	\$32.998	\$32.770	\$0.228	0.7
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
<b>Total Expenses</b>	<b>\$184.182</b>	<b>\$179.614</b>	<b>\$4.568</b>	<b>2.5</b>	<b>\$25.264</b>	<b>\$29.120</b>	<b>(\$3.856)</b>	<b>(15.3)</b>	<b>\$209.446</b>	<b>\$208.735</b>	<b>\$0.712</b>	<b>0.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$123.749)</b>	<b>(\$116.508)</b>	<b>\$7.241</b>	<b>5.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$123.749)</b>	<b>(\$116.508)</b>	<b>\$7.241</b>	<b>5.9</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$32.998	\$32.770	(\$0.228)	(0.7)	\$0.000	\$0.000	\$0.000	-	32.998	\$32.770	(\$0.228)	(0.7)
Operating/Capital	(1.178)	(0.362)	0.816	69.2	0.000	0.000	0.000	-	(1.178)	(0.362)	0.816	69.2
Other Cash Adjustments	(15.950)	11.708	27.658	*	0.000	0.000	0.000	-	(15.950)	11.708	27.658	*
<b>Total Cash Conversion Adjustments</b>	<b>\$15.870</b>	<b>\$44.116</b>	<b>\$28.246</b>	<b>*</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$15.870</b>	<b>\$44.116</b>	<b>\$28.246</b>	<b>*</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$107.879)</b>	<b>(\$72.392)</b>	<b>\$35.487</b>	<b>32.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$107.879)</b>	<b>(\$72.392)</b>	<b>\$35.487</b>	<b>32.9</b>

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

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$58,234	\$60,423	\$2,189	3.8	\$0,000	\$0,000	\$0,000	-	\$58,234	\$60,423	\$2,189	3.8
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	2,199	2,683	0,484	22.0	0,000	0,000	0,000	-	2,199	2,683	0,484	22.0
Capital & Other Reimbursements	0,000	0,000	0,000	-	25,264	29,120	3,856	15.3	25,264	29,120	3,856	15.3
<b>Total Revenue</b>	<b>\$60,433</b>	<b>\$63,106</b>	<b>\$2,673</b>	<b>4.4</b>	<b>\$25,264</b>	<b>\$29,120</b>	<b>\$3,856</b>	<b>15.3</b>	<b>\$85,697</b>	<b>\$92,226</b>	<b>\$6,529</b>	<b>7.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$56,363	\$53,039	\$3,324	5.9	\$9,800	\$9,652	\$0,148	1.5	\$66,162	\$62,691	\$3,471	5.2
Overtime	12,805	11,915	0,891	7.0	2,586	4,445	(1,859)	(71.9)	15,391	16,360	(0,968)	(6.3)
Health and Welfare	11,639	9,855	1,784	15.3	1,889	2,255	(0,366)	(19.4)	13,528	12,110	1,418	10.5
OPEB Current Payment	6,206	5,046	1,160	18.7	0,000	0,000	0,000	-	6,206	5,046	1,160	18.7
Pensions	12,574	13,075	(0,502)	(4.0)	3,069	2,568	0,502	16.3	15,643	15,643	0,000	0.0
Other Fringe Benefits	15,043	21,605	(6,561)	(43.6)	1,932	2,405	(0,473)	(24.5)	16,975	24,009	(7,035)	(41.4)
Reimbursable Overhead	(0,624)	(3,633)	3,009	*	0,624	3,633	(3,009)	*	0,000	0,000	0,000	-
<b>Total Labor Expenses</b>	<b>\$114,005</b>	<b>\$110,902</b>	<b>\$3,104</b>	<b>2.7</b>	<b>\$19,900</b>	<b>\$24,957</b>	<b>(\$5,057)</b>	<b>(25.4)</b>	<b>\$133,905</b>	<b>\$135,859</b>	<b>(\$1,954)</b>	<b>(1.5)</b>
<i>Non-Labor:</i>												
Electric Power	\$6,689	\$6,682	\$0,007	0.1	\$0,021	\$0,021	(\$0,000)	(1.8)	\$6,710	\$6,703	\$0,006	0.1
Fuel	1,904	1,920	(0,016)	(0.8)	0,000	0,000	0,000	-	1,904	\$1,920	(0,016)	(0.8)
Insurance	1,866	1,761	0,105	5.6	0,649	0,489	0,160	24.7	2,515	\$2,250	0,265	10.5
Claims	0,379	0,760	(0,382)	*	0,000	0,000	0,000	-	0,379	\$0,760	(0,382)	*
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	\$0,000	0,000	-
Maintenance and Other Operating Contracts	6,656	8,031	(1,375)	(20.7)	1,097	0,735	0,363	33.0	7,754	\$8,766	(1,012)	(13.1)
Professional Service Contracts	3,591	6,580	(2,988)	(83.2)	0,064	0,787	(0,723)	*	3,655	\$7,366	(3,711)	*
Materials & Supplies	14,343	8,665	5,678	39.6	3,507	2,068	1,439	41.0	17,850	\$10,733	7,117	39.9
Other Business Expenses	1,584	1,376	0,207	13.1	0,026	0,063	(0,037)	*	1,610	\$1,439	0,170	10.6
<b>Total Non-Labor Expenses</b>	<b>\$37,012</b>	<b>\$35,776</b>	<b>\$1,236</b>	<b>3.3</b>	<b>\$5,364</b>	<b>\$4,163</b>	<b>\$1,201</b>	<b>22.4</b>	<b>\$42,376</b>	<b>\$39,938</b>	<b>\$2,438</b>	<b>5.8</b>
Other Expense Adjustments												
Other	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	0,000	\$0,000	\$0,000	-
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$151,017</b>	<b>\$146,678</b>	<b>\$4,340</b>	<b>2.9</b>	<b>\$25,264</b>	<b>\$29,120</b>	<b>(\$3,856)</b>	<b>(15.3)</b>	<b>\$176,281</b>	<b>\$175,798</b>	<b>\$0,484</b>	<b>0.3</b>
Depreciation	\$32,998	\$32,770	0,228	0.7	\$0,000	\$0,000	\$0,000	-	\$32,998	\$32,770	\$0,228	0.7
GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,167	0,167	0,000	0.0	0,000	0,000	0,000	-	0,167	0,167	0,000	0.0
<b>Total Expenses</b>	<b>\$184,182</b>	<b>\$179,614</b>	<b>\$4,568</b>	<b>2.5</b>	<b>\$25,264</b>	<b>\$29,120</b>	<b>(\$3,856)</b>	<b>(15.3)</b>	<b>\$209,446</b>	<b>\$208,735</b>	<b>\$0,712</b>	<b>0.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$123,749)</b>	<b>(\$116,508)</b>	<b>\$7,241</b>	<b>5.9</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$123,749)</b>	<b>(\$116,508)</b>	<b>\$7,241</b>	<b>5.9</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$32,998	\$32,770	(\$0,228)	(0.7)	\$0,000	\$0,000	\$0,000	-	32,998	\$32,770	(\$0,228)	(0.7)
Operating/Capital	(1,178)	(0,362)	0,816	69.2	0,000	0,000	0,000	-	(1,178)	(0,362)	0,816	69.2
Other Cash Adjustments	(15,950)	11,708	27,658	*	0,000	0,000	0,000	-	(15,950)	11,708	27,658	*
<b>Total Cash Conversion Adjustments</b>	<b>\$15,870</b>	<b>\$44,116</b>	<b>\$28,246</b>	<b>*</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$15,870</b>	<b>\$44,116</b>	<b>\$28,246</b>	<b>*</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$107,879)</b>	<b>(\$72,392)</b>	<b>\$35,487</b>	<b>32.9</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$107,879)</b>	<b>(\$72,392)</b>	<b>\$35,487</b>	<b>32.9</b>

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

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

January 2020				Year-to-Date January 2020			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	2.189	3.8	Higher ridership \$2.038, and higher yield per passenger \$0.151.	2.189	3.8	
Other Operating Revenue	Non Reimb.	0.484	22.0	Primarily due to the timing of rental and miscellaneous revenue.	0.484	22.0	
Capital & Other Reimbursements	Reimb.	3.856	15.3	Timing of capital project activity and interagency reimbursements.	3.856	15.3	
<b>Expenses</b>							
Payroll	Non Reimb.	3.324	5.9	Primarily vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.	3.324	5.9	
	Reimb.	0.148	1.5	Primarily due to timing of project activity.	0.148	1.5	
Overtime	Non Reimb.	0.891	7.0	Primarily due to lower weather-related overtime, partially offset by higher maintenance overtime.	0.891	7.0	
	Reimb.	(1.859)	(71.9)	Over-run attributed to 3rd Third Track expansion and Annual Track Program.	(1.859)	(71.9)	
Health and Welfare	Non Reimb.	1.784	15.3	Vacant positions.	1.784	15.3	
	Reimb.	(0.366)	(19.4)	Primarily due to timing of project activity.	(0.366)	(19.4)	
OPEB Current Payment	Non Reimb.	1.160	18.7	Fewer retirees/beneficiaries.	1.160	18.7	
Pensions	Non Reimb.	(0.502)	(4.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(0.502)	(4.0)	
	Reimb.	0.502	16.3	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	0.502	16.3	

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2020		Reason for Variance	Year-to-Date January 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	(6.561)	(43.6)	Higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes.	(6.561)	(43.6)	
	Reimb.	(0.473)	(24.5)	Primarily due to timing of project activity.	(0.473)	(24.5)	
Reimbursable Overhead	Non Reimb.	3.009	*	Primarily due to timing of project activity.	3.009	*	
	Reimb.	(3.009)	*	Primarily due to timing of project activity.	(3.009)	*	
Electric Power	Non Reimb.	0.007	0.1		0.007	0.1	
	Reimb.	(0.000)	(1.8)		(0.000)	(1.8)	
Fuel	Non Reimb.	(0.016)	(0.8)		(0.016)	(0.8)	
Insurance	Non Reimb.	0.105	5.6	Lower liability insurance.	0.105	5.6	
	Reimb.	0.160	24.7	Force Account Insurance associated with project activity.	0.160	24.7	
Claims	Non Reimb.	(0.382)	*	Increase in reserves.	(0.382)	*	
Maintenance & Other Operating Contracts	Non Reimb.	(1.375)	(20.7)	Primarily prior year accruals not reversed.	(1.375)	(20.7)	
	Reimb.	0.363	33.0	Primarily due to timing of project activity.	0.363	33.0	

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2020		Reason for Variance	Year-to-Date January 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	(2.988)	(83.2)	Primarily due to the timing of consultant contracts for technical scope of work for future ESA maintenance contracts and MTA Chargeback services.	(2.988)	(83.2)	
	Reimb.	(0.723)	*	Primarily due to timing of project activity.	(0.723)	*	
Materials & Supplies	Non Reimb.	5.678	39.6	Primarily timing of modifications and RCM activity for revenue fleet and right of way material.	5.678	39.6	
	Reimb.	1.439	41.0	Primarily due to timing of project activity.	1.439	41.0	
Other Business Expenses	Non Reimb.	0.207	13.1	Primarily timing of employee tuition reimbursement, travel meetings & conventions and miscellaneous expenses.	0.207	13.1	
	Reimb.	(0.037)	*	Primarily due to timing of project activity.	(0.037)	*	
Depreciation	Non Reimb.	0.228	0.7	Based on certain capital assets being fully depreciated.	0.228	0.7	

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
January 2020								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)	Percent	Budget	Actual	Favorable (Unfavorable)	Percent
<b>Receipts</b>								
Farebox Revenue	\$59.567	\$62.160	\$2.593	4.4	\$59.567	\$62.160	\$2.593	4.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.603	1.752	0.149	9.3	1.603	1.752	0.149	9.3
Capital & Other Reimbursements	24.701	35.918	11.217	45.4	24.701	35.918	11.217	45.4
<b>Total Receipts</b>	<b>\$85.871</b>	<b>\$99.829</b>	<b>\$13.958</b>	<b>16.3</b>	<b>\$85.871</b>	<b>\$99.829</b>	<b>\$13.958</b>	<b>16.3</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$69.407	\$61.857	\$7.550	10.9	\$69.407	\$61.857	\$7.550	10.9
Overtime	18.917	17.570	1.347	7.1	18.917	17.570	1.347	7.1
Health and Welfare	13.528	11.387	2.141	15.8	13.528	11.387	2.141	15.8
OPEB Current Payment	6.206	4.806	1.400	22.6	6.206	4.806	1.400	22.6
Pensions	15.643	15.062	0.581	3.7	15.643	15.062	0.581	3.7
Other Fringe Benefits	21.019	18.896	2.123	10.1	21.019	18.896	2.123	10.1
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$144.720</b>	<b>\$129.578</b>	<b>\$15.142</b>	<b>10.5</b>	<b>\$144.720</b>	<b>\$129.578</b>	<b>\$15.142</b>	<b>10.5</b>
<i>Non-Labor:</i>								
Electric Power	\$6.710	\$6.988	(\$0.278)	(4.1)	\$6.710	\$6.988	(\$0.278)	(4.1)
Fuel	1.904	1.813	0.091	4.8	1.904	1.813	0.091	4.8
Insurance	10.248	0.000	10.248	100.0	10.248	0.000	10.248	100.0
Claims	0.152	0.190	(0.038)	(25.3)	0.152	0.190	(0.038)	(25.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.754	7.487	0.267	3.4	7.754	7.487	0.267	3.4
Professional Service Contracts	1.895	5.321	(3.426)	*	1.895	5.321	(3.426)	*
Materials & Supplies	17.136	17.601	(0.465)	(2.7)	17.136	17.601	(0.465)	(2.7)
Other Business Expenses	1.898	1.663	0.235	12.4	1.898	1.663	0.235	12.4
<b>Total Non-Labor Expenditures</b>	<b>\$47.697</b>	<b>\$41.064</b>	<b>\$6.633</b>	<b>13.9</b>	<b>\$47.697</b>	<b>\$41.064</b>	<b>\$6.633</b>	<b>13.9</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.333	\$1.370	(\$0.037)	(2.8)	\$1.333	\$1.370	(\$0.037)	(2.8)
<b>Total Other Expenditure Adjustments</b>	<b>\$1.333</b>	<b>\$1.370</b>	<b>(\$0.037)</b>	<b>(2.8)</b>	<b>\$1.333</b>	<b>\$1.370</b>	<b>(\$0.037)</b>	<b>(2.8)</b>
<b>Total Expenditures</b>	<b>\$193.750</b>	<b>\$172.012</b>	<b>\$21.738</b>	<b>11.2</b>	<b>\$193.750</b>	<b>\$172.012</b>	<b>\$21.738</b>	<b>11.2</b>
Cash Timing and Availability Adjustment	0.000	(0.210)	(0.210)	-	0.000	(0.210)	(0.210)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$107.879)</b>	<b>(\$72.392)</b>	<b>\$35.487</b>	<b>32.9</b>	<b>(\$107.879)</b>	<b>(\$72.392)</b>	<b>\$35.487</b>	<b>32.9</b>
<b>Subsidies</b>								
MTA	107.879	149.261	41.382	38.4	107.879	149.261	41.382	38.4



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

Table 5

Generic Revenue or Expense Category	January 2020			Year-to-Date as of January 31, 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	2.593	4.4	Higher ridership \$2.038, higher advance sales impact \$0.550 and higher yields \$0.151, partially offset by lower MetroCard/AirTrain sales \$(0.146).	2.593	4.4	
Other Operating Revenue	0.149	9.3	Primarily due to the timing of rental and miscellaneous revenue.	0.149	9.3	
Capital and Other Reimbursements	11.217	45.4	Timing of activity and reimbursement for capital and other reimbursements.	11.217	45.4	
<b>Expenditures</b>						
Labor:						
Payroll	7.550	10.9	Primarily due to vacant positions, rates, higher sick pay law claim credits and the timing of intercompany reimbursements.	7.550	10.9	
Overtime	1.347	7.1	Primarily due to lower weather-related overtime and the timing of overtime payments, partially offset by higher project and maintenance overtime.	1.347	7.1	
Health and Welfare	2.141	15.8	Primarily due to vacant positions, intercompany reimbursements and the timing of payments.	2.141	15.8	
OPEB Current Payment	1.400	22.6	Primarily due to fewer retirees/beneficiaries and the timing of payments.	1.400	22.6	
Pensions	0.581	3.7	Due to intercompany reimbursements.	0.581	3.7	
Other Fringe Benefits	2.123	10.1	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements, partially offset by the timing of FELA payments.	2.123	10.1	

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

Table 5

Generic Revenue or Expense Category	January 2020			Year-to-Date as of January 31, 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	(0.278)	(4.1)	Primarily due to the timing payments.	(0.278)	(4.1)	
Fuel	0.091	4.8	Primarily due to the timing of payments.	0.091	4.8	
Insurance	10.248	100.0	Timing of insurance premium payments.	10.248	100.0	
Claims	(0.038)	(25.3)	Timing of payments for claims.	(0.038)	(25.3)	
Maintenance and Other Operating Contracts	0.267	3.4	Timing of payments.	0.267	3.4	
Professional Service Contracts	(3.426)	*	Timing of payments for consultant contracts for technical scope of work for future ESA maintenance contracts and the timing of MTA Chargebacks.	(3.426)	*	
Materials and Supplies	(0.465)	(2.7)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(0.465)	(2.7)	
Other Business Expenses	0.235	12.4	Primarily the timing of tuition, travel and other miscellaneous expense payments.	0.235	12.4	
Other Expenditure Adjustments	(0.037)	(2.8)	Higher MetroCard/AirTrain pass through payments.	(0.037)	(2.8)	

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
January 2020								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.333	\$1.737	\$0.404	30.3	\$1.333	\$1.737	\$0.404	30.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.596)	(0.931)	(0.335)	(56.3)	(0.596)	(0.931)	(0.335)	(56.3)
Capital & Other Reimbursements	(0.563)	6.797	7.361	*	(0.563)	6.797	7.361	*
<b>Total Receipts</b>	<b>\$0.174</b>	<b>\$7.603</b>	<b>\$7.429</b>	<b>*</b>	<b>\$0.174</b>	<b>\$7.603</b>	<b>\$7.429</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$3.245)	\$0.834	\$4.078	*	(\$3.245)	\$0.834	\$4.078	*
Overtime	(3.526)	(1.211)	2.315	65.7	(3.526)	(1.211)	2.315	65.7
Health and Welfare	(0.000)	0.723	0.724	*	(0.000)	0.723	0.724	*
OPEB Current Payment	(0.000)	0.240	0.241	*	(0.000)	0.240	0.241	*
Pensions	(0.000)	0.581	0.581	*	(0.000)	0.581	0.581	*
Other Fringe Benefits	(4.044)	5.113	9.157	*	(4.044)	5.113	9.157	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$10.815)</b>	<b>\$6.281</b>	<b>\$17.096</b>	<b>*</b>	<b>(\$10.815)</b>	<b>\$6.281</b>	<b>\$17.096</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.000)	(\$0.285)	(\$0.285)	*	(\$0.000)	(\$0.285)	(\$0.285)	*
Fuel	(0.000)	0.107	0.107	*	(0.000)	0.107	0.107	*
Insurance	(7.733)	2.250	9.983	*	(7.733)	2.250	9.983	*
Claims	0.227	0.570	0.343	*	0.227	0.570	0.343	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.000)	1.279	1.279	*	(0.000)	1.279	1.279	*
Professional Service Contracts	1.760	2.046	0.285	16.2	1.760	2.046	0.285	16.2
Materials & Supplies	0.714	(6.868)	(7.582)	*	0.714	(6.868)	(7.582)	*
Other Business Expenses	(0.288)	(0.223)	0.065	22.5	(0.288)	(0.223)	0.065	22.5
<b>Total Non-Labor Expenditures</b>	<b>(\$5.321)</b>	<b>(\$1.125)</b>	<b>\$4.196</b>	<b>78.9</b>	<b>(\$5.321)</b>	<b>(\$1.125)</b>	<b>\$4.196</b>	<b>78.9</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.333)	(\$1.370)	(\$0.037)	(2.8)	(\$1.333)	(\$1.370)	(\$0.037)	(2.8)
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.333)</b>	<b>(\$1.370)</b>	<b>(\$0.037)</b>	<b>(2.8)</b>	<b>(\$1.333)</b>	<b>(\$1.370)</b>	<b>(\$0.037)</b>	<b>(2.8)</b>
<b>Total Expenditures before Depreciation</b>	<b>(\$17.469)</b>	<b>\$3.786</b>	<b>\$21.254</b>	<b>*</b>	<b>(\$17.469)</b>	<b>\$3.786</b>	<b>\$21.254</b>	<b>*</b>
Depreciation Adjustment	\$32.998	\$32.770	(\$0.228)	(0.7)	\$32.998	\$32.770	(\$0.228)	(0.7)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.167	0.167	0.000	0.0
<b>Total Expenditures</b>	<b>\$15.696</b>	<b>\$36.723</b>	<b>\$21.026</b>	<b>*</b>	<b>\$15.696</b>	<b>\$36.723</b>	<b>\$21.026</b>	<b>*</b>
Cash Timing and Availability Adjustment	0.000	(0.210)	(0.210)	-	0.000	(0.210)	(0.210)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$15.870</b>	<b>\$44.116</b>	<b>\$28.246</b>	<b>*</b>	<b>\$15.870</b>	<b>\$44.116</b>	<b>\$28.246</b>	<b>*</b>

**MTA LONG ISLAND RAIL ROAD**  
**2020 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	January 2020						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	51,729	\$3.215	50,702	\$3.157	1,027 2.0%	\$0.058 1.8%	51,729	\$3.215	50,702	\$3.157	1,027 2.0%	\$0.058 1.8%
<u>Unscheduled Service</u>	3,118	\$0.204	3,858	\$0.255	(740) -23.7%	(\$0.051) -24.9%	3,118	\$0.204	3,858	\$0.255	(740) -23.7%	(\$0.051) -24.9%
<u>Programmatic/Routine Maintenance</u>	57,314	\$3.467	76,540	\$4.620	(19,226) -33.5%	(\$1.153) -33.3%	57,314	\$3.467	76,540	\$4.620	(19,226) -33.5%	(\$1.153) -33.3%
<u>Unscheduled Maintenance</u>	444	\$0.028	6,451	\$0.402	(6,007) *	(\$0.374) *	444	\$0.028	6,451	\$0.402	(6,007) *	(\$0.374) *
<u>Vacancy/Absentee Coverage</u>	41,571	\$2.553	40,881	\$2.483	690 1.7%	\$0.070 2.7%	41,571	\$2.553	40,881	\$2.483	690 1.7%	\$0.070 2.7%
<u>Weather Emergencies</u>	55,510	\$3.213	7,331	\$0.424	48,179 86.8%	\$2.789 86.8%	55,510	\$3.213	7,331	\$0.424	48,179 86.8%	\$2.789 86.8%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> <sup>3</sup>	2,262	\$0.125	2,180	\$0.574	82 3.6%	(\$0.448) *	2,262	\$0.125	2,180	\$0.574	82 3.6%	(\$0.448) *
<b>NON-REIMBURSABLE OVERTIME</b>	<b>211,948</b>	<b>\$12.805</b>	<b>187,943</b>	<b>\$11.915</b>	<b>24,005</b> <b>11.3%</b>	<b>\$0.891</b> <b>7.0%</b>	<b>211,948</b>	<b>\$12.805</b>	<b>187,943</b>	<b>\$11.915</b>	<b>24,005</b> <b>11.3%</b>	<b>\$0.891</b> <b>7.0%</b>
<b>REIMBURSABLE OVERTIME</b>	<b>42,855</b>	<b>\$2.586</b>	<b>69,354</b>	<b>\$4.445</b>	<b>(26,499)</b> <b>-61.8%</b>	<b>(\$1.859)</b> <b>-71.9%</b>	<b>42,855</b>	<b>\$2.586</b>	<b>69,354</b>	<b>\$4.445</b>	<b>(26,499)</b> <b>-61.8%</b>	<b>(\$1.859)</b> <b>-71.9%</b>
<b>TOTAL OVERTIME</b>	<b>254,803</b>	<b>\$15.391</b>	<b>257,297</b>	<b>\$16.360</b>	<b>(2,494)</b> <b>-1.0%</b>	<b>(\$0.968)</b> <b>-6.3%</b>	<b>254,803</b>	<b>\$15.391</b>	<b>257,297</b>	<b>\$16.360</b>	<b>(2,494)</b> <b>-1.0%</b>	<b>(\$0.968)</b> <b>-6.3%</b>

<sup>1</sup> Includes Tour Length and Holiday overtime.

<sup>2</sup> Not Applicable

<sup>3</sup> 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**  
**2020 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

Master Page # 229 of 297 - Joint Metro-North and Long Island Committees Meeting 2/24/2020

	January 2020			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	1,027	\$0.058		1,027	\$0.058	
	2.0%	1.8%		2.0%	1.8%	
<u>Unscheduled Service</u>	(740)	(\$0.051)		(740)	(\$0.051)	
	-23.7%	-24.9%		-23.7%	-24.9%	
<u>Programmatic/Routine Maintenance</u>	(19,226)	(\$1.153)	Higher running repair on rolling stock within Equipment, higher Sperry rail car initiative along the Mainline, Atlantic and Montauk Branches within Engineering.	(19,226)	(\$1.153)	
	-33.5%	-33.3%		-33.5%	-33.3%	
<u>Unscheduled Maintenance</u>	(6,007)	(\$0.374)	Emergency rail inspections, Mainline and Montauk branches.	(6,007)	(\$0.374)	
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	690	\$0.070		690	\$0.070	
	1.7%	2.7%		1.7%	2.7%	
<u>Weather Emergencies</u>	48,179	\$2.789	Favorable weather patterns.	48,179	\$2.789	
	86.8%	86.8%		86.8%	86.8%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	82	(\$0.448)		82	(\$0.448)	
	3.6%	*		3.6%	*	
<b>NON-REIMBURSABLE OVERTIME</b>	<b>24,005</b>	<b>\$0.891</b>		<b>24,005</b>	<b>\$0.891</b>	
	11.3%	7.0%		11.3%	7.0%	
<b>REIMBURSABLE OVERTIME</b>	(26,499)	(\$1.859)	Over-run attributed to 3rd Third Track expansion \$1.0M, and Annual Track Program \$0.4M.	(26,499)	(\$1.859)	
	-61.8%	-71.9%		-61.8%	-71.9%	
<b>TOTAL OVERTIME</b>	<b>(2,494)</b>	<b>(\$0.968)</b>		<b>(2,494)</b>	<b>(\$0.968)</b>	
	-1.0%	-6.3%		-1.0%	-6.3%	

**METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD**  
**2020 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	1	1	0
Enterprise Asset Management	7	5	2
Sr. Vice President - Engineering	2	1	1
Labor Relations	17	16	1
Procurement & Logistics (excl. Stores)	71	61	10
Human Resources	37	33	4
Sr VP Administration	2	2	0
Strategic Investments	15	13	2
President	8	7	1
VP & CFO	2	2	0
Controller	44	46	(2)
Management & Budget	17	14	3
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	70	67	3
Gen. Counsel & Secretary	30	29	1
Diversity Management	3	3	0
Security	15	10	5
System Safety	46	35	11
Training	69	66	3
Service Planning	30	27	3
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
<b>Total Administration</b>	<b>509</b>	<b>453</b>	<b>56</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,369	2,351	18
Customer Services	319	307	12
<b>Total Operations</b>	<b>2,688</b>	<b>2,658</b>	<b>30</b>
<b>Maintenance</b>			
Engineering	2,071	2,005	66
Equipment	2,215	2,116	99
Procurement (Stores)	95	97	(2)
<b>Total Maintenance</b>	<b>4,381</b>	<b>4,218</b>	<b>163</b>
<b>Engineering/Capital</b>			
Department of Program Management	152	123	29
Special Projects	61	52	9
Positive Train Control	14	13	1
<b>Total Engineering/Capital</b>	<b>227</b>	<b>188</b>	<b>39</b>
<b>Baseline Total Positions</b>	<b>7,805</b>	<b>7,517</b>	<b>288</b>
<i>Non-Reimbursable</i>	<b>6,587</b>	<b>6,479</b>	<b>108</b>
<i>Reimbursable</i>	<b>1,218</b>	<b>1,038</b>	<b>180</b>
<b>Total Full-Time</b>	<b>7,805</b>	<b>7,517</b>	<b>288</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

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

	<b>Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	271	245	26
Professional, Technical, Clerical	134	102	32
Operational Hourlies	104	106	(2)
<b>Total Administration</b>	<b>509</b>	<b>453</b>	<b>56</b>
<b>Operations</b>			
Managers/Supervisors	328	306	22
Professional, Technical, Clerical	107	99	8
Operational Hourlies	2,253	2,253	0
<b>Total Operations</b>	<b>2,688</b>	<b>2,658</b>	<b>30</b>
<b>Maintenance</b>			
Managers/Supervisors	901	777	124
Professional, Technical, Clerical	304	244	60
Operational Hourlies	3,176	3,197	(21)
<b>Total Maintenance</b>	<b>4,381</b>	<b>4,218</b>	<b>163</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	157	141	16
Professional, Technical, Clerical	70	47	23
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>227</b>	<b>188</b>	<b>39</b>
<b>Total Positions</b>			
Managers/Supervisors	1,657	1,469	188
Professional, Technical, Clerical	615	492	123
Operational Hourlies	5,533	5,556	(23)
<b>Total Positions</b>	<b>7,805</b>	<b>7,517</b>	<b>288</b>



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

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 108 positions due to the vacancies in Maintenance of Equipment, Train Operations, Stations Department, and other administrative departments, partially offset by Engineering and Project Management workforce working on maintenance activity instead of capital project activity.
<b>REIMBURSABLE POSITIONS</b> - Favorable 180 positions primarily due to the timing of project activity in Engineering, Project Management, Procurement and Logistics, and Special Projects, partially offset by unfavorable positions within Train Operations.

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

	JANUARY 2020						
	Month			Variance			
	Adopted Budget	Actual 2020	Adjusted* 2019	Adopted Budget		Adjusted* 2019	
			#	%	#	%	
<b>RIDERSHIP</b>							
Monthly	4.021	3.991	4.074	(0.030)	-0.8%	(0.083)	-2.0%
Weekly	0.173	0.201	0.170	0.028	16.4%	0.031	17.9%
<b>Total Commutation</b>	<b>4.194</b>	<b>4.192</b>	<b>4.244</b>	<b>(0.002)</b>	<b>-0.1%</b>	<b>(0.052)</b>	<b>-1.2%</b>
One-Way Full Fare	0.625	0.788	0.744	0.163	26.1%	0.044	6.0%
One-Way Off-Peak	1.333	1.362	1.359	0.029	2.2%	0.003	0.2%
All Other	0.778	0.830	0.820	0.053	6.8%	0.010	1.3%
<b>Total Non-Commutation</b>	<b>2.735</b>	<b>2.980</b>	<b>2.923</b>	<b>0.245</b>	<b>8.9%</b>	<b>0.057</b>	<b>2.0%</b>
<b>Total</b>	<b>6.929</b>	<b>7.172</b>	<b>7.167</b>	<b>0.243</b>	<b>3.5%</b>	<b>0.005</b>	<b>0.1%</b>

\*Prior year adjusted to reflect current year calendar.

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

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2020</u>	<u>Adopted Budget</u>	<u>Actual 2019</u>	<u>vs. Budget</u>	<u>vs. 2019</u>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	41.1%	38.3%	43.0%	2.8%	-1.9%
	Adjusted <sup>(2)</sup>	45.8%	42.6%	48.4%	3.2%	-2.6%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$20.50	\$21.96	\$18.89	\$1.46	(\$1.61)
	Adjusted <sup>(2)</sup>	\$19.19	\$20.46	\$17.69	\$1.27	(\$1.50)
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.43	\$8.40	\$8.13	\$0.03	\$0.30
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2020</u>	<u>Adopted Budget</u>	<u>Actual 2019</u>	<u>vs. Budget</u>	<u>vs. 2019</u>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	41.1%	38.3%	43.0%	2.8%	-1.9%
	Adjusted <sup>(2)</sup>	45.8%	42.6%	48.4%	3.2%	-2.6%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$20.50	\$21.96	\$18.89	\$1.46	(\$1.61)
	Adjusted <sup>(2)</sup>	\$19.19	\$20.46	\$17.69	\$1.27	(\$1.50)
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.43	\$8.40	\$8.13	\$0.03	\$0.30

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services



# Long Island Rail Road

---

## Ridership Report Highlights

### January 2020 vs. 2019

- Total ridership increased +0.1% compared to January 2019 (7,171,719 in January 2020 vs. 7,166,693 in January 2019).
- Commutation ridership decreased -1.2% compared to January 2019
- Non-Commutation ridership increased +2.0% compared to January 2019
- Factors affecting Non-Commutation ridership this January include:
  - Better weather played a positive role (temperature was 6.7 degrees higher and there was less rainfall of 1.65 inches compared to last year)
  - Leisure travel increased +4.4% compared to last year
  - The LIRR carried more customers returning home on New Year's Eve (+4% increase of Penn station eastbound ridership from midnight to 6:25 AM on January 1st)

### 2020 vs. 2019 YTD

- Total YTD ridership is +0.1% above 2019 and +3.5% above Budget
- YTD Commutation ridership is -1.2% below 2019
- YTD Non-Commutation ridership is +2.0% above 2019

*Mark Young*

Vice President

Management & Finance and Chief Financial Officer

---

**MTA LONG ISLAND RAIL ROAD**

---

**MONTHLY RIDERSHIP REPORT**

**January 2020**

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

**EXECUTIVE SUMMARY**

**January Ridership and Revenue (millions)**

	January 2020	% Change vs. 2019
Total Rail Ridership	7.172	0.1% ▲
Commutation Ridership	4.192	-1.2% ▼
Non-Commutation Ridership	2.980	2.0% ▲
Rail Revenue	\$60.4	3.7% ▲

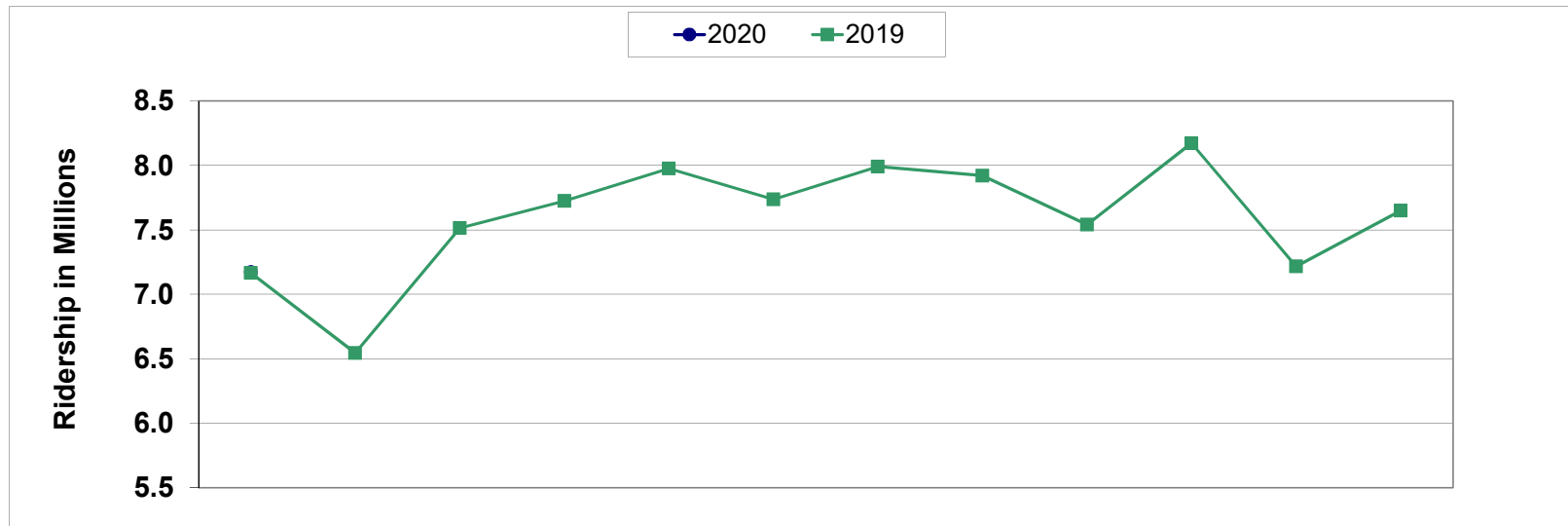
**Year-to-Date through January Prelim. Ridership and Revenue (millions)**

	January 2020	% Change vs. 2019	Comparison to Budget
Total Rail Ridership	7.172	0.1% ▲	3.5% ▲
Commutation Ridership	4.192	-1.2% ▼	-0.1% ▼
Non-Commutation Ridership	2.980	2.0% ▲	8.9% ▲
Rail Revenue	\$60.4	3.7% ▲	3.8% ▲

Please Note: Ridership is based on ticket sales data.

# January RIDERSHIP

- January Total Ridership was 0.1% above '19 and 3.5% above 2020 Budget.

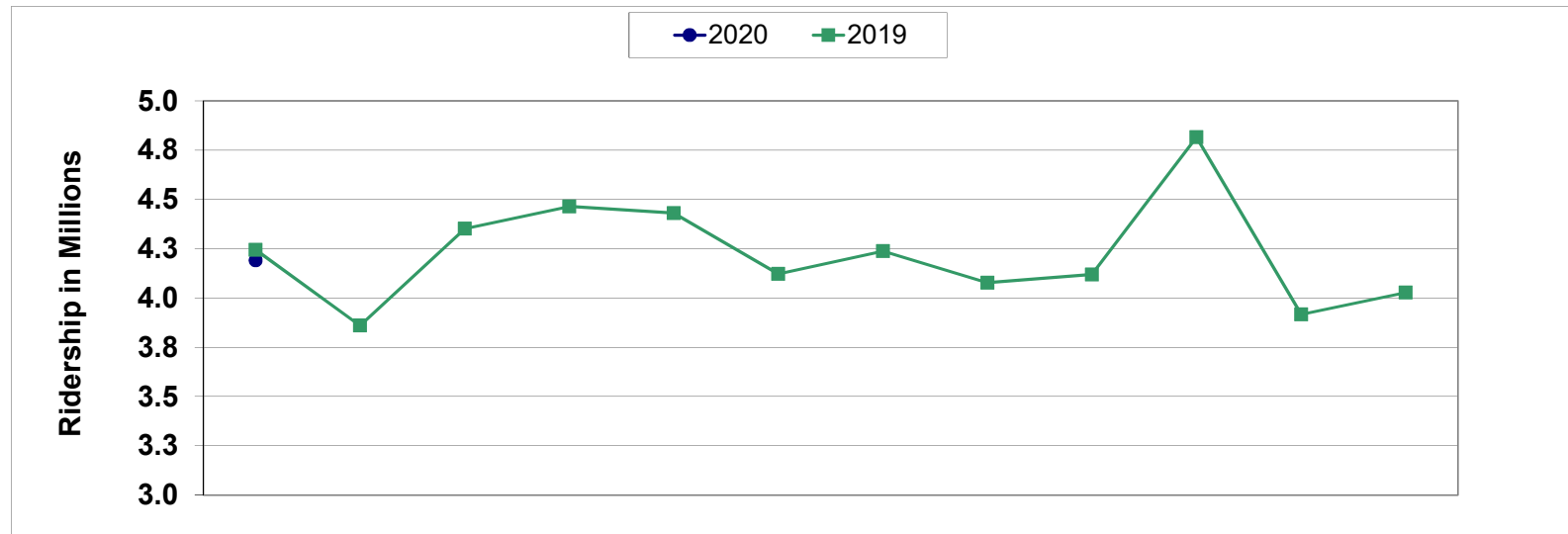


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	7.2												7.2
<b>2019</b>	7.2	6.5	7.5	7.7	8.0	7.7	8.0	7.9	7.5	8.2	7.2	7.6	7.2
<b>PCT CHG.</b>	0.1%												0.1%

Please Note: Ridership is based on ticket sales data.

## January COMMUTATION RIDERSHIP

- January Commutation Ridership was -1.2% below '19 and -0.1% below 2020 Budget.



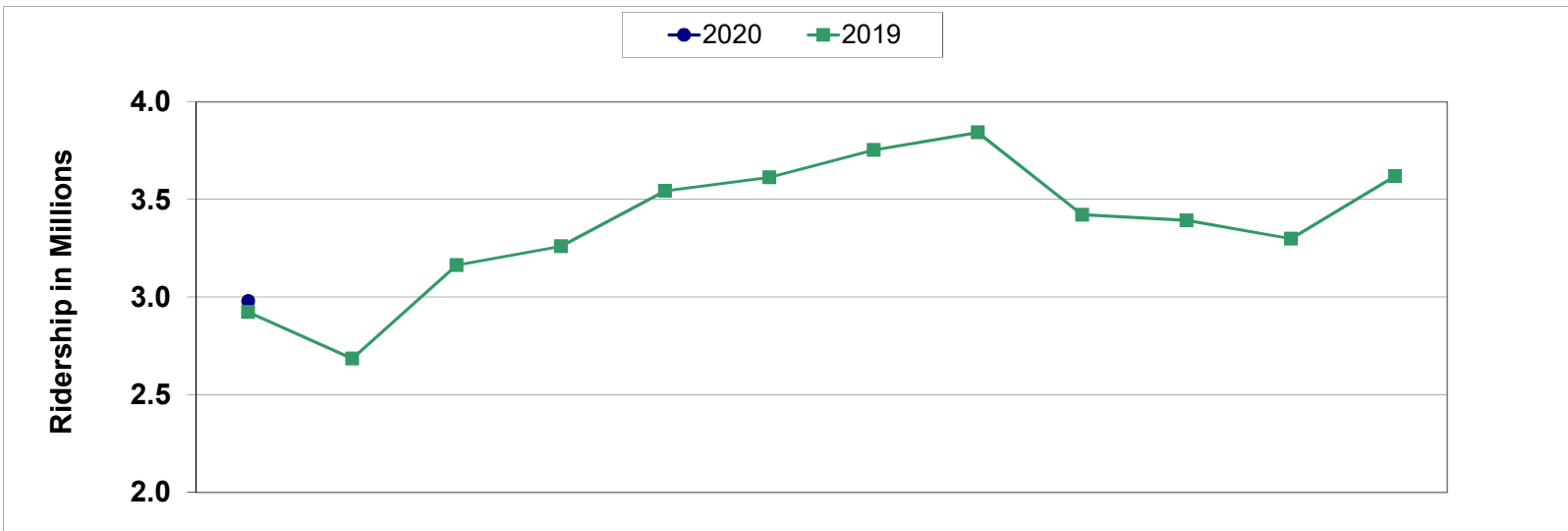
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	4.2												4.2
<b>2019</b>	4.2	3.9	4.4	4.5	4.4	4.1	4.2	4.1	4.1	4.8	3.9	4.0	4.2
<b>PCT CHG.</b>	-1.2%												-1.2%

Please Note: Ridership is based on ticket sales data.



## January NON-COMMUTATION RIDERSHIP

- January Non-Commutation Ridership was 2.0% above '19 and 8.9% above 2020 Budget.

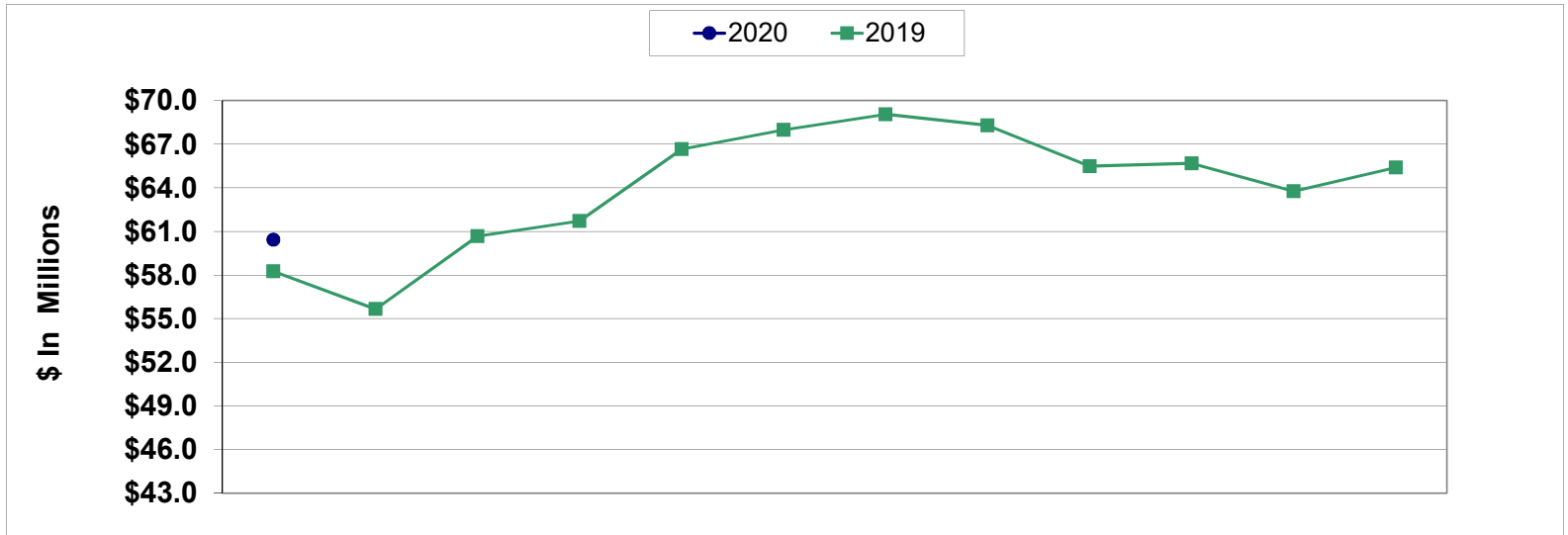


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	3.0												3.0
<b>2019</b>	2.9	2.7	3.2	3.3	3.5	3.6	3.8	3.8	3.4	3.4	3.3	3.6	2.9
<b>PCT CHG.</b>	2.0%												2.0%

Please Note: Ridership is based on ticket sales data.

# January REVENUE

- January Total Revenue was 3.7% above '19 and 3.8% above 2020 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	\$60.4												\$60.4
<b>2019</b>	\$58.3	\$55.7	\$60.7	\$61.7	\$66.7	\$68.0	\$69.1	\$68.3	\$65.5	\$65.7	\$63.8	\$65.4	\$58.3
<b>PCT CHG.</b>	3.7%												3.7%

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

TICKET TYPE/SERVICE	January 2020	January 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,191,744	4,244,052	(52,309)	-1.2%
NON-COMMUTATION RIDERSHIP	2,979,975	2,922,641	57,334	2.0%
<b>TOTAL RIDERSHIP</b>	<b>7,171,719</b>	<b>7,166,693</b>	<b>5,025</b>	<b>0.1%</b>

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

TICKET TYPE/SERVICE	January 2020	January 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,191,744	4,244,052	(52,309)	-1.2%
NON-COMMUTATION RIDERSHIP	2,979,975	2,922,641	57,334	2.0%
<b>TOTAL RIDERSHIP</b>	<b>7,171,719</b>	<b>7,166,693</b>	<b>5,025</b>	<b>0.1%</b>

\* 2019 ridership numbers were adjusted using 2020 factors.

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

REVENUE	January 2020	January 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,874,805	\$31,165,412	\$709,393	2.3%
NON-COMMUTATION REVENUE	\$28,548,059	\$27,089,948	\$1,458,111	5.4%
<b>TOTAL REVENUE</b>	<b>\$60,422,864</b>	<b>\$58,255,361</b>	<b>\$2,167,504</b>	<b>3.7%</b>

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

REVENUE	January 2020	January 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,874,805	\$31,165,412	\$709,393	2.3%
NON-COMMUTATION REVENUE	\$28,548,059	\$27,089,948	\$1,458,111	5.4%
<b>TOTAL REVENUE</b>	<b>\$60,422,864</b>	<b>\$58,255,361</b>	<b>\$2,167,504</b>	<b>3.7%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

---

**L70204UN: NOSTRAND AVENUE STATION REHABILITATION**

**Milestone: Beneficial Use**

Project Budget: \$28.10M

Rehabilitation of the elevated Nostrand Avenue Station is complete. Work included replacement of the two station platforms, railings, a canopy roofing system, stairs, and four overpasses. Two new elevators were installed and upgrades done to station lighting, communications systems, signage, and the CCTV security system. Nostrand Station rehabilitation is the final element in a multi-phased investment in Brooklyn's Atlantic Avenue Viaduct.

**L70401BU: MENTOR ALLOWANCE LINE STRUCTURES**

**Milestone: Mentor Contract Award \$2,732,000**

Project Budget: \$15.49M

A Mentor Contract for bridge painting at Guy Brewer Boulevard and Springfield Boulevard was awarded to Zion Contracting LLC for a total of \$2,732,000. Work includes lead abatement, air monitoring, and MPT [Maintenance and Protection of Traffic], as part of the bridge painting protocol. This project contributes to the LIRR's efforts to maintain railroad bridges systemwide.

**SMALL BUSINESS DEVELOPMENT PROGRAM**

New contract/s awarded this month:

- Bridge Painting Guy Brewer Blvd & Springfield Blvd awarded for \$2,732,000 [see above].

Contract/s completed this month:

- None

# Operations Report

**John Kesich**

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

## **January 2020 Highlights: Operations Report**

January service delivery operated above goal at 97.4% overall with 97.2% in peak periods. All service periods operated above goal and we operated 1.5% better than January 2019.

**Hudson Line – 97.6%** with 96.4% in peak

99.0% of trains arrived within 10” of schedule with 1 (0.02%) cancelled or terminated

**Harlem Line – 97.8%** with 97.6% in peak

99.2% of trains arrived within 10” of schedule with 6 (0.10%) cancelled or terminated

**New Haven Line – 97.0%** with 97.4% in peak

98.8% of trains arrived within 10” of schedule with 19 (0.23%) cancelled or terminated

In January 1.6% of trains arrived 6-10” late with 26 (0.13%) cancelled or terminated.

Overall, 99.0% of trains arrived within 10” of schedule.

Train delay minutes are reduced by 26% from last year.

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

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

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

**West of Hudson Service** operated above goal at 94.2%.

Port Jervis Line performance improved 2.9% from December

**Pascack Valley – 96.4%**      **YTD: 96.4%**

**Port Jervis – 91.3%**      **YTD: 91.3%**

### **Cancelled Trains**

**8** (0.5%) PVL: 2, PVL: 6

4 – No NJT Crew

4 – NJT Equipment Failure

### **Equipment Performance**

Fleet Availability was good during January.

Fleet MDBF in December operated above goal at 278,297 against the goal of 165,000 with 2019 above goal at 239,188.

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

Performance Summary			2020 Data			2019 Data		
			Annual Goal	January	YTD thru January	January	YTD thru January	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>97.4%</b>	<b>97.4%</b>	<b>95.9%</b>	<b>95.9%</b>	
		AM Peak	93.0%	96.0%	96.0%	90.6%	90.6%	
		AM Reverse Peak	93.0%	98.3%	98.3%	94.3%	94.3%	
		PM Peak	93.0%	98.1%	98.1%	97.5%	97.5%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>97.2%</b>	<b>97.2%</b>	<b>94.0%</b>	<b>94.0%</b>	
		Off Peak Weekday	93.0%	96.9%	96.9%	96.3%	96.3%	
		Weekend	93.0%	98.7%	98.7%	98.3%	98.3%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>97.6%</b>	<b>97.6%</b>	<b>95.6%</b>	<b>95.6%</b>
			AM Peak	93.0%	94.6%	94.6%	87.4%	87.4%
			AM Reverse Peak	93.0%	97.8%	97.8%	90.9%	90.9%
			PM Peak	93.0%	98.0%	98.0%	98.2%	98.2%
			<b>Total Peak</b>	<b>93.0%</b>	<b>96.4%</b>	<b>96.4%</b>	<b>92.3%</b>	<b>92.3%</b>
			Off Peak Weekday	93.0%	97.7%	97.7%	96.5%	96.5%
			Weekend	93.0%	99.4%	99.4%	99.3%	99.3%
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>97.8%</b>	<b>97.8%</b>	<b>96.8%</b>	<b>96.8%</b>
			AM Peak	93.0%	97.2%	97.2%	91.6%	91.6%
			AM Reverse Peak	93.0%	97.7%	97.7%	95.0%	95.0%
			PM Peak	93.0%	98.0%	98.0%	98.4%	98.4%
			<b>Total Peak</b>	<b>93.0%</b>	<b>97.6%</b>	<b>97.6%</b>	<b>94.9%</b>	<b>94.9%</b>
			Off Peak Weekday	93.0%	96.8%	96.8%	97.5%	97.5%
			Weekend	93.0%	99.8%	99.8%	98.9%	98.9%
		<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>97.0%</b>	<b>97.0%</b>	<b>95.4%</b>	<b>95.4%</b>
			AM Peak	93.0%	96.0%	96.0%	91.8%	91.8%
			AM Reverse Peak	93.0%	98.9%	98.9%	95.5%	95.5%
			PM Peak	93.0%	98.3%	98.3%	96.4%	96.4%
			<b>Total Peak</b>	<b>93.0%</b>	<b>97.4%</b>	<b>97.4%</b>	<b>94.2%</b>	<b>94.2%</b>
			Off Peak Weekday	93.0%	96.4%	96.4%	95.4%	95.4%
		Weekend	93.0%	97.5%	97.5%	97.3%	97.3%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>19,388</b>	<b>19,388</b>	<b>19,388</b>	<b>19,408</b>	<b>19,408</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			12.2	12.2	12.2	12.2	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	101	101	151	151	
	<b>Trains Canceled</b>		230	7	7	9	9	
	<b>Trains Terminated</b>		230	19	19	18	18	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.9%	99.9%	99.9%	
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.0%</b>	<b>99.6%</b>	<b>99.6%</b>	<b>98.5%</b>	<b>98.5%</b>	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	98.0%	98.6%	98.6%	95.6%	95.6%	
		AM Reverse Peak	99.5%	99.9%	99.9%	100.0%	100.0%	
		PM Peak	98.0%	99.6%	99.6%	97.0%	97.0%	
		<b>Total Peak</b>	<b>98.0%</b>	<b>99.2%</b>	<b>99.2%</b>	<b>96.8%</b>	<b>96.8%</b>	
		Off Peak Weekday	99.5%	99.8%	99.8%	99.5%	99.5%	
		Weekend	99.5%	99.9%	99.9%	99.4%	99.4%	
		<b>Hudson Line</b>	AM Peak	99.0%	99.6%	99.6%	99.8%	99.8%
			PM Peak	99.0%	100.0%	100.0%	99.7%	99.7%
		<b>Harlem Line</b>	AM Peak	98.0%	99.5%	99.5%	98.6%	98.6%
			PM Peak	98.0%	99.5%	99.5%	99.1%	99.1%
		<b>New Haven Line</b>	AM Peak	97.0%	97.0%	97.0%	90.0%	90.0%
			PM Peak	97.0%	99.3%	99.3%	93.1%	93.1%



**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	December	2020 Data		2019 Data		YTD 2020 Vs 2019
			January	YTD thru January	January	YTD thru January	
<b>Engineering (Scheduled)</b>	4.9%	41	57	57	86	86	-29
<b>Engineering (Unscheduled)</b>	21.8%	406	251	251	409	409	-158
<b>Maintenance of Equipment</b>	33.9%	513	389	389	362	362	28
<b>Transportation</b>	4.3%	68	50	50	51	51	-1
<b>Capital Projects</b>	1.7%	31	20	20	113	113	-93
<b>Weather and Environmental</b>	5.0%	276	57	57	103	103	-46
<b>Police</b>	16.0%	220	184	184	216	216	-32
<b>Customers</b>	3.8%	69	44	44	79	79	-34
<b>Other</b>	8.5%	54	98	98	132	132	-35
<b>3rd Party Operations</b>	0.1%	1	1	1	1	1	0
<b>TOTAL</b>	100.0%	1,679	1,150	1,150	1,551	1,551	-401
<b>HUDSON LINE</b>	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2020 Vs 2019
Engineering (Scheduled)	2.3%	7	5	5	16	16	-11
Engineering (Unscheduled)	21.7%	117	47	47	77	77	-30
Maintenance of Equipment	39.2%	170	85	85	109	109	-24
Transportation	5.1%	15	11	11	12	12	-1
Capital Projects	6.0%	30	13	13	68	68	-55
Weather and Environmental	8.3%	36	18	18	33	33	-15
Police	10.6%	29	23	23	51	51	-28
Customers	6.5%	30	14	14	18	18	-4
Other	0.5%	5	1	1	58	58	-57
3rd Party Operations	0.0%	0	0	0	1	1	-1
<b>TOTAL</b>	100.0%	439	217	217	443	443	-226
<b>HARLEM LINE</b>	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2020 Vs 2019
Engineering (Scheduled)	7.3%	13	18	18	10	10	8
Engineering (Unscheduled)	28.2%	81	70	70	112	112	-42
Maintenance of Equipment	24.2%	128	60	60	80	80	-20
Transportation	7.7%	25	19	19	12	12	7
Capital Projects	0.4%	0	1	1	31	31	-30
Weather and Environmental	0.4%	45	1	1	56	56	-55
Police	24.6%	118	61	61	54	54	7
Customers	6.5%	11	16	16	23	23	-7
Other	0.8%	3	2	2	9	9	-7
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	424	248	248	387	387	-139
<b>NEW HAVEN LINE</b>	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2020 Vs 2019
Engineering (Scheduled)	5.7%	21	29	29	60	60	-31
Engineering (Unscheduled)	24.5%	209	125	125	220	220	-95
Maintenance of Equipment	29.0%	216	148	148	174	174	-26
Transportation	1.4%	27	7	7	27	27	-20
Capital Projects	1.0%	0	5	5	14	14	-9
Weather and Environmental	7.5%	194	38	38	14	14	24
Police	18.0%	72	92	92	111	111	-19
Customers	2.4%	28	12	12	38	38	-26
Other	10.4%	46	53	53	65	65	-12
3rd Party Operations	0.2%	1	1	1	0	0	1
<b>TOTAL</b>	100.0%	814	510	510	723	723	-213

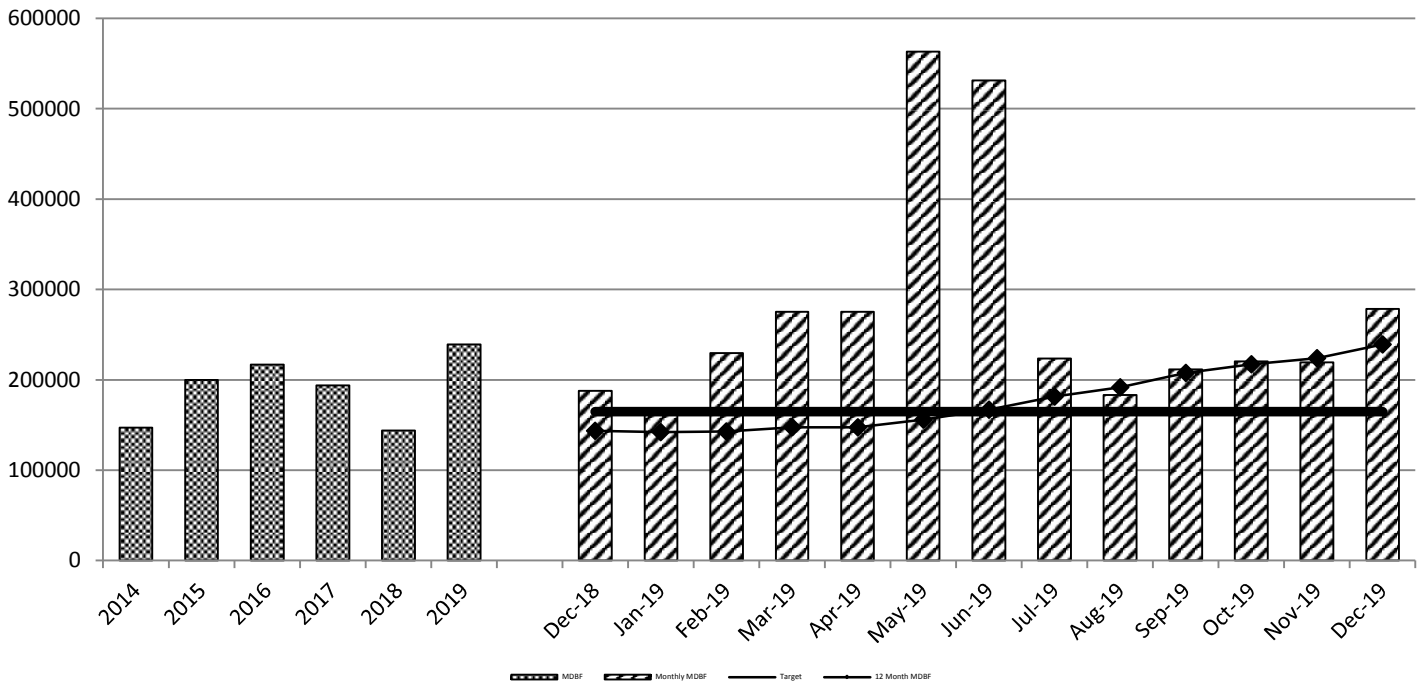
**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

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
01/03	Fri	Track 2 & 4 circuits are down at CP3 resulting in congestion.	0	0	0	0	0	0	6	0	0	43	0	0	0	0	0	49	0	0
01/09	Thu	Train 1848 reports disabled on track 1 at Harlem 125th Street Station due to air compressor fault.	0	0	0	0	0	0	8	0	0	3	0	0	0	0	0	11	0	0
01/16	Thu	Train 736 sustained a penalty brake application on Track 2 at CP3.	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0
01/18	Sat	Train 6558 struck a trespasser on Track 4 at Mount Vernon East Station.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	10	0	1
<b>TOTAL FOR MONTH</b>			12	0	0	0	0	0	14	0	0	46	0	0	10	0	1	82	0	1
															<b>83</b>					

	2019 Data								2018 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Dec MDBF (miles)	Primary Failure Goal	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
<b>Mean Distance Between Failures</b>	M8	405	280,000	2,654,060	9	1	367,122	367,122	277,051	9	213,148
	M3	138	80,000	47,719	4	7	86,763	86,763	45,714	6	72,859
	M7	334	330,000	492,636	6	4	361,474	361,474	383,024	5	317,281
	Coach	209	200,000	371,706	8	4	284,246	284,246	159,326	9	160,986
	P-32	31	21,000	38,819	9	5	38,105	38,105	23,331	8	17,880
	BL-20	12	13,000	13,187	4	3	33,427	33,427	4,475	7	15,721
	<b>Fleet</b>	<b>1129</b>	<b>165,000</b>	<b>278,297</b>	<b>40</b>	<b>24</b>	<b>239,188</b>	<b>239,188</b>	<b>141,853</b>	<b>45</b>	<b>144,017</b>
	M8		280,000	2,654,060	9	1	367,122	367,122	251,469	10	197,262
M3/7		229,000	209,507	10	11	249,092	249,092	199,037	11	224,360	
Diesel/Coach		80,000	141,241	21	12	148,763	148,763	69,970	24	75,843	

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



<b>West of Hudson Performance Summary</b>			<b>2020 Data</b>			<b>2019 Data</b>		
			Annual Goal	January	YTD thru January	January	YTD thru January	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.2%</b>	<b>94.2%</b>	<b>90.1%</b>	<b>90.1%</b>	
		AM Peak	93.0%	93.8%	93.8%	85.7%	85.7%	
		PM Peak	93.0%	93.0%	93.0%	87.2%	87.2%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>93.4%</b>	<b>93.4%</b>	<b>86.4%</b>	<b>86.4%</b>	
		Off Peak Weekday	93.0%	94.2%	94.2%	91.4%	91.4%	
		Weekend	93.0%	95.4%	95.4%	92.8%	92.8%	
		<b>Pascack Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>96.4%</b>	<b>96.4%</b>	<b>92.2%</b>	<b>92.2%</b>
		AM Peak	93.0%	95.2%	95.2%	90.5%	90.5%	
		PM Peak	93.0%	95.9%	95.9%	89.8%	89.8%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>95.6%</b>	<b>95.6%</b>	<b>90.1%</b>	<b>90.1%</b>	
		Off Peak Weekday	93.0%	95.5%	95.5%	93.8%	93.8%	
		Weekend	93.0%	98.8%	98.8%	91.8%	91.8%	
		<b>Port Jervis Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>91.3%</b>	<b>91.3%</b>	<b>87.4%</b>	<b>87.4%</b>
		AM Peak	93.0%	92.1%	92.1%	80.2%	80.2%	
		PM Peak	93.0%	89.7%	89.7%	84.1%	84.1%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>90.9%</b>	<b>90.9%</b>	<b>82.1%</b>	<b>82.1%</b>	
		Off Peak Weekday	93.0%	92.4%	92.4%	88.3%	88.3%	
		Weekend	93.0%	89.7%	89.7%	94.5%	94.5%	
	<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,673</b>	<b>1,673</b>	<b>1,671</b>	<b>1,671</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		23.4	23.4	21.1	21.1		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	46	46	78	78		
	<b>Trains Canceled</b>	60	8	8	4	4		
	<b>Trains Terminated</b>	60	10	10	5	5		
	<b>Percent of Scheduled Trips Completed</b>	99.4%	98.9%	98.9%	99.5%	99.5%		
<b>Consist Compliance*</b> <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	<b>System - AM</b>		<b>99.0%</b>	<b>99.2%</b>	<b>99.2%</b>	<b>99.2%</b>	<b>99.2%</b>	
	Pascack Valley - AM		99.0%	99.6%	99.6%	98.9%	98.9%	
	Port Jervis - AM		99.0%	98.8%	98.8%	99.6%	99.6%	

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

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
01/21	Tue	PJL: TRAIN 55 STRUCK A TRACTOR TRAILER AT WASHINGTON AVE MP35.5JS.	0	0	0	1	0	4	2	0	0	0	0	0	3	0	4
01/22	Wed	PJL: TRAIN 45 STRUCK A TRESPASER AT GLEN ROCK.	0	0	0	0	0	0	5	0	1	0	0	0	5	0	1
01/23	Thu	DELAYS ACCOUNT NJT TMAC SYSTEM FAILURE AT HOBOKEN.	5	0	0	0	0	0	1	0	0	0	0	0	6	0	0
01/27	Mon	PJL: TRAIN 57 TERMINATED ACCOUNT NJT 4109 SHUT DOWN AT MIDDLETOWN.	0	0	0	3	0	1	2	0	0	0	0	0	5	0	1
<b>TOTAL FOR MONTH</b>			5	0	0	4	0	5	10	0	1	0	0	0	19	0	6
<b>25</b>																	

**JANUARY 2020 STANDEE REPORT**

East of Hudson			JAN 2019	YTD 2019	JAN 2020	YTD 2020
<b>Daily Average</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	5	5	10	10
		<b>Total Standees</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>10</b>
<b>AM Peak</b>	Harlem Line	Program Standees	31	31	31	31
		Add'l Standees	33	33	18	18
		<b>Total Standees</b>	<b>64</b>	<b>64</b>	<b>49</b>	<b>49</b>
	New Haven Line	Program Standees	24	24	24	24
		Add'l Standees	228	228	82	82
		<b>Total Standees</b>	<b>252</b>	<b>252</b>	<b>106</b>	<b>106</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>320</b>	<b>320</b>	<b>164</b>	<b>164</b>
<b>Daily Average</b>	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	4	4	2	2
		<b>Total Standees</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>2</b>
	New Haven Line	Program Standees	140	140	140	140
		Add'l Standees	215	215	8	8
		<b>Total Standees</b>	<b>355</b>	<b>355</b>	<b>148</b>	<b>148</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>358</b>	<b>358</b>	<b>150</b>	<b>150</b>

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

\* 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 January 2020**

<b>Elevator Availability</b>	<b>2020</b>		<b>2019</b>	
	January	Year to Date	January	Year to Date
Grand Central Terminal	94.12%	94.12%	86.87%	86.87%
Harlem	96.88%	96.88%	100.00%	100.00%
Hudson	99.42%	99.42%	100.00%	100.00%
New Haven	89.92%	89.92%	100.00%	100.00%
Overall Average	95.08%	95.08%	96.72%	96.72%

*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.*

<b>Escalator Availability</b>	<b>2020</b>		<b>2019</b>	
	January	Year to Date	January	Year to Date
Grand Central Terminal	99.63%	99.63%	50.58%	50.58%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	99.81%	99.81%	75.29%	75.29%

*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 March of 2020.*



**Metro-North Railroad**

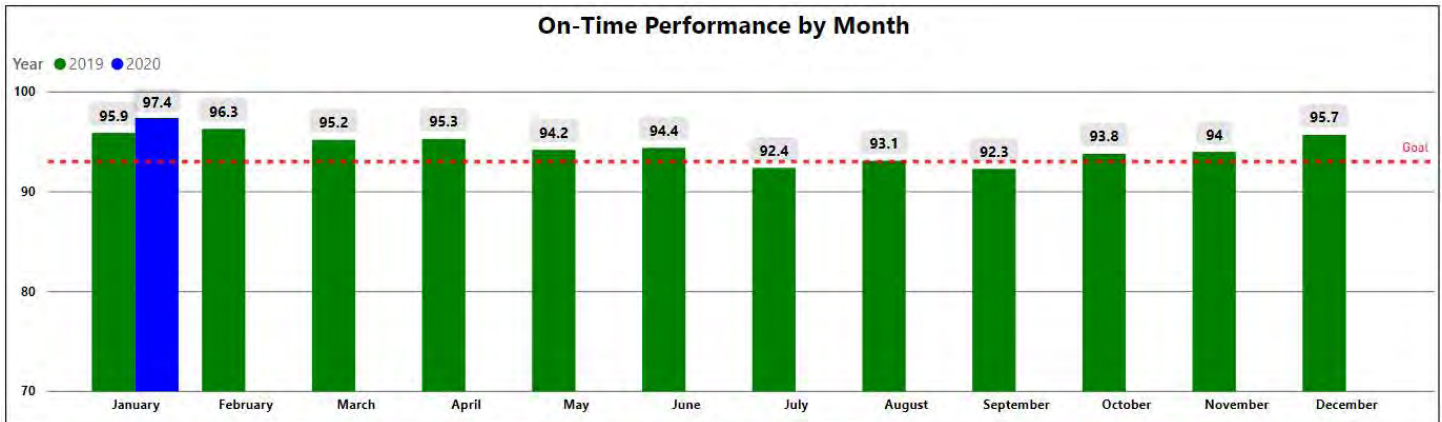
# **Performance Metrics Report**



## On-Time Performance

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

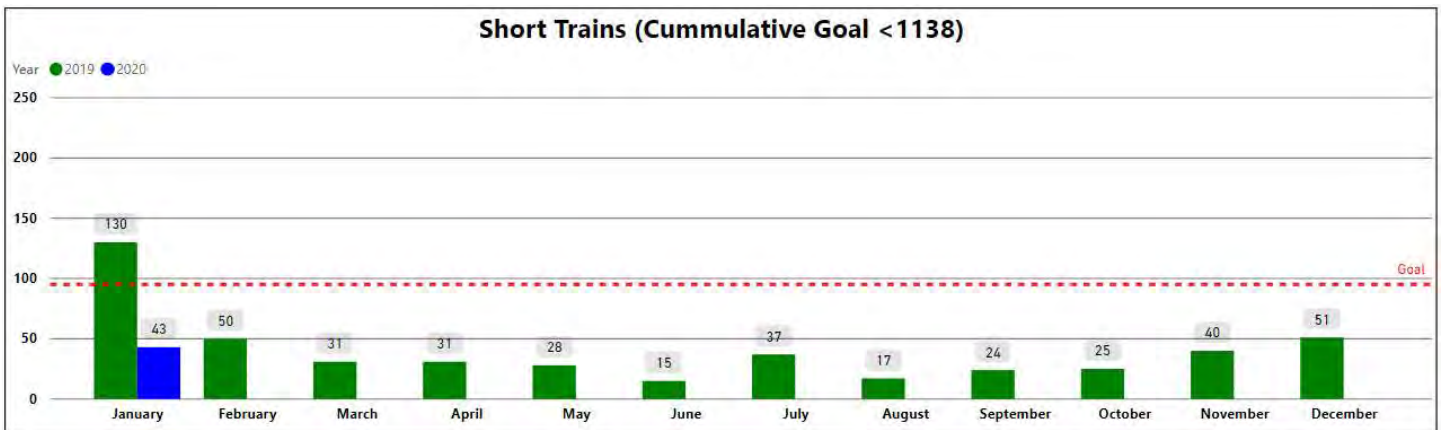
	2020		2019	
Goal	Jan	YTD	Jan	YTD
93.0%	97.4%	97.4%	95.9%	95.9%



## Short Trains

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

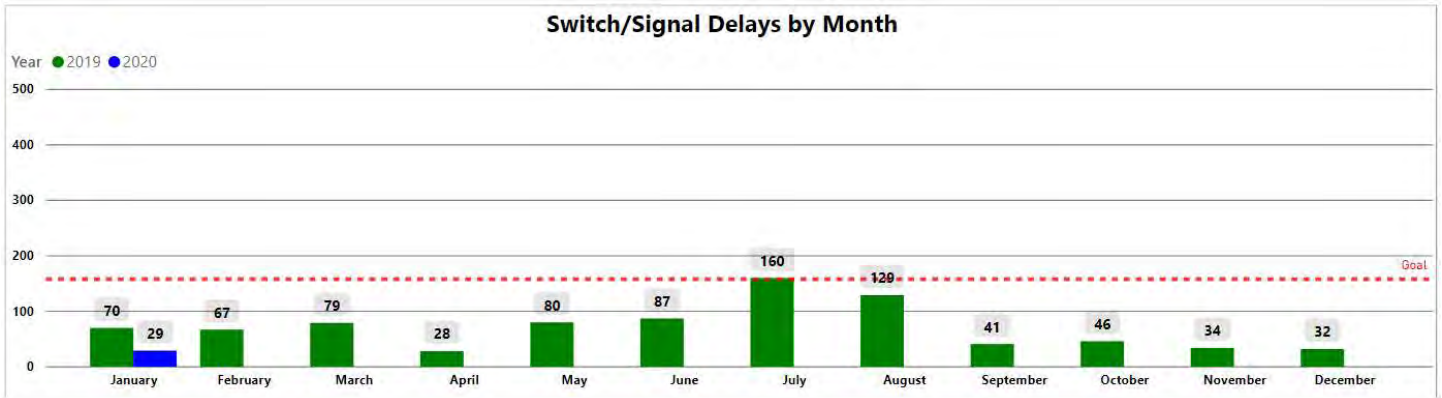
	2020		2019	
Goal	Jan	YTD	Jan	YTD
1138	43	43	130	130



## Switch/Signal Delays

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

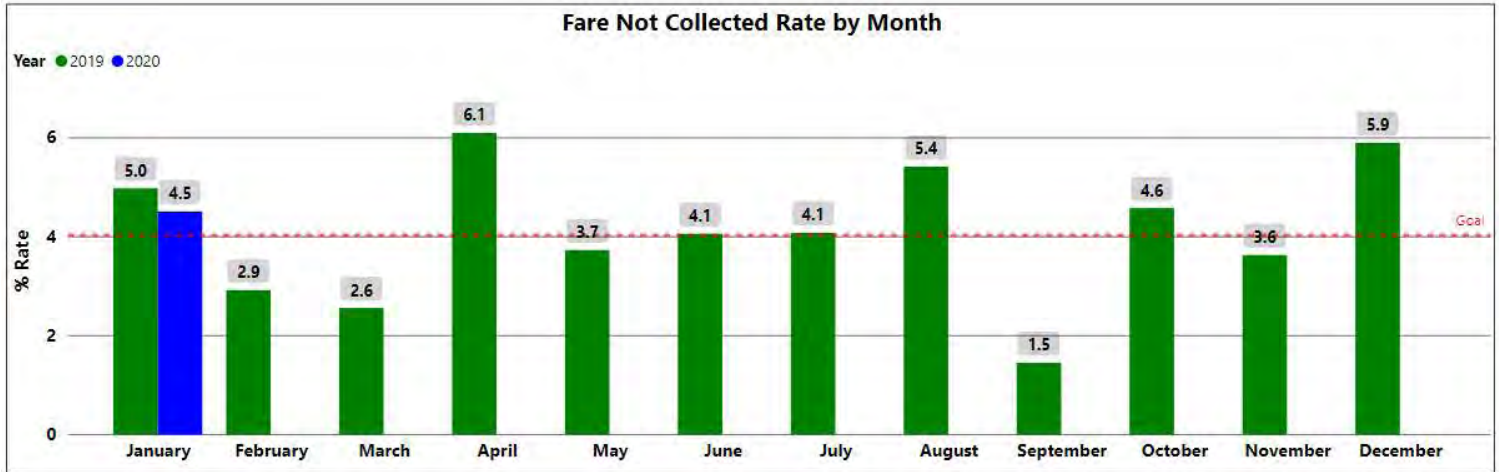
	2020		2019	
Goal	Jan	YTD	Jan	YTD
1896	29	29	70	70



## Fare Not Collected Rate

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

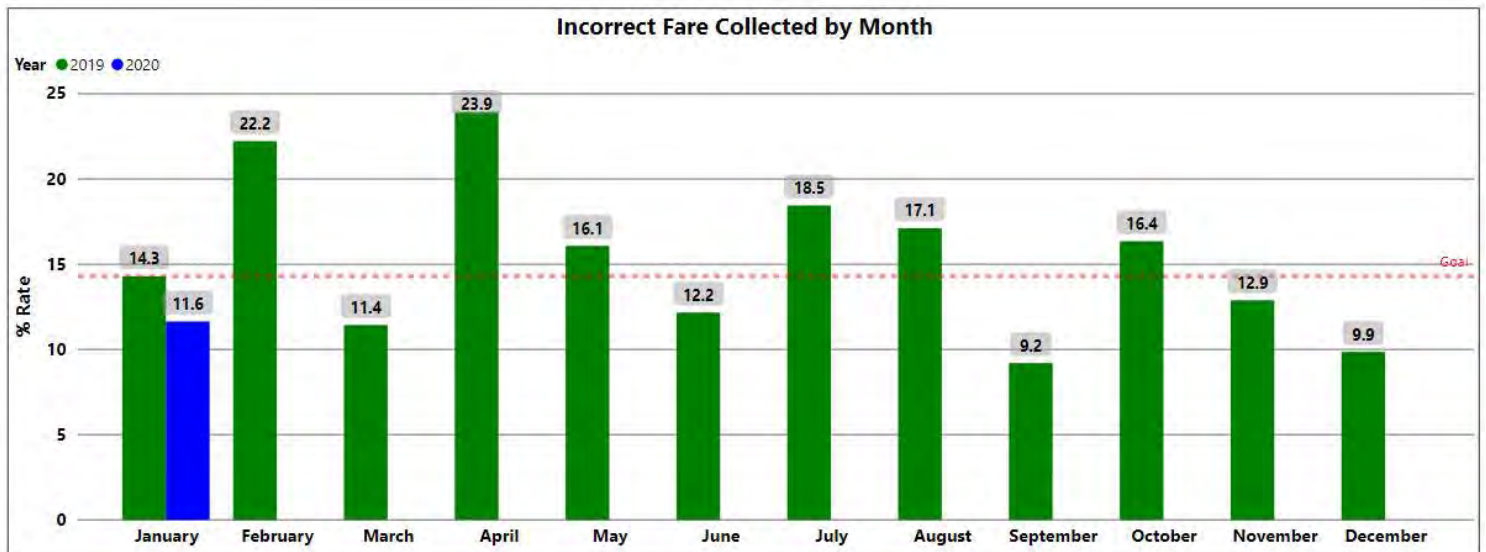
	2020		2019	
Goal	Jan	YTD	Jan	YTD
4.0%	4.5%	4.5%	5.0%	5.0%



## Incorrect Fare Collected Rate

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

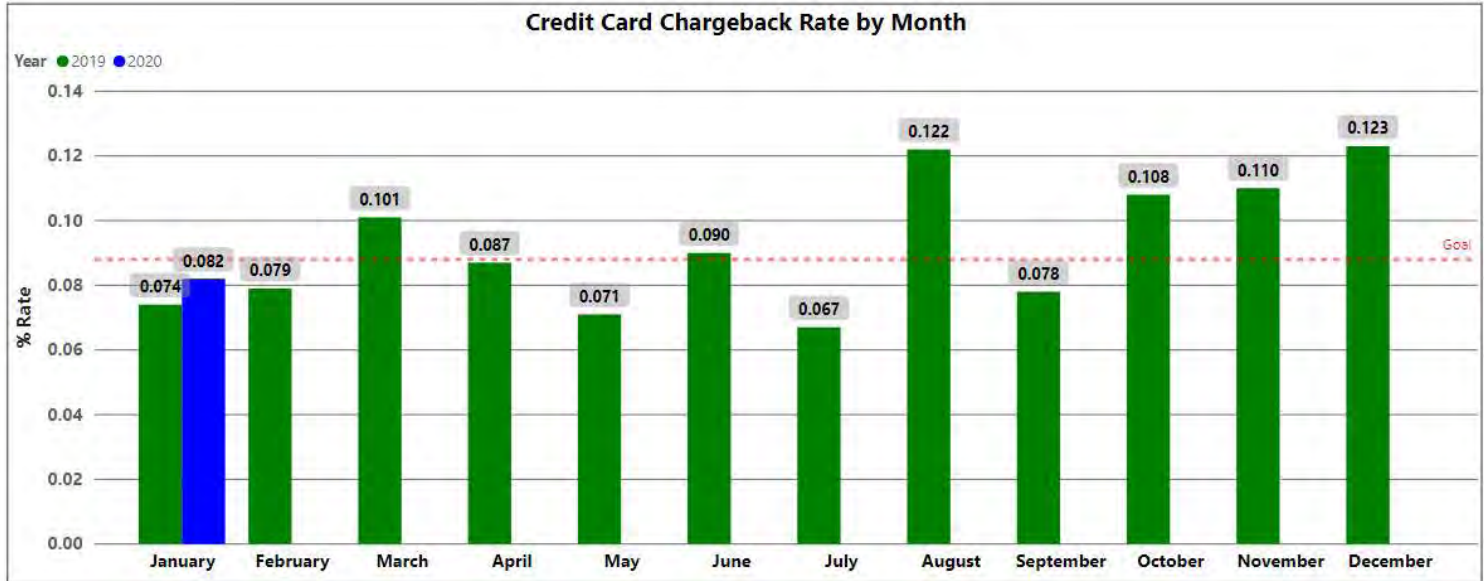
	2020		2019	
Goal	Jan	YTD	Jan	YTD
14.3%	11.6%	11.6%	14.3%	14.3%



## Credit Card Chargeback Rate

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

	2020		2019	
Goal	Jan	YTD	Jan	YTD
0.088%	0.082%	0.082%	0.074%	0.074%





# Metro-North Railroad

## Finance Report

**Steven Weiss**

Executive Director, Management & Budget



*In 2019, Metro-North crews successfully rehabilitated Tracks 14, 23, 42, and 112 in Grand Central Terminal. During the Track 42 overhaul shown above, 1,608 feet of rail, 882 block ties, and 85 bracket ties were replaced along with tie plates and clips as well as the replacement of the third rail and the extensive cleanup of the track bed.*



# Metro-North Railroad

## January 2020 Highlights: Financial Report

The Metro-North Railroad’s Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to the Adopted Budget (budget) and key financial performance indicators.

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

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

- Ridership of 6.9 million, which includes East of Hudson ridership of 6.7 million and West of Hudson ridership of 0.2 million, was 0.8% favorable vs. budget. Consequently, farebox revenue of \$59.7 million was \$1.2 million higher than budget.
- Total revenue of \$65.6 million was \$1.7 million or 2.7% higher than budget due to higher ridership as well as the timing of advertising and parking revenue.
- Total expenses of \$115.3 million were \$3.6 million or 3.0% favorable vs. budget primarily due to the timing of expenses for the BL-20 locomotive overhaul program, rolling stock materials and consulting and engineering services.

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

**MTA Metro-North Railroad**  
**January 2020 Year-to-Date Results**  
(\$ in Millions)

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
<b>Total Revenue</b>	\$63.8	\$65.6	\$1.7	2.7%
<b>Total Expenses before Non-Cash Liability Adjs.</b>	118.8	115.3	3.6	3.0%
<b>Operating Surplus/(Deficit)</b>	(55.0)	(49.7)	5.3	9.6%
<i>Other Non-Cash Liabilities</i>	20.9	19.3	1.6	7.7%
<b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.</b>	(75.9)	(69.0)	6.9	9.1%
<i>Cash Adjustments</i>	13.8	20.0	6.2	44.6%
<b>Net Cash Surplus/(Deficit)</b>	(\$62.1)	(\$49.0)	\$13.1	21.1%

**Steven Weiss**

Executive Director, Management & Budget

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

January 2020 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$69.0 million was \$6.9 million or 9.1% favorable vs. the budget.

Major drivers of the January 2020 YTD favorable result of \$6.9 million include higher Non-Reimbursable Revenues of \$1.7 million, primarily driven by higher farebox revenue of \$1.2 million and higher advertising and parking revenue of \$0.6 million. Non-Reimbursable Expenses were \$5.2 million favorable mainly due to lower non-labor spending primarily in the maintenance and other operating contracts and materials & supplies categories as well as the timing of non-cash liability adjustments.

January 2020 YTD Reimbursable Expenses of \$23.4 million were \$3.9 million favorable vs. the budget primarily due to the timing of several capital projects including Waterbury Branch Cab Signal, Signal Replacement from Greenwich to South Norwalk, and Connecticut Positive Train Control which are partially offset by the transfer of Maybrook Trailway costs from Operating Capital to Reimbursable Capital.

### **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD results were \$1.2 million higher vs. the budget primarily due to higher non-commutation ridership on all East of Hudson lines.
  - YTD Ridership of 6.9 million was 0.8% favorable vs. the budget and 1.0% favorable vs. YTD 2019.
- **Other Operating Revenue** – YTD was \$0.6 million or 11.1% favorable vs. the budget primarily due to higher advertising and parking revenue.
- **Capital and Other Reimbursements** – YTD was \$3.9 million or 14.2% unfavorable vs. the budget primarily due to scheduling and timing changes noted above.

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

**Total Expenses** – YTD expenses of \$157.9 million were \$9.1 million or 5.4% favorable vs. the budget.

**Labor Expenses (including fringes and overhead recoveries)** of \$100.3 million YTD were flat vs. the budget.

- **Payroll** – YTD was \$1.0 million unfavorable vs. the budget which primarily reflects the timing of retiree payouts.
- **Overtime** – YTD was \$0.1 million favorable vs. the budget primarily due to fewer weather events.

**Non-Labor Expenses** of \$38.4 million YTD were \$7.5 million favorable vs. the budget.

- **Electric Power** – YTD results were \$0.7 million favorable vs. the budget primarily due to lower rates.
- **Fuel** – YTD expenses were \$0.2 million favorable vs. the budget primarily due to lower heating fuel consumption.
- **Maintenance & Other Operating Contracts** – YTD was \$5.0 million favorable vs. the budget due to the timing of Reimbursable project activity primarily for the Signal Replacement from Greenwich to South Norwalk 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 \$5.1 million unfavorable vs. the budget due to the transfer of Maybrook Trailway costs from Operating Capital to Reimbursable Capital. This is partially

offset by lower than anticipated Non-Reimbursable expenses for consulting and engineering services.

- **Materials & Supplies** – YTD was \$6.1 million favorable vs. the budget primarily due to the timing of the Waterbury Branch Cab Signal and the AC Circuit Breaker and Switchgear Replacement Projects as well as decreased usage for reliability centered maintenance programs and rolling stock repairs.
- **Other Business Expenses** – YTD was \$0.2 million favorable vs. the budget primarily due to lower subsidy payments to New Jersey Transit.

**Depreciation and Other Non-Cash Liability Adjustments** were \$1.6 million favorable vs. the YTD budget primarily due to lower Depreciation expense reflecting lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.

### **CASH DEFICIT SUMMARY**

January YTD Net Cash Deficit of \$49.0 million was \$13.1 million or 21.1% favorable to the budget. 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 66.9% was 11.8 percentage points favorable vs. the budget due to a reclass of Maybrook Trailway expense from Operating Capital to Reimbursable Capital.
- Adjusted Cost per Passenger of \$14.58 was \$2.65 favorable vs. the budget due to a reclass of Maybrook Trailway expense from Operating Capital to Reimbursable Capital.
- Revenue per Passenger of \$8.65 was \$0.17 favorable vs. the budget.



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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$58.572	\$59.729	\$1.157	2.0	\$0.000	\$0.000	\$0.000	-	\$58.572	\$59.729	\$1.157	2.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.259	5.841	0.582	11.1	0.000	0.000	0.000	-	5.259	5.841	0.582	11.1
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	13.826	8.782	(5.043)	(36.5)	13.826	8.782	(5.043)	(36.5)
CDOT	0.000	0.000	0.000	-	11.929	4.730	(7.199)	(60.4)	11.929	4.730	(7.199)	(60.4)
Other	0.000	0.000	0.000	-	1.511	9.875	8.364	*	1.511	9.875	8.364	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	27.265	23.387	(3.878)	(14.2)	27.265	23.387	(3.878)	(14.2)
<b>Total Revenue</b>	<b>\$63.831</b>	<b>\$65.569</b>	<b>\$1.739</b>	<b>2.7</b>	<b>\$27.265</b>	<b>\$23.387</b>	<b>(\$3.878)</b>	<b>(14.2)</b>	<b>\$91.096</b>	<b>\$88.957</b>	<b>(\$2.139)</b>	<b>(2.3)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$46.985	\$49.114	(\$2.129)	(4.5)	\$4.465	\$3.297	\$1.168	26.2	\$51.450	\$52.412	(\$0.962)	(1.9)
Overtime	9.469	9.050	0.419	4.4	1.873	2.197	(0.324)	(17.3)	11.343	11.247	0.096	0.8
Health and Welfare	10.228	10.472	(0.245)	(2.4)	1.429	1.161	0.268	18.8	11.656	11.633	0.023	0.2
OPEB Current Payment	3.000	3.210	(0.210)	(7.0)	0.000	0.000	0.000	-	3.000	3.210	(0.210)	(7.0)
Pensions	9.590	9.650	(0.060)	(0.6)	1.032	0.846	0.187	18.1	10.622	10.496	0.127	1.2
Other Fringe Benefits	11.368	10.637	0.731	6.4	1.102	0.907	0.195	17.7	12.471	11.544	0.927	7.4
Reimbursable Overhead	(4.914)	(4.944)	0.030	0.6	4.661	4.707	(0.045)	(1.0)	(0.252)	(0.237)	(0.015)	(5.9)
<b>Total Labor</b>	<b>\$85.726</b>	<b>\$87.190</b>	<b>(\$1.464)</b>	<b>(1.7)</b>	<b>\$14.563</b>	<b>\$13.114</b>	<b>\$1.449</b>	<b>9.9</b>	<b>\$100.289</b>	<b>\$100.304</b>	<b>(\$0.015)</b>	<b>(0.0)</b>
<i>Non-Labor:</i>												
Electric Power	\$6.670	\$6.090	\$0.580	8.7	\$0.000	(\$0.097)	\$0.097	-	\$6.670	\$5.993	\$0.677	10.1
Fuel	1.943	1.782	0.161	8.3	0.000	0.000	0.000	-	1.943	1.782	0.161	8.3
Insurance	1.477	1.365	0.113	7.6	0.262	0.150	0.112	42.7	1.739	1.515	0.225	12.9
Claims	0.092	0.000	0.092	100.0	0.000	0.000	0.000	-	0.092	0.000	0.092	100.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.448	6.705	1.743	20.6	3.378	0.100	3.277	97.0	11.825	6.805	5.020	42.5
Professional Service Contracts	3.445	2.527	0.918	26.7	3.354	9.356	(6.002)	*	6.799	11.883	(5.084)	(74.8)
Materials & Supplies	8.530	7.309	1.221	14.3	5.647	0.745	4.902	86.8	14.177	8.054	6.123	43.2
Other Business Expenses	2.516	2.310	0.205	8.2	0.062	0.019	0.043	69.4	2.577	2.329	0.248	9.6
<b>Total Non-Labor</b>	<b>\$33.122</b>	<b>\$28.088</b>	<b>\$5.034</b>	<b>15.2</b>	<b>\$12.702</b>	<b>\$10.273</b>	<b>\$2.429</b>	<b>19.1</b>	<b>\$45.824</b>	<b>\$38.361</b>	<b>\$7.463</b>	<b>16.3</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$118.848</b>	<b>\$115.278</b>	<b>\$3.570</b>	<b>3.0</b>	<b>\$27.265</b>	<b>\$23.387</b>	<b>\$3.878</b>	<b>14.2</b>	<b>\$146.113</b>	<b>\$138.665</b>	<b>\$7.449</b>	<b>5.1</b>
Depreciation	20.542	19.085	1.457	7.1	0.000	0.000	0.000	-	20.542	19.085	1.457	7.1
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	0.333	0.174	0.160	47.9	0.000	0.000	0.000	-	0.333	0.174	0.160	47.9
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$139.724</b>	<b>\$134.537</b>	<b>\$5.187</b>	<b>3.7</b>	<b>\$27.265</b>	<b>\$23.387</b>	<b>\$3.878</b>	<b>14.2</b>	<b>\$166.989</b>	<b>\$157.924</b>	<b>\$9.065</b>	<b>5.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$75.893)</b>	<b>(\$68.967)</b>	<b>\$6.926</b>	<b>9.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$75.893)</b>	<b>(\$68.967)</b>	<b>\$6.926</b>	<b>9.1</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	19.085	(1.457)	(7.1)	0.000	0.000	0.000	-	20.542	19.085	(1.457)	(7.1)
Operating/Capital	(6.145)	8.188	14.334	*	0.000	0.000	0.000	-	(6.145)	8.188	14.334	*
Other Cash Adjustments	(0.580)	(7.290)	(6.710)	*	0.000	0.000	0.000	-	(0.580)	(7.290)	(6.710)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$13.817</b>	<b>\$19.984</b>	<b>\$6.167</b>	<b>44.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$13.817</b>	<b>\$19.984</b>	<b>\$6.167</b>	<b>44.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$62.076)</b>	<b>(\$48.983)</b>	<b>\$13.093</b>	<b>21.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$62.076)</b>	<b>(\$48.983)</b>	<b>\$13.093</b>	<b>21.1</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$58.572	\$59.729	\$1.157	2.0	\$0.000	\$0.000	\$0.000	-	\$58.572	\$59.729	\$1.157	2.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.259	5.841	0.582	11.1	0.000	0.000	0.000	-	5.259	5.841	0.582	11.1
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	13.826	8.782	(5.043)	(36.5)	13.826	8.782	(5.043)	(36.5)
CDOT	0.000	0.000	0.000	-	11.929	4.730	(7.199)	(60.4)	11.929	4.730	(7.199)	(60.4)
Other	0.000	0.000	0.000	-	1.511	9.875	8.364	*	1.511	9.875	8.364	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	27.265	23.387	(3.878)	(14.2)	27.265	23.387	(3.878)	(14.2)
<b>Total Revenue/Receipts</b>	<b>\$63.831</b>	<b>\$65.569</b>	<b>\$1.739</b>	<b>2.7</b>	<b>\$27.265</b>	<b>\$23.387</b>	<b>(\$3.878)</b>	<b>(14.2)</b>	<b>\$91.096</b>	<b>\$88.957</b>	<b>(\$2.139)</b>	<b>(2.3)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$46.985	\$49.114	(\$2.129)	(4.5)	\$4.465	\$3.297	\$1.168	26.2	\$51.450	\$52.412	(\$0.962)	(1.9)
Overtime	9.469	9.050	0.419	4.4	1.873	2.197	(0.324)	(17.3)	11.343	11.247	0.096	0.8
Health and Welfare	10.228	10.472	(0.245)	(2.4)	1.429	1.161	0.268	18.8	11.656	11.633	0.023	0.2
OPEB Current Payment	3.000	3.210	(0.210)	(7.0)	0.000	0.000	0.000	-	3.000	3.210	(0.210)	(7.0)
Pensions	9.590	9.650	(0.060)	(0.6)	1.032	0.846	0.187	18.1	10.622	10.496	0.127	1.2
Other Fringe Benefits	11.368	10.637	0.731	6.4	1.102	0.907	0.195	17.7	12.471	11.544	0.927	7.4
Reimbursable Overhead	(4.914)	(4.944)	0.030	0.6	4.661	4.707	(0.045)	(1.0)	(0.252)	(0.237)	(0.015)	(5.9)
<b>Total Labor</b>	<b>\$85.726</b>	<b>\$87.190</b>	<b>(\$1.464)</b>	<b>(1.7)</b>	<b>\$14.563</b>	<b>\$13.114</b>	<b>\$1.449</b>	<b>9.9</b>	<b>\$100.289</b>	<b>\$100.304</b>	<b>(\$0.015)</b>	<b>(0.0)</b>
<i>Non-Labor:</i>												
Electric Power	\$6.670	\$6.090	\$0.580	8.7	\$0.000	(\$0.097)	\$0.097	-	\$6.670	\$5.993	\$0.677	10.1
Fuel	1.943	1.782	0.161	8.3	0.000	0.000	0.000	-	1.943	1.782	0.161	8.3
Insurance	1.477	1.365	0.113	7.6	0.262	0.150	0.112	42.7	1.739	1.515	0.225	12.9
Claims	0.092	0.000	0.092	100.0	0.000	0.000	0.000	-	0.092	0.000	0.092	100.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.448	6.705	1.743	20.6	3.378	0.100	3.277	97.0	11.825	6.805	5.020	42.5
Professional Service Contracts	3.445	2.527	0.918	26.7	3.354	9.356	(6.002)	*	6.799	11.883	(5.084)	(74.8)
Materials & Supplies	8.530	7.309	1.221	14.3	5.647	0.745	4.902	86.8	14.177	8.054	6.123	43.2
Other Business Expenses	2.516	2.310	0.205	8.2	0.062	0.019	0.043	69.4	2.577	2.329	0.248	9.6
<b>Total Non-Labor</b>	<b>\$33.122</b>	<b>\$28.088</b>	<b>\$5.034</b>	<b>15.2</b>	<b>\$12.702</b>	<b>\$10.273</b>	<b>\$2.429</b>	<b>19.1</b>	<b>\$45.824</b>	<b>\$38.361</b>	<b>\$7.463</b>	<b>16.3</b>
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$118.848</b>	<b>\$115.278</b>	<b>\$3.570</b>	<b>3.0</b>	<b>\$27.265</b>	<b>\$23.387</b>	<b>\$3.878</b>	<b>14.2</b>	<b>\$146.113</b>	<b>\$138.665</b>	<b>\$7.449</b>	<b>5.1</b>
Depreciation	20.542	19.085	1.457	7.1	0.000	0.000	0.000	-	20.542	19.085	1.457	7.1
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	0.333	0.174	0.160	47.9	0.000	0.000	0.000	-	0.333	0.174	0.160	47.9
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$139.724</b>	<b>\$134.537</b>	<b>\$5.187</b>	<b>3.7</b>	<b>\$27.265</b>	<b>\$23.387</b>	<b>\$3.878</b>	<b>14.2</b>	<b>\$166.989</b>	<b>\$157.924</b>	<b>\$9.065</b>	<b>5.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$75.893)</b>	<b>(\$68.967)</b>	<b>\$6.926</b>	<b>9.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$75.893)</b>	<b>(\$68.967)</b>	<b>\$6.926</b>	<b>9.1</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	19.085	(1.457)	(7.1)	0.000	0.000	0.000	-	20.542	19.085	(1.457)	(7.1)
Operating/Capital	(6.145)	8.188	14.334	*	0.000	0.000	0.000	-	(6.145)	8.188	14.334	*
Other Cash Adjustments	(0.580)	(7.290)	(6.710)	*	0.000	0.000	0.000	-	(0.580)	(7.290)	(6.710)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$13.817</b>	<b>\$19.984</b>	<b>\$6.167</b>	<b>44.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$13.817</b>	<b>\$19.984</b>	<b>\$6.167</b>	<b>44.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$62.076)</b>	<b>(\$48.983)</b>	<b>\$13.093</b>	<b>21.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$62.076)</b>	<b>(\$48.983)</b>	<b>\$13.093</b>	<b>21.1</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**ACCURAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET**  
**January 2020**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance		Current Month vs. Adopted Budget
		Fav (Unfav)		Reason for Variance
		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.582	11.1%	Higher commuter parking revenue due to a prior period catch-up and higher advertising revenue due to a prior period true-up.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$3.878)	(14.2%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$2.129)	(4.5%)	Reallocation of capital forces to operations coverage due to the rescheduling of capital projects and the timing of retiree payouts.
	Reimb	\$1.168	26.2%	Reflects primarily lower activity on Signal Replacement from Greenwich to South Norwalk, GCT Turnouts - Switch Renewal and Cyclical Replacement Insulated Joint Projects partially offset by higher activity on Catenary C1A & C2 Replacement Project.
OVERTIME	Non-Reimb	\$0.419	4.4%	See overtime tables.
	Reimb	(\$0.324)	(17.3%)	See overtime tables.
HEALTH AND WELFARE	Reimb	\$0.268	18.8%	Reflects primarily lower activity on GCT Turnouts - Switch Renewal, Signal Replacement from Greenwich to South Norwalk and Cyclical Replacement Insulated Joint Projects partially offset by higher activity on Catenary C1A & C2 Replacement Project.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.210)	(7.0%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.
PENSIONS	Reimb	\$0.187	18.1%	Reflects primarily lower activity on Signal Replacement from Greenwich to South Norwalk, GCT Turnouts - Switch Renewal and Cyclical Replacement Insulated Joint Projects partially offset by higher activity on Catenary C1A & C2 Replacement Project.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.731	6.4%	Primarily reflects lower employee claims and rates than budgeted partially offset by higher labor costs.
	Reimb	\$0.195	17.7%	Reflects primarily lower activity on GCT Turnouts - Switch Renewal, Signal Replacement from Greenwich to South Norwalk and Cyclical Replacement Insulated Joint Projects partially offset by higher activity on Catenary C1A & C2 Replacement Project.
ELECTRIC POWER	Non-Reimb	\$0.580	8.7%	Favorable rates on the Hudson and Harlem Lines
FUEL	Non-Reimb	\$0.161	8.3%	Primarily due to lower heating fuel consumption and rates.
INSURANCE	Non-Reimb	\$0.113	7.6%	Primarily reflects lower Station Liability premiums than budgeted.
	Reimb	\$0.112	42.7%	Reflects primarily lower activity on GCT Turnouts - Switch Renewal and Signal Replacement from Greenwich to South Norwalk Projects partially offset by higher activity on the Catenary C1A & C2 Replacement Project.
CLAIMS	Non-Reimb	\$0.092	100.0%	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.743	20.6%	Reflects the timing of BL-20 Locomotive Overhauls as well as lower than anticipated expenses for miscellaneous maintenance and operating contracts.
	Reimb	\$3.277	97.0%	Reflects lower activity primarily due to timing and billing of the work for the Signal Replacement from Greenwich to South Norwalk and Maybrook Trailway Projects (actuals are reflected in Professional Services).

MTA METRO-NORTH RAILROAD  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET  
 January 2020  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Current Month vs. Adopted Budget
		\$	%	Reason for Variance
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.918	26.7%	Lower than anticipated consulting and engineering services partially offset by higher expense for New Haven Line MTA BSC and IT allocations.
	Reimb	(\$6.002)	*	Reflects transfer of costs on the Maybrook Trailway Project (budget in Maintenance Services) from Operating Capital and transfer of costs to Cos Cob Bridge Mitre Rail Replacement Project from Operating partially offset by timing of Positive Train Control (CT) Project.
MATERIALS AND SUPPLIES	Non-Reimb	\$1.221	14.3%	Primarily due to lower usage for rolling stock running repairs as well as lower other inventory adjustments and obsolete material reserves.
	Reimb	\$4.902	86.8%	Reflects lower activity on the Waterbury Branch Cab Signal and Replace AC Circuit Breaker-Switchgear Projects partially offset by higher activity on GCT Turnouts-Switch Renewal Project.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.205	8.2%	Primarily due to lower subsidy payments to New Jersey Transit resulting from inflationary adjustments.
	Reimb	\$0.043	69.4%	Reflects primarily lower activity on the Maybrook Trailway Project.
DEPRECIATION	Non-Reimb	\$1.457	7.1%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.160	47.9%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$14.334	*	Reflects timing primarily for the following projects: Transfer of Maybrook Trailway expense to Reimbursable Capital, Track Geometry Car Purchase, Replacement of the GCT Escalators, Vehicle Replacement Provision, Upper Harlem Pole Replacement and the Renovation of the GCT Training Facility.

\* Variance exceeds 100%.

**MTA Metro-North Railroad**  
**February Financial Plan - 2020 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	January						Year To Date(January)					
	Adopted Budget		Actual		Var. - Fav/(Unfav)		Adopted Budget		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	56,851	\$ 3.732	54,207	\$ 3.296	2,644	\$0.437	56,851	\$ 3.732	54,207	\$ 3.296	2,644	\$0.437
					4.7%	11.7%					4.7%	11.7%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	38,783	\$ 2.470	44,182	\$ 2.571	(5,400)	(\$0.101)	38,783	\$ 2.470	44,182	\$ 2.571	(5,400)	(\$0.101)
					-13.9%	-4.1%					-13.9%	-4.1%
<u>Unscheduled Maintenance</u>	0	\$ -	1	\$ 0.000	(1)	(\$0.000)	0	\$ -	1	\$ 0.000	(1)	(\$0.000)
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	22,014	\$ 1.301	20,665	\$ 1.109	1,349	\$0.192	22,014	\$ 1.301	20,665	\$ 1.109	1,349	\$0.192
					6.1%	14.8%					6.1%	14.8%
<u>Weather Emergencies</u>	30,350	\$ 1.966	8,335	\$ 0.471	22,016	\$1.495	30,350	\$ 1.966	8,335	\$ 0.471	22,016	\$1.495
					72.5%	76.0%					72.5%	76.0%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	0	\$ 1.603	-	(\$1.603)	0	\$ -	0	\$ 1.603	-	(\$1.603)
Subtotal	147,999	\$ 9.469	127,391	\$ 9.050	20,608	\$0.419	147,999	\$ 9.469	127,391	\$ 9.050	20,608	\$0.419
					13.9%	4.4%					13.9%	4.4%
<b>REIMBURSABLE OVERTIME</b>	31,565	\$ 1.873	40,357	\$ 2.197	(8,791)	(\$0.324)	31,565	\$ 1.873	40,357	\$ 2.197	(8,791)	(\$0.324)
					-27.9%	-17.3%					-27.9%	-17.3%
<b>TOTAL OVERTIME</b>	<b>179,564</b>	<b>\$ 11.343</b>	<b>167,747</b>	<b>\$ 11.247</b>	<b>11,817</b>	<b>\$0.096</b>	<b>179,564</b>	<b>\$ 11.343</b>	<b>167,747</b>	<b>\$ 11.247</b>	<b>11,817</b>	<b>\$0.096</b>
					<b>6.6%</b>	<b>0.8%</b>					<b>6.6%</b>	<b>0.8%</b>

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category).

<sup>3</sup> Not Applicable.

**MTA Metro-North Railroad**  
**February Financial Plan - 2020 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
**(\$ in millions)**

	January			Year To Date(January)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	2,644	\$0.437	Increased employee availability based upon lower relief day coverage due to lower unplanned absences.	2,644	\$0.437	Increased employee availability based upon lower relief day coverage due to lower unplanned absences.
	4.7%	11.7%		4.7%	11.7%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(5,400)	(\$0.101)	Primarily due to necessary Maintenance of Equipment activity to assure appropriate fleet availability of (\$0.2M) partially offset by lower infrastructure repairs of \$0.1M.	(5,400)	(\$0.101)	Primarily due to necessary Maintenance of Equipment activity to assure appropriate fleet availability of (\$0.2M) partially offset by lower infrastructure repairs of \$0.1M.
	-13.9%	-4.1%		-13.9%	-4.1%	
<u>Unscheduled Maintenance</u>	(1)	(\$0.000)	No significant variance.	(1)	(\$0.000)	No significant variance.
	0.0%	0.0%		0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	1,349	\$0.192	Lower required vacancy coverage in Maintenance of Equipment and Maintenance of Way partially offset by higher coverage in Customer Service and Stations.	1,349	\$0.192	Lower required vacancy coverage in Maintenance of Equipment and Maintenance of Way partially offset by higher coverage in Customer Service and Stations.
	6.1%	14.8%		6.1%	14.8%	
<u>Weather Emergencies</u>	22,016	\$1.495	Lower in Maintenance of Way due to fewer weather events than forecasted.	22,016	\$1.495	Lower in Maintenance of Way due to fewer weather events than forecasted.
	72.5%	76.0%		72.5%	76.0%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -		0	\$ -	
<u>Other</u>	0	(\$1.603)	Timing differences for payroll and calendar cutoff dates.	0	(\$1.603)	Timing differences for payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>20,608</b>	<b>\$0.419</b>		<b>20,608</b>	<b>\$0.419</b>	
	13.9%	4.4%		13.9%	4.4%	
<b>REIMBURSABLE OVERTIME</b>	(8,791)	(\$0.324)	Primarily due to a delay in funding of the Catenary C1A & C2 Replacement Project, work done at night due to track availability issues for the Positive Train Control Project, and higher activity in the Connecticut Track Program.	(8,791)	(\$0.324)	Primarily due to a delay in funding of the Catenary C1A & C2 Replacement Project, work done at night due to track availability issues for the Positive Train Control Project, and higher activity in the Connecticut Track Program.
	-27.9%	-17.3%		-27.9%	-17.3%	
<b>TOTAL OVERTIME</b>	<b>11,817</b>	<b>\$0.096</b>		<b>11,817</b>	<b>\$0.096</b>	

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category)

<sup>3</sup> Not Applicable

**MTA METRO-NORTH RAILROAD  
2020 Overtime Report  
Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

SCHEDULE III

	JANUARY 2020				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$57.289	\$58.946	\$1.657	2.9	\$57.289	\$58.946	\$1.657	2.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	7.018	6.583	(0.435)	(6.2)	7.018	6.583	(0.435)	(6.2)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	14.018	11.724	(2.294)	(16.4)	14.018	11.724	(2.294)	(16.4)
CDOT	11.929	8.685	(3.244)	(27.2)	11.929	8.685	(3.244)	(27.2)
Other	1.511	9.668	8.157	*	1.511	9.668	8.157	*
Total Capital and Other Reimbursements	27.458	30.076	2.619	9.5	27.458	30.076	2.619	9.5
<b>Total Receipts</b>	<b>\$91.765</b>	<b>\$95.605</b>	<b>\$3.841</b>	<b>4.2</b>	<b>\$91.765</b>	<b>\$95.605</b>	<b>\$3.841</b>	<b>4.2</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$55.208	\$57.705	(\$2.497)	(4.5)	\$55.208	\$57.705	(\$2.497)	(4.5)
Overtime	12.389	10.110	2.279	18.4	12.389	10.110	2.279	18.4
Health and Welfare	12.694	11.143	1.551	12.2	12.694	11.143	1.551	12.2
OPEB Current Payment	3.000	3.580	(0.580)	(19.3)	3.000	3.580	(0.580)	(19.3)
Pensions	10.270	10.250	0.020	0.2	10.270	10.250	0.020	0.2
Other Fringe Benefits	13.252	14.969	(1.717)	(13.0)	13.252	14.969	(1.717)	(13.0)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$106.812</b>	<b>\$107.757</b>	<b>(\$0.945)</b>	<b>(0.9)</b>	<b>\$106.812</b>	<b>\$107.757</b>	<b>(\$0.945)</b>	<b>(0.9)</b>
<i>Non-Labor:</i>								
Electric Power	\$6.825	\$4.916	\$1.909	28.0	\$6.825	\$4.916	\$1.909	28.0
Fuel	1.902	1.920	(0.018)	(1.0)	1.902	1.920	(0.018)	(1.0)
Insurance	0.272	0.000	0.272	100.0	0.272	0.000	0.272	100.0
Claims	0.092	0.099	(0.007)	(7.1)	0.092	0.099	(0.007)	(7.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.056	12.188	(0.132)	(1.1)	12.056	12.188	(0.132)	(1.1)
Professional Service Contracts	6.185	2.555	3.630	58.7	6.185	2.555	3.630	58.7
Materials & Supplies	15.571	12.185	3.386	21.7	15.571	12.185	3.386	21.7
Other Business Expenditures	4.125	2.969	1.156	28.0	4.125	2.969	1.156	28.0
<b>Total Non-Labor</b>	<b>\$47.029</b>	<b>\$36.832</b>	<b>\$10.197</b>	<b>21.7</b>	<b>\$47.029</b>	<b>\$36.832</b>	<b>\$10.197</b>	<b>21.7</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$153.841</b>	<b>\$144.589</b>	<b>\$9.252</b>	<b>6.0</b>	<b>\$153.841</b>	<b>\$144.589</b>	<b>\$9.252</b>	<b>6.0</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$62.076)</b>	<b>(\$48.983)</b>	<b>\$13.093</b>	<b>21.1</b>	<b>(\$62.076)</b>	<b>(\$48.983)</b>	<b>\$13.093</b>	<b>21.1</b>
<b>Subsidies</b>								
MTA	47.531	68.486	20.955	44.1	47.531	68.486	20.955	44.1
CDOT	14.545	12.674	(1.871)	(12.9)	14.545	12.674	(1.871)	(12.9)
<b>Total Subsidies</b>	<b>\$62.076</b>	<b>\$81.160</b>	<b>\$19.084</b>	<b>30.7</b>	<b>\$62.076</b>	<b>\$81.160</b>	<b>\$19.084</b>	<b>30.7</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$7.056</b>	<b>\$7.056</b>	<b>-</b>	<b>\$0.000</b>	<b>\$7.056</b>	<b>\$7.056</b>	<b>-</b>

**Notes:**

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.



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

\$ Detail

Generic Receipt or Expense Category	January Month vs Budget		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
FARE REVENUE	1.657	2.9%	Primarily reflects higher non-commutation ridership on all East of Hudson lines combined with cash in transit.
OTHER OPERATING REVENUE	(0.435)	(6.2%)	Primarily reflects timing of GCT revenues and lower Amtrak reimbursements.
CAPITAL AND OTHER REIMBURSEMENTS:			
MTA	(2.294)	(16.4%)	Primarily reflects lower cash receipts than budgeted partially offset by higher capital related project activity.
CDOT	(3.244)	(27.2%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.
OTHER	8.157	*	Primarily reflects higher reimbursable related project activity combined with higher cash receipts than budgeted.
PAYROLL	(2.497)	(4.5%)	Primarily reflects timing of pay periods combined with inter-agency payroll partially offset by the timing of remittance payments for the employee portion of withheld payroll taxes.
OVERTIME	2.279	18.4%	Primarily reflects fewer weather events than budgeted, timing of pay periods, increased employee availability based upon lower relief day coverage due to lower unplanned absences and lower required vacancy coverage in Maintenance of Equipment and Maintenance of Way.
HEALTH & WELFARE	1.551	12.2%	Primarily reflects timing of premium payments for dental & vision insurance.
OPEB CURRENT PAYMENT	(0.580)	(19.3%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.
PENSIONS	0.020	0.2%	
OTHER FRINGE BENEFITS	(1.717)	(13.0%)	Primarily reflects timing of payroll taxes partially offset by lower employee injury claims than budgeted.
ELECTRIC POWER	1.909	28.0%	Primarily reflects timing of payments combined with lower rates than budgeted.
INSURANCE	0.272	100.0%	Reflects timing of payments for insurance premiums.
CLAIMS	(0.007)	(7.1%)	Primarily reflects timing of payments for passenger injury settlements.
PROFESSIONAL SERVICE CONTRACTS	3.630	58.7%	Primarily reflects the timing of engineering services relating to Connecticut Positive Train Control, installation of Wayside Energy Storage and GCT Station Master's Office Design and Reconfiguration.
MATERIALS & SUPPLIES	3.386	21.7%	Primarily reflects the timing on the Waterbury Branch Cab Signal System Installation Project, Track Geometry Car and Replacement of the AC Circuit Breaker Switchgear Project partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	1.156	28.0%	Primarily reflects timing of payments for New Jersey Transit Subsidy and lower miscellaneous expenses.
MTA SUBSIDY RECEIPTS	20.955	44.1%	Primarily reflects available cash balance combined with lower CDOT subsidy partially offset by lower cash deficit.
CDOT SUBSIDY RECEIPTS	(1.871)	(12.9%)	Primarily reflects lower CDOT share of estimated deficit than budgeted.

\* Variance exceeds 100%

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

	JANUARY 2020				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$1.283)	(\$0.783)	\$0.500	39.0	(\$1.283)	(\$0.783)	\$0.500	39.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.759	0.742	(1.017)	(57.8)	1.759	0.742	(1.017)	(57.8)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	0.192	2.941	2.749	*	0.192	2.941	2.749	*
CDOT	0.000	3.955	3.955	-	0.000	3.955	3.955	-
Other	0.000	(0.207)	(0.207)	-	0.000	(0.207)	(0.207)	-
Total Capital and Other Reimbursements	0.192	6.689	6.497	*	0.192	6.689	6.497	*
<b>Total Revenue/Receipts</b>	<b>\$0.669</b>	<b>\$6.649</b>	<b>\$5.980</b>	<b>*</b>	<b>\$0.669</b>	<b>\$6.649</b>	<b>\$5.980</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$3.758)	(\$5.293)	(\$1.535)	(40.9)	(\$3.758)	(\$5.293)	(\$1.535)	(40.9)
Overtime	(1.046)	1.137	2.183	*	(1.046)	1.137	2.183	*
Health and Welfare	(1.037)	0.490	1.527	*	(1.037)	0.490	1.527	*
OPEB Current Payment	0.000	(0.369)	0.000	-	0.000	(0.369)	(0.369)	-
Pensions	0.352	0.246	(0.106)	(30.2)	0.352	0.246	(0.106)	(30.2)
Other Fringe Benefits	(0.781)	(3.425)	(2.644)	*	(0.781)	(3.425)	(2.644)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.252)	(0.237)	0.015	5.9	(0.252)	(0.237)	0.015	5.9
<b>Total Labor</b>	<b>(\$6.523)</b>	<b>(\$7.453)</b>	<b>(\$0.930)</b>	<b>(14.3)</b>	<b>(\$6.523)</b>	<b>(\$7.453)</b>	<b>(\$0.930)</b>	<b>(14.3)</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.155)	\$1.077	\$1.232	*	(\$0.155)	\$1.077	\$1.232	*
Fuel	0.042	(0.138)	(0.179)	*	0.042	(0.138)	(0.179)	*
Insurance	1.467	1.515	0.047	3.2	1.467	1.515	0.047	3.2
Claims	0.000	(0.099)	(0.099)	-	0.000	(0.099)	(0.099)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.231)	(5.383)	(5.152)	*	(0.231)	(5.383)	(5.152)	*
Professional Service Contracts	0.614	9.328	8.713	*	0.614	9.328	8.713	*
Materials & Supplies	(1.394)	(4.131)	(2.737)	*	(1.394)	(4.131)	(2.737)	*
Other Business Expenses	(1.548)	(0.640)	0.908	58.7	(1.548)	(0.640)	0.908	58.7
<b>Total Non-Labor</b>	<b>(\$1.205)</b>	<b>\$1.529</b>	<b>\$2.733</b>	<b>*</b>	<b>(\$1.205)</b>	<b>\$1.529</b>	<b>\$2.733</b>	<b>*</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Non-Cash Liability Adjs.</b>	<b>(\$7.727)</b>	<b>(\$5.924)</b>	<b>\$1.803</b>	<b>23.3</b>	<b>(\$7.727)</b>	<b>(\$5.924)</b>	<b>\$1.803</b>	<b>23.3</b>
Depreciation	20.542	19.085	(1.457)	(7.1)	20.542	19.085	(1.457)	(7.1)
OPEB Obligation	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	-
Environmental Remediation	0.333	0.174	(0.160)	(47.9)	0.333	0.174	(0.160)	(47.9)
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures Adjustments</b>	<b>\$13.148</b>	<b>\$13.335</b>	<b>\$0.187</b>	<b>1.4</b>	<b>\$13.148</b>	<b>\$13.335</b>	<b>\$0.187</b>	<b>1.4</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$13.817</b>	<b>\$19.984</b>	<b>\$6.167</b>	<b>44.6</b>	<b>\$13.817</b>	<b>\$19.984</b>	<b>\$6.167</b>	<b>44.6</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

	MONTH			VARIANCE Fav/(Unfav)			
	ADOPTED BUDGET	2020	2019 <sup>(A)</sup>	ADOPTED BUDGET		2019	
<b>FAREBOX REVENUE</b>							
<i>Harlem Line - Commutation</i>	9.373	9.500	9.271	0.127	1.4%	0.230	2.5%
<i>Harlem Line - Non-Commutation</i>	7.528	7.998	7.459	0.469	6.2%	0.539	7.2%
<b>TOTAL HARLEM LINE</b>	<b>\$16.901</b>	<b>\$17.498</b>	<b>\$16.729</b>	<b>\$0.597</b>	<b>3.5%</b>	<b>\$0.769</b>	<b>4.6%</b>
<i>Hudson Line - Commutation</i>	6.330	6.317	6.259	(0.013)	-0.2%	0.059	0.9%
<i>Hudson Line - Non-Commutation</i>	6.254	6.636	6.082	0.382	6.1%	0.554	9.1%
<b>TOTAL HUDSON LINE</b>	<b>\$12.584</b>	<b>\$12.953</b>	<b>\$12.341</b>	<b>\$0.370</b>	<b>2.9%</b>	<b>\$0.612</b>	<b>5.0%</b>
<i>New Haven Line - Commutation</i>	13.293	13.094	13.202	(0.199)	-1.5%	(0.108)	-0.8%
<i>New Haven Line - Non-Commutation</i>	14.638	14.926	14.436	0.288	2.0%	0.490	3.4%
<b>TOTAL NEW HAVEN LINE</b>	<b><u>\$27.931</u></b>	<b><u>\$28.020</u></b>	<b><u>\$27.638</u></b>	<b><u>\$0.089</u></b>	<b><u>0.3%</u></b>	<b><u>\$0.382</u></b>	<b><u>1.4%</u></b>
<b>All Lines - Commutation</b>	<b>28.996</b>	<b>28.912</b>	<b>28.731</b>	<b>(0.084)</b>	<b>-0.3%</b>	<b>0.180</b>	<b>0.6%</b>
<b>All Lines - Non-Commutation</b>	<b>28.420</b>	<b>29.560</b>	<b>27.977</b>	<b>1.140</b>	<b>4.0%</b>	<b>1.583</b>	<b>5.7%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$57.416</b>	<b>\$58.472</b>	<b>\$56.708</b>	<b>\$1.055</b>	<b>1.8%</b>	<b>\$1.763</b>	<b>3.1%</b>
<b>West of Hudson<sup>(B)</sup></b>	<b><u>\$1.156</u></b>	<b><u>\$1.257</u></b>	<b><u>\$1.165</u></b>	<b><u>\$0.101</u></b>	<b><u>8.8%</u></b>	<b><u>\$0.092</u></b>	<b><u>7.9%</u></b>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$58.572</b>	<b>\$59.729</b>	<b>\$57.873</b>	<b>\$1.157</b>	<b>2.0%</b>	<b>\$1.856</b>	<b>3.2%</b>
<b>RIDERSHIP</b>							
<i>Harlem Line - Commutation</i>	1.383	1.368	1.384	(0.015)	-1.1%	(0.016)	-1.1%
<i>Harlem Line - Non-Commutation</i>	0.807	0.841	0.810	0.034	4.2%	0.031	3.9%
<b>TOTAL HARLEM LINE</b>	<b>2.190</b>	<b>2.209</b>	<b>2.193</b>	<b>0.019</b>	<b>0.8%</b>	<b>0.016</b>	<b>0.7%</b>
<i>Hudson Line - Commutation</i>	0.797	0.783	0.797	(0.014)	-1.8%	(0.014)	-1.8%
<i>Hudson Line - Non-Commutation</i>	0.545	0.564	0.536	0.019	3.4%	0.028	5.1%
<b>TOTAL HUDSON LINE</b>	<b>1.342</b>	<b>1.347</b>	<b>1.334</b>	<b>0.004</b>	<b>0.3%</b>	<b>0.013</b>	<b>1.0%</b>
<i>New Haven Line - Commutation</i>	1.839	1.800	1.844	(0.039)	-2.1%	(0.044)	-2.4%
<i>New Haven Line - Non-Commutation</i>	1.351	1.381	1.344	0.030	2.2%	0.037	2.8%
<b>TOTAL NEW HAVEN LINE</b>	<b><u>3.191</u></b>	<b><u>3.181</u></b>	<b><u>3.188</u></b>	<b><u>(0.009)</u></b>	<b><u>-0.3%</u></b>	<b><u>(0.007)</u></b>	<b><u>-0.2%</u></b>
<b>Total Ridership East of Hudson</b>							
<b>All Lines - Commutation</b>	<b>4.020</b>	<b>3.951</b>	<b>4.025</b>	<b>(0.069)</b>	<b>-1.7%</b>	<b>(0.074)</b>	<b>-1.8%</b>
<b>All Lines - Non-Commutation</b>	<b>2.704</b>	<b>2.786</b>	<b>2.690</b>	<b>0.082</b>	<b>3.0%</b>	<b>0.096</b>	<b>3.6%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>6.723</b>	<b>6.737</b>	<b>6.714</b>	<b>0.013</b>	<b>0.2%</b>	<b>0.022</b>	<b>0.3%</b>
<b>West of Hudson<sup>(B)</sup></b>	<b><u>0.131</u></b>	<b><u>0.171</u></b>	<b><u>0.127</u></b>	<b><u>0.040</u></b>	<b><u>30.5%</u></b>	<b><u>0.043</u></b>	<b><u>33.9%</u></b>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>6.854</b>	<b>6.907</b>	<b>6.842</b>	<b>0.053</b>	<b>0.8%</b>	<b>0.066</b>	<b>1.0%</b>

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

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

**MTA METRO-NORTH RAILROAD  
2020 ADOPTED BUDGET VS. ACTUALS  
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS  
January 31, 2020**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	3	3	-	
Labor Relations	13	12	1	
Safety	59	54	5	A
Security	22	18	4	
Office of the Executive VP	7	6	1	
Corporate & Public Affairs	15	15	(0)	
Customer Service	53	48	5	
Legal	11	10	1	
Claims	7	6	1	
Human Resources	37	35	2	
Training	85	82	3	
Employee Relations & Diversity	5	4	1	
VP Planning	2	2	-	
Operations Planning & Analysis	22	22	-	
Capital Planning & Programming	11	10	1	
Long Range Planning	6	5	1	
VP Finance & Info Systems	-	-	-	
Controller	73	68	5	B
Budget	18	18	-	
Procurement & Material Mgmt	21	21	0	
<b>Total Administration</b>	<b>470</b>	<b>440</b>	<b>30</b>	
<b>Operations</b>				
Operations Support	77	74	3	
Transportation	1,695	1,686	9	B
Customer Service	378	383	(5)	
Metro-North West	32	27	5	
<b>Total Operations</b>	<b>2,182</b>	<b>2,170</b>	<b>12</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,707	1,599	108	B
Maintenance of Way	2,136	2,120	16	B
Procurement & Material Mgmt	116	113	3	
<b>Total Maintenance</b>	<b>3,959</b>	<b>3,831</b>	<b>128</b>	
<b>Engineering/Capital</b>				
Construction Management	37	32	5	
Engineering & Design	90	84	6	B
<b>Total Engineering/Capital</b>	<b>127</b>	<b>116</b>	<b>11</b>	
<b>Total Positions</b>	<b>6,738</b>	<b>6,557</b>	<b>181</b>	
<b>Non-Reimbursable</b>	<b>6,114</b>	<b>6,080</b>	<b>34</b>	
<b>Reimbursable</b>	<b>624</b>	<b>477</b>	<b>147</b>	
<b>Total Full-Time</b>	<b>6,737</b>	<b>6,556</b>	<b>181</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

(A) Variance reflects higher attrition than planned.

(B) Variance reflects delayed hiring of vacant positions.

**MTA METRO-NORTH RAILROAD**  
**2020 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**January 31, 2020**

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	153	152	1
Professional, Technical, Clerical	317	288	29
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>470</b>	<b>440</b>	<b>30</b>
<b>Operations</b>			
Managers/Supervisors	260	247	13
Professional, Technical, Clerical	216	217	(1)
Operational Hourlies	1,706	1,706	(0)
<b>Total Operations</b>	<b>2,182</b>	<b>2,170</b>	<b>12</b>
<b>Maintenance</b>			
Managers/Supervisors	666	635	31
Professional, Technical, Clerical	469	459	10
Operational Hourlies	2,824	2,737	87
<b>Total Maintenance</b>	<b>3,959</b>	<b>3,831</b>	<b>128</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	47	40	7
Professional, Technical, Clerical	80	76	4
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>127</b>	<b>116</b>	<b>11</b>
<b>Total Positions</b>			
Managers/Supervisors	1,126	1,074	52
Professional, Technical, Clerical	1,082	1,040	42
Operational Hourlies	4,530	4,443	87
<b>Total Positions</b>	<b>6,738</b>	<b>6,557</b>	<b>181</b>

**MTA METRO-NORTH RAILROAD  
2020 ADOPTED BUDGET VS. ACTUALS  
January 31, 2020**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	470	440	30	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Operations	2,182	2,170	12	Primarily reflects delayed hiring of vacant positions
Maintenance	3,959	3,831	128	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	127	116	11	Primarily reflects delayed hiring of vacant positions
<b>Total Agency-wide Headcount</b>	<b>6,738</b>	<b>6,557</b>	<b>181</b>	
Non-Reimbursable	6,114	6,080	34	
Reimbursable	624	477	147	

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

	MONTH			VARIANCE		
	BUD	2020*	2019	Fav/(Unfav)	BUD	2019
Farebox Operating Ratio						
Standard <sup>(B)</sup>	48.2%	57.7%	51.8%	9.5%		5.9%
Adjusted <sup>(C)</sup>	55.1%	66.9%	58.1%	11.8%		8.7%
Cost per Passenger						
Standard <sup>(B)</sup>	\$17.59	\$14.98	\$16.27	\$2.61		\$1.29
Adjusted <sup>(C)</sup>	\$17.23	\$14.58	\$15.87	\$2.65		\$1.29
Passenger Revenue/Passenger	\$8.48	\$8.65	\$8.44	\$0.17		\$0.21

(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.

\* January results reflect a reclass of Maybrook Trailway expense from Operating Capital to Reimbursable Capital; excluding the reclass, the Farebox Operating Ratio Budget variance, standard and adjusted, would be 4.9% and 6.3% favorable, respectively and YoY variance, would be 1.3% and 3.3% respectively. This adjustment also lowered the Cost per Passenger Indicator, without it both measures would be comparable to 2019 results.

# Ridership Report

**Michael Shiffer**

Vice President, Planning



MTA Metro-North's clock and Information Center in Grand Central Terminal.

*Photo courtesy of Linda Morris*





# Metro-North Railroad

---

## **February 2020 Highlights: Ridership Report**

**(Note: January West of Hudson ridership is preliminary)**

### **January 2020 vs. 2019**

- East of Hudson ridership increased 0.3% vs. January 2019 and was 0.2% above Budget
  - Commutation ridership decreased 1.4%
  - Non-Commutation ridership increased 4.4%
- East of Hudson ridership by line:
  - Hudson Line ridership increased 1.0%
  - Harlem Line ridership increased 0.7%
  - New Haven Line ridership decreased 0.2%
- Large increases in non-commutation ridership can be attributed to better weather which occurred during January
  - It was much warmer in January 2020 the average temperature was 39.2 degrees, 6.7 degrees warmer than January 2019 when the average monthly temperature was 32.5.
  - Total monthly snowfall was 2.3 inches in January 2020 (NY Central Park) vs. 1.1 inches in January 2019.

**Michael Shiffer**  
Vice President  
Planning

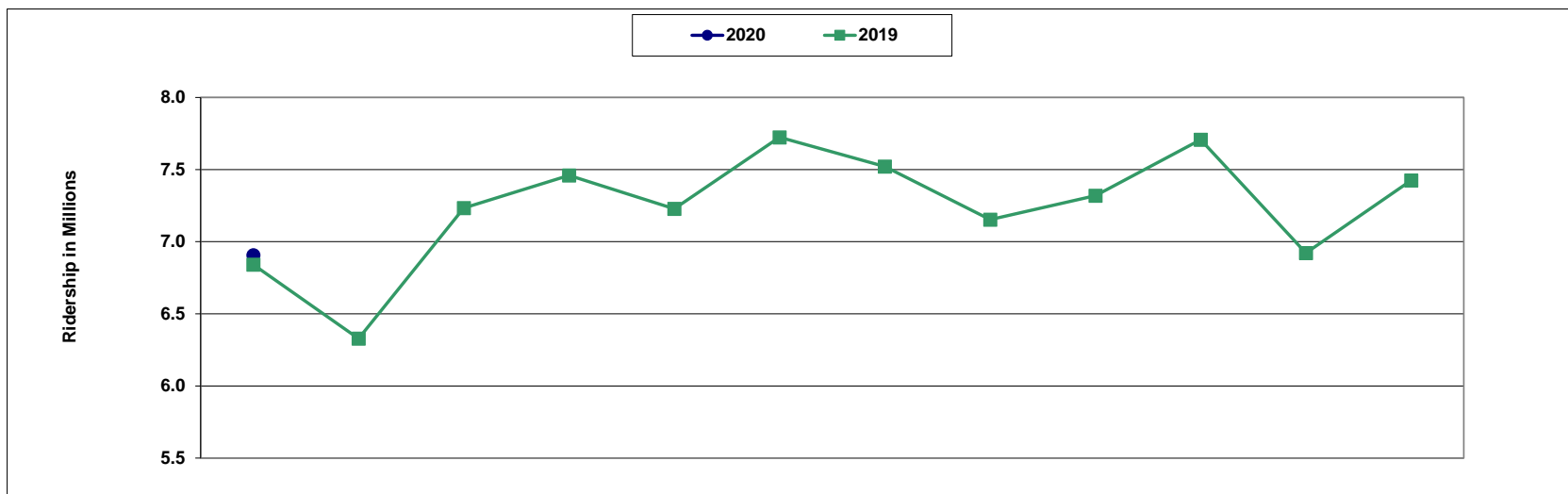
**JANUARY 2020 RIDERSHIP & REVENUE REPORT  
MTA METRO-NORTH RAILROAD**

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

	January 2020	% Change vs. 2019
Total Rail Ridership	6.907	1.0% ▲
Commutation Ridership	4.040	-1.4% ▼
Non-Commutation Ridership	2.867	4.4% ▲
Connecting Service Ridership	0.050	-1.1% ▼
Total MNR System Ridership	6.957	0.9% ▲
Rail Revenue	\$59.7	3.2% ▲

JANUARY RAIL RIDERSHIP (1)

• January's Total Rail Ridership was 1.0% above 2019 and 0.8% above budget.

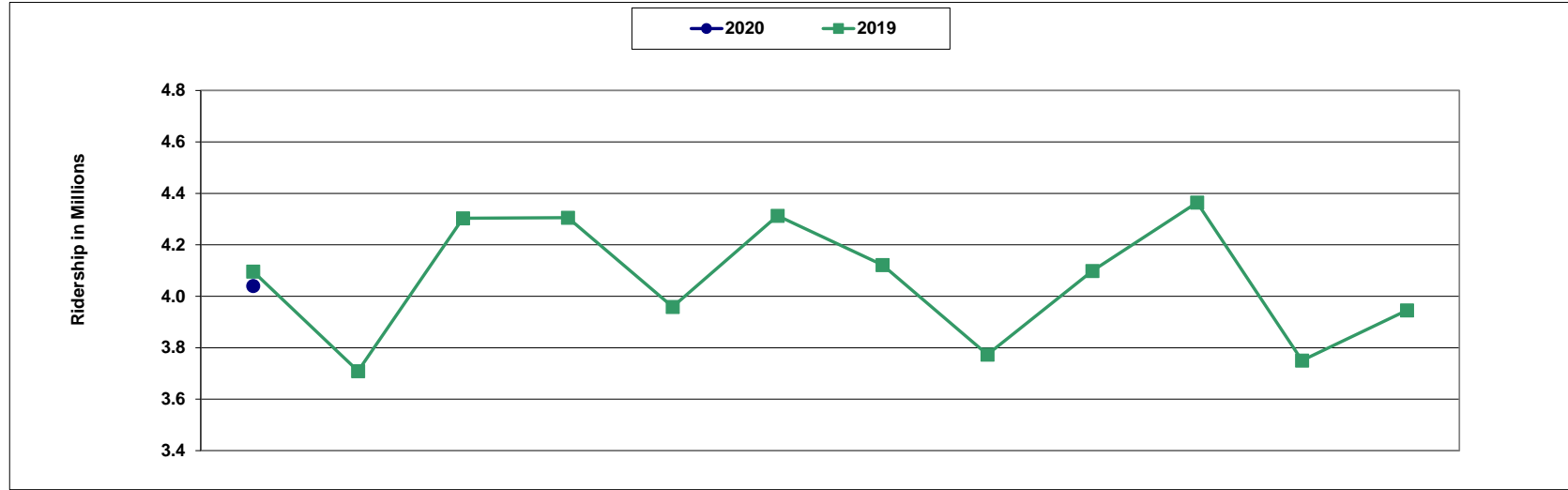


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	6.9												6.9
<b>2019</b>	6.8	6.3	7.2	7.5	7.2	7.7	7.5	7.2	7.3	7.7	6.9	7.4	6.8
<b>PCT CHG.</b>	1.0%												

1) Includes East and West of Hudson.

JANUARY RAIL COMMUTATION RIDERSHIP (1)

• January's Rail Commutation Ridership was 1.4% below 2019 and 1.3% below budget.

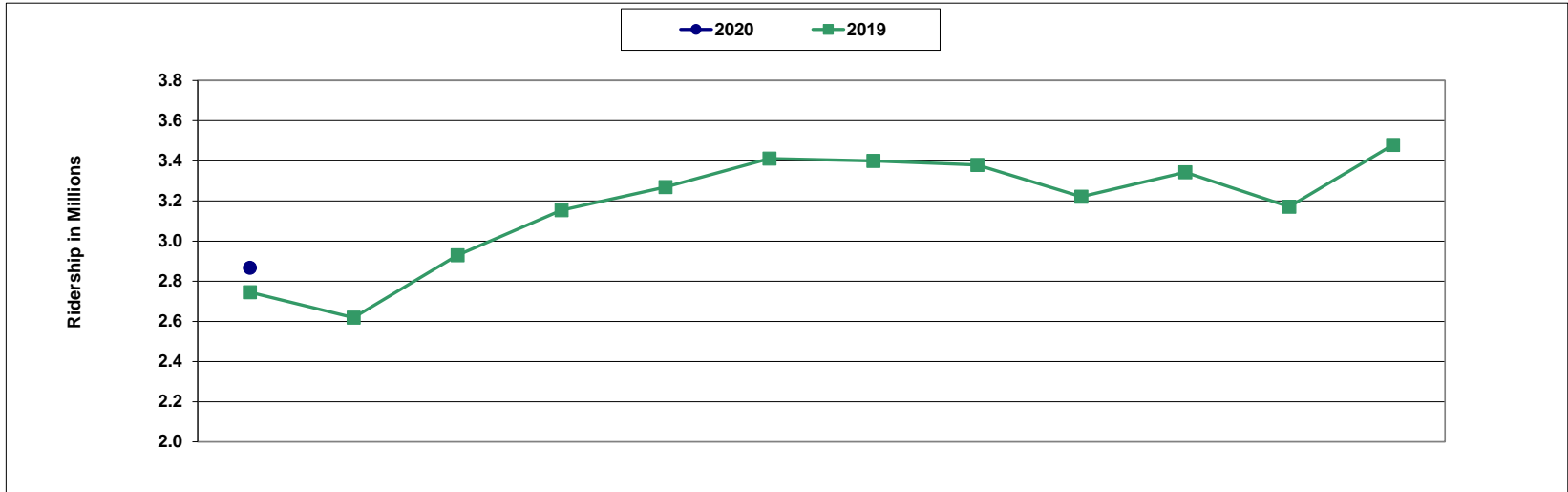


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	4.0												4.0
<b>2019</b>	4.1	3.7	4.3	4.3	4.0	4.3	4.1	3.8	4.1	4.4	3.8	3.9	4.1
<b>PCT CHG.</b>	-1.4%												-1.4%

1) Includes East and West of Hudson.

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

● January's Rail Non-Commutation Ridership was 4.4% above 2019 and 3.9% above budget.

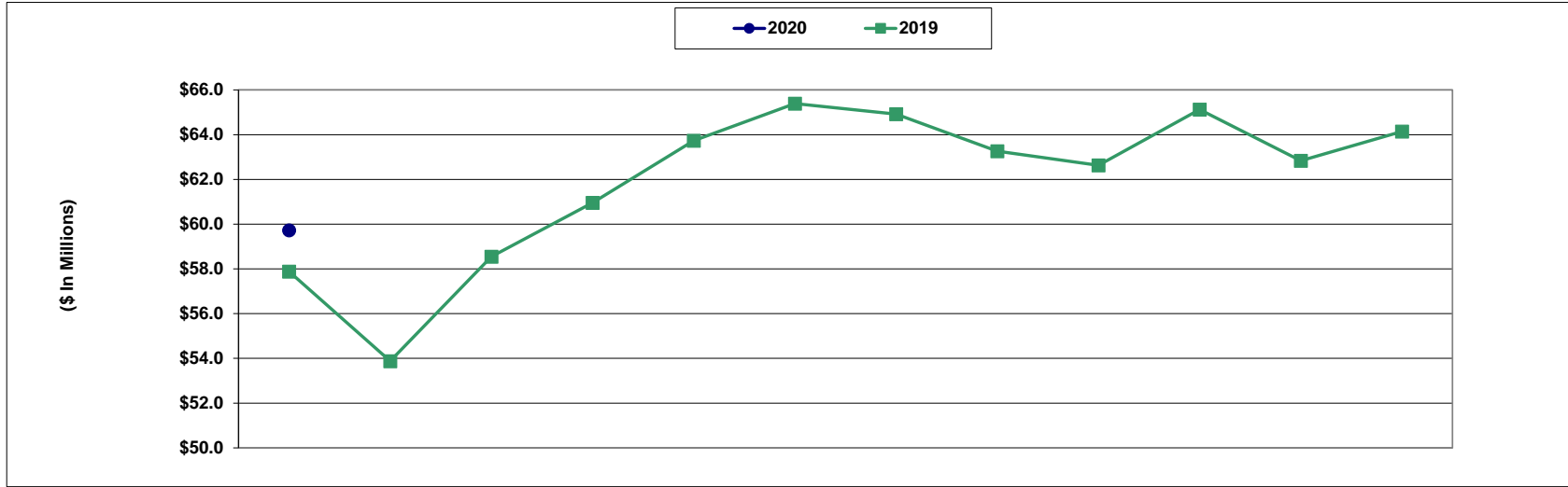


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	2.9												2.9
<b>2019</b>	2.7	2.6	2.9	3.2	3.3	3.4	3.4	3.4	3.2	3.3	3.2	3.5	2.7
<b>PCT CHG.</b>	4.4%												4.4%

1) Includes East and West of Hudson.

**JANUARY RAIL REVENUE (1)**

• January's Total Rail Revenue was 3.2 above 2019 and 2.0% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	\$59.7												\$59.7
<b>2019</b>	\$57.9	\$53.9	\$58.5	\$61.0	\$63.7	\$65.4	\$64.9	\$63.3	\$62.6	\$65.1	\$62.8	\$64.1	\$57.9
<b>PCT CHG.</b>	3.2%												3.2%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
JANUARY 2020

TICKET TYPE/SERVICE	JANUARY 2020 ACTUAL	JANUARY 2020 BUDGET	VARIANCE VS. BUDGET		JANUARY 2019 RESTATE (1)	CHANGE FROM 2019	
			AMOUNT	PERCENT		AMOUNT	PERCENT
			<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	3,950,992	4,019,653	(68,661)	-1.7%	4,024,627	(73,635)	-1.8%
West of Hudson	89,445	74,835	14,610	19.5%	71,830	17,615	24.5%
<b>Total Rail Commutation Ridership</b>	<b>4,040,437</b>	<b>4,094,488</b>	<b>(54,051)</b>	<b>-1.3%</b>	<b>4,096,457</b>	<b>(56,020)</b>	<b>-1.4%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	2,785,782	2,703,700	82,082	3.0%	2,689,816	95,966	3.6%
West of Hudson	81,131	55,871	25,260	45.2%	55,549	25,582	46.1%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,866,913</b>	<b>2,759,571</b>	<b>107,342</b>	<b>3.9%</b>	<b>2,745,365</b>	<b>121,548</b>	<b>4.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	6,736,774	6,723,353	13,421	0.2%	6,714,443	22,331	0.3%
West of Hudson (2)	170,576	130,706	39,870	30.5%	127,379	43,197	33.9%
<b>TOTAL RAIL RIDERSHIP</b>	<b>6,907,350</b>	<b>6,854,059</b>	<b>53,291</b>	<b>0.8%</b>	<b>6,841,822</b>	<b>65,528</b>	<b>1.0%</b>
<b>CONNECTING SERVICES RIDERSHIP (3)</b>	<b>49,980</b>	<b>51,489</b>	<b>(1,509)</b>	<b>-2.9%</b>	<b>50,549</b>	<b>(569)</b>	<b>-1.1%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>6,957,330</b>	<b>6,905,548</b>	<b>51,782</b>	<b>0.7%</b>	<b>6,892,371</b>	<b>64,959</b>	<b>0.9%</b>

Notes:

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

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

TICKET TYPE/SERVICE	2020	2020	VARIANCE VS.		2019	CHANGE FROM 2019	
	YTD	YTD	BUDGET		YTD		
	ACTUAL	BUDGET	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	3,950,992	4,019,653	(68,661)	-1.7%	4,024,627	(73,635)	-1.8%
West of Hudson	89,445	74,835	14,610	19.5%	71,830	17,615	24.5%
<b>Total Rail Commutation Ridership</b>	<b>4,040,437</b>	<b>4,094,488</b>	<b>(54,051)</b>	<b>-1.3%</b>	<b>4,096,457</b>	<b>(56,020)</b>	<b>-1.4%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	2,785,782	2,703,700	82,082	3.0%	2,689,816	95,966	3.6%
West of Hudson	81,131	55,871	25,260	45.2%	55,549	25,582	46.1%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,866,913</b>	<b>2,759,571</b>	<b>107,342</b>	<b>3.9%</b>	<b>2,745,365</b>	<b>121,548</b>	<b>4.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	6,736,774	6,723,353	13,421	0.2%	6,714,443	22,331	0.3%
West of Hudson	170,576	130,706	39,870	30.5%	127,379	43,197	33.9%
<b>TOTAL RAIL RIDERSHIP</b>	<b>6,907,350</b>	<b>6,854,059</b>	<b>53,291</b>	<b>0.8%</b>	<b>6,841,822</b>	<b>65,528</b>	<b>1.0%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>49,980</b>	<b>51,489</b>	<b>(1,509)</b>	<b>-2.9%</b>	<b>50,549</b>	<b>(569)</b>	<b>-1.1%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>6,957,330</b>	<b>6,905,548</b>	<b>51,782</b>	<b>0.7%</b>	<b>6,892,371</b>	<b>64,959</b>	<b>0.9%</b>

Notes:

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



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

LINE	JANUARY 2020 ACTUAL	JANUARY 2019 RESTATE <sup>(1)</sup>	CHANGE FROM 2019	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,209,020	2,193,301	15,719	0.7%
Hudson Line	1,346,677	1,333,514	13,163	1.0%
New Haven Line	3,181,077	3,187,628	(6,551)	-0.2%
<b>Total East of Hudson</b>	<b>6,736,774</b>	<b>6,714,443</b>	<b>22,331</b>	<b>0.3%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	100,452	73,396	27,056	36.9%
Pascack Valley Line	70,124	53,983	16,141	29.9%
<b>Total West of Hudson (2)</b>	<b>170,576</b>	<b>127,379</b>	<b>43,197</b>	<b>33.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>6,907,350</b>	<b>6,841,822</b>	<b>65,528</b>	<b>1.0%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	35,363	36,227	(864)	-2.4%
Haverstraw-Ossining Ferry	10,025	10,373	(348)	-3.4%
Newburgh-Beacon Ferry	4,592	3,949	643	16.3%
<b>Total Connecting Services</b>	<b>49,980</b>	<b>50,549</b>	<b>(569)</b>	<b>-1.1%</b>
<b>TOTAL MNR SYSTEM</b>	<b>6,957,330</b>	<b>6,892,371</b>	<b>64,959</b>	<b>0.9%</b>

Notes:

- 1) 2019 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  
2020 YEAR-TO-DATE

TICKET TYPE/SERVICE	2020 YTD ACTUAL	2019 YTD RESTATED (1)	CHANGE FROM 2019	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,209,020	2,193,301	15,719	0.7%
Hudson Line	1,346,677	1,333,514	13,163	1.0%
New Haven Line	3,181,077	3,187,628	(6,551)	-0.2%
<b>Total East of Hudson</b>	<b>6,736,774</b>	<b>6,714,443</b>	<b>22,331</b>	<b>0.3%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	100,452	73,396	27,056	36.9%
Pascack Valley Line	70,124	53,983	16,141	29.9%
<b>Total West of Hudson</b>	<b>170,576</b>	<b>127,379</b>	<b>43,197</b>	<b>33.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>6,907,350</b>	<b>6,841,822</b>	<b>65,528</b>	<b>1.0%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	35,363	36,227	(864)	-2.4%
Haverstraw-Ossining Ferry	10,025	10,373	(348)	-3.4%
Newburgh-Beacon Ferry	4,592	3,949	643	16.3%
<b>Total Connecting Services</b>	<b>49,980</b>	<b>50,549</b>	<b>(569)</b>	<b>-1.1%</b>
<b>TOTAL MNR SYSTEM</b>	<b>6,957,330</b>	<b>6,892,371</b>	<b>64,959</b>	<b>0.9%</b>

Notes:

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



# Metro-North Railroad

---

## January 2020 Highlights: Capital Program Status Report



### **Station Improvements Initiatives**

Crestwood Kiss and Ride Canopy and Plaza

**John Kennard**  
Vice President  
Capital Programs



# Metro-North Railroad

## January 2020 Highlights: Capital Program Status Report

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

In the month of January, Metro-North awarded project tasks totaling \$1.5 million including the award of the Construction Supervision and Inspection for the 3<sup>rd</sup> Ave Bridge project. Metro-North had no scheduled substantial completions for the month of January. Metro-North had no scheduled closeouts for the month of January.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 1/31</u>	<u>Achieved thru 1/31</u>	<u>% thru 1/31</u>
Design Awards*	\$19	\$0	\$0	0%
Construction Awards*	\$286	\$0	\$0	0%
Substantial Completions	\$313.4	\$0	\$0	0%
Closeouts*	\$61.5	\$0	\$0	0%

\*Does not include support costs

**John Kennard**  
Vice President  
Capital Programs

**CAPITAL PROGRAM  
HIGHLIGHTS  
January 31, 2020**

**CONTRACT AWARDS:**

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

**Milestone: Contract Award \$1,341,271**

This contract was awarded in January for construction support services and inspection during the rehabilitation of the 3<sup>rd</sup> Avenue Bridge replacement located in Mount Vernon, NY.

**PROJECT COMPLETIONS:**

No project completions in January 2020.

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

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

- Completed replacement of 65 new gate boards at GCT, including installation and testing, out of a total of 96 gate boards. PA/VIS system is operating and providing information to all Big Boards, new gate boards, new employee monitors and several arrival/departure displays recently installed on the main and dining concourses. System monitoring and back-up head end system testing and integration is ongoing.
- Continued with: construction of the Customer Service Equipment Room 7C and the GCT cable plant; installation of conduit and cable to the 47<sup>th</sup> Street passageway is substantially complete; Sheet metal enclosures have been replaced in the 45<sup>th</sup> Street, 47<sup>th</sup> Street passages and the east & west spines. Coordination of work between CSI and East Side Access is ongoing in the 47<sup>th</sup> Street Passageway at the 48<sup>th</sup> Street and Park Ave entry.

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

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

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

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

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

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

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

- Port Chester, Riverdale and Harlem-125<sup>th</sup> Street stations are complete.
- Crestwood Station – Completed installation of the ADA ramp and side platform of the shelter. Installation of overpass dashboard, USB lean bars, benches, overpass counters, cameras Wi-Fi and new canopy is ongoing. This station has reached substantial completion in January 2020.
- White Plains Station – Installation of electrical conduit for the center island, installation of canopy, sprinkler over the stairs and construction activities at the elevator lobby are ongoing. 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 C&S and signal power underground conduits and stainless steel trough; sectionalizing switches; track crossing and laterals cables; performing cable splicing, testing and pulling as well as 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 in the upcoming months.

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

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

- Tarrytown – Substation energization and short circuit testing are pending the completion of the coordination study of the overcurrent protective relay for the system cut-over as well as the energization of Riverdale Substation. This substation is scheduled for completion in April 2020.
- Croton-Harmon – Substation energization and short circuit testing are pending Metro North installation and connection of the 15kV feeder cables to the new substation. This substation is scheduled for completion in June 2020.
- Riverdale – Continued punch list repairs for the Crew Quarter building. The revised coordination study of the overcurrent protective relay for the system cut-over has been

accepted and the short circuit testing is anticipated in February 2020. This substation is scheduled for completion in March 2020.

- The Brewster Substation (under Project M6050103) – Continued with: installation of the electrical wires for the exhaust fan and the sump pump in the substation vault as well as equipment grounding. 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 March 2020. This substation is scheduled for completion in April 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), October 2019 on the lower Hudson Line segment (Marble Hill, NY to Croton-Harmon, NY) and in January 2020 on Harlem Line (Mount Vernon, NY to Southeast, NY). 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. Amtrak and CSX are operating in ERSD on upper Hudson Line and P&W is operating in ERSD on Danbury Branch Line. 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 of the Running Repair Support Shop is under review.
- Continued with the installation of an underground electrical duct banks for the site transformers. Decommissioning of Building 6 Maintenance Shop is complete.



# 2020 MNR Capital Program Goals As of January 31, 2020 In Millions

