



**Metropolitan Transportation Authority**

# Joint Metro-North and Long Island Committees Meeting

## November 2020

### Members

R. Herman (Co-Chair)

K. Law (Co-Chair)

F. Borelli

N. Brown

M. Fleischer

R. Glucksman

R. Linn

D. Mack

V. Tessitore

N. Zuckerman

# Joint Metro-North and Long Island Committees Meeting

2 Broadway  
20th Floor Board Room  
New York, NY

Wednesday, 11/18/2020  
10:00 AM - 5:00 PM ET

## 1. Public Comments Period

## 2. Summary of Actions

**LIRR Summary of Actions - None**

**MNR Summary of Actions - None**

**MTA C&D Summary of Actions**

*MTA C&D Summary of Actions - Page 5*

## 3. APPROVAL OF MINUTES - October 28, 2020

*Minutes - Page 6*

## 4. 2020 Work Plans

**LIRR Work Plan**

*LIRR Work Plan - Page 7*

**MNR Work Plan**

*MNR Work Plan - Page 13*

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

**LIRR Report**

- **LIRR Safety Report**

*LIRR Safety Report - Page 20*

**MNR Report**

- **MNR Safety Report**

*MNR Safety Report - Page 23*

**MTA C&D Report - None**

**MTA Police Report**

*MTA Police Report - Page 26*

## 6. AGENCY INFORMATION ITEMS

**Joint Information Items**

- **LIRR/MNR PTC Status Report**

*LIRR/MNR PTC Status Report - Page 34*

## **LIRR Information Items**

- **Year-End Trackwork Programs**  
*Year-End Trackwork Programs - Page 51*
- **East Side Access Support Projects Update**  
*East Side Access Support Projects Update - Page 53*

## **MNR Information Items**

- **Progress on Way Ahead Strategic Plan**  
*Progress on Way Ahead Strategic Plan - Page 66*

## **7. PROCUREMENTS**

### **LIRR Procurements - None**

### **MNR Procurements - None**

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

*MTA C&D Procurements - Page 74*

- **Non-Competitive - None**
- **Competitive**  
*MTA C&D Competitive - Page 78*
- **Ratifications - None**

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

### **LIRR Reports**

- **LIRR Operations Report**  
*LIRR Operations Report - Page 81*
- **LIRR Performance Metrics Report**  
*LIRR Performance Metrics Report - Page 91*
- **LIRR Finance Report - None**
- **LIRR Ridership Report - None**  
*LIRR Ridership Report - Page 97*
- **LIRR Capital Program Report**  
*LIRR Capital Program Report - Page 105*

### **MNR Reports**

- **MNR Operations Report**  
*MNR Operations Report - Page 108*
- **MNR Performance Metrics Report**  
*MNR Performance Metrics Report - Page 118*
- **MNR Finance Report - None**
- **MNR Ridership Report**  
*MNR Ridership Report - Page 123*

- **MNR Capital Program Report**  
*MNR Capital Program Report - Page 134*

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

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of Action</b>
Contracts	Kiewit Infrastructure Co.	\$2,949,000	MTA Construction and Development requests that the Board approve the award of a competitively solicited contract for the mechanical rehabilitation of the Long Island Rail Road Wreck Lead Bridge

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

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on October 28, 2020, which included the following committees:

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

To see a summary of the meeting and the actions taken by the Joint MNR/LIRR Committee, please refer to the October 28, 2020 Board minutes in the October Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/October-2020>

## Long Island Rail Road Committee Work Plan

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### I. RECURRING AGENDA ITEMS

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

### II. SPECIFIC AGENDA ITEMS

#### November 2020

	<u>Responsibility</u>
East Side Access Support Projects Update	President/Sr. Staff
Year-End Trackwork Programs	Service Planning
PTC Status Report	President

#### December 2020

	<u>Responsibility</u>
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
Review of Committee Charter	Committee Chair & Members

#### January 2021

	<u>Responsibility</u>
Approval of 2021 Committee Work Plan	Committee Chair & Members
PTC Status Report	President
Winter Trackwork Programs	Service Planning

#### February 2021

	<u>Responsibility</u>
Adopted Budget/Financial Plan 2021	Management & Budget
2020 Annual Operating Results	Operations
Diversity/EEO Report – 4 <sup>th</sup> Q 2020	Administration/Diversity
March Timetable/Spring Trackwork Programs	Service Planning
LIRR/MNR PTC Project Update	President

#### March 2021

	<u>Responsibility</u>
Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning

Customer Satisfaction Survey Report  
PTC Status Report  
2020 Annual Ridership Report

Public Affairs  
President  
Finance/Marketing

April 2021

LIRR/MNR PTC Project Update

President

May 2021

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

Management & Budget  
Service Planning  
Administration/Diversity  
President

June 2021

Track Work Programs  
LIRR/MNR PTC Project Update

Service Planning  
President

July 2021

September Timetable Change & Trackwork Programs  
PTC Status Report

Service Planning  
President

September 2020

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

Management & Budget  
Service Planning  
President  
Administration/Diversity

October 2020

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

President  
Service Planning

## **LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN**

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### **DETAILED SUMMARY**

#### **I. RECURRING AGENDA ITEMS**

**Approval of Minutes**

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

**2020 Work Plan**



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

### **President's Report**

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

### **Safety Report**

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

### **Capital Construction Report**

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

### **Police Report**

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

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

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

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

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

### **Procurements**

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

### **Police Activity Report**

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

## **PERFORMANCE SUMMARIES**

### **Operations Report**

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

### **Financial Report**

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

### **Ridership Report**

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

### **Capital Program Report**

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

## **II. SPECIFIC AGENDA ITEMS**

### **NOVEMBER 2020**

#### **East Side Access Support Projects Update**

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

### Year-End 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.

### Review Committee Charter

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

## **JANUARY 2021**

### Approval of 2021 Committee Work Plan

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

### PTC Status Report

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

## **FEBRUARY 2021**

### Adopted Budget/Financial Plan 2021

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

### 2020 Annual Operating Results

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

### Project Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and

as amended by the “Positive Train Control Enforcement and Implementation Act of 2015”. Highlights to include cost of PTC along with operation and implementation risks.

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

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

#### March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

### **MARCH 2021**

#### Annual Elevator/Escalator Report

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

#### Spring Trackwork Programs

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

#### Customer Satisfaction Survey Report

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

#### 2020 Annual Ridership Report

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

#### PTC Status Report

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

### **APRIL 2021**

#### Project Update on PTC

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

### **MAY 2021**

#### Final Review of 2020 Operating Results

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

#### Summer Trackwork Programs

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

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

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

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

#### PTC Status Report

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

### **JUNE 2021**

#### Project Update on PTC

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

#### Track Work Programs

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

### **JULY 2021**

#### PTC Status Report

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

#### September Timetable Change & Trackwork Programs

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

### **SEPTEMBER 2020**

#### 2021 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

#### 2020 Mid-Year Forecast

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

#### Diversity & EEO Report– 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.

## 2020 Metro-North Railroad Committee Work Plan

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<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>November 2020</u>	
PTC Status Report	Engineering
Progress on Way Ahead Strategic Plan	Strategic Initiatives
<u>December 2020</u>	
2021 Final Proposed Budget	Finance
2021 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2020	Diversity and EEO
LIRR/MNR PTC Project Update	President
Review of Committee Charter	Committee Chair & Members
<u>January 2021</u>	
Approval of 2021 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
<u>February 2021</u>	
Adopted Budget/Financial Plan 2021	Finance
2020 Annual Operating Results	Operations
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 4th Quarter 2020	Diversity and EEO
2021 Spring/Summer Schedule Change	Operations Planning & Analysis

March 2021

Annual Elevator & Escalator Report	Engineering
Customer Satisfaction Survey Report	Operations Planning & Analysis
2020 Annual Ridership Report	Operations Planning & Analysis
PTC Status Report	Engineering

April 2021

LIRR/MNR PTC Project Update	President
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May 2021

Final Review of 2020 Operating Budget Results	Finance
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
Diversity/EEO Report – 1 <sup>st</sup> Quarter 2021	Diversity and EEO

June 2021

LIRR/MNR PTC Project Update	President
Progress on Way Ahead Strategic Plan	Strategic Initiatives

July 2021

Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
2021 Fall Schedule Change	Operations Planning & Analysis

September 2021

2022 Preliminary Budget (Public Comment)	Finance
2021 Mid-Year Forecast	Finance
PTC Status Report	Engineering
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2021	Diversity and EEO

October 2021

2022 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Project Update	President
Track Program Quarterly Update	Engineering

# METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **2020 Work Plan**

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

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

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

#### **Safety**

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

#### **Police Activity Report**

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

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

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

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

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

#### **Procurements**

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

#### **Operations**

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

#### **Finance**

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

#### **Ridership**

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

#### **Capital Program**

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

## II. SPECIFIC AGENDA ITEMS

### NOVEMBER 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.

### 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.

#### Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

### JANUARY 2021

#### Approval of 2021 Committee Work Plan

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

#### Track Program Quarterly Update

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

#### PTC Status Report

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



## **FEBRUARY 2021**

### Adopted Budget/Financial Plan 2021

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

### 2020 Annual Operating Results

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

### LIRR/MNR PTC Project Update

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

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

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

### 2021 Spring/Summer Schedule Change

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

## **MARCH 2021**

### Annual Elevator/Escalator Report

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

### Customer Satisfaction Survey Report

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

### 2020 Annual Ridership Report

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

### PTC Status Report

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

## **APRIL 2021**

### LIRR/MNR PTC Project Update

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

## **MAY 2021**

### Final Review of 2020 Operating Results

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

### Track Program Quarterly Update

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

### PTC Status Report

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

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

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

## **JUNE 2021**

### LIRR/MNR PTC Project Update

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

### Progress on Way Ahead Strategic Plan

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

## **JULY 2021**

### Grand Central Terminal Retail Development

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

### Track Program Quarterly Update

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

### PTC Status Report

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

### 2021 Fall Schedule Change

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

## **SEPTEMBER 2021**

### 2022 Preliminary Budget

Public comment will be accepted on the 2022 Budget.

#### 2021 Mid-Year Forecast

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

#### PTC Status Report

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

#### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2021

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

### **OCTOBER 2021**

#### 2022 Preliminary Budget

Public comment will be accepted on the 2022 Budget.

#### LIRR/MNR PTC Project Update

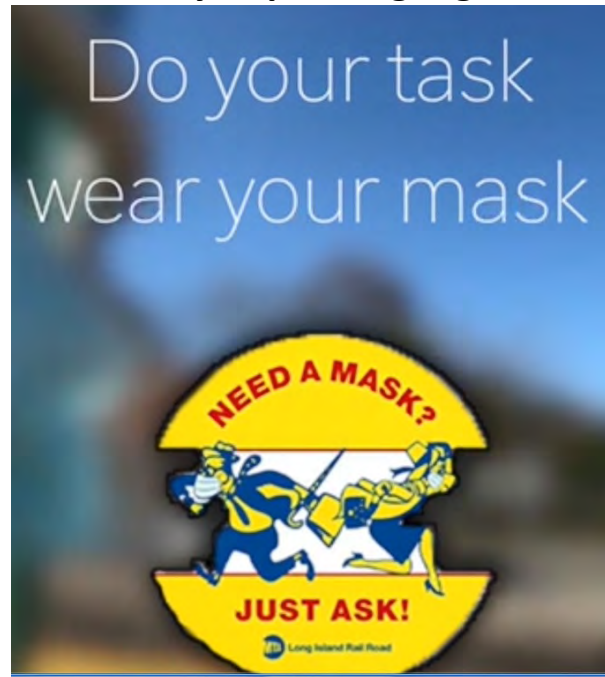
The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

#### 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.



## Safety Report Highlights



MTA Police Explorer Videos Social Media



Breast Cancer Awareness Mask Distribution Hillside Facility





In light of a potential COVID second wave and pandemic fatigue, we maintain vigilant focus emphasizing the New York State mandate to wear face coverings as we promote social distancing and good hygiene practices. Our enhanced cleaning, disinfecting and sanitizing of rolling stock, stations, and employee facilities, as well as distribution of face coverings and hand sanitizer, is essential for maintaining the safety, health, well-being and confidence of our employees, contractors, customers, and the communities we serve. During the month of October, in recognition of Breast Cancer Awareness Month, pink surgical masks were distributed to employees and customers.

Our TRACKS partnership with the MTA Police continues to expand our virtual presence including new safety videos that debuted on Social Media (Twitter, Instagram, Facebook and Linked In). With schools reopening, we also experienced increased participation in our virtual TRACKS Training. Special thanks to the MTA Police Suffolk Explorers Post 2245 and Queens Explorer Post 2244 for creating “Do Your Task Wear Your Mask”:

Sebastian Rodriguez, Director  
Giselle Rodriguez  
Charlie Orellana  
Stephanie Pareja  
Christian Aristizabal

Kymani Miller, Director  
Lisceini Burgess  
Hayley DeCarlo  
Akelah Davis  
Cynthia Castaneda  
Desiree Jackson

National Escalator Safety Week was November 9th through November 13th. Corporate Safety staff engaged with customers to heighten awareness at the following locations:

November 9th	Baldwin/Babylon	November 12th	Hicksville/Merrick
November 10th	Valley Stream	November 13th	Lindenhurst
November 11th	Floral Park/Wantagh		

For the reporting period ending September 2020, the average Reportable Customer Injury Rate was 3.95 injuries per million customers as compared to 2.22 injuries per million customers over the same period last year. Slips, trips, and falls continue to result in the most injuries. The type of injury most customers sustain are bruises and contusions followed closely by lacerations and abrasions. During this reporting period, the average Reportable Employee Lost Time Injury Rate was 3.40 injuries per 200,000 hours worked as compared to 3.33 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

**Lori Ebbighausen**  
**Vice President and Chief Safety Officer**  
**Corporate Safety**

# September Safety Report

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

<b>Performance</b>					
<b>Performance Indicator</b>	<b>12-Month Average</b>				
	October 2017 - September 2018	October 2018 - September 2019	October 2019 - September 2020		
FRA Reportable Customer Accident Rate per Million Customers	2.21	2.22	3.95		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.01	3.33	3.40		
	<b>2019</b>		<b>2020</b>		
	September	Year to Date	September	Year to Date	
Grade Crossing Incidents <sup>1</sup>	0	9*	0	2	
Mainline FRA Reportable Train Derailments	0	0	0	1	
Mainline FRA Reportable Train Collisions	0	1**	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 for FRA 49 225 reporting purposes.

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

<b>Leading Indicators</b>				
<b>Focus on Safety Training</b>	<b>2019</b>		<b>2020</b>	
	September	Year to Date	September	Year to Date
First Responders Trained	139	1,253	22	235
Employee Safety Training Courses	86	835	77	582
Employees Trained	1,210	9,808	766	5,544
Employee Safety Training Hours	24,748	193,832	14,831	118,628
<b>Customer and Community:</b>	September	Year to Date	September	Year to Date
Broken Gates	15	96	6	59
MTA Police Details	72	964	118	447
Summons	234	1381	378	1851
Warnings	96	579	143	625
Arrests	0	5	0	0
Community Education and Outreach	10,297	84,862	2,505	24,779
Community Education and Outreach Social Media			63,518	63,518
	<b>Completed</b>		<b>Total</b>	<b>% Complete</b>
Cameras on Rolling Stock	M7 (Cars)*		826	99
	C3 Cab		23	100
	C3 Trailer		111	100
	DE/DM		39	87

**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. \* Note ten cars are currently not available for retrofit.



# Metro-North Railroad

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Full-Scale Emergency Preparedness Exercise

Beacon Falls, CT, October 25, 2020

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



## **Safety Highlights:**

Metro-North Railroad (MNR) is proactively making every effort to keep our customers and employees safe during the ongoing COVID-19 pandemic. Since the beginning of the pandemic, MNR has implemented the following initiatives:

- Promote social distancing and good hygiene
- Require anyone traveling on MNR trains to wear a face covering
- Require employees and contractors to wear face coverings in all MNR facilities
- Provide enhanced cleaning at all Metro-North stations and on rolling stock
- Disinfect and sanitize employee facilities
- Established employee temperature screening stations in MNR facilities and require daily temperature checks
- Provided on-site COVID-19 Antibody Testing for employees
- Distributed personal protective equipment to employees (masks/face coverings, face shields, gloves, personal thermometers, hand sanitizer, etc.)

In preparation for the winter season, MNR began offering seasonal flu shots to employees in October. To make these flu shots easily accessible for employees, personnel from MNR's Occupational Health Services set up temporary mobile stations at various work locations across MNR's districts and are administering the vaccine during work hours.

On October 20<sup>th</sup>, Metro-North President Catherine Rinaldi and safety ambassador, Metro-Man, distributed pink face masks to customers at Marble Hill station on the Hudson Line in support of Breast Cancer Awareness Month. The distribution event was part of a larger MTA effort to bolster awareness for the disease and fight the spread of COVID-19.

On October 25<sup>th</sup>, Metro-North conducted a full-scale emergency preparedness exercise in Beacon Falls, Connecticut. The scenario involved a large brush fire, accessible solely via rail, affecting the Metro-North right-of-way. MNR forces worked in tandem with local fire departments and used one of the MNR Fire Protection Tank Cars to supply water and extinguish the fire. Some of the exercise objectives included familiarization and review of MNR's Passenger Train Emergency Preparedness Plan, evaluating the ability to perform "pump-and-roll" fire suppression train movement and demonstrating effective coordination between MNR and emergency response agencies during a multi-agency incident.

For the current 12-month period (October 2019 – September 2020) versus the previous 12-month period (October 2018 – September 2019), employee lost time injuries per 200,000 working hours were reduced by 5.3%.

For the current 12-month period (October 2019 – September 2020) versus the previous 12-month period (October 2018 – September 2019), customer reportable injury rate per one million customers were reduced by 1.9%.

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



## September 2020 Safety Report

Performance				
Performance Indicator	12-Month Average			
	October 2017 - September 2018	October 2018 - September 2019	October 2019 - September 2020	
FRA Reportable Customer Accident Rate per Million Customers	1.04	1.03	0.99	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.41	2.25	2.13	
	2019		2020	
	September	Year to Date	September	Year to Date
Grade Crossing Incidents <sup>1</sup>	0	2	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2019		2020	
	September	Year to Date	September	Year to Date
First Responders Trained	12	1,470	116	971
Employee Safety Training Courses	123	305	124	296
Employees Trained	1,671	5,849	1,199	4,731
Employee Safety Training Hours	19,603	217,422	23,530	163,728
Customer and Community: Focus on Grade Crossings	2019		2020	
	September	Year to Date	September	Year to Date
Broken Gates	2	25	2	15
MTA Police Details	69	561	6	194
Summons	85	463	27	482
Warnings	17	103	7	147
Community Education and Outreach*	11,991	98,531	18,202	51,275
Cars Equipped with Cameras				
	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,084	1,084	100.00%	

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

**Definitions:**

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

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

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

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

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

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

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

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

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

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



# Long Island Rail Road

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## October 2020 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (7 vs 6) for the month of October compared to the same period last year.
- Year to date Long Island Rail Road is down 16 crimes (56 vs 72).
- There were zero (0) Hate Crimes on Long Island Rail Road for the month of October.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### October 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>	0	0	0	0%
<b>Burglary</b>	1	0	1	100%
<b>Grand Larceny</b>	3	5	-2	-40%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	7	6	1	17%

### 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>	19	10	9	90%
<b>Felony Assault</b>	8	12	-4	-33%
<b>Burglary</b>	5	5	0	0%
<b>Grand Larceny</b>	24	44	-20	-45%
<b>Grand Larceny Auto</b>	0	1	-1	-100%
<b>Total Major Felonies</b>	56	72	-16	-22%



# Metro-North Railroad

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## October 2020 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (11 vs 10) for the month of October compared to the same period last year.
- Year to date Metro-North Railroad is down 54 crimes (48 vs 102).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of October.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Metro North Railroad

### October 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	3	-1	-33%
<b>Felony Assault</b>	1	0	1	100%
<b>Burglary</b>	2	0	2	100%
<b>Grand Larceny</b>	5	7	-2	-29%
<b>Grand Larceny Auto</b>	1	0	1	100%
<b>Total Major Felonies</b>	11	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>	9	14	-5	-36%
<b>Felony Assault</b>	7	14	-7	-50%
<b>Burglary</b>	6	7	-1	-14%
<b>Grand Larceny</b>	24	62	-38	-61%
<b>Grand Larceny Auto</b>	2	5	-3	-60%
<b>Total Major Felonies</b>	48	102	-54	-53%



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### System Wide

#### October 2020 vs. 2019

	2020	2019	Diff	% Change
<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>4</b>	<b>1</b>	<b>25%</b>
<b>Felony Assault</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Burglary</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>8</b>	<b>12</b>	<b>-4</b>	<b>-33%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>18</b>	<b>16</b>	<b>2</b>	<b>13%</b>

#### Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
<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>31</b>	<b>28</b>	<b>3</b>	<b>11%</b>
<b>Felony Assault</b>	<b>16</b>	<b>28</b>	<b>-12</b>	<b>-43%</b>
<b>Burglary</b>	<b>11</b>	<b>15</b>	<b>-4</b>	<b>-27%</b>
<b>Grand Larceny</b>	<b>48</b>	<b>107</b>	<b>-59</b>	<b>-55%</b>
<b>Grand Larceny Auto</b>	<b>2</b>	<b>6</b>	<b>-4</b>	<b>-67%</b>
<b>Total Major Felonies</b>	<b>108</b>	<b>184</b>	<b>-76</b>	<b>-41%</b>



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - October 2020)

Motivation	2020	2019	Diff	% Change
Asian	0	0	0	0 %
Black	4	7	-3	-42 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	1	0	1	0 %
Muslim	0	0	0	0 %
Other	0	1	-1	-100 %
Anti-Semitic	5	13	-8	-61 %
Sexual Orientation	0	2	-2	-100 %
White	2	1	1	100 %
<b>Motivation Total</b>	12	24	-12	-50 %

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	0	3	-3	-100 %
Felony Assault	2	1	1	100 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	1	-1	-100 %
Criminal Mischief #4	10	19	-9	-47 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
<b>Crime Total</b>	12	24	-12	-50 %



# MTA Police Department Arrest Summary: Department Totals

1/1/2020 to 10/31/2020

Arrest Classification	Total Arrests	
	2020	2019
Robbery	23	27
Felony Assault	16	38
Burglary	4	10
Grand Larceny	15	40
Grand Larceny Auto	2	3
Aggravated Harassment	3	4
Aggravated Unlicensed Operator	5	20
Arson	0	4
Assault-Misdemeanor	34	69
Breach of Peace	6	12
Child Endangerment	2	3
Criminal Contempt	8	13
Criminal Impersonation	4	8
Criminal Mischief	32	38
Criminal Possession Stolen Property	6	6
Criminal Tampering	4	2
Criminal Trespass	26	41
Disorderly Conduct	2	1
Drug Offenses	36	127
DUI Offenses	6	6
Falsely Reporting an Incident	4	7
Forgery	14	33
Fraudulent Accosting	0	10
Graffiti	30	32
Identity Theft	0	1
Issue a Bad Check	0	2
Menacing	6	12
Obstruct Government	2	8
Petit Larceny	41	166
Public Lewdness	11	24
Reckless Endangerment	11	9
Resisting Arrest	18	41
Sex Offenses	9	16
Stalking	1	1
Theft of Services	56	205
Unlawful Imprisonment/Kidnapping	0	1
Unlawful Surveillance	0	1
VTL Offenses	1	4
Warrant Arrest	27	65
Weapons Offenses	3	4
Unauthorized Use Vehicle	0	1
<b>Total Arrests</b>	<b>468</b>	<b>1,115</b>



**INDEX CRIME REPORT**  
**Per Day Average**  
**October 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	3	2	0
<b>Fel. Assault</b>	1	0	1	0
<b>Burglary</b>	3	1	2	0
<b>Grand Larceny</b>	8	3	5	0
<b>GLA</b>	1	0	1	0
<b>Total</b>	<b>18</b>	<b>7</b>	<b>11</b>	<b>0</b>
<b>Crimes Per Day</b>	<b>0.58</b>	<b>0.23</b>	<b>0.35</b>	<b>0.00</b>



**Long Island Rail Road**



**Metro-North Railroad**

**JOINT INFORMATION ITEMS**

# Joint MNR/LIRR Committee Monthly PTC Project Update

*November 18, 2020*



# LIRR/MNR Overall PTC Project Status

## Schedule

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

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

LIRR has 98% of their 305 route miles in ERSD.

## Budget

\$1.159B Current Budget

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# LIRR PTC ERSD Timeline and Look-ahead

## October 2020

- ✓ Jamaica – Mile Post 8-11 (Metropolitan interlocking to West of Hillside)
- ✓ Delivery of System Software Baseline 3.9

## November 2020

- Harold ERSD (Mile Post 0 to 5)
- Conditional approval of Safety Plan
- Interoperability between LIRR and Amtrak

## After PTC Deadline

- Two-year RAMS (Reliability, Availability, Maintainability, Safety) period in 2021-2022
- Update of Amtrak's b2b on-board software so Amtrak trains can be fully interoperable with LIRR.
- Updates to system software to make operational improvements and correct variances



# LIRR Project Update

## ERSD

- Achieved ERSD on 98% of LIRR's 305 route miles.

## Field Installation & Testing

- Harold (MP 0-5) - functional field testing completed in October with ERSD in November.
- HMAC (over-the-air-security) deployed on all LIRR trains in October.
- Continue to mitigate technical and operational issues.
- Continue to support on-going construction work for PTC, i.e., ESA and Third Track.

## Software Testing (3.9 Release)

- Integrated System Software factory and field testing completed in October.
- Updating the on-board and communications software across LIRR fleet – will be 100% done to support Harold ERSD.

## Safety Plan

- Safety Plan with comments incorporated were submitted to FRA at the end of October.
- Conditional approval of Safety Plan in November (confirmed by FRA).



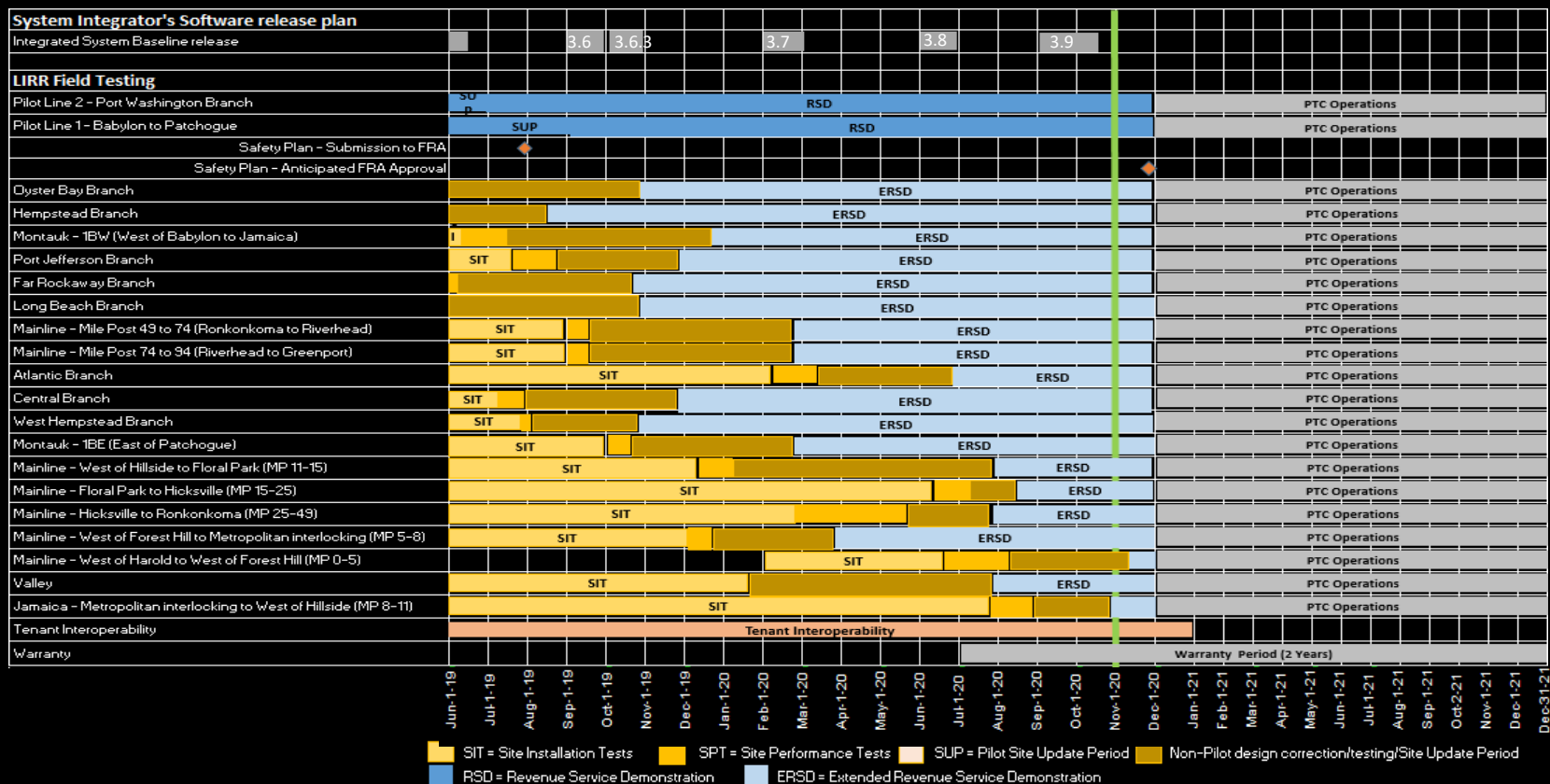
# LIRR Project Update (continued)

## Interoperability between LIRR and Amtrak

- LIRR has completed all of their testing for Harold ERSD and ready to activate.
- Amtrak interoperability is scheduled for November pending resolution of communications issue by Amtrak on their territory.
- Resolution of the communications issue will allow the completion of the following interoperability milestones:
  - Wayside readiness of Amtrak territory at F interlocking for both LIRR and Amtrak
  - TSR enforcement of Amtrak/NJT trains through Joint PSCC Territory
  - Seamless transition of Amtrak trains across RR boundary at Gate
  - Amtrak fleet qualification testing on LIRR territory
  - LIRR M9 qualification testing on Amtrak territory
- Interface between LIRR and Amtrak Safety servers installed and operational pending commissioning of Amtrak's new safety server at Penn; field testing of interface in progress using Amtrak off-line backup server
- Amtrak/NJT over the-air-security deployment pending activation of HMAC keys on Amtrak/NJT revenue trains – no impact to Harold ERSD

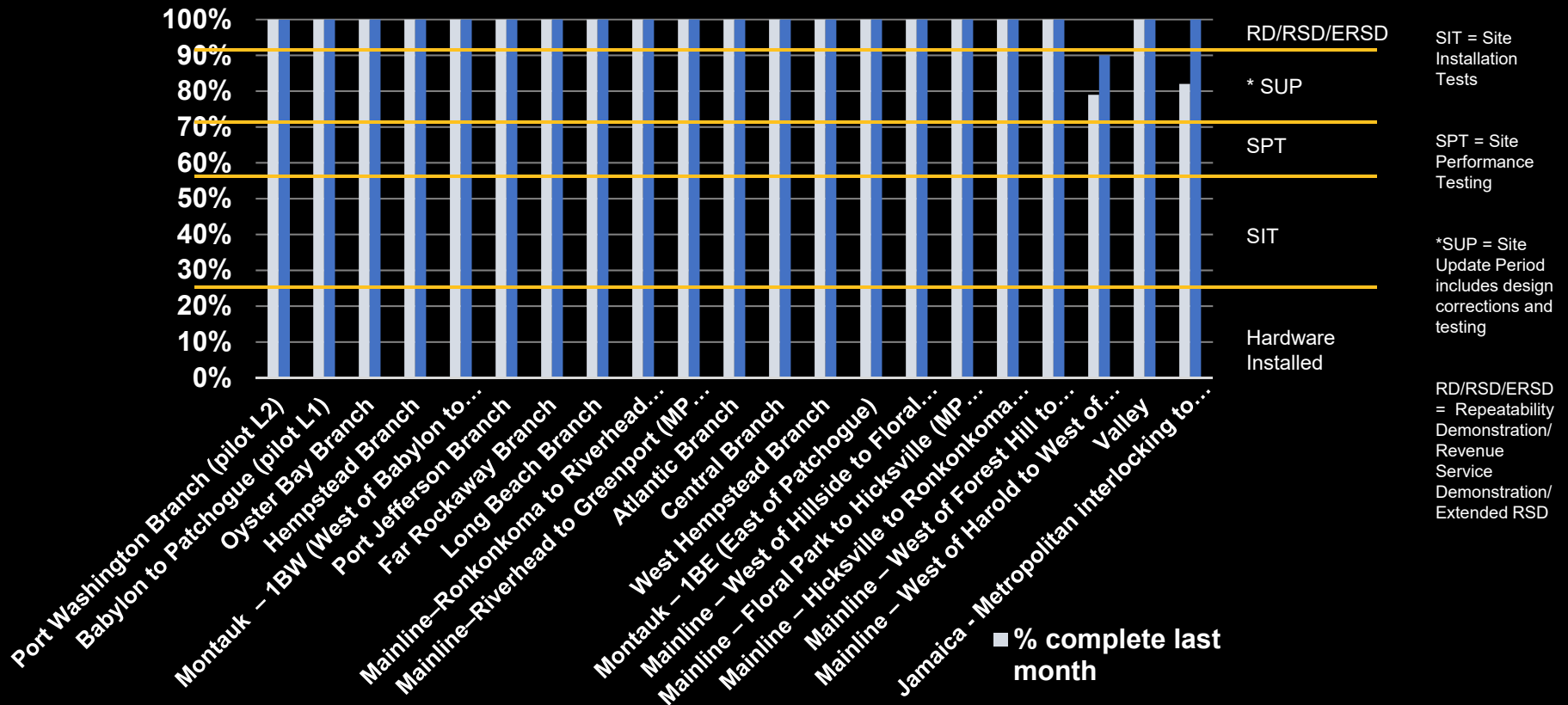


# LIRR Working Schedule and Sequence









# LIRR Segment RSD Readiness (Previous vs Current Month)




# Key Milestones and Issues (LIRR & MNR)

Status	Activity	Issues
 Green (Current)	Delivery and implementation of System Software for STS-STs safety server interface for Interoperability	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Timely delivery of System Software Release 3.9 for the STS-STs safety server interface for FRA compliance and interoperability with Amtrak.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>All SI variances related to the STS-STs interface were corrected in System Baseline 3.9.</li> <li>Regression testing of the interface completed in Amtrak's lab.</li> <li>Physical connectivity between LIRR and Amtrak safety servers are installed, tested and ready.</li> <li>STS-STs roll-out on LIRR/MNR in November pending Amtrak readiness.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>Changes to MTA's design for the safety server interface was modified to align with an updated specification from Amtrak in early 2018.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>The Railroads have an operational workaround for FRA review/approval should interface fail to be operational at end of 2020.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>MTA will need to implement an operational mitigation if interface is not available at the end of the year.</li> </ul>
 Green (Previous)	Baseline 3.9	
	<p><b>Date Needed</b></p> <p>November 2020</p>	

 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



# MNR Project Update

## Segment in full PTC Functionality:

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

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

## PTC Implementation Summary:

- All trains for Hudson & Harlem Lines and Danbury Branch are operating with full PTC Functionality.
- Over 142,500 Revenue Trains ran in full PTC mode from August 2019 – Oct 2020
- Waterbury Branch is currently operating under PTC Main Line Track Exclusion Addendum
- Amtrak passenger trains (Rev10 & Rev11) are interoperable on the Hudson and New Haven Lines.
- CSX and P&W freights (Rev10) are interoperable on the Hudson & New Haven Lines and Danbury Branch



# MNR Project Update (continued)

## Field Installation & Testing

- Commenced commissioning of Over the Air Security (HMAL) on Wayside and Fleets
  - Completed activation for all MNR Trains and Wayside except M8
  - Amtrak and Freight train activations are expected by early Dec 2020
- Onboard OBC Software Update for release 5.2.17 is ongoing with 90% completed
- Continue to mitigate technical and operational issues

## Amtrak Boundary Installation & Commissioning

- Poughkeepsie – Completed and commissioned December 5<sup>th</sup> 2019
- Spuyten Duyvil - Completed and commissioned May 28<sup>th</sup> 2020
- New Rochelle – Completed and commissioned Sept 12<sup>th</sup> 2020
- New Haven – Pending Amtrak Installation readiness, commissioning scheduled for end of Nov 2020
- STS-STIS Interface – Pending Amtrak Readiness, commissioning scheduled for early Dec 2020

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

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



# MNR M8 Project Update

## Current Project Status

- Alstom field Testing of Release Candidate 2 (RC2) completed in the week of October 19, 2020
- Bombardier Wayside Integration field testing of RC2 completed on November 6, 2020
- Continued replacement of upgraded ATC/ACSES hardware on M8 fleet, 74 out of 125 required completed.
- Gap Analysis – Mitigation and Interoperability efforts continue based on field testing performed
- Develop Operational Mitigations due to differences between the Alstom and Siemens OBC systems

## Upcoming Milestones

- Complete Safety Documentation for OBC Qualification for ERSD
- Bombardier Wayside Integration field testing (Site Performance Testing) report of RC2 to be completed
- Continued replacement of upgraded ATC/ACSES hardware on M8 fleet
- M8 Safety Certification targeted by the end of November 2020
- Expected Start of ERSD with M8 Fleet November 30, 2020



# MNR Port Jervis and Pascack Valley Line Update

## Port Jervis Line

### Current Project Status

- MNR commissioned the Cab Signaling with last segment completed in March 2020
- MNR completed PTC Wayside (Transponder, WIU and Radio Case) installations
- NJT completed PTC Office and Onboard installations
- Transponder, WIU and Communications configuration and installation testing is completed
  - Regression testing for the transponder updates is ongoing
- Functional testing of the integrated system is ongoing

### Upcoming Milestones

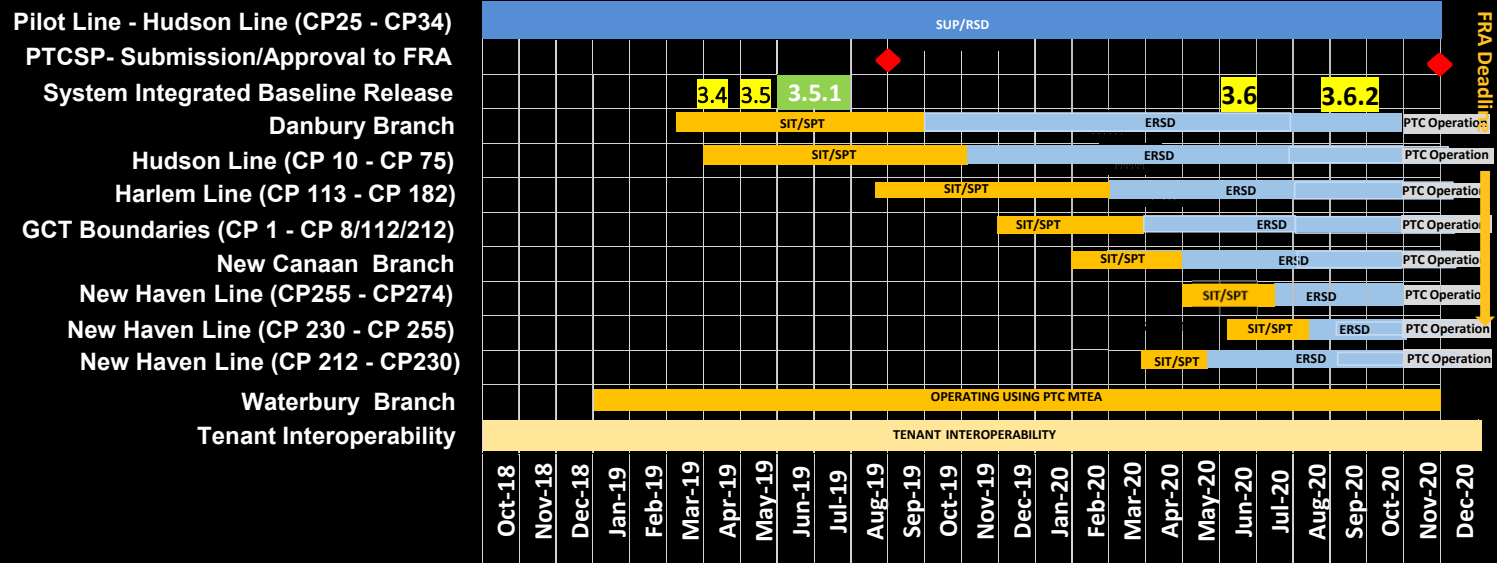
- Functional testing of the integrated system is scheduled to be completed by Nov 2020
- ERSD on Port Jervis Line is scheduled by Dec 2020

## Pascack Valley Line

- Entered ERSD in Sept 2020



# MNR Schedule and Sequence

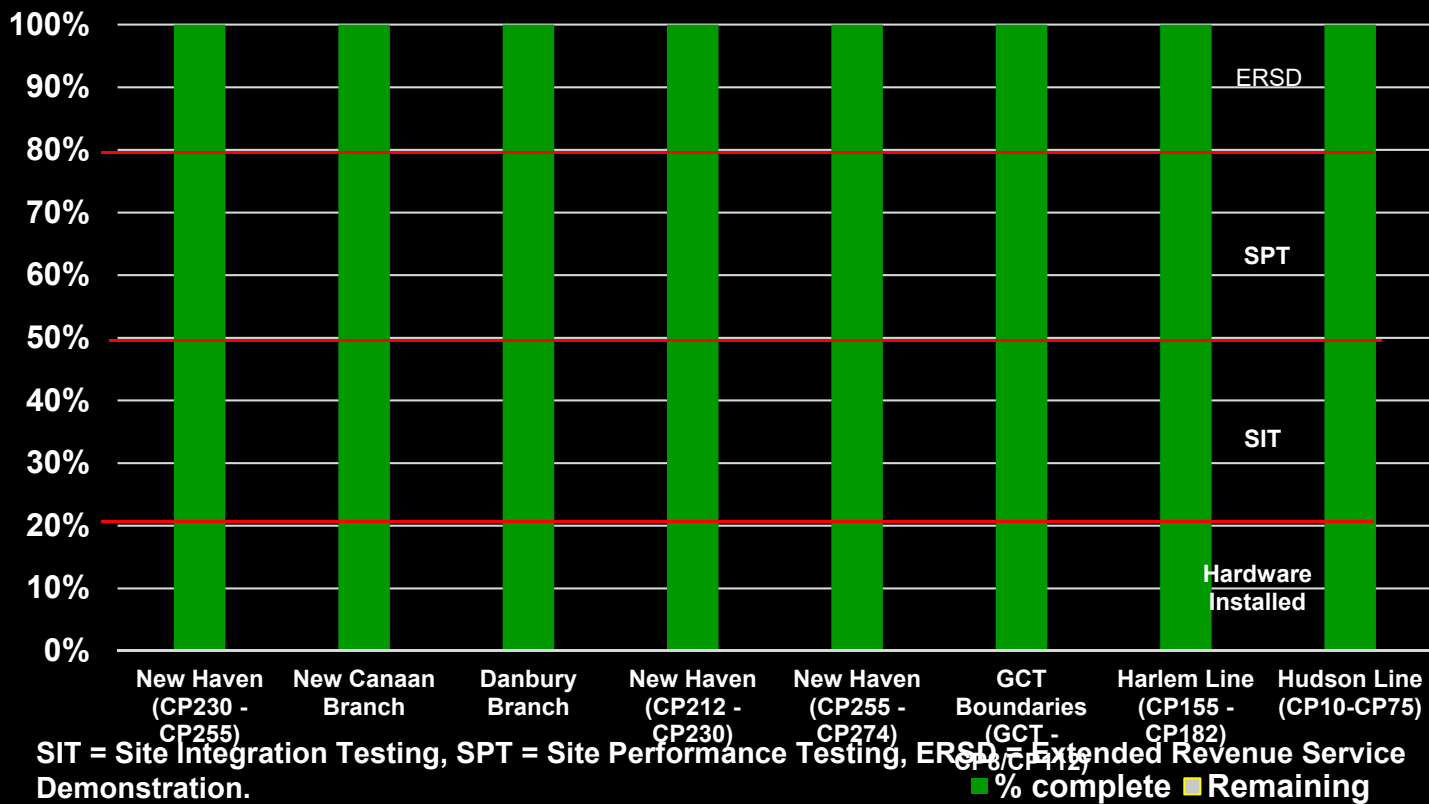


SIT - Site Installation Testing/SUP -Site Update Period/RSD - Revenue Service Demonstration/SPT – Site Performance Test  
 ERSD - Extended Revenue Service Demonstration

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



# MNR Segment ERSD Readiness





# Key Milestones and Issues (MNR Only)

Status	Activity	Issues
<p>● Yellow (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>Integration for the M8 OBC into the MNR Wayside for ERSD</p> <hr/> <p><b>Date Needed</b></p> <p>November 2020</p>	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>• Complete M8 Fleet Hardware and Software Upgrade for full PTC Operability</li> <li>• Complete Gap analysis, design and implement mitigating measures</li> <li>• Complete M8 OBC Qualification and Integration Testing in MNR / BT Wayside Environment</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>• Alstom field Testing of Release Candidate 2 (RC2) completed in the week of October 19, 2020</li> <li>• Bombardier Wayside Integration field testing of RC2 completed on November 6, 2020</li> <li>• Continued replacement of upgraded ATC/ACSES hardware on M8 fleet, 74 out of 125 required completed.</li> <li>• Gap Analysis – Mitigation and Interoperability efforts continue based on field testing performed</li> <li>• Develop Operational Mitigations due to differences between the Alstom and Siemens OBC systems</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>• Continued production schedule adherence for upgraded ATC/ACSES Mechanisms for replacement</li> <li>• Safety Certification of OBC and to MNR Wayside Environment by both Alstom and Bombardier, respectively.</li> <li>• Submission of Safety Documentation to FRA for M8 Fleet to Enter ERSD</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>• Complete Operational mitigations identified in the Gap analysis and qualified through field testing</li> <li>• Working Sessions to finalize Safety Documentation with Alstom/Bombardier/Kawasaki</li> <li>• Develop Operational mitigations for implementation prior to ERSD Start</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

## June - August 2020

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

## Sept – Oct 2020

- ✓ New Rochelle Line Boundary with Amtrak
- ✓ Pascack Valley ERSD
- ✓ HMAC Over the Air Security Implementation

## Nov – Dec 2020

- New Haven Line Boundary with Amtrak (Previously September)
- STS – STS Amtrak Boundary Interface (Previously September)
- Port Jervis Line ERSD

## After PTC Deadline

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





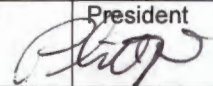
# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

# Staff Summary



<b>Subject</b> YEAR-END TRACKWORK PROGRAMS						<b>Date</b> October 30, 2020			
<b>Departments</b> SR. VICE PRESIDENT – OPERATIONS (ACTING)						<b>Vendor Name</b>			
<b>Department Head Names</b> R. FREE						<b>Contract Number</b>			
<b>Department Head Signature</b>						<b>Contract Manager Signature</b>			
<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	MTA Joint & Committee Meeting	11/18/2020				3	VP – Corp Comm	1	President 
						2	CTO (Acting)		

**PURPOSE:**

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules for Concrete Tie Replacement in Divide Interlocking on the Main Line.

**TRACK WORK PROGRAMS**

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

- **Main Line – Concrete Tie and Rail Replacement** – On the weekend of November 21st and November 22nd, one of two main tracks will be out of service in Divide Interlocking in Hicksville for installation of concrete ties and replacement of rail. Installing the new concrete ties on the Main Line will offer greater reliability versus traditional wooden ties, and a longer lifespan, thus reducing the need for future outages.
  - **Temporary Service Adjustments:** On Saturday, November 21st, Huntington Branch service will be reduced to hourly, and buses will replace train service between Mineola and Huntington. On Sunday, November 22nd, Huntington Branch train service will operate to Huntington at hourly intervals. Port Jefferson Branch train service will be reduced to two-hourly for the duration of the weekend. Ronkonkoma Branch trains will operate with diesel equipment at two-hourly intervals from Penn Station to Ronkonkoma via the Central Branch, with connecting Greenport service adjusted accordingly.

As part of our communication campaign for these service changes, public timetables will be issued, and additional information will be shared via our website, e-mail alerts, and social media messaging. Stay connected. Find real-time LIRR service status information on [www.mta.info](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.

# EAST SIDE ACCESS

## SUPPORT PROJECTS

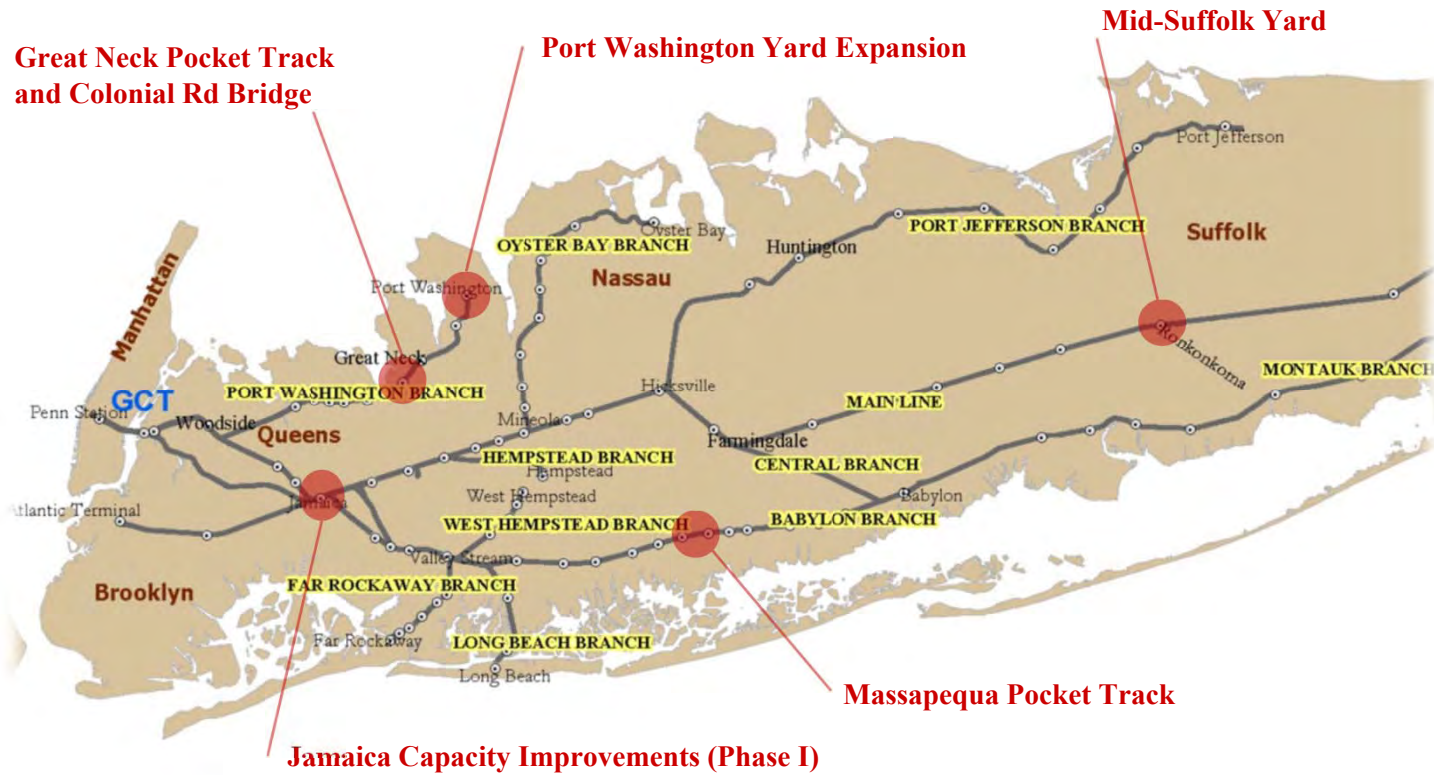
Long Island Rail Road

Long Island Committee

November 2020



# PROJECT LOCATIONS



# LIRR ESA SUPPORT PROJECTS

PROJECT	CURRENT PHASE	PROJECT BUDGET
<ul style="list-style-type: none"> <li>Jamaica Capacity Improvements – Phase 1</li> </ul>	Construction	\$ 301.7M
<ul style="list-style-type: none"> <li>Massapequa Pocket Track</li> </ul>	Construction	\$ 19.6M
<ul style="list-style-type: none"> <li>Great Neck Pocket Track &amp; Colonial Road Bridge</li> </ul>	Construction	\$ 45.0M
<ul style="list-style-type: none"> <li>Port Washington Yard Track Extensions</li> </ul>	Planning	\$ 1.2M
<ul style="list-style-type: none"> <li>Mid-Suffolk Yard</li> </ul>	Beneficial Use	\$ 136.0M
Total:		\$ 503.5M



# Jamaica Capacity Improvements - Phase I

## □ Schedule

□ **Percent Complete: 79%**

### □ 3<sup>rd</sup> Party Construction Platform F

□ Award: September 2016 (A)

□ Completion: 1<sup>st</sup> Q 2020 (A)

### □ Force Account Construction

□ Track & Signal Infrastructure for Platform F  
Completion: 1<sup>st</sup> Q 2021 (F)

□ Universal Crossovers - Union, Metropolitan,  
and Beaver Completion: 3<sup>rd</sup> Q 2021 (F)

## □ Status (Ongoing Work)

### □ 3<sup>rd</sup> Party Construction Platform F

□ Platform F - Punchlist Phase

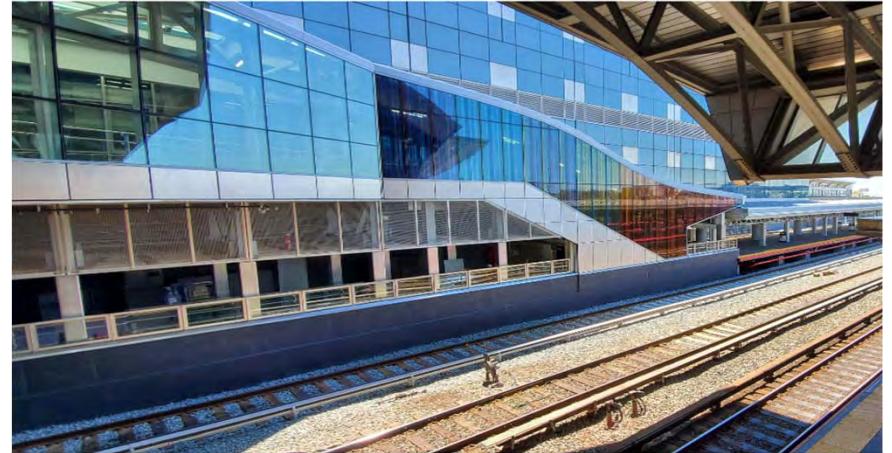
□ Beaver Interlocking Signal Hut  
Foundations: Mentor Procurement Phase

### □ Force Account Construction

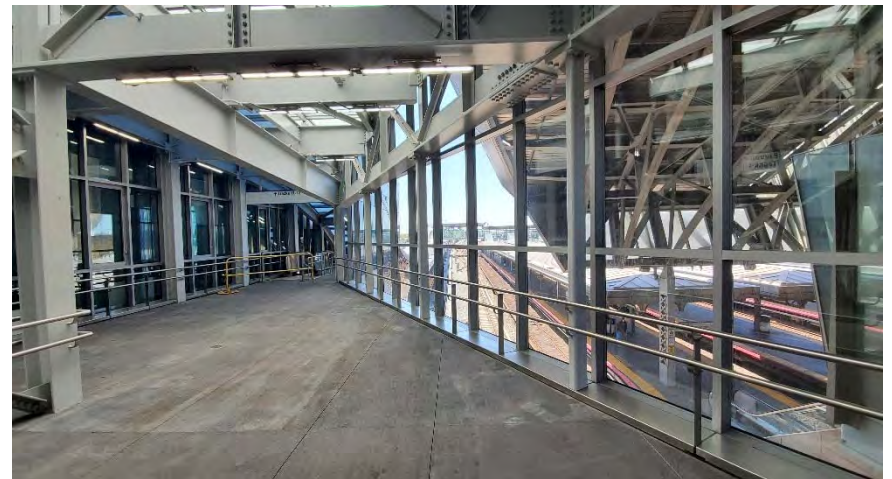
□ Track 12 (Stage 1.8) Completion

□ Beaver Interlocking Signal Installations

□ MET Interlocking – Crossover Install and  
Signal Equipment Cutover



New Platform F



New Entry to Platform F from LIRR Portal Mezzanine

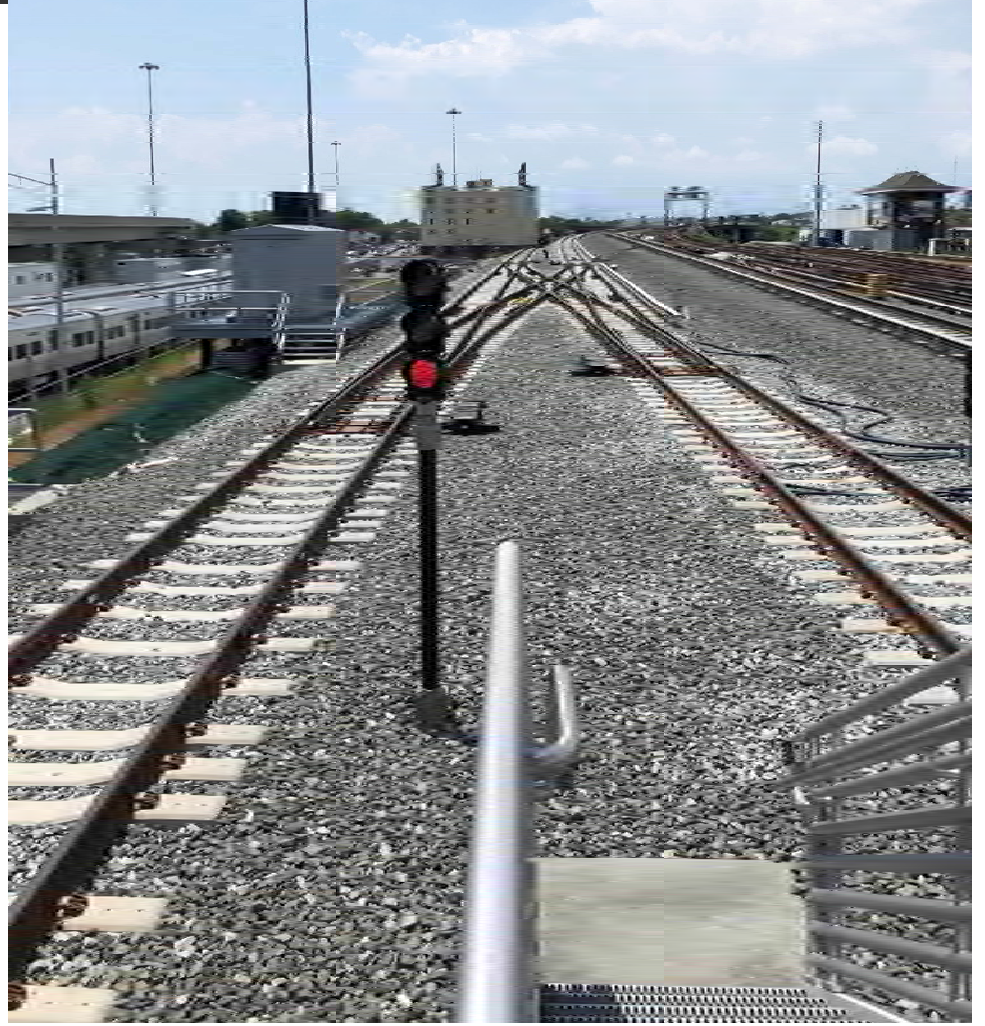




# Jamaica Capacity Improvements - Phase I



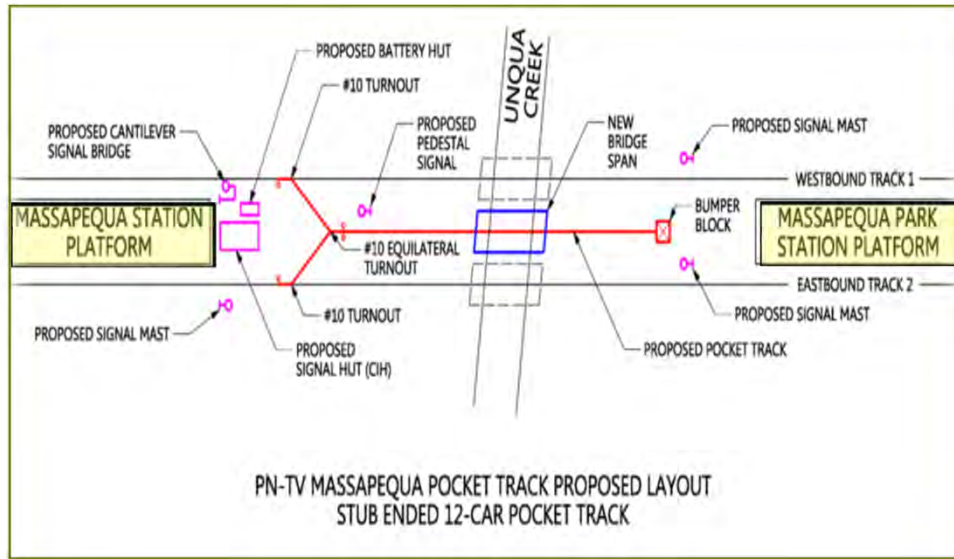
Platform Escalator/Stair to Mezzanine



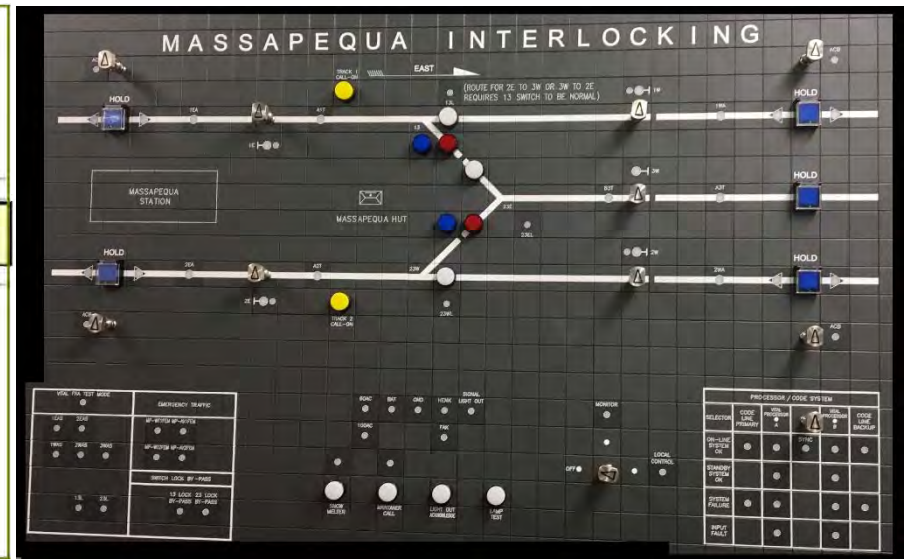
New Diamond Crossover at Platform F



# Massapequa Pocket Track



Massapequa Pocket Track Configuration (Shown Red)



Massapequa Signal Hut Local Control Panel

## ■ Schedule

- Percent Complete: 95%
- Force Account Construction
  - Signal System Cut-Over: Aug. 2020 (A)
  - Final Track Alignment: 1<sup>st</sup> Q 2021 (F)
  - Final Testing: 2<sup>nd</sup> Q 2021 (F)



# Massapequa Pocket Track



Signal Bridge, Montauk Track 1



Central Instrument Location



# Colonial Road Bridge and Great Neck Pocket Track



**Colonial Road Bridge**

- **Schedule**
  - Percent Complete: 100%
  - 3<sup>rd</sup> Party Design Build Completed: April 2016 (A).



**Great Neck Pocket Track**

- **Schedule**
  - Percent Complete: 75%
  - Systems Completion and Cut Over Completion: 3<sup>rd</sup> Q 2021 (F)
- **Status (Ongoing Work)**
  - Wiring, termination, and cable running for Neck 3A signal hut and pocket track.



# Colonial Road Bridge and Great Neck Pocket Track



New Installed Neck 3A Signal Hut & Battery Case



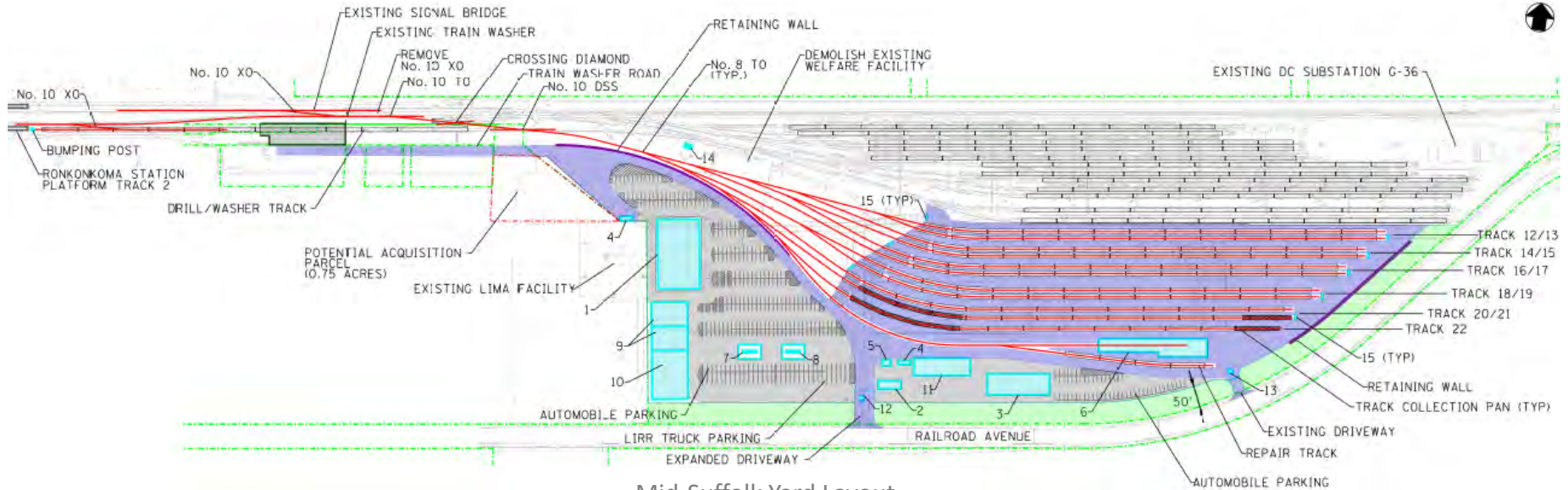
New Eastern Crossover (Looking East)



New Eastern Crossover (Looking West)



# Mid-Suffolk Yard



Mid-Suffolk Yard Layout

## ■ Schedule

- **Percent Complete: 99%**
- Yard Employee Facility: Mar. 2020 (A)
- Beneficial Use: Nov. 2020 (A)

## ■ Status (Ongoing Work)

- DC Substation burn-in
- Punchlist



New DC Substation

# Mid-Suffolk Yard



**OVERVIEW OF THE  
NEARLY  
COMPLETED YARD,  
LOOKING EAST**



**OVERVIEW OF THE  
NEARLY  
COMPLETED YARD,**



# Mid-Suffolk Yard



**MATERIAL STORAGE BUILDING**



**NEW AC SUBSTATION**



**INSTALLATION OF THE NUMBER 2  
RECTIFIER**



**NEW EMPLOYEE FACILITY**





# Port Washington Yard Track Extensions



## ■ Status (Ongoing Work)

- Planning Phase - We are working with the Town of North Hempstead on the best design approach for extending the yard tracks so as to minimize impact to what is already limited customer parking.

## ■ Scope

- Extend 2 tracks in Port Washington Yard to accommodate 18 additional cars, which will allow for increased peak service in support of ESA, primarily benefitting Port Washington, Plandome, and Manhasset.
- Tracks can be extended using existing LIRR or Town property.

## ■ Schedule

- 3<sup>rd</sup> Party Design & Construction: TBD



November 2020

*Way Ahead*

**MOVING**

**FORWARD**

**TOGETHER**



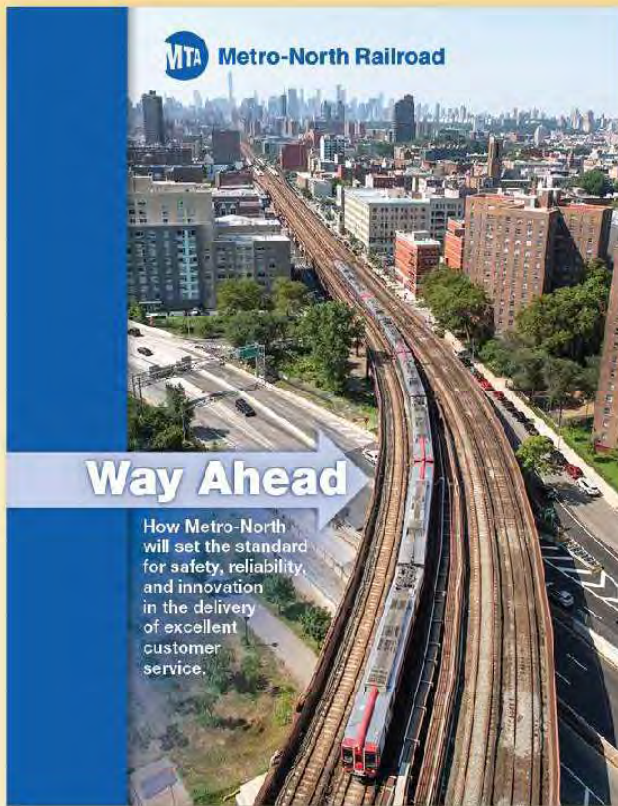
*2nd Year Accomplishments*



**Metro-North Railroad**

***Our Vision*** through ***Way Ahead***  
is to set the standard for safety,  
reliability and innovation in the delivery  
of excellent customer service.

**We are realizing this vision through  
the following strategies:**



- ✓ Putting customer and employee safety first
- ✓ Improving our customers' day-to-day experience
- ✓ Improving customer communications
- ✓ Investing in our infrastructure
- ✓ Supporting our people
- ✓ Focusing on the future



***Way Ahead***

We are pleased to report on our 2<sup>nd</sup> Year Accomplishments.

## **Safety**

We continue to put the safety of our customers and employees first - always.

### **COVID-19 Response Measures for Customers**

- **Implemented unprecedented 24/7 cleaning and disinfecting** across train cars and at stations. All train cars are sanitized at least once a day and all station touch points continue to be sanitized at least twice daily.
- Installed **hand sanitizer stations** at all New York State and Connecticut passenger stations.
- **Distributed masks to any customer who needs one** through the TRACKS (Together Railroads And Communities Keeping Safe) Program, Station Ambassadors, GCT Ushers, and Conductors onboard trains. Our most widely recognized safety ambassador and robotic superhero **Metro-Man** has also made appearances at stations, including Grand Central, to distribute masks. **Mask compliance** remains extremely high and is estimated at more than 93% on Metro-North trains, and in our stations and waiting areas. While this is a positive number, we are focused on bolstering mask compliance.
- Rolled-out over **25 Personal Protective Equipment (PPE) vending machines** in Grand Central Terminal and outlying passenger stations, where customers can purchase masks, bottled hand sanitizer and gloves.
- **Advancing innovation through piloting a New Technology Solution called the Merak 3 Stage Air Filtration System for Rolling Stock from Knorr-Merak.** The system will filter and purify air inside rail cars using an electrical field to generate a wave of ionized particles that destroy airborne viruses, bacteria and particulate matter, including COVID-19. Metro-North was the first transit agency in North America to install this technology on board our fleet. The pilot follows a successful proof-of-concept conducted by Metro-North over the summer. The air filtration and purification system, which was developed by Westminster, Md.-based Knorr Brake Company and its Merak North America division, is incorporated into the railroad's existing ventilation systems. It enhances in-car air filtration – which already filters air 30 times an hour or once every 120 seconds, exceeding CDC standards for certain medical facilities and far surpassing standards for classrooms and restaurants.

### **COVID-19 Response Measures for Employees**

- Provided **COVID-19 and Antibody testing** opportunities for our employees at select Metro-North facilities and through the MTA's partnership with Northwell Health's 52 Go Health Urgent Care locations.
- Deployed a **Temperature Brigade at key employee work locations.** Temperature screening is taking place throughout all three shifts, 7 days a week in the shuttle passage of GCT; 5 days a week from 6:30am to 5pm in the Harmon Yard and in the New Haven Yard; in the morning in Springdale and Bridgeport; 6am-3pm at 525 North Broadway and prior to all Training classes.
- **Issued personal thermometers to all employees** to monitor their temperature prior to coming to work in order to reduce the potential for employee exposure to COVID-19.
- Researched, procured and distributed a variety of **facial coverings and masks** for all employees to suit different types of working environments.
- **Enhanced cleaning at 400 work locations in our employee facilities including** routinely sanitizing and disinfecting offices, cubicles, bathrooms, locker rooms and common spaces throughout the territory to prevent the spread and transmission of the virus.
- Utilized extensively a new **Emergency Notification System** to communicate COVID-19 related safety messages to all employees via text messages and email.
- Introduced a **Coming Back from COVID-19 Online Resource Center** as well as a **COVID-19 hotline** to address employee health concerns and issues.
- Limited the occupancy of certain work locations and performed contact tracing to reduce the risk of transmission of COVID-19.

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

- Remain **on target to implement PTC** across our territory by December 31, 2020.
- Total route miles in full PTC – 244.3 miles (100%)
- All trains for Hudson, Harlem, and New Haven Lines are operating with full PTC functionality except M8 fleet.
- Over 132,000 Revenue Trains ran in full PTC mode from August 2019 – September 2020 (Over 39,000 during the 3rd quarter 2020).
- Waterbury Branch is currently operating under PTC Main Line Track Exclusion Addendum
- Amtrak, CSX, P&W and CDOT trains are interoperable on the Hudson & New Haven Lines and Danbury Branch using onboard Rev 10 software.
- Over the Air Security using HMAC deployment is completed for MNR trains except M8 fleet, Tenant trains to be activated over the next two months.
- Wayside boundaries at New Rochelle, Poughkeepsie and Spuyten Devil with Amtrak are commissioned, New Haven Boundary is expected in Nov 2020.
- Office to Office TSR (STS-STS) interface with Amtrak is undergoing lab testing, commissioning is scheduled for November 2020.

## **Additional Safety and Security Actions & Enhancements**

- Completed the **Rapid Deploy Video Surveillance Enhancement** (PODS) initiative under budget and four months faster than anticipated by installing **cloud-based Security Camera Pods and Help Point Kiosks**. The Help Points connect customers directly to MTA Police in emergency situations. These new systems provide increased safety and security for customers and additional video capabilities for MNR security and operations, including the ability to assess platform crowding conditions during times of operational incidents. The following twelve (12) passenger stations are completed:
  - Harlem Line: Katonah, Bedford Hills, Mt. Kisco, Chappaqua, Pleasantville, Hawthorne, Valhalla, and North White Plains
  - Hudson Line: Bronxville, Woodlawn, Marble Hill, University Heights
  - An additional two stations, Southeast and Beacon, will be completed in Q1 2021.
- Completed **Enhanced Grade Crossing** upgrades by replacing six grade crossings pads and installing delineators at 30 crossings.
  - At **Hudson Avenue Crossing in Peekskill**, an additional six lights were added to provide better sight line to all roads leading to the crossing, and fencing was added to guide pedestrians from going around the gates. We also added additional warning bells and advanced the time they ring to allow for more warning.
  - Completed grade crossing renewal work at **Jay Street in Katonah**, including advance work for future pedestrian crossing and safety enhancement project in cooperation with NYSDOT.
  - Installed a new **Grade Crossing at City Water in Mt. Kisco** to enhance safety for our employees, customers, and the township personnel. In addition, the obsolete S20/S40 gate mechs in Hudson Ave, Lakeview Ave, Stevens Ave, Green Lane, and Jay Street were upgraded to new S60 gate mechs.
  - Completed pre-emption project at **Roaring Brook Road in Chappaqua**.
- Continue to see **positive trends in reducing customer and employee injuries**.
  - **Customer Reportable Injuries:** For the current 12-month period (October 2019 – September 2020) the reportable customer injury rate is 1.01 per one million customers, a decrease of 1.9 % from the previous 12-month period (October 2018 – September 2019) when the rate was 1.03 per one million customers.
  - **Employee Lost Time Injuries:** For the current 12-month period (October 2019 – September 2020) versus the previous 12-month period (October 2018 – September 2019), employee lost time injuries per 200,000 working hours were reduced by 5.3%.
- The **Grand Central Terminal (GCT) Fire Brigade**, our first line of defense for fire and life safety emergencies inside GCT, was awarded the American Public Transportation Association (APTA) 2020 Rail Safety Certificate of Merit for Commuter/Intercity Passenger Rail.
- Conducted enhanced safety training with **over 1700 Operations employees** completing the **Critical Communications Skills for Operations Employees** training module.

## Improving Our Customers' Day-to-Day Experience

We continue to focus on improving our customers' day-to-day experience.

- Reliability is rising, with East of Hudson **YTD On-Time-Performance reaching 97.9%** (as of October), 3.6% better than in 2019.
- Launched an in-house **Real-Time Crowding Data feature within TrainTime** app which will enable passenger counts of our M7 rail cars, allowing riders to more efficiently social distance. We will bring this functionality to our M8 fleet by end of 2020, and then followed by our coach fleet in 2021.
  - Later this year, the app will enable passenger counts of each car, allowing riders to more efficiently social distance on trains.
  - Integrated a real-time train tracking map into the app with a one-tap link to view and purchase tickets via **MTA eTix®**, and the ability to bookmark favorite trips and stations.
  - Customers can also now use the app in languages other than English: Chinese, Italian, Portuguese, Spanish and Yiddish.
- Expanded our **Customer Service Station Ambassador Program in June 2020** by redeploying Ticket Sellers as Station Ambassadors. Sixty-three Station Ambassadors are deployed across 23 passenger station platforms and Grand Central Terminal to monitor ridership, assist with loading and customer information, distribute masks and disinfect customer touch points in stations several times a day.
  - On the Hudson Line, Ambassadors are located at Yonkers, Tarrytown, Cortlandt, Beacon and Poughkeepsie, Croton-Harmon, and Harlem/125<sup>th</sup> Street.
  - On the Harlem Line, Ambassadors are now stationed at Fordham, Mt. Vernon West, Crestwood, Scarsdale, White Plains, North White Plains, and Mt. Kisco.
  - And on the New Haven Line, Ambassadors are located at Stamford, Mt. Vernon East, New Rochelle, Rye, Port Chester, South Norwalk, Bridgeport and Westport.
- Accelerated work on the **Enhanced Station Initiative at White Plains station** including demolition of the side platform and completion of tactile replacement work at four rail car lengths of the boarding edge on the south end of the island platform on tracks 1 & 2.
- Completed **Crestwood station** upgrades, including installation of ADA ramp, benches, USB lean bars, side platform of shelter, overpass dashboard and counters, cameras, Wi-Fi and new canopy.
- **Upgraded our Center Door Coaches** by replacing the vestibule flooring, with now over 1/2 of coaches in this fleet completed.
- **Launched a new Accessibility Task Force** that will provide a forum for the exchange of information about Metro-North services and facility accessibility as they relate to persons with disabilities and their transportation needs. The Task Force will have representatives from NYC Mayor's Office, each of the counties in which MNR serves, New Jersey Transit, Connecticut DOT, Permanent Citizens Advisory Committee (PCAC), MNR Commuter Council and MNR leadership.

## Improving Customer Communications

Communicating effectively with our customers has never been more important as we all navigate the impacts of COVID-19.

- Completed installation of the **Grand Central Terminal Big Board and 96 Gate and Departure Boards** in June which has increased messaging capabilities and reliability.
- Advanced Metro-North's multi-year **Customer Service Initiatives (CSI) Project** to upgrade customer communications in Grand Central Terminal and at outlying passenger stations:
  - Completed CSI stations: Mount Vernon East, Pelham, Harrison, Larchmont, New Rochelle, Port Chester, Mamaroneck, Harlem/125<sup>th</sup> Street, Melrose, Wakefield, Riverdale and Morris Heights.
  - Tarrytown and Spuyten Duyvil are nearing substantial completion.
  - The remaining six stations, Rye, Tremont, Ossining, Poughkeepsie, Nanuet and Harriman, anticipate completion in April 2021.
- **Enhanced Public Address (PA) System in GCT and Outlying Stations** with new communication links to passenger stations and replacement of all wayside PA systems.
- Installed **366 Advertising Screens, 292 Track Information Screens and 59 MNR Agency Message Screens** at Metro-North passenger stations, including within Grand Central Terminal.
- Integrated security camera feeds to **Customer Advocates in the Operations Control Center** to enhance incident response communications.

## Investing in Our Infrastructure

Throughout 2020, we took advantage of reduced service levels due to COVID-19 to provide extended work access to multiple work sites across our territory to improve our infrastructure. This critical work continues to increase rail service reliability by reducing infrastructure-related train delays.

- **Continued to expand our SMARTRACK Program** in which 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. The results include:
  - Replaced 18,000 railroad ties on the New Haven Line, 14,000 on the Danbury Branch and 8,000 on the Waterbury Branch
  - Installed six (6) miles of new rail
  - Welded 1,308 rail joints
  - Replaced 30 track switches
  - Resurfaced 71 miles of track
  - Expedited and replaced four track switches at a critical interlocking directly south of the Scarsdale Station (CP119) in less time than originally planned, resulting in less impact on train service and an increased improvement in the reliability of Harlem Line train service.
- **Completed Grand Central Terminal track rehabilitation work**, including replacing and laying new rail, bracket ties, and block ties at Track 13, 15 and 16.
- **Reduced Safety (FRA) and Maintenance exceptions** considerably between the Fall 2019 and Spring 2020 due to the exceptional efforts of our Production Tie Gang's work.
  - **Track Geometry Inspection Services (TGIS) scans** results indicate we reduced Maintenance Exceptions from 1667 to 1519 (9% decrease) and reduced Safety (FRA) Exceptions from 34 to 30 (12% decrease) during this same period.
    - Hudson Line Maintenance Exceptions decreased 6%.
    - Harlem Line Maintenance Exceptions decreased 3%.
    - New Haven Line Maintenance Exceptions decreased 15%.
  - **Reduced Switch Failure Incidents** by 10% (monthly average) from the prior year.
- Deployed the game-changing **Brandt Road Rail Powered Continuous Work Platform (CWP) with Steel Track Excavator**.
  - The custom-built CWP is a multi-functional, versatile nine platform articulated consist which vastly enhances deployment efficiencies and performance of a wide-range of necessary tasks and work productivity in hauling and distributing maintenance of way materials, such as ballast and rails up to 250 ft. in length without interference to operations. It has also increased our ability to keep the right-of-way clean of maintenance and construction debris.
  - The Steel Track Excavator is heavy construction equipment consisting of a boom, dipper (or stick), bucket and cab on a rotating platform which sits atop an undercarriage with tracks or wheels and the PCWP to operate and work in the MNR locations with minimum disruption to railroad traffic, be capable of negotiating all of MNR's track, tunnels and structures, and stay within the dynamic envelope.

## Investing in Our Infrastructure - Continued

- **Accelerated the Tree Trimming Program** along our right-of-way to trim or remove trees that can fall on our tracks to mitigate against extreme weather events, such as the August 4<sup>th</sup> Tropical Storm Isaias - the worst storm in the region since Superstorm Sandy back in 2012.
  - As always, our awesome and dedicated workforce quickly responded to this storm, working day and night to successfully overcome the devastation of Isaias which blew over 300 trees across Metro-North's tracks and catenary systems with almost 100 downed trees on the Harlem line alone, causing more damage than Sandy.
  - Trees and branches on the line were ensnared in utility wires that run alongside the tracks. Clearing the trees and restoring the utility poles and wiring requires coordinated, concentrated, multidisciplinary team efforts.
  - Additionally, we are proactively and systematically removing diseased trees to combat a new tree foe, the emerald ash borer, an invasive beetle that infests and kills North American ash trees, which are very prevalent along our right-of-way.
- **Waterbury Cab Signal Project** has installed 27 miles of Communications and signal cable, taking advantage of bussing the branch line due to COVID-19. Taking advantage of the long-term outage, 24 of the 48 signal houses have been set on their respective foundations.
  - Work on setting houses continues as they are delivered.
  - Our Forces are actively working on terminating signal cables and fiber optic cable as contractors turn over cables after testing.
- Installed new 144 strand **fiber from Fordham station to Woodlawn station** to support PTC project.
- Recently cut over to the **new power substation at Riverdale**, which is now elevated after the original substation suffered damage during Superstorm Sandy.
- Completed the reconstruction of the **6th Avenue Bridge in downtown Mount Vernon**, a month ahead of schedule. The completion of the 6<sup>th</sup> Avenue Bridge is a symbol of our commitment to the people and City of Mount Vernon to have a safe bridge that serves as an artery to get downtown.
  - The new bridge is now open for pedestrians and vehicular traffic to safely travel over our New Haven Line tracks.
  - The 14<sup>th</sup> Street Bridge in Mount Vernon opened in July 2019.
  - The 10<sup>th</sup> Avenue Bridge is being rebuilt is and expected to open in summer 2021.
  - Construction began on 3rd Avenue Bridge back in April and is expected to be completed next summer as well.

## Supporting Our People

In an extremely challenging year, we are thankful for our talented and dedicated workforce, who continue to go above and beyond for our customers and each other. It is important to recognize their work and contributions which we do in several ways including presenting three awards where employees and teams are nominated by their peers and thoroughly vetted by employee-led committees:

- **President's and Team Excellence Award** recognizes exemplary employees who were cited for their excellent work, willingness to help coworkers, and overall dedication to their jobs, and one work group was highlighted for its display of extraordinary interdepartmental teamwork.
- **Customer Service Spotlight Award** recognizes employees who contribute in a positive way to the overall customer experience. These employees, across all departments, provide exemplary customer service to both customers who ride our trains as well as internal customers within our organization.
- **Safety Excellence Award** highlights individuals, groups, and company-wide initiatives that create a safer environment for all of us. On any given day, we transport thousands of customers, including many of our own employees, safely to their destinations, so they can later enjoy the comfort of their own homes and families. If not for our dedicated – and intensely safety focused – workforce, it would not be possible.



## **Focusing on the Future, What's Next in the *Way Ahead* Plan:**

- Complete delivery of **M8 rail cars** on the New Haven line in 2021 to allow more fleet options in electrified territory on all three main lines.
- Procure **Dual Mode Locomotives** to replace the existing aging fleet.
- Install initial **Onboard Digital Screen** on M7 rail cars in Q4 2020 and throughout 2021. These screens will deliver railroad and advertising messaging and communications in a more efficient and flexible format.
- Receive initial delivery and then deploy **OMNY and Cubic Vending Machines** at Metro-North passenger stations for the benefit of MNR customers. The OMNY project will replace aging Ticket Vending Machine equipment and create more seamless fare collection methods across the MTA.
- Complete **White Plains station renovation and Port Jervis station improvements**.
- Expand marketing of **MTA eTix®** to increase the number of customers using contactless fares electronically through the app.
- Complete installation of **Rapid Deploy Video Surveillance Enhancement** (PODS) initiative at additional stations to provide increased safety and security for customers and additional video capabilities for MNR security and operations.
- Complete roll-out of tools to enable customers to **monitor crowded conditions** on trains so that they can plan their travel accordingly.
- Go-Live with the **Centralized Train Scheduling System (CTSS) using TrainPlan** which will link all the rail scheduling operations processes under one program, seamlessly transferring data from the scheduling system to downstream customer service and signaling systems, including pre-written schedules for unusual but anticipated conditions.
- **Rollout of significantly enhanced inspection methods and equipment in 2021 including:**
  - **Introduction of mobile technology** utilizing handheld devices for track and signal inspections. Inspectors will be able to perform their duties with a work order system, logging defects and other critical asset information. Once the data is submitted electronically, managers and supervisors will be able to better prepare for maintenance activities and more reliable service, and store information to the cloud.
  - Deployment of the **Shoreliner Autonomous Track Geometry Inspection Services (ATGIS) unit** to cover and provide more frequent inspections in non-electrified territory - the Upper Hudson (north of Croton Harmon) and Upper Harlem (north of Southeast) regularly and the Danbury and Waterbury as needed. With more frequent inspections, like we do with the M7 and M8 ATGIS units, we will locate and repair issues before they impact train operations.
  - Deployment of the **new Track Geometry Inspection Car**, which will allow us to perform the system-wide track geometry inspections at our own pace, inspect blocks after long term outages prior to returning to service, and remove our dependence on third-parties for system-wide inspections.

**PROCUREMENT PACKAGE**  
**November 2020**



The picture above depicts a Long Island Rail Road passenger train traversing the Wreck Lead Bridge. The Wreck Lead Bridge carries passenger rail traffic on the Long Beach Branch over Reynolds Channel and connects LIRR service from Island Park to the City of Long Beach. This month's agenda includes a procurement action for the award of a construction contract to rehabilitate the moveable mechanical components of the bridge.

PROCUREMENT

The Procurement Agenda this month includes one procurement action for a proposed expenditure of \$2.9M.

**Staff Summary**

<b>Subject</b>		Request for Authorization to Award a Procurement Action			
<b>Department</b>		Contracts			
<b>Department Head Name</b> David K. Cannon					
<b>Department Head Signature</b> <i>David K. Cannon</i>					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	MNR & LIRR Joint Committee	11/18/2020	X		
2	Board	11/18/2020	X		

<b>Date:</b> November 5, 2020			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	Executive Vice President & General Counsel		President
	Deputy Chief Development Officer, Development		

**PURPOSE:**

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

**DISCUSSION:**

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

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C Competitive Requests for Proposals (Award of Purchase/Public Work Contacts)	1	\$2,949,000
TOTAL	1	\$2,949,000

**Budget Impact:**

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

**Recommendation:**

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

## **MTA Construction & Development**

### **BOARD RESOLUTION**

**WHEREAS**, in accordance with Section 1265-a 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.

**NOVEMBER 2020**


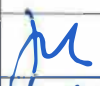

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

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

- |           |  |                    |                                      |
|-----------|--|--------------------|--------------------------------------|
| <b>1.</b> | <b>Kiewit Infrastructure Company<br/>Contract No. 6354<br/>Two Hundred Seventy-Five Days</b> | <b>\$2,949,000</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|--|--------------------|--------------------------------------|

MTA Construction and Development seeks Board approval to award a competitively solicited contract for the mechanical rehabilitation of the Wreck Lead Bridge.

<b>Dept &amp; Dept Head Name:</b> Delivery/M. Roche 					
<b>Div &amp; Div Head Name:</b> LIRR Business Unit/P. Dietlin					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR	11/18/2020	X		
2	Board	11/18/2020	X		
<b>Internal Approvals</b>					
	Approval		Approval		
(N)	Deputy Chief, Development		President		
	Vice President, Contracts		Executive Vice President & General Counsel		
<b>SUMMARY INFORMATION</b>					
<b>Vendor Name</b> Kiewit Infrastructure Co.			<b>Contract Number</b> 6354		
<b>Description</b> Mechanical Rehabilitation of Wreck Lead Bridge					
<b>Total Amount</b> \$2,949,000					
<b>Contract Term</b> 275 days					
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A					
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive					
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:					
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:					

**PURPOSE/RECOMMENDATION**

To obtain approval of the Board to award a competitively solicited contract for the mechanical rehabilitation of the Wreck Lead Bridge to Kiewit Infrastructure Co. in the amount of \$2,949,000 and a duration of 275 days.

**DISCUSSION**

Wreck Lead Bridge is a single leaf rolling lift thru-truss bascule bridge that carries passenger rail traffic on the Long Beach Branch of the Long Island Rail Road (“LIRR”) over Reynolds Channel. It is part of the viaduct structure between Island Park and Long Beach, New York. The bascule bridge is 108 feet long and was originally constructed in 1970 and served the Charlotte Harbor and Northern Railway in Florida. In 1986 the bascule bridge was relocated from Florida and installed in its current location and has been in operation since 1988. The span hinges up out of the way so that boats can pass under the bridge. The bridge has experienced operational reliability issues and in recent years these reliability issues have been increasing, causing greater negative impacts to LIRR operations. Accordingly, Contract 6354 requires the selected contractor to provide for a mechanical rehabilitation and associated electrical upgrades of the movable bridge components to improve bridge reliability by rehabilitating the upper and lower span locks and installing a new centering device with the appropriate capacity.

The MTA Board granted approval to use the Request for Proposal (“RFP”) method to solicit qualified firms that are capable of mechanical rehabilitation and associated electrical upgrades of the movable bridge components at its March 2019 meeting. On March 28, 2020, the RFP for this contract was publicly advertised in the New York State Contract Reporter, the N.Y. Post, and on the MTA website, and the RFP was released. In response to the RFP, proposals were received from the following entities: Kiewit Infrastructure Co. (“Kiewit”) and Posillico Inc.

The proposals were evaluated and scored by a Technical Evaluation Committee (“TEC”) consisting of members from LIRR Engineering, Program Management, and Strategic Initiatives. Using the pre-established selection criterion set forth in the RFP, the Committee evaluated each proposer’s: technical approach; ability to meet schedule; company and key personnel qualifications and experience. Following the TEC’s review, both firms were invited to provide an oral presentation to gain a greater understanding on each company’s technical approach and their overall understanding of the project. Following the Oral Presentations, the TEC finalized their technical scores. The cost proposals and diversity questionnaire were rated separately and the technical, diversity and cost scores were then combined. Based on the results, Kiewit was identified as the top ranked proposer, its technical proposal fully meeting the requirements of the RFP. In addition, Kiewit’s price was significantly lower than the price of the other proposer.

Kiewit provided an initial cost proposal of \$3,099,000. A cost and scope analysis was completed, and negotiations were held with Kiewit to address various cost-savings initiatives and scope clarifications. As a result of the negotiations, Kiewit offered a Best and Final Offer, which provided an overall price reduction of \$150,000 (4.85%), and the final cost of \$2,949,000 is determined to be fair and reasonable.

In connection with a previous contract awarded to Mass Electric Company, Inc. (an affiliate of Kiewit), Mass Electric and Kiewit were found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in January 2014. In addition, as a result of the review of Kiewit's responsibility since the prior contract award, new significant adverse information was identified concerning a Kiewit affiliate, Jett Industries, Inc., and Kiewit was found to be responsible notwithstanding such new significant adverse information and such responsibility finding was subsequently approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2020.

**D/M/WBE/SDVOB INFORMATION**

The MTA Department of Diversity and Civil Rights (DDCR) has established a 15%/15%/6% M/WBE/SDVOB goal for this contract. Kiewit has submitted a plan that meets the goal requirements. Kiewit has not completed any MTA contract with D/M/WBE/SDVOB goals; therefore, no assessment of its performance can be determined at this time.

**IMPACT ON FUNDING**

Funding for this project is included in the LIRR portion of the MTA's 2020-2024 Capital Program Budget.

**ALTERNATIVES**

There are no alternatives, as the LIRR does not have the ability to undertake the Rehabilitation of Wreck Lead Bridge with in-house forces.





# Long Island Rail Road

## October 2020 Performance Summary

Robert Free, Acting Senior Vice President – Operations



**October 20, 2020:** In honor of Breast Cancer Awareness Month, MTA Chairman Pat Foye and LIRR President Phil Eng handed out pink masks to customers at Hicksville, Jamaica, and Woodside.



# Long Island Rail Road

## October 2020 Performance Summary

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### Highlights

*The Essential Service Plan ran throughout October 2020 with Modified Peak Service.*

On-Time Performance (OTP) for the month of October closed at **97.2%**, which is above the monthly goal of 94.0%, and a record for the month of October.

2020 year-to-date OTP was **96.0%**, which is an increase of **3.5** percentage points as compared to last year.

Cancelled/Terminated trains are down 5 trains year to date compared to year to date 2019.

### Branch Performances

All eleven branches on the Long Island Rail Road operated at or above goal for the month of October and year to date.

### Delays

There were four incidents this month that resulted in ten or more late/cancelled/terminated trains. The most impactful, was a trespasser strike east of Woodside Station. This incident delayed 104 trains, and impacted customers with an average delay of 18 minutes.

### Consist Compliance

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

### Equipment Performance

The LIRR fleet MDBF operated at 276,523 in September and exceeded the goal. It also performed better, year to date, than the same period last year.



**OPERATING REPORT  
FOR MONTH OF OCTOBER 2020**

**Performance Summary**

			2020 Data			2019 Data	
			Annual	YTD thru		YTD thru	
			Goal	October	October	October	October
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>97.2%</b>	<b>96.0%</b>	<b>91.8%</b>	<b>92.5%</b>
	*	AM Peak		94.5%	94.3%	91.9%	91.4%
	*	PM Peak		98.4%	94.5%	91.3%	90.8%
	*	<b>Total Peak</b>		<b>96.4%</b>	<b>94.4%</b>	<b>91.6%</b>	<b>91.1%</b>
		Off Peak Weekday		97.2%	96.2%	91.7%	92.4%
		Weekend		98.0%	97.2%	92.3%	94.4%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>97.6%</b>	<b>96.6%</b>	<b>92.6%</b>	<b>93.0%</b>
	*	AM Peak		94.5%	94.9%	93.7%	92.7%
	*	PM Peak		98.9%	95.3%	93.0%	90.7%
	*	<b>Total Peak</b>		<b>96.5%</b>	<b>95.1%</b>	<b>93.4%</b>	<b>91.8%</b>
	Off Peak Weekday		97.9%	97.1%	92.9%	93.3%	
	Weekend		98.2%	97.0%	90.1%	94.3%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>98.9%</b>	<b>98.1%</b>	<b>97.2%</b>	<b>96.7%</b>	
*	AM Peak		95.0%	96.3%	93.7%	92.1%	
*	PM Peak		100.0%	97.4%	98.1%	97.3%	
*	<b>Total Peak</b>		<b>97.4%</b>	<b>96.8%</b>	<b>95.7%</b>	<b>94.5%</b>	
	Off Peak Weekday		99.5%	98.2%	97.6%	96.9%	
	Weekend		99.3%	98.9%	98.3%	98.7%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>95.5%</b>	<b>95.0%</b>	<b>88.6%</b>	<b>90.1%</b>	
*	AM Peak		91.6%	93.7%	90.4%	90.8%	
*	PM Peak		95.5%	90.2%	85.7%	85.5%	
*	<b>Total Peak</b>		<b>93.5%</b>	<b>92.0%</b>	<b>88.2%</b>	<b>88.3%</b>	
	Off Peak Weekday		96.1%	95.3%	87.4%	88.7%	
	Weekend		98.6%	96.9%	91.6%	93.9%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>97.8%</b>	<b>96.7%</b>	<b>92.3%</b>	<b>93.3%</b>	
*	AM Peak		96.0%	96.2%	92.6%	93.3%	
*	PM Peak		100.0%	92.8%	90.8%	89.7%	
*	<b>Total Peak</b>		<b>97.9%</b>	<b>94.6%</b>	<b>91.8%</b>	<b>91.6%</b>	
	Off Peak Weekday		96.9%	96.6%	90.7%	93.2%	
	Weekend		98.6%	98.0%	96.1%	94.9%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>97.9%</b>	<b>96.4%</b>	<b>95.5%</b>	<b>94.9%</b>	
*	AM Peak		96.3%	95.9%	94.9%	93.4%	
*	PM Peak		99.5%	95.2%	97.6%	95.3%	
*	<b>Total Peak</b>		<b>97.8%</b>	<b>95.6%</b>	<b>96.2%</b>	<b>94.3%</b>	
	Off Peak Weekday		97.5%	96.3%	94.7%	95.3%	
	Weekend		98.7%	97.3%	96.4%	94.9%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>95.1%</b>	<b>93.9%</b>	<b>85.1%</b>	<b>87.7%</b>	
*	AM Peak		94.8%	90.1%	90.2%	88.6%	
*	PM Peak		98.2%	94.2%	82.0%	86.7%	
*	<b>Total Peak</b>		<b>96.2%</b>	<b>91.9%</b>	<b>86.3%</b>	<b>87.7%</b>	
	Off Peak Weekday		94.6%	95.0%	88.8%	88.9%	
	Weekend		95.0%	93.2%	77.6%	85.7%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>98.2%</b>	<b>96.1%</b>	<b>90.9%</b>	<b>92.9%</b>	
*	AM Peak		97.7%	95.3%	96.9%	92.1%	
*	PM Peak		98.9%	94.6%	89.1%	88.4%	
*	<b>Total Peak</b>		<b>98.2%</b>	<b>95.0%</b>	<b>93.3%</b>	<b>90.4%</b>	
	Off Peak Weekday		97.8%	95.7%	89.7%	92.9%	
	Weekend		99.4%	98.2%	90.0%	96.3%	

Performance Summary		2020 Data			2019 Data	
		Annual	YTD thru		YTD thru	
		Goal	October	October	October	October
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>94.6%</b>	<b>93.1%</b>	<b>84.5%</b>	<b>88.0%</b>
	* AM Peak		90.3%	91.2%	83.7%	87.6%
	* PM Peak		97.4%	90.0%	84.5%	86.3%
	* <b>Total Peak</b>		<b>93.8%</b>	<b>90.6%</b>	<b>84.1%</b>	<b>87.0%</b>
	Off Peak Weekday		94.9%	92.4%	80.0%	86.1%
	Weekend		95.0%	97.5%	97.5%	93.4%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>98.7%</b>	<b>97.3%</b>	<b>93.9%</b>	<b>93.9%</b>
	* AM Peak		98.7%	96.7%	93.0%	94.0%
	* PM Peak		98.2%	96.6%	93.4%	92.1%
	* <b>Total Peak</b>		<b>98.4%</b>	<b>96.7%</b>	<b>93.2%</b>	<b>93.1%</b>
	Off Peak Weekday		98.8%	97.3%	93.9%	93.0%
	Weekend		98.7%	97.8%	95.0%	96.9%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>95.3%</b>	<b>94.5%</b>	<b>90.2%</b>	<b>90.4%</b>
	* AM Peak		89.8%	91.0%	87.6%	87.5%
	* PM Peak		98.3%	94.7%	88.7%	91.0%
	* <b>Total Peak</b>		<b>93.6%</b>	<b>92.6%</b>	<b>88.1%</b>	<b>89.0%</b>
	Off Peak Weekday		94.5%	94.1%	90.5%	89.7%
	Weekend		99.6%	97.7%	93.0%	93.9%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>99.2%</b>	<b>97.6%</b>	<b>96.6%</b>	<b>96.5%</b>
	* AM Peak		97.7%	94.7%	93.0%	90.8%
	* PM Peak		100.0%	97.2%	95.7%	94.9%
	* <b>Total Peak</b>		<b>99.0%</b>	<b>96.1%</b>	<b>94.5%</b>	<b>93.0%</b>
	Off Peak Weekday		100.0%	97.8%	97.3%	97.7%
	Weekend		97.5%	98.7%	98.6%	98.6%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>20,555</b>	<b>191,588</b>	<b>21,454</b>	<b>207,919</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-12.7	-11.9	-11.3	-11.9
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		96	1,135	250	2,424
	<b>Trains Canceled</b>		48	867	47	682
	<b>Trains Terminated</b>		62	284	44	474
	<b>Percent of Scheduled Trips Completed</b>		99.5%	99.4%	99.6%	99.4%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)	* AM Peak		100.0%			
	* PM Peak		100.0%			
	* <b>Total Peak</b>		100.0%			

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

System Categories Of Delay	% Total	2020	2020 Data		2019 Data		YTD 2020 Vs 2019
		Sept	Oct	YTD Thru Oct	Oct	YTD Thru Oct	
Engineering (Scheduled)	2.4%	13	14	332	71	493	(161)
Engineering (Unscheduled)	16.8%	95	96	1,272	278	2,267	(995)
Maintenance of Equipment	11.9%	73	68	829	226	1,485	(656)
Transportation	2.6%	24	15	267	15	408	(141)
Capital Projects	4.4%	23	25	675	102	1,041	(366)
Weather and Environmental	4.4%	5	25	1,104	211	1,062	42
Police	35.0%	78	200	912	192	1,962	(1,050)
Customers	8.2%	56	47	1,026	450	3,666	(2,640)
Special Events	0.0%	-	-	33	15	898	(865)
Other	6.6%	75	38	634	159	1,182	(548)
3rd Party Operations	7.7%	13	44	486	40	1,098	(612)
<b>Total</b>	<b>100.0%</b>	<b>455</b>	<b>572</b>	<b>7,570</b>	<b>1,759</b>	<b>15,562</b>	<b>(7,992)</b>

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
11-Oct	Sun	Amtrak signal trouble in Harold Interlocking							6	2	3	6	2	3
13-Oct	Tue	Trespasser strike east of Woodside Station	45	18	17				11	3	10	56	21	27
20-Oct	Tue	Trespasser strike west of Central Islip Station	3	8					2			5	8	
30-Oct	Fri	Track condition east of Nassau Interlocking				8			12			20		
<b>TOTAL FOR MONTH</b>			<b>48</b>	<b>26</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>5</b>	<b>13</b>	<b>87</b>	<b>31</b>	<b>30</b>
												<b>148</b>		

# Long Island Rail Road

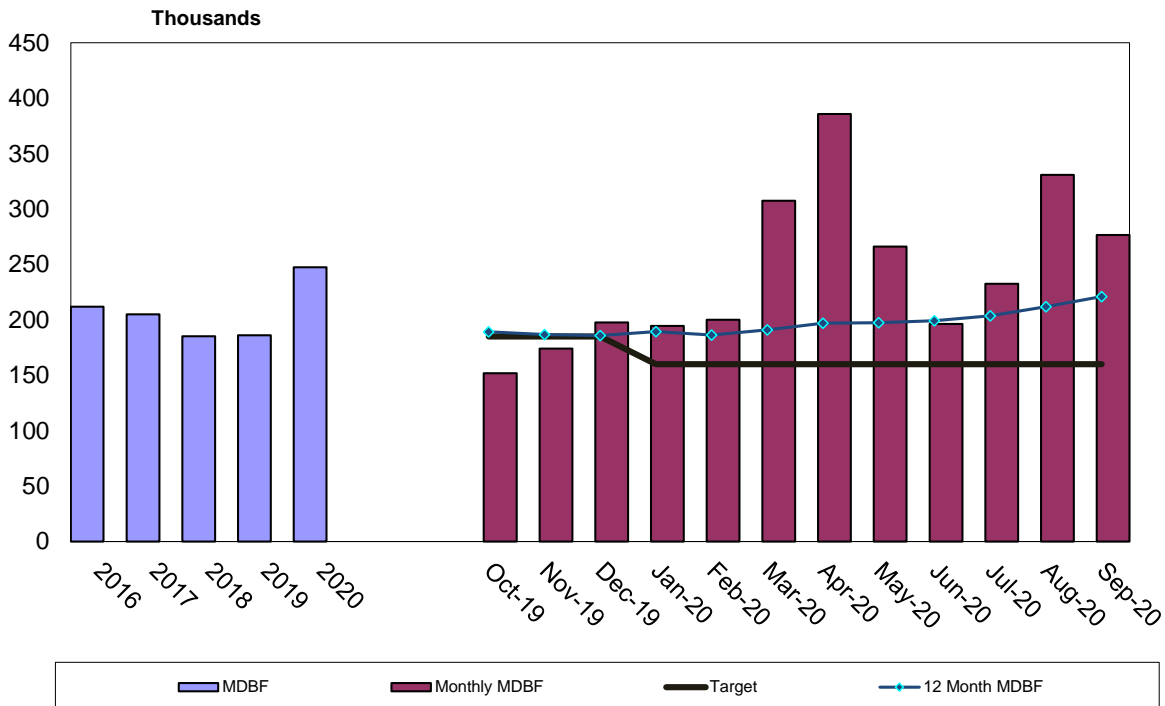
## MEAN DISTANCE BETWEEN FAILURES - SEPTEMBER 2020

	Equip-ment Type	Total Fleet Owned	2020 Data					2019 Data		
			MDBF Goal (miles)	September MDBF (miles)	September No. of Primary Failures	YTD MDBF thru September (miles)	12 month Rolling Avg MDBF (miles)	September MDBF (miles)	September No. of Primary Failures	YTD MDBF thru September (miles)
<b>Mean Distance Between Failures</b>	M-3	142	60,000		0	76,017	69,290	61,174	9	62,139
	M-7	836	360,000	410,683	12	482,746	438,559	331,227	15	411,360
	M-9	64	180,000	327,986	1	312,790	300,247	-	-	-
	C-3	134	103,000	134,937	5	128,016	125,390	184,418	4	125,264
	DE	24	19,000	78,231	1	23,555	19,741	18,858	5	25,183
	DM	21	19,000	24,805	3	27,144	29,434	14,751	5	21,259
	Diesel	179	51,000	91,925	9	72,890	68,855	64,694	14	69,604
	<b>Fleet</b>	<b>1,221</b>	<b>160,000</b>	<b>276,523</b>	<b>22</b>	<b>247,356</b>	<b>221,008</b>	<b>169,889</b>	<b>38</b>	<b>190,790</b>

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

**Note: M3 fleet wasn't utilized into fleet service in Sept-2020.**

## ALL FLEETS Mean Distance Between Failure 2016 - 2020





Standee Report

East Of Jamaica

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

**Definitions**

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

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

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

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

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





Standee Report

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

**Definitions**

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

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

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

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

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

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

<b>Elevator Availability</b>		<b>2020</b>		<b>2019</b>	
		<b>October</b>	<b>Year to Date</b>	<b>October</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>99.1%</b>	<b>99.2%</b>	<b>99.4%</b>	<b>99.2%</b>
	<b>Far Rockaway Branch</b>	<b>99.6%</b>	<b>99.5%</b>	<b>98.6%</b>	<b>98.8%</b>
	<b>Hempstead Branch</b>	<b>99.5%</b>	<b>99.5%</b>	<b>99.2%</b>	<b>99.4%</b>
	<b>Long Beach Branch</b>	<b>98.7%</b>	<b>99.5%</b>	<b>99.4%</b>	<b>99.5%</b>
	<b>Port Jefferson Branch</b>	<b>98.7%</b>	<b>98.8%</b>	<b>99.3%</b>	<b>98.8%</b>
	<b>Port Washington Branch</b>	<b>99.3%</b>	<b>99.0%</b>	<b>99.2%</b>	<b>99.0%</b>
	<b>Ronkonkoma Branch</b>	<b>99.5%</b>	<b>98.8%</b>	<b>99.5%</b>	<b>99.2%</b>
	<b>City Terminal Branch</b>	<b>99.2%</b>	<b>98.5%</b>	<b>99.2%</b>	<b>97.3%</b>
	<b>Overall Average</b>	<b>99.2%</b>	<b>98.9%</b>	<b>99.3%</b>	<b>98.7%</b>

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

## Long Island Rail Road Performance Metrics Report

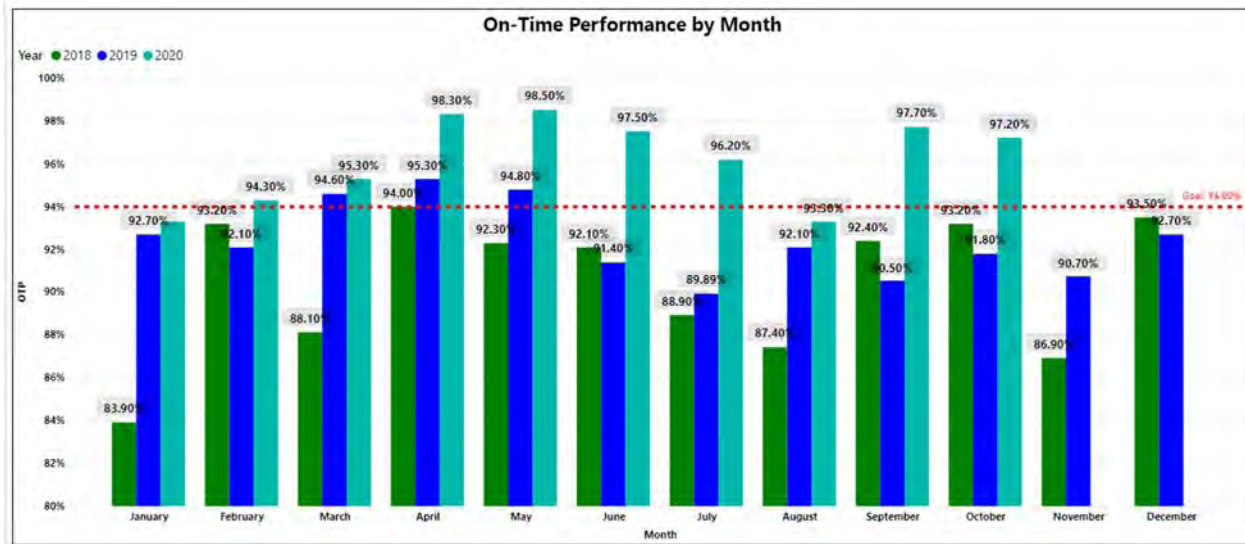


While the LIRR's performance metrics have been affected by the COVID 19 pandemic, this report reflects improvement in all six areas.

## On Time Performance

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

Goal	2020		2019	
	October	YTD	October	YTD
94.0%	97.2%	96.1%	91.8%	92.5%

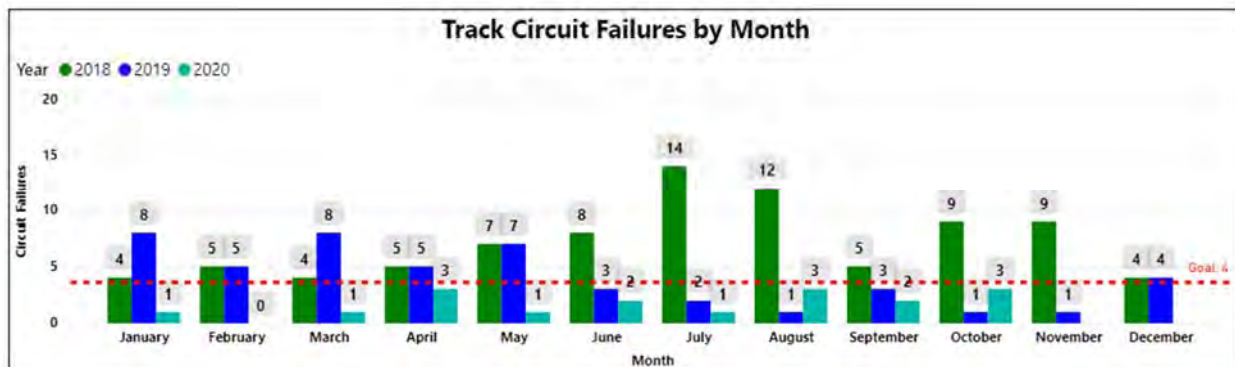


- OTP for October 2020 was 97.2%, which was an increase from October 2019's OTP of 91.8%.

## Number of Track Circuit Failures

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

Goal	2020		2019	
	October	YTD	October	YTD
44	3	17	1	43

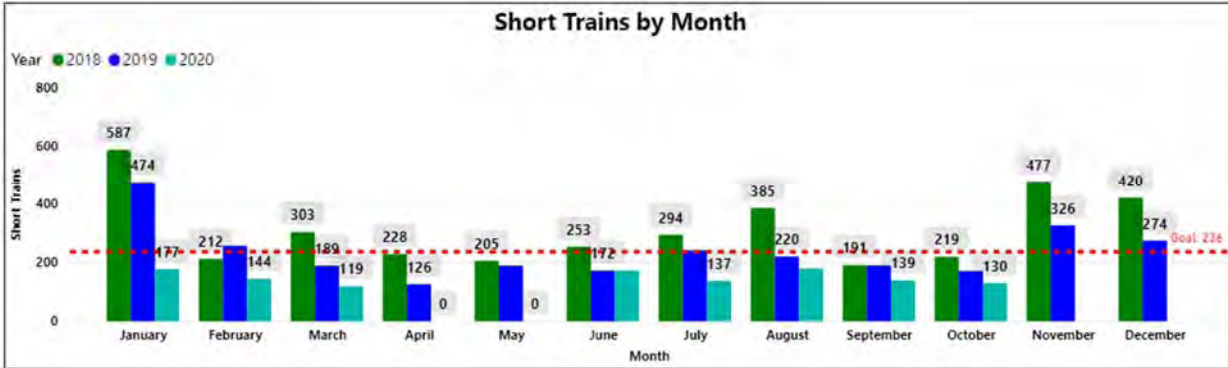


- In October 2020, the LIRR experienced 3 track circuit failures that caused at least 1 delay. In October 2019, the LIRR experienced 1 such failures. Year to date, the LIRR has reduced these failures by 28, from 43 in 2019 to 17 this year, which is a reduction of over 60%.

### Number of Short Trains

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

	2020		2019	
Goal	October	YTD*	October	YTD
2,828 annually	130	1197	171	2228



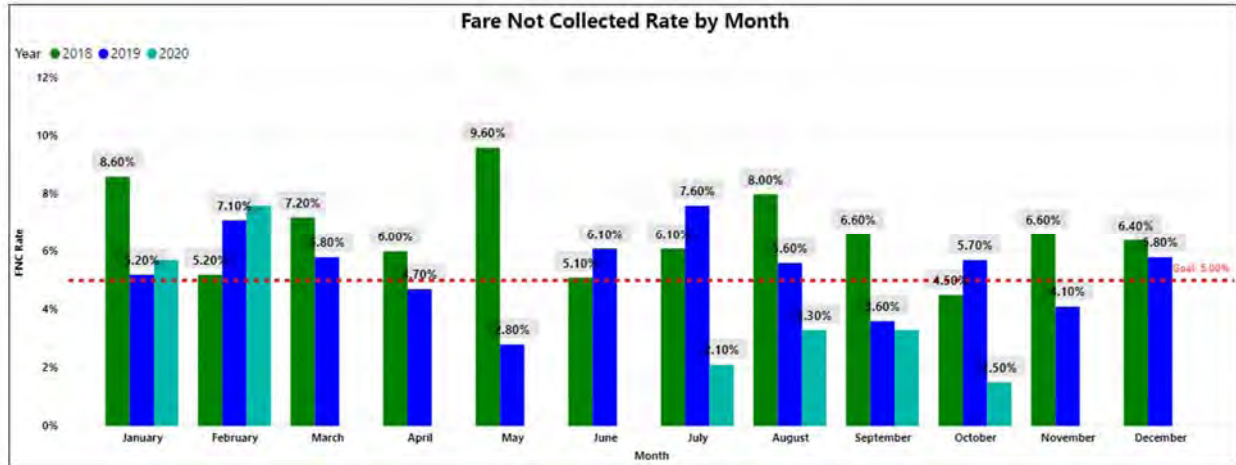
- In October 2020, the LIRR reported 130 short trains, compared with 171 short trains in October 2019.

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

## Fare Not Collected Rate

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

	2020		2019	
Goal	October	YTD	October	YTD
	1.5%	4.2%	5.7%	5.4%

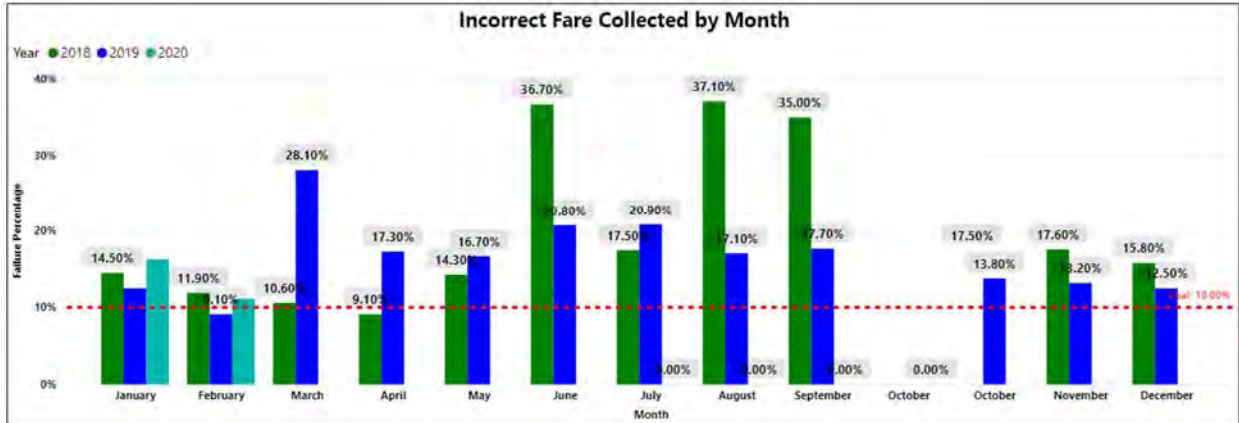


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In October 2020, the LIRR reported a Fare Not Collected Rate of 1.5%, this is an improvement over October 2019's Fare Not Collected Rate of 5.7%.
- Since Auditor observations were suspended between March and June, the 2019/2020 YTD comparison is less meaningful.

## Incorrect Fare Collected Rate

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

	2020		2019	
Goal	October	YTD	October	YTD
10.0%	0.0%	10.1%	13.8%	17.4%

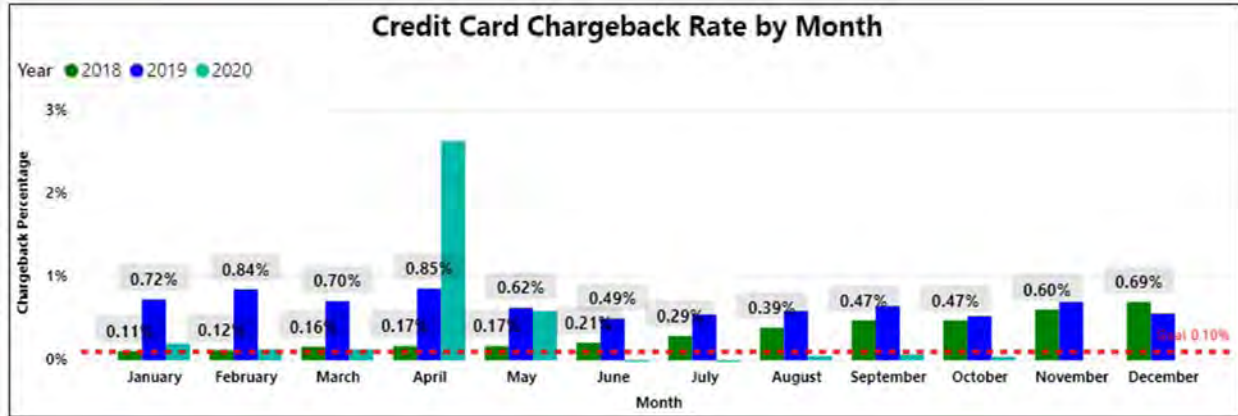


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In October 2020, the LIRR reported an Incorrect Fare Collected Rate of 0.0%, this is a vast improvement over October 2019’s Incorrect Fare Collected rate of 13.8%.
- In July 2020 the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. However, since no peak fares are in effect it is less likely that auditors will observe instances of incorrect fare collection, so current month and year-to-year comparisons are less meaningful.

## Credit Card Chargeback Rate

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

	2020		2019	
Goal	October	YTD	October	YTD
0.10%	0.04%	0.15%	0.52%	0.64%



- In October 2020, the LIRR reported a Chargeback rate of 0.04%, which is a vast improvement over its October 2019 rate of 0.52%. The LIRR is making good progress towards hitting its 2020 Chargebacks goal of 0.10%.





# Long Island Rail Road

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## Ridership Report Highlights

### **October 2020 vs. 2019**

- Total ridership decreased -72.6% compared to October 2019 (2,174,853 in October 2020 vs. 7,940,459 in October 2019).
- Commutation ridership decreased -83.5% compared to October 2019
- Non-Commutation ridership decreased -58.0% compared to October 2019
- The October 2020 ridership loss is attributed to the impact of COVID-19.

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

- Total YTD ridership is -65.2% below 2019 and -2.5% below the Mid-Year Forecast
- YTD Commutation ridership is -69.4% below 2019
- YTD Non-Commutation ridership is -59.9% below 2019

*Mark Young*

Vice President

Management & Finance and Chief Financial Officer

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**October 2020**

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

**EXECUTIVE SUMMARY**

**October Ridership and Revenue (millions)**

	October 2020	% Change vs. 2020
Total Rail Ridership	2.175	-72.6% ▼
Commutation Ridership	0.750	-83.5% ▼
Non-Commutation Ridership	1.425	-58.0% ▼
Rail Revenue	\$17.7	-73.1% ▼

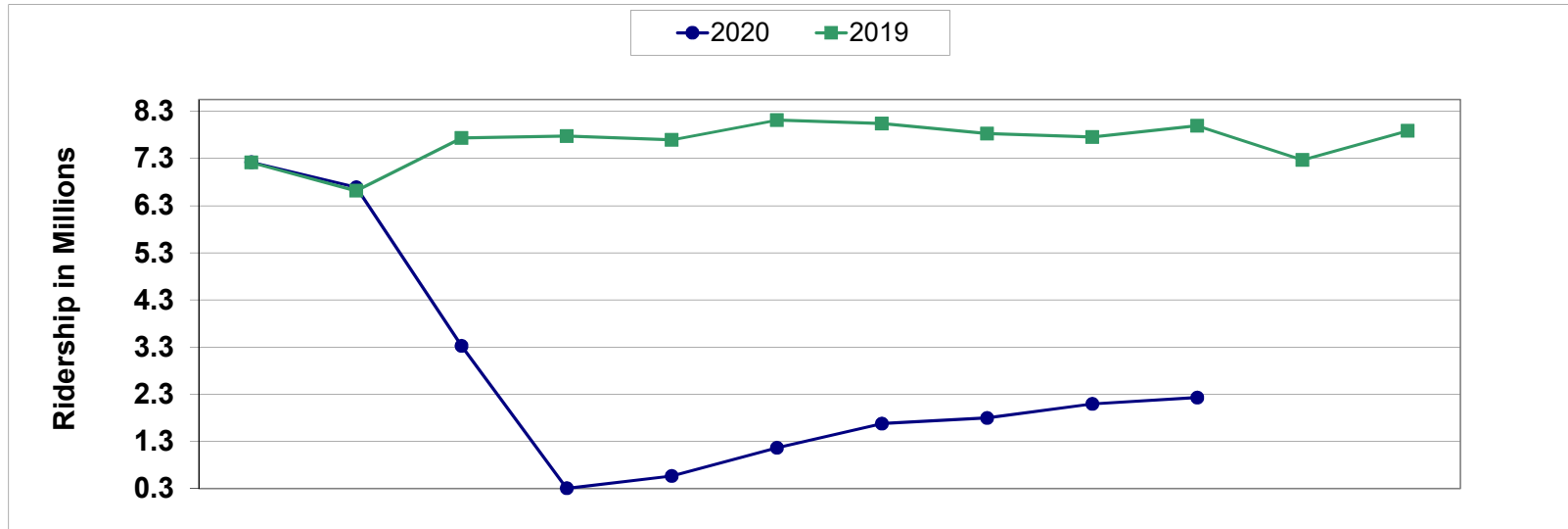
**Year-to-Date through October Prelim. Ridership and Revenue (millions)**

	October 2020	% Change vs. 2020	Comparison to Mid Year
Total Rail Ridership	26.554	-65.2% ▼	-2.5% ▼
Commutation Ridership	13.064	-69.4% ▼	-13.4% ▼
Non-Commutation Ridership	13.490	-59.9% ▼	10.9% ▲
Rail Revenue	\$241.5	-62.2% ▼	-3.1% ▼

Please Note: Ridership is based on ticket sales data.

# October RIDERSHIP

- October Total Ridership was -72.6% below '19 and 20.0% above 2020 Mid Year.

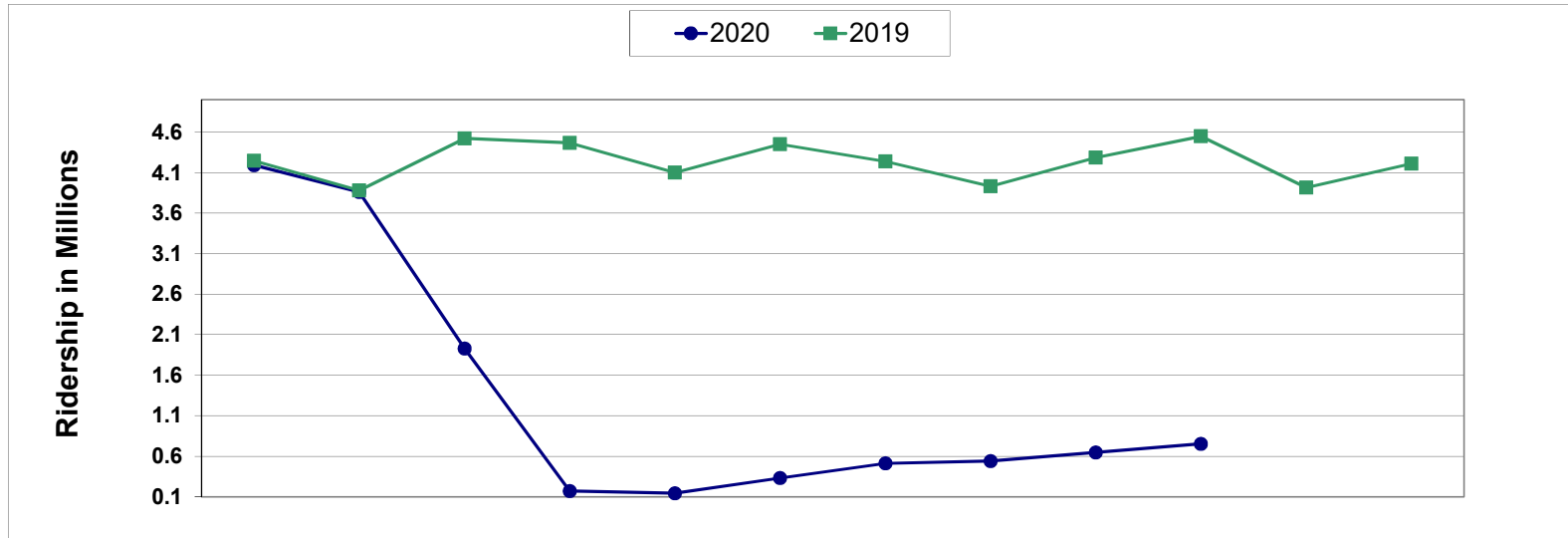


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	7.2	6.6	3.3	0.3	0.5	1.1	1.6	1.7	2.0	2.2			26.6
<b>2019</b>	7.2	6.6	7.7	7.7	7.6	8.1	8.0	7.8	7.7	7.9	7.2	7.8	76.3
<b>PCT CHG.</b>	0.1%	1.1%	-57.4%	-96.7%	-93.3%	-86.2%	-79.7%	-77.5%	-73.5%	-72.6%			-65.2%

Please Note: Ridership is based on ticket sales data.

## October COMMUTATION RIDERSHIP

- October Commutation Ridership was -83.5% below '19 and -26.9 % below 2020 Mid Year.

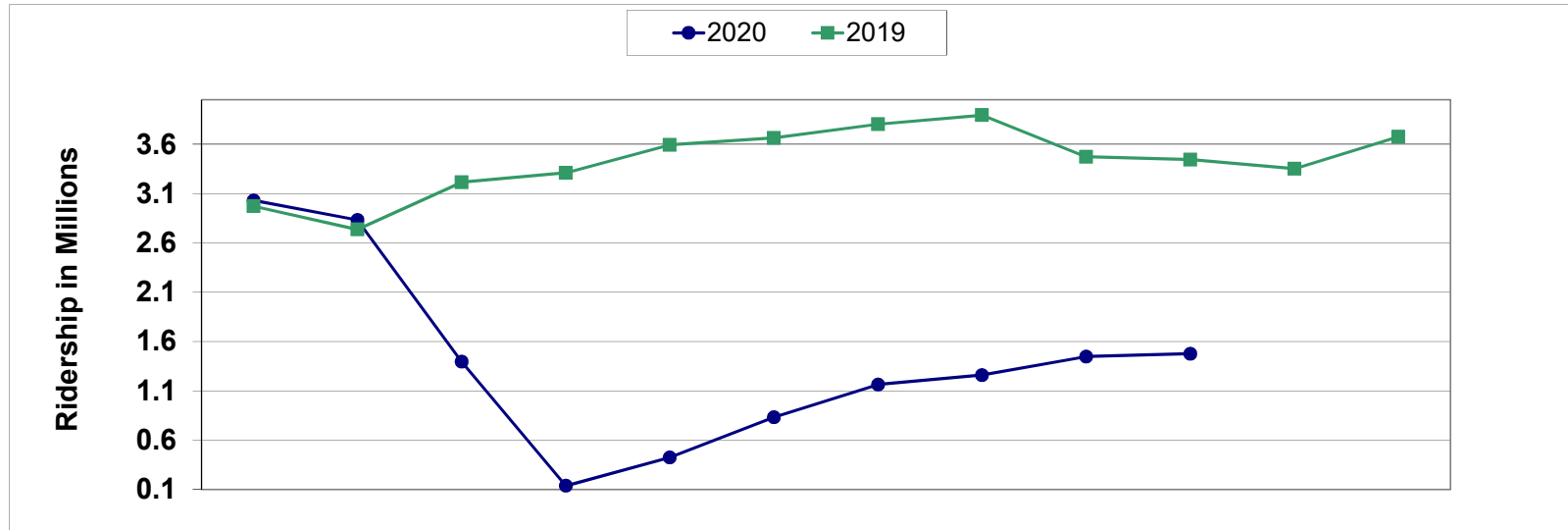


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	4.2	3.9	1.9	0.2	0.1	0.3	0.5	0.5	0.6	0.8			13.1
<b>2019</b>	4.2	3.9	4.5	4.5	4.1	4.4	4.2	3.9	4.3	4.5	3.9	4.2	42.7
<b>PCT CHG.</b>	-1.2%	-0.5%	-57.3%	-96.2%	-96.5%	-92.6%	-88.0%	-86.3%	-85.0%	-83.5%			-69.4%

Please Note: Ridership is based on ticket sales data.

## October NON-COMMUTATION RIDERSHIP

- October Non-Commutation Ridership was -58.0% below '19 and 81.5% above 2020 Mid Year.

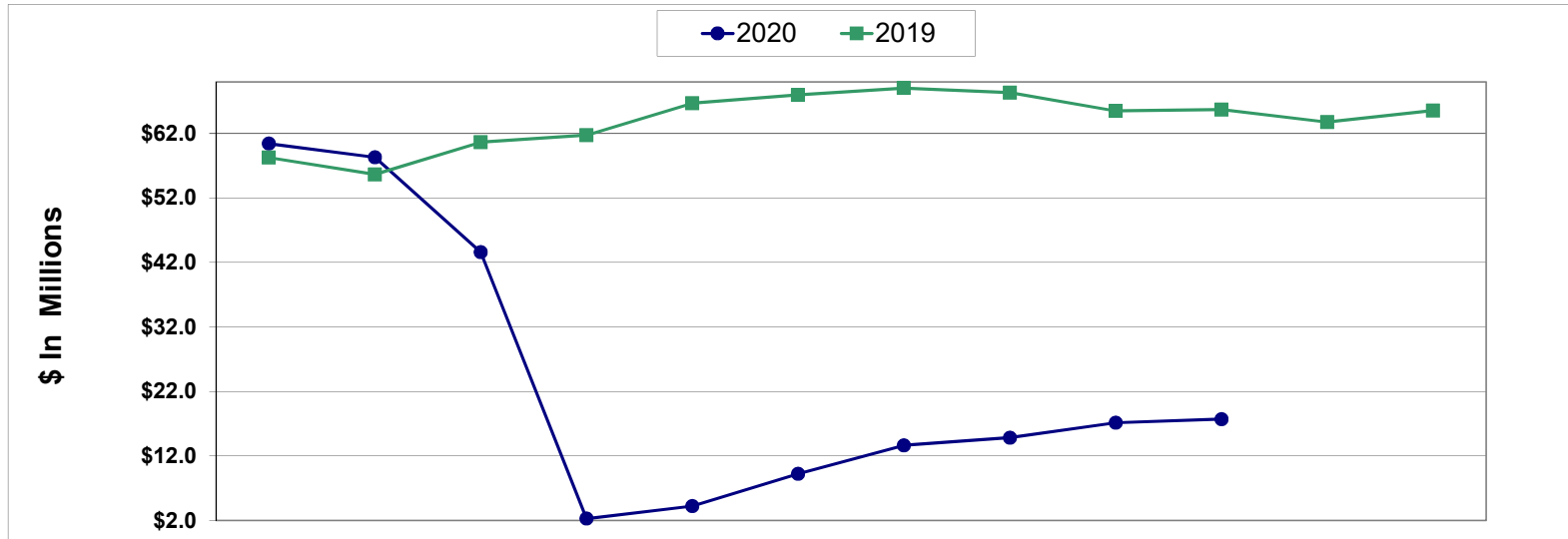


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4			13.5
<b>2019</b>	2.9	2.7	3.2	3.3	3.5	3.6	3.8	3.8	3.4	3.4	3.3	3.6	33.6
<b>PCT CHG.</b>	2.0%	3.5%	-57.5%	-97.4%	-89.4%	-78.4%	-70.4%	-68.5%	-59.2%	-58.0%			-59.9%

Please Note: Ridership is based on ticket sales data.

# October REVENUE

●October Total Revenue was -73.1% below '19 and 17.5% above 2020 Mid Year.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2	\$17.7			\$241.5
<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	\$65.5	\$639.4
<b>PCT CHG.</b>	3.7%	4.8%	-28.2%	-96.3%	-93.7%	-86.4%	-80.2%	-78.2%	-73.8%	-73.1%			-62.2%

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

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	October 2020	*October 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	750,113	4,547,418	(3,797,305)	-83.5%
NON-COMMUTATION RIDERSHIP	1,424,740	3,393,041	(1,968,301)	-58.0%
<b>TOTAL RIDERSHIP</b>	<b>2,174,853</b>	<b>7,940,459</b>	<b>(5,765,606)</b>	<b>-72.6%</b>

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

TICKET TYPE/SERVICE	October 2020	*October 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	13,064,159	42,656,566	(29,592,407)	-69.4%
NON-COMMUTATION RIDERSHIP	13,489,546	33,599,831	(20,110,285)	-59.9%
<b>TOTAL RIDERSHIP</b>	<b>26,553,705</b>	<b>76,256,397</b>	<b>(49,702,692)</b>	<b>-65.2%</b>

\* 2019 ridership numbers were adjusted using 2020 factors.

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

REVENUE	October 2020	October 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$5,531,213	\$33,074,345	(\$27,543,132)	-83.3%
NON-COMMUTATION REVENUE	\$12,155,375	\$32,609,497	(\$20,454,122)	-62.7%
<b>TOTAL REVENUE</b>	<b>\$17,686,588</b>	<b>\$65,683,842</b>	<b>(\$47,997,254)</b>	<b>-73.1%</b>

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

REVENUE	October 2020	October 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$119,158,327	\$317,701,569	(\$198,543,242)	-62.5%
NON-COMMUTATION REVENUE	\$122,320,578	\$321,737,680	(\$199,417,102)	-62.0%
<b>TOTAL REVENUE</b>	<b>\$241,478,905</b>	<b>\$639,439,249</b>	<b>(\$397,960,344)</b>	<b>-62.2%</b>





**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

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**L70205/01: PARKING REHABILITATION**

**Milestone: Contract Complete \$1,240,932**

Project Budget: \$4,917,925

A Mentor Contract was completed by Minhas General Contractor, LLC for \$1,240,932 for Exterior Steel Painting on the North and East Sides of the Ronkonkoma Parking Garage. This work will extend the life of the garage by preventing corrosion to the building's support structure. The South and West sides of the garage were repainted in 2013. These projects, in conjunction, will ensure the structural longevity of the building's exterior steel and improve the aesthetics of the facility.

**L60601/YN: New Mid Suffolk Electric Yard**

**Milestone: Contract Complete \$109,707,801**

Project Budget: \$136.90M

A Design-Build Contract for a new Mid-Suffolk Electric Train Yard, located south of and adjacent to the existing Ronkonkoma Storage Yard, was completed by Railroad Construction Company for \$109,707,801. The Mid-Suffolk Electric Yard project is a key infrastructure improvement, supports LIRR's future East Side Access, and service expansion needs across the LIRR network. The new yard provides additional storage capacity with 11 new layup tracks, each able to accommodate a 12-car electric train set. The yard will be utilized for storage, light interior cleaning, toilet servicing, inspection and brake tests, and light repairs. Work included a new lead track with a new signal system and associated infrastructure and systems, new substations, and high security fencing. A new employee facility within the yard includes offices, break rooms, locker rooms, storage, parking, and walkways. This project is critical to the LIRR's efforts to meet existing service needs as well as adding functionality and capacity for future service improvements and ridership growth.

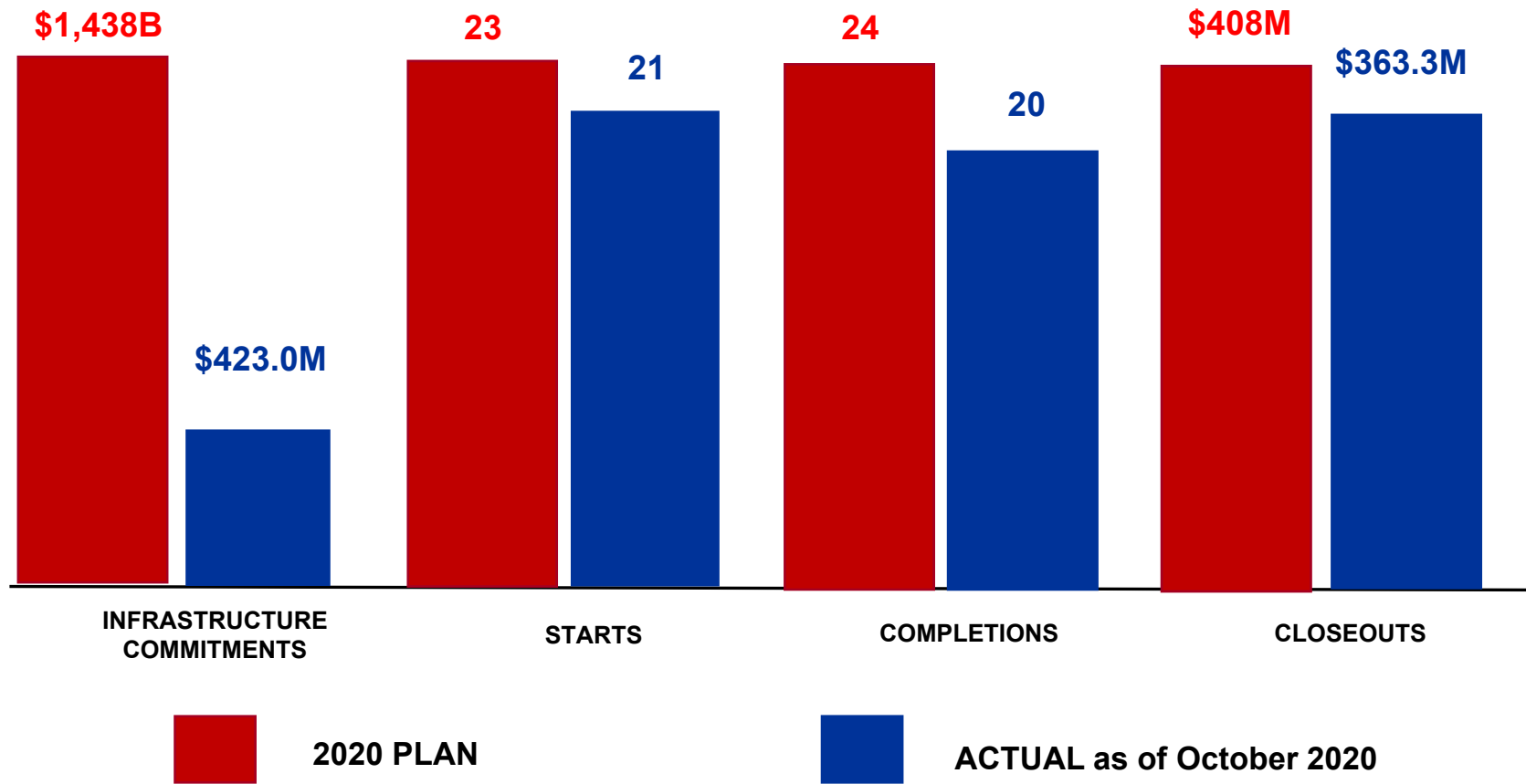
**SMALL BUSINESS DEVELOPMENT PROGRAM**

No new contracts awarded this month.

Two contracts completed this month:

- Ronkonkoma Parking Garage – N/E Side Painting for a total of \$1,240,932[see above for details].
- Ronkonkoma Parking Garage – Design Contract Complete for \$319,514

# 2020 LIRR Capital Program Goals



# Operations Report

**John Kesich**

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

## October 2020 Highlights: Operations Report

October service delivery operated above goal at 98.3% with YTD 3.6% better than in 2019.

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

On 10/22 there was a small 2.2 magnitude earthquake centered in Carmel, NY at 12:24 PM that contributed to the failure of a signal power cable that was previously damaged from downed trees on 9/30 in Croton Falls. Harlem Line service between NWP and Southeast was suspended for several hours until repairs could be completed.

### **Hudson Line – 98.2%**

0 trains (0.0%) cancelled or terminated

### **Harlem Line – 98.1%**

23 trains (5.9%) cancelled or terminated

### **New Haven Line – 98.6%**

0 trains (0.0%) cancelled or terminated

**Consist Compliance:** 100%

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

**West of Hudson Service** operated above goal at 96.7% with YTD at 95.1%.

Due to Covid-19 service levels have been reduced.

**Pascack Valley – 97.7%**                      **YTD: 96.3%**

**Port Jervis – 95.3%**                      **YTD: 93.5%**

### **Cancelled Trains**

5 - (0.2%) PVL: 2, PJL: 3

### **Equipment Performance**

Fleet Availability was good during October.

Fleet MDBF in August operated above goal at 427,961 against the goal of 170,000.

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

Performance Summary			2020 Data			2019 Data		
			Annual Goal	October	YTD thru October	October	YTD thru October	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>98.3%</b>	<b>97.9%</b>	<b>93.8%</b>	<b>94.3%</b>	
		AM Peak	93.0%		96.6%	92.6%	92.7%	
		AM Reverse Peak	93.0%		97.8%	93.3%	95.4%	
		PM Peak	93.0%		98.2%	93.0%	93.3%	
		<b>Total Peak</b>	<b>93.0%</b>		<b>97.5%</b>	<b>92.9%</b>	<b>93.3%</b>	
		Off Peak Weekday	93.0%	98.5%	97.7%	93.1%	93.7%	
		Weekend	93.0%	97.8%	98.8%	97.4%	97.1%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>98.2%</b>	<b>98.3%</b>	<b>94.9%</b>	<b>95.0%</b>
			AM Peak	93.0%		96.2%	92.2%	92.6%
			AM Reverse Peak	93.0%		98.2%	93.3%	94.9%
			PM Peak	93.0%		98.8%	95.9%	96.1%
			<b>Total Peak</b>	<b>93.0%</b>		<b>97.5%</b>	<b>93.9%</b>	<b>94.3%</b>
			Off Peak Weekday	93.0%	98.4%	98.2%	95.9%	94.9%
			Weekend	93.0%	97.4%	98.8%	95.1%	96.3%
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>98.1%</b>	<b>97.7%</b>	<b>92.4%</b>	<b>95.3%</b>
			AM Peak	93.0%		96.9%	93.0%	93.6%
			AM Reverse Peak	93.0%		96.8%	89.2%	94.9%
			PM Peak	93.0%		97.9%	90.8%	93.1%
			<b>Total Peak</b>	<b>93.0%</b>		<b>97.2%</b>	<b>91.5%</b>	<b>93.6%</b>
			Off Peak Weekday	93.0%	97.9%	97.2%	91.2%	95.4%
		Weekend	93.0%	98.5%	99.2%	97.7%	98.3%	
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>98.6%</b>	<b>97.9%</b>	<b>94.2%</b>	<b>93.1%</b>	
		AM Peak	93.0%		96.7%	92.6%	91.9%	
		AM Reverse Peak	93.0%		98.6%	96.8%	96.1%	
		PM Peak	93.0%		98.2%	93.0%	91.7%	
		<b>Total Peak</b>	<b>93.0%</b>		<b>97.6%</b>	<b>93.4%</b>	<b>92.5%</b>	
		Off Peak Weekday	93.0%	98.9%	97.7%	92.9%	91.8%	
		Weekend	93.0%	97.7%	98.5%	98.7%	96.8%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>12,710</b>	<b>138,430</b>	<b>20,043</b>	<b>193,036</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			15.8	14.1	13.8	12.6	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	57	675	275	2,204	
	<b>Trains Canceled</b>		230	2	210	5	161	
	<b>Trains Terminated</b>		230	21	141	24	207	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.8%	99.7%	99.9%	99.8%	
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>99.0%</b>	<b>100.0%</b>	<b>99.9%</b>	<b>99.6%</b>	<b>99.4%</b>	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	98.0%		99.2%	99.2%	98.7%	
		AM Reverse Peak	99.5%		99.9%	100.0%	100.0%	
		PM Peak	98.0%		99.8%	99.4%	98.9%	
		<b>Total Peak</b>	<b>98.0%</b>		<b>99.5%</b>	<b>99.4%</b>	<b>98.9%</b>	
		Off Peak Weekday	99.5%	100.0%	99.9%	99.6%	99.8%	
		Weekend	99.5%	100.0%	99.9%	99.9%	99.7%	
		<b>Hudson Line</b>						
			AM Peak	99.0%		99.7%	99.9%	99.9%
			PM Peak	99.0%		100.0%	99.9%	99.9%
		<b>Harlem Line</b>						
		AM Peak	98.0%		99.6%	99.5%	99.2%	
		PM Peak	98.0%		99.7%	99.1%	99.1%	
	<b>New Haven Line</b>							
		AM Peak	97.0%		98.4%	98.5%	97.4%	
		PM Peak	97.0%		99.7%	99.4%	98.1%	

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	September	2020 Data		2019 Data		YTD 2020 Vs 2019
			October	YTD thru October	October	YTD thru October	
<b>Engineering (Scheduled)</b>	8.6%	19	43	317	118	1,989	-1,672
<b>Engineering (Unscheduled)</b>	25.8%	89	130	1,403	431	6,088	-4,684
<b>Maintenance of Equipment</b>	16.2%	128	81	1,202	286	3,262	-2,061
<b>Transportation</b>	4.6%	20	23	240	56	595	-355
<b>Capital Projects</b>	2.5%	6	12	185	73	1,222	-1,037
<b>Weather and Environmental</b>	17.9%	62	90	1,126	867	2,831	-1,706
<b>Police</b>	12.4%	152	62	789	731	2,251	-1,463
<b>Customers</b>	2.0%	9	10	136	104	1,082	-946
<b>Other</b>	10.0%	44	51	550	120	3,087	-2,537
<b>3rd Party Operations</b>	0.1%	0	1	4	4	41	-37
<b>TOTAL</b>	100.0%	528	503	5,952	2,789	22,448	-16,497
<b>HUDSON LINE</b>	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2020 Vs 2019
Engineering (Scheduled)	36.0%	10	41	116	32	567	-451
Engineering (Unscheduled)	6.1%	33	7	173	55	914	-741
Maintenance of Equipment	11.4%	24	13	296	93	764	-468
Transportation	14.9%	5	17	58	15	85	-27
Capital Projects	4.4%	2	5	45	41	472	-427
Weather and Environmental	0.0%	1	0	80	74	439	-359
Police	17.5%	42	20	212	107	364	-152
Customers	4.4%	6	5	46	37	296	-250
Other	5.3%	14	6	151	3	830	-679
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	137	114	1,177	457	4,731	-3,554
<b>HARLEM LINE</b>	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2020 Vs 2019
Engineering (Scheduled)	0.0%	5	0	124	70	454	-330
Engineering (Unscheduled)	37.6%	20	64	491	151	1,501	-1,010
Maintenance of Equipment	12.9%	84	22	360	79	852	-492
Transportation	0.0%	2	0	83	11	136	-53
Capital Projects	1.8%	0	3	82	8	112	-30
Weather and Environmental	22.4%	40	38	322	380	793	-471
Police	8.2%	24	14	215	238	627	-412
Customers	1.2%	0	2	40	21	261	-221
Other	15.9%	20	27	209	42	867	-658
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	100.0%	195	170	1,926	1,000	5,603	-3,677
<b>NEW HAVEN LINE</b>	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2020 Vs 2019
Engineering (Scheduled)	0.9%	5	2	76	17	967	-891
Engineering (Unscheduled)	27.6%	36	59	739	225	3,669	-2,930
Maintenance of Equipment	19.6%	20	42	521	95	1,285	-764
Transportation	2.8%	13	6	100	30	372	-272
Capital Projects	1.9%	4	4	58	24	635	-577
Weather and Environmental	24.3%	21	52	723	412	1,599	-876
Police	13.1%	86	28	360	386	1,257	-897
Customers	1.4%	3	3	51	46	502	-451
Other	8.4%	9	18	190	76	1,384	-1,194
3rd Party Operations	0.0%	0	0	0	0	1	-1
<b>TOTAL</b>	100.0%	197	214	2,818	1,311	11,671	-8,853

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

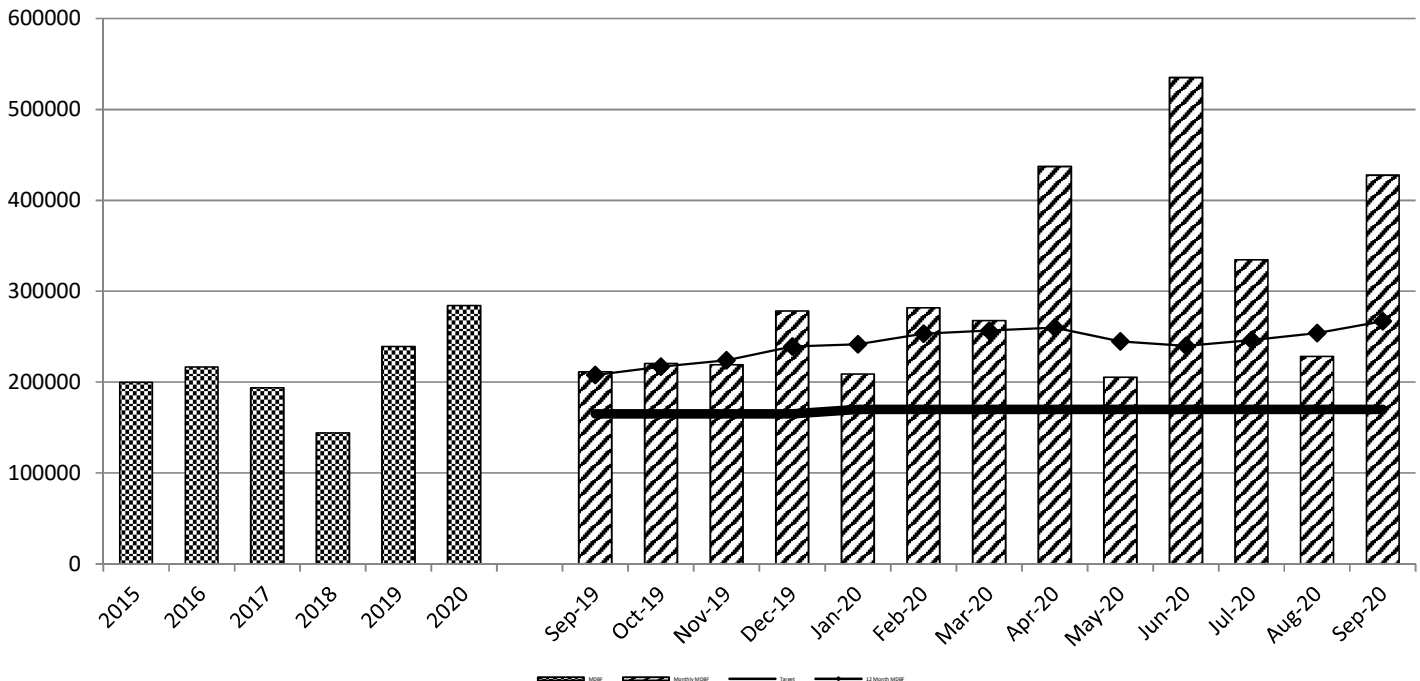
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
10/22	Thu	Service suspended between NWP and Southeast due to loss of signal power.	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	40	0	0
<b>TOTAL FOR MONTH</b>			0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	40	0	0
<b>40</b>																				



	Equip-ment Type	Total Fleet Size	2020 Data					2019 Data			
			MDBF Goal (miles)	Sep MDBF (miles)	Primary Failure Goal	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)	12 month MDBF Rolling Avg (miles)	Sep MDBF (miles)	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)
<b>Mean Distance Between Failures</b>	M8	405	285,000	1,580,956	9	0	497,400	507,633	253,675	10	332,334
	M3	138	80,000	210,111	4	0	156,373	102,149	77,217	4	97,145
	M7	334	335,000	660,234	6	2	561,404	473,363	476,800	4	365,866
	Coach	207	205,000	504,660	8	2	351,375	307,836	274,937	5	300,505
	P-32	31	21,000	33,502	9	4	34,322	36,052	25,899	7	37,283
	BL-20	12	13,000	12,373	4	2	14,882	16,386	35,749	0	40,052
	<b>Fleet</b>	<b>1127</b>	<b>170,000</b>	<b>427,961</b>	<b>40</b>	<b>10</b>	<b>284,228</b>	<b>267,050</b>	<b>211,485</b>	<b>30</b>	<b>240,083</b>
	M8		285,000	1,580,956	9	0	497,400	507,633	253,675	10	332,334
M3/7		232,000	765,290	10	2	442,277	332,752	277,008	8	262,512	
Diesel/Coach		85,000	146,009	21	8	137,298	136,417	132,644	12	155,475	

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

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



<b>West of Hudson Performance Summary</b>			<b>2020 Data</b>			<b>2019 Data</b>		
			Annual Goal	October	YTD thru October	October	YTD thru October	
<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>96.7%</b>	<b>95.1%</b>	<b>87.1%</b>	<b>89.8%</b>	
		AM Peak	93.0%	96.9%	94.8%	83.6%	90.4%	
		PM Peak	93.0%	98.3%	95.2%	82.6%	91.2%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>97.6%</b>	<b>95.0%</b>	<b>83.1%</b>	<b>90.8%</b>	
		Off Peak Weekday	93.0%	96.1%	95.0%	89.3%	88.1%	
		Weekend	93.0%	96.5%	95.6%	89.0%	91.9%	
		<b>Pascack Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>97.7%</b>	<b>96.3%</b>	<b>95.3%</b>	<b>94.5%</b>
		AM Peak	93.0%	98.1%	96.6%	96.3%	96.0%	
		PM Peak	93.0%	98.7%	95.8%	95.7%	94.4%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>98.4%</b>	<b>96.2%</b>	<b>96.0%</b>	<b>95.2%</b>	
		Off Peak Weekday	93.0%	97.5%	96.1%	95.4%	94.2%	
		Weekend	93.0%	97.3%	96.7%	93.9%	94.2%	
		<b>Port Jervis Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>95.3%</b>	<b>93.5%</b>	<b>76.1%</b>	<b>83.9%</b>
		AM Peak	93.0%	95.5%	92.6%	68.8%	83.9%	
		PM Peak	93.0%	97.7%	94.6%	67.4%	87.5%	
	<b>Total Peak</b>	<b>93.0%</b>	<b>96.6%</b>	<b>93.6%</b>	<b>68.1%</b>	<b>85.7%</b>		
	Off Peak Weekday	93.0%	94.2%	93.3%	81.2%	80.7%		
	Weekend	93.0%	95.2%	93.7%	80.4%	88.4%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,689</b>	<b>14,905</b>	<b>1,711</b>	<b>15,796</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		17.3	20.9	16.5	21.1		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	22	279	63	647		
	<b>Trains Canceled</b>	60	5	130	13	126		
	<b>Trains Terminated</b>	60	3	44	13	67		
	<b>Percent of Scheduled Trips Completed</b>	99.4%	99.5%	98.8%	98.5%	98.8%		
<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>92.6%</b>	<b>97.7%</b>	<b>99.9%</b>	<b>99.0%</b>	
	Pascack Valley - AM		99.0%	94.4%	98.0%	99.9%	98.9%	
	Port Jervis - AM		99.0%	90.7%	97.4%	99.9%	99.1%	

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

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
		NONE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL FOR MONTH</b>			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0</b>																	

**OCTOBER 2020 STANDEE REPORT**
**East of Hudson**

			OCT 2019	YTD 2019	OCT 2020	YTD 2020
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	4	1	0	2
<b>Total Standees</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>2</b>
<b>AM Peak</b>	<b>Harlem Line</b>	Program Standees	31	3	0	0
		Add'l Standees	11	17	0	3
<b>Total Standees</b>			<b>42</b>	<b>101</b>	<b>0</b>	<b>3</b>
	<b>New Haven Line</b>	Program Standees	24	2	0	0
		Add'l Standees	25	57	0	12
<b>Total Standees</b>			<b>49</b>	<b>60</b>	<b>0</b>	<b>12</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>95</b>	<b>81</b>	<b>0</b>	<b>17</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	2	1	0	0
<b>Total Standees</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	11	7	0	0
<b>Total Standees</b>			<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>
	<b>New Haven Line</b>	Program Standees	140	14	0	0
		Add'l Standees	12	56	0	2
<b>Total Standees</b>			<b>152</b>	<b>70</b>	<b>0</b>	<b>2</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>166</b>	<b>78</b>	<b>0</b>	<b>2</b>

**West of Hudson**

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

\* 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 October 2020

Elevator Availability	2020		2019	
	October	Year to Date	October	Year to Date
Grand Central Terminal	92.31%	97.42%	86.87%	86.89%
Harlem	99.95%	99.59%	97.43%	99.57%
Hudson	98.89%	99.29%	98.69%	99.69%
New Haven	99.89%	98.89%	99.08%	99.83%
Overall Average	97.76%	98.80%	95.51%	96.49%

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

Escalator Availability	2020		2019	
	October	Year to Date	October	Year to Date
Grand Central Terminal	100.00%	99.94%	93.13%	85.52%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.97%	96.56%	92.76%

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



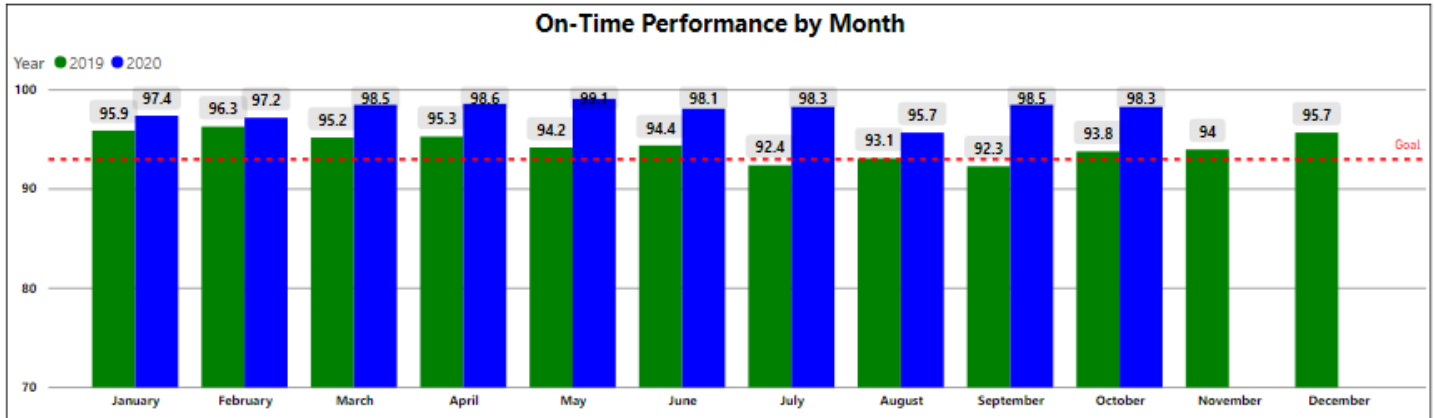
**Metro-North Railroad**

# **Performance Metrics Report**

## On-Time Performance

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

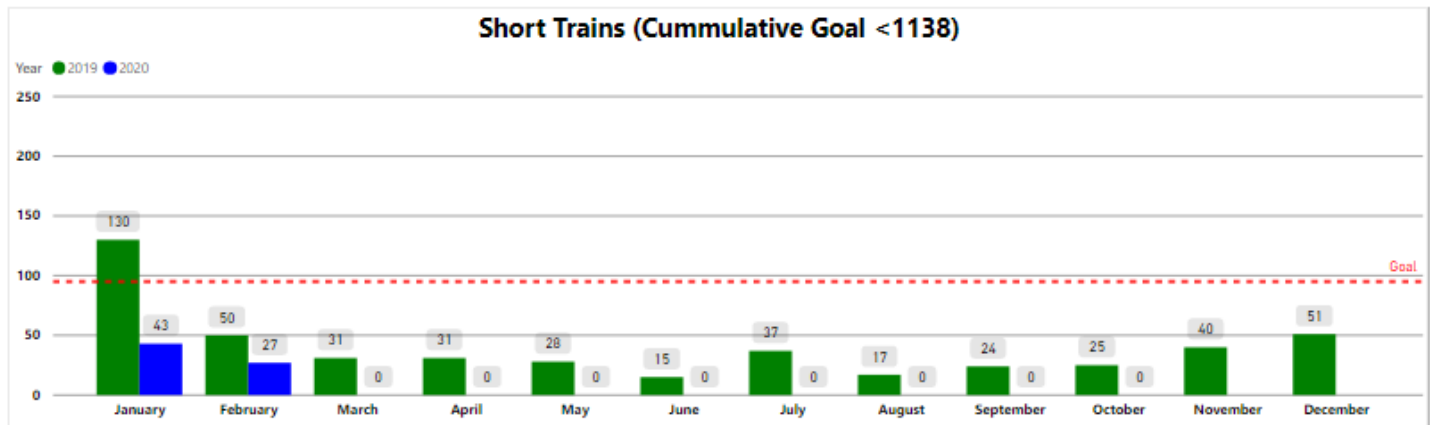
	2020		2019	
Goal	October	YTD	October	YTD
93.0%	98.3%	97.9%	93.8%	94.3%



## Short Trains

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

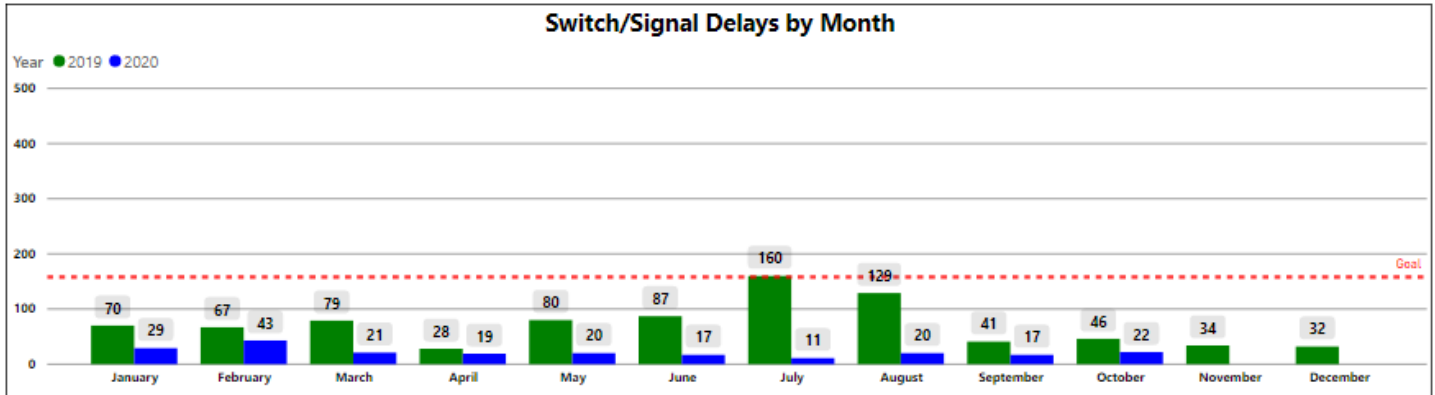
	2020		2019	
Goal	October	YTD	October	YTD
1138	0	70	25	388



## 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	October	YTD	October	YTD
1896	50	470	103	1619

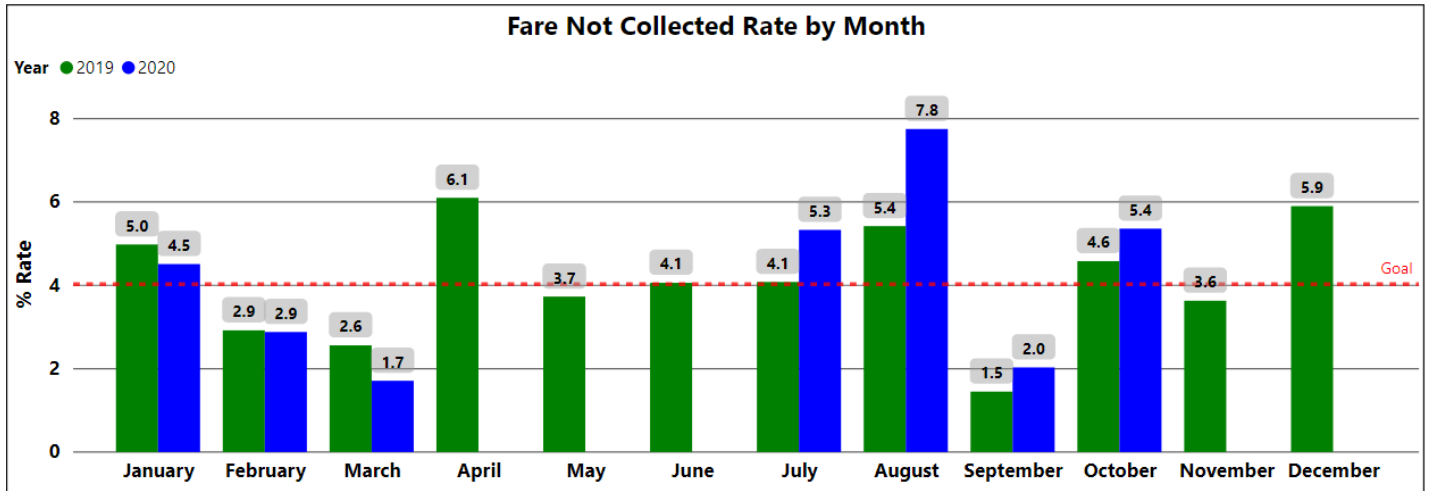




## Fare Not Collected Rate

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

	2020		2019	
Goal	Oct	YTD	Oct	YTD
4.0%	5.4%	4.1%	4.6%	4.1%

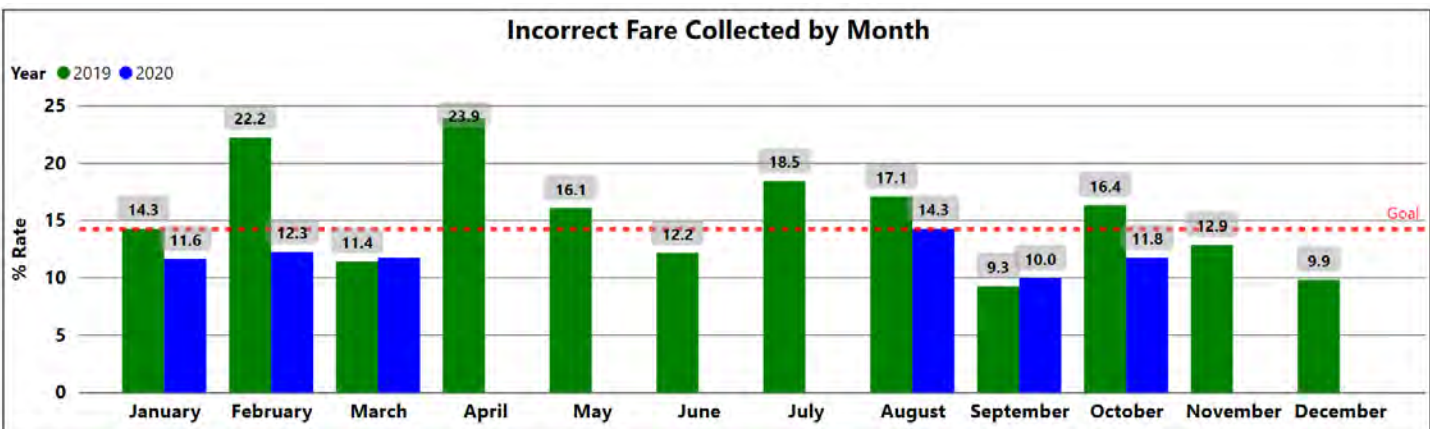


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March and resumed Fare Not Collected audits in July.

## Incorrect Fare Collected Rate

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

	2020		2019	
Goal	Oct	YTD	Oct	YTD
14.3%	11.8%	11.8%	16.4%	16.2%

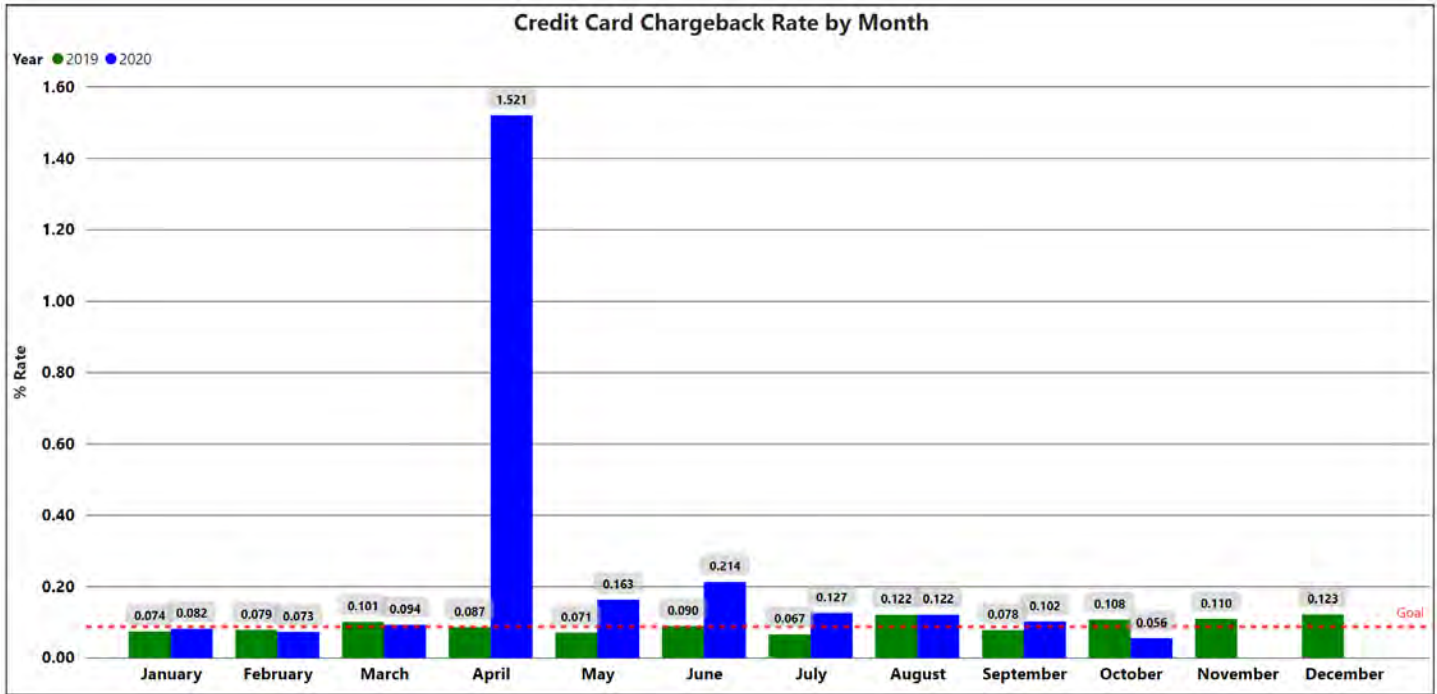


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March and resumed Incorrect Fare Collected audits in August.

## Credit Card Chargeback Rate

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

	2020		2019	
Goal	Oct	YTD	Oct	YTD
0.088%	0.056%	0.100%	0.108%	0.088%



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

# Ridership Report

**Ben Cornelius**

Director – Operations Planning & Analysis



A beautiful fall day on Metro-North's Hudson Line.

*Photo courtesy of Linda Morris*



# Metro-North Railroad

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## **November 2020 Highlights: Ridership Report**

**(Note: October West of Hudson ridership is preliminary)**

### **October 2020 vs. 2019**

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

- East of Hudson ridership decreased 75.9% vs. October 2019 and was 5.8% above Forecast
- East of Hudson Commutation ridership decreased 85.7%
- East of Hudson Non-Commutation ridership decreased 63.0%
- East of Hudson ridership by line:
  - Hudson Line ridership decreased 73.4%
  - Harlem Line ridership decreased 75.4%
  - New Haven Line ridership decreased 77.3%

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

**Ben Cornelius**

Director – Operations Planning & Analysis

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

**RIDERSHIP SUMMARY**

**October Ridership and Revenue (millions)**

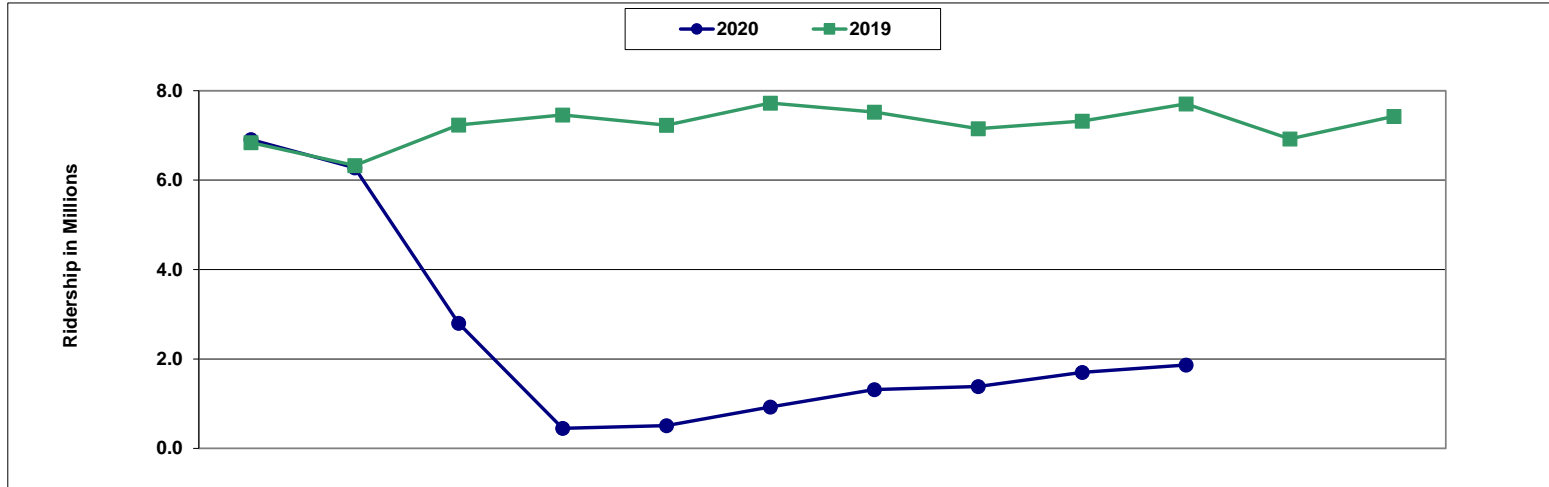
	October 2020	% Change vs. 2019
Total Rail Ridership	1.867	-75.8% ▼
Commutation Ridership	0.624	-85.7% ▼
Non-Commutation Ridership	1.243	-62.8% ▼
Connecting Service Ridership	0.005	-72.8% ▼
Total MNR System Ridership	1.872	-75.9% ▼
Rail Revenue	\$14.774	-77.7% ▼

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

	YTD 2020	% Change vs. 2019	Comparison to Forecast
Total Rail Ridership	24.132	-66.7% ▼	-6.2% ▼
Commutation Ridership	12.166	-70.4% ▼	-15.4% ▼
Non-Commutation Ridership	11.966	-62.0% ▼	5.4% ▲
Connecting Service Ridership	0.138	-72.8% ▼	2.2% ▲
Total MNR System Ridership	24.270	-66.8% ▼	-6.2 ▼
Rail Revenue	\$219.9	-65.0% ▼	-8.1% ▼

OCTOBER RAIL RIDERSHIP (1)

• October's Total Rail Ridership was 75.8% below 2019 and 6.5% above forecast.

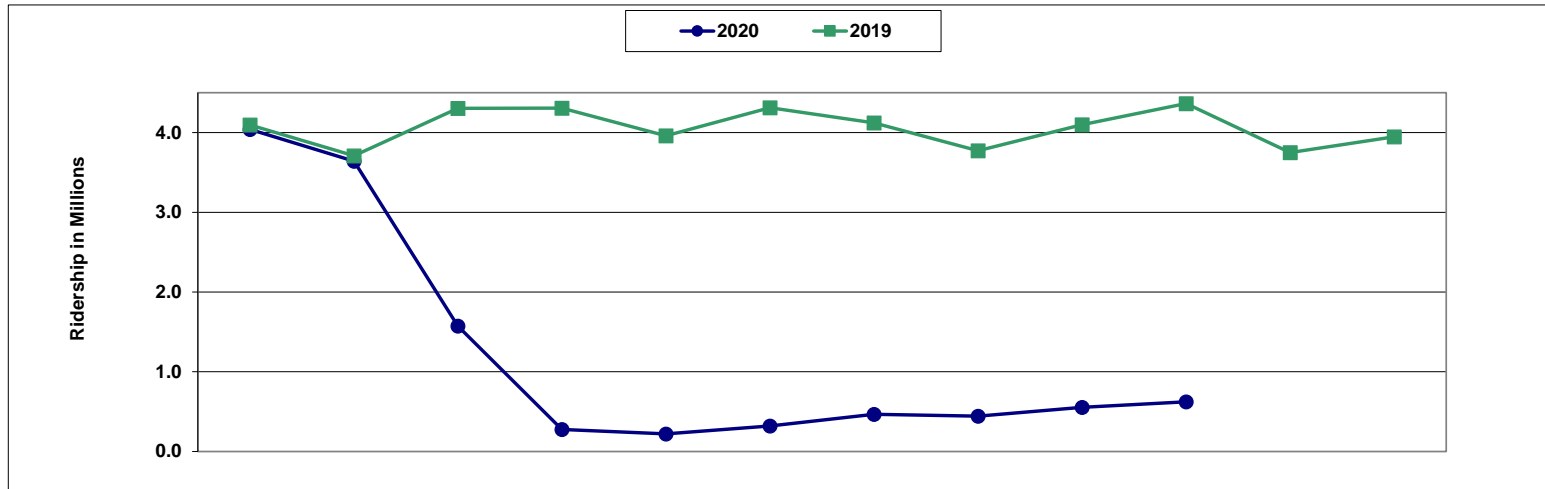


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	6.9	6.3	2.8	0.4	0.5	0.9	1.3	1.4	1.7	1.9			24.1
<b>2019</b>	6.8	6.3	7.2	7.5	7.2	7.7	7.5	7.2	7.3	7.7	6.9	7.4	72.5
<b>PCT CHG.</b>	1.0%	-0.8%	-61.3%	-94.0%	-92.9%	-88.0%	-82.5%	-80.7%	-76.8%	-75.8%			-66.7%

1) Includes East and West of Hudson.

OCTOBER RAIL COMMUTATION RIDERSHIP (1)

• October's Rail Commutation Ridership was 85.7% below 2019 and 36.6% below forecast.

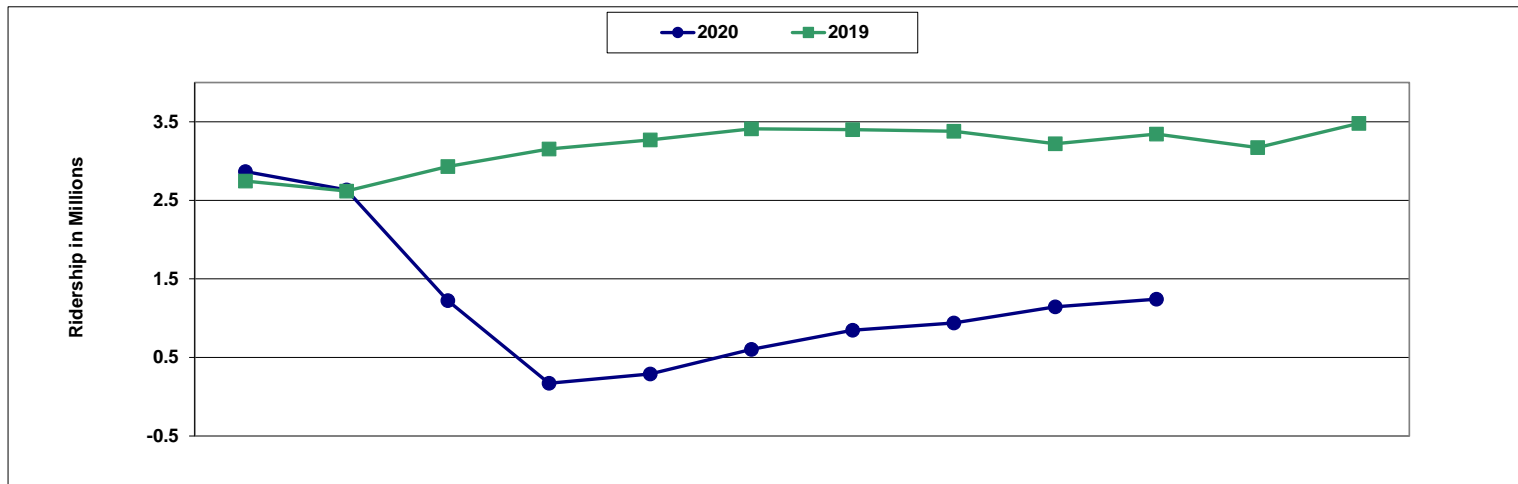


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2020</b>	4.0	3.6	1.6	0.3	0.2	0.3	0.5	0.4	0.6	0.6			12.2
<b>2019</b>	4.1	3.7	4.3	4.3	4.0	4.3	4.1	3.8	4.1	4.4	3.8	3.9	41.0
<b>PCT CHG.</b>	-1.4%	-1.8%	-63.4%	-93.6%	-94.4%	-92.6%	-88.7%	-88.3%	-86.4%	-85.7%			-70.4%

1) Includes East and West of Hudson.

OCTOBER RAIL NON-COMMUTATION RIDERSHIP (1)

● October's Rail Non-Commutation Ridership was 62.8% below 2019 and 61.8% above forecast.



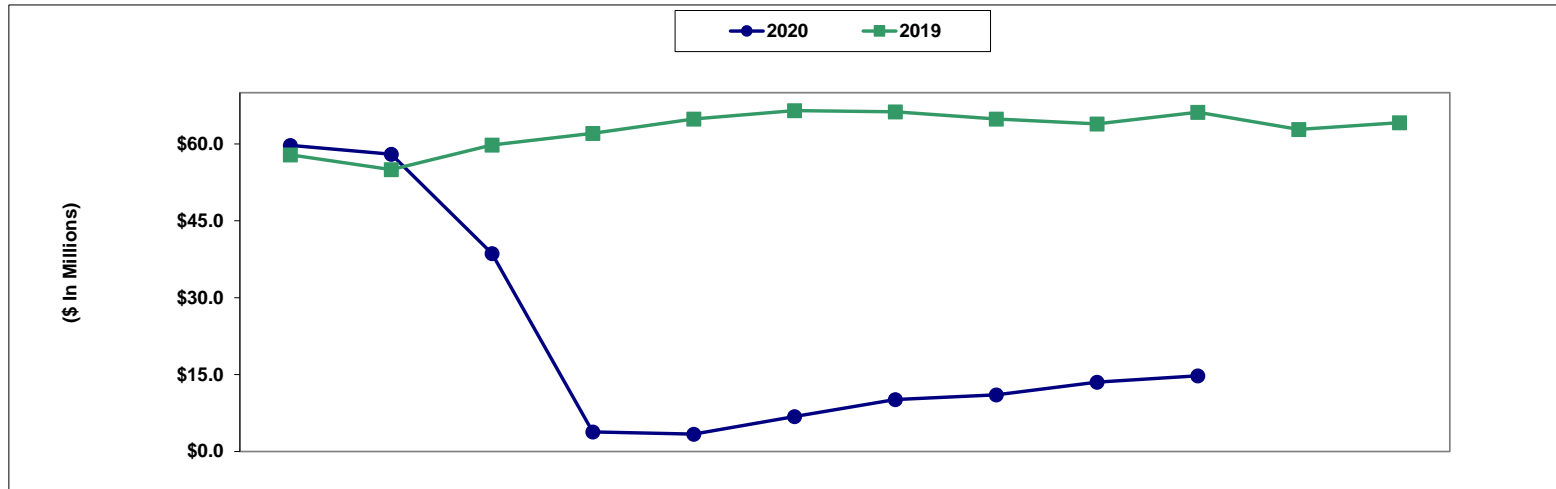
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	2.9	2.6	1.2	0.2	0.3	0.6	0.8	0.9	1.1	1.2			12.0
2019	2.7	2.6	2.9	3.2	3.3	3.4	3.4	3.4	3.2	3.3	3.2	3.5	31.5
PCT CHG.	4.4%	0.5%	-58.2%	-94.6%	-91.1%	-82.3%	-75.1%	-72.2%	-64.5%	-62.8%			-62.0%

1) Includes East and West of Hudson.



OCTOBER RAIL REVENUE (1)

• October's Total Rail Revenue was 77.7% below 2019 and 1.7% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4	\$6.8	\$10.1	\$11.1	\$13.5	\$14.8			\$219.9
2019	\$57.9	\$55.0	\$59.8	\$62.1	\$64.9	\$66.5	\$66.3	\$64.9	\$63.9	\$66.2	\$62.8	\$64.1	\$627.4
PCT CHG.	3.2%	5.4%	-35.4%	-93.8%	-94.8%	-89.8%	-84.7%	-82.9%	-78.8%	-77.7%			-65.0%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
OCTOBER 2020

TICKET TYPE/SERVICE	OCTOBER 2020	OCTOBER 2020	VARIANCE VS. FORECAST		OCTOBER 2019	CHANGE FROM 2019	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	613,064	969,013	(355,949)	-36.7%	4,287,506	(3,674,442)	-85.7%
West of Hudson	10,832	15,539	(4,707)	-30.3%	76,798	(65,966)	-85.9%
<b>Total Rail Commutation Ridership</b>	<b>623,896</b>	<b>984,552</b>	<b>(360,656)</b>	<b>-36.6%</b>	<b>4,364,304</b>	<b>(3,740,408)</b>	<b>-85.7%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	1,212,563	756,511	456,052	60.3%	3,281,061	(2,068,498)	-63.0%
West of Hudson	30,480	11,558	18,922	163.7%	62,403	(31,923)	-51.2%
<b>Total Rail Non-Commutation Ridership</b>	<b>1,243,043</b>	<b>768,069</b>	<b>474,974</b>	<b>61.8%</b>	<b>3,343,464</b>	<b>(2,100,421)</b>	<b>-62.8%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	1,825,627	1,725,524	100,103	5.8%	7,568,567	(5,742,940)	-75.9%
West of Hudson (2)	41,312	27,097	14,215	52.5%	139,201	(97,889)	-70.3%
<b>TOTAL RAIL RIDERSHIP</b>	<b>1,866,939</b>	<b>1,752,621</b>	<b>114,318</b>	<b>6.5%</b>	<b>7,707,768</b>	<b>(5,840,829)</b>	<b>-75.8%</b>
<b>CONNECTING SERVICES RIDERSHIP (3)</b>	<b>5,292</b>	<b>3,536</b>	<b>1,756</b>	<b>49.7%</b>	<b>51,746</b>	<b>(46,454)</b>	<b>-89.8%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>1,872,231</b>	<b>1,756,157</b>	<b>116,074</b>	<b>6.6%</b>	<b>7,759,514</b>	<b>(5,887,283)</b>	<b>-75.9%</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 Haverstraw-Ossining and Newburgh-Beacon Ferries; who both suspended ferry and substitute bus service on May 1st and Hudson Rail Link.

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

TICKET TYPE/SERVICE	2020 YTD ACTUAL	2020 YTD FORECAST	VARIANCE VS. FORECAST		2019 YTD RESTATE (1)	CHANGE FROM 2019	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	11,890,811	14,058,922	(2,168,111)	-15.4%	40,317,438	(28,426,627)	-70.5%
West of Hudson	275,023	314,530	(39,507)	-12.6%	726,701	(451,678)	-62.2%
<b>Total Rail Commutation Ridership</b>	<b>12,165,834</b>	<b>14,373,452</b>	<b>(2,207,618)</b>	<b>-15.4%</b>	<b>41,044,139</b>	<b>(28,878,305)</b>	<b>-70.4%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	11,719,781	11,141,076	578,705	5.2%	30,842,112	(19,122,331)	-62.0%
West of Hudson	246,174	215,498	30,676	14.2%	629,779	(383,605)	-60.9%
<b>Total Rail Non-Commutation Ridership</b>	<b>11,965,955</b>	<b>11,356,574</b>	<b>609,381</b>	<b>5.4%</b>	<b>31,471,891</b>	<b>(19,505,936)</b>	<b>-62.0%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	23,610,592	25,199,998	(1,589,406)	-6.3%	71,159,550	(47,548,958)	-66.8%
West of Hudson	521,197	530,028	(8,831)	-1.7%	1,356,480	(835,283)	-61.6%
<b>TOTAL RAIL RIDERSHIP</b>	<b>24,131,789</b>	<b>25,730,026</b>	<b>(1,598,237)</b>	<b>-6.2%</b>	<b>72,516,030</b>	<b>(48,384,241)</b>	<b>-66.7%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>138,224</b>	<b>135,198</b>	<b>3,026</b>	<b>2.2%</b>	<b>508,823</b>	<b>(370,599)</b>	<b>-72.8%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>24,270,013</b>	<b>25,865,224</b>	<b>(1,595,211)</b>	<b>-6.2%</b>	<b>73,024,853</b>	<b>(48,754,840)</b>	<b>-66.8%</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  
OCTOBER 2020**

LINE	OCTOBER 2020	OCTOBER 2019	CHANGE FROM 2019	
	ACTUAL	RESTATED (1)	AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	600,349	2,444,910	(1,844,561)	-75.4%
Hudson Line	421,834	1,588,315	(1,166,481)	-73.4%
New Haven Line	803,444	3,535,342	(2,731,898)	-77.3%
<b>Total East of Hudson</b>	<b>1,825,627</b>	<b>7,568,567</b>	<b>(5,742,940)</b>	<b>-75.9%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	27,876	81,295	(53,419)	-65.7%
Pascack Valley Line	13,436	57,906	(44,470)	-76.8%
<b>Total West of Hudson (2)</b>	<b>41,312</b>	<b>139,201</b>	<b>(97,889)</b>	<b>-70.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>1,866,939</b>	<b>7,707,768</b>	<b>(5,840,829)</b>	<b>-75.8%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	5,292	34,664	(29,372)	-84.7%
Haverstraw-Ossining Ferry	0	11,352	(11,352)	-100.0%
Newburgh-Beacon Ferry	0	5,730	(5,730)	-100.0%
<b>Total Connecting Services (3)</b>	<b>5,292</b>	<b>51,746</b>	<b>(46,454)</b>	<b>-89.8%</b>
<b>TOTAL MNR SYSTEM</b>	<b>1,872,231</b>	<b>7,759,514</b>	<b>(5,887,283)</b>	<b>-75.9%</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 Haverstraw-Ossining and Newburgh-Beacon Ferries; who both suspended ferry and substitute bus service on May 1st and Hudson Rail Link.

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE  
2020 YEAR-TO-DATE

TICKET TYPE/SERVICE	2020	2019	CHANGE FROM 2019	
	YTD ACTUAL	YTD RESTATE <sup>(1)</sup>	AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	7,788,148	22,915,532	(15,127,385)	-66.0%
Hudson Line	4,952,328	14,587,132	(9,634,804)	-66.1%
New Haven Line	10,870,116	33,656,886	(22,786,770)	-67.7%
<b>Total East of Hudson</b>	<b>23,610,592</b>	<b>71,159,550</b>	<b>(47,548,958)</b>	<b>-66.8%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	315,809	794,634	(478,825)	-60.3%
Pascack Valley Line	205,388	561,846	(356,458)	-63.4%
<b>Total West of Hudson</b>	<b>521,197</b>	<b>1,356,480</b>	<b>(835,283)</b>	<b>-61.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>24,131,789</b>	<b>72,516,030</b>	<b>(48,384,241)</b>	<b>-66.7%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	102,649	343,078	(240,429)	-70.1%
Haverstraw-Ossining Ferry	24,046	112,648	(88,602)	-78.7%
Newburgh-Beacon Ferry	11,529	53,097	(41,568)	-78.3%
<b>Total Connecting Services</b>	<b>138,224</b>	<b>508,823</b>	<b>(370,599)</b>	<b>-72.8%</b>
<b>TOTAL MNR SYSTEM</b>	<b>24,270,013</b>	<b>73,024,853</b>	<b>(48,754,840)</b>	<b>-66.8%</b>

Notes:

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



# Metro-North Railroad

## October 2020 Highlights: Capital Program Status Report



### **Station Improvement Initiatives**

Installation of metal fascia of the entrance canopy of the White Plains Station

### **Ziona Rubin**

Acting Vice President  
Capital Programs



# Metro-North Railroad

## October 2020 Highlights: Capital Program Status Report

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

In the month of October, Metro-North had no scheduled commitments. Metro-North had no substantial completions scheduled for the month of October. Metro-North had closeouts totaling \$7.9 million including the Rock Slope Remediation project.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 10/31</u>	<u>Achieved thru 10/31</u>	<u>% thru 10/31</u>
Design Awards*	\$19	\$19	\$0	0%
Construction Awards*	\$286	\$70.9	\$43	61%
Substantial Completions	\$313.4	\$83.8	\$5.5	7%
Closeouts*	\$61.5	\$50.4	\$33.1	66%

\*Does not include support costs

**Ziona Rubin**  
Acting Vice President  
Capital Programs

**CAPITAL PROGRAM  
HIGHLIGHTS  
October 2020**

**CONTRACT AWARDS:**

No project contract awards scheduled or actual in October 2020.

**PROJECT COMPLETIONS:**

No project substantial completions scheduled or actual in October 2020.



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

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

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

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

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

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

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

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

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

- Port Chester, Riverdale, Harlem-125<sup>th</sup> Street and Crestwood stations are complete.
- White Plains Station – Completed installation of structural steel at the side platform, installation of structural steel and installation of elevator foundation at main entrance. Continued concrete repair under the center platform and side platform, and installation of tile at the lobby of the main entrance. Commenced installation of metal fascia at the main entrance and installation of heat trace for the center stairs. All station improvements are scheduled for substantial completion by December 2020.

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

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

- CP19 to CP35 (Phase 1) - Achieved substantial completion in May 2019.
- CP5 to CP19 (Phase 2) - Continued installation of trough, trays and conduits for C&S, signal power, snow melters and sectionalizing switches. Continued installation of transformers; under track crossing/lateral conduits; fencing; performing continuity jumper work; conduits tie-ins, cable pulls as well as placing form work, steel reinforcement and concrete at different platforms; punchlist repairs and as-built survey.

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

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

- Tarrytown – Coordination study for rectifier relays setting has been submitted and is currently under MNR Power Department review. Substation energization/burn-in-time and short circuit testing are upcoming. This substation is scheduled for completion in November 2020.
- Croton-Harmon – Substation energization and short circuit testing are pending Metro-North installation and connection of the 15kV feeder cables to the new substation as well as the completion of energization and system cut-over of Tarrytown and Brewster Substations. This substation is scheduled for completion in January 2021.
- Riverdale – Coordination with Con Edison for existing substation decommissioning is ongoing. Lead/asbestos abatement and demolition of existing substation building are upcoming. This substation is scheduled for completion in November 2020.
- The Brewster Substation (under Project M6050103) – Completed the installation of NYSEG power line and the connection to the substation point of entry. The cut-over process, commissioning/testing and energization of substation PCR are upcoming. This substation is scheduled for completion in December 2020.

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

- Subsystem designs are being finalized. Software enhancements continue. Factory Acceptance Testing (FAT) for sub-system level software for On-Board version S5 and Office version 3.7 have been completed. Completed site update and regression testing using System Baseline 3.6.
- All communication site locations have been approved by the Federal Communications Commission (FCC).

- All wayside and on-board PTC equipment installations as required in the Implementation Plan to support Revenue Service Demonstration (RSD) have been completed. Third party contract work for communications infrastructure installation is complete. M8 fleet is undergoing dynamic testing. The safety certification and ERSD is expected by the end of November 2020.
- Primary Control Center at Grand Central Terminal (back office) has been fully developed and is operational. Office STS (Safety Temporary Speed Restriction Server) - STS interface testing is ongoing; commissioning is scheduled for late November 2020.
- Completed migration of Civil Speed Enforcement transponders to PTC and commissioning of radio cases on New Haven Line.
- Successfully completed FRA required 110 RSD runs on Pilot Line and received approval to move extended RSD testing to the non-pilot segments. Commenced extended RSD (ERSD) in August 2019 on Danbury Branch Line, in March 2020 on Harlem Line (Mott Haven Yard, NY to Wassaic, NY), Hudson Line (Grand Central Terminal, NY to Poughkeepsie, NY), and New Canaan Branch Line, in August 2020 on New Haven Line (Mount Vernon, NY to New Haven, CT). 244.3 miles (100% East of Hudson) of track are in full PTC protection while other contractual work continues. ERSD for Port Jervis Line on West of Hudson is scheduled for November 2020 in coordination with NJ Transit.
- Submitted revised safety plan to the FRA in May 2020. The comments are being addressed in discussions with FRA. Alternative schedule with updated Implementation Plan which outlines non-pilot segment commissioning plan was approved by the Federal Railroad Administration in March 2019.
- Interoperability testing of Amtrak on Pilot Line was completed. Amtrak and CSX are operating in ERSD on Hudson and New Haven lines, and Providence & Worcester Railroad (P&W) is operating in ERSD on Danbury Branch Line. MNR commissioned its Poughkeepsie, NY, Spuyten Duyvil, Bronx, NY and New Rochelle, NY boundaries with Amtrak. Interoperability discussions with Amtrak on New Haven, CT boundaries and installation continue.

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

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

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

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

- 90% design of the Running Repair Support Shop is complete. Development of the 100% design is in progress.
- Completed installation of concrete pads, underground electrical duct banks and manholes and continued with the installation of fencing, cable and electric equipment for the site transformers. Performed test pitting to locate buried utilities and completed demolition of Building 6. Continued foundation work for the new running repair and support shop.

# 2020 MNR Capital Program Goals As of October 31st, 2020 In Millions

