



Metropolitan Transportation Authority

Joint Metro-North and Long Island Committees Meeting

December 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, 12/16/2020
10:00 AM - 5:00 PM ET

1. Public Comments Period

2. Summary of Actions

MNR Summary of Actions

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LIRR Summary of Actions

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MTA C&D Summary of Actions - None

3. Approval of Minutes - November 18, 2020

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4. 2020 Work Plans

MNR Work Plan

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LIRR Work Plan

LIRR 2020 Work Plan - Page 11

5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

MNR Report

- **MNR Safety Report**

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LIRR Report

- **LIRR Safety Report**

Safety Report - Page 20

MTA C&D Report - None

MTA Police Report

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6. AGENCY ACTION ITEMS

MNR Item

- **2021 Final Proposed Budget**

LIRR Item

- **2021 Final Proposed Budget**
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7. AGENCY INFORMATION ITEMS

Joint Information Item

- **LIRR/MNR PTC Project Update**
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MNR Information Items

- **2021 Proposed Committee Work Plan**
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- **Diversity/EEO Report - 3rd Quarter 2020**
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- **Review of Committee Charter**
Metro-North Committee Charter - Page 93

LIRR Information Items

- **2021 Proposed Committee Work Plan**
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- **Diversity/EEO Report – 3rd Quarter 2020**
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- **Winter Trackwork Programs**
Winter Trackwork Programs - Page 119
- **Review of Committee Charter**
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8. PROCUREMENTS

MNR Procurements

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- **Non-Competitive - None**
- **Competitive**
MNR Competitive - Page 128
- **Ratifications - None**

LIRR Procurements

LIRR Procurements - Page 132

- **Non-Competitive - None**
- **Competitive**
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- **Ratifications - None**

MTACC Procurements - None

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

MNR Reports

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- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 151
- **MNR Finance Report**
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- **MNR Ridership Report**
MNR Ridership Report - Page 179
- **MNR Capital Program Report**
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LIRR Reports

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- **LIRR Performance Metrics Report**
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**METRO-NORTH RAILROAD
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for DECEMBER 2020**

Responsible Department	Vendor Name	Total Amount	Summary of action
Metro-North Procurement	Siemens Mobility, Inc.	\$334,873,148	Metro-North Railroad on behalf of itself, Long Island Rail Road (LIRR), Connecticut Department of Transportation (CDOT) and New York State Department of Transportation (NYSDOT) requests Board approval to award a competitively-solicited contract to Siemens Mobility Inc. (SMO) in the total amount of \$334,873,148 for the design, manufacture, testing, and delivery of 19 dual-mode locomotives and related locomotive equipment and for the exercise of an initial option for 8 additional locomotives. The contract is funded by a Federal Transit Administration (FTA) grant.

Long Island Railroad
Committee Actions and Presentations
Summary for December 2020

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement – LIRR	Frontier Industrial Corp	\$7,202,000	MTA on behalf of Long Island Rail Road (“LIRR”) requests MTA Board approval of a contract modification in the amount of \$4,412,000 for the LIRR, and \$2,790,000 for NYCT’s requirements, to Frontier Industrial Corp. (“Frontier”) for one year extension, with a LIRR option for a second year, to continue to provide for the removal and disposal of (i) obsolete electric propelled LIRR passenger coaches and (ii) additional LIRR miscellaneous equipment and rolling stock at various yard locations throughout the system.
Procurement – LIRR	Russell Reid Waste Hauling	\$5,000,000	MTA on behalf of Long Island Rail Road (“LIRR”) requests MTA Board approval of a contract modification in the amount of \$5,000,000 to Russell Reid Waste Hauling & Disposal Service Co., Inc. (“Russell Reid”) for one year extension, with a LIRR option for a second year, to continue to provide essential railcar toilet servicing on its M-3 and M-7 Electric and C-3 Diesel Fleet at various yard locations throughout the system.

Minutes of the Joint MNR/LIRR Committee Meeting
December 16, 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 November 18, 2020, which included the following committees:

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

2020 Metro-North Railroad Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chairs & Members
2020 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>December 2020</u>	
2021 Final Proposed Budget	Finance
2021 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 rd Quarter 2020	Diversity and EEO
LIRR/MNR PTC Project Update	President
Review of Committee Charter	Committee Chair & Members

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2020 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

DECEMBER 2020

2021 Final Proposed Budget

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

2021 Proposed Committee Work Plan

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

Diversity & EEO Report– 3rd Quarter 2020

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

LIRR/MNR PTC Project Update

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

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

December 2020

	<u>Responsibility</u>
2021 Final Proposed Budget	Management & Budget
2021 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2020	Administration/Diversity
LIRR/MNR PTC Project Update	President
Winter Trackwork Program	Service Planning
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 th 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
PTC Status Report	President
2020 Annual Ridership Report	Finance/Marketing

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

DECEMBER 2020

Diversity & EEO Report– 3rd Quarter 2020

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

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

2021 Final Proposed Budget

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

Proposed 2021 Committee Work Plan

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

Project Update on PTC

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

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– 4th Quarter 2020

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

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

MARCH 2021

Annual Elevator/Escalator Report

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

Spring Trackwork Programs

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

Customer Satisfaction Survey Report

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

2020 Annual Ridership Report

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

PTC Status Report

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

APRIL 2021

Project Update on PTC

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

MAY 2021

Final Review of 2020 Operating Results

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

Summer Trackwork Programs

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

Diversity & EEO Report– 1st Quarter 2021

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

PTC Status Report

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

JUNE 2021

Project Update on PTC

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

Track Work Programs

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

JULY 2021

PTC Status Report

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

September Timetable Change & Trackwork Programs

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

SEPTEMBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2020 Mid-Year Forecast

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

Diversity & EEO Report– 2nd Quarter 2019

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

PTC Status Report

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

OCTOBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

Project Update on PTC

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

NOVEMBER 2021

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.



Metro-North Railroad

WE WEAR  BECAUSE WE CARE 

"Wearing my mask to me is giving smiles and kisses to everyone I come in contact with. I am being safe to keep you safe."

– Estrella Grant-Briggs
Conductor



"My wife and I are both essential workers, we wear our masks to keep each other safe."

– Oladipupo Orimogunje
Safety Analyst

"I wear a mask for my parents. They are elderly and have several health issues. A mask keeps myself and my loved ones safe."

– Christiane Artale
Station Ambassador



"I wear a mask to protect myself and others around me. I feel when doing so I won't bring covid home to loved ones."

– Adam Hammel
Custodian

SAFETY | FOCUSED



Metro-North Railroad

"We Wear Because We Care" MNR Employee Face Covering Safety Campaign

Justin R. Vonashek
Vice President
Office of System Safety



Metro-North Railroad

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, on trains and within employee facilities
- Disinfect and sanitize employee facilities
- Established employee temperature screening stations in MNR facilities
- 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.)
- Offer seasonal flu shots to employees
- Offer free onsite Polymerase Chain Reaction (PCR) COVID-19 testing to employees

In November, MNR launched a new safety campaign “We Wear Because We Care” to highlight the importance of wearing face coverings. The campaign features MNR employees sharing why they are committed to wearing a face covering each and every day. This campaign is displayed on the employee monitors and in facilities throughout the organization.

MNR’s fourth quarter Safety Focus Week was held Monday, December 7th through Sunday, December 13th. The topics focused on were COVID-19, Winter Safety Tips, and Drug and Alcohol Awareness. The materials were presented digitally to allow employees to adhere to strict social distancing guidelines.

For the current 12-month period (November 2019 – October 2020) versus the previous 12-month period (November 2018 – October 2019), employee lost time injuries per 200,000 working hours were reduced by 2.8%.

For the current 12-month period (November 2019 – October 2020) versus the previous 12-month period (November 2018 – October 2019), customer reportable injury rate per one million customers were reduced by 5.5%.

Justin R. Vonashek
Vice President
Office of System Safety

October 2020 Safety Report

Performance				
Performance Indicator	12-Month Average			
	November 2017 - October 2018	November 2018 - October 2019	November 2019 - October 2020	
FRA Reportable Customer Accident Rate per Million Customers	1.03	1.09	1.03	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.48	2.16	2.10	
	2019		2020	
	October	Year to Date	October	Year to Date
Grade Crossing Incidents ¹	0	2	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2019		2020	
	October	Year to Date	October	Year to Date
First Responders Trained	243	1,713	137	1,108
Employee Safety Training Courses	135	315	116	309
Employees Trained	1,874	6,167	1,865	5,305
Employee Safety Training Hours	23,172	242,631	21,861	185,930
Customer and Community: Focus on Grade Crossings	2019		2020	
	October	Year to Date	October	Year to Date
Broken Gates	1	26	1	16
MTA Police Details	37	598	6	200
Summons	24	487	35	517
Warnings	10	113	9	156
Community Education and Outreach*	5,616	104,147	916	52,191
Cars Equipped with Cameras				
	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,084	1,084	100.00%	

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

Definitions:

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

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

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

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

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

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

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

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

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

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



Safety Report Highlights

Operation Lifesaver
Bethpage Station



Escalator Safety Week
Lindenhurst Station



TRACKS
MTA Police Explorers
Ronkonkoma Station





Long Island Rail Road

We continue our engagement with customers both on social media and in the field distributing face coverings and sanitizer. In addition to Long Island Rail Road staff from Stations, Public Affairs, and Corporate Safety, this effort is supported by the MTA Police and the MTA Police Explorers. We are also conducting TRACKS classes virtually for individuals, schools, and community groups. During Escalator Safety Week November 9th through November 13th, we reached close to 700 customers at eight different stations. Through the end of October, we reached over 27,000 participants virtually or in the field while recording over 131,800 impressions through social media via Facebook, Twitter, Instagram, and LinkedIn.

Face coverings and social distancing are also the focus of our employee SAFER Campaign. SAFER is an acronym for Situational Awareness for Efficient Railroading. Since June, managers and employees have been engaged in conversations regarding requirements for social distancing and wearing face coverings. In addition to educating employees in the field about the requirements, hazards, and personal protective equipment available to them, these conversations are important for us to better understand our employees' safety experiences. Through the end of October, over fifteen hundred observations have been recorded since we started this initiative in June.

Our fourth quarter FOCUS Day was conducted Tuesday December 8th. FOCUS is an acronym for: Fatigue, Outside Influences, Communication, Uncertainty, and Situational Awareness. FOCUS Days are conducted quarterly with employees to learn more about how they are experiencing safety in the LIRR work environment. COVID 19 resources and support were featured during these meetings with a reminder to remain vigilant during the holiday season. In addition to COVID testing through Northwell, COVID testing became available to employees on site at the end of October.

Also of note, our Maintenance of Equipment Department has completed installation of inward and outward facing cameras in all passenger carrying cars. This includes in the locomotive cabs and passenger compartments. With the exception of long term out of service M7s and two dual mode engines, the entire fleet of rolling stock is now equipped.

For the reporting period ending October 2020, the average Reportable Customer Injury Rate was 4.05 injuries per million customers as compared to 2.18 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. It is important to note that the customer injury rate is a function of ridership, which has declined during the pandemic. From January through October 2019, we recorded 168 reportable customer injuries. For the period January through October 2020, we have recorded 66 reportable customer injuries. During this reporting period, the average Reportable Employee Lost Time Injury Rate was 3.36 injuries per 200,000 hours worked as compared to 3.29 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

October Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	November 2017 - October 2018	November 2018 - October 2019	November 2019 - October 2020		
FRA Reportable Customer Accident Rate per Million Customers	2.19	2.18	4.05		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.96	3.29	3.36		
		2019		2020	
		October	Year to Date	October	Year to Date
Grade Crossing Incidents ¹	0	9*	2	4	
Mainline FRA Reportable Train Derailments	1	1	0	1	
Mainline FRA Reportable Train Collisions	0	1**	0	1	

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

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

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

Leading Indicators				
Focus on Safety Training	2019		2020	
	October	Year to Date	October	Year to Date
First Responders Trained	251	1,504	179	414
Employee Safety Training Courses	97	932	83	665
Employees Trained	1,450	11,258	894	6,438
Employee Safety Training Hours	26,662	220,494	16,507	135,135
Customer and Community: Focus on Grade Crossings	October	Year to Date	October	Year to Date
Broken Gates	13	111	1	60
MTA Police Details	84	1,048	86	533
Summons	155	1,536	239	2,090
Warnings	80	659	102	727
Arrests	0	5	0	0
Community Education and Outreach	21,951	106,813	2,729	27,508
Community Education and Outreach Social Media			68,343	131,861
		Completed	Total	% Complete
Cameras on Rolling Stock	M7 (Cars)		826	98.8
	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.



Police Report



Metro-North Railroad

November 2020 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (11 vs 9) for the month of November compared to the same period last year.
- Year to date Metro-North Railroad is down 52 crimes (59 vs 111).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of November.

Joseph P. McGrann
Chief of Police



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

November 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	3	0	3	100%
Burglary	3	0	3	100%
Grand Larceny	4	7	-3	-43%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	11	9	2	22%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	10	15	-5	-33%
Felony Assault	10	14	-4	-29%
Burglary	9	7	2	29%
Grand Larceny	28	69	-41	-59%
Grand Larceny Auto	2	6	-4	-67%
Total Major Felonies	59	111	-52	-47%



Long Island Rail Road

November 2020 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (5 vs 9) for the month of November compared to the same period last year.
- Year to date Long Island Rail Road is down 20 crimes (61 vs 81).
- There were zero (0) Hate Crimes on Long Island Rail Road for the month of November.

Joseph P. McGrann
Chief of Police



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

November 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	1	-1	-100%
Burglary	1	0	1	100%
Grand Larceny	3	5	-2	-40%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	5	9	-4	-44%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	20	12	8	67%
Felony Assault	8	13	-5	-38%
Burglary	6	5	1	20%
Grand Larceny	27	49	-22	-45%
Grand Larceny Auto	0	2	-2	-100%
Total Major Felonies	61	81	-20	-25%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

November 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	3	-1	-33%
Felony Assault	3	1	2	200%
Burglary	4	0	4	100%
Grand Larceny	7	12	-5	-42%
Grand Larceny Auto	0	2	-2	-100%
Total Major Felonies	16	18	-2	-11%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	33	31	2	6%
Felony Assault	19	29	-10	-34%
Burglary	15	15	0	0%
Grand Larceny	55	119	-64	-54%
Grand Larceny Auto	2	8	-6	-75%
Total Major Felonies	124	202	-78	-39%



MTA Police Department Arrest Summary: Department Totals

1/1/2020 to 11/30/2020

Arrest Classification	Total Arrests	
	2020	2019
Robbery	24	27
Felony Assault	20	42
Burglary	4	13
Grand Larceny	16	47
Grand Larceny Auto	2	3
Aggravated Harassment	3	4
Aggravated Unlicensed Operator	5	20
Arson	0	4
Assault-Misdemeanor	38	75
Breach of Peace	6	12
Child Endangerment	2	3
Criminal Contempt	8	13
Criminal Impersonation	4	8
Criminal Mischief	35	42
Criminal Possession Stolen Property	6	7
Criminal Tampering	4	2
Criminal Trespass	26	42
Disorderly Conduct	2	1
Drug Offenses	41	134
DUI Offenses	6	8
Falsely Reporting an Incident	4	7
Forgery	15	40
Fraudulent Accosting	0	10
Graffiti	31	33
Harassment	1	0
Identity Theft	0	1
Issue a Bad Check	0	2
Menacing	8	13
Obstruct Government	2	8
Petit Larceny	46	178
Public Lewdness	12	29
Reckless Endangerment	11	9
Resisting Arrest	18	42
Sex Offenses	9	20
Stalking	1	1
Theft of Services	59	232
Unlawful Imprisonment/Kidnapping	0	1
Unlawful Surveillance	0	1
VTL Offenses	1	4
Warrant Arrest	28	68
Weapons Offenses	3	5
Unauthorized Use Vehicle	1	1
Total Arrests	502	1,212

INDEX CRIME REPORT
Per Day Average
November 2020

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	1	1	0
Fel. Assault	3	0	3	0
Burglary	4	1	3	0
Grand Larceny	7	3	4	0
GLA	0	0	0	0
Total	16	5	11	0
Crimes Per Day	0.53	0.17	0.37	0.00

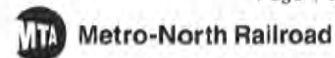


Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - November 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	14	-9	-64 %
Sexual Orientation	0	2	-2	-100 %
White	2	1	1	100 %
Motivation Total	12	25	-13	-52 %

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	20	-10	-50 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	12	25	-13	-52 %



Staff Summary

Subject MNR 2021 Budget and 2021-2024 Financial Plan Adoption
Department Budget
Department Head Name Steven Weiss
Department Head Signature
Project Manager Name

Date December 4, 2020
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR&LIRR Comm. Mtg.	12/16/2020			
2	MTA Fin. Comm.	12/16/2020			
3	MTA Board Mtg.	12/16/2020			

Internal Approvals			
Order	Approval	Order	Approval
3	President	1	Budget
	VP Operations		VP Capital Programs
2	VP Finance		Engr/Const
	Controller		Project Reporting

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	VP Planning & Development		Corporate & Public Affairs		Labor Relations		General Counsel
	Press		VP Human Resources		Human Resources		Other

Purpose

To secure MTA Board adoption of the MTA Metro-North Railroad's (MNR) 2020 November Forecast, 2021 Final Proposed Budget, and the Four-Year Financial Plan for 2021-2024.

Discussion:

The 2021 Final Proposed Budget, which is consistent with information presented to the Board in November, maintains funding of key initiatives which directly improve the reliability and safe delivery of service, enhance the customer experience and ensure regulatory compliance. Metro-North projections do not include the estimated impacts from projected fare increases in New York State and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

Our Strategic Plan: Our Railroad, Our Vision, Our Future

In June of 2016, we launched a new five-year Metro-North Strategic Plan. Our mission is to be a safe, reliable and efficient railroad providing regional mobility and excellent service to our customers.

Through the three priorities of Our Customers, Our Infrastructure and Our People, an engaged workforce will continue to progress Metro-North Railroad towards fulfilling Our Mission.

- *Our Customers – Consistently meet customer expectations by ensuring safe, reliable, accessible and comfortable service, and by providing timely, accurate and open communication.*
- *Our Infrastructure – Ensure that all assets are in a state of good repair.*
- *Our People – Be an engaged, accountable and high performing workforce.*

The November Financial Plan focuses on resources to continue the support of Metro-North's Strategic Plan. October 2018 saw the launch of Metro-North's "Way Ahead" Program, which lays out how Metro-North will continue to set the standard for safety, reliability and innovation in delivering excellent customer service.

The COVID-19 pandemic and the subsequent slowdown in the economy resulted in a severe decline in the utilization of Metro-North's transportation services and increases in expenses for cleaning and employee protection,

The legal name of MTA Metro-North Railroad is Metro-North Commuter Railroad Company

severely impacting MNR's funding envelope unlike anything previously experienced. As a result of the significant decrease in ridership, MNR implemented a reduced service schedule which allowed us to continue to provide much needed service to our first responders and health care professionals while "rightsizing" service levels.

Since the outbreak of COVID-19, Metro-North Railroad has worked tirelessly to promote and provide a clean and healthy environment for our employees, customers and contractors. Metro-North routinely sanitizes and disinfects trains, stations and common spaces throughout the territory to prevent the spread and transmission of the virus.

Despite the COVID-19 pandemic, over the past year, Metro-North has continued to realize key aspects of its vision. Significant accomplishments include installation of on-board cameras and video recording equipment in 100% of Metro-North passenger trains and locomotives, remaining on track to meet the federal mandate for the installation of Positive Train Control (PTC), and receiving a new Track Geometry Inspection Vehicle planned for service in the spring of 2021. And with COVID-related schedule reductions, we have been able to maintain our focus on our SMARTRACK program enabling crews to continue the completion of critical infrastructure work by strategically shutting down continuous segments of the track with minimal to no impact on service delivery.

New investments that are included in the November Financial Plan focus on ensuring resources to maintain Positive Train Control, provide right-of-way infrastructure enhancements to ensure safe operations, and implement a system to provide real time customer communication on seating availability via TrainTime™ app or on the Digital Customer Information Screens.

Additional Savings Actions

Metro-North has identified and begun implementing a program of significant Additional Savings Actions, which include reduced reliance on outside consultants and contractors, reduced non-service-related expenses, and reduced Overtime. These reductions provide savings throughout the Plan period and are captured and presented as part of MTA Consolidated materials; savings will be reflected in Agency financials in the February Plan.

2020 November Forecast-Baseline

The 2020 Non-Reimbursable forecast reflects revenues totaling \$622.9 million, including \$262.8 million of Farebox Revenues and \$360.1 million in Other Operating Revenue. Total Operating Expense projections of \$1,655.3 million consist of labor costs of \$978.5 million, non-labor costs of \$360.8 million and non-cash liability adjustments of \$316.0 million. After including cash adjustments of \$244.2 million, the projected net cash deficit is \$788.2 million, of which \$497.3 million represents the MTA share and \$291.0 million the CDOT share. Total Reimbursable expense projections of \$336.8 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 7,139 and include 6,521 Non-Reimbursable positions and 618 Reimbursable positions.

2021 Final Proposed Budget-Baseline

The 2021 Final Proposed Non-Reimbursable budget reflects revenues totaling \$450.7 million. Farebox Revenue of \$405.5 million reflects ridership growth based on McKinsey's analysis, which projects a gradual return to pre-pandemic levels by 2023. Other Operating Revenue of \$45.3 million reflects GCT net retail revenues, advertising, and outlying station & parking revenue. Total Operating Expense projections of \$1,727.6 million consist of labor costs of \$999.2 million, non-labor costs of \$406.0 million and non-cash liability adjustments of \$322.4 million. After including cash adjustments of \$237.6 million, the projected net cash deficit is \$1,039.2 million, of which \$774.9 million represents the MTA share and \$264.3 million the CDOT share. Total Reimbursable expense projections of \$302.4 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 7,362 and include 6,666 Non-Reimbursable positions and 696 Reimbursable positions.

Impact on Funding: The 2020 November Forecast, the 2021 Final Proposed Budget and the Four-Year Financial Plan for 2021-2024, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation: It is recommended that the MTA Board adopt the 2020 November Forecast, the 2021 Final Proposed Budget, and the Four-Year Financial Plan for 2021-2024 for MTA Metro-North Railroad.

MTA METRO-NORTH RAILROAD
November Financial Plan 2021 - 2024
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$756.680	\$262.801	\$405.474	\$643.688	\$783.671	\$789.475
Other Operating Revenue	57.200	360.063	45.259	61.942	65.817	74.649
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$813.879	\$622.864	\$450.733	\$705.630	\$849.487	\$864.124
Operating Expense						
<u>Labor:</u>						
Payroll	\$536.089	\$540.858	\$563.181	\$585.836	\$598.740	\$613.603
Overtime	99.482	93.319	97.157	100.225	102.305	104.471
Health and Welfare	109.252	114.180	119.921	125.228	127.825	131.955
OPEB Current Payments	38.132	40.000	37.000	38.000	39.000	39.000
Pension	110.010	129.849	123.068	122.597	123.509	121.853
Other Fringe Benefits	126.786	126.675	131.940	136.668	139.395	142.503
Reimbursable Overhead	(77.956)	(66.414)	(73.098)	(65.909)	(64.987)	(67.016)
Total Labor Expenses	\$941.796	\$978.467	\$999.169	\$1,042.645	\$1,065.787	\$1,086.371
<u>Non-Labor:</u>						
Electric Power	\$70.393	\$51.257	\$71.026	\$67.893	\$68.426	\$68.754
Fuel	19.266	10.664	20.234	20.381	20.105	19.838
Insurance	16.410	17.248	20.716	23.384	27.039	31.644
Claims	2.603	1.000	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	113.545	117.133	121.938	123.314	126.321	128.292
Professional Services Contracts	41.245	41.916	46.789	43.699	41.830	43.313
Materials and Supplies	107.389	102.422	105.393	109.710	106.423	103.897
Other Business Expenses	26.569	19.126	18.872	23.062	26.449	26.818
Total Non-Labor Expenses	\$397.421	\$360.765	\$405.970	\$412.444	\$417.593	\$423.556
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,339.216	\$1,339.232	\$1,405.139	\$1,455.089	\$1,483.380	\$1,509.927
Depreciation	\$241.596	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	112.232	69.446	69.657	62.653	62.050	64.850
GASB 68 Pension Expense Adjustment	(3.699)	(3.930)	2.270	2.200	17.510	(13.000)
Environmental Remediation	3.050	4.000	4.000	4.000	4.000	4.000
Total Expenses	\$1,692.395	\$1,655.254	\$1,727.573	\$1,770.448	\$1,813.446	\$1,812.283
Net Surplus/(Deficit)	(\$878.516)	(\$1,032.390)	(\$1,276.839)	(\$1,064.819)	(\$963.959)	(\$948.159)
Cash Conversion Adjustments						
Depreciation	\$241.596	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(66.275)	(37.145)	(76.771)	(29.663)	(13.629)	(23.405)
Other Cash Adjustments	85.870	34.788	67.892	56.386	71.949	45.695
Total Cash Conversion Adjustments	\$261.191	\$244.150	\$237.628	\$273.230	\$304.827	\$268.797
Net Cash Surplus/(Deficit)	(\$617.325)	(\$788.240)	(\$1,039.211)	(\$791.589)	(\$659.132)	(\$679.362)

MTA METRO-NORTH RAILROAD
November Financial Plan 2021 - 2024
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<i>MNR - MTA</i>	<i>142.322</i>	<i>127.035</i>	<i>138.003</i>	<i>131.566</i>	<i>135.199</i>	<i>135.907</i>
<i>MNR - CDOT</i>	<i>110.812</i>	<i>167.675</i>	<i>150.791</i>	<i>89.006</i>	<i>91.557</i>	<i>97.660</i>
<i>MNR - Other</i>	<u><i>27.308</i></u>	<u><i>42.051</i></u>	<u><i>13.569</i></u>	<u><i>17.045</i></u>	<u><i>13.311</i></u>	<u><i>14.342</i></u>
Capital and Other Reimbursements	280.442	336.760	302.363	237.617	240.067	247.909
Total Revenues	\$280.442	\$336.760	\$302.363	\$237.617	\$240.067	\$247.909
Operating Expense						
Labor:						
Payroll	\$52.604	\$48.259	\$53.565	\$55.187	\$56.995	\$58.745
Overtime	30.415	24.726	29.757	32.492	34.106	35.838
Health and Welfare	17.811	16.193	18.600	19.466	20.181	20.928
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	13.103	12.449	14.709	15.401	15.982	16.560
Other Fringe Benefits	14.226	12.241	13.990	14.647	15.194	15.754
Reimbursable Overhead	73.566	64.626	70.720	65.342	64.405	66.480
Total Labor Expenses	\$201.726	\$178.494	\$201.342	\$202.535	\$206.862	\$214.306
Non-Labor:						
Electric Power	\$0.338	(\$0.097)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.001	0.000	0.000	0.000	0.000	0.000
Insurance	3.220	1.071	0.000	0.000	0.000	0.000
Claims	0.005	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	30.171	41.747	10.059	14.218	14.680	14.574
Professional Services Contracts	22.365	61.072	31.174	4.041	4.140	4.242
Materials and Supplies	22.270	54.221	59.397	16.822	14.385	14.786
Other Business Expenses	0.347	0.252	0.391	0.000	0.000	0.000
Total Non-Labor Expenses	\$78.717	\$158.266	\$101.021	\$35.082	\$33.205	\$33.603
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$280.442	\$336.760	\$302.363	\$237.617	\$240.067	\$247.909
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2021 - 2024
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$756.680	\$262.801	\$405.474	\$643.688	\$783.671	\$789.475
Other Operating Revenue	57.200	360.063	45.259	61.942	65.817	74.649
MNR - MTA	142.322	127.035	138.003	131.566	135.199	135.907
MNR - CDOT	110.812	167.675	150.791	89.006	91.557	97.660
MNR - Other	<u>27.308</u>	<u>42.051</u>	<u>13.569</u>	<u>17.045</u>	<u>13.311</u>	<u>14.342</u>
Capital and Other Reimbursements	280.442	336.760	302.363	237.617	240.067	247.909
Total Revenues	\$1,094.322	\$959.624	\$753.097	\$943.247	\$1,089.555	\$1,112.033
Operating Expense						
<u>Labor:</u>						
Payroll	\$588.693	\$589.117	\$616.746	\$641.023	\$655.735	\$672.348
Overtime	129.897	118.045	126.914	132.718	136.411	140.309
Health and Welfare	127.063	130.373	138.521	144.694	148.006	152.884
OPEB Current Payments	38.132	40.000	37.000	38.000	39.000	39.000
Pension	123.114	142.298	137.777	137.997	139.491	138.414
Other Fringe Benefits	141.013	138.916	145.930	151.315	154.590	158.258
Reimbursable Overhead	(4.390)	(1.788)	(2.378)	(0.567)	(0.583)	(0.535)
Total Labor Expenses	\$1,143.521	\$1,156.961	\$1,200.511	\$1,245.180	\$1,272.650	\$1,300.677
<u>Non-Labor:</u>						
Electric Power	\$70.731	\$51.160	\$71.026	\$67.893	\$68.426	\$68.754
Fuel	19.267	10.664	20.234	20.381	20.105	19.838
Insurance	19.630	18.319	20.716	23.384	27.039	31.644
Claims	2.608	1.000	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	143.716	158.880	131.997	137.532	141.001	142.866
Professional Services Contracts	63.610	102.988	77.963	47.741	45.970	47.555
Materials and Supplies	129.659	156.643	164.790	126.532	120.808	118.684
Other Business Expenses	26.916	19.378	19.264	23.062	26.449	26.818
Total Non-Labor Expenses	\$476.137	\$519.031	\$506.991	\$447.525	\$450.798	\$457.159
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,619.658	\$1,675.992	\$1,707.502	\$1,692.705	\$1,723.447	\$1,757.836
Depreciation	\$241.596	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	112.232	69.446	69.657	62.653	62.050	64.850
GASB 68 Pension Expense Adjustment	(3.699)	(3.930)	2.270	2.200	17.510	(13.000)
Environmental Remediation	3.050	4.000	4.000	4.000	4.000	4.000
Total Expenses	\$1,972.837	\$1,992.015	\$2,029.936	\$2,008.065	\$2,053.513	\$2,060.192
Net Surplus/(Deficit)	(\$878.516)	(\$1,032.390)	(\$1,276.839)	(\$1,064.819)	(\$963.959)	(\$948.159)
Cash Conversion Adjustments						
Depreciation	\$241.596	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(66.275)	(37.145)	(76.771)	(29.663)	(13.629)	(23.405)
Other Cash Adjustments	85.870	34.788	67.892	56.386	71.949	45.695
Total Cash Conversion Adjustments	\$261.191	\$244.150	\$237.628	\$273.230	\$304.827	\$268.797
Net Cash Surplus/(Deficit)	(\$617.325)	(\$788.240)	(\$1,039.211)	(\$791.589)	(\$659.132)	(\$679.362)

MTA METRO-NORTH RAILROAD
November Financial Plan 2021 - 2024
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$743.736	\$256.599	\$395.990	\$626.822	\$766.469	\$772.004
Other Operating Revenue	107.667	385.038	79.832	88.975	93.475	97.581
MNR - MTA	<u>163.462</u>	<u>130.853</u>	<u>142.040</u>	<u>130.401</u>	<u>134.963</u>	<u>135.330</u>
MNR - CDOT	102.833	167.675	150.791	89.006	91.557	97.660
MNR - Other	<u>30.741</u>	<u>42.051</u>	<u>13.569</u>	<u>17.045</u>	<u>13.311</u>	<u>14.342</u>
Capital and Other Reimbursements	297.036	340.579	306.400	236.452	239.831	247.332
Total Receipts	\$1,148.439	\$982.216	\$782.221	\$952.249	\$1,099.775	\$1,116.917
Expenditures						
Labor:						
Payroll	\$592.343	\$599.591	\$620.216	\$637.675	\$651.813	\$662.907
Overtime	129.609	121.314	128.986	132.147	136.631	139.312
Health and Welfare	145.031	142.374	150.692	156.718	160.258	165.411
OPEB Current Payments	38.382	40.000	37.000	38.000	39.000	39.000
Pension	126.554	142.354	137.833	137.694	139.175	138.076
Other Fringe Benefits	144.228	137.519	142.914	146.741	150.112	152.448
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,176.147	\$1,183.152	\$1,217.640	\$1,248.975	\$1,276.989	\$1,297.154
Non-Labor:						
Electric Power	\$76.454	\$53.041	\$72.952	\$69.864	\$70.444	\$70.820
Fuel	18.221	10.164	19.725	19.861	19.575	19.298
Insurance	20.609	20.223	21.397	25.382	28.333	33.259
Claims	24.849	1.146	3.266	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	178.554	182.556	170.995	158.043	145.713	147.498
Professional Services Contracts	80.861	101.484	90.138	47.763	45.993	47.578
Materials and Supplies	152.582	162.681	178.694	130.226	124.214	119.535
Other Business Expenses	37.487	56.010	46.625	42.579	46.499	59.992
Total Non-Labor Expenditures	\$589.617	\$587.304	\$603.792	\$494.863	\$481.918	\$499.125
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,765.764	\$1,770.456	\$1,821.433	\$1,743.839	\$1,758.907	\$1,796.279
Net Cash Balance	(\$617.325)	(\$788.240)	(\$1,039.211)	(\$791.589)	(\$659.132)	(\$679.362)
Subsidies						
MTA	\$413.967	\$497.253	\$774.889	\$589.713	\$492.421	\$510.722
CDOT	<u>145.782</u>	<u>290.988</u>	<u>264.322</u>	<u>201.876</u>	<u>166.711</u>	<u>168.641</u>
Total Subsidies	\$559.749	\$788.240	\$1,039.211	\$791.589	\$659.132	\$679.362

MTA METRO-NORTH RAILROAD
November Financial Plan 2021 - 2024
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$12.944)	(\$6.202)	(\$9.484)	(\$16.866)	(\$17.202)	(\$17.471)
Other Operating Revenue	50.467	24.975	34.572	27.033	27.658	22.932
<i>MNR - MTA</i>	<i>21.140</i>	<i>3.818</i>	<i>4.037</i>	<i>(1.164)</i>	<i>(0.236)</i>	<i>(0.578)</i>
<i>MNR - CDOT</i>	<i>(7.979)</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>MNR - Other</i>	<i>3.433</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
Total Capital and Other Reimbursements	\$16.594	\$3.818	\$4.037	(\$1.164)	(\$0.236)	(\$0.578)
Total Receipts	\$54.117	\$22.591	\$29.125	\$9.003	\$10.220	\$4.884
Expenditures						
<i>Labor:</i>						
Payroll	(\$3.650)	(\$10.474)	(\$3.470)	\$3.348	\$3.921	\$9.441
Overtime	0.288	(3.269)	(2.072)	0.570	(0.219)	0.997
Health and Welfare	(17.968)	(12.001)	(12.171)	(12.024)	(12.251)	(12.527)
OPEB Current Payments	(0.250)	0.000	0.000	0.000	0.000	0.000
Pension	(3.440)	(0.055)	(0.055)	0.303	0.316	0.338
Other Fringe Benefits	(3.215)	1.396	3.016	4.575	4.477	5.810
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(4.390)	(1.788)	(2.378)	(0.567)	(0.583)	(0.535)
Total Labor Expenditures	(\$32.626)	(\$26.190)	(\$17.129)	(\$3.795)	(\$4.339)	\$3.523
<i>Non-Labor:</i>						
Electric Power	(\$5.723)	(\$1.881)	(1.926)	(\$1.971)	(\$2.018)	(\$2.066)
Fuel	1.046	0.499	0.509	0.520	0.530	0.541
Insurance	(0.979)	(1.903)	(0.681)	(1.998)	(1.295)	(1.615)
Claims	(22.241)	(0.146)	(2.266)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(34.838)	(23.676)	(38.998)	(20.511)	(4.713)	(4.632)
Professional Services Contracts	(17.251)	1.504	(12.175)	(0.022)	(0.023)	(0.023)
Materials and Supplies	(22.923)	(6.038)	(13.904)	(3.693)	(3.406)	(0.852)
Other Business Expenses	(10.571)	(36.633)	(27.361)	(19.517)	(20.050)	(33.173)
Total Non-Labor Expenditures	(\$113.480)	(\$68.273)	(\$96.801)	(\$47.338)	(\$31.120)	(\$41.966)
<i>Other Expenditure Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$146.106)	(\$94.464)	(\$113.931)	(\$51.133)	(\$35.459)	(\$38.443)
Total Cash Conversion Adjustments before Depreciation	(\$91.988)	(\$71.872)	(\$84.806)	(\$42.130)	(\$25.240)	(\$33.559)
Depreciation	\$241.596	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	112.232	69.446	69.657	62.653	62.050	64.850
GASB 68 Pension Expense Adjustment	(3.699)	(3.930)	2.270	2.200	17.510	(13.000)
Environmental Remediation	3.050	4.000	4.000	4.000	4.000	4.000
Total Cash Conversion Adjustments	\$261.191	\$244.150	\$237.628	\$273.230	\$304.827	\$268.797

MTA METRO-NORTH RAILROAD
November Financial Plan 2021 - 2024
Ridership (Utilization) and Revenue
(in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
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RIDERSHIP

<i>Harlem Line Ridership - Commutation</i>	16.462	5.287	8.773	13.912	16.917	17.040
<i>Harlem Line Ridership - Non-Commutation</i>	<u>10.905</u>	<u>3.957</u>	<u>5.811</u>	<u>9.215</u>	<u>11.206</u>	<u>11.287</u>
Total Harlem Line	27.367	9.244	14.584	23.127	28.123	28.328
<i>Hudson Line Ridership - Commutation</i>	9.442	3.001	4.988	7.924	9.648	9.739
<i>Hudson Line Ridership - Non-Commutation</i>	<u>7.937</u>	<u>2.768</u>	<u>4.193</u>	<u>6.661</u>	<u>8.110</u>	<u>8.187</u>
Total Hudson Line	17.379	5.768	9.181	14.585	17.758	17.926
<i>New Haven Line Ridership - Commutation</i>	21.805	6.795	11.466	18.156	22.087	22.282
<i>New Haven Line Ridership - Non-Commutation</i>	<u>18.430</u>	<u>6.264</u>	<u>9.691</u>	<u>15.346</u>	<u>18.668</u>	<u>18.833</u>
Total New Haven Line	40.235	13.058	21.157	33.502	40.755	41.115
Total Commutation Ridership	47.709	15.082	25.227	39.992	48.652	49.061
Total Non-Commutation Ridership	<u>37.272</u>	<u>12.989</u>	<u>19.695</u>	<u>31.222</u>	<u>37.984</u>	<u>38.308</u>
Total East of Hudson Ridership	84.980	28.071	44.922	71.214	86.636	87.369
West of Hudson Ridership	1.614	0.607	0.848	1.363	1.669	1.682
Total Ridership	86.594	28.678	45.770	72.576	88.305	89.051

FAREBOX REVENUE

<i>Harlem Line - Commutation Revenue</i>	113.095	42.053	61.058	96.963	117.970	118.639
<i>Harlem Line - Non-Commutation Revenue</i>	<u>103.713</u>	<u>35.345</u>	<u>55.993</u>	<u>88.919</u>	<u>108.183</u>	<u>108.797</u>
Total Harlem Line Revenue	\$216.808	\$77.399	\$117.051	\$185.882	\$226.153	\$227.436
<i>Hudson Line - Commutation Revenue</i>	75.283	28.025	40.398	64.270	78.303	78.971
<i>Hudson Line - Non-Commutation Revenue</i>	<u>92.242</u>	<u>31.471</u>	<u>49.498</u>	<u>78.748</u>	<u>95.942</u>	<u>96.761</u>
Total Hudson Line Revenue	\$167.525	\$59.496	\$89.896	\$143.018	\$174.246	\$175.732
<i>New Haven Line - Commutation Revenue</i>	157.947	56.827	84.255	133.518	162.525	163.814
<i>New Haven Line - Non-Commutation Revenue</i>	<u>199.830</u>	<u>63.627</u>	<u>106.596</u>	<u>168.922</u>	<u>205.622</u>	<u>207.253</u>
Total New Haven Line Revenue	\$357.777	\$120.454	\$190.851	\$302.440	\$368.147	\$371.067
Total Commutation Revenue	\$346.326	\$126.905	\$185.711	\$294.750	\$358.799	\$361.425
Total Non-Commutation Revenue	<u>395.785</u>	<u>130.443</u>	<u>212.087</u>	<u>336.589</u>	<u>409.747</u>	<u>412.810</u>
Total East of Hudson Revenue	\$742.111	\$257.348	\$397.797	\$631.339	\$768.546	\$774.235
West of Hudson Revenue	\$14.569	\$5.452	\$7.677	\$12.349	\$15.125	\$15.240
Total Farebox Revenue	\$756.680	\$262.801	\$405.474	\$643.688	\$783.671	\$789.475

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

MTA METRO-NORTH RAILROAD
November Financial Plan 2021 - 2024
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2019 Actual	2020 November Forecast	2021 Final Proposed Budget	2022	2023	2024
Administration						
President	3	3	3	3	3	3
Labor Relations	12	12	12	12	12	12
Safety	53	75	85	85	85	85
Security	19	23	23	23	23	23
Office of the Executive VP	7	8	8	8	8	8
Corporate & Public Affairs	15	15	15	15	15	15
Customer Service	56	47	47	47	47	47
Legal	11	9	9	9	9	9
Claims	6	6	6	6	6	6
Environmental Compliance & Svce	0	0	0	0	0	0
VP Human Resources	34	40	40	40	40	40
Training	83	95	95	95	95	95
Employee Relations & Diversity	4	4	4	4	4	4
VP Planning	2	2	2	2	2	2
Operations Planning & Analysis	20	23	23	19	19	19
Capital Planning & Programming	10	10	10	10	10	10
Long Range Planning	5	5	5	4	4	4
VP Finance & Info Systems	0	0	0	0	0	0
Controller	68	67	67	67	67	67
Information Technology & Project Mgmt	0	0	0	0	0	0
Budget	18	17	17	17	17	17
Procurement & Material Management	22	28	28	28	28	28
Total Administration	446	489	499	494	494	494
Operations						
Operations Support	72	77	77	77	77	77
Rolling Stock & EAM	0	29	29	29	29	29
Transportation	1,685	1,686	1,695	1,695	1,695	1,695
Customer Service	367	447	447	447	447	447
Metro-North West	31	44	44	44	44	44
Total Operations	2,155	2,283	2,292	2,292	2,292	2,292
Maintenance						
Maintenance of Equipment	1,608	1,804	1,989	1,989	1,989	1,989
Maintenance of Way	2,113	2,330	2,349	2,334	2,346	2,346
Procurement & Material Management	117	134	134	134	134	134
Total Maintenance	3,837	4,268	4,472	4,457	4,469	4,469
Engineering/Capital						
Construction Management	34	29	29	29	29	29
Engineering & Design	84	70	70	70	70	70
Total Engineering/Capital	118	99	99	99	99	99
Total Positions	6,556	7,139	7,362	7,342	7,354	7,354
<i>Non-Reimbursable</i>	6,079	6,521	6,666	6,655	6,662	6,658
<i>Reimbursable</i>	477	618	696	687	692	696
<i>Total Full-Time</i>	6,556	7,138	7,361	7,341	7,353	7,353
<i>Total Full-Time-Equivalents</i>		1	1	1	1	1

MTA METRO-NORTH RAILROAD
November Financial Plan 2021 - 2024
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Administration						
Managers/Supervisors	153	162	162	160	160	160
Professional/Technical/Clerical	293	327	337	334	334	334
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	446	489	499	494	494	494
Operations						
Managers/Supervisors	248	270	270	270	270	270
Professional/Technical/Clerical	210	245	245	245	245	245
Operational Hourlies	1,696	1,768	1,777	1,777	1,777	1,777
Total Operations Headcount	2,155	2,283	2,292	2,292	2,292	2,292
Maintenance						
Managers/Supervisors	640	695	706	708	708	708
Professional/Technical/Clerical	463	542	579	582	582	582
Operational Hourlies	2,734	3,031	3,187	3,167	3,179	3,179
Total Maintenance Headcount	3,837	4,268	4,472	4,457	4,469	4,469
Engineering / Capital						
Managers/Supervisors	41	46	46	46	46	46
Professional/Technical/Clerical	77	53	53	53	53	53
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	118	99	99	99	99	99
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	1,082	1,173	1,184	1,184	1,184	1,184
Professional/Technical/ Clerical	1,044	1,167	1,214	1,214	1,214	1,214
Operational Hourlies	4,430	4,799	4,964	4,944	4,956	4,956
Total Positions	6,556	7,139	7,362	7,342	7,354	7,354



Long Island Rail Road

ACTION

ITEMS



Long Island Rail Road

Subject LIRR 2021 Budget & 2021-2024 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Francis Landers
Department Head Signature
Project Manager Name

Date December 4, 2020
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Committee	12/16/20	X		
2	Finance Committee	12/16/20	X		
3	MTA Board	12/16/20	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President		VP Svc Ping Tech & CPM
	Exec Vice President		VP Mkt Dev & Public Affairs
	Sr. VP Operations		General Counsel
	VP Labor Relations	2	VP & CFO

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Exec Dir Mgmt & Budget						

Purpose

To secure MTA Board adoption of the MTA Long Island Rail Road's (LIRR) 2020 November Forecast, 2021 Final Proposed Budget, and the Four-Year Financial Plan for 2021 – 2024.

Discussion

The 2021 Final Proposed Budget, which is consistent with information presented to the Board in November, provides funding to maintain the Long Island Rail Road's commitment to delivering safe, secure, and reliable transportation and first-class customer service. Sufficient investments are included in this Financial Plan that support the LIRR's enhanced cleaning initiatives in response to COVID-19, ongoing safety initiatives, asset maintenance efforts, and system expansion projects. The LIRR projections do not include the estimated impacts from projected fare increases and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

The 2021 Final Proposed Budget reflects the full integration of the LIRR Forward philosophy into how the LIRR manages every day. Particular attention is being paid to customer communication and operational resiliency. The financial plan focuses on Reliability Centered Maintenance (RCM) for rolling stock to ensure maximum fleet availability and on maintenance of the right-of-way to maintain a state of good repair. This is particularly important as many components will enter critical maintenance stages. Funding and resources also are included to support and maintain the new Positive Train Control (PTC) system, ramp-up costs for East Side Access (ESA) readiness efforts, and other operating budget impacts, including Moynihan Station, Belmont Park, and Main Line Expansion.

Achieving an efficient operation remains a priority. MTA LIRR has identified and begun implementing a program of significant Additional Savings Actions, which include reduced reliance on outside consultants and contractors, reduced non-service-related expenses, and reduced overtime. These reductions provide savings throughout the Plan period and are captured and presented as part of MTA Consolidated materials; savings will be reflected in Agency financials in the February Plan. The LIRR continues to subject all areas of the budget to intensive review.

2020 November Forecast - Baseline

Non-Reimbursable/Reimbursable expenses for the 2020 November Forecast before non-cash liability adjustments total \$1,998.7 million. This is comprised of \$1,564.8 million of Non-Reimbursable expenses and \$433.9 million of Reimbursable expenses. Total Non-Reimbursable/Reimbursable revenue for the 2020 November Forecast is \$1,252.8 million. This is comprised of \$818.8 million of Non-Reimbursable revenue and \$433.9 million of Reimbursable revenue. Total positions are 7,698.

The Non-Reimbursable revenue for the 2020 November Forecast of \$818.8 million includes Farebox Revenue projections of \$278.4 million. The Forecast also assumes \$540.4 million in other revenue, including \$508.0 million in aid from the federal CARES Act as well as from advertising, rental fees, freight, and other miscellaneous revenue.

Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2020 November Forecast totals \$1,564.8 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2020 November Forecast increases to \$2,061.8 million. The cash adjustments for non-cash items and timing of expenses/receipts total \$513.5 million. The resulting Net Cash Deficit is projected to be \$729.5 million in 2020.

Total Non-Reimbursable positions are 6,460 positions. Total Reimbursable positions are 1,239.

2021 Final Proposed Budget - Baseline

Non-Reimbursable/Reimbursable expenses for the 2021 Final Proposed Budget before non-cash liability adjustments are \$2,276.7 million, comprised of \$1,888.9 million of Non-Reimbursable expenses and \$387.8 million of Reimbursable expenses. The total Non-Reimbursable/Reimbursable revenue for the 2020 Final Proposed Budget is \$826.2 million, comprised of \$438.4 million of Non-Reimbursable revenue and \$387.8 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2021 Final Proposed Budget of \$438.4 million includes Passenger Revenue projections of \$407.2 million and \$31.2 million in other revenue from advertising and rental fees. The Farebox revenue is based on a projected annual ridership of 47.7 million passengers, which is a 55.2% increase over 2020. Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2021 Final Proposed Budget totals \$1,888.9 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2021 Final Proposed Budget increases to \$2,326.3 million. Cash adjustments for non-cash items and timing of expenses/receipts total \$417.7 million. The resulting Net Cash Deficit is projected to be \$1,470.2 million in 2021.

The Non-Reimbursable expense budget, before non-cash liability adjustments, of \$1,888.9 million is comprised of \$1,396.3 million in labor expenses (payroll and benefits), which represent 73.9% of total expenses. The balance of the expenses is non-payroll and are related to the operation and maintenance of the fleet and infrastructure, with expenses allocated for electric power and fuel of \$104.4 million, materials & supplies of \$188.2 million, professional and maintenance services contracts of \$153.8 million, and all other costs of \$46.2 million.

Total Non-Reimbursable headcount is 7,039 positions. Total Reimbursable headcount is 1,113 positions. The Total Non-Reimbursable/Reimbursable headcount is 8,152, of which 91.1 percent are in the operating departments.

Budget Reduction Initiatives

Additional Savings Actions, which include reduced reliance on outside consultants and contractors, reduced non-service-related expenses, and reduced overtime are captured and presented as part of MTA Consolidated materials; savings will be reflected in Agency financials in the February Plan.

Impact on Funding

The 2020 November Forecast, 2021 Final Proposed Budget and the Four-Year Financial Plan 2021 – 2024, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2020 November Forecast, the 2021 Final Proposed Budget and the Four-Year Financial Plan for 2021 – 2024 for the MTA Long Island Rail Road.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2021-2024
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	Actual	November	Final			
	2019	Forecast	Proposed	2022	2023	2024
		2020	Budget			
Operating Revenue			2021			
Farebox Revenue	\$768.739	\$278.435	\$407.179	\$652.787	\$801.037	\$815.974
Other Operating Revenue	40.504	540.409	31.218	34.458	36.820	42.384
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$809.243	\$818.844	\$438.397	\$687.245	\$837.857	\$858.358
Operating Expenses						
Labor:						
Payroll	\$566.613	\$591.266	\$686.648	\$692.557	\$709.815	\$738.970
Overtime	145.125	137.277	166.172	173.132	175.150	179.974
Health and Welfare	111.012	120.408	143.576	154.437	163.657	173.457
OPEB Current Payment	60.181	67.277	78.255	81.977	86.491	91.273
Pensions	137.136	172.901	168.502	175.078	180.778	179.421
Other Fringe Benefits	152.636	144.656	165.681	174.158	179.985	187.447
Reimbursable Overhead	(46.689)	(34.052)	(12.500)	(24.410)	(23.003)	(24.158)
Total Labor Expenses	\$1,126.014	\$1,199.734	\$1,396.333	\$1,426.929	\$1,472.873	\$1,526.384
Non-Labor:						
Electric Power	\$80.528	\$80.592	\$89.123	\$106.187	\$108.858	\$109.417
Fuel	20.162	16.488	15.269	16.131	17.009	17.514
Insurance	20.326	22.075	25.172	28.706	32.917	37.855
Claims	9.995	4.546	4.612	4.682	4.755	4.851
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	62.180	71.781	105.223	136.997	125.589	116.669
Professional Service Contracts	31.001	46.712	48.605	45.529	41.753	45.102
Materials & Supplies	147.223	110.614	188.171	219.024	211.370	237.181
Other Business Expenses	16.242	12.286	16.388	20.252	26.355	26.305
Total Non-Labor Expenses	\$387.658	\$365.093	\$492.563	\$577.508	\$568.605	\$594.894
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,513.671	\$1,564.828	\$1,888.896	\$2,004.438	\$2,041.479	\$2,121.278
Depreciation	\$379.199	\$414.397	\$416.616	\$420.782	\$424.989	\$429.239
GASB 75 OPEB Expense Adjustment	108.047	52.144	53.187	54.251	55.336	56.443
GASB 68 Pension Expense Adjustment	(12.034)	28.400	(34.400)	(33.300)	(8.300)	(60.500)
Environmental Remediation	9.955	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,998.838	\$2,061.769	\$2,326.299	\$2,448.170	\$2,515.504	\$2,548.459
Net Surplus/(Deficit)	(\$1,189.595)	(\$1,242.925)	(\$1,887.902)	(\$1,760.925)	(\$1,677.646)	(\$1,690.101)
Cash Conversion Adjustments						
Depreciation	\$379.199	\$414.397	\$416.616	\$420.782	\$424.989	\$429.239
Operating/Capital	(17.128)	(7.839)	(26.217)	(15.246)	(13.167)	(12.641)
Other Cash Adjustment	62.487	106.916	27.290	30.866	61.651	5.208
Total Cash Conversion Adjustments	\$424.558	\$513.473	\$417.689	\$436.402	\$473.473	\$421.806
Net Cash Surplus/(Deficit)	(\$765.037)	(\$729.452)	(\$1,470.213)	(\$1,324.523)	(\$1,204.173)	(\$1,268.295)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2021-2024
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	479.120	433.906	387.808	355.078	348.321	354.089
Total Revenue	\$479.120	\$433.906	\$387.808	\$355.078	\$348.321	\$354.089
Expenses						
<u>Labor:</u>						
Payroll	\$127.994	\$139.897	\$132.884	\$124.997	\$126.236	\$129.284
Overtime	55.829	62.728	55.502	43.443	38.863	38.080
Health and Welfare	33.820	31.684	31.429	28.371	27.963	28.490
OPEB Current Payment	-	-	-	-	-	-
Pensions	47.378	41.599	51.063	46.095	45.433	46.290
Other Fringe Benefits	34.766	33.269	32.138	29.011	28.595	29.134
Reimbursable Overhead	46.689	34.052	12.500	24.410	23.003	24.158
Total Labor Expenses	\$346.475	\$343.228	\$315.516	\$296.327	\$290.092	\$295.437
<u>Non-Labor:</u>						
Electric Power	\$0.619	\$0.264	\$0.268	\$0.268	\$0.268	\$0.268
Fuel	-	-	-	-	-	-
Insurance	7.549	7.705	7.738	6.953	7.817	8.007
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	30.550	18.793	15.244	13.811	13.827	13.984
Professional Service Contracts	4.593	2.500	0.907	0.696	0.709	0.728
Materials & Supplies	88.147	60.658	47.700	36.630	35.219	35.270
Other Business Expenses	1.187	0.756	0.436	0.393	0.388	0.395
Total Non-Labor Expenses	\$132.644	\$90.678	\$72.292	\$58.750	\$58.228	\$58.653
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$479.120	\$433.906	\$387.808	\$355.078	\$348.321	\$354.089
Depreciation	-	-	-	-	-	-
Total Expenses	\$479.120	\$433.906	\$387.808	\$355.078	\$348.321	\$354.089
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2021-2024
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Revenue						
Farebox Revenue	\$768.739	\$278.435	\$407.179	\$652.787	\$801.037	\$815.974
Other Operating Revenue	40.504	540.409	31.218	34.458	36.820	42.384
Capital and Other Reimbursements	479.120	433.906	387.808	355.078	348.321	354.089
Total Revenue	\$1,288.363	\$1,252.750	\$826.206	\$1,042.323	\$1,186.178	\$1,212.447
Expenses						
<u>Labor:</u>						
Payroll	\$694.607	\$731.163	\$819.532	\$817.554	\$836.052	\$868.254
Overtime	200.954	200.005	221.674	216.576	214.013	218.054
Health and Welfare	144.832	152.092	175.005	182.807	191.619	201.948
OPEB Current Payment	60.181	67.277	78.255	81.977	86.491	91.273
Pensions	184.513	214.500	219.565	221.173	226.211	225.711
Other Fringe Benefits	187.402	177.925	197.819	203.169	208.579	216.581
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$1,472.489	\$1,542.963	\$1,711.849	\$1,723.256	\$1,762.966	\$1,821.821
<u>Non-Labor:</u>						
Electric Power	\$81.146	\$80.856	\$89.391	\$106.456	\$109.126	\$109.686
Fuel	20.162	16.488	15.269	16.131	17.009	17.514
Insurance	27.875	29.781	32.910	35.659	40.734	45.862
Claims	9.995	4.546	4.612	4.682	4.755	4.851
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	92.730	90.574	120.467	150.808	139.416	130.653
Professional Service Contracts	35.594	49.212	49.512	46.225	42.462	45.830
Materials & Supplies	235.369	171.272	235.871	255.654	246.589	272.451
Other Business Expenses	17.429	13.043	16.823	20.645	26.743	26.700
Total Non-Labor Expenses	\$520.302	\$455.771	\$564.855	\$636.259	\$626.834	\$653.547
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,992.791	\$1,998.734	\$2,276.704	\$2,359.515	\$2,389.799	\$2,475.368
Depreciation	\$379.199	\$414.397	\$416.616	\$420.782	\$424.989	\$429.239
GASB 75 OPEB Expense Adjustment	108.047	52.144	53.187	54.251	55.336	56.443
GASB 68 Pension Expense Adjustment	(12.034)	28.400	(34.400)	(33.300)	(8.300)	(60.500)
Environmental Remediation	9.955	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$2,477.958	\$2,495.675	\$2,714.108	\$2,803.248	\$2,863.824	\$2,902.549
Net Surplus/(Deficit)	(\$1,189.595)	(\$1,242.925)	(\$1,887.902)	(\$1,760.925)	(\$1,677.646)	(\$1,690.101)
<u>Cash Conversion Adjustments</u>						
Depreciation	\$379.199	\$414.397	\$416.616	\$420.782	\$424.989	\$429.239
Operating/Capital	(17.128)	(7.839)	(26.217)	(15.246)	(13.167)	(12.641)
Other Cash Adjustment	62.487	106.916	27.290	30.866	61.651	5.208
Total Cash Conversion Adjustments	\$424.558	\$513.473	\$417.689	\$436.402	\$473.473	\$421.806
Net Cash Surplus/(Deficit)	(\$765.037)	(\$729.452)	(\$1,470.213)	(\$1,324.523)	(\$1,204.173)	(\$1,268.295)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2021-2024
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Receipts						
Farebox Revenue	\$786.627	\$281.910	\$415.341	\$665.745	\$816.757	\$831.724
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	32.352	533.068	18.801	21.734	23.795	23.895
Capital and Other Reimbursements	417.749	449.567	361.125	339.358	334.670	340.952
Total Receipts	\$1,236.727	\$1,264.545	\$795.267	\$1,026.837	\$1,175.222	\$1,196.571
Expenditures						
<u>Labor:</u>						
Payroll	\$680.810	\$726.178	\$809.918	\$807.718	\$825.986	\$857.954
Overtime	194.785	202.680	221.674	216.576	214.013	218.054
Health and Welfare	140.608	137.699	175.005	182.807	191.619	201.948
OPEB Current Payment	60.188	63.053	78.255	81.977	86.491	91.273
Pensions	180.532	212.716	219.565	221.173	226.211	225.711
Other Fringe Benefits	172.406	182.004	196.819	202.169	207.579	215.581
Total Labor Expenditures	\$1,429.328	\$1,524.330	\$1,701.236	\$1,712.420	\$1,751.899	\$1,810.521
<u>Non-Labor:</u>						
Electric Power	\$77.699	\$84.289	\$89.391	\$106.456	\$109.126	\$109.686
Fuel	19.469	17.163	15.269	16.131	17.009	17.514
Insurance	31.133	25.652	32.686	36.257	40.341	45.430
Claims	5.044	1.822	1.837	1.852	1.867	1.888
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	115.731	94.369	120.467	150.808	139.416	130.653
Professional Service Contracts	41.907	40.979	35.862	31.892	27.413	30.029
Materials & Supplies	243.469	184.082	241.111	259.311	247.161	273.935
Other Business Expenses	21.995	15.708	19.460	23.275	29.443	29.460
Total Non-Labor Expenditures	\$556.447	\$464.064	\$556.083	\$625.982	\$611.776	\$638.595
<u>Other Expenditure Adjustments:</u>						
Other	15.902	5.603	8.161	12.958	15.720	15.750
Total Other Expenditure Adjustments	\$15.902	\$5.603	\$8.161	\$12.958	\$15.720	\$15.750
Total Expenditures	\$2,001.677	\$1,993.997	\$2,265.480	\$2,351.360	\$2,379.395	\$2,464.866
Cash Timing and Availability Adjustment	(0.088)	-	-	-	-	-
Baseline Cash Surplus/(Deficit)	(\$765.037)	(\$729.452)	(\$1,470.213)	(\$1,324.523)	(\$1,204.173)	(\$1,268.295)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2021-2024
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	Actual	November	Final			
	2019	Forecast	Proposed	2022	2023	2024
		2020	Budget			
			2021			
Receipts						
Farebox Revenue	\$17.888	\$3.475	\$8.162	\$12.958	\$15.720	\$15.750
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	(8.152)	(7.341)	(12.417)	(12.724)	(13.025)	(18.489)
Capital and Other Reimbursements	(61.371)	15.661	(26.683)	(15.720)	(13.651)	(13.137)
Total Receipts	(\$51.635)	\$11.795	(\$30.939)	(\$15.486)	(\$10.956)	(\$15.876)
Expenditures						
<u>Labor:</u>						
Payroll	\$13.796	\$4.985	\$9.614	\$9.836	\$10.066	\$10.300
Overtime	6.169	(2.675)	(0.000)	(0.000)	0.000	(0.000)
Health and Welfare	4.224	14.393	(0.000)	0.000	0.000	(0.000)
OPEB Current Payment	(0.007)	4.224	(0.000)	(0.000)	(0.000)	(0.000)
Pensions	3.982	1.784	(0.000)	0.000	0.000	0.000
Other Fringe Benefits	14.996	(4.079)	1.000	1.000	1.000	1.000
Total Labor Expenditures	\$43.161	\$18.633	\$10.613	\$10.836	\$11.067	\$11.300
<u>Non-Labor:</u>						
Electric Power	\$3.448	(\$3.433)	\$0.000	(\$0.000)	\$0.000	(\$0.000)
Fuel	0.693	(0.675)	0.000	(0.000)	(0.000)	0.000
Insurance	(3.258)	4.129	0.224	(0.598)	0.393	0.432
Claims	4.951	2.724	2.775	2.830	2.888	2.963
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(23.000)	(3.795)	0.000	(0.000)	(0.000)	0.000
Professional Service Contracts	(6.313)	8.233	13.650	14.333	15.049	15.801
Materials & Supplies	(8.100)	(12.810)	(5.240)	(3.657)	(0.572)	(1.484)
Other Business Expenditures	(4.565)	(2.665)	(2.637)	(2.630)	(2.700)	(2.760)
Total Non-Labor Expenditures	(\$36.145)	(\$8.293)	\$8.772	\$10.277	\$15.058	\$14.952
<u>Other Expenditures Adjustments:</u>						
Other	(15.902)	(5.603)	(8.161)	(12.958)	(15.720)	(15.750)
Total Other Expenditures Adjustments	(\$15.902)	(\$5.603)	(\$8.161)	(\$12.958)	(\$15.720)	(\$15.750)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$60.521)	\$16.532	(\$19.714)	(\$7.331)	(\$0.552)	(\$5.375)
Depreciation Adjustment	\$379.199	\$414.397	\$416.616	\$420.782	\$424.989	\$429.239
GASB 75 OPEB Expense Adjustment	108.047	52.144	53.187	54.251	55.336	56.443
GASB 68 Pension Expense Adjustment	(12.034)	28.400	(34.400)	(33.300)	(8.300)	(60.500)
Environmental Remediation	9.955	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	(0.088)	-	-	-	-	-
Total Cash Conversion Adjustments	\$424.558	\$513.473	\$417.689	\$436.402	\$473.473	\$421.806

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2021-2024
Ridership (Utilization) and Revenue
(in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
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RIDERSHIP

Monthly	48.079	15.382	24.898	40.394	50.273	52.587
Weekly	2.502	0.869	1.295	2.042	2.466	2.471
Total Commutation	50.581	16.251	26.192	42.436	52.740	55.057
One-Way Full Fare	10.183	3.335	5.261	8.375	10.137	10.146
One-Way Off Peak	18.996	6.922	10.129	16.085	19.438	19.456
All Other	11.345	4.229	6.129	9.818	11.892	11.903
Total Commutation	40.524	14.486	21.520	34.279	41.467	41.505
Total Ridership	91.105	30.738	47.712	76.714	94.207	96.562

FAREBOX REVENUE

Baseline Total Farebox Revenue	\$768.739	\$278.435	\$407.179	\$652.787	\$801.037	\$815.974
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MTA LONG ISLAND RAIL ROAD
November Financial Plan 2021-2024
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Administration						
Executive VP	1	1	1	1	1	1
Enterprise Asset Management	6	7	7	7	7	7
Sr Vice President - Engineering	1	2	2	2	8	8
Labor Relations	16	17	17	17	17	17
Procurement & Logistics (excl. Stores)	63	72	69	67	65	65
Human Resources	34	37	37	37	37	37
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	13	14	14	14	14	14
President	7	8	8	8	8	8
VP & CFO	2	2	2	2	2	2
Controller	46	44	45	45	45	45
Management and Budget	14	17	17	17	17	17
BPM, Controls, & Compliance	4	4	4	4	4	4
Market Dev. & Public Affairs	68	70	70	70	70	70
Gen. Counsel & Secretary	28	30	31	31	31	31
Diversity Management	3	3	3	3	3	3
Security	10	15	15	15	15	15
System Safety	35	46	46	46	42	42
Training	66	69	68	68	68	68
Service Planning	27	30	28	28	22	22
Rolling Stock Programs	9	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2
Total Administration	457	509	505	503	497	497
Operations						
Train Operations	2,330	2,385	2,453	2,429	2,371	2,371
Customer Service	308	330	480	480	480	480
Total Operations	2,638	2,715	2,933	2,909	2,851	2,851
Maintenance						
Engineering	1,997	2,058	2,088	2,055	2,141	2,141
Equipment	2,109	2,092	2,314	2,362	2,425	2,543
Procurement (Stores)	96	95	95	111	111	111
Total Maintenance	4,202	4,245	4,497	4,528	4,677	4,795
Engineering/Capital						
Department of Program Management	125	152	152	151	150	150
Special Projects	53	63	62	62	50	50
Positive Train Control	12	14	3	3	3	3
Total Engineering/Capital	190	229	217	216	203	203
Total Baseline Positions	7,487	7,698	8,152	8,156	8,228	8,346
<i>Non-Reimbursable</i>	6,499	6,460	7,039	7,212	7,269	7,387
<i>Reimbursable</i>	988	1,239	1,113	944	959	959
<i>Total Full-Time</i>	7,487	7,698	8,152	8,156	8,228	8,346
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2021-2024
Total Positions by Function and Occupation Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Administration						
Managers/Supervisors	243	271	271	271	268	268
Professional, Technical, Clerical	109	134	130	112	109	109
Operational Hourlies	105	104	104	120	120	120
Total Administration Headcount	457	509	505	503	497	497
Operations						
Managers/Supervisors	307	330	364	352	349	349
Professional, Technical, Clerical	98	108	123	123	123	123
Operational Hourlies	2,233	2,277	2,446	2,434	2,379	2,379
Total Operations Headcount	2,638	2,715	2,933	2,909	2,851	2,851
Maintenance						
Managers/Supervisors	776	898	956	854	869	886
Professional, Technical, Clerical	236	280	307	320	338	338
Operational Hourlies	3,190	3,067	3,234	3,355	3,470	3,571
Total Maintenance Headcount	4,202	4,245	4,497	4,528	4,677	4,795
Engineering/Capital						
Managers/Supervisors	141	161	154	153	140	140
Professional, Technical, Clerical	49	68	63	63	63	63
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital Headcount	190	229	217	216	203	203
Public Safety						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Public Safety Headcount	-	-	-	-	-	-
Total Baseline Positions						
Managers/Supervisors	1,467	1,660	1,745	1,630	1,626	1,643
Professional, Technical, Clerical	492	590	623	618	633	633
Operational Hourlies	5,528	5,448	5,784	5,909	5,969	6,070
Total Baseline Positions	7,487	7,698	8,152	8,156	8,228	8,346



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

Joint MNR/LIRR Committee & CPOC Monthly PTC Project Update



December 16, 2020
(Data date of 12/9/2020)



LIRR/MNR Overall PTC Project Status

Schedule

Both LIRR and MNR are on target to meet FRA compliance by the December 31, 2020 deadline

MNR has 100% of their 244.3 route miles in PTC

LIRR has 100% of their 305 route miles in PTC

LIRR/MNR received FRA conditional approval of their Safety Plans in November

LIRR/MNR are interoperable with Tenant Railroads

Budget

\$1.159B Current Budget



LIRR PTC ERSD Timeline and Look-ahead

November 2020

- ✓ Conditional approval of Safety Plan

December 2020

- ✓ Harold ERSD (Mile Post 0 to 5) (previously November)
- ✓ Commence NYAR into PTC operations
- ✓ Commence M9 fleet and work trains (E15) into PTC operations
- ✓ Interoperability between LIRR and Amtrak (previously November)
- HMAC deployment on Amtrak/NJT trains pending Amtrak/NJT readiness
- Operational STS-STIS interface pending Amtrak readiness

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
- Warranty Program and on-going maintenance and training activities.



LIRR Project Update

ERSD

- Achieved ERSD on 100% of LIRR's 305 route miles.
- Harold ERSD commenced on December 5, 2020.

Fleet Deployment

- The entire LIRR fleet has been updated with the latest version of its on-board and communications software to operate in PTC.
- NYAR locomotives have started to operate in PTC with full ramp through December.
- M9 fleet approved to operate in PTC on Amtrak territory.

Safety Plan

- Received conditional approval by FRA of Safety Plan on November 16, 2020.
- New PTC requirements set forth in FRA's conditional approval may require additional funding.
- LIRR's PTC system is safety certified by FRA and no longer considered in ERSD.



LIRR Project Update (continued)

Interoperability between LIRR and Amtrak

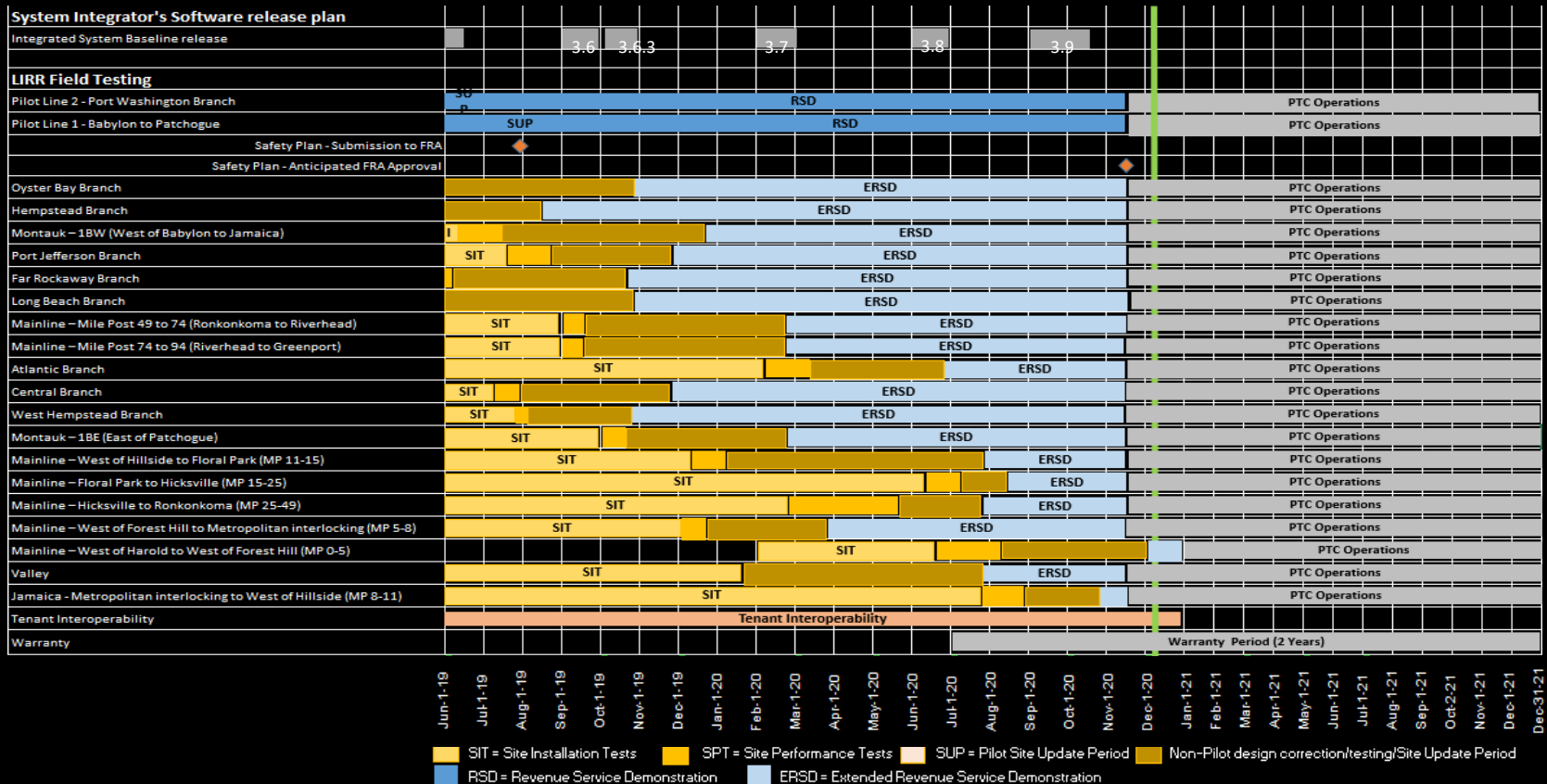
- LIRR and Amtrak are interoperable on joint PSCC territory (F interlocking and Harold).
- TSR enforcement of Amtrak trains through Joint PSCC territory successfully tested.
- Amtrak fleet (ACS64, Acela Legacy, Diesel switcher) approved to operate on LIRR territory.
- LIRR M9 fleet approved to operate on Amtrak territory.
- Field testing of STS-STS interface completed using Amtrak's production server.

Pending Amtrak activities for full interoperability to be completed in December include:

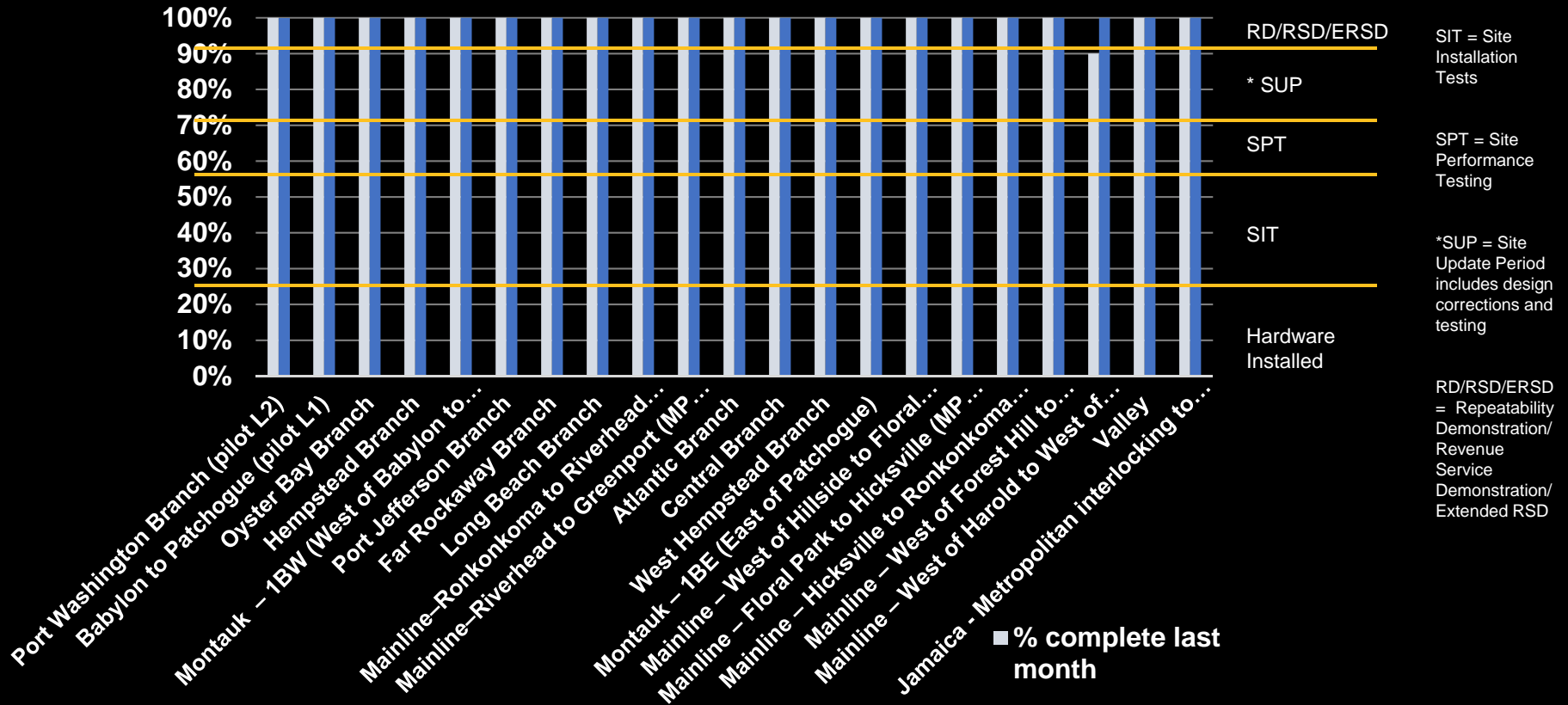
- Commissioning of Amtrak Safety server at PSCC for an operational STS-STS safety server interface
 - *No issues anticipated, but an operational workaround (see slide 8) in place as back-up.*
- Activation of HMAC keys on all Amtrak/NJT revenue trains
 - *Only trains with HMAC will be allowed to operate on LIRR for December 31, 2020 deadline.*
 - *A subset of Amtrak/NJT trains have already been tested to validate proper configuration.*
 - *Full deployment planned in mid-December.*
- TSR enforcement of NJT trains (through Amtrak's F interlocking area) – pending NJT readiness.
 - *NJT is Amtrak's tenant and will not be allowed to operate if not ready by December 31, 2020 deadline.*



LIRR Working Schedule and Sequence



LIRR Segment RSD Readiness (Previous vs Current Month)



Key Milestones and Issues (LIRR & MNR)

Status	Activity	Issues
<p style="text-align: center;">● Green (Current)</p> <p style="text-align: center;">● Green (Previous)</p>	<p>Delivery and implementation of System Software for STS-STS safety server interface for Interoperability with Amtrak</p> <p>Baseline 3.9</p>	<p>Issues:</p> <ul style="list-style-type: none"> Timely delivery of System Software Release 3.9 for the STS-STS safety server interface for FRA compliance and interoperability with Amtrak. <p>Monthly Update:</p> <ul style="list-style-type: none"> The physical connectivity between LIRR and Amtrak safety servers are installed, tested and ready. Static testing and database validation (pending review of live data captured in logs) for production configuration successfully completed. Operational STS-STS safety server interface scheduled for completion in mid-December. <p>Drivers:</p> <ul style="list-style-type: none"> Changes to MTA's design for the safety server interface was modified to align with an updated specification from Amtrak in early 2018. <p>Mitigations:</p> <ul style="list-style-type: none"> The Railroads have an operational workaround (already discussed with FRA) should interface fail to be operational at end of 2020. This mitigation does not impact MTA trains. <p>Potential Impacts:</p> <ul style="list-style-type: none"> MTA will need to implement an operational mitigation if interface is not available at the end of the year.
<p>● Significant impact to Project Schedule and ability to meet PTC deadline. Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline. Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline. Green</p>	<p>Date Needed</p> <p>November 2020</p>	



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 151,500 Revenue Trains ran in full PTC mode from August 2019 – Nov 2020
- Waterbury Branch is currently operating under PTC Main Line Track Exclusion Addendum
- Amtrak passenger trains (Rev10 & 11) are interoperable on the Hudson and New Haven Lines.
- CSX and P&W freights (Rev10 & 11) are interoperable on the Hudson & New Haven Lines and Danbury Branch



MNR Project Update (continued)

Field Installation & Testing

- Completed activation of Over the Air Security (HMAL) on MNR Wayside and Fleets
 - Activations for Amtrak and Freight trains commenced, remaining to be completed by Dec 2020
- New Haven Boundary integration route testing is completed and commissioned on Dec 4th 2020
- Onboard OBC Software Update for release 5.2.17 is completed
- Continue to mitigate technical and operational issues

Amtrak Boundary Installation & Commissioning

- Poughkeepsie – Completed and commissioned December 5th 2019
- Spuyten Duyvil - Completed and commissioned May 28th 2020
- New Rochelle – Completed and commissioned Sept 12th 2020
- New Haven – Completed and commissioned on Dec 4th 2020
- STS-STIS Interface – Testing commenced, commissioning scheduled for completion in Mid Dec 2020

MNR received Safety Plan Conditional Approval from the FRA on Nov 25th 2020



MNR M8 Project Update

Current Project Status

- Received Alstom Safety Case and Software Safety Delivery Sheet for ERSD OBC Software release P2
- Bombardier Wayside Integration field testing of RC2 report completed and submitted to the FRA in preparation for ERSD. FRA Approval received to begin ERSD
- Received Bombardier M8 Safety Certification on Dec 1st 2020
- M8 Fleet ERSD commenced on Dec 3rd 2020
- Continued replacement of upgraded ATC/ACSES hardware, 114 out of 125 required married pairs completed
- Implemented MCM Software w/HMAC security features – 99 pairs upgraded
- Implemented Operational Mitigations due to differences between the Alstom and Siemens OBC systems

Upcoming Milestones

- Continue ERSD of the M8 fleet and upgrade fleet to meet service needs for full PTC head-end service
- Continue replacement of upgraded ATC/ACSES hardware on M8 fleet
- Commence variance resolution and establish target of next OBC Software Release in 2021



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
- Functional testing and error free runs of the integrated system are completed
- ERSD commenced between Suffern and Campbell Hall on Dec 5th

Upcoming Milestones

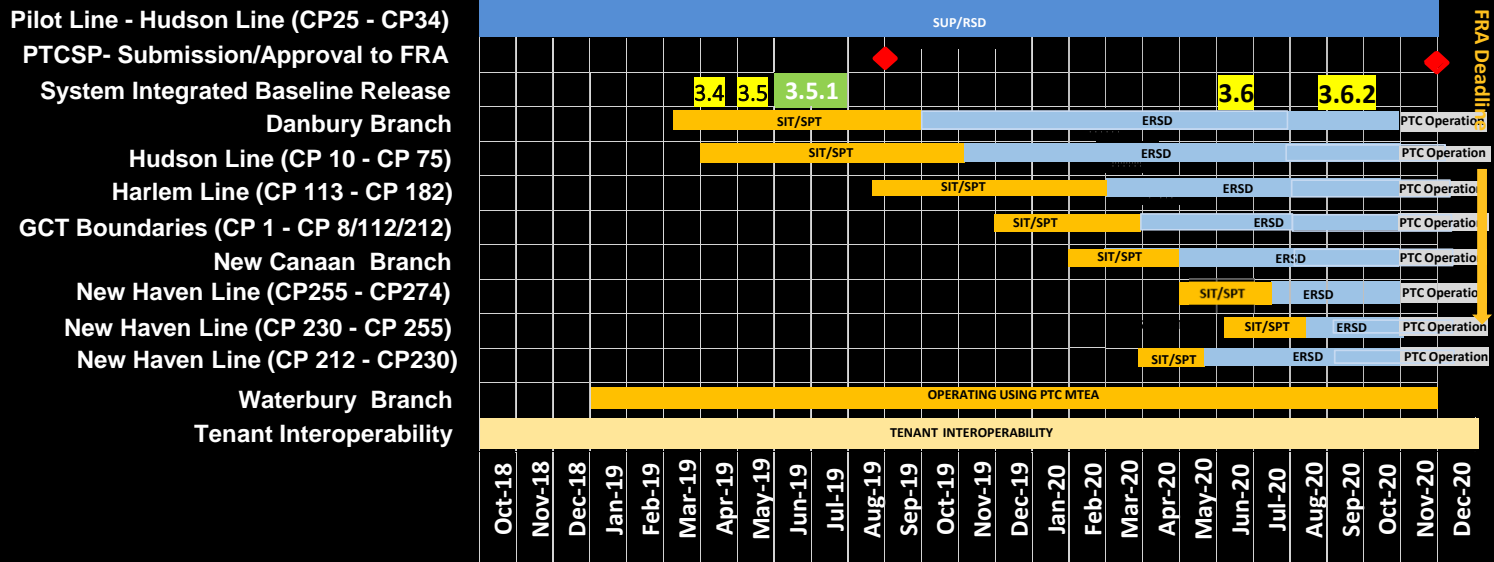
- ERSD on the remaining section of Port Jervis Line between Campbell Hall and Port Jervis by Dec 2020

Pascack Valley Line

- Entered ERSD in Sept 2020



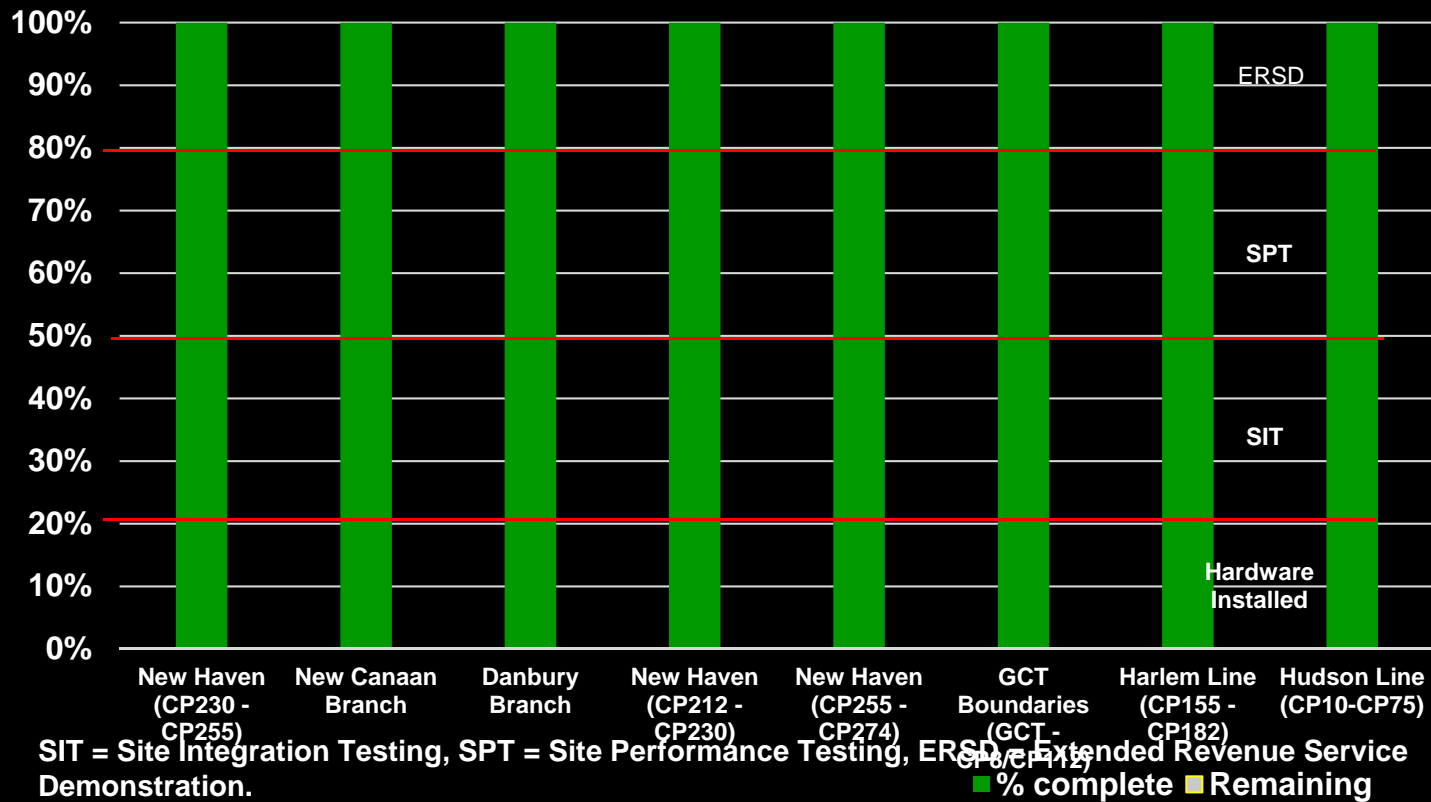
MNR Schedule and Sequence








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> Green (Current)</p> <p> Yellow (Previous)</p> <p> Red Significant impact to Project Schedule and ability to meet PTC deadline.</p> <p> Yellow Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.</p> <p> Green No Near Term Impact to Project Schedule and on target to meet PTC deadline.</p>	<p>Integration for the M8 OBC into the MNR Wayside for ERSD</p> <p>Date Needed</p> <p>December 2020</p>	<p>Issues:</p> <ul style="list-style-type: none"> Complete M8 Fleet Hardware and Software Upgrade for full PTC Operability Complete Gap analysis, design and implement mitigating measures Complete M8 OBC Qualification and Integration Testing in MNR / BT Wayside Environment <p>Monthly Update:</p> <ul style="list-style-type: none"> Alstom completed field qualification testing and provided Safety Case and Software Safety Delivery Sheet for ERSD OBC Software release P2. Bombardier Wayside Integration field testing of RC2 report completed and submitted to the FRA in preparation for ERSD. FRA Approval received to begin ERSD the week of 11/30th. M8 Fleet ERSD commenced on December 3rd 2020. Continued replacement of upgraded ATC/ACSES hardware, 114 out of 125 pairs completed. Review and provide documentation required by Bombardier for M8 Safety Certification Implemented MCM Software w/HMAC security features – 99 pairs upgraded <p>Drivers:</p> <ul style="list-style-type: none"> Continued production schedule adherence for upgraded ATC/ACSES Mechanisms for replacement Safety Certification of OBC and to MNR Wayside Environment by both Alstom and Bombardier, respectively. Submission of Safety Documentation to FRA for M8 Fleet to Enter ERSD <p>Mitigations:</p> <ul style="list-style-type: none"> Complete Operational mitigations identified in the Gap analysis and qualified through field testing Develop Operational mitigations for implementation prior to ERSD Start <p>Potential Impacts:</p> <ul style="list-style-type: none"> Potential risk of not completing entire M8 fleet with both hardware and software PTC upgrades



MNR PTC ERSD Timeline

Sept – Nov 2020

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

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



Proposed 2021 Metro-North Railroad Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chairs & Members
2021 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>January 2021</u>	
Approval of 2021 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
<u>February 2021</u>	
Adopted Budget/Financial Plan 2021	Finance
2020 Annual Operating Results	Operations
Diversity/EEO Report – 4th Quarter 2020	Diversity and EEO
<u>March 2021</u>	
Annual Elevator & Escalator Report	Engineering
2020 Annual Ridership Report	Operations Planning & Analysis
<u>April 2021</u>	
No Items	
<u>May 2021</u>	
Final Review of 2020 Operating Budget Results	Finance
Track Program Quarterly Update	Engineering
LIRR/MNR PTC Implementation Update	President
Diversity/EEO Report – 1 st Quarter 2021	Diversity and EEO
<u>June 2021</u>	
Progress on Way Ahead Strategic Plan	Strategic Initiatives

July 2021

Grand Central Terminal Retail Development
Track Program Quarterly Update

MTA Real Estate
Engineering

September 2021

2022 Preliminary Budget (Public Comment)
2021 Mid-Year Forecast
Diversity/EEO Report – 2nd Quarter 2021

Finance
Finance
Diversity and EEO

October 2021

2022 Preliminary Budget (Public Comment)
LIRR/MNR PTC Implementation Update
Track Program Quarterly Update

Finance
President
Engineering

November 2021

Progress on Way Ahead Strategic Plan

Strategic Initiatives

December 2021

2022 Final Proposed Budget
2022 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2021
Review of Committee Charter

Finance
Committee Chairs & Members
Diversity and EEO
Committee Chair & Members

METRO-NORTH RAILROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2021 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

JANUARY 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.

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.

Diversity & EEO Report– 4th Quarter 2020

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

MARCH 2021

Annual Elevator/Escalator Report

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

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.

APRIL 2021

No Items

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.

Diversity & EEO Report– 1st Quarter 2021

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

JUNE 2021

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.

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.

Diversity & EEO Report– 2nd Quarter 2021

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

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 project implementation and close-out following full Positive Train Control functionality for both railroads going into effect in December 2020.

Track Program Quarterly Update

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

NOVEMBER 2021

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 2021

2022 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2022.

2022 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2022 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd 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.

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

METRO-NORTH RAILROAD MNR

EEO Report – 3rd Quarter 2020

December 16, 2020



Executive Summary

■ EEO

As of **September 30, 2020**, MNR's workforce included **6,460** total employees. This represents a 3% decrease from the third quarter 2019 (3Q19) workforce.

- Females represent 13% (825) of our workforce, remaining constant, when compared to 3Q19 due to limited recruitment activity.
- Females were hired above their current representation due to high female recruitment in the Service Maintenance EEO job category.
- Minorities represent 39% (2,534) of our workforce, remaining constant, when compared to 3Q19 due to limited recruitment activity.
- Minorities were hired at 60%, above their current representation due to high minority recruitment in the Service Maintenance EEO job category.



Executive Summary

MNR conducted a **utilization analysis*** of females and minorities in its workforce as of September 30, 2020. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

Females:

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

Minorities:

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

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



Executive Summary

■ Diversity Initiatives to increasing representation*

■ Initiatives/challenges to address underrepresentation for females and minorities.

■ **Female and Minority** As part of MNR's effort to increase representation of females and minorities in the MNR workforce, MNR engaged in the following Diversity Initiatives:

- MNR created and will launch a new training program, entitled "Diversity and Inclusion in the Workplace." The course will train the workforce on the foundations of diversity and inclusion, challenge employees to examine our preconceived notions about those that do not look like us, and inspire us to be more aware of the perspectives and experiences of others to create an environment in which all Metro-North employees can thrive and feel respected.
- MNR formed an internal working group, known as the DRIL group (for "Diversity, Respect, Inclusion and Leadership"). DRIL collaborated with a D&I consultant, participated in strategy labs and will make recommendations to make Metro-North an even more diverse, respectful and inclusive workplace.
- MNR's HR department participated in virtual outreach events regarding women in leadership positions, women in the Transit industry, and "Opportunities and Obstacles for Women of Color in Business."

■ **Veteran** HR participated in the following events focused on veterans:

- Veterans Suicide Awareness and Remembrance Day Observance.
- Veteran Mental Health Coalition - Serving the Women Who Served.

■ **Persons with disability** HR participated in the following events:

- ADA 30 Roundtable by the NYC Mayor's Office for People with Disabilities.
- NYU Rusk Business Advisory Committee.
- Helen Keller Virtual Resume and Interview Training.
- NYU Rusk Virtual Resume and Interview Training.

* Due COVID-19 the recruitment efforts for the period of July 1st to September 30th were performed virtually.



MNR's

Workforce
as of September 30, 2020



Definitions of EEO Job Categories

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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



MNR's Workforce

JOB CATEGORY	TOTAL		Minorities		Est	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOPJ**		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
Officials & Administrators	770		292	38%	28%	478	62%	52%	109	14%	12%	72	9%	8%	72	9%	4%	2	0%	0%	0	0%	0%	37	5%	3%	55	7%	12	2%
F	185	24%	107	14%	9%	78	10%	10%	38	5%	5%	28	4%	2%	32	4%	2%	1	0%	0%	0	0%	0%	8	1%	1%	2	4%	2	17%
M	585	76%	185	24%	18%	400	52%	43%	71	9%	8%	44	6%	5%	40	5%	3%	1	0%	0%	0	0%	0%	29	4%	2%	53	96%	10	83%
Professionals	262		138	53%	31%	124	47%	50%	54	21%	12%	37	14%	10%	32	12%	8%	1	0%	0%	0	0%	0%	14	5%	1%	6	2%	2	1%
F	89	34%	61	23%	17%	28	11%	22%	31	12%	7%	15	6%	6%	11	4%	4%	1	0%	0%	0	0%	0%	3	1%	1%	1	17%	1	50%
M	173	66%	77	29%	14%	96	37%	28%	23	9%	5%	22	8%	4%	21	8%	4%	0	0%	0%	0	0%	0%	11	4%	1%	5	83%	1	50%
Technicians	129		57	44%	32%	72	56%	48%	28	22%	16%	12	9%	10%	8	6%	4%	1	1%	0%	0	0%	0%	8	6%	3%	19	15%	3	2%
F	14	11%	10	8%	5%	4	3%	4%	5	4%	3%	2	2%	1%	0	0%	1%	0	0%	0%	0	0%	0%	3	2%	0%	3	16%	0	0%
M	115	89%	47	36%	27%	68	53%	44%	23	18%	13%	10	8%	9%	8	6%	3%	1	1%	0%	0	0%	0%	5	4%	2%	16	84%	3	100%
Protective Services																														
F																														
M																														
Paraprofessionals	12		4	33%	33%	8	67%	47%	2	17%	14%	1	8%	14%	0	0%	5%	0	0%	0%	0	0%	0%	1	8%	1%	0	0%	0	0%
F	7	58%	3	25%	29%	4	33%	41%	2	17%	12%	1	8%	12%	0	0%	4%	0	0%	0%	0	0%	0%	0	0%	1%	0	0%	0	0%
M	5	42%	1	8%	5%	4	33%	6%	0	0%	2%	0	0%	2%	0	0%	1%	0	0%	0%	0	0%	0%	1	8%	0%	0	0%	0	0%
Administrative Support	322		192	60%	41%	130	40%	39%	116	36%	23%	46	14%	13%	9	3%	3%	0	0%	0%	1	0%	0%	20	6%	3%	16	5%	5	2%
F	133	41%	106	33%	18%	27	8%	11%	68	21%	10%	21	7%	5%	5	2%	1%	0	0%	0%	1	0%	0%	11	3%	1%	1	6%	1	20%
M	189	59%	86	27%	24%	103	32%	27%	48	15%	13%	25	8%	7%	4	1%	2%	0	0%	0%	0	0%	0%	9	3%	2%	15	94%	4	80%
Skilled Craft	3,295		1105	34%	30%	2,190	66%	50%	556	17%	15%	346	11%	10%	48	1%	2%	16	0%	0%	0	0%	0%	139	4%	2%	311	9%	27	1%
F	59	2%	37	1%	2%	22	1%	2%	29	1%	1%	6	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	2	0%	0%	5	2%	0	0%
M	3,236	98%	1068	32%	27%	2,168	66%	48%	527	16%	13%	340	10%	10%	48	1%	2%	16	0%	0%	0	0%	0%	137	4%	2%	306	98%	27	100%
Service Maintenance	1,670		746	45%	42%	924	55%	31%	415	25%	20%	223	13%	24%	29	2%	3%	4	0%	0%	0	0%	0%	75	4%	2%	73	4%	9	1%
F	338	20%	214	13%	4%	124	7%	3%	138	8%	5%	48	3%	6%	5	0%	1%	1	0%	0%	0	0%	0%	22	1%	0%	6	8%	5	56%
M	1,332	80%	532	32%	38%	800	48%	27%	277	17%	16%	175	10%	19%	24	1%	2%	3	0%	0%	0	0%	0%	53	3%	2%	67	92%	4	44%
Total	6,460		2,534	39%		3,926	61%		1,280	20%		737	11%		198	3%		24	0%		1	0%		294	5%		480	8%	58	1%

* American Indian/Alaskan Native

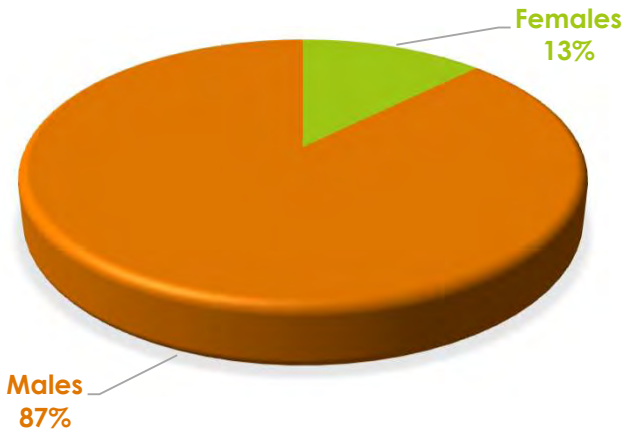
**Native Hawaiian Other Pacific Islander

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

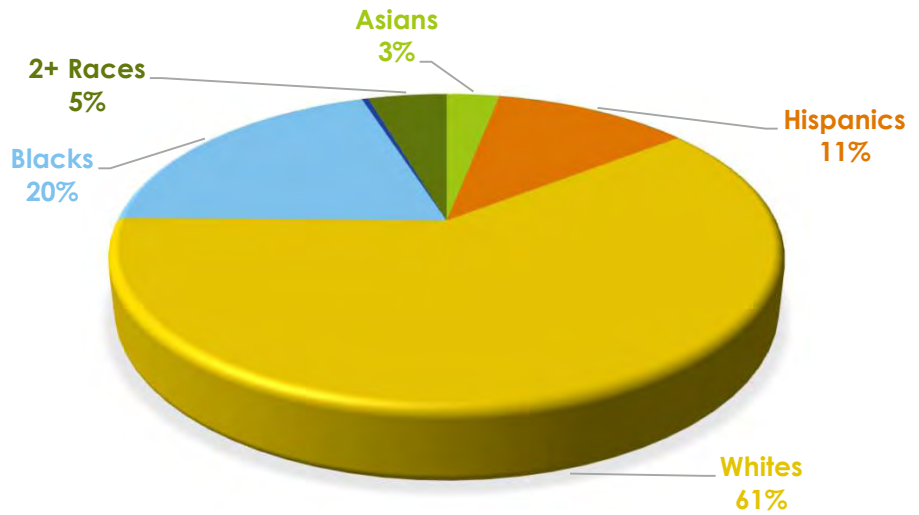


MNR's Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MNR's workforce consists of **6,460** employees

- ❑ 13% females, 39% minorities, and 8% veterans.
- ❑ The percentage of females employed remained constant when compared to 3Q19.
- ❑ The percentage of minorities employed remained constant as it relates to race and ethnicity when compared to 3Q19.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **September 30, 2020** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

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



MNR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	5%	5%	2%	4%	2%	4%	0%	0%	0%	0%	1%	1%	10%	10%
	M	8%	9%	5%	6%	3%	5%	0%	0%	0%	0%	2%	4%		
Professionals	F	7%	12%	6%	6%	4%	4%	0%	0%	0%	0%	1%	1%	22%	11%
	M	5%	9%	4%	8%	4%	8%	0%	0%	0%	0%	1%	4%		
Technicians	F	3%	4%	1%	2%	1%	0%	0%	0%	0%	0%	0%	2%	4%	3%
	M	13%	18%	9%	8%	3%	6%	0%	1%	0%	0%	2%	4%		
Protective Services															
Paraprofessionals	F	12%	17%	12%	8%	4%	0%	0%	0%	0%	0%	1%	0%	41%	33%
	M	2%	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	8%		
Administrative Support	F	10%	21%	5%	7%	1%	2%	0%	0%	0%	0%	1%	3%	11%	8%
	M	13%	15%	7%	8%	2%	1%	0%	0%	0%	0%	2%	3%		
Skilled Craft	F	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%
	M	13%	16%	10%	10%	2%	1%	0%	0%	0%	0%	2%	4%		
Service Maintenance	F	5%	8%	6%	3%	1%	0%	0%	0%	0%	0%	0%	1%	3%	7%
	M	16%	17%	19%	10%	2%	1%	0%	0%	0%	0%	2%	3%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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



MNR'S

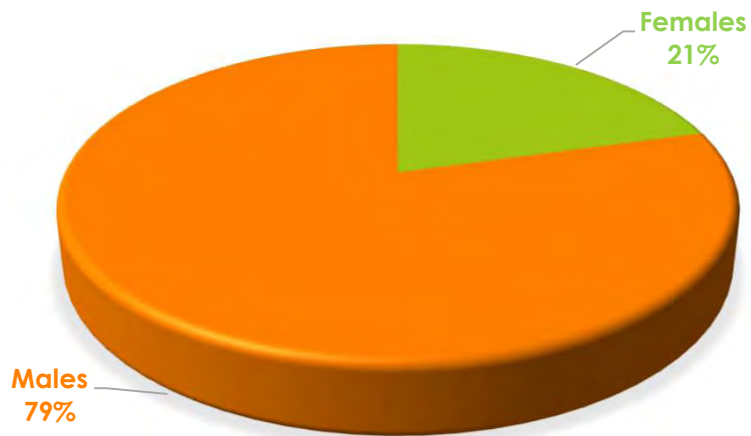
New Hires and Veterans

January 1, 2020 – September 30, 2020

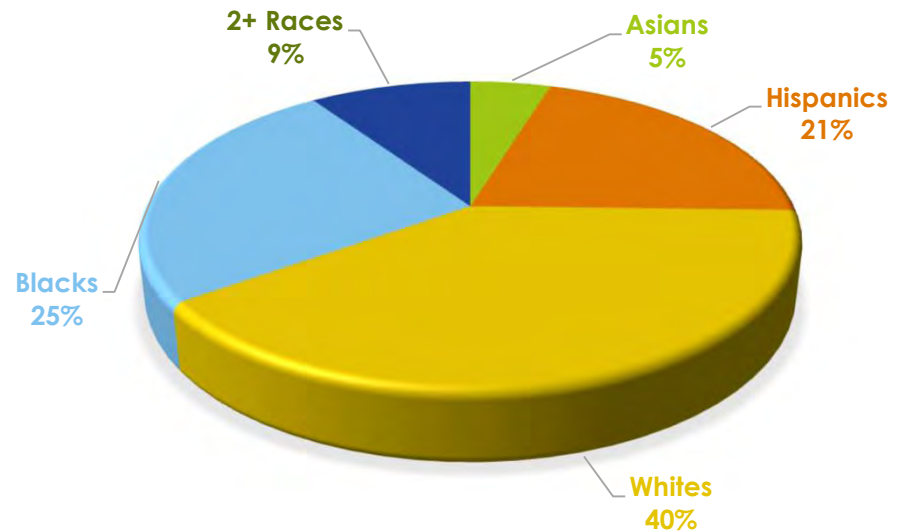


MNR's New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



We added 63 employees including 5 veterans:

- ❑ 21% females of which 8% were female veterans.
- ❑ Females were hired at a higher percentage when compared to their current representation in the workforce.
- ❑ 60% minorities of which 11% were minority veterans.
- ❑ Minorities were hired at a higher percentage when compared to their current representation in the workforce.



MNR'S

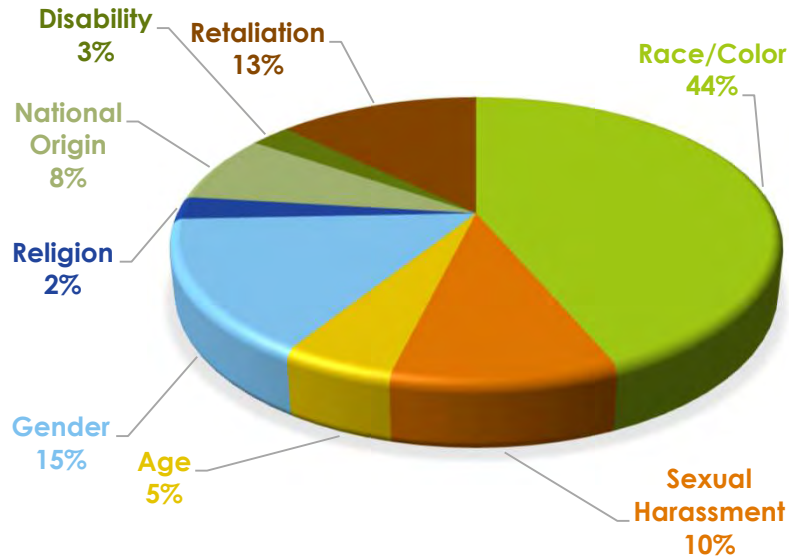
Complaints and Lawsuits

January 1, 2020 – September 30, 2020

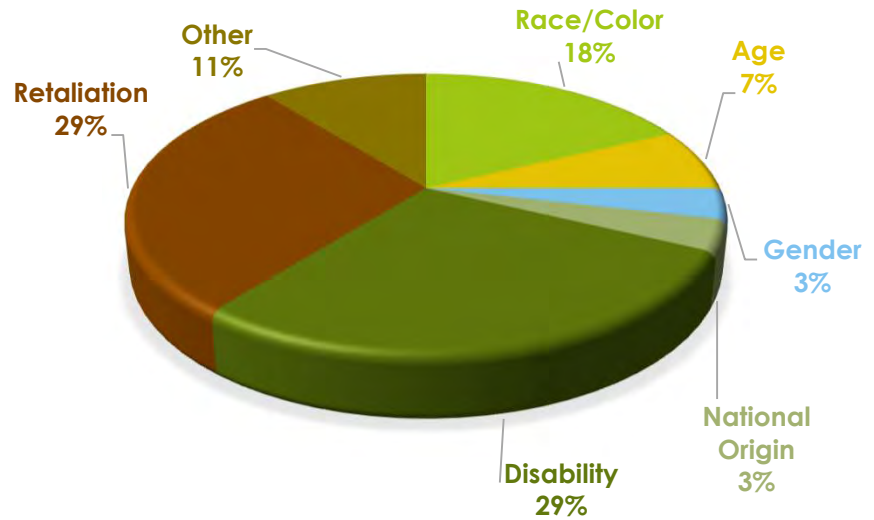


MNR's Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



MNR handled 46 EEO complaints, citing 67 separate allegations, and 12 lawsuits.

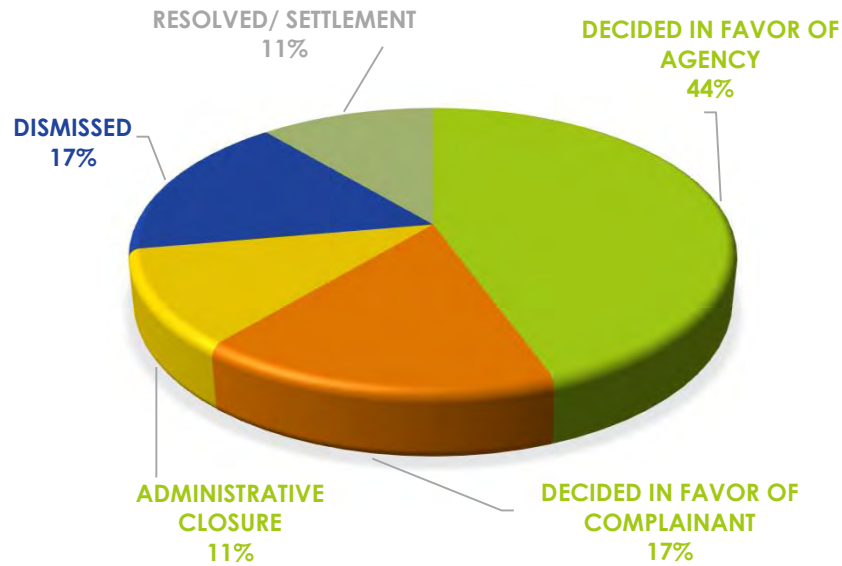
- Handled 29 internal complaints.
- Handled 17 external complaints.
- The most frequently cited basis internally was race/color and externally were retaliation and disability.



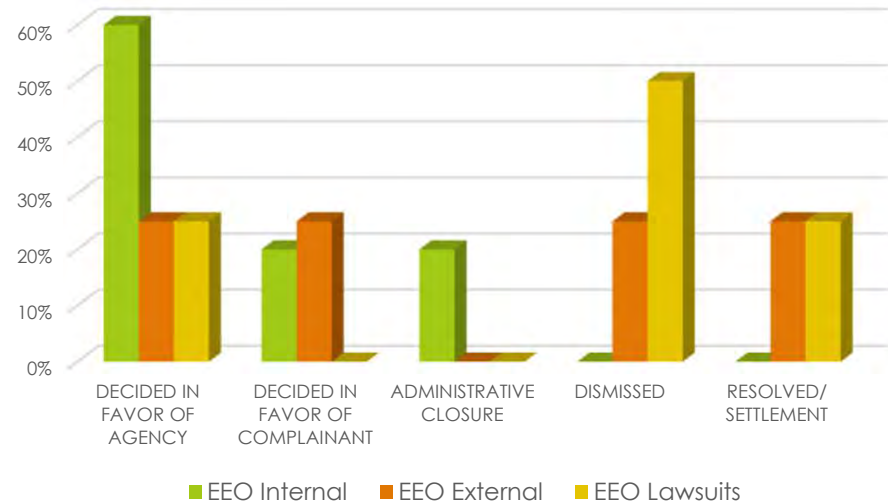
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MNR's EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



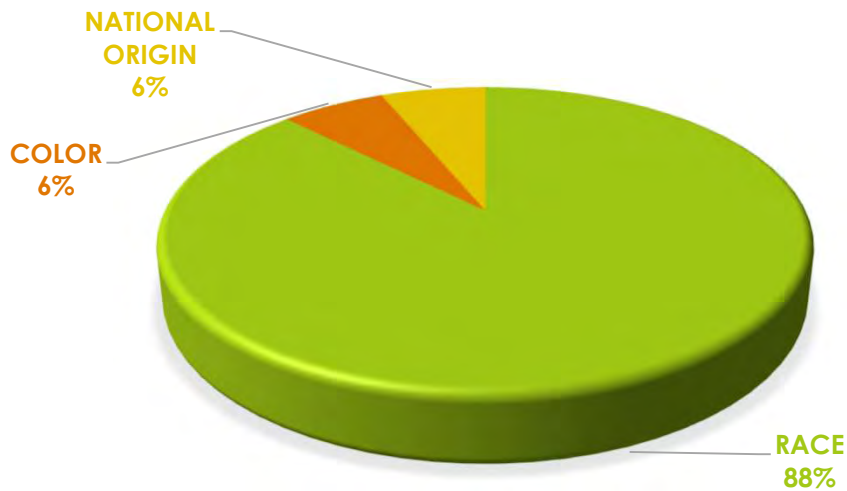
MNR disposed 14 EEO complaints and 4 EEO lawsuits.

- ❑ 44% complaints/lawsuits decided in favor of the agency.
- ❑ 17% complaints/lawsuits decided in favor of the complainant.
- ❑ 11% complaints/lawsuits were administrative closures.
- ❑ 17% complaints/lawsuits were dismissed.
- ❑ 11% complaints/lawsuits were resolved/settled.

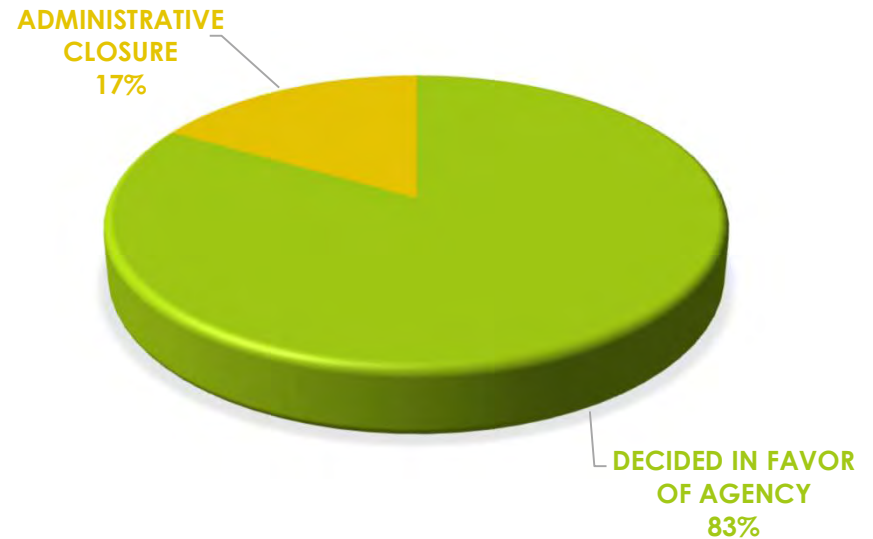


MNR's Title VI Discrimination Complaints, Lawsuits and Dispositions

TITLE VI DISCRIMINATION COMPLAINTS



TITLE VI DISPOSITIONS



MNR handled 14 Title VI Complaints, citing 16 separate allegations and 0 Title VI lawsuits. Agency disposed of 6 complaints and 0 lawsuits.

- 83% complaints/lawsuits decided in favor of the agency.
- 0% complaints/lawsuits decided in favor of the complainant.
- 17% complaints/lawsuits were administrative closures.
- 0% complaints/lawsuits were resolved/settled.





THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE METRO-NORTH COMMUTER RAILROAD

This Charter for the Committee on the Operations of the Metro-North Commuter Railroad was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on March 21, 2018.

I. PURPOSE

The Committee on the Operations of the Metro-North Commuter Railroad (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Metro-North Commuter Railroad Company (“Metro-North”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or Metro-North. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking

and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, Metro-North or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of Metro-North and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of Metro-North, including information on railroad service;
2. monitor and update the Board Chair and the Board on the safety record of Metro-North; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to Metro-North operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of Metro-North, including financial reports, ridership reports, and the use of funds by Metro-North;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of Metro-North that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed capital projects of Metro-North and monitor the status of such projects;

7. review and make recommendations to the Board Chair and the Board regarding Metro-North service and policy changes that require Board approval;
8. facilitate the identification of approaches and solutions that address Metro-North security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding Metro-North security issues; and
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of Metro-North: (i) legal and regulatory matters that may have a material impact on Metro-North; and (ii) the scope and effectiveness of compliance policies and programs.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of Metro-North:

1. Review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
2. Review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
3. Monitor the progress of the capital projects undertaken by the MTACC;
4. Monitor the budget and the schedule of capital projects undertaken by the MTACC;
5. Monitor the progress of contract commitments and completions with respect to capital projects; and
6. Track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



Long Island Rail Road

INFORMATION

ITEMS

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2020 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
MTA Capital Construction Report	MTA Capital Construction
MTA Police Report	MTA Police
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP – Operations
Performance Metrics Report	President/Senior Staff
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>January 2021</u>	
Approval of 2021 Committee Work Plan	Committee Chair & Members
Winter Trackwork Programs	Service Planning
<u>February 2021</u>	
Adopted Budget/Financial Plan 2021	Management & Budget
2020 Annual Operating Results	Operations
Diversity/EEO Report – 4 th Q 2020	Administration/Diversity
March Timetable/Spring Trackwork Programs	Service Planning
<u>March 2021</u>	
Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning
2020 Annual Ridership Report	Finance/Marketing
<u>April 2021</u>	
<u>May 2021</u>	
Final Review of 2020 Operating Budget Results	Management & Budget
Summer Track Work Programs	Service Planning
Diversity/EEO Report – 1 st Q 2021	Administration/Diversity
LIRR/MNR PTC Project Update	President
<u>June 2021</u>	
Track Work Programs	Service Planning

July 2021

September Timetable Change & Trackwork Programs Service Planning

September 2021

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

October 2021

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

November 2021

East Side Access Support Projects Update	President/Sr. Staff
Year-End Trackwork Programs	Service Planning

December 2021

2022 Final Proposed Budget	Management & Budget
2022 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2021	Administration/Diversity
Winter Trackwork Program	Service Planning
Review of Committee Charter	Committee Chair & Members

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2020 Work Plan

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

President's Report

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

Safety Report

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

Capital Construction Report

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

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Operations Report

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

Financial Report

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

Ridership Report

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

Capital Program Report

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

II. SPECIFIC AGENDA ITEMS

JANUARY 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.

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.

Diversity & EEO Report– 4th Quarter 2020

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

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

MARCH 2021

Annual Elevator/Escalator Report

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

Spring Trackwork Programs

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

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.

APRIL 2021

MAY 2021

Final Review of 2020 Operating Results

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

Summer Trackwork Programs

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

Diversity & EEO Report– 1st Quarter 2021

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

LIRR/MNR PTC Project Update

The Committee will be briefed on the status of project implementation and close-out following full Positive Train Control functionality for both railroads going into effect in December 2020.

JUNE 2021

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

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 2021

2021 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2020 Mid-Year Forecast

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

Diversity & EEO Report– 2nd Quarter 2019

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

OCTOBER 2021

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

LIRR/MNR PTC Project Update

The Committee will be briefed on the status of project implementation and close-out following full Positive Train Control functionality for both railroads going into effect in December 2020.

NOVEMBER 2021

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.

DECEMBER 2021

Diversity & EEO Report– 3rd 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.

2022 Final Proposed Budget

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

Proposed 2022 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.

Review Committee Charter

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

MTA Long Island Rail Road (LIRR)

EEO Report – 3rd Quarter 2020

December , 2020



Executive Summary

■ EEO

As of **September 30, 2020**, LIRR's workforce included 7,454 total employees. This represents a 2% decrease from the third quarter 2019 (3Q19) workforce.

- Females represent 15% (1090) of our workforce, remaining constant, when compared to 3Q19, due to hiring activity restrictions combined with attrition.
- Females were hired above their current representation due to recruitment efforts.
- Minorities represent 37% (2,760) of our workforce, remaining constant, when compared to 3Q19, due to hiring activity restrictions combined with attrition.
- Minorities were hired above their current representation due to recruitment efforts.



Executive Summary

MTA LIRR conducted a **utilization analysis*** of females and minorities in its workforce as of September 30, 2020. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- ❑ Officials & Administrators – Black
- ❑ Professionals – Black and White
- ❑ Technicians – Hispanic, Asian and White
- ❑ Administrative Support – Asian
- ❑ Skilled Craft– Black, Hispanic and 2+ races
- ❑ Service Maintenance – Asian and White

Minorities:

- ❑ Officials & Administrators – Black
- ❑ Professionals – Black
- ❑ Technicians – Black, Hispanic and Asian
- ❑ Administrative Support – Hispanic and Asian
- ❑ Skilled Craft – Black, Hispanic, NHOPI and 2+ races
- ❑ Service Maintenance – Hispanic and Asian



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

Executive Summary

■ Diversity Initiatives to increasing representation

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



MTA LIRR

Workforce

as of September 30, 2020



Definitions of EEO Job Categories

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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



MTA LIRR Workforce

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	1,386		496	36%	890	64%	180	13%	147	11%	88	6%	7	1%	0	0%	74	5%	90	6%	18	1%
F	264	19%	135	10%	129	9%	60	4%	34	2%	24	2%	0	0%	0	0%	17	1%	7	8%	5	28%
M	1,122	81%	361	26%	761	55%	120	9%	113	8%	64	5%	7	1%	0	0%	57	4%	83	92%	13	72%
Professionals	316		151	48%	165	52%	50	16%	37	12%	48	15%	0	0%	1	0%	15	5%	17	5%	5	2%
F	53	17%	29	9%	24	8%	7	2%	6	2%	12	4%	0	0%	1	0%	3	1%	0	0%	1	20%
M	263	83%	122	39%	141	45%	43	14%	31	10%	36	11%	0	0%	0	0%	12	4%	17	100%	4	80%
Technicians	13		7	54%	6	46%	2	15%	2	15%	1	8%	1	8%	0	0%	1	8%	1	8%	0	0%
F	1	8%	1	8%	0	0%	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	12	92%	6	46%	6	46%	1	8%	2	15%	1	8%	1	8%	0	0%	1	8%	1	0%	0	0%
Administrative Support	371		178	48%	193	52%	110	30%	37	10%	14	4%	2	1%	0	0%	15	4%	12	3%	3	1%
F	183	49%	109	29%	74	20%	72	19%	21	6%	9	2%	1	0%	0	0%	6	2%	2	17%	1	33%
M	188	51%	69	19%	119	32%	38	10%	16	4%	5	1%	1	0%	0	0%	9	2%	10	83%	2	67%
Skilled Craft	4,509		1507	33%	3,002	67%	680	15%	514	11%	147	3%	8	0%	2	0%	156	3%	328	7%	9	0%
F	441	10%	198	4%	243	5%	128	3%	39	1%	16	0%	0	0%	0	0%	15	0%	10	3%	0	0%
M	4,068	90%	1309	29%	2,759	61%	552	12%	475	11%	131	3%	8	0%	2	0%	141	3%	318	97%	9	100%
Service Maintenance	859		421	49%	438	51%	238	28%	129	15%	20	2%	4	0%	1	0%	29	3%	43	5%	3	0%
F	148	17%	105	12%	43	5%	69	8%	27	3%	0	0%	1	0%	0	0%	8	1%	2	5%	0	0%
M	711	83%	316	37%	395	46%	169	20%	102	12%	20	2%	3	0%	1	0%	21	2%	41	95%	3	0%
Total	7,454		2,760	37%	4,694	63%	1,260	17%	866	12%	318	4%	22	0%	4	0%	290	4%	491	7%	38	1%



* American Indian/Alaskan Native

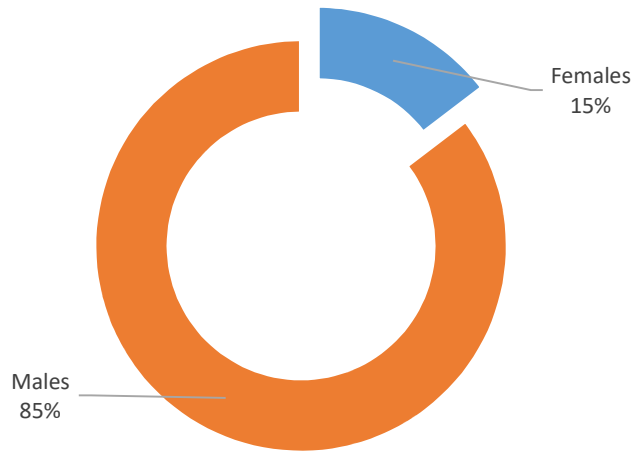
**Native Hawaiian Other Pacific Islander

***Persons with Disabilities

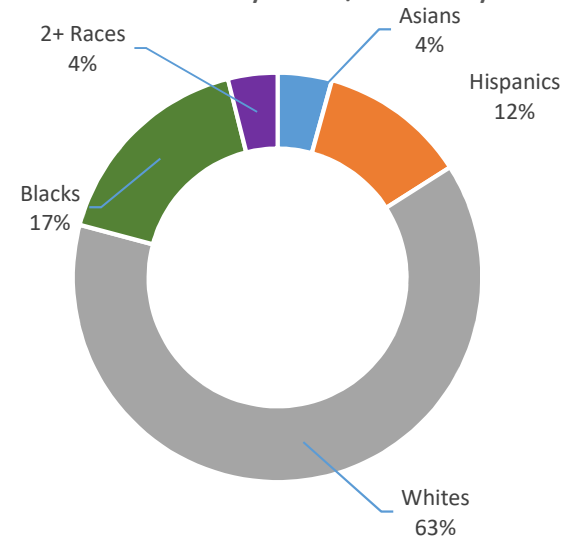
Note: All percentages have been rounded up to the nearest whole number.

MTA LIRR Workforce

Workforce by Gender



Workforce by Race/Ethnicity



LIRR's workforce consists of 7,454 employees

- ❑ 15% females, 37% minorities, and 7% veterans.
- ❑ The percentage of females has remained constant when compared to 3Q19.
- ❑ The percentage of minorities remained constant when compared to 3Q19.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **September 30, 2020** workforce percentages for females and minorities to the 2020 80 percent estimated availability of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

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



MTA LIRR Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	6%	4%	2%	2%	1%	2%	0%	0%	0%	0%	1%	1%	9%	9%
	M	8%	9%	6%	8%	3%	5%	0%	1%	0%	0%	2%	4%		
Professionals	F	3%	2%	2%	2%	2%	4%	0%	0%	0%	0%	0%	1%	14%	8%
	M	6%	14%	5%	10%	6%	11%	0%	0%	0%	0%	1%	4%		
Technicians	F	3%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%
	M	10%	8%	9%	15%	7%	8%	0%	8%	0%	0%	0%	8%		
Administrative Support	F	13%	19%	6%	6%	3%	2%	0%	0%	0%	0%	1%	2%	17%	20%
	M	7%	10%	5%	4%	3%	1%	0%	0%	0%	0%	2%	2%		
Skilled Craft	F	5%	3%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	5%	5%
	M	13%	12%	9%	11%	3%	3%	0%	0%	1%	0%	3%	3%		
Service Maintenance	F	6%	8%	3%	3%	1%	0%	0%	0%	0%	0%	1%	1%	6%	5%
	M	11%	20%	13%	12%	2%	2%	0%	0%	0%	0%	2%	2%		

Est Avail – Based on 2019 estimated availability

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



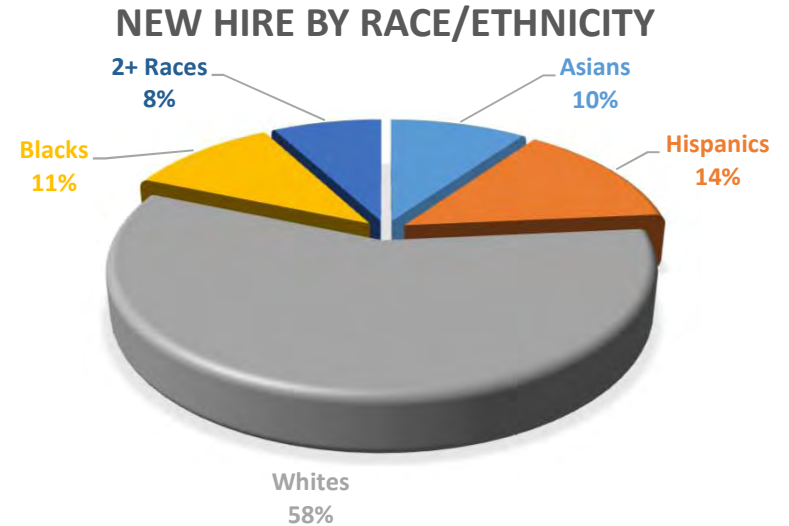
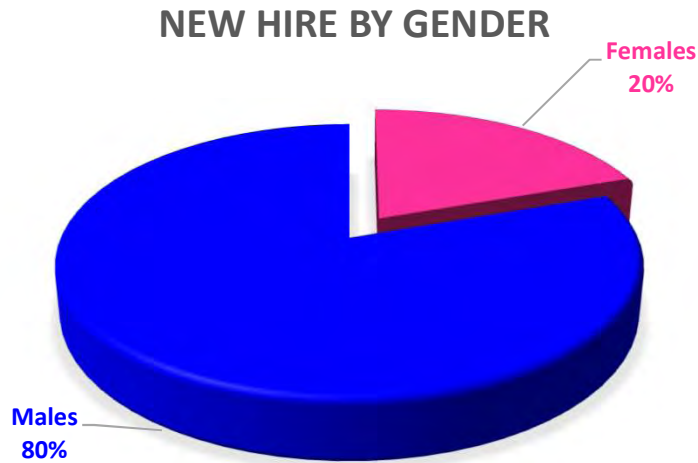
MTA LIRR

New Hires and Veterans

January 1, 2020 – September 30, 2020



MTA LIRR New Hires and Veterans



LIRR added 102 employees, including 3 veterans;

- ❑ 20% females, none of whom were veterans.
- ❑ Female hire percentage was above their current percentage of workforce representation.
- ❑ 42% minorities, 3 of whom were veterans.
- ❑ Minorities were hired above their current percentage of workforce representation.



MTA LIRR

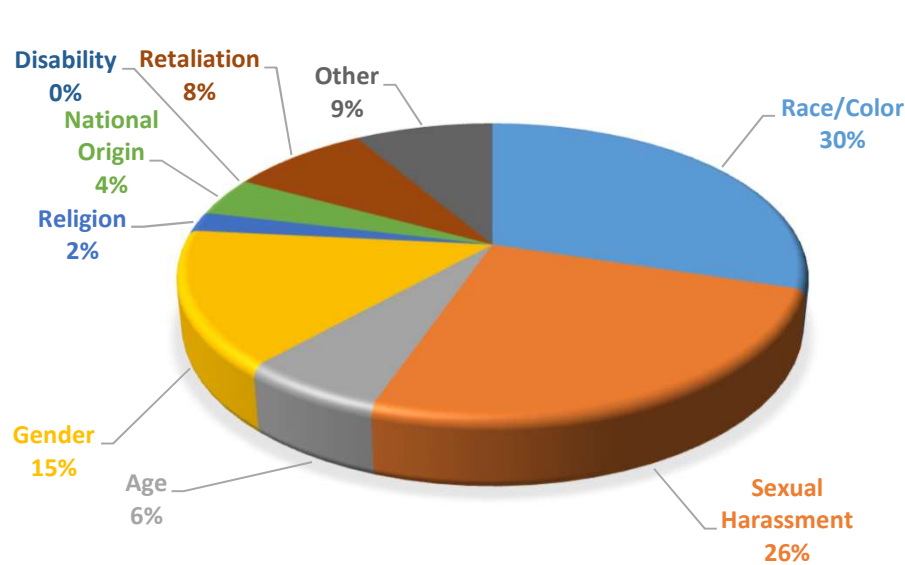
Complaints and Lawsuits

January 1, 2020 – September 30, 2020

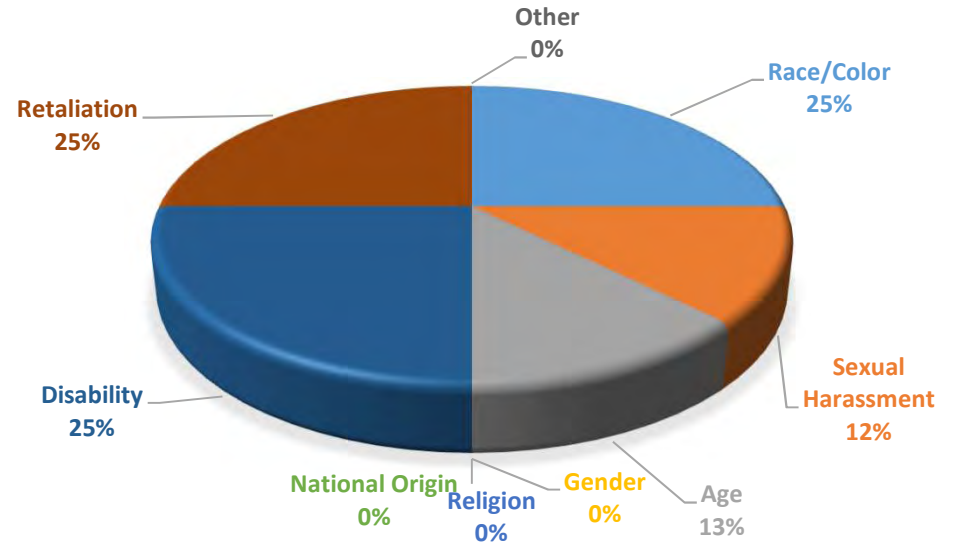


MTA LIRR Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



LIRR handled 33 EEO complaints, citing 55 separate allegations, and 13 lawsuits.

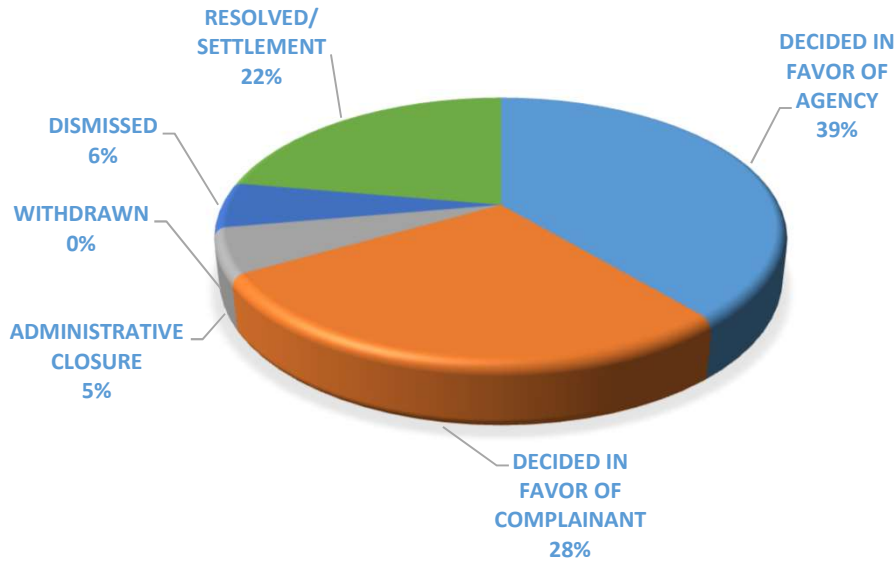
- 27 internal complaints.
- 6 external complaints.
- The most frequently cited basis internally was Race/Color and externally it was Race/Color, Disability and Retaliation.



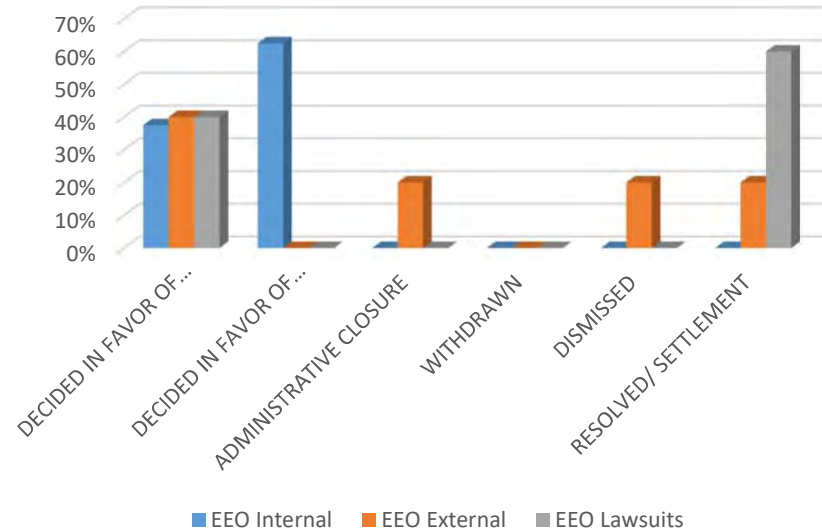
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. **"Other"** contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MTA LIRR EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS

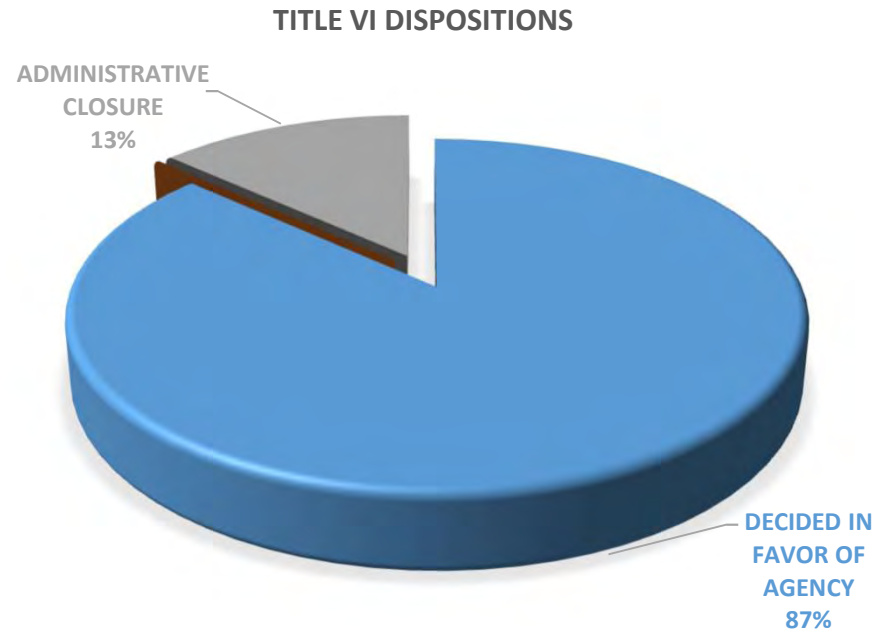
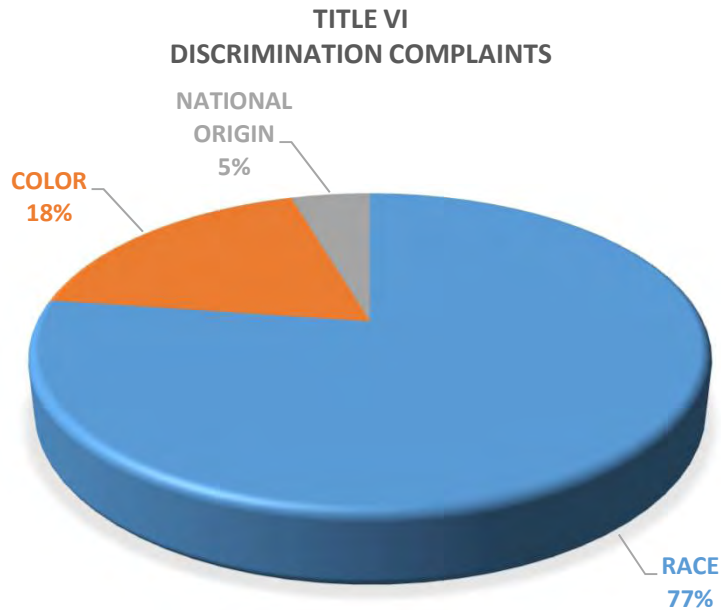


LIRR disposed 11 EEO complaints and 5 EEO lawsuits.

- ❑ 39% complaints/lawsuits decided in favor of the agency.
- ❑ 28% complaints/lawsuits decided in favor of the complainant.
- ❑ 22% complaints/lawsuits were resolved/settled.
- ❑ 5% complaints/lawsuits were administrative closures.
- ❑ 6% complaints/lawsuits were dismissed.



MTA LIRR Title VI Discrimination Complaints, Lawsuits and Dispositions



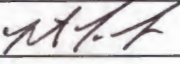
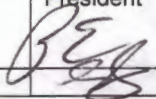
LIRR handled 18 Title VI Complaints, citing 22 separate allegations and no Title VI lawsuits. LIRR disposed of 14 complaints.

- 87% of the complaints were decided in favor of the agency.
- 13% of the complaints were administrative closures.



Staff Summary



Subject WINTER TRACKWORK PROGRAMS						Date November 23, 2020			
Departments SR. VICE PRESIDENT – OPERATIONS (ACTING)						Vendor Name			
Department Head Names R. FREE 						Contract Number			
Department Head Signature						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MTA Joint & Committee Meeting	12/16/20				3	VP – Corp Comm	1	President 
						2	CTO (Acting)		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules for Signal Pretesting of the New Nassau 1 Interlocking in support of the Main Line Expansion Project.

TRACK WORK PROGRAMS

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

- **Main Line – Signal Pretesting** – On the weekends of January 9-10, January 16-17 and January 23-24, both main tracks on the Main Line will be out of service for 48 hours between New Hyde Park and Hicksville for Signal Pretesting in advance of the cutover of the New Nassau 1 Interlocking as part of the Main Line Expansion Project.
 - **Temporary Service Adjustments:**
 - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.

- Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and East Williston. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
- *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
- *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
- *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
- *Bus service will also be provided between Mineola and Hicksville.*
- *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between Mineola and Hempstead for connections to and from points west.*
- *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*

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

IMPACT ON FUNDING

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



THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE LONG ISLAND RAIL ROAD AND THE METROPOLITAN SUBURBAN BUS AUTHORITY

This Charter for the Committee on Operations of the Long Island Rail Road and the Metropolitan Suburban Bus Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on March 21, 2018.

I. PURPOSE

The Committee on Operations of the Long Island Rail Road and the Metropolitan Suburban Bus Authority (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Long Island Rail Road Company (“LIRR”) and the Metropolitan Suburban Bus Authority (“LIB”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the LIRR/LIB. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, LIRR/LIB or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of the LIRR, the President of LIB and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of the LIRR/LIB, including information on railroad, bus and paratransit service;
2. monitor and update the Board Chair and the Board on the safety record of LIRR/LIB; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to LIRR/LIB operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of the LIRR/LIB, including financial reports, ridership reports, and the use of LIRR/LIB funds;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of the LIRR/LIB that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed capital projects of the LIRR/LIB and monitor the status of such projects;

7. review and make recommendations to the Board Chair and the Board regarding service and policy changes that require Board approval;
8. facilitate the identification of approaches and solutions that address LIRR/LIB security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding LIRR/LIB security issues; and
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of the LIRR/LIB: (i) legal and regulatory matters that may have a material impact on the LIRR/LIB; and (ii) the scope and effectiveness of compliance policies and programs.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of LIRR or LIB:

1. Review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
2. Review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
3. Monitor the progress of the capital projects undertaken by the MTACC;
4. Monitor the budget and the schedule of capital projects undertaken by the MTACC;
5. Monitor the progress of contract commitments and completions with respect to capital projects; and
6. Track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



Metro-North Railroad

Procurements

Subject Request for Authorization to Award Various Procurements

Department Procurement and Material Management

Department Head Name
Anthony Gardner, Senior Director *[Signature]*

Department Head Signature

Date
December 3, 2020

Vendor Name
Various

Contract Number
Various

Contract Manager Name
Various

Table of Contents Ref #

Project Manager Name

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.				
2	MTA Board Mtg.	12-16-20	x		

Internal Approvals			
	Approval		Approval
X	President <i>[Signature]</i>		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:
To obtain approval of the Board to award various contracts/contract modifications and purchase orders, and to inform the MTA Metro-North Railroad Committee of these procurement actions.

DISCUSSION:
MNR proposes to award non-competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>	NONE	
SUB TOTAL:		

MNR proposes to award competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule C:	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$334,873,148
	<ul style="list-style-type: none"> • Siemens Mobility, Inc. \$334,873,148 		
<u>Schedules Requiring Majority Vote</u>			
		<u>NONE</u>	
		SUB TOTAL:	
		1	\$334,873,148

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>			
		NONE	
<u>Schedules Requiring Majority Vote</u>			
		NONE	
		SUB TOTAL:	
		TOTAL:	
		1	\$334,873,148

The contractors noted above and on the following Staff Summary Sheets have been found in all respects responsive and responsible and are in compliance with State laws and regulations concerning procurements.

BUDGET IMPACT: The purchases/contracts will result in obligating MNR operating and capital funds in the amount listed. Funds are available in the current MNR operating/capital budgets for this purpose.

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

DECEMBER 2020

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items requiring Board approval)

1. Siemens Mobility, Inc. \$334,873,148 Staff Summary Attached
Design, Manufacture, Test and Delivery of New Dual-Mode Locomotives

Metro-North Railroad on behalf of itself, Long Island Rail Road (LIRR), Connecticut Department of Transportation (CDOT) and New York State Department of Transportation (NYSDOT) requests Board approval to award a competitively-solicited contract to Siemens Mobility Inc. (SMO) in the total amount of \$334,873,148 for the design, manufacture, testing, and delivery of 19 dual-mode locomotives and related locomotive equipment and for the exercise of an initial option for 8 additional locomotives. The contract is funded by a Federal Transit Administration (FTA) grant. Accordingly, FTA regulations, requirements, terms and conditions (collectively, Federal requirements) are applicable. In July 2018, the MTA Board approved the use of the competitive Request for Proposal (RFP) process for this procurement.

Under the contract, the above-listed agencies may elect to exercise the following option orders for an additional amount set forth in the SMO's price proposal: up to 32 additional locomotives for Metro-North, up to 66 locomotives in an alternate configuration for LIRR, up to 20 locomotives in an alternate configuration for CDOT, and up to 26 locomotives in an alternate configuration for NYSDOT. Exercise of LIRR's option is subject to MTA Board approval.

In connection with a previous contract awarded to an affiliate of SMO, SMO and its affiliated entities were found to be responsible notwithstanding significant adverse information pursuant to the MTA All-Agency Responsibility Guidelines and on September 20, 2016 such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. No new SAI has been found related to SMO and SMO has been found to be responsible.

It is recommended that the MTA Board approve the award of the contract to Siemens Mobility Inc. in the total amount of \$334,873,148. This includes the purchase of 19 new dual-mode locomotives and related equipment in the amount of \$231,614,132 for Metro-North, and the initial Metro-North option for 8 additional locomotives in the amount of \$82,104,384. In addition, the total amount includes capital spare parts in the amount of \$12,924,968, training simulator in the amount of \$1,560,353, bench test equipment in the amount of \$3,016,211 and extended locomotive warranty in the amount of \$3,653,100.

Staff Summary

Item Number C					
Dept & Dept Head Name: Procurement & Material Management, Anthony Gardner, Senior Director					
Division & Division Head Name: Executive Vice President, Susan Doering					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	N/A			
2	MTA Board Mtg.	12-16-20	X		
Internal Approvals					
Order	Approval	Order	Approval		
x	President 				

SUMMARY INFORMATION	
Vendor Name Siemens Mobility, Inc.	Contract Number 244941
Description Design, Manufacture, Test and Deliver New Dual Mode Locomotives	
Total Amount \$334,873,148	
Contract Term (including Options, if any) Seven years	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Metro-North Railroad on behalf of itself, Long Island Rail Road (LIRR), Connecticut Department of Transportation (CDOT) and New York State Department of Transportation (NYSDOT) requests Board approval to award a competitively-solicited contract to Siemens Mobility Inc. (SMO) in the total amount of \$334,873,148 for the design, manufacture, testing, and delivery of 19 dual-mode locomotives and related locomotive equipment and for the exercise of an initial option for 8 additional locomotives. The contract is funded by a Federal Transit Administration (FTA) grant. Accordingly, FTA regulations, requirements, terms and conditions (collectively, Federal requirements) are applicable. In July 2018, the MTA Board approved the use of the competitive Request for Proposal (RFP) process for this procurement.

Under the contract, the above-listed agencies may elect to exercise the following option orders for an additional amount set forth in SMO's price proposal: up to 32 additional locomotives for Metro-North, up to 66 locomotives in an alternate configuration for LIRR, up to 20 locomotives in an alternate configuration for CDOT, and up to 26 locomotives in an alternate configuration for NYSDOT. Exercise of LIRR's option is subject to MTA Board approval.

II. DISCUSSION:

Metro-North purchased 31 Genesis locomotives (which included 4 for CDOT) from General Electric to provide both electric and diesel service between Grand Central Terminal and Poughkeepsie on the Hudson Line, and between Southeast and Wassaic on the Harlem Line, and between Grand Central Terminal and Danbury, CT on its New Haven Line branch. The projected service life of 25 years is near realization. The electronic components for these locomotives are becoming obsolete and require increasing levels of reverse engineering. Consequently, the availability of this fleet has deteriorated. Over the years, Metro-North has maintained the Genesis fleet to sustain its availability for regular service, but continued operation has become increasingly difficult and has

Staff Summary

resulted in an increase of unscheduled maintenance and out-of-service time. It is necessary to purchase new dual-mode locomotives to allow Metro-North to provide reliable service on all Metro-North Lines. The specification for the new dual-mode locomotive was developed based on the FRA's Passenger Rail Investment and Improvement Act (PRIIA) standard.

The July 2018 MTA Board authorized the use of the RFP process for this procurement. Metro-North conducted extensive outreach to the rolling stock industry and 36 firms attended a forum held on March 28, 2018 at MTA Headquarters. Notice of the procurement was published in the New York State Contract Reporter, the New York Post, Daily Challenge and El Diario, and in three leading industry periodicals (Railway Age, Progressive Railroading, and Railroad Gazette), and was posted on the Metro-North website. In November 2018, the initial RFP was retracted and canceled due to a change from using state operating funding to using FTA funding. On December 20, 2018, in compliance with Public Authorities Law section 1209, a new RFP was generated and re-advertised in compliance with all Federal requirements.

The RFP process included two phases:

Phase 1, the qualification stage, involved seeking initial proposals from firms to design, manufacture, test and deliver new dual-mode locomotives and related locomotive equipment (e.g., spare parts, special tools, bench test equipment, etc.) as well as training. In Phase 1, all interested proposers were to demonstrate their integrity, skill, experience and facilities, as well as their technical and financial qualifications to perform the work in a satisfactory manner and within the time required by the contract. Proposers who, in the sole discretion of Metro-North, satisfied the Phase 1 requirements would be eligible to participate in Phase 2 of the procurement, where Metro-North would solicit detailed technical and cost proposals.

In January 2019, Metro-North received Phase 1 proposals from Bombardier Transit Corporation (Bombardier), MotivePower, Inc. (MPI), and Siemens Mobility Inc. (SMO). In February 2019, the Phase 1 proposals were evaluated by the Selection Committee (SC) in accordance with the RFP evaluation criteria, which included responsibility, financial capacity, technical capabilities, and experience. After a thorough evaluation and discussion of each proposal, the SC unanimously determined that Bombardier, MPI, and SMO were technically qualified to perform the work and made the recommendation to advance the firms to Phase 2 of the procurement process, where they would submit detailed technical and price proposals.

In May 2019, one proposal was received for Phase 2 from SMO for the base contract which included 19 locomotives (1 pilot and 18 production locomotives). SMO's proposal also included costs for option locomotives for Metro-North, LIRR, CDOT and NYSDOT. SMO was the only firm to submit a Phase 2 proposal. Bombardier and MPI both submitted "No Proposal Response Forms" indicating a lack of interest in the procurement due to the small base quantity of dual-mode/third rail locomotives requested, the inability to provide a competitive price, and the inability to comply with Federal requirements (e.g., Buy America).

The SC met to evaluate SMO's Phase 2 proposal which was determined to be an alternate proposal based on SMO's standard Charger locomotive platform already in operation and customized to meet what SMO believed to be Metro-North's crucial technical requirements.

Extensive technical and commercial discussions and negotiations were conducted with SMO from May 2019 through November 2020 to arrive at a conformed set of technical specifications, terms and conditions, and to obtain the most cost competitive and technically acceptable proposal from SMO. Metro-North requested a Best and Final Offer from SMO, which was received on November 2, 2020. After additional limited negotiations to achieve further price reductions, SMO submitted a final price proposal on December 1, 2020.

The proposed delivery schedule from SMO for the 19 base locomotives is expected to be completed within 67 months from Notice of Award (NOA), with the pilot locomotive being delivered within 50 months from NOA.

SMO is a global transportation leader in the manufacture of rolling stock with more than 3,500 employees across more than 30 locations in the United States, including eight manufacturing facilities. SMO's Buy America compliant rolling stock fleets provide for both inter-and intra-city travel for passengers. The locomotives under this contract will be manufactured in Sacramento, California, SMO's U.S. based manufacturing facility and will comply with all Federal requirements, including Buy America.

In connection with a previous contract awarded to an affiliate of SMO, SMO and its affiliated entities were found to be responsible notwithstanding significant adverse information pursuant to the MTA All-Agency Responsibility Guidelines and on September 20, 2016 such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. No new SAI has been found related to SMO and SMO has been found to be responsible.

Based on the foregoing, and an analysis of SMO's pricing based on the engineer's independent estimate, SMO's pricing has been found to be fair and reasonable. Option pricing is subject to a price adjustment based on price indices noted in the contract.

III. D/M/WBE INFORMATION:

SMO is an eligible Transit Vehicle Manufacturer (TVM) and only eligible TVMs may bid on FTA-assisted transit vehicle procurements. To remain eligible, TVMs must submit DBE goal methodology to the FTA annually. The FTA TVM program applies, and SMO complies with this FTA program.

IV. IMPACT ON FUNDING:

This project is included in the approved 2015-2019 and 2020-2024 Capital Programs and funded via an approved FTA grant.

V. ALTERNATIVES:

None recommended. A new solicitation is unlikely to result in better pricing and will delay Metro-North's ability to replace the existing Genesis fleet of locomotives which are approaching or exceeding the end of their projected useful life of 25 years. If this project is not developed and procured in the timeframe shown, Metro-North will face unacceptable declines in locomotive availability which will impact service reliability and service frequency.

VI. RECOMMENDATION:

It is recommended that the MTA Board approve the award of the contract to Siemens Mobility Inc. in the total amount of \$334,873,148. This includes the purchase of 19 new dual-mode locomotives and related equipment in the amount of \$231,614,132 for Metro-North, and the initial Metro-North option for 8 additional locomotives in the amount of \$82,104,384. In addition, the total amount includes capital spare parts in the amount of \$12,924,968, training simulator in the amount of \$1,560,353, bench test equipment in the amount of \$3,016,211 and extended locomotive warranty in the amount of \$3,653,100.

LONG ISLAND RAIL ROAD


PROCUREMENTS

FOR

BOARD ACTION

December 16, 2020

Staff Summary

Subject: Request for Authorization to Award Various Procurements						Date December 16, 2020			
Department Procurement and Logistics									
Department Head Name Richard A. Mack, Acting Chief Procurement and Logistics Officer									
Department Head Signature									
Board Action						Internal Approvals			
Order	To	Date	Appr	Info	Other	Order	Approval	Order	Approval
1	MTA Joint Committee and Board	Dec. 16, 2020				X	President		

PURPOSE:

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

DISCUSSION:

LIRR proposes to award Non-Competitive Procurements in the following categories:

<u># of Actions</u>	<u>\$ Amount</u>
<u>None</u>	

LIRR proposes to award Competitive Procurements in the following categories:

<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>	
Schedule H: Mods. to Personal Service Contracts & Misc. Service Contracts	2 \$12,202,000
SUBTOTAL:	2 \$12,202,000

LIRR proposes to award Ratifications in the following categories:

<u># of Actions</u>	<u>\$ Amount</u>
<u>None</u>	

TOTAL:	2 \$12,202,000
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BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

DECEMBER 2020

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule H: Mods. To Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

(Staff Summaries required for items estimated to be greater than \$1,000,000)

- | | | | |
|-----------|--|--------------------------------------|--------------------------------------|
| 1. | Frontier Industrial Corp.
Ride of Competitive RFP
Contract# 400000000001460 | \$7,202,000
Not-to-Exceed | <i><u>Staff Summary Attached</u></i> |
|-----------|--|--------------------------------------|--------------------------------------|

MTA on behalf of Long Island Rail Road (“LIRR”) requests MTA Board approval of a contract modification in the amount of \$4,412,000 for the LIRR, and \$2,790,000 for NYCT’s requirements, to Frontier Industrial Corp. (“Frontier”) for one year extension, with a LIRR option for a second year, to continue to provide for the removal and disposal of (i) obsolete electric propelled LIRR passenger coaches and (ii) additional LIRR miscellaneous equipment and rolling stock at various yard locations throughout the system.

In February 2017, LIRR awarded a miscellaneous service contract to Frontier, as a ride to Metro-North Railroad’s competitively solicited contract #2010-001-C, to provide for the removal and lawful disposal of obsolete decommissioned railcar and rolling stock equipment at various locations. This contract was previously modified to extend the term by twelve months, with \$435,000 in increased funding, in anticipation of the M-9A procurement being awarded, where the M-9A contract would provide the one-for-one removal of obsolete railcars as new M-9A railcars were delivered. This procurement has been delayed, necessitating the need for continuation of a standalone decommissioning contract.

Even though the M-9A contract has been delayed and there is a possibility that it now may not be awarded, the need to remove the M-3s to free up space for the M-9 railcars still exists. As a result, the LIRR is seeking to extend this contract for one year, from January 1, 2021 through December 31, 2021, with the LIRR option of an additional year, from January 1, 2022 through December 31, 2022. Under this modification, LIRR requests funding of \$1,932,000 to fund the removal of up to sixty railcars for year one, and \$2,480,000 for the removal of up to eighty railcars for option year two. This modification would also incorporate the NYCT’s railcar removal and disposal needs. NYCT requests funding of \$2,790,000 to cover approximately eight-four revenue train cars, along with five Flat Cars, two Vacuum Trains and eighteen continuous welded rail cars in 2021.

Staff Summary



Item Number: 1

Vendor Name (& Location) Frontier Industrial Corp., Buffalo, NY
Description Removal & Disposal Obsolete Railcars & Miscellaneous Scrap
Contract Term (including Options, if any) March 1, 2017 – December 31, 2020
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other
Requesting Dept/Div & Dept/Div Head Name: James Allen – Director, Rolling Stock Programs

Contact Number 400000000001460	Modification # 4
Original amount: \$1,750,000 NTE Prior Modifications: \$435,000 Current Amount: \$2,160,000 This Request: LIRR – Year One: \$1,932,000 Option Year: \$2,480,000 LIRR Total: \$4,412,000 NYCT- Year One: \$2,790,000 NYCT Total: \$2,790,000 (LIRR) % of This Request to Current Amt: 204.50% (LIRR) % of all Mod. (including this request) to Total Amt: 73.80% NYCT % of This Request to Current Amt: N/A	

Discussion:

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA, on behalf of Long Island Rail Road (“LIRR”) and New York City Transit (“NYCT”), requests MTA Board to approve an amendment to a February 2017 Board-approved, miscellaneous service contract 400000000001460, to extend the current term by one-year, with an option for a second year, and add funding in the amount of \$4,412,000 for Frontier Industrial Corp. (“Frontier”) for the removal and disposal of (i) obsolete electric propelled LIRR passenger coaches and (ii) additional miscellaneous LIRR equipment and rolling stock, and \$2,790,000 for the removal of NYCT rolling stock. This contract was originally awarded as a Ride of competitively negotiated MTA Metro-North Railroad (“MNR”) Contract # 2010-001-C.

LIRR has electric propelled passenger coaches designated M-3 and M-1 railcars that are obsolete or long term out of service (LTOS) and need removal and disposal. These railcars contain hazardous materials and require handling in a manner approved by LIRR’s Safety Department and in accordance with all applicable federal, state and local rules and regulations. Frontier, as a full service, nationwide company specializing in removal/salvage operations, is adequately qualified to provide these services, and has responsibly disposed of LIRR’s obsolete M-1 and M-3 cars, gondolas and rolling stock previously. This contract was previously modified to extend the term by twelve months, with \$435,000 in increased funding, in anticipation of the M-9A procurement being awarded, where the M-9A contract would provide the one-for-one removal of obsolete railcars as new M-9A railcars were delivered. The M-9A procurement has been delayed, necessitating the need for continuation of a standalone decommissioning contract.

Even though the M-9A contract has been delayed and there is a possibility that it now may not be awarded, the need to remove the M-3s to free up space for the M-9 railcars still exists. The Maintenance of Equipment Dept. has expressed the need to move a minimum of sixty M-3 railcars in 2021 and eighty M-3 railcars in 2022 due to lack of room on the property. As a result, the LIRR is seeking to extend this contract for one year, from January 1, 2021 through December 31, 2021, with the option of an additional year, at LIRR’s discretion, from January 1, 2022 through December 31, 2022. This extension will provide reliable, safe and uninterrupted service and allow sufficient time for the solicitation and award of a new contract led by NYCT.

Staff Summary



Under this modification, LIRR requests funding of \$1,932,000 to cover up to sixty railcars for year one, and \$2,480,000 to cover up to eighty railcars for option year two. The increased value of the one-year extension and one-year option is due to the acceleration of the removal of M-3s due to delivery of M-9s. Through negotiation, LIRR was able to reduce the original contracted cost of \$33,500 per LIRR railcar to \$32,200 per railcar in 2021, and \$31,000 per railcar in 2022. Furthermore, because the M-9A solicitation has provisions for removing M-3s at a higher cost of \$45,000 per LIRR railcar, extending the contract with Frontier will result in a cost savings of \$1,888,000 for the 140 railcars in 2021 and 2022. This modification would also incorporate the NYCT's railcar removal and disposal needs. NYCT requests funding of \$2,790,000 to cover approximately 84 revenue train cars at a cost of \$28,000 per revenue car, along with five Flat Cars, two Vacuum Trains and eighteen continuous welded rail cars in 2021. Funding is included through LIRR's Operating Budget, and NYCT's Operating Budget.

A responsibility review of Frontier conducted pursuant to the All-Agency Responsibility Guidelines revealed no derogatory information or significant adverse information and Frontier has been found to be responsible.

Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

November 2020 Highlights: Operations Report

November service delivery operated above goal at 97.4% 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.

We operated well through the Fall Slippery Rail Season with OTP 2.9% better than last year with no car availability issues.

Hudson Line – 97.6%

2 trains (0.1%) cancelled or terminated

Harlem Line – 97.5%

10 trains (0.3%) cancelled or terminated

New Haven Line – 97.1%

12 trains (0.2%) 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 90.8% with YTD at 94.7%.

Due to Covid-19 service levels have been reduced.

Pascack Valley – 91.8% **YTD: 95.9%**

Port Jervis – 89.4% **YTD: 93.1%**

Cancelled Trains

13 - (0.8%) PVL: 11, PJL: 2

Cancellations due to Equipment availability.

Equipment Performance

Fleet Availability was good during November.

Fleet MDBF in August operated above goal at 404,645 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	November	YTD thru November	November	YTD thru November	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	97.4%	97.9%	94.0%	94.3%	
		AM Peak	93.0%		96.6%	87.3%	92.2%	
		AM Reverse Peak	93.0%		97.8%	91.2%	95.0%	
		PM Peak	93.0%		98.2%	93.8%	93.3%	
		Total Peak	93.0%		97.5%	90.5%	93.1%	
		Off Peak Weekday	93.0%	98.0%	97.7%	94.6%	93.7%	
		Weekend	93.0%	95.8%	98.5%	97.6%	97.2%	
		Hudson Line	Overall	93.0%	97.6%	98.2%	94.7%	95.0%
			AM Peak	93.0%		96.2%	86.0%	92.0%
			AM Reverse Peak	93.0%		98.2%	89.5%	94.4%
			PM Peak	93.0%		98.8%	97.3%	96.2%
			Total Peak	93.0%		97.5%	91.1%	94.0%
			Off Peak Weekday	93.0%	98.4%	98.2%	96.8%	95.1%
			Weekend	93.0%	95.8%	98.5%	96.4%	96.3%
		Harlem Line	Overall	93.0%	97.5%	97.7%	94.0%	95.2%
			AM Peak	93.0%		96.9%	87.4%	93.1%
			AM Reverse Peak	93.0%		96.8%	89.2%	94.4%
			PM Peak	93.0%		97.9%	93.2%	93.1%
			Total Peak	93.0%		97.2%	90.0%	93.3%
			Off Peak Weekday	93.0%	98.2%	97.3%	94.7%	95.3%
			Weekend	93.0%	95.4%	98.9%	98.5%	98.3%
		New Haven Line	Overall	93.0%	97.1%	97.8%	93.6%	93.2%
			AM Peak	93.0%		96.7%	88.2%	91.6%
			AM Reverse Peak	93.0%		98.6%	93.8%	95.9%
			PM Peak	93.0%		98.2%	92.1%	91.7%
			Total Peak	93.0%		97.6%	90.6%	92.3%
			Off Peak Weekday	93.0%	97.6%	97.7%	93.3%	91.9%
		Weekend	93.0%	96.0%	98.3%	97.7%	96.9%	
Operating Statistics	Trains Scheduled			11,997	150,427	18,525	211,561	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			16.5	14.3	12.5	12.6	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	104	779	217	2,421	
	Trains Canceled		230	10	220	23	184	
	Trains Terminated		230	14	155	17	224	
	Percent of Scheduled Trips Completed		99.8%	99.8%	99.8%	99.8%	99.8%	
Consist Compliance	System	Overall	99.0%	100.0%	99.9%	99.4%	99.5%	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	98.0%		99.2%	98.3%	98.7%	
		AM Reverse Peak	99.5%		99.9%	100.0%	100.0%	
		PM Peak	98.0%		99.8%	99.2%	98.9%	
		Total Peak	98.0%		99.5%	98.9%	99.0%	
		Off Peak Weekday	99.5%	100.0%	99.9%	99.5%	99.7%	
		Weekend	99.5%	100.0%	99.9%	99.7%	99.7%	
		Hudson Line						
			AM Peak	99.0%		99.7%	99.7%	99.9%
			PM Peak	99.0%		100.0%	100.0%	99.9%
		Harlem Line						
			AM Peak	98.0%		99.6%	98.3%	99.1%
			PM Peak	98.0%		99.7%	99.2%	99.1%
		New Haven Line						
			AM Peak	97.0%		98.4%	97.4%	97.4%
			PM Peak	97.0%		99.7%	98.7%	98.1%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	October	2020 Data		2019 Data		YTD 2020 Vs 2019
			November	YTD thru November	November	YTD thru November	
Engineering (Scheduled)	4.6%	45	38	356	80	2,070	-1,713
Engineering (Unscheduled)	7.9%	148	64	1,486	372	6,460	-4,974
Maintenance of Equipment	18.5%	96	150	1,366	575	3,837	-2,472
Transportation	4.6%	25	37	280	50	646	-366
Capital Projects	0.7%	13	6	192	88	1,310	-1,118
Weather and Environmental	47.7%	105	385	1,526	352	3,183	-1,657
Police	4.5%	62	37	825	404	2,655	-1,830
Customers	1.5%	10	13	149	112	1,194	-1,046
Other	9.8%	51	79	629	196	3,282	-2,654
3rd Party Operations	0.0%	1	0	4	1	42	-38
TOTAL	100.0%	555	807	6,811	2,230	24,678	-17,867
HUDSON LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2020 Vs 2019
Engineering (Scheduled)	15.8%	41	27	144	21	588	-444
Engineering (Unscheduled)	3.5%	7	6	180	56	970	-790
Maintenance of Equipment	15.8%	13	27	322	120	883	-561
Transportation	0.0%	17	0	58	8	93	-35
Capital Projects	0.0%	5	0	45	46	518	-473
Weather and Environmental	57.9%	0	99	180	29	468	-288
Police	5.3%	20	9	221	17	381	-160
Customers	1.8%	5	3	48	22	318	-270
Other	0.0%	6	0	151	53	883	-732
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	114	171	1,349	372	5,102	-3,753
HARLEM LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2020 Vs 2019
Engineering (Scheduled)	2.2%	0	6	130	17	471	-341
Engineering (Unscheduled)	1.8%	64	5	496	84	1,585	-1,089
Maintenance of Equipment	21.6%	22	59	419	214	1,067	-648
Transportation	0.0%	0	0	83	13	148	-65
Capital Projects	0.0%	3	0	82	12	124	-42
Weather and Environmental	68.9%	38	188	510	113	906	-396
Police	5.1%	14	14	229	64	691	-462
Customers	0.4%	2	1	40	32	292	-252
Other	0.0%	27	0	209	96	963	-754
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	170	273	2,198	645	6,247	-4,049
NEW HAVEN LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2020 Vs 2019
Engineering (Scheduled)	1.1%	2	4	81	42	1,009	-928
Engineering (Unscheduled)	14.8%	70	52	802	232	3,902	-3,100
Maintenance of Equipment	14.8%	55	52	586	203	1,488	-902
Transportation	10.5%	8	37	139	30	402	-263
Capital Projects	1.4%	5	5	64	30	665	-601
Weather and Environmental	28.2%	67	99	836	209	1,808	-972
Police	4.0%	28	14	374	323	1,580	-1,206
Customers	2.6%	3	9	60	57	560	-500
Other	22.5%	18	79	269	46	1,430	-1,161
3rd Party Operations	0.0%	0	0	0	0	1	-1
TOTAL	100.0%	256	351	3,211	1,172	12,845	-9,634

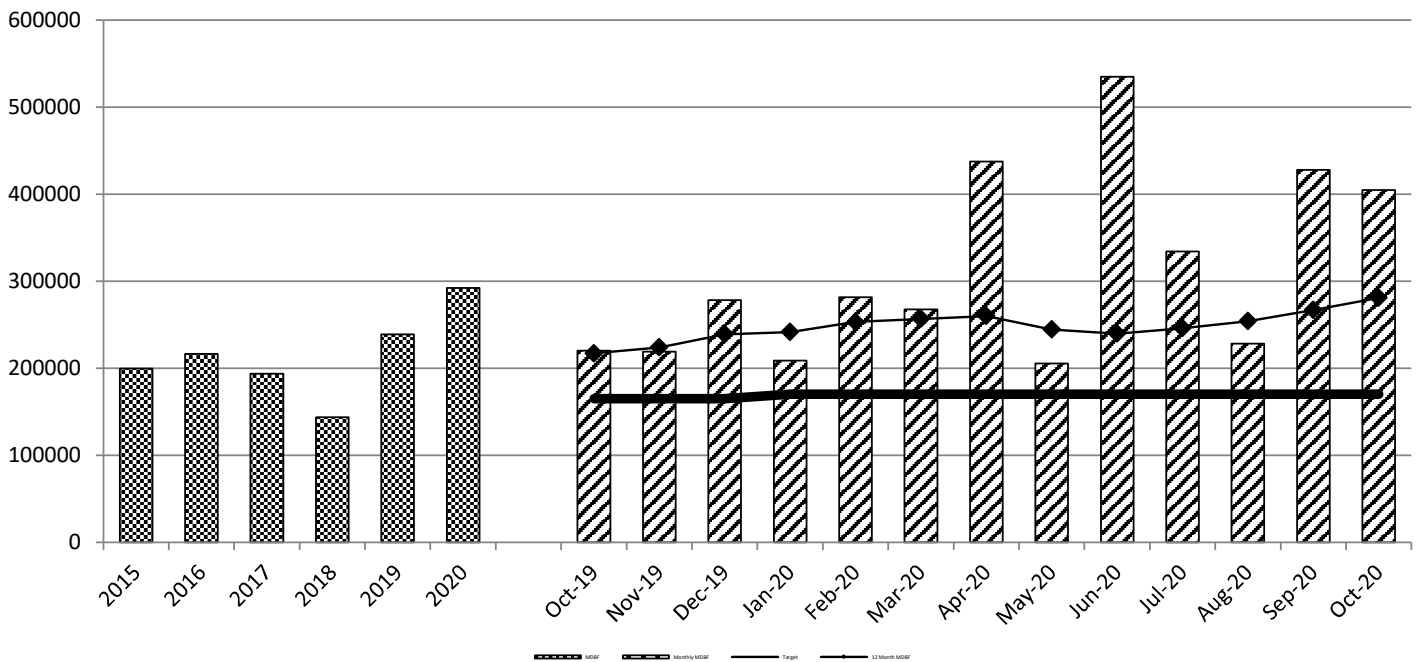
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

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
11/01	Sun	Train 8839 reports tree is down between CP 8 and CP 10 near University Heights.	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0
11/07	Sat	Train 6357 struck a trespasser on Track 3 at MP 25.0, west of Port Chester Station.	0	0	0	0	0	0	0	0	0	0	0	0	14	0	1	14	0	1
11/15	Sun	Slippery rail conditions impacting service.	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	38	0	0
TOTAL FOR MONTH			0	0	0	0	0	0	0	0	0	0	0	0	63	0	1	63	0	1
																		64		

	2020 Data								2019 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Oct MDBF (miles)	Primary Failure Goal	Oct No. of Primary Failures	YTD MDBF thru Oct (miles)	12 month MDBF Rolling Avg (miles)	Oct MDBF (miles)	Oct No. of Primary Failures	YTD MDBF thru Oct (miles)
Mean Distance Between Failures	M8	405	285,000	1,614,960	9	0	547,868	568,362	391,323	7	337,697
	M3	138	80,000	179,311	4	1	158,458	107,824	90,225	4	96,331
	M7	334	335,000	280,889	6	5	513,039	481,102	292,764	7	356,562
	Coach	207	205,000	540,805	8	2	364,004	336,237	208,046	7	287,561
	P-32	31	21,000	142,445	9	1	37,095	38,763	32,549	6	36,726
	BL-20	12	13,000	14,159	4	2	14,806	14,937	30,313	0	43,420
	Fleet	1127	170,000	404,645	40	11	292,507	280,949	220,369	31	237,869
	M8		285,000	1,614,960	9	0	547,868	568,362	391,323	7	337,697
M3/7		232,000	263,959	10	6	415,530	346,477	219,113	11	257,148	
Diesel/Coach		85,000	250,475	21	5	143,728	142,326	129,379	13	152,391	

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

ALL FLEETS Mean Distance Between Failures 2015 - 2020



West of Hudson Performance Summary			2020 Data			2019 Data	
			Annual Goal	November	YTD thru November	November	YTD thru November
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	93.0%	90.8%	94.7%	89.2%	89.8%
		AM Peak	93.0%	90.7%	94.3%	92.8%	90.6%
		PM Peak	93.0%	93.9%	95.1%	86.1%	90.8%
		Total Peak	93.0%	92.3%	94.7%	89.5%	90.7%
		Off Peak Weekday	93.0%	88.7%	94.4%	86.7%	88.0%
		Weekend	93.0%	92.2%	95.3%	93.0%	92.0%
	Pascack Line	Overall	93.0%	91.8%	95.9%	93.9%	94.5%
	Valley Line	AM Peak	93.0%	92.5%	96.1%	97.0%	96.1%
		PM Peak	93.0%	93.2%	95.5%	91.7%	94.2%
		Total Peak	93.0%	92.9%	95.8%	94.4%	95.2%
		Off Peak Weekday	93.0%	89.7%	95.6%	92.1%	94.0%
		Weekend	93.0%	93.6%	96.4%	95.9%	94.4%
	Port Jervis Line	Overall	93.0%	89.4%	93.1%	82.8%	83.8%
		AM Peak	93.0%	88.6%	92.2%	87.7%	84.2%
		PM Peak	93.0%	94.7%	94.6%	79.5%	86.9%
		Total Peak	93.0%	91.7%	93.4%	83.6%	85.5%
		Off Peak Weekday	93.0%	87.4%	92.8%	79.3%	80.6%
		Weekend	93.0%	89.8%	93.4%	88.0%	88.3%
	Operating Statistics	Trains Scheduled		1,584	16,489	1,590	17,386
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		23.2	21.3	18.9	20.9	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	66	345	64	711	
	Trains Canceled	60	13	143	16	142	
	Trains Terminated	60	12	56	2	69	
	Percent of Scheduled Trips Completed	99.4%	98.4%	98.8%	98.9%	98.8%	
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	89.4%	96.9%	99.9%	99.1%
	Pascack Valley - AM		99.0%	90.1%	97.2%	99.9%	99.0%
	Port Jervis - AM		99.0%	88.7%	96.6%	100.0%	99.2%

*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	
11/09	Mon	PVL: Train 1616 struck a motor vehicle at Essex St.	0	0	1	0	0	0	1	0	4	0	0	0	1	0	5
11/15	Sun	Weather caused slip slide conditions.	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0
11/15	Sun	PVL: Train 2110 struck an ATV at Pascack Jct.	0	0	0	0	0	0	0	0	0	7	0	1	7	0	1
11/15	Sun	Several NJT trains experienced ATC-PTC failure.	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
11/17	Tue	PVL: Necessary to receive / comply to Rule 241 account a traffic light reported obstructing the track at Westwood.	0	0	0	5	0	0	2	0	0	0	0	0	7	0	0
11/18	Wed	PVL: Train 1612 struck a motor vehicle at Clinton Place in Hackensack.	0	0	2	0	0	0	4	0	0	0	0	0	4	0	2
11/19	Thu	PJL: Signal problems east and west of CP Hudson Jct.	0	0	0	1	0	0	7	0	0	0	0	0	8	0	0
11/21	Sat	PJL: Train 74 was delayed due to signal issues between CP Valley and CP Hall.	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0
11/23	Mon	PJL: Signal problems between CP Hall and CP Hudson Jct.	5	0	0	0	0	0	9	0	0	0	0	0	14	0	0
TOTAL FOR MONTH			5	0	3	6	0	0	23	0	4	28	0	1	62	0	8
70																	

NOVEMBER 2020 STANDEE REPORT
East of Hudson

			NOV 2019	YTD 2019	NOV 2020	YTD 2020
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	8	2	0	2
Total Standees			8	2	0	2
AM Peak	Harlem Line	Program Standees	31	3	0	0
		Add'l Standees	37	19	0	3
Total Standees			68	22	0	3
	New Haven Line	Program Standees	24	2	0	0
		Add'l Standees	72	59	0	11
Total Standees			96	61	0	11
EAST OF HUDSON TOTAL - AM PEAK			172	85	0	16
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	0
Total Standees			0	1	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	4	7	0	0
Total Standees			4	7	0	0
	New Haven Line	Program Standees	140	13	0	0
		Add'l Standees	19	53	0	2
Total Standees			159	66	0	2
EAST OF HUDSON TOTAL - PM PEAK			164	73	0	2

West of Hudson

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

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

Definitions

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

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

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

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

Operations Planning and Analysis/jc

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF November 2020

Elevator Availability	2020		2019	
	November	Year to Date	November	Year to Date
Grand Central Terminal	92.31%	97.00%	88.56%	87.05%
Harlem	99.93%	99.62%	99.63%	99.57%
Hudson	98.88%	99.25%	99.40%	99.66%
New Haven	99.86%	98.98%	98.46%	99.71%
Overall Average	97.74%	98.71%	96.51%	96.50%

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

Escalator Availability	2020		2019	
	November	Year to Date	November	Year to Date
Grand Central Terminal	90.00%	99.04%	100.00%	86.78%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	95.00%	99.52%	100.00%	93.39%

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. Escalator 7 (45th St Cross Passage to East Spine) was taken out of service on 11/1 for planned repairs to the motor gearbox. The estimated RTS date is 12/21/2020.



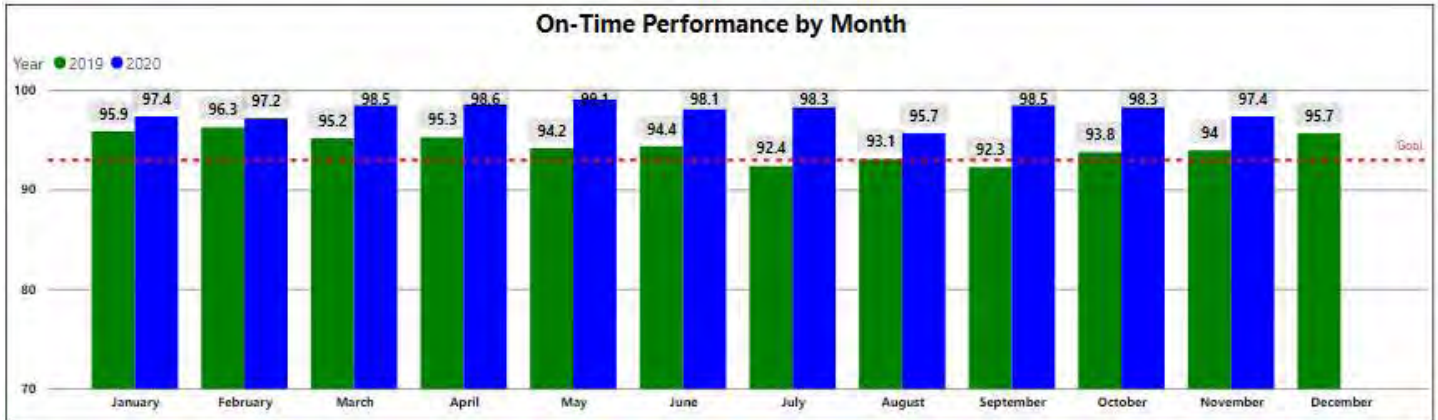
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

	2020		2019	
Goal	November	YTD	November	YTD
93.0%	97.4%	97.9%	94.0%	94.3%



Short Trains

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

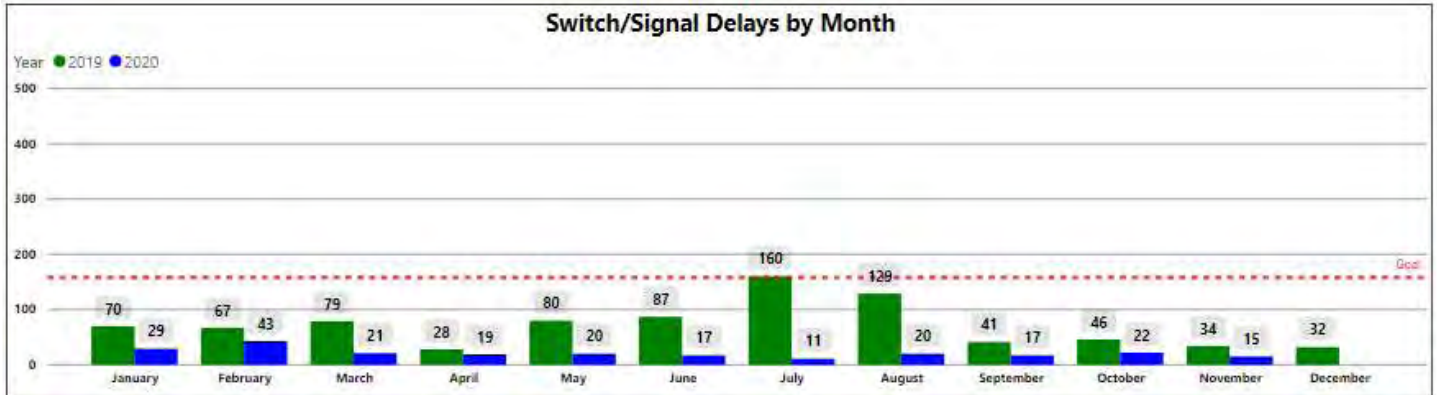
	2020		2019	
Goal	November	YTD	November	YTD
1138	0	70	40	428



Switch/Signal Delays

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

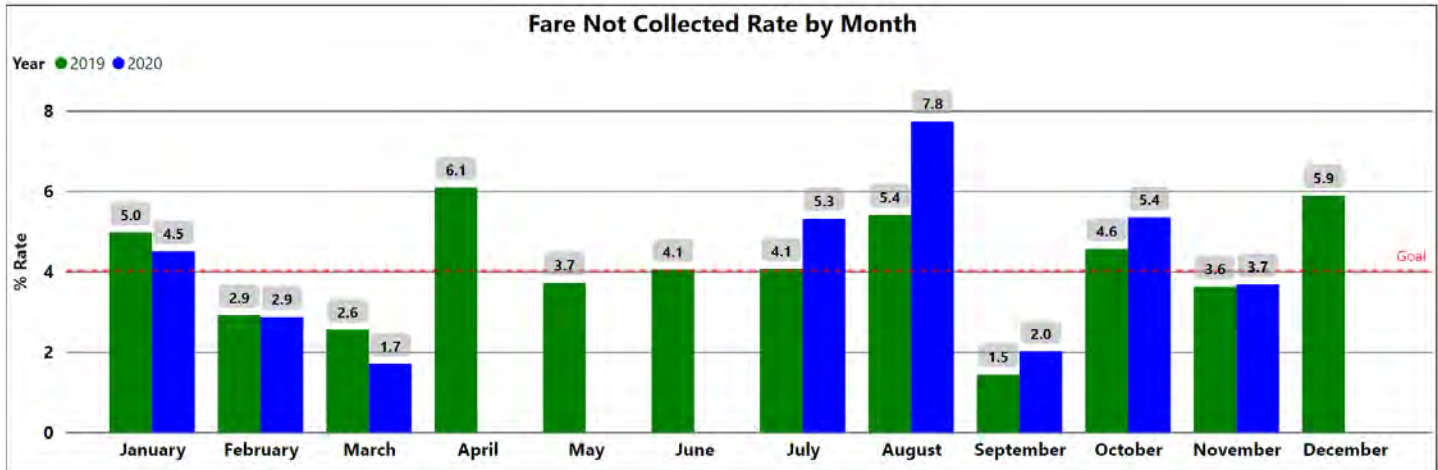
	2020		2019	
Goal	November	YTD	November	YTD
1896	35	505	67	1686



Fare Not Collected Rate

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

	2020		2019	
Goal	Nov	YTD	Nov	YTD
4.0%	3.7%	4.1%	3.6%	4.0%

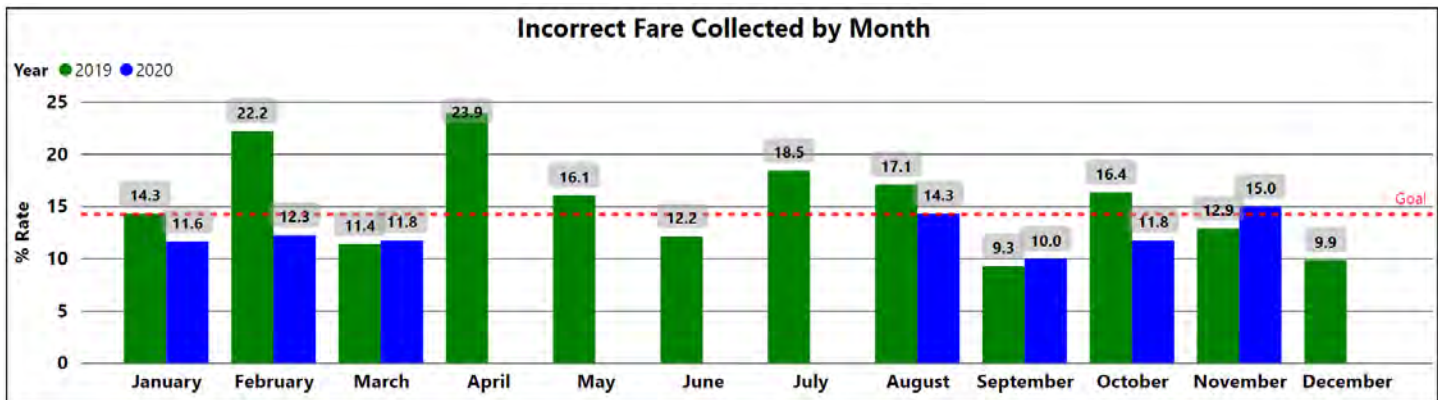


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March and resumed Fare Not Collected audits in July.
-

Incorrect Fare Collected Rate

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

	2020		2019	
Goal	Nov	YTD	Nov	YTD
14.3%	15.0%	12.1%	12.9%	15.7%

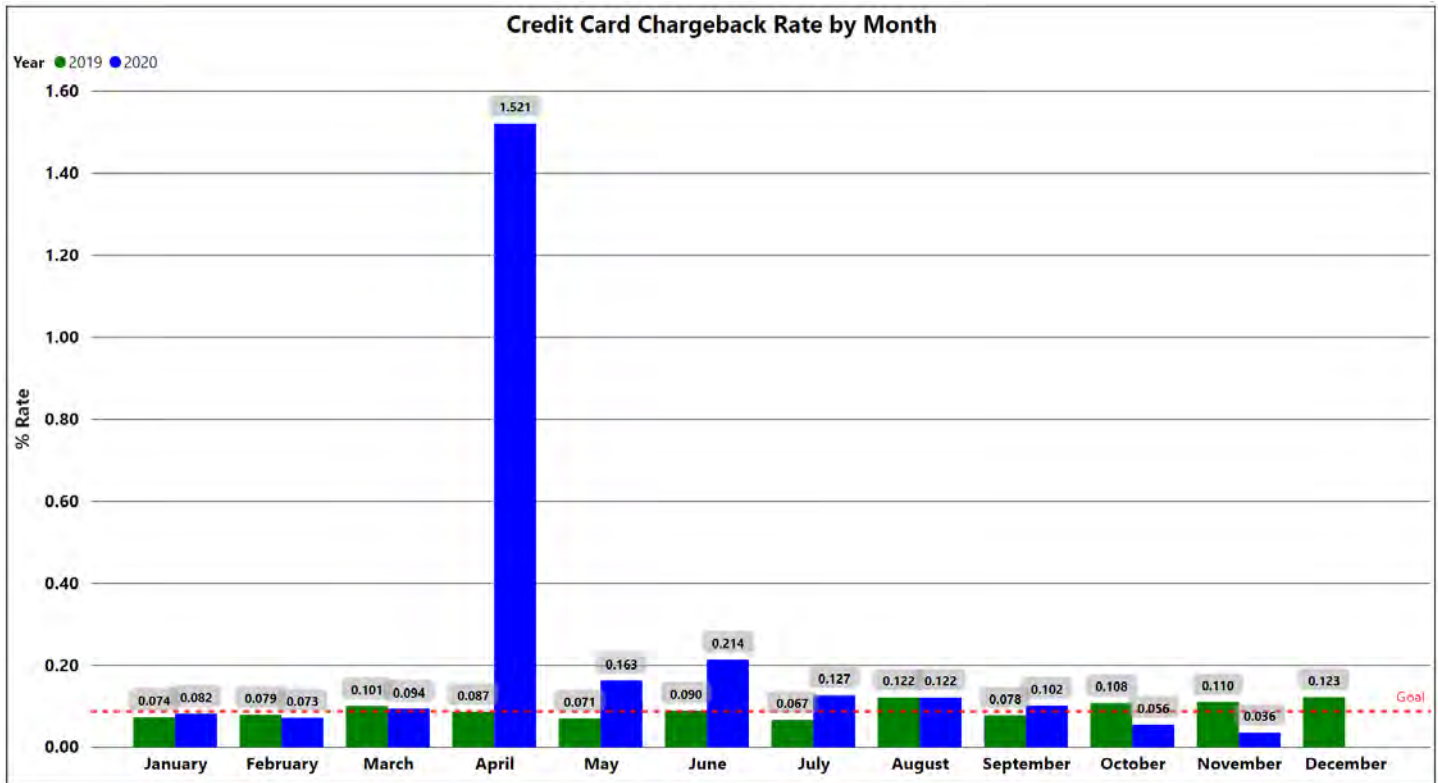


- Due to Coronavirus pandemic, MTA Audit suspended their on-board fare collection review efforts in March and resumed Incorrect Fare Collected audits in August.

Credit Card Chargeback Rate

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

	2020		2019	
Goal	Nov	YTD	Nov	YTD
0.088%	0.036%	0.097%	0.110%	0.090%



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



Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



Metro-North ran additional fall foliage trains on the Hudson Line on Sat & Sun, October 24th and 25th.



Metro-North Railroad

October 2020 Highlights: Financial Report

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

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

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

- Ridership of 24.1 million, which includes East of Hudson ridership of 23.6 million and West of Hudson ridership of 0.5 million, was 6.2% unfavorable vs. forecast. Consequently, farebox revenue of \$219.9 million was \$19.3 million lower than forecast.
- Total revenue of \$564.6 million was \$13.6 million or 2.5% higher than forecast primarily due to higher receipts from the Coronavirus Aid, Relief and Economic Security Act (CARES Act) due to a greater than projected New York State share of operating losses from May through July partially offset by the farebox revenue loss.
- Total expenses of \$1,046.4 million were \$72.2 million or 6.5% favorable vs. forecast primarily due to lower labor costs, the timing of rolling stock maintenance events and material usage, and lower contractual, consulting and engineering services.

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

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$551.1	\$564.6	\$13.6	2.5%
Total Expenses before Non-Cash Liability Adjs.	1,118.6	1,046.4	72.2	6.5%
Operating Surplus/(Deficit)	(567.5)	(481.8)	85.7	15.1%
<i>Other Non-Cash Liabilities</i>	204.3	193.0	11.3	5.5%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(771.8)	(674.8)	97.1	12.6%
<i>Cash Adjustments</i>	169.4	200.5	31.1	18.4%
Net Cash Surplus/(Deficit)	(\$602.4)	(\$474.2)	\$128.2	21.3%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

October 2020 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$674.8 million was \$97.1 million or 12.6% favorable vs. the forecast.

Major drivers of the October 2020 YTD favorable result of \$97.1 million include higher Non-Reimbursable Revenues of \$13.6 million, primarily driven by higher receipts from the CARES Act due to a greater than projected New York State share of operating losses from May through July partially offset by farebox revenue loss. In addition, Non-Reimbursable Expenses were favorable by \$83.5 million mainly due to lower labor costs, the timing of rolling stock maintenance events and material usage, and lower contractual, consulting and engineering services and non-cash liability adjustments.

October 2020 YTD Reimbursable Expenses of \$276.3 million were \$1.7 million unfavorable vs. the forecast primarily due to the acceleration of the Waterbury Branch Cab Signal Project partially offset by the Signal Replacement from Greenwich to South Norwalk and other various projects.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$19.3 million lower vs. the forecast primarily due to lower ridership due to a weaker recovery in East of Hudson ridership.
 - YTD Ridership of 24.1 million was 6.2% unfavorable vs. the forecast and 66.7% unfavorable vs. YTD 2019.
- **Other Operating Revenue** – YTD was \$32.9 million favorable vs. the forecast primarily due to the CARES Act Reimbursement noted above.
- **Capital and Other Reimbursements** – YTD was \$1.7 million or 0.6% favorable vs. the forecast primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,515.7 million were \$81.7 million or 5.1% favorable vs. the forecast.

Labor Expenses (including fringes and overhead recoveries) of \$932.4 million YTD were \$34.5 million favorable vs. the forecast.

- **Payroll** – YTD was \$6.1 million favorable vs. the forecast, which primarily reflects hiring and attrition savings.
- **Overtime** – YTD was \$12.1 million favorable vs. the forecast primarily due to reduced train and engine crew overtime resulting from the implementation of revised schedules effective in June.

Non-Labor Expenses of \$390.3 million YTD were \$35.9 million favorable vs. the forecast.

- **Electric Power** – YTD results were \$0.2 million unfavorable vs. the forecast primarily due to higher rates.
- **Fuel** – YTD expenses were \$1.3 million unfavorable vs. the forecast primarily due to higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$22.7 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily for the Signal Replacement from Greenwich to South Norwalk and the Maybrook Trailway Projects as well as the timing of Non-Reimbursable expenses for miscellaneous maintenance and operating contracts including the COVID-19 extraordinary cleaning and disinfection of Metro-North employee facilities, shop and rolling stock maintenance and repairs and right-of-way infrastructure repairs.

- **Professional Services** – YTD was \$15.7 million favorable vs. the forecast due to the timing of Reimbursable project activity primarily related to the Connecticut Positive Train Control, Sasco Creek Power Supply Station and Oil Circuit Breaker Replacement Projects and lower than anticipated Non-Reimbursable expenses for consulting and engineering services as well as a true-up for MTA allocations.
- **Materials & Supplies** – YTD was \$4.0 million unfavorable vs. the forecast primarily due to the timing of Reimbursable project activity for the Waterbury Branch Cab Signal Project partially offset by the timing of rolling stock maintenance events and material usage and various inventory adjustments.
- **Other Business Expenses** – YTD was \$3.8 million favorable vs. the forecast primarily due to lower subsidy payments to New Jersey Transit reflecting credits for March through early July service reductions.

Depreciation and Other Non-Cash Liability Adjustments were \$11.3 million favorable vs. the YTD forecast primarily due to lower GASB 68 expense, which reflects adjustments to account for MNR's net pension liability as well as lower environmental remediation due to the timing of reimbursable projects requiring remediation.

CASH DEFICIT SUMMARY

October YTD Net Cash Deficit of \$474.2 million was \$128.2 million or 21.3% favorable to the forecast. This is mainly due to the deferral of the employer portion of payroll taxes due to the CARES Act, timing of payments in several expenditure categories and the higher CARES Act reimbursement for the New York State share of operating losses from May through July.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 26.7% was 0.3 percentage points favorable vs. the forecast.
- Adjusted Cost per Passenger of \$42.07 was \$0.51 favorable vs. the forecast.
- Revenue per Passenger of \$9.11 was \$0.18 unfavorable vs. the forecast.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$15.031	\$14.774	(\$0.257)	(1.7)	\$0.000	\$0.000	\$0.000	-	\$15.031	\$14.774	(\$0.257)	(1.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.742	7.506	3.764	*	0.000	0.000	0.000	-	3.742	7.506	3.764	*
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	12.330	13.921	1.590	12.9	12.330	13.921	1.590	12.9
CDOT	0.000	0.000	0.000	-	22.922	19.828	(3.094)	(13.5)	22.922	19.828	(3.094)	(13.5)
Other	0.000	0.000	0.000	-	3.126	1.857	(1.269)	(40.6)	3.126	1.857	(1.269)	(40.6)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	38.378	35.606	(2.773)	(7.2)	38.378	35.606	(2.773)	(7.2)
Total Revenue	\$18.773	\$22.280	\$3.506	18.7	\$38.378	\$35.606	(\$2.773)	(7.2)	\$57.152	\$57.885	\$0.734	1.3
Expenses												
<i>Labor:</i>												
Payroll	\$45.143	\$43.405	\$1.738	3.9	\$5.053	\$5.321	(\$0.267)	(5.3)	\$50.197	\$48.726	\$1.471	2.9
Overtime	7.609	5.534	2.075	27.3	2.473	3.093	(0.620)	(25.1)	10.082	8.626	1.455	14.4
Health and Welfare	9.621	8.351	1.270	13.2	1.705	1.822	(0.117)	(6.9)	11.326	10.173	1.153	10.2
OPEB Current Payment	3.287	3.442	(0.155)	(4.7)	0.000	0.000	0.000	-	3.287	3.442	(0.155)	(4.7)
Pensions	10.943	10.444	0.499	4.6	1.341	1.485	(0.143)	(10.7)	12.284	11.928	0.356	2.9
Other Fringe Benefits	10.729	9.168	1.561	14.6	1.280	1.403	(0.123)	(9.6)	12.009	10.571	1.438	12.0
Reimbursable Overhead	(7.380)	(7.883)	0.502	6.8	7.021	7.762	(0.741)	(10.6)	(0.360)	(0.121)	(0.239)	(66.3)
Total Labor	\$79.951	\$72.461	\$7.491	9.4	\$18.873	\$20.885	(\$2.012)	(10.7)	\$98.824	\$93.345	\$5.479	5.5
<i>Non-Labor:</i>												
Electric Power	\$4.056	\$3.462	\$0.594	14.6	\$0.000	\$0.000	\$0.000	-	\$4.056	\$3.462	\$0.594	14.6
Fuel	0.759	0.880	(0.122)	(16.0)	0.000	0.000	0.000	-	0.759	0.880	(0.122)	(16.0)
Insurance	1.402	1.402	0.000	0.0	0.000	0.271	(0.271)	-	1.402	1.673	(0.271)	(19.3)
Claims	0.117	0.013	0.104	89.1	0.000	0.000	0.000	-	0.117	0.013	0.104	89.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.976	9.595	0.381	3.8	5.494	2.626	2.868	52.2	15.470	12.221	3.249	21.0
Professional Service Contracts	3.391	2.779	0.613	18.1	6.343	1.883	4.459	70.3	9.734	4.662	5.072	52.1
Materials & Supplies	9.533	7.731	1.802	18.9	7.661	9.890	(2.229)	(29.1)	17.194	17.621	(0.427)	(2.5)
Other Business Expenses	2.238	3.643	(1.405)	(62.8)	0.008	0.050	(0.042)	*	2.246	3.693	(1.447)	(64.4)
Total Non-Labor	\$31.473	\$29.505	\$1.967	6.3	\$19.506	\$14.721	\$4.785	24.5	\$50.978	\$44.226	\$6.752	13.2
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$111.424	\$101.966	\$9.458	8.5	\$38.378	\$35.606	\$2.773	7.2	\$149.802	\$137.572	\$12.231	8.2
Depreciation	20.485	19.973	0.512	2.5	0.000	0.000	0.000	-	20.485	19.973	0.512	2.5
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.449	(0.051)	0.500	*	0.000	0.000	0.000	-	0.449	(0.051)	0.500	*
GASB75 Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$132.358	\$121.888	\$10.470	7.9	\$38.378	\$35.606	\$2.773	7.2	\$170.736	\$157.494	\$13.243	7.8
Net Surplus/(Deficit)	(\$113.585)	(\$99.608)	\$13.976	12.3	\$0.000	\$0.000	\$0.000	-	(\$113.585)	(\$99.608)	\$13.976	12.3
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.485	19.973	(0.512)	(2.5)	0.000	0.000	0.000	-	20.485	19.973	(0.512)	(2.5)
Operating/Capital	(10.430)	(3.141)	7.288	69.9	0.000	0.000	0.000	-	(10.430)	(3.141)	7.288	69.9
Other Cash Adjustments	(8.272)	(7.150)	1.122	13.6	0.000	0.000	0.000	-	(8.272)	(7.150)	1.122	13.6
Total Cash Conversion Adjustments	\$1.784	\$9.682	\$7.898	*	\$0.000	\$0.000	\$0.000	-	\$1.784	\$9.682	\$7.898	*
Net Cash Surplus/(Deficit)	(\$111.801)	(\$89.926)	\$21.874	19.6	\$0.000	\$0.000	\$0.000	-	(\$111.801)	(\$89.926)	\$21.874	19.6

Notes:

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-- Differences are due to rounding.

* Variance exceeds 100%.

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

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$239.179	\$219.886	(\$19.293)	(8.1)	\$0.000	\$0.000	\$0.000	-	\$239.179	\$219.886	(\$19.293)	(8.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	311.892	344.753	32.861	10.5	0.000	0.000	0.000	-	311.892	344.753	32.861	10.5
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	102.623	102.554	(0.068)	(0.1)	102.623	102.554	(0.068)	(0.1)
CDOT	0.000	0.000	0.000	-	137.323	139.876	2.553	1.9	137.323	139.876	2.553	1.9
Other	0.000	0.000	0.000	-	34.598	33.859	(0.739)	(2.1)	34.598	33.859	(0.739)	(2.1)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	274.544	276.290	1.745	0.6	274.544	276.290	1.745	0.6
Total Revenue/Receipts	\$551.070	\$564.639	\$13.568	2.5	\$274.544	\$276.290	\$1.745	0.6	\$825.615	\$840.928	\$15.314	1.9
Expenses												
<i>Labor:</i>												
Payroll	\$449.709	\$443.652	\$6.058	1.3	\$41.739	\$41.650	\$0.089	0.2	\$491.448	\$485.302	\$6.146	1.3
Overtime	80.360	65.988	14.372	17.9	21.153	23.436	(2.283)	(10.8)	101.512	89.424	12.089	11.9
Health and Welfare	95.138	91.746	3.393	3.6	14.061	14.175	(0.114)	(0.8)	109.199	105.921	3.278	3.0
OPEB Current Payment	33.426	33.599	(0.173)	(0.5)	0.000	0.000	0.000	-	33.426	33.599	(0.173)	(0.5)
Pensions	106.755	102.962	3.792	3.6	10.961	10.963	(0.001)	(0.0)	117.716	113.925	3.791	3.2
Other Fringe Benefits	105.836	95.905	9.931	9.4	10.623	10.838	(0.214)	(2.0)	116.460	106.743	9.717	8.3
Reimbursable Overhead	(58.258)	(62.806)	4.548	7.8	55.479	60.332	(4.854)	(8.7)	(2.779)	(2.474)	(0.305)	(11.0)
Total Labor	\$812.966	\$771.046	\$41.921	5.2	\$154.016	\$161.394	(\$7.378)	(4.8)	\$966.982	\$932.440	\$34.542	3.6
<i>Non-Labor:</i>												
Electric Power	\$45.039	\$45.177	(\$0.137)	(0.3)	(\$0.097)	(\$0.040)	(\$0.057)	(59.1)	\$44.942	\$45.137	(\$0.195)	(0.4)
Fuel	8.926	10.201	(1.275)	(14.3)	0.000	0.000	0.000	-	8.926	10.201	(1.275)	(14.3)
Insurance	13.980	13.907	0.073	0.5	0.313	2.019	(1.706)	*	14.293	15.926	(1.633)	(11.4)
Claims	0.918	0.116	0.802	87.4	0.000	(0.005)	0.005	-	0.918	0.111	0.807	87.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	95.352	88.019	7.333	7.7	32.943	17.605	15.338	46.6	128.295	105.624	22.671	17.7
Professional Service Contracts	32.935	25.919	7.016	21.3	47.583	38.876	8.707	18.3	80.518	64.795	15.723	19.5
Materials & Supplies	90.050	77.630	12.420	13.8	39.670	56.101	(16.431)	(41.4)	129.720	133.731	(4.011)	(3.1)
Other Business Expenses	18.430	14.404	4.026	21.8	0.116	0.339	(0.223)	*	18.546	14.743	3.803	20.5
Total Non-Labor	\$305.630	\$275.373	\$30.257	9.9	\$120.528	\$114.896	\$5.633	4.7	\$426.158	\$390.269	\$35.889	8.4
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,118.596	\$1,046.419	\$72.177	6.5	\$274.544	\$276.290	(\$1.745)	(0.6)	\$1,393.140	\$1,322.709	\$70.432	5.1
Depreciation	205.385	204.271	1.114	0.5	0.000	0.000	0.000	-	205.385	204.271	1.114	0.5
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	(2.920)	(10.309)	7.389	*	0.000	0.000	0.000	-	(2.920)	(10.309)	7.389	*
Environmental Remediation	3.103	0.701	2.402	77.4	0.000	0.000	0.000	-	3.103	0.701	2.402	77.4
GASB75 Adjustment	(1.277)	(1.684)	0.407	31.9	0.000	0.000	0.000	-	(1.277)	(1.684)	0.407	31.9
Total Expenses	\$1,322.887	\$1,239.398	\$83.489	6.3	\$274.544	\$276.290	(\$1.745)	(0.6)	\$1,597.432	\$1,515.688	\$81.743	5.1
Net Surplus/(Deficit)	(\$771.817)	(\$674.760)	\$97.057	12.6	\$0.000	\$0.000	(\$0.000)	-	(\$771.817)	(\$674.760)	\$97.057	12.6
<i>Cash Conversion Adjustments:</i>												
Depreciation	205.385	204.271	(1.114)	(0.5)	0.000	0.000	0.000	-	205.385	204.271	(1.114)	(0.5)
Operating/Capital	(34.010)	(23.033)	10.977	32.3	0.000	0.000	0.000	-	(34.010)	(23.033)	10.977	32.3
Other Cash Adjustments	(1.978)	19.278	21.256	*	0.000	0.000	0.000	-	(1.978)	19.278	21.256	*
Total Cash Conversion Adjustments	\$169.398	\$200.517	\$31.119	18.4	\$0.000	\$0.000	\$0.000	-	\$169.398	\$200.517	\$31.119	18.4
Net Cash Surplus/(Deficit)	(\$602.419)	(\$474.243)	\$128.176	21.3	\$0.000	\$0.000	(\$0.000)	-	(\$602.419)	(\$474.243)	\$128.176	21.3

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* Variance exceeds 100%.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$0.257)	(1.7%)		(\$19.293)	(8.1%)	Reflects lower ridership due to a weaker recovery in East of Hudson commutation ridership due to the COVID-19 pandemic.
OTHER OPERATING REVENUE	Non-Reimb	\$3.764	*	Reflects the reversal of prior month's duplicate GCT retail bad debt reserve entry.	\$32.861	10.5%	Reflects higher receipts from the Coronavirus Aid, Relief, and Economic Security (CARES) Act due to a greater than projected New York State share of operating losses from May through July.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$2.773)	(7.2%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	\$1.745	0.6%	
PAYROLL	Non-Reimb	\$1.738	3.9%	Higher than forecasted staff attrition as well as the impact of the MTA hiring freeze on COVID-19 cleaning positions.	\$6.058	1.3%	
	Reimb	(\$0.267)	(5.3%)	Primarily reflects higher activity on the Cyclical Track Program as well as the Universal Interlock Project partially offset by lower activity on the Connecticut Track Program.	\$0.089	0.2%	
OVERTIME	Non-Reimb	\$2.075	27.3%	See overtime charts.	\$14.372	17.9%	See overtime charts.
	Reimb	(\$0.620)	(25.1%)	See overtime charts.	(\$2.283)	(10.8%)	See overtime charts.
HEALTH AND WELFARE	Non-Reimb	\$1.270	13.2%	Primarily reflects lower than forecasted labor costs combined with lower rates.	\$3.393	3.6%	
	Reimb	(\$0.117)	(6.9%)	Primarily reflects higher activity on the Cyclical Track Program.	(\$0.114)	(0.8%)	
PENSIONS	Non-Reimb	\$0.499	4.6%	Primarily reflects a reversal of an over-accrual for COVID-19 death benefits.	\$3.792	3.6%	Primarily reflects lower than forecasted labor costs partially offset by a catch-up accrual for the Actuarially Defined Contribution (ADC).
	Reimb	(\$0.143)	(10.7%)	Primarily reflects higher activity on the Cyclical Track Program.	(\$0.001)	(0.0%)	
OTHER FRINGE BENEFITS	Non-Reimb	\$1.561	14.6%	Primarily reflects a lower employee claim provision as well as lower labor costs than forecasted.	\$9.931	9.4%	Primarily reflects a lower employee claim provision as well as lower labor costs than forecasted partially offset by higher other employee reimbursements.
	Reimb	(\$0.123)	(9.6%)	Primarily reflects higher activity on the Cyclical Track Program.	(\$0.214)	(2.0%)	
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.502	6.8%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.	\$4.548	7.8%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.
	Reimb	(\$0.741)	(10.6%)		(\$4.854)	(8.7%)	
ELECTRIC POWER	Non-Reimb	\$0.594	14.6%	Favorable traction electric rates.	(\$0.137)	(0.3%)	

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		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FUEL	Non-Reimb	(\$0.122)	(16.0%)	Higher than anticipated rates on revenue and non-revenue fuel.	(\$1.275)	(14.3%)	Higher than anticipated revenue fuel rates on all lines.
INSURANCE	Reimb	(\$0.271)	-		(\$1.706)	*	Primarily reflects higher activity on the Connecticut and Cyclical Track Programs as well as the Turnouts Replacement, Power Infrastructure Restoration, Waterbury Branch Cab Signal, Catenary Replacement, S-23 Bridge Program, Positive Train Control (CT), Positive Train Control, Communication & Signal Infrastructure Restoration, Hudson Line Power & Signal Restoration and West of Hudson Signal Improvement Projects.
CLAIMS	Non-Reimb	\$0.104	89.1%	Reflects a lower passenger claims provision than forecasted.	\$0.802	87.4%	Reflects a lower passenger claims provision than forecasted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.381	3.8%		\$7.333	7.7%	Reflects timing of infrastructure repair costs, a true-up for MTA Police allocations, the transfer of 2019 ferry expenses to Reimbursable due to the recognition of the Federal Transit Administration grant for Ferry Service Operations, the timing of COVID-19 extraordinary cleaning of stations and rolling stock and BL-20 locomotive overhauls, and lower expense for miscellaneous maintenance and operating contracts.
	Reimb	\$2.868	52.2%	Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services), and Project Scope Development Projects partially offset by Waterbury Branch Cab Signal and Positive Train Control (CT) Projects.	\$15.338	46.6%	Reflects lower activity primarily due to timing and billing of the work for the Signal Replacement from Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services), Catenary Replacement and GCT Leaks Remediation Projects partially offset by higher activity on the Waterbury Branch Cab Signal, Positive Train Control (CT) and S-23 Bridge Program Projects as well as an unfavorable variance due to the transfer of ferry expenses noted above.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.613	18.1%	Lower than anticipated consulting and engineering services.	\$7.016	21.3%	Lower than anticipated consulting and engineering services as well as a true-up for MTA allocations.
	Reimb	\$4.459	70.3%	Reflects lower activity on the Oil Circuit Breaker Replacement, Positive Train Control (CT) and Maybrook Trailway (budget in Maintenance Services) Projects.	\$8.707	18.3%	Reflects timing of Positive Train Control (CT), Oil Circuit Breaker Replacement, Sasco Creek Power Supply Station and GCT Leaks Remediation Projects partially offset by transfer of costs on the Maybrook Trailway Project (budget in Maintenance Services) and higher activity on the Program Scope Development Project.
MATERIALS AND SUPPLIES	Non-Reimb	\$1.802	18.9%	Primarily due to timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule as well as lower other inventory adjustments and obsolete material reserves.	\$12.420	13.8%	Primarily due to timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule partially offset by the net impact of adjustments for obsolete material reserves and other inventory adjustments.
	Reimb	(\$2.229)	(29.1%)	Reflects higher activity on the Waterbury Branch Cab Signal Project and Cyclical Track Program partially offset by lower activity on the Connecticut Track Program, Turnouts Replacement and GCT/ESA Unified Trash Facility Projects.	(\$16.431)	(41.4%)	Reflects higher activity on the Waterbury Branch Cab Signal, Cyclical Track Program, Turnouts Replacement, Saga Bridge Repairs Projects, and West of Hudson Track Program partially offset by lower activity on the Harmon Shop Replacement - Phase V, GCT/ESA Unified Trash Facility, Moodna-Woodbury Viaduct and Network Infrastructure Replacement Projects as well as Connecticut Track and Grade Crossing Renewal Programs.

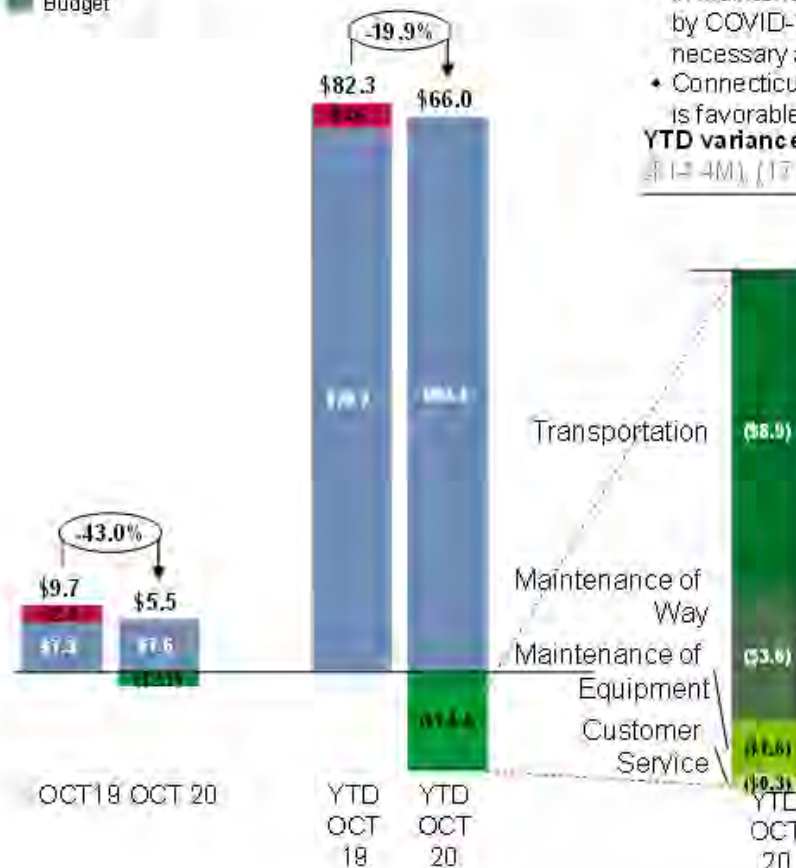
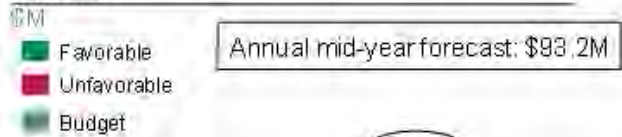
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		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER BUSINESS EXPENSES	Non-Reimb	(\$1.405)	(62.8%)	Primarily due to higher subsidy payments to New Jersey Transit resulting from inflationary adjustments partially offset by the timing of Norfolk Southern recoveries.	\$4.026	21.8%	Primarily due to lower subsidy payments to New Jersey Transit reflecting credits for March through July service reductions and lower credit card fees partially offset by lower Amtrak recoveries.
	Reimb	(\$0.042)	*	Primarily reflects higher activity on the Waterbury Branch Cab Signal, Cameras/Audio for M-8 Fleet and M-8 Fleet Purchase Projects.	(\$0.223)	*	Primarily reflects higher activity on the Waterbury Branch Cab Signal, GCT PA/VIS System (Public Address/Visual Information System), Universal Interlock CP243, Positive Train Control, Cameras/Audio for M-8 Fleet, Power Infrastructure Restoration and West of Hudson Signal Improvement Projects.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		\$7.389	*	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.500	*	Reflects timing of projects requiring remediation.	\$2.402	77.4%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	-		\$0.407	31.9%	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$7.288	69.9%	Primarily reflects timing for the following projects: Vehicle Replacement Program, Upper Harlem Pole Replacement, ADA Compliant Signage in GCT, GCT Exhaust Duct Repair, Radio Systems Analysis, Track Geometry Car, Enhancement of the Security Camera Monitor System, GCT Air Handling Units/Glycol Cooling, Installation of the Wayside Energy Storage System, Renovation of the GCT Training Facility and NYS Grade Crossing Improvement.	\$10.977	32.3%	Primarily reflects timing for the following projects: Track Geometry Car, GCT Air Handling Units/Glycol Cooling, Power Control SCADA Upgrade, Upper Harlem Pole Replacement, Cameras-Audio for Non-M8 Fleet, ADA Compliant Signage in GCT and GCT Exhaust Duct Repair partially offset by Park Avenue Viaduct, Enhancement of the Security Camera Monitor System and GCT Escalators Replacement.

* Variance exceeds 100%.

METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

October 2020 and YTD mid-year forecast vs. variance

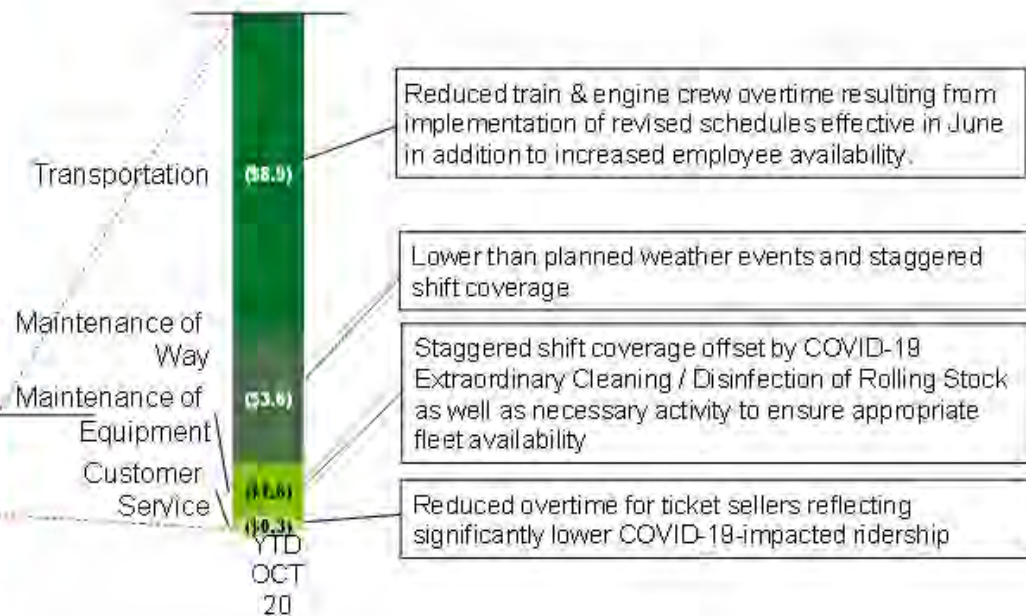


Overview

- Overall decrease of \$16.3M or 19.9% compared to YTD October 2019
- 17.9% below 2020 mid-year forecast
- Favorable Weather variance in Maintenance of Way, staggered shift coverage in Maintenance of Equipment and revised crew needs in Transportation is offset by COVID-19 Extraordinary Cleaning / Disinfection of Rolling Stock as well as necessary activity to ensure appropriate fleet availability
- Connecticut paid \$18.8M of total \$86.0M, Connecticut's share of YTD Variance is favorable \$4.9M of the favorable \$14.4M

YTD variance by division

(\$14.4M), (17.9%)



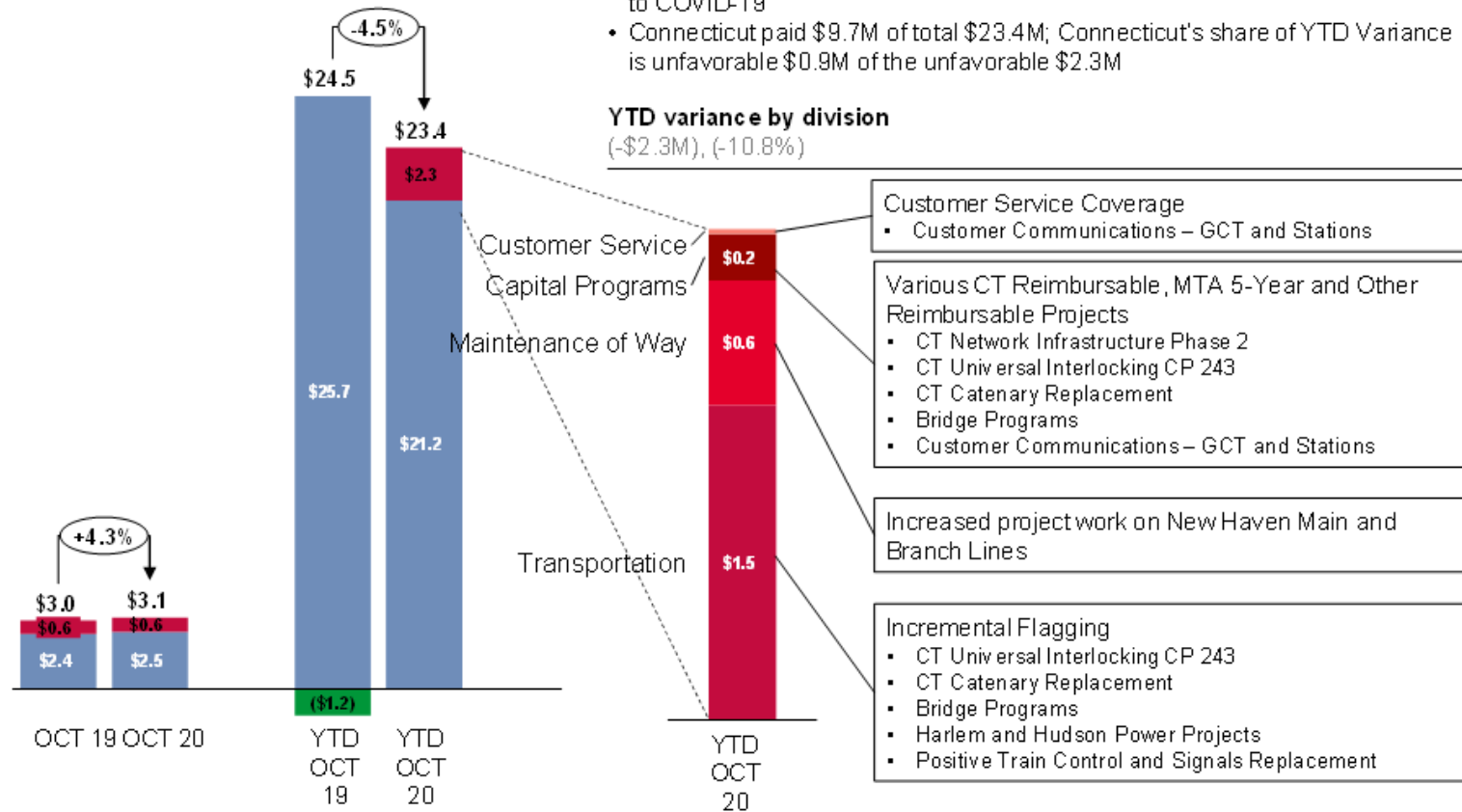
METRO-NORTH RAILROAD –Reimbursable Overtime Variance

October 2020 and YTD mid-year forecast vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual mid-year forecast: \$24.8M



Overview

- Overall decrease of \$1.1M or 4.5% compared to YTD October 2019
- 10.8% above 2020 mid-year forecast
- Main cause for unfavorable variance is more than planned work on MTA 5-Year projects and CT Capital projects resulting from running less service due to COVID-19
- Connecticut paid \$9.7M of total \$23.4M; Connecticut's share of YTD Variance is unfavorable \$0.9M of the unfavorable \$2.3M

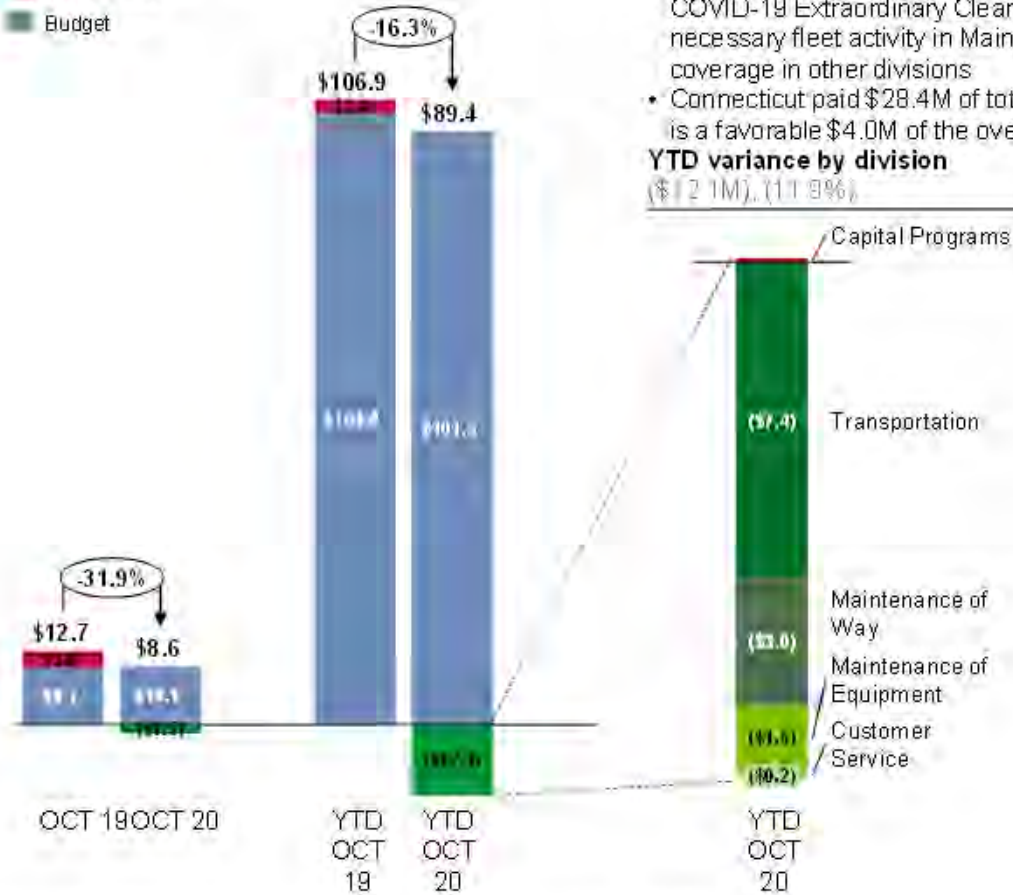
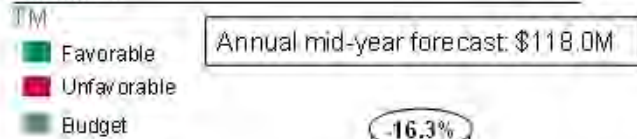
YTD variance by division

(-\$2.3M), (-10.8%)

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

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

October 2020 and YTD mid-year forecast vs. variance

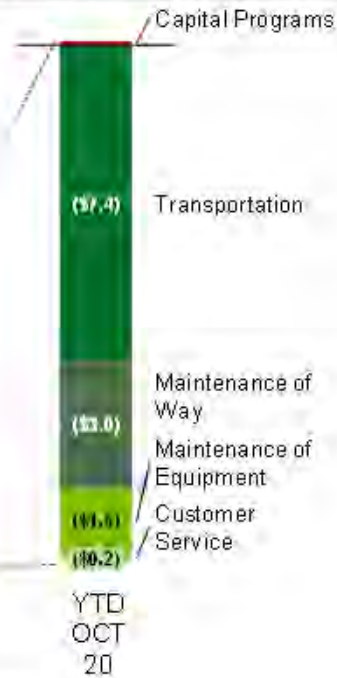


Overview

- Overall decrease of \$17.5M or 16.3% compared to YTD October 2019
- 11.9% below 2020 mid-year forecast
- Favorable Weather variance in Maintenance of Way, staggered shift coverage in Maintenance of Equipment and staff availability in Transportation is offset by COVID-19 Extraordinary Cleaning / Disinfection of Stations and Rolling Stock, necessary fleet activity in Maintenance of Equipment and reimbursable project coverage in other divisions
- Connecticut paid \$28.4M of total \$89.4M; Connecticut's share of YTD Variance is a favorable \$4.0M of the overall favorable \$12.1M

YTD variance by division

(\$12.1M), (11.9%)



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

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

SCHEDULE III

	OCTOBER 2020				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$15.639	\$14.027	(\$1.612)	(10.3)	\$238.926	\$215.309	(\$23.617)	(9.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	6.115	5.019	(1.096)	(17.9)	341.687	366.281	24.594	7.2
<i>Capital & Other Reimbursements:</i>								
MTA	12.257	11.707	(0.550)	(4.5)	105.902	98.653	(7.249)	(6.8)
CDOT	22.922	10.054	(12.868)	(56.1)	139.297	134.515	(4.782)	(3.4)
Other	3.126	0.685	(2.441)	(78.1)	34.069	29.003	(5.066)	(14.9)
Total Capital and Other Reimbursements	38.305	22.446	(15.859)	(41.4)	279.269	262.171	(17.098)	(6.1)
Total Receipts	\$60.059	\$41.492	(\$18.567)	(30.9)	\$859.881	\$843.761	(\$16.120)	(1.9)
Expenditures								
<i>Labor:</i>								
Payroll	\$56.924	\$52.162	\$4.762	8.4	\$499.157	\$485.941	\$13.216	2.6
Overtime	11.655	9.406	2.249	19.3	105.747	91.990	13.757	13.0
Health and Welfare	12.334	10.817	1.517	12.3	119.005	116.354	2.651	2.2
OPEB Current Payment	3.287	3.369	(0.082)	(2.5)	33.839	33.697	0.142	0.4
Pensions	12.320	12.809	(0.489)	(4.0)	117.636	115.337	2.299	2.0
Other Fringe Benefits	13.452	1.478	11.974	89.0	120.805	58.409	62.396	51.7
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$109.971	\$90.041	\$19.930	18.1	\$996.190	\$901.728	\$94.462	9.5
<i>Non-Labor:</i>								
Electric Power	\$4.213	\$4.994	(\$0.781)	(18.5)	\$47.422	\$52.529	(\$5.107)	(10.8)
Fuel	0.709	1.196	(0.487)	(68.8)	9.334	10.838	(1.504)	(16.1)
Insurance	2.581	0.000	2.581	100.0	9.069	6.512	2.557	28.2
Claims	0.534	0.098	0.436	81.6	2.342	0.706	1.636	69.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	20.269	9.809	10.460	51.6	144.816	102.786	42.030	29.0
Professional Service Contracts	9.386	1.675	7.711	82.2	61.193	39.124	22.069	36.1
Materials & Supplies	18.667	23.259	(4.592)	(24.6)	145.622	178.998	(33.376)	(22.9)
Other Business Expenditures	5.530	0.346	5.184	93.7	46.313	24.783	21.530	46.5
Total Non-Labor	\$61.889	\$41.377	\$20.512	33.1	\$466.110	\$416.276	\$49.834	10.7
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$171.860	\$131.418	\$40.442	23.5	\$1,462.301	\$1,318.004	\$144.296	9.9
Net Cash Deficit (excludes Opening Cash Balance)	(\$111.801)	(\$89.926)	\$21.874	19.6	(\$602.419)	(\$474.243)	\$128.176	21.3
Subsidies								
MTA	86.818	67.272	(19.546)	(22.5)	435.402	364.717	(70.685)	(16.2)
CDOT	24.982	25.914	0.932	3.7	215.555	227.460	11.905	5.5
Total Subsidies	\$111.801	\$93.186	(\$18.615)	(16.6)	\$650.957	\$592.177	(\$58.780)	(9.0)
Cash Timing and Availability Adjustment	\$0.000	\$0.576	\$0.576	-	\$7.596	(\$48.933)	(\$56.529)	*

Notes:

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

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

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

\$ Detail

\$ Detail

Generic Receipt or Expense Category	October Month vs Mid-Year Forecast			Year-to-Date as of October 31, 2020 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(1.612)	(10.3%)	Primarily reflects lower ridership due to a weaker recovery in East of Hudson ridership due to the COVID-19 pandemic.	(23.617)	(9.9%)	Primarily reflects lower ridership due to a weaker recovery in East of Hudson ridership due to the COVID-19 pandemic.
OTHER OPERATING REVENUE	(1.096)	(17.9%)	Primarily reflects lower GCT revenues due to the COVID-19 Pandemic partially offset by the higher Amtrak reimbursements and timing of station revenues.	24.594	7.2%	Primarily reflects a higher Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS portion of net operating losses due to a higher net operating deficit than forecasted partially offset by lower GCT retail revenues due to the COVID-19 pandemic.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(0.550)	(4.5%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than forecasted.	(7.249)	(6.8%)	Primarily reflects lower cash receipts than forecasted.
CDOT	(12.868)	(56.1%)	Primarily reflects lower cash receipts and capital related project activity than forecasted.	(4.782)	(3.4%)	Primarily reflects lower cash receipts than forecasted.
OTHER	(2.441)	(78.1%)	Primarily reflects lower cash receipts than forecasted.	(5.066)	(14.9%)	Primarily reflects lower cash receipts than forecasted partially offset by higher reimbursable related project activity.
PAYROLL	4.762	8.4%	Primarily reflects the net impact of staff hiring & attrition, the timing of RWA payments and of remittance payments for the employee portion of withheld income taxes partially offset by inter-agency payroll.	13.216	2.6%	
OVERTIME	2.249	19.3%	Primarily reflects reduced train & engine crew overtime resulting from implementation of revised schedules effective in June combined with lower infrastructure repair work in Maintenance of Way.	13.757	13.0%	Primarily reflects reduced train & engine crew overtime resulting from implementation of revised schedules effective in June, staggered shift coverage and fewer weather events than forecasted partially offset by higher than expected COVID-19 extraordinary cleaning of rolling stock.
HEALTH & WELFARE	1.517	12.3%	Primarily due to vacancies.	2.651	2.2%	
PENSIONS	(0.489)	(4.0%)	Primarily reflects timing of payments.	2.299	2.0%	
OTHER FRINGE BENEFITS	11.974	89.0%	Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act.	62.396	51.7%	Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act combined with lower employee claim payments.
ELECTRIC POWER	(0.781)	(18.5%)	Primarily reflects timing of payments partially offset by lower rates.	(5.107)	(10.8%)	Primarily reflects timing of payments and higher rates than forecasted.
FUEL	(0.487)	(68.8%)	Primarily reflects timing of payments combined with higher rates than forecasted.	(1.504)	(16.1%)	Primarily reflects higher rates than forecasted combined with timing of payments.
INSURANCE	2.581	100.0%	Reflects timing of payments for insurance premiums.	2.557	28.2%	Reflects timing of payments for insurance premiums.

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

\$ Detail

\$ Detail

Generic Receipt or Expense Category	October Month vs Mid-Year Forecast			Year-to-Date as of October 31, 2020 vs. Mid-Year Forecast		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
CLAIMS	0.436	81.6%	Primarily reflects lower payments for passenger injury settlements.	1.636	69.9%	Primarily reflects lower payments for passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	10.460	51.6%	Primarily reflects the timing of Capital Projects (Signal Replacement - Greenwich to South Norwalk, Vehicle Replacement Program and Radio Systems Analysis) combined with timing of infrastructure repair costs and lower expenses for miscellaneous maintenance and operating contracts.	42.030	29.0%	Primarily reflects timing of payments for MTA Police Services, Capital Projects (Signal Replacement - Greenwich to South Norwalk, GCT Air Handling Units/Glycol Cooling, Maybrook Trailway and Catenary Replacement), infrastructure repair costs, COVID-19 extraordinary cleaning of stations and rolling stock, BL-20 locomotive overhauls as well as lower expenses for miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	7.711	82.2%	Primarily reflects the timing of payments of engineering services for Capital Projects (Oil Circuit Breaker Replacement, Positive Train Control (CT) and Maybrook Trailway (forecast in Maintenance & Other Operating Contracts)) as well as lower than anticipated consulting and other engineering services.	22.069	36.1%	Primarily reflects the timing of engineering services for Capital Projects (Positive Train Control (CT), Oil Circuit Breaker Replacement, Sasco Creek Traction Power Supply Station and Power Control Scada Upgrade) as well as lower than anticipated consulting and other engineering services.
MATERIALS & SUPPLIES	(4.592)	(24.6%)	Primarily reflects the timing of materials placed into inventory combined with higher activity on Capital Projects (Waterbury Branch Cab Signal Project).	(33.376)	(22.9%)	Primarily reflects the timing of materials placed into inventory combined with higher activity on Capital Projects (Waterbury Branch Cab Signal Project and Cyclical Track Program).
OTHER BUSINESS EXPENSES	5.184	93.7%	Primarily reflects lower payments to New Jersey Transit reflecting credits for service reductions and lower miscellaneous expenses.	21.530	46.5%	Primarily reflects lower payments to New Jersey Transit reflecting credits for service reductions, lower credit card fees and miscellaneous expenses.
MTA SUBSIDY RECEIPTS	(19.546)	(22.5%)	Primarily reflects lower cash deficit partially offset by available cash balance and higher CDOT subsidy.	(70.685)	(16.2%)	Primarily reflects lower cash deficit partially offset by available cash balance and higher CDOT subsidy.
CDOT SUBSIDY RECEIPTS	0.932	3.7%	Primarily reflects the receipt of the 2019 Final NHL Deficit.	11.905	5.5%	Reflects the timing of receipt of the payment for Admin Assets for Q3 and Q4 of 2019 partially offset by lower CDOT share of estimated deficit than forecasted.

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

	OCTOBER 2020				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.608	(\$0.747)	(\$1.355)	*	(\$0.253)	(\$4.577)	(\$4.324)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.373	(2.487)	(4.860)	*	29.795	21.528	(8.267)	(27.7)
<i>Capital & Other Reimbursements:</i>								
MTA	(0.074)	(2.214)	(2.140)	*	3.280	(3.901)	(7.181)	*
CDOT	0.000	(9.774)	(9.774)	-	1.974	(5.361)	(7.335)	*
Other	0.000	(1.172)	(1.172)	-	(0.529)	(4.856)	(4.327)	*
Total Capital and Other Reimbursements	(0.074)	(13.160)	(13.086)	*	4.724	(14.119)	(18.843)	*
Total Revenue/Receipts	\$2.908	(\$16.393)	(\$19.301)	*	\$34.267	\$2.833	(\$31.434)	(91.7)
Expenditures								
<i>Labor:</i>								
Payroll	(\$6.727)	(\$3.436)	\$3.291	48.9	(\$7.709)	(\$0.639)	\$7.070	91.7
Overtime	(1.573)	(0.780)	0.794	50.4	(4.235)	(2.566)	1.669	39.4
Health and Welfare	(1.008)	(0.644)	0.364	36.1	(9.806)	(10.433)	(0.627)	(6.4)
OPEB Current Payment	0.000	0.073	0.000		(0.413)	(0.098)	0.315	76.2
Pensions	(0.035)	(0.881)	(0.845)	*	0.080	(1.412)	(1.492)	*
Other Fringe Benefits	(1.443)	9.093	10.535	*	(4.346)	48.334	52.680	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.360)	(0.121)	0.239	66.3	(2.779)	(2.474)	0.305	11.0
Total Labor	(\$11.147)	\$3.304	\$14.451	*	(\$29.208)	\$30.712	\$59.920	*
<i>Non-Labor:</i>								
Electric Power	(\$0.158)	(\$1.532)	(\$1.374)	*	(\$2.480)	(\$7.392)	(\$4.912)	*
Fuel	0.050	(0.316)	(0.366)	*	(0.407)	(0.637)	(0.230)	(56.4)
Insurance	(1.179)	1.673	2.852	*	5.224	9.414	4.190	80.2
Claims	(0.417)	(0.085)	0.332	79.5	(1.424)	(0.595)	0.829	58.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(4.798)	2.412	7.210	*	(16.521)	2.838	19.359	*
Professional Service Contracts	0.348	2.987	2.639	*	19.325	25.671	6.346	32.8
Materials & Supplies	(1.473)	(5.638)	(4.165)	*	(15.902)	(45.267)	(29.365)	*
Other Business Expenses	(3.284)	3.347	6.631	*	(27.768)	(10.040)	17.728	63.8
Total Non-Labor	(\$10.911)	\$2.849	\$13.760	*	(\$39.952)	(\$26.007)	\$13.945	34.9
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	(\$22.058)	\$6.153	\$28.211	*	(\$69.160)	\$4.704	\$73.865	*
Depreciation	20.485	19.973	(0.512)	(2.5)	205.385	204.271	(1.114)	(0.5)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	-	(2.920)	(10.309)	(7.389)	*
Environmental Remediation	0.449	(0.051)	(0.500)	*	3.103	0.701	(2.402)	77.4
GASB75 Adjustment	0.000	0.000	0.000	-	(1.277)	(1.684)	(0.407)	31.9
Total Expenditures Adjustments	(\$1.124)	\$26.075	\$27.199	*	\$135.131	\$197.684	\$62.553	46.3
Total Cash Conversion Adjustments	\$1.784	\$9.682	\$7.898	*	\$169.398	\$200.517	\$31.119	18.4

Notes:

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

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

-- Differences are due to rounding.

* Variance exceeds 100%.

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

	MONTH			VARIANCE Fav/(Unfav)			YTD			VARIANCE Fav/(Unfav)				
	MID-YEAR FORECAST	2020	2019 ^(A)	MID-YEAR FORECAST	2019		MID-YEAR FORECAST	2020	2019 ^(A)	MID-YEAR FORECAST	2019			
FAREBOX REVENUE														
<i>Harlem Line - Commutation</i>	2.234	1.202	9.828	(1.032)	-46.2%	(8.626)	-87.8%	39.657	33.949	94.616	(5.709)	-14.4%	(60.667)	-64.1%
<i>Harlem Line - Non-Commutation</i>	2.224	2.928	9.228	0.704	31.6%	(6.300)	-68.3%	30.832	30.501	85.327	(0.331)	-1.1%	(54.826)	-64.3%
TOTAL HARLEM LINE	\$4.458	\$4.130	\$19.055	(\$0.329)	-7.4%	(\$14.926)	-78.3%	\$70.489	\$64.449	\$179.943	(\$6.040)	-8.6%	(\$115.493)	-64.2%
<i>Hudson Line - Commutation</i>	1.438	0.833	6.513	(0.605)	-42.1%	(5.680)	-87.2%	26.370	22.878	63.030	(3.491)	-13.2%	(40.152)	-63.7%
<i>Hudson Line - Non-Commutation</i>	1.991	3.326	8.863	1.336	67.1%	(5.536)	-62.5%	27.140	28.560	76.067	1.421	5.2%	(47.507)	-62.5%
TOTAL HUDSON LINE	\$3.429	\$4.159	\$15.376	\$0.730	21.3%	(\$11.216)	-72.9%	\$53.509	\$51.439	\$139.098	(\$2.071)	-3.9%	(\$87.659)	-63.0%
<i>New Haven Line - Commutation</i>	3.109	1.393	13.608	(1.716)	-55.2%	(12.215)	-89.8%	54.063	44.923	132.331	(9.141)	-16.9%	(87.408)	-66.1%
<i>New Haven Line - Non-Commutation</i>	3.789	4.700	17.083	0.911	24.0%	(12.383)	-72.5%	56.356	54.099	163.768	(2.257)	-4.0%	(109.669)	-67.0%
TOTAL NEW HAVEN LINE	\$6.898	\$6.093	\$30.691	(\$0.805)	-11.7%	(\$24.598)	-80.1%	\$110.420	\$99.022	\$296.099	(\$11.398)	-10.3%	(\$197.077)	-66.6%
<i>All Lines - Commutation</i>	6.782	3.428	29.949	(3.354)	-49.5%	(26.521)	-88.6%	120.091	101.749	289.977	(18.341)	-15.3%	(188.227)	-64.9%
<i>All Lines - Non-Commutation</i>	8.004	10.954	35.174	2.950	36.9%	(24.220)	-68.9%	114.328	113.161	325.162	(1.167)	-1.0%	(212.001)	-65.2%
TOTAL EAST OF HUDSON LINES	\$14.785	\$14.382	\$65.123	(\$0.403)	-2.7%	(\$50.741)	-77.9%	\$234.419	\$214.910	\$615.139	(\$19.509)	-8.3%	(\$400.229)	-65.1%
<i>West of Hudson^(B)</i>	<u>0.246</u>	<u>0.392</u>	<u>1.085</u>	<u>0.146</u>	<u>59.3%</u>	<u>(\$0.693)</u>	<u>-63.9%</u>	<u>4.760</u>	<u>\$4.976</u>	<u>\$12.257</u>	<u>0.216</u>	<u>4.5%</u>	<u>(7.281)</u>	<u>-59.4%</u>
TOTAL FAREBOX REVENUE	\$15.031	\$14.774	\$66.208	(\$0.257)	-1.7%	(\$51.434)	-77.7%	\$239.179	\$219.886	\$627.396	(\$19.293)	-8.1%	(\$407.510)	-65.0%
RIDERSHIP														
<i>Harlem Line - Commutation</i>	0.336	0.228	1.481	(0.108)	-32.3%	(1.254)	-84.6%	4.904	4.215	13.895	(0.689)	-14.0%	(9.680)	-69.7%
<i>Harlem Line - Non-Commutation</i>	0.235	0.373	0.964	0.138	58.6%	(0.591)	-61.3%	3.372	3.573	9.020	0.201	6.0%	(5.447)	-60.4%
TOTAL HARLEM LINE	0.571	0.600	2.445	0.029	5.1%	(1.845)	-75.4%	8.276	7.788	22.916	(0.488)	-5.9%	(15.127)	-66.0%
<i>Hudson Line - Commutation</i>	0.186	0.121	0.846	(0.065)	-35.1%	(0.725)	-85.7%	2.789	2.389	7.976	(0.400)	-14.3%	(5.586)	-70.0%
<i>Hudson Line - Non-Commutation</i>	0.169	0.301	0.742	0.132	78.6%	(0.441)	-59.5%	2.354	2.563	6.611	0.209	8.9%	(4.048)	-61.2%
TOTAL HUDSON LINE	0.355	0.422	1.588	0.067	18.9%	(1.166)	-73.4%	5.144	4.952	14.587	(0.191)	-3.7%	(9.635)	-66.1%
<i>New Haven Line - Commutation</i>	0.447	0.265	1.960	(0.182)	-40.8%	(1.696)	-86.5%	6.366	5.286	18.447	(1.079)	-17.0%	(13.160)	-71.3%
<i>New Haven Line - Non-Commutation</i>	0.353	0.539	1.575	0.186	52.6%	(1.036)	-65.8%	5.415	5.584	15.210	0.169	3.1%	(9.627)	-63.3%
TOTAL NEW HAVEN LINE	0.800	0.803	3.535	0.004	0.5%	(2.732)	-77.3%	11.780	10.870	33.657	(0.910)	-7.7%	(22.787)	-67.7%
Total Ridership East of Hudson	0.969	0.613	4.288	(0.356)	-36.7%	(3.674)	-85.7%	14.059	11.891	40.317	(2.168)	-15.4%	(28.427)	-70.5%
<i>All Lines - Commutation</i>	0.757	1.213	3.281	0.456	60.3%	(2.068)	-63.0%	11.141	11.720	30.842	0.578	5.2%	(19.122)	-62.0%
<i>All Lines - Non-Commutation</i>	1.726	1.826	7.569	0.100	5.8%	(5.743)	-75.9%	25.200	23.611	71.160	(1.590)	-6.3%	(47.549)	-66.8%
TOTAL EAST OF HUDSON LINES	1.726	1.826	7.569	0.100	5.8%	(5.743)	-75.9%	25.200	23.611	71.160	(1.590)	-6.3%	(47.549)	-66.8%
<i>West of Hudson^(B)</i>	<u>0.027</u>	<u>0.041</u>	<u>0.139</u>	<u>0.014</u>	<u>52.4%</u>	<u>(0.098)</u>	<u>-70.3%</u>	<u>0.530</u>	<u>0.521</u>	<u>1.356</u>	<u>(0.009)</u>	<u>-1.7%</u>	<u>(0.835)</u>	<u>-61.6%</u>
TOTAL EAST & WEST OF HUDSON LINES	1.753	1.867	7.708	0.114	6.5%	(5.841)	-75.8%	25.730	24.132	72.516	(1.599)	-6.2%	(48.384)	-66.7%

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

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

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

**MTA METRO-NORTH RAILROAD
2020 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
October 31, 2020**

<u>Department</u>	<u>MID-YEAR FORECAST</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	2	1	
Labor Relations	12	10	2	
Safety	53	52	1	
Security	18	17	1	
Office of the Executive VP	7	6	1	
Corporate & Public Affairs	15	15	-	
Customer Service	47	46	1	
Legal	10	9	1	
Claims	6	5	1	
Human Resources	37	36	1	
Training	78	78	0	
Employee Relations & Diversity	4	4	-	
VP Planning	2	1	1	
Operations Planning & Analysis	20	19	1	
Capital Planning & Programming	10	10	-	
Long Range Planning	5	5	-	
VP Finance & Info Systems	-	-	-	
Controller	66	64	2	
Budget	17	16	1	
Procurement & Material Mgmt	21	21	(0)	
Total Administration	431	416	15	
Operations				
Operations Support	65	61	4	
Rolling Stock & EAM	9	14	(5)	C
Transportation	1,678	1,618	60	A
Customer Service	424	359	65	A, D
Metro-North West	28	30	(2)	
Total Operations	2,204	2,082	122	
Maintenance				
Maintenance of Equipment	1,673	1,559	114	A, B, D
Maintenance of Way	2,119	2,079	40	A, B, C
Procurement & Material Mgmt	113	111	2	
Total Maintenance	3,905	3,750	155	
Engineering/Capital				
Construction Management	29	19	10	C
Engineering & Design	83	56	27	A, C
Total Engineering/Capital	112	75	37	
Total Positions	6,652	6,322	330	
Non-Reimbursable	5,888	5,729	159	
Reimbursable	764	592	171	
Total Full-Time	6,651	6,321	330	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects higher attrition than planned.
- (B) Variance reflects unpaid LOA (Leave of Absence) positions.
- (C) Variance reflects transfer of Engineering/Capital positions.
- (D) Variance reflects delayed hiring of positions supporting COVID-19 cleaning mandates.

MTA METRO-NORTH RAILROAD
2020 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
October 31, 2020

FUNCTION/OCCUPATION	MID-YEAR FORECAST	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	147	145	2
Professional, Technical, Clerical	284	271	13
Operational Hourlies	-	-	-
Total Administration	431	416	15
Operations			
Managers/Supervisors	242	228	14
Professional, Technical, Clerical	219	256	(37)
Operational Hourlies	1,743	1,598	145
Total Operations	2,204	2,082	122
Maintenance			
Managers/Supervisors	637	644	(7)
Professional, Technical, Clerical	460	467	(7)
Operational Hourlies	2,808	2,639	169
Total Maintenance	3,905	3,750	155
Engineering/Capital			
Managers/Supervisors	38	27	11
Professional, Technical, Clerical	74	48	26
Operational Hourlies	-	-	-
Total Engineering/Capital	112	75	37
Total Positions			
Managers/Supervisors	1,064	1,043	21
Professional, Technical, Clerical	1,037	1,042	(5)
Operational Hourlies	4,551	4,237	314
Total Positions	6,652	6,322	330

**MTA METRO-NORTH RAILROAD
2020 MID-YEAR FORECAST VS. ACTUALS
October 31, 2020**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>MID-YEAR FORECAST</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	431	416	15	
Operations	2,204	2,082	122	Primarily reflects higher attrition than planned and delayed hiring of positions supporting COVID-19 cleaning mandates.
Maintenance	3,905	3,750	155	Primarily reflects higher attrition than planned, unpaid LOA (Leave of Absence) positions, transfers of Engineering/Capital positions, and delayed hiring of positions supporting COVID-19 cleaning mandates.
Engineering / Capital	112	75	37	Primarily reflects higher attrition than planned and transfers of positions Engineering/Capital positions
Total Agency-wide Headcount	6,652	6,322	330	
Non-Reimbursable	5,888	5,729	159	
Reimbursable	764	592	171	

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

	MONTH			VARIANCE	
	Fav/(Unfav)				
	MYF	2020	2019	MYF	2019
Farebox Operating Ratio					
Standard ^(B)	12.7%	14.6%	54.6%	1.8%	-40.1%
Adjusted ^(C)	17.7%	24.3%	61.8%	6.6%	-37.5%
Cost per Passenger					
Standard ^(B)	\$67.39	\$54.35	\$15.49	\$13.03	(\$38.86)
Adjusted ^(C)	\$66.70	\$53.40	\$15.08	\$13.30	(\$38.32)
Passenger Revenue/Passenger	\$8.58	\$7.91	\$8.46	(\$0.66)	(\$0.55)

	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)				
	MYF	2020	2019	MYF	2019
Farebox Operating Ratio					
Standard ^(B)	21.4%	21.2%	56.1%	-0.2%	-34.8%
Adjusted ^(C)	26.4%	26.7%	63.1%	0.3%	-36.4%
Cost per Passenger					
Standard ^(B)	\$43.36	\$42.92	\$15.46	\$0.44	(\$27.46)
Adjusted ^(C)	\$42.57	\$42.07	\$15.05	\$0.51	(\$27.02)
Passenger Revenue/Passenger	\$9.30	\$9.11	\$8.67	(\$0.18)	\$0.44

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

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

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

MTA METRO-NORTH RAILROAD
MID-YEAR FORECAST AND NOVEMBER ESTIMATE vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2020 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Fav/(Unfav) Variance			
	Mid-Year Forecast	November Estimate	Actual	Mid-Year Forecast		November Estimate	
	\$	\$	\$	\$ Var	% Var	\$ Var	% Var
Total Revenue	551.1	580.9	564.6	13.6	2.5	(16.3)	(2.8)
Total Expenses before Non-Cash Liability Adjs	1,118.6	1,099.1	1,046.4	72.2	6.5	52.7	4.8
Depreciation	205.4	180.1	204.3	1.1	0.5	(24.2)	(13.4)
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Adjustment	(2.9)	(3.5)	(10.3)	7.4	*	6.8	*
Environmental Remediation	3.1	2.8	0.7	2.4	77.4	2.1	75.0
GASB 75 OPEB Expense Adj	(1.3)	(0.3)	(1.7)	0.4	31.9	1.4	*
Total Expenses	1,322.9	1,278.1	1,239.4	83.5	6.3	38.7	3.0
Net Surplus/(Deficit)	(771.8)	(697.2)	(674.8)	97.1	12.6	22.5	3.2

Notes:

- Totals may not add due to rounding
- * Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER ESTIMATE AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2020 YEAR-TO-DATE
(\$ in millions)**

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$16.3)	(2.8)	Primarily reflects lower ridership due to a weaker recovery in East of Hudson commutation ridership due to the COVID-19 pandemic.
Total Expenses	\$38.7	3.0	Primarily reflects lower labor costs (mainly attribute to the lower train and engine crew overtime resulting from the June service schedule change) along with lower contractual services expense and material usage.

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

Ridership Report

Ben Cornelius

Director – Operations Planning & Analysis



Grand Central Terminal celebrates the holidays.

Photo courtesy of Linda Morris



Metro-North Railroad

December 2020 Highlights: Ridership Report

(Note: November West of Hudson ridership is preliminary)

November 2020 vs. 2019

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

- East of Hudson ridership decreased 77.5% vs. November 2019 and was 4.6% below Forecast
- East of Hudson Commutation ridership decreased 85.8%
- East of Hudson Non-Commutation ridership decreased 67.6%
- East of Hudson ridership by line:
 - Hudson Line ridership decreased 76.4%
 - Harlem Line ridership decreased 75.8%
 - New Haven Line ridership decreased 79.0%

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

Ben Cornelius

Director – Operations Planning & Analysis

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

RIDERSHIP SUMMARY

November Ridership and Revenue (millions)

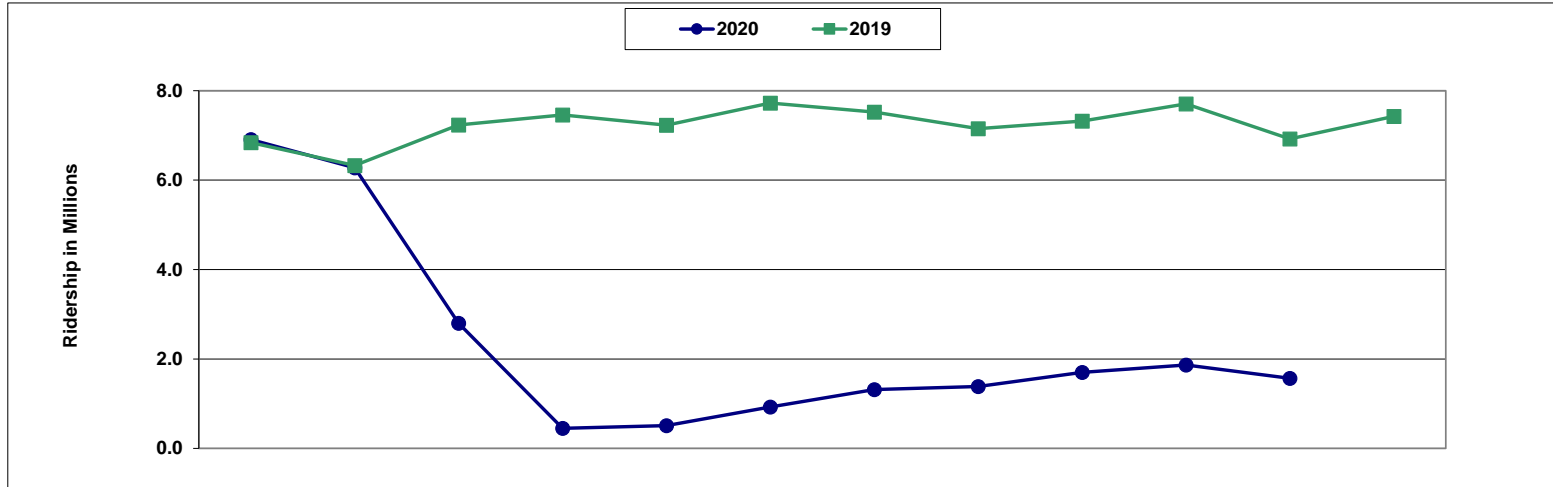
	November 2020	% Change vs. 2019
Total Rail Ridership	1.569	-77.3% ▼
Commutation Ridership	0.530	-85.9% ▼
Non-Commutation Ridership	1.039	-67.2% ▼
Connecting Service Ridership	0.004	-86.7% ▼
Total MNR System Ridership	1.573	-77.4% ▼
Rail Revenue	\$12.483	-80.5% ▼

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

	YTD 2020	% Change vs. 2019	Comparison to Forecast
Total Rail Ridership	25.701	-67.6% ▼	-6.1% ▼
Commutation Ridership	12.696	-71.7% ▼	-16.7% ▼
Non-Commutation Ridership	13.005	-62.5% ▼	7.3% ▲
Connecting Service Ridership	0.142	-74.3% ▼	2.9% ▲
Total MNR System Ridership	25.843	-67.7% ▼	-6.0 ▼
Rail Revenue	\$232.4	-66.4% ▼	-8.6% ▼

NOVEMBER RAIL RIDERSHIP (1)

- November's Total Rail Ridership was 77.3% below 2019 and 3.8% below forecast.

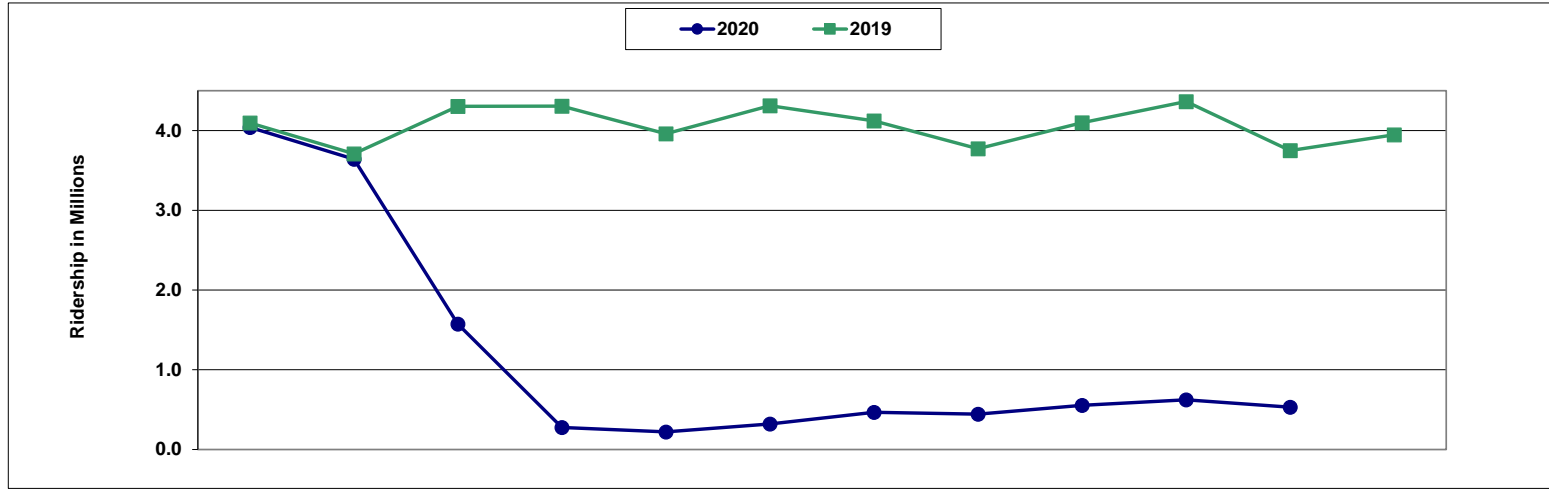


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	6.9	6.3	2.8	0.4	0.5	0.9	1.3	1.4	1.7	1.9	1.6		25.7
2019	6.8	6.3	7.2	7.5	7.2	7.7	7.5	7.2	7.3	7.7	6.9	7.4	79.4
PCT CHG.	1.0%	-0.8%	-61.3%	-94.0%	-92.9%	-88.0%	-82.5%	-80.7%	-76.8%	-75.8%	-77.3%		-67.6%

1) Includes East and West of Hudson.

NOVEMBER RAIL COMMUTATION RIDERSHIP (1)

• November's Rail Commutation Ridership was 85.9% below 2019 and 38.6% below forecast.

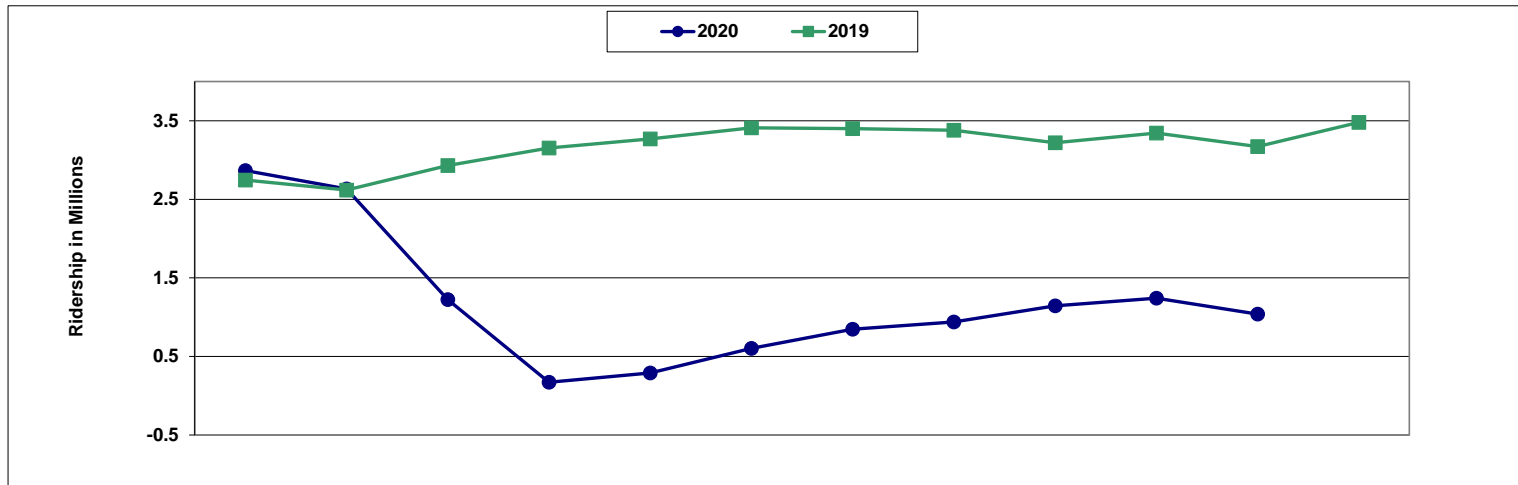


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	4.0	3.6	1.6	0.3	0.2	0.3	0.5	0.4	0.6	0.6	0.5		12.7
2019	4.1	3.7	4.3	4.3	4.0	4.3	4.1	3.8	4.1	4.4	3.8	3.9	44.8
PCT CHG.	-1.4%	-1.8%	-63.4%	-93.6%	-94.4%	-92.6%	-88.7%	-88.3%	-86.4%	-85.7%	-85.9%		-71.7%

1) Includes East and West of Hudson.

NOVEMBER RAIL NON-COMMUTATION RIDERSHIP (1)

• November's Rail Non-Commutation Ridership was 67.2% below 2019 and 35.1% above forecast.

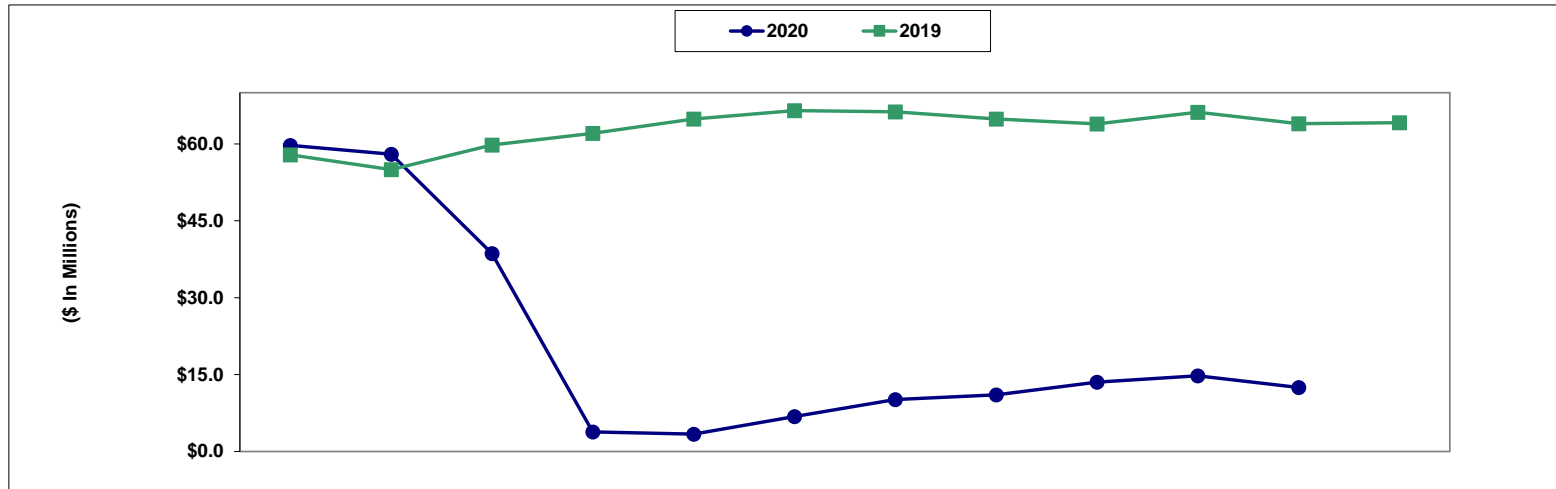


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	2.9	2.6	1.2	0.2	0.3	0.6	0.8	0.9	1.1	1.2	1.0		13.0
2019	2.7	2.6	2.9	3.2	3.3	3.4	3.4	3.4	3.2	3.3	3.2	3.5	34.6
PCT CHG.	4.4%	0.5%	-58.2%	-94.6%	-91.1%	-82.3%	-75.1%	-72.2%	-64.5%	-62.8%	-67.2%		-62.5%

1) Includes East and West of Hudson.

NOVEMBER RAIL REVENUE (1)

• November's Total Rail Revenue was 80.5% below 2019 and 16.9% 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	\$12.5		\$232.4
2019	\$57.9	\$55.0	\$59.8	\$62.1	\$64.9	\$66.5	\$66.3	\$64.9	\$63.9	\$66.2	\$63.9	\$64.1	\$691.3
PCT CHG.	3.2%	5.4%	-35.4%	-93.8%	-94.8%	-89.8%	-84.7%	-82.9%	-78.8%	-77.7%	-80.5%		-66.4%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
NOVEMBER 2020**

TICKET TYPE/SERVICE	NOVEMBER 2020	NOVEMBER 2020	VARIANCE VS. FORECAST		NOVEMBER 2019	CHANGE FROM 2019	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	522,401	847,838	(325,437)	-38.4%	3,685,161	(3,162,760)	-85.8%
West of Hudson	7,337	14,376	(7,039)	-49.0%	65,035	(57,698)	-88.7%
Total Rail Commutation Ridership	529,738	862,214	(332,476)	-38.6%	3,750,196	(3,220,458)	-85.9%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	1,008,747	756,383	252,364	33.4%	3,109,673	(2,100,926)	-67.6%
West of Hudson	30,980	13,383	17,597	131.5%	61,955	(30,975)	-50.0%
Total Rail Non-Commutation Ridership	1,039,727	769,766	269,961	35.1%	3,171,628	(2,131,901)	-67.2%
TOTAL RAIL RIDERSHIP							
East of Hudson	1,531,148	1,604,221	(73,073)	-4.6%	6,794,834	(5,263,686)	-77.5%
West of Hudson (2)	38,317	27,759	10,558	38.0%	126,990	(88,673)	-69.8%
TOTAL RAIL RIDERSHIP	1,569,465	1,631,980	(62,515)	-3.8%	6,921,824	(5,352,359)	-77.3%
CONNECTING SERVICES RIDERSHIP (3)	4,229	3,238	991	30.6%	45,826	(41,597)	-90.8%
TOTAL MNR SYSTEM RIDERSHIP	1,573,694	1,635,218	(61,524)	-3.8%	6,967,650	(5,393,956)	-77.4%

Notes:

- 1) 2019 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.
- 3) Includes Haverstraw-Ossining and Newburgh-Beacon Ferries; who both suspended ferry and substitute bus service on May 1st and Hudson Rail Link.

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

TICKET TYPE/SERVICE	2020 YTD ACTUAL	2020 YTD FORECAST	VARIANCE VS. FORECAST		2019 YTD RESTATE ⁽¹⁾	CHANGE FROM 2019	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	12,413,212	14,906,760	(2,493,548)	-16.7%	44,002,599	(31,589,387)	-71.8%
West of Hudson	282,360	328,906	(46,546)	-14.2%	791,736	(509,376)	-64.3%
Total Rail Commutation Ridership	12,695,572	15,235,666	(2,540,094)	-16.7%	44,794,335	(32,098,763)	-71.7%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	12,728,528	11,897,459	831,069	7.0%	33,951,785	(21,223,257)	-62.5%
West of Hudson	277,154	228,881	48,273	21.1%	691,734	(414,580)	-59.9%
Total Rail Non-Commutation Ridership	13,005,682	12,126,340	879,342	7.3%	34,643,519	(21,637,837)	-62.5%
TOTAL RAIL RIDERSHIP							
East of Hudson	25,141,740	26,804,219	(1,662,479)	-6.2%	77,954,384	(52,812,644)	-67.7%
West of Hudson	559,514	557,787	1,727	0.3%	1,483,470	(923,956)	-62.3%
TOTAL RAIL RIDERSHIP	25,701,254	27,362,006	(1,660,752)	-6.1%	79,437,854	(53,736,600)	-67.6%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	142,453	138,436	4,017	2.9%	554,649	(412,196)	-74.3%
TOTAL MNR SYSTEM RIDERSHIP	25,843,707	27,500,441	(1,656,735)	-6.0%	79,992,503	(54,148,796)	-67.7%

Notes:

- 1) 2019 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
NOVEMBER 2020**

LINE	NOVEMBER 2020	NOVEMBER 2019	CHANGE FROM 2019	
	ACTUAL	RESTATED (1)	AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	530,307	2,195,175	(1,664,868)	-75.8%
Hudson Line	325,266	1,381,099	(1,055,833)	-76.4%
New Haven Line	675,575	3,218,560	(2,542,985)	-79.0%
Total East of Hudson	1,531,148	6,794,834	(5,263,686)	-77.5%
WEST OF HUDSON				
Port Jervis Line	24,770	73,242	(48,472)	-66.2%
Pascack Valley Line	13,547	53,748	(40,201)	-74.8%
Total West of Hudson (2)	38,317	126,990	(88,673)	-69.8%
TOTAL RAIL RIDERSHIP	1,569,465	6,921,824	(5,352,359)	-77.3%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	4,229	31,743	(27,514)	-86.7%
Haverstraw-Ossining Ferry	0	9,572	(9,572)	-100.0%
Newburgh-Beacon Ferry	0	4,511	(4,511)	-100.0%
Total Connecting Services (3)	4,229	45,826	(41,597)	-90.8%
TOTAL MNR SYSTEM	1,573,694	6,967,650	(5,393,956)	-77.4%

Notes:

- 1) 2019 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.
- 3) Includes Haverstraw-Ossining and Newburgh-Beacon Ferries; who both suspended ferry and substitute bus service on May 1st and Hudson Rail Link.

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE
2020 YEAR-TO-DATE

TICKET TYPE/SERVICE	2020	2019	CHANGE FROM 2019	
	YTD ACTUAL	YTD RESTATE ⁽¹⁾	AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	8,318,455	25,110,707	(16,792,253)	-66.9%
Hudson Line	5,277,594	15,968,231	(10,690,637)	-66.9%
New Haven Line	11,545,691	36,875,446	(25,329,755)	-68.7%
Total East of Hudson	25,141,740	77,954,384	(52,812,644)	-67.7%
WEST OF HUDSON				
Port Jervis Line	340,579	867,876	(527,297)	-60.8%
Pascack Valley Line	218,935	615,594	(396,659)	-64.4%
Total West of Hudson	559,514	1,483,470	(923,956)	-62.3%
TOTAL RAIL RIDERSHIP	25,701,254	79,437,854	(53,736,600)	-67.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	106,878	374,821	(267,943)	-71.5%
Haverstraw-Ossining Ferry	24,046	122,220	(98,174)	-80.3%
Newburgh-Beacon Ferry	11,529	57,608	(46,079)	-80.0%
Total Connecting Services	142,453	554,649	(412,196)	-74.3%
TOTAL MNR SYSTEM	25,843,707	79,992,503	(54,148,796)	-67.7%

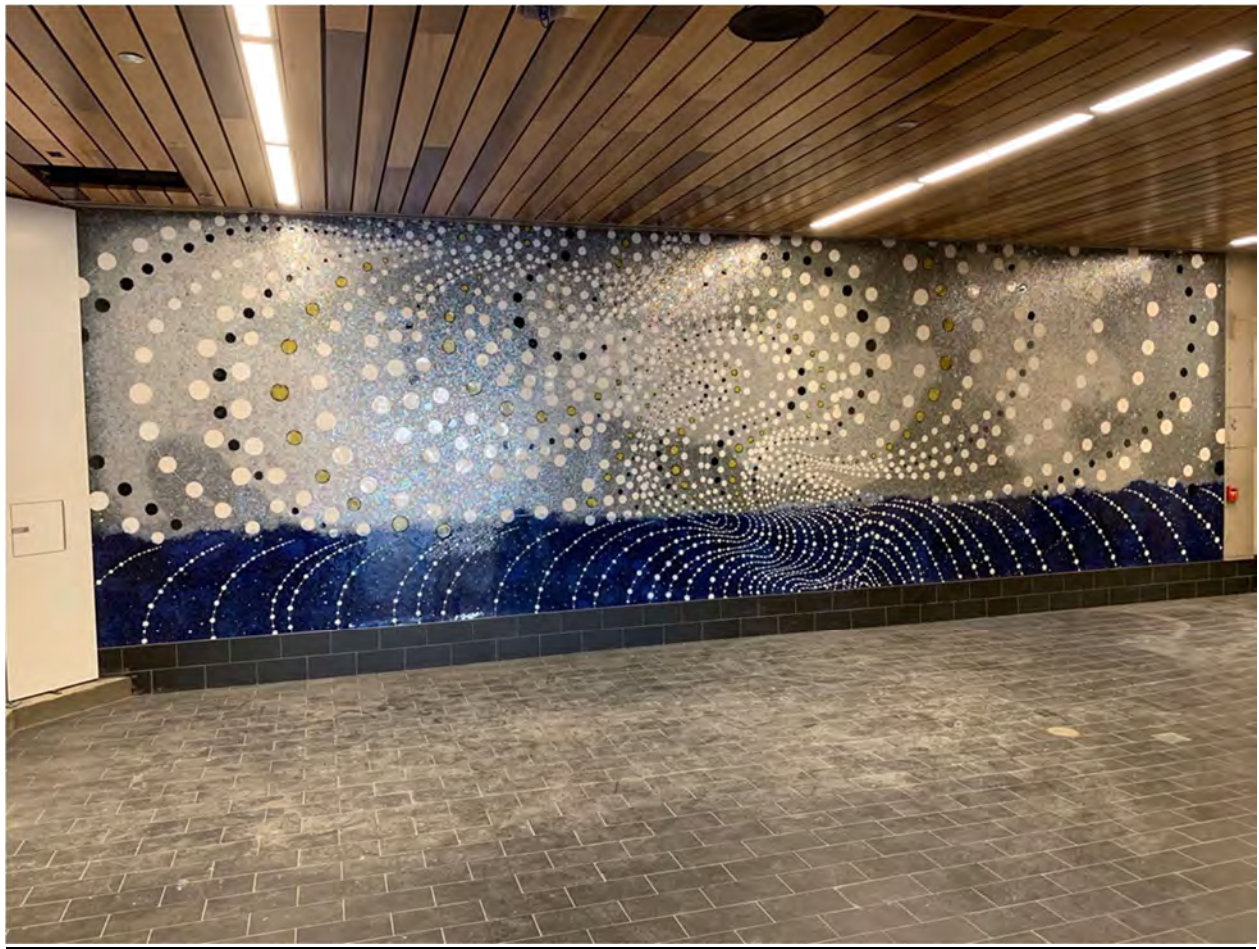
Notes:

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



Metro-North Railroad

November 2020 Highlights: Capital Program Status Report



Station Improvement Initiatives
White Plains Lobby: Art Mosaic

Ziona Rubin
Acting Vice President
Capital Programs



Metro-North Railroad

November 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 November, Metro-North awarded project tasks totaling \$29 million including the Croton Falls Demolition project. Metro-North substantially completed projects totaling \$38 million including the Right of Way Restoration project. Metro-North had no scheduled closeouts.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 11/30</u>	<u>Achieved thru 11/30</u>	<u>% thru 11/30</u>
Design Awards*	\$19	\$19	\$0	0%
Construction Awards*	\$286	\$258.4	\$44.3	17%
Substantial Completions	\$313.4	\$84.8	\$42.5	50%
Closeouts*	\$61.5	\$61.5	\$34.0	55%

*Does not include support costs

Ziona Rubin
Acting Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

November 2020

CONTRACT AWARDS:

M7020301 Strategic Facilities

Milestone: Contract Award \$1,258,948

Croton Falls Parking: This contract was awarded in November 2020 for the demolition of a former church, the multi-story rectory house, the single-story school, the four-car garage, the single car garage, and the two-story convent building at 12 Croton Falls Road.

PROJECT COMPLETIONS:

M7030211 Right of Way Fencing

Milestone: Substantial Completion

Project Budget: \$1,000,000

The 2015 to 2019 Right of Way Fencing program was substantially complete in November 2020. The purpose of this on-going project is to install right of way fencing at various locations including yards, stations, shops, and along the right of way on Hudson, Harlem, and New Haven Lines in New York State. The new fences will enhance the safety and security of MNR property and operations. The locations where fencing was installed was determined by the need to protect Railroad operations, community concerns and track availability.

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-125th Street, Rye, Harrison and New Rochelle); third group (Mamaroneck, Port Chester, Melrose and Tremont); fourth group (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown) and fifth group (Poughkeepsie, Harriman and Nanuet).

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

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

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

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

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

- Port Chester, Riverdale, Harlem-125th Street and Crestwood stations are complete.
- White Plains Station – Completed installation of walls, ceiling, new utility connections, and utility hookups at the main entrance. Continued concrete repair under the center platform, side platform, installation of tile at the lobby, installation of metal fascia, and installation of heat trace for the center stairs. Commenced installation of metal panels for lights, wood

ceiling grid, sidewalk, and platform canopies. All station improvements are scheduled for substantial completion by February 2021.

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 C&S trough and signal power duct bank; conduits for sectionalizing switches; snow melters; transformers; communication and fiber. Continued installation of stainless-steel trays for C&S tie-ins; fencing at the elevated platforms and performing track crossing conduits/laterals; signal power cable pulling; jumper work and punch list repairs.

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 April 2021.
- 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 June 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 April 2021.
- The Brewster Substation (under Project M6050103) – Completed the termination of all cable connections including impedance bonds and the transformers energization. The cut-over process, commissioning/testing and energization of substation PCR are upcoming. This substation is scheduled for completion in April 2021.

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 early December 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 December 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 December 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 continues; commissioning is scheduled for December 2020.

M6060101/M7060101 Harmon Shop Improvements

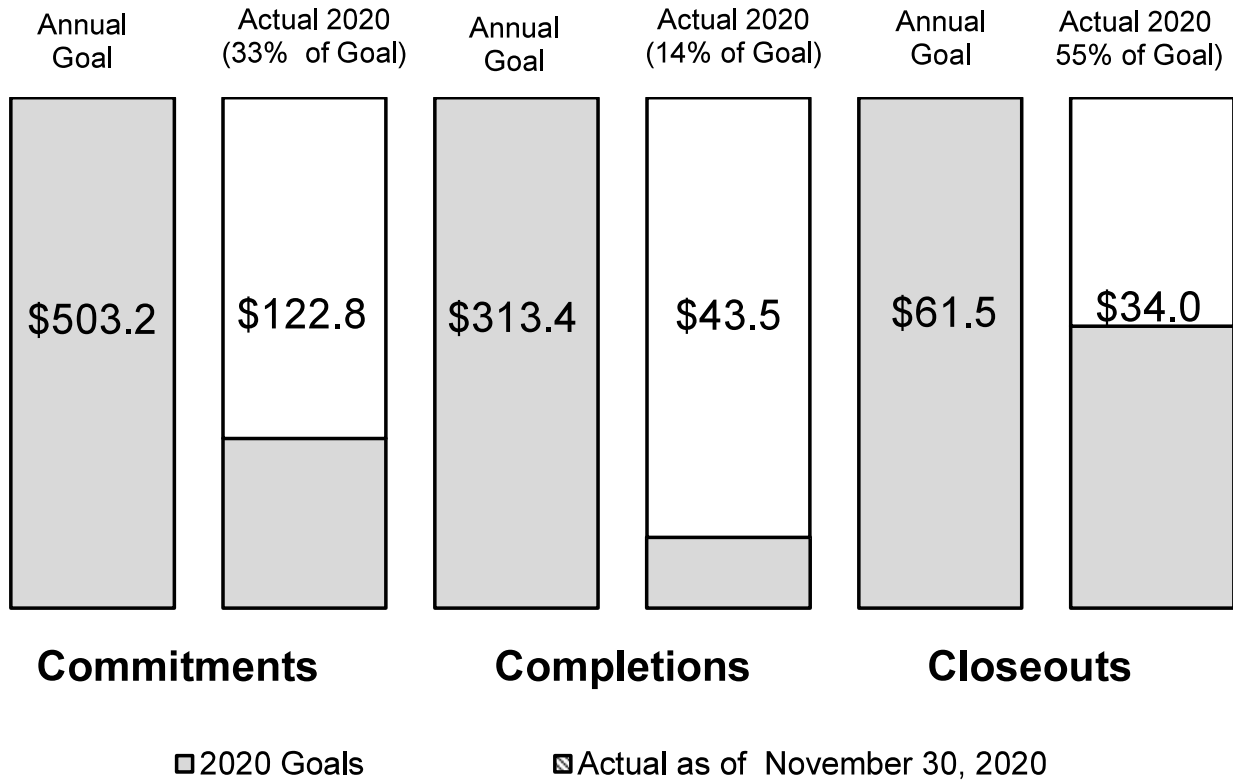
Phase V, Stage I Design-Build

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.

- 100% design of the Running Repair Support Shop is complete.
- 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 installation of utilities in south yard north of overpass and foundation work for the new running repair and support shop.

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





Long Island Rail Road

November 2020 Performance Summary

Robert Free, Acting Senior Vice President – Operations



Concrete Tie Replacement: LIRR continues making progress with the ongoing state of good repair concrete tie replacement program. Pictured above is the track laying machine, which installs new concrete ties and continuous welded rail in a single operation.



Long Island Rail Road

November 2020 Performance Summary

Highlights

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

On-Time Performance (OTP) for the month of November closed at **95.2%**, which is above the monthly goal of 94.0%.

2020 year-to-date OTP was **96.0%**, which is an increase of **3.6** percentage points as compared to last year.

Branch Performances

Ten out of eleven branches on the Long Island Rail Road operated at or above goal for the month of November and all branches are above goal year to date.

Delays

There were fourteen incidents this month that resulted in ten or more late/cancelled/terminated trains. During the AM Peak period on November 18, 2020, customers experienced an average delay of 12.5 minutes due to a loss of signal power west of Jamaica. This was the most significant incident for the month, impacting 93 trains.

Consist Compliance

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

Equipment Performance

The LIRR fleet MDBF operated at 232,204 in October and exceeded the goal. It also performed better, year to date, than the same period last year.

Performance Summary			2020 Data			2019 Data	
			Annual	YTD thru		YTD thru	
			Goal	November	November	November	November
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	95.2%	96.0%	90.7%	92.4%
		AM Peak		90.9%	94.0%	88.0%	91.1%
		PM Peak		97.1%	94.8%	91.2%	90.8%
		Total Peak		93.9%	94.4%	89.5%	91.0%
		Off Peak Weekday		95.6%	96.1%	89.9%	92.2%
		Weekend		95.8%	97.0%	93.4%	94.3%
	Babylon Branch	Overall	93.9%	95.2%	96.4%	91.1%	92.8%
		AM Peak		89.6%	94.3%	88.0%	92.3%
		PM Peak		98.5%	95.6%	92.1%	90.9%
		Total Peak		93.8%	94.9%	89.9%	91.7%
		Off Peak Weekday		96.8%	97.1%	90.5%	93.0%
		Weekend		94.0%	96.7%	93.9%	94.3%
	Far Rockaway Branch	Overall	96.6%	97.5%	98.1%	95.7%	96.6%
		AM Peak		90.0%	95.6%	92.7%	92.1%
		PM Peak		100.0%	97.7%	97.2%	97.3%
		Total Peak		94.7%	96.6%	94.8%	94.5%
		Off Peak Weekday		98.4%	98.2%	95.2%	96.7%
	Weekend		98.0%	98.8%	97.3%	98.6%	
Huntington Branch	Overall	92.5%	93.5%	94.9%	86.8%	89.8%	
	AM Peak		92.9%	93.6%	87.3%	90.5%	
	PM Peak		92.1%	90.4%	85.4%	85.5%	
	Total Peak		92.5%	92.0%	86.4%	88.1%	
	Off Peak Weekday		94.0%	95.2%	84.0%	88.3%	
	Weekend		93.8%	96.7%	90.8%	93.6%	
Hempstead Branch	Overall	96.5%	97.4%	96.7%	90.4%	93.0%	
	AM Peak		95.6%	96.2%	88.0%	92.8%	
	PM Peak		98.1%	93.3%	88.9%	89.7%	
	Total Peak		96.8%	94.8%	88.4%	91.3%	
	Off Peak Weekday		97.0%	96.6%	89.3%	92.9%	
	Weekend		98.3%	98.1%	93.6%	94.8%	
Long Beach Branch	Overall	95.9%	96.3%	96.4%	93.2%	94.8%	
	AM Peak		90.5%	95.3%	91.2%	93.2%	
	PM Peak		100.0%	95.7%	92.3%	95.0%	
	Total Peak		95.0%	95.5%	91.7%	94.1%	
	Off Peak Weekday		96.5%	96.3%	92.2%	95.0%	
	Weekend		97.4%	97.3%	96.7%	95.0%	
Montauk Branch	Overall	90.8%	94.2%	93.9%	87.5%	87.7%	
	AM Peak		88.6%	90.0%	83.8%	88.2%	
	PM Peak		95.0%	94.3%	88.4%	86.8%	
	Total Peak		91.2%	91.9%	85.9%	87.5%	
	Off Peak Weekday		96.1%	95.0%	91.1%	89.1%	
	Weekend		93.3%	93.2%	83.2%	85.5%	
Oyster Bay Branch	Overall	94.1%	94.8%	95.9%	92.4%	92.9%	
	AM Peak		90.8%	94.8%	88.6%	91.8%	
	PM Peak		93.8%	94.5%	92.5%	88.8%	
	Total Peak		92.0%	94.7%	90.4%	90.4%	
	Off Peak Weekday		96.0%	95.7%	92.7%	92.9%	
	Weekend		95.1%	97.9%	94.5%	96.2%	

Performance Summary		2020 Data			2019 Data	
		Annual	YTD thru		YTD thru	
		Goal	November	November	November	November
Port Jefferson Branch	Overall	90.9%	89.9%	92.8%	81.7%	87.4%
	AM Peak		88.6%	90.9%	82.5%	87.2%
	PM Peak		91.4%	90.2%	83.6%	86.0%
	Total Peak		90.0%	90.6%	83.0%	86.6%
	Off Peak Weekday		85.5%	91.8%	76.2%	85.3%
	Weekend		97.6%	97.5%	90.2%	93.1%
Port Washington Branch	Overall	95.3%	96.9%	97.2%	94.4%	93.9%
	AM Peak		94.4%	96.5%	94.2%	94.0%
	PM Peak		99.4%	96.9%	93.4%	92.2%
	Total Peak		97.0%	96.7%	93.8%	93.1%
	Off Peak Weekday		96.5%	97.2%	92.7%	92.9%
	Weekend		97.4%	97.7%	98.3%	97.0%
Ronkonkoma Branch	Overall	91.6%	92.1%	94.3%	88.6%	90.2%
	AM Peak		86.9%	90.6%	82.4%	87.0%
	PM Peak		95.8%	94.8%	91.7%	91.1%
	Total Peak		90.9%	92.4%	86.5%	88.8%
	Off Peak Weekday		92.3%	93.9%	87.8%	89.6%
	Weekend		93.1%	97.3%	92.8%	93.8%
West Hempstead Branch	Overall	95.8%	98.6%	97.7%	94.2%	96.3%
	AM Peak		96.2%	94.8%	86.0%	90.4%
	PM Peak		99.0%	97.3%	96.7%	95.1%
	Total Peak		97.8%	96.2%	91.8%	92.9%
	Off Peak Weekday		98.6%	97.8%	94.4%	97.4%
	Weekend		99.4%	98.8%	96.7%	98.4%
Operating Statistics	Trains Scheduled		18,900	210,488	20,306	228,225
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-14.6	-12.2	-11.4	-11.8
	Trains Over 15 min. Late excluding trains canceled or terminated		216	1,351	281	2,705
	Trains Canceled		61	928	45	727
	Trains Terminated		62	346	35	509
	Percent of Scheduled Trips Completed		99.3%	99.4%	99.6%	99.5%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		100.0%			
	PM Peak		100.0%			
	Total Peak		100.0%			

System Categories Of Delay	% Total	2020	2020 Data		2019 Data		YTD 2020 Vs 2019
		Oct	Nov	YTD Thru Nov	Nov	YTD Thru Nov	
Engineering (Scheduled)	0.9%	14	8	340	66	559	(219)
Engineering (Unscheduled)	31.0%	96	282	1,554	262	2,529	(975)
Maintenance of Equipment	8.3%	68	76	905	234	1,719	(814)
Transportation	1.3%	15	12	279	26	434	(155)
Capital Projects	5.6%	25	51	726	147	1,188	(462)
Weather and Environmental	24.1%	25	220	1,324	343	1,405	(81)
Police	11.0%	200	100	1,012	150	2,112	(1,100)
Customers	4.3%	47	39	1,065	423	4,089	(3,024)
Special Events	0.0%	-	-	33	89	987	(954)
Other	6.4%	38	58	692	88	1,270	(578)
3rd Party Operations	7.1%	44	65	551	52	1,150	(599)
Total	100.0%	572	911	8,481	1,880	17,442	(8,961)

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
1-Nov	Sun	Heavy rain and wind							12			12		
2-Nov	Mon	Track circuit failure at Forest Hills Station	51	3	7				9	1		60	4	7
2-Nov	Mon	Track condition east of Plandome Station							7	1	8	7	1	8
8-Nov	Sun	Trespasser strike at Rockville Centre Station							9	2	1	9	2	1
11-Nov	Wed	Low adhesion system wide				2			8			10		
14-Nov	Sat	Scheduled track work west of Jamaica							13			13		
15-Nov	Sun	Low adhesion system wide							46		1	46		1
15-Nov	Sun	Track condition west of Hicksville							10			10		
16-Nov	Mon	Loss of Supervisory System at Divide	1			9	3	8	20	4	2	30	7	10
16-Nov	Mon	Crossing protection malfunction east of Brentwood Station	13									13		
16-Nov	Mon	Track circuit failure in Amity Interlocking	6	4					2			8	4	
18-Nov	Wed	Loss of signal power outage west of Jamaica	55		3				34		1	89		4
19-Nov	Thu	Amtrak related track condition	3	10	12					1		3	11	12
20-Nov	Fri	Signal trouble east of Jamaica Station				1			15			16		
TOTAL FOR MONTH			129	17	22	12	3	8	185	9	13	326	29	43
												398		

Long Island Rail Road

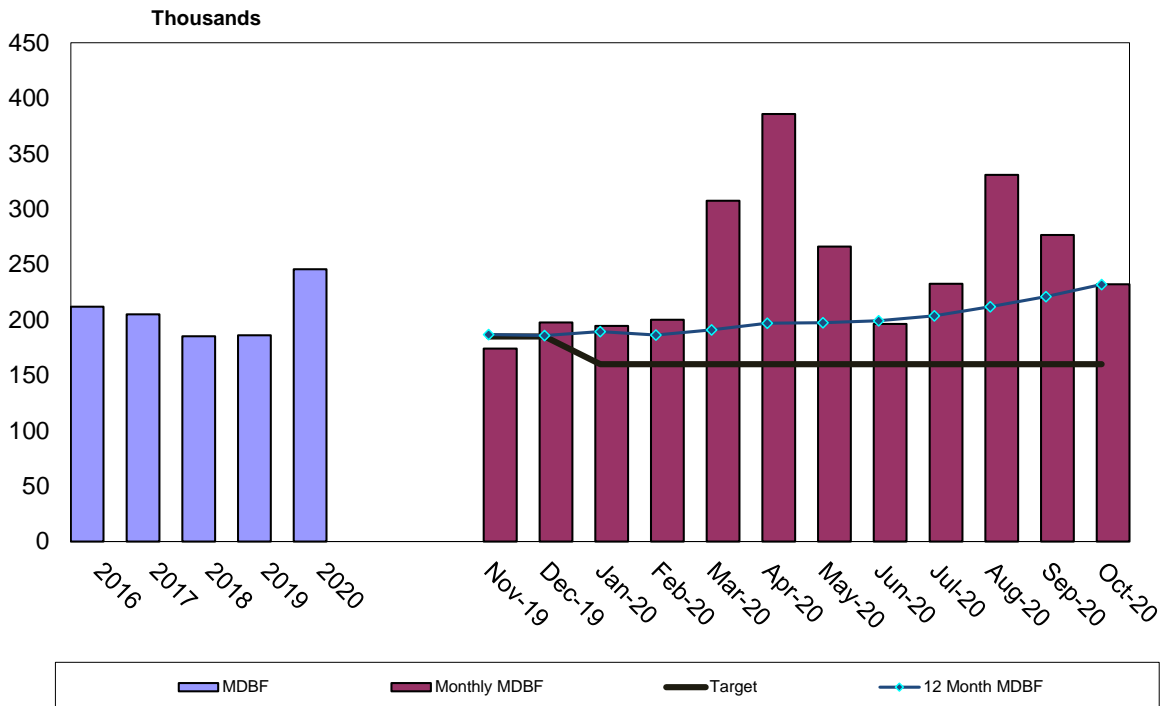
MEAN DISTANCE BETWEEN FAILURES - OCTOBER 2020

	Equip- ment Type	Total Fleet Owned	2020 Data				2019 Data			
			MDBF Goal (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)	12 month MDBF Rolling Avg (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)
Mean Distance Between Failures	M-3	142	60,000		0	76,017	65,536	91,811	7	64,526
	M-7	836	360,000	392,296	13	471,104	454,696	291,288	18	394,862
	M-9	64	180,000	320,909	1	314,143	293,933	-	-	-
	C-3	134	103,000	86,474	8	121,861	124,955	89,956	8	120,780
	DE	24	19,000	19,742	4	23,119	21,306	11,564	9	22,265
	DM	21	19,000	77,994	1	29,355	32,377	21,092	3	21,245
	Diesel	179	51,000	65,289	13	72,008	72,117	44,350	20	66,022
	Fleet	1,221	160,000	232,204	27	245,658	231,937	151,950	45	185,921

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 Oct-2020.

ALL FLEETS Mean Distance Between Failure 2016 - 2020





Standee Report

East Of Jamaica

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

Definitions

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

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

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

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

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



Standee Report

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

Definitions

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

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

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

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

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

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

Elevator Availability		2020		2019	
		November	Year to Date	November	Year to Date
Branch	Babylon Branch	98.6%	99.2%	99.5%	99.2%
	Far Rockaway Branch	99.3%	99.5%	99.5%	98.9%
	Hempstead Branch	99.0%	99.5%	99.7%	99.4%
	Long Beach Branch	99.1%	99.5%	99.6%	99.5%
	Port Jefferson Branch	99.4%	98.9%	99.0%	98.8%
	Port Washington Branch	99.4%	99.0%	99.2%	99.0%
	Ronkonkoma Branch	98.4%	98.7%	99.5%	99.2%
	City Terminal Branch	99.1%	98.6%	99.7%	97.5%
	Overall Average	98.9%	98.9%	99.5%	98.8%

Escalator Availability		2020		2019	
		November	Year to Date	November	Year to Date
Branch	Babylon Branch	98.3%	97.6%	97.0%	97.3%
	Far Rockaway Branch	80.4%	96.4%	91.2%	97.9%
	Hempstead Branch	99.3%	98.0%	99.1%	98.4%
	Long Beach Branch	92.5%	94.6%	95.2%	96.2%
	Port Jefferson Branch	97.7%	97.9%	98.0%	97.7%
	City Terminal Branch	93.8%	93.2%	90.5%	96.0%
	Overall Average	95.0%	95.8%	94.4%	96.8%

Long Island Rail Road Performance Metrics Report

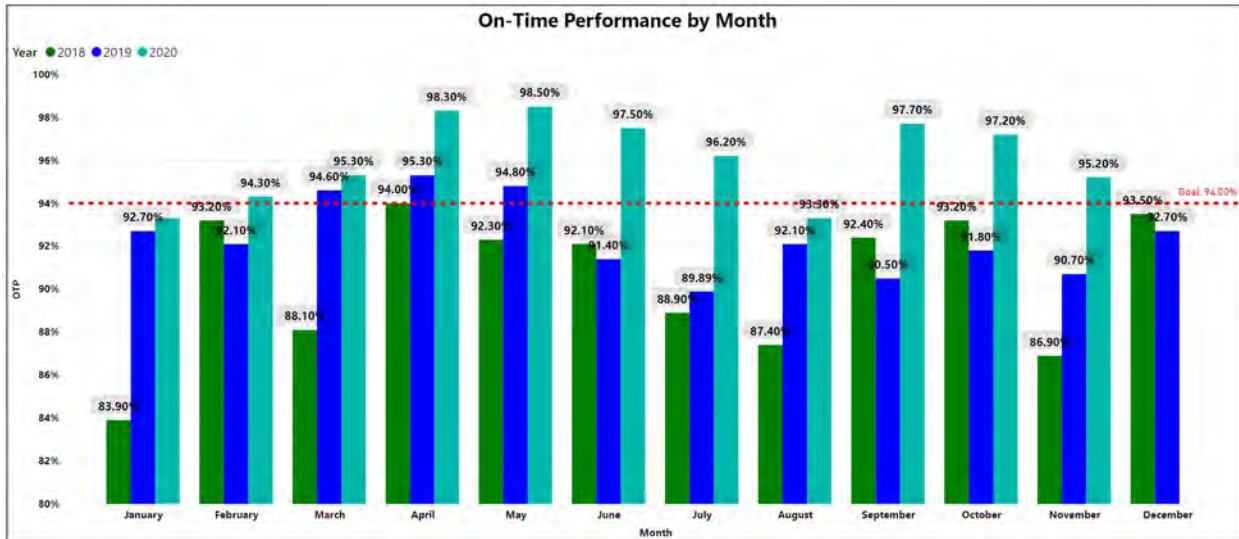


While the LIRR's performance metrics have been affected by the COVID 19 pandemic, this report reflects improvement in all six areas.

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	
	November	YTD	November	YTD
94.0%	95.2%	96.0%	90.7%	92.4%

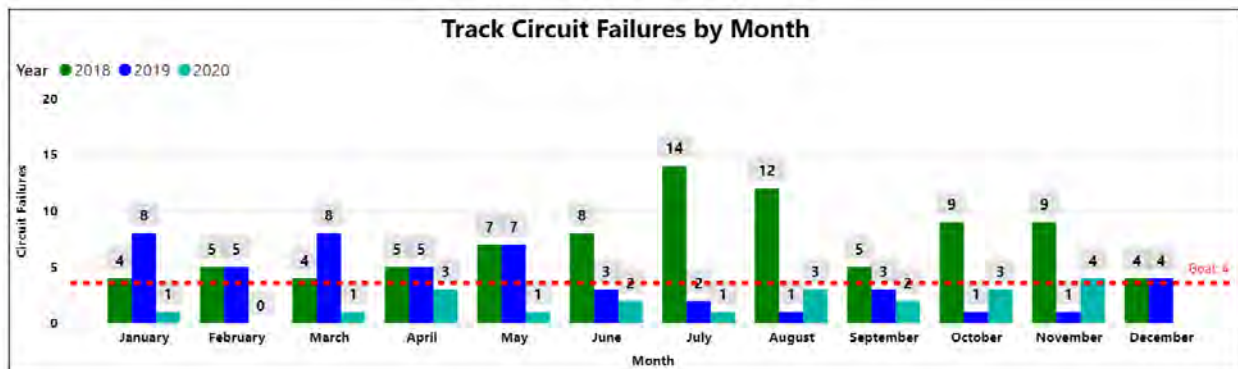


- OTP for November 2020 was 95.2%, which was an increase from November 2019's OTP of 90.7%.

Number of Track Circuit Failures

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

Goal	2020		2019	
	November	YTD	November	YTD
44	4	21	1	44

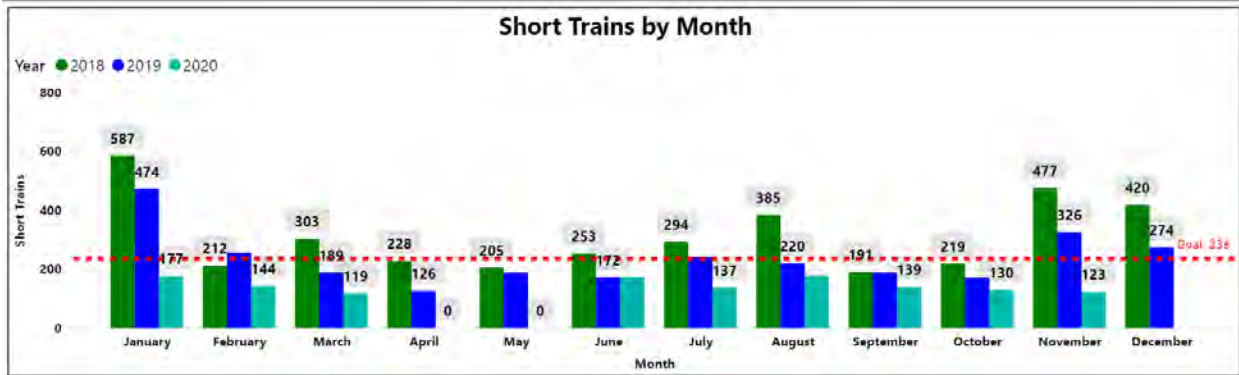


- In November 2020, the LIRR experienced 4 track circuit failures that caused at least 1 delay. In November 2019, the LIRR experienced 1 such failure. Year to date, the LIRR has reduced these failures by 23, from 44 in 2019 to 21 this year, which is a reduction of over 52%.

Number of Short Trains

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

	2020		2019	
Goal	November	YTD*	November	YTD
2,828 annually	123	1320	326	2554



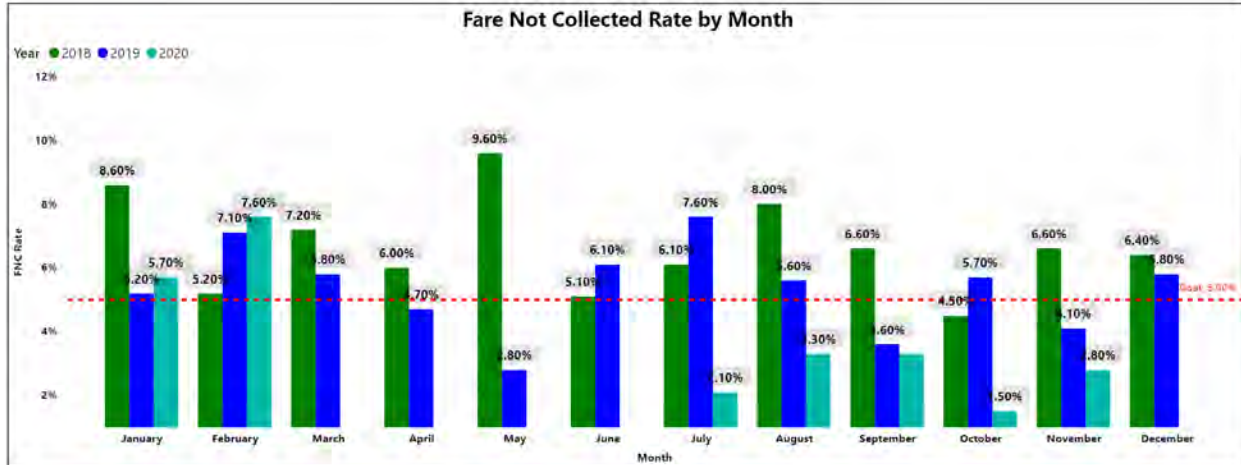
- In November 2020, the LIRR reported 123 short trains, compared with 326 short trains in November 2019.

* 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	November	YTD	November	YTD
	2.8%	4.3%	4.1%	5.2%

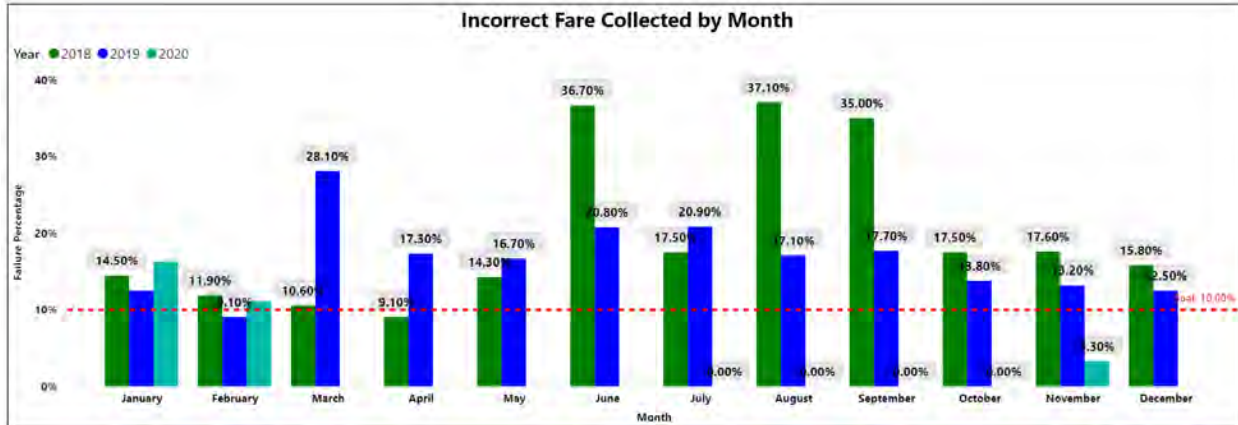


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In November 2020, the LIRR reported a Fare Not Collected Rate of 2.8%, this is an improvement over October 2019's Fare Not Collected Rate of 4.1%.
- 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	November	YTD	November	YTD
10.0%	3.3%	9.4%	13.2%	16.8%

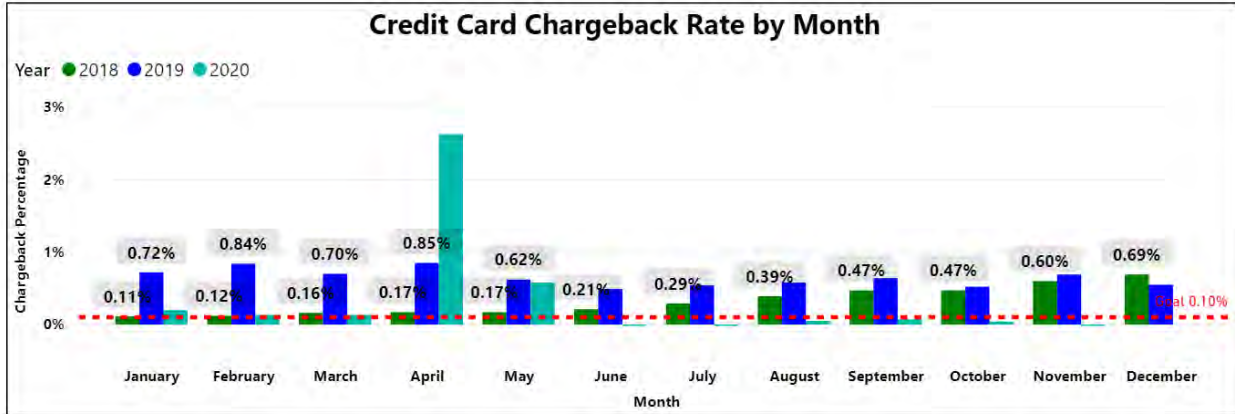


- In July 2020 the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. However, since no peak fares are in effect it is less likely that auditors will observe instances of incorrect fare collection, so 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	November	YTD	November	YTD
0.10%	-0.01%	0.14%	0.69%	0.65%



- In November 2020, the LIRR reported a Chargeback rate of -0.01%, which is a vast improvement over its November 2019 rate of 0.69%. The LIRR is making good progress towards hitting its 2020 Chargeback goal of 0.10%.



Long Island Rail Road

Financial Report Highlights

October 2020



A new M9 train set stands adjacent to the LIRR's other three fleet types at West Side Yard.



Long Island Rail Road

Financial Report Highlights

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

October YTD 2020 Highlights

- Total revenue of \$1,161.4 million was \$33.5 million higher than the Forecast. This was primarily due to the timing of reimbursements for capital activity and higher CARES Act receipts, partially offset by lower farebox revenue.
- Through October 2020 ridership was 26.6 million, which was (65.2)% below 2019 (adjusted for the same number of workdays) and (2.5)% below the Mid-Year Forecast. Commutation ridership of 13.1 million was (69.4)% below 2019 and (13.4)% below the Mid-Year Forecast. Non-Commutation ridership of 13.5 million was (59.9)% below 2019 and 10.9% above the Forecast. As a result, farebox revenue of \$241.5 million was \$(7.7) million lower than the Forecast.
- Total expenses before non-cash liability adjustments of \$1,590.2 million were \$141.6 million or 8.2% favorable to the Forecast. The primary drivers of this favorable variance are the timing of material usage and lower labor expenses as a result of vacant positions and associated fringe costs, overtime, OPEB current, maintenance & other operating contracts, professional services and electricity, partially offset by higher FELA indemnity reserves.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$1,127.9	\$1,161.4	\$33.5
Total Expenses Before Non-Cash Liabilities	1,731.8	1,590.2	141.6
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$603.9)	(\$428.8)	\$175.1
Other Non-Cash Liabilities	344.3	355.1	(10.8)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$948.2)	(\$783.8)	\$164.3
Cash Adjustments	364.8	316.7	(48.1)
Net Cash Surplus/(Deficit)	(\$583.4)	(\$467.1)	\$116.2

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

October YTD operating results were favorable by \$164.3 or 17.3% lower than the Forecast.

Non-Reimbursable revenues through October were \$5.6 favorable to the Forecast. Other Operating Revenue was favorable to Forecast due to higher CARES Act receipts and the timing of rental revenue. Farebox Revenue was unfavorable as a result of lower ridership. Total Non-Reimbursable expenses were \$158.7 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, the timing of materials, maintenance & other operating contracts and professional services, and lower overtime, OPEB current and electric expenses, partially offset by higher depreciation and FELA indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$27.9 higher than the Forecast due to the timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date **Total Revenues** (including Capital and Other Reimbursements) of \$1,161.4 were \$33.5 or 3.0% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$(7.7) unfavorable to the Forecast due to lower ridership. Ridership through October was 26.6 million. This was (65.2)% lower than 2019 (adjusted for the same number of calendar workdays) and (2.5)% lower than the Forecast.
- **Y-T-D Other Operating Revenues** were \$13.3 favorable to the Forecast due to higher CARES Act receipts and the timing of rental revenue.
- **Y-T-D Capital and Other Reimbursements** were \$27.9 favorable due to the timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date **Total Expenses** (including depreciation and other) of \$1,945.3 were favorable to the Forecast by \$130.8 or 6.3%.

Labor Expenses, \$59.8 favorable Y-T-D.

- **Payroll**, \$30.5 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$17.3 favorable Y-T-D (primarily lower maintenance, vacancy/absentee coverage, unscheduled/scheduled service and weather-related overtime).
- **Health & Welfare**, \$8.7 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$7.4 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$(10.0) unfavorable Y-T-D (timing of contributions).
- **Other Fringe**, \$5.8 favorable Y-T-D (primarily lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$81.9 favorable Y-T-D.

- **Electric Power**, \$4.2 favorable Y-T-D (lower consumption).
- **Fuel**, \$2.4 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$1.5 favorable Y-T-D (lower force account, property and liability insurance)
- **Claims**, \$1.4 favorable Y-T-D (timing of claims)
- **Maintenance and Other Operating Contracts**, \$6.7 favorable Y-T-D (primarily lower hazardous waste clean-up, real estate rentals, joint facility maintenance, elevator/escalator maintenance and the timing of maintenance and other operating contracts, partially offset by higher project related activity).
- **Professional Services**, \$4.8 favorable Y-T-D (primarily the timing of MTA Chargebacks, rolling stock decommissioning and other professional services, partially offset by higher project activity and the timing of data communication support and installation, biometrics installation expenses and legal fees).
- **Materials and Supplies**, \$64.7 favorable Y-T-D (primarily timing of fleet maintenance, right of way initiatives and capital project material, partially offset by miscellaneous inventory adjustments).
- **Other Business Expenses**, \$(3.9) unfavorable Y-T-D (primarily the timing of bad debt and prior year write-offs, partially offset by lower office supplies, travel and miscellaneous expenses).

Depreciation and Other, \$(10.8) unfavorable Y-T-D (primarily higher depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through October of \$467.1 was \$116.2 favorable to the Forecast due to lower expenditures and higher CARES Act receipts, partially offset by the timing of capital and other reimbursements, pension payments and lower farebox revenue.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 19.9%, 1.9 percentage points above the Forecast resulting from lower expenses.
- The October Adjusted Farebox Operating Ratio was 24.1%, which is above the Forecast due to lower expenses.
- The October Adjusted Cost per Passenger was \$41.95, which is lower than the Forecast due to lower expenses.
- The October Revenue per Passenger was \$9.09, which was below the Forecast.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$15.059	\$17.687	\$2.628	17.5	\$0.000	\$0.000	\$0.000	-	\$15.059	\$17.687	\$2.628	17.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.758	2.547	0.789	44.9	0.000	0.000	0.000	-	1.758	2.547	0.789	44.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	36.068	34.469	(1.599)	(4.4)	36.068	34.469	(1.599)	(4.4)
Total Revenue	\$16.816	\$20.233	\$3.417	20.3	\$36.068	\$34.469	(\$1.599)	(4.4)	\$52.885	\$54.702	\$1.817	3.4
Expenses												
<i>Labor:</i>												
Payroll	\$56.627	\$54.724	\$1.903	3.4	\$10.449	\$7.391	\$3.058	29.3	\$67.076	\$62.115	\$4.961	7.4
Overtime	12.435	10.322	2.113	17.0	5.177	5.556	(0.379)	(7.3)	17.613	15.878	1.734	9.8
Health and Welfare	11.577	9.231	2.345	20.3	2.265	2.821	(0.556)	(24.5)	13.842	12.052	1.790	12.9
OPEB Current Payment	6.206	5.095	1.110	17.9	0.000	0.000	0.000	-	6.206	5.095	1.110	17.9
Pensions	12.462	17.509	(5.047)	(40.5)	3.681	3.121	0.560	15.2	16.143	20.630	(4.487)	(27.8)
Other Fringe Benefits	10.043	8.636	1.407	14.0	2.316	2.990	(0.674)	(29.1)	12.359	11.626	0.733	5.9
Reimbursable Overhead	(0.589)	(4.178)	3.589	*	0.589	4.178	(3.589)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$108.761	\$101.340	\$7.421	6.8	\$24.477	\$26.057	(\$1.580)	(6.5)	\$133.238	\$127.397	\$5.841	4.4
<i>Non-Labor:</i>												
Electric Power	\$5.983	\$6.072	(\$0.089)	(1.5)	\$0.021	\$0.027	(\$0.006)	(26.1)	\$6.004	\$6.099	(\$0.095)	(1.6)
Fuel	1.477	1.012	0.464	31.4	0.000	0.000	0.000	-	1.477	1.012	0.464	31.4
Insurance	1.845	1.841	0.004	0.2	0.666	0.552	0.113	17.0	2.511	2.394	0.117	4.7
Claims	0.317	0.314	0.003	0.9	0.000	0.000	0.000	-	0.317	0.314	0.003	0.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.064	4.812	2.253	31.9	1.859	1.905	(0.046)	(2.5)	8.924	6.717	2.207	24.7
Professional Service Contracts	5.054	1.789	3.265	64.6	0.076	1.081	(1.005)	*	5.131	2.870	2.260	44.1
Materials & Supplies	17.253	6.402	10.850	62.9	8.937	4.770	4.167	46.6	26.190	11.173	15.017	57.3
Other Business Expenses	0.874	0.848	0.025	2.9	0.031	0.076	(0.045)	*	0.905	0.924	(0.019)	(2.1)
Total Non-Labor Expenses	\$39.867	\$23.091	\$16.776	42.1	\$11.591	\$8.412	\$3.179	27.4	\$51.458	\$31.503	\$19.955	38.8
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$148.628	\$124.431	\$24.197	16.3	\$36.068	\$34.469	\$1.599	4.4	\$184.696	\$158.900	\$25.796	14.0
<i>Depreciation</i>												
Depreciation	\$33.924	\$34.851	(\$0.928)	(2.7)	\$0.000	\$0.000	\$0.000	-	\$33.924	\$34.851	(\$0.928)	(2.7)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
Total Expenses	\$182.718	\$159.449	\$23.269	12.7	\$36.068	\$34.469	\$1.599	4.4	\$218.787	\$193.918	\$24.869	11.4
Net Surplus/(Deficit)	(\$165.902)	(\$139.216)	\$26.686	16.1	\$0.000	\$0.000	\$0.000	-	(\$165.902)	(\$139.216)	\$26.686	16.1
<i>Cash Conversion Adjustments</i>												
Depreciation	\$33.924	\$34.851	\$0.928	2.7	\$0.000	\$0.000	\$0.000	-	33.924	\$34.851	\$0.928	2.7
Operating/Capital	(3.056)	(0.341)	2.714	88.8	0.000	0.000	0.000	-	(3.056)	(0.341)	2.714	88.8
Other Cash Adjustments	5.934	22.369	16.435	*	0.000	0.000	0.000	-	5.934	22.369	16.435	*
Total Cash Conversion Adjustments	\$36.802	\$56.879	\$20.077	54.6	0.000	\$0.000	\$0.000	-	\$36.802	\$56.879	\$20.077	54.6
Net Cash Surplus/(Deficit)	(\$129.100)	(\$82.337)	\$46.763	36.2	\$0.000	\$0.000	\$0.000	-	(\$129.100)	(\$82.337)	\$46.763	36.2

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

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$249.193	\$241.479	(\$7.714)	(3.1)	\$0.000	\$0.000	\$0.000	-	\$249.193	\$241.479	(\$7.714)	(3.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	521.015	534.364	13.348	2.6	0.000	0.000	0.000	-	521.015	534.364	13.348	2.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	357.706	385.572	27.866	7.8	357.706	385.572	27.866	7.8
Total Revenue	\$770.208	\$775.843	\$5.634	0.7	\$357.706	\$385.572	\$27.866	7.8	\$1,127.915	\$1,161.415	\$33.500	3.0
Expenses												
<i>Labor:</i>												
Payroll	\$498.384	\$462.675	\$35.710	7.2	\$114.094	\$119.286	(\$5.192)	(4.6)	\$612.478	\$581.961	\$30.517	5.0
Overtime	115.829	97.665	18.164	15.7	55.919	56.759	(0.840)	(1.5)	171.749	154.425	17.324	10.1
Health and Welfare	106.354	94.429	11.926	11.2	25.299	28.523	(3.225)	(12.7)	131.653	122.952	8.701	6.6
OPEB Current Payment	59.266	51.877	7.389	12.5	0.000	0.000	0.000	-	59.266	51.877	7.389	12.5
Pensions	119.599	134.859	(15.260)	(12.8)	37.330	32.055	5.275	14.1	156.929	166.914	(9.985)	(6.4)
Other Fringe Benefits	140.427	130.411	10.016	7.1	26.203	30.410	(4.207)	(16.1)	166.630	160.821	5.809	3.5
Reimbursable Overhead	(20.495)	(44.332)	23.837	*	20.495	44.332	(23.837)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$1,019.364	\$927.583	\$91.781	9.0	\$279.341	\$311.367	(\$32.026)	(11.5)	\$1,298.705	\$1,238.950	\$59.755	4.6
<i>Non-Labor:</i>												
Electric Power	\$69.937	\$65.700	\$4.237	6.1	\$0.224	\$0.233	(\$0.009)	(4.1)	\$70.161	\$65.933	\$4.228	6.0
Fuel	14.587	12.163	2.423	16.6	0.000	0.000	0.000	-	14.587	\$12.163	2.423	16.6
Insurance	18.229	17.737	0.492	2.7	7.057	6.005	1.052	14.9	25.286	\$23.742	1.544	6.1
Claims	3.800	2.377	1.423	37.4	0.000	0.000	0.000	-	3.800	\$2.377	1.423	37.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	64.729	53.591	11.138	17.2	14.068	18.479	(4.411)	(31.4)	78.798	\$72.070	6.727	8.5
Professional Service Contracts	41.955	34.421	7.534	18.0	1.244	4.020	(2.776)	*	43.199	\$38.441	4.758	11.0
Materials & Supplies	131.474	77.462	54.012	41.1	55.310	44.667	10.644	19.2	186.784	\$122.129	64.655	34.6
Other Business Expenses	10.038	13.598	(3.560)	(35.5)	0.462	0.802	(0.339)	(73.4)	10.500	\$14.400	(3.900)	(37.1)
Total Non-Labor Expenses	\$354.749	\$277.049	\$77.700	21.9	\$78.366	\$74.206	\$4.160	5.3	\$433.115	\$351.255	\$81.860	18.9
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,374.113	\$1,204.632	\$169.481	12.3	\$357.706	\$385.572	(\$27.866)	(7.8)	\$1,731.820	\$1,590.204	\$141.615	8.2
Depreciation	\$342.598	\$352.020	(9.421)	(2.7)	\$0.000	\$0.000	\$0.000	-	\$342.598	\$352.020	(\$9.421)	(2.7)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.667	3.038	(1.371)	(82.3)	0.000	0.000	0.000	-	1.667	3.038	(1.371)	(82.3)
Total Expenses	\$1,718.378	\$1,559.690	\$158.688	9.2	\$357.706	\$385.572	(\$27.866)	(7.8)	\$2,076.085	\$1,945.262	\$130.822	6.3
Net Surplus/(Deficit)	(\$948.170)	(\$783.848)	\$164.322	17.3	\$0.000	\$0.000	\$0.000	-	(\$948.170)	(\$783.848)	\$164.322	17.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$342.598	\$352.020	\$9.421	2.7	\$0.000	\$0.000	\$0.000	-	342.598	\$352.020	\$9.421	2.7
Operating/Capital	(11.776)	(5.981)	5.795	49.2	0.000	0.000	0.000	-	(11.776)	(5.981)	5.795	49.2
Other Cash Adjustments	33.987	(29.305)	(63.292)	*	0.000	0.000	0.000	-	33.987	(29.305)	(63.292)	*
Total Cash Conversion Adjustments	\$364.809	\$316.733	(\$48.075)	(13.2)	\$0.000	\$0.000	\$0.000	-	\$364.809	\$316.733	(\$48.075)	(13.2)
Net Cash Surplus/(Deficit)	(\$583.362)	(\$467.114)	\$116.247	19.9	\$0.000	\$0.000	\$0.000	0.0	(\$583.362)	(\$467.114)	\$116.247	19.9

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

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	October 2020		Reason for Variance	Year-to-Date October 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	2.628	17.5	Higher ridership \$3.019 and lower yield per passenger \$(0.391).	(7.714)	(3.1)	Lower ridership \$(6.351) and lower yield per passenger \$(1.363).
Other Operating Revenue	Non Reimb.	0.789	44.9	Primarily due to higher rental revenue and the timing of advertising revenue.	13.348	2.6	Primarily due to higher CARES Act receipts and rental revenue and the timing of miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	(1.599)	(4.4)	Timing of capital project activity and interagency reimbursements.	27.866	7.8	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	1.903	3.4	Primarily vacant positions.	35.710	7.2	Primarily vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.
	Reimb.	3.058	29.3	Primarily due to timing of project activity.	(5.192)	(4.6)	Primarily due to timing of project activity.
Overtime	Non Reimb.	2.113	17.0	Primarily due to lower programmatic/routine maintenance, weather-related overtime and unscheduled/scheduled service, partially offset by higher unscheduled maintenance.	18.164	15.7	Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage, unscheduled/scheduled service and weather-related overtime, partially offset by unscheduled maintenance.
	Reimb.	(0.379)	(7.3)	Over-run attributed to the Concrete Tie Program and 3rd Track Expansion.	(0.840)	(1.5)	Over-run attributed to higher capital activity.
Health and Welfare	Non Reimb.	2.345	20.3	Vacant positions.	11.926	11.2	Vacant positions.
	Reimb.	(0.556)	(24.5)	Primarily due to timing of project activity.	(3.225)	(12.7)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.110	17.9	Fewer retirees/beneficiaries.	7.389	12.5	Fewer retirees/beneficiaries.

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	October 2020		Reason for Variance	Year-to-Date October 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	(5.047)	(40.5)	Due to the timing of pension payments and an under-estimation of the non-reimbursable pension allocation which offsets an over-estimation of the reimbursable pension allocation.	(15.260)	(12.8)	Due to the timing of pension payments and an under-estimation of the non-reimbursable pension allocation which offsets an over-estimation of the reimbursable pension allocation.
	Reimb.	0.560	15.2		5.275	14.1	
Other Fringe Benefits	Non Reimb.	1.407	14.0	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.	10.016	7.1	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.674)	(29.1)		(4.207)	(16.1)	
Reimbursable Overhead	Non Reimb.	3.589	*	Primarily due to timing of project activity.	23.837	*	Primarily due to timing of project activity.
	Reimb.	(3.589)	*		(23.837)	*	
Electric Power	Non Reimb.	(0.089)	(1.5)	Higher rates, partially offset by lower consumption.	4.237	6.1	Primarily due to lower consumption.
	Reimb.	(0.006)	(26.1)		(0.009)	(4.1)	
Fuel	Non Reimb.	0.464	31.4	Lower rates and the timing of accruals.	2.423	16.6	Lower rates and consumption, and the timing of accruals.
Insurance	Non Reimb.	0.004	0.2	Force Account Insurance associated with project activity.	0.492	2.7	Lower property and liability insurance.
	Reimb.	0.113	17.0		1.052	14.9	
Claims	Non Reimb.	0.003	0.9		1.423	37.4	Timing of claim payments.

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	October 2020		Reason for Variance	Year-to-Date October 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	2.253	31.9	Primarily timing of payments for security system maintenance, and lower equipment/vehicle rentals, vegetation management, hazardous waste clean-up and real estate rentals, partially offset by higher non-revenue vehicle repairs.	11.138	17.2	Primarily lower hazardous waste clean-up, real estate rentals, joint facility maintenance, elevator/escalator maintenance and the timing of maintenance and other operating contracts, partially offset by higher project related equipment/vehicle rentals and HVAC maintenance.
	Reimb.	(0.046)	(2.5)		(4.411)	(31.4)	
Professional Service Contracts	Non Reimb.	3.265	64.6	Primarily the timing of MTA Chargebacks, rolling stock decommissioning and engineering consultant services, partially offset by the timing of the LaserTrain test equipment rental.	7.534	18.0	Primarily due to the timing of MTA Chargebacks, rolling stock decommissioning, postage and mail services, Covid-19 temperature screening invoices and lower corporate communication contracts, partially offset by the timing of payments for data communication network technical support and hardware installation and legal fees.
	Reimb.	(1.005)	*		(2.776)	*	
Materials & Supplies	Non Reimb.	10.850	62.9	Primarily timing of modifications and reliability centered maintenance for revenue fleet and lower running repairs.	54.012	41.1	Primarily timing of modifications and reliability centered maintenance for revenue fleet, right of way material and Covid-19 cleaning supplies, partially offset by higher miscellaneous inventory adjustments.
	Reimb.	4.167	46.6		10.644	19.2	
Other Business Expenses	Non Reimb.	0.025	2.9	Lower office supplies, travel meetings & conventions, and other miscellaneous expenses, partially offset by higher debt/credit card fees and print and stationery expenses.	(3.560)	(35.5)	Primarily timing of bad debt and prior year write-offs, partially offset by lower office supplies, travel meetings & conventions, and other miscellaneous expenses.
	Reimb.	(0.045)	*		(0.339)	(73.4)	
Depreciation	Non Reimb.	(0.928)	(2.7)	Based on certain capital assets being fully depreciated.	(9.421)	(2.7)	Based on certain capital assets being fully depreciated.

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
October 2020								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$15.360	\$17.783	\$2.423	15.8	\$253.700	\$247.453	(\$6.247)	(2.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.505	0.664	0.159	31.6	517.916	530.255	12.339	2.4
Capital & Other Reimbursements	44.390	62.327	17.936	40.4	351.926	335.161	(16.766)	(4.8)
Total Receipts	\$60.255	\$80.774	\$20.519	34.1	\$1,123.542	\$1,112.869	(\$10.674)	(0.9)
Expenditures								
<i>Labor:</i>								
Payroll	\$69.096	\$63.189	\$5.907	8.5	\$590.858	\$561.238	\$29.620	5.0
Overtime	20.691	18.319	2.372	11.5	168.164	149.331	18.833	11.2
Health and Welfare	13.842	12.394	1.448	10.5	129.400	119.781	9.619	7.4
OPEB Current Payment	6.206	5.294	0.912	14.7	58.691	51.657	7.034	12.0
Pensions	16.143	20.391	(4.248)	(26.3)	156.248	164.141	(7.893)	(5.1)
Other Fringe Benefits	15.774	1.859	13.915	88.2	169.235	79.894	89.341	52.8
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$141.752	\$121.446	\$20.306	14.3	\$1,272.596	\$1,126.043	\$146.553	11.5
<i>Non-Labor:</i>								
Electric Power	\$6.004	\$7.491	(\$1.487)	(24.8)	\$73.592	\$69.160	\$4.432	6.0
Fuel	1.513	1.069	0.444	29.3	15.189	12.992	2.197	14.5
Insurance	4.409	1.535	2.874	65.2	23.925	19.626	4.299	18.0
Claims	0.090	0.453	(0.363)	*	1.487	2.399	(0.912)	(61.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.128	4.675	4.453	48.8	82.423	74.010	8.413	10.2
Professional Service Contracts	5.510	2.585	2.925	53.1	35.614	27.057	8.557	24.0
Materials & Supplies	19.559	11.402	8.157	41.7	184.719	162.337	22.382	12.1
Other Business Expenses	1.188	1.002	0.186	15.6	12.880	11.628	1.252	9.7
Total Non-Labor Expenditures	\$47.401	\$30.214	\$17.187	36.3	\$429.829	\$379.209	\$50.620	11.8
<i>Other Expenditure Adjustments:</i>								
Other	\$0.202	\$0.267	(\$0.065)	(32.4)	\$4.479	\$4.965	(\$0.486)	(10.9)
Total Other Expenditure Adjustments	\$0.202	\$0.267	(\$0.065)	(32.4)	\$4.479	\$4.965	(\$0.486)	(10.9)
Total Expenditures	\$189.355	\$151.927	\$37.428	19.8	\$1,706.904	\$1,510.218	\$196.686	11.5
Cash Timing and Availability Adjustment	0.000	(11.184)	(11.184)	-	0.000	(69.766)	(69.766)	-
Net Cash Deficit (excludes opening balance)	(\$129.100)	(\$82.337)	\$46.763	36.2	(\$583.362)	(\$467.114)	\$116.247	19.9
Subsidies								
MTA	129.100	102.983	(26.117)	(20.2)	694.364	578.441	(115.923)	(16.7)

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

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

Table 5

Generic Revenue or Expense Category	October 2020			Year-to-Date as of October 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	2.423	15.8	Higher ridership \$3.019, partially offset by lower yields \$(0.391), lower advance sales impact \$(0.142) and lower MetroCard/AirTrain sales \$(0.063).	(6.247)	(2.5)	Lower ridership \$(6.351), lower yields \$(1.363) and lower MetroCard/AirTrain sales \$(0.551), partially offset by higher advance sales impact \$2.018.
Other Operating Revenue	0.159	31.6	Primarily due to the timing of rental and miscellaneous revenue.	12.339	2.4	Primarily due to higher FTA CARES funds and rental revenues and the timing of miscellaneous revenue.
Capital and Other Reimbursements	17.936	40.4	Timing of activity and reimbursement for capital and other reimbursements.	(16.766)	(4.8)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	5.907	8.5	Primarily due to vacant positions.	29.620	5.0	Primarily due to vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.
Overtime	2.372	11.5	Primarily due to lower programmatic/routine maintenance, weather-related overtime and unscheduled/scheduled service, partially offset by higher unscheduled maintenance and project overtime.	18.833	11.2	Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage, unscheduled/scheduled service and weather-related overtime, partially offset by higher unscheduled maintenance and project overtime.
Health and Welfare	1.448	10.5	Primarily due to vacant positions.	9.619	7.4	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	0.912	14.7	Primarily due to fewer retirees/beneficiaries.	7.034	12.0	Primarily due to fewer retirees/beneficiaries.

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

Table 5

Generic Revenue or Expense Category	October 2020			Year-to-Date as of October 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Pensions	(4.248)	(26.3)	Due to the timing of pension payments.	(7.893)	(5.1)	Due to the timing of pension payments, partially offset by intercompany reimbursements.
Other Fringe Benefits	13.915	88.2	Primarily due to lower Railroad Retirement Tax which reflects the deferral of the employer portion of payroll taxes due to the CARES act and the timing of FELA payments.	89.341	52.8	Primarily due to lower Railroad Retirement Tax which reflects the deferral of the employer portion of payroll taxes due to the CARES act, the timing of FELA payments and intercompany reimbursements, partially offset by higher meal payments.
Non-Labor:						
Electric Power	(1.487)	(24.8)	Primarily higher rates and the timing of payments, partially offset by lower consumption.	4.432	6.0	Primarily due to lower consumption.
Fuel	0.444	29.3	Primarily due to lower rates and the timing of payments.	2.197	14.5	Primarily due to lower rates and consumption.
Insurance	2.874	65.2	Timing of insurance premium payments.	4.299	18.0	Timing of insurance premium payments.
Claims	(0.363)	*	Timing of payments for claims.	(0.912)	(61.4)	Timing of payments for claims.
Maintenance and Other Operating Contracts	4.453	48.8	Timing of payments.	8.413	10.2	Timing of payments.
Professional Service Contracts	2.925	53.1	Primarily due to the timing of payments for MTA Chargeback and other consulting services.	8.557	24.0	Primarily due to timing of payments for MTA Chargeback and other consultant contracts.
Materials and Supplies	8.157	41.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.	22.382	12.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.

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

Table 5

Generic Revenue or Expense Category	October 2020			Year-to-Date as of October 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	0.186	15.6	Primarily lower office supplies, travel meetings & conventions and other miscellaneous expenses, partially offset by higher credit/debit card fees.	1.252	9.7	Primarily lower office supplies, travel meetings & conventions and miscellaneous expenses.
Other Expenditure Adjustments	(0.065)	(32.4)	Higher MetroCard/AirTrain pass through payments.	(0.486)	(10.9)	Higher MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
October 2020
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.301	\$0.097	(\$0.204)	(67.9)	\$4.507	\$5.975	\$1.468	32.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.253)	(1.882)	(0.630)	(50.3)	(3.099)	(4.109)	(1.010)	(32.6)
Capital & Other Reimbursements	8.322	27.858	19.536	*	(5.780)	(50.411)	(44.632)	*
Total Receipts	\$7.371	\$26.072	\$18.702	*	(\$4.372)	(\$48.546)	(\$44.174)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$2.020)	(\$1.074)	\$0.946	46.8	\$21.620	\$20.722	(\$0.898)	(4.2)
Overtime	(3.078)	(2.440)	0.638	20.7	3.585	5.094	1.509	42.1
Health and Welfare	(0.000)	(0.342)	(0.342)	*	2.253	3.171	0.918	40.7
OPEB Current Payment	(0.000)	(0.198)	(0.198)	*	0.575	0.220	(0.355)	(61.8)
Pensions	(0.000)	0.239	0.239	*	0.681	2.773	2.092	*
Other Fringe Benefits	(3.415)	9.767	13.182	*	(2.605)	80.927	83.532	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$8.514)	\$5.951	\$14.465	*	\$26.109	\$112.907	\$86.798	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$1.392)	(\$1.393)	*	(\$3.431)	(\$3.227)	\$0.204	5.9
Fuel	(0.036)	(0.057)	(0.021)	(56.3)	(0.602)	(0.829)	(0.227)	(37.6)
Insurance	(1.898)	0.858	2.756	*	1.361	4.116	2.755	*
Claims	0.227	(0.139)	(0.366)	*	2.313	(0.022)	(2.335)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.204)	2.043	2.247	*	(3.625)	(1.940)	1.686	46.5
Professional Service Contracts	(0.379)	0.286	0.665	*	7.585	11.384	3.799	50.1
Materials & Supplies	6.631	(0.230)	(6.861)	*	2.065	(40.208)	(42.273)	*
Other Business Expenses	(0.283)	(0.078)	0.205	72.4	(2.380)	2.771	5.151	*
Total Non-Labor Expenditures	\$4.057	\$1.289	(\$2.767)	(68.2)	\$3.286	(\$27.955)	(\$31.240)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$0.202)	(\$0.267)	(\$0.065)	(32.4)	(\$4.479)	(\$4.965)	(\$0.486)	(10.9)
Total Other Expenditure Adjustments	(\$0.202)	(\$0.267)	(\$0.065)	(32.4)	(\$4.479)	(\$4.965)	(\$0.486)	(10.9)
Total Expenditures before Depreciation	(\$4.659)	\$6.973	\$11.632	*	\$24.916	\$79.987	\$55.071	*
Depreciation Adjustment	\$33.924	\$34.851	\$0.928	2.7	\$342.598	\$352.020	\$9.421	2.7
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	1.667	3.038	1.371	82.3
Total Expenditures	\$29.432	\$41.991	\$12.559	42.7	\$369.181	\$435.045	\$65.864	17.8
Cash Timing and Availability Adjustment	0.000	(11.184)	(11.184)	-	0.000	(69.766)	(69.766)	-
Total Cash Conversion Adjustments	\$36.802	\$56.879	\$20.077	54.6	\$364.809	\$316.733	(\$48.075)	(13.2)

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

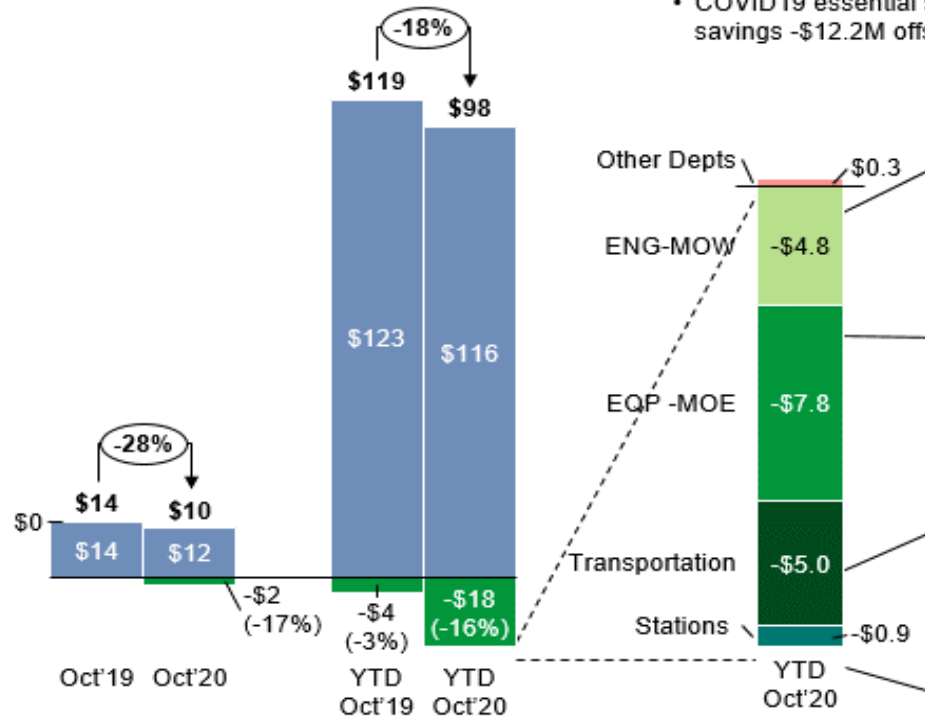
LIRR – Non-Reimbursable Overtime Variance

October 2020 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Mid-Year Forecast FY \$147M



Overview

- Overall decrease of -\$21M or -18% compared to YTD October 2019
- -\$18M or -16% below 2020 Mid-Year Forecast.
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending.
- COVID19 essential service plan savings -\$4.0M: (COVID19 indirect overtime savings -\$12.2M offset by COVID19 cleaning expenses \$8.2M).

Underrun of -\$4.8M driven by -\$6.2M lower maintenance (LIRR Forward impacts and tightened management procedures), -\$0.5M weather offset by \$1.3M accrual timing/wage differences, \$0.6M vacancy/absentee coverage due to FRA-mandated signal coverage staff requirements.

Underrun of -\$7.8M driven by -\$5.7M lower maintenance due to the efficient implementation of the COVID19 essential service plan, -\$4.0M vacancy/absentee coverage due to the efficient implementation of the COVID19 essential service plan, -\$0.7M weather offset by \$1.8M related to COVID19 cleaning efforts. \$0.7M accrual timing/wage differences,

Underrun of -\$5.0M driven by -\$2.5M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the COVID19 essential service plan, -\$2.2M unscheduled savings impacted by COVID19 service reductions and improved service reliability, -\$0.5M scheduled service (less Train & Engine hours) offset by \$0.1M weather.

Underrun of -\$0.9M driven by -\$0.9M as a result of effective cost management of COVID19 cleaning efforts, -\$0.2M vacancy/absentee coverage related to COVID19 offset by \$0.3M accrual timing/wage differences.

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

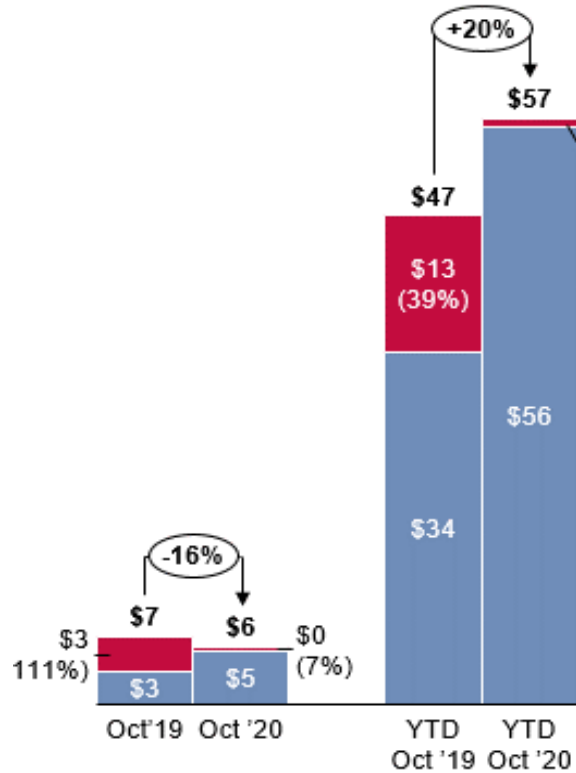
LIRR – Reimbursable Overtime Variance

October 2020 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Mid-Year Forecast FY \$64M

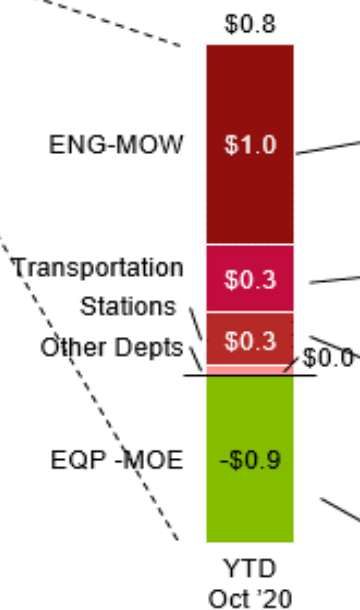


Overview

- Overall increase of \$10M or 20% compared to YTD October 2019
- \$1.0M above 2020 Mid-Year Forecast.
- A combination of favorable weather in the YTD and a decision to accelerate the LIRR capital work to earlier in year than expected.

YTD variance by division

\$M



- Overrun \$1.0M primarily driven by higher-than-expected work related to the following capital projects vs the forecast, Concrete Tie Replacement, Main Line Expansion, Jamaica Capacity Improvements, Annual Track Program.
- Overrun -\$0.3M mainly driven by increase in Third Track Main Line Expansion flagging expenses.
- Overrun -\$0.3M primarily driven by bussing support for Station Improvement projects at Nostrand Ave, Penn, Lynbrook & Third Track Main Line, Massapequa Pocket Track, Great Neck Pocket Track.
- Underrun -\$0.9M mainly driven by less on-board Out-Front Media Digital work than planned.

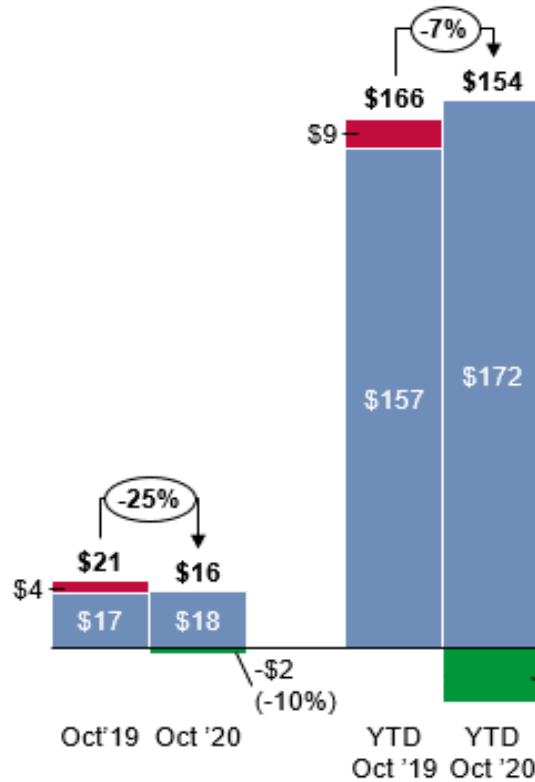
LIRR – Total Overtime Variance

October 2020 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

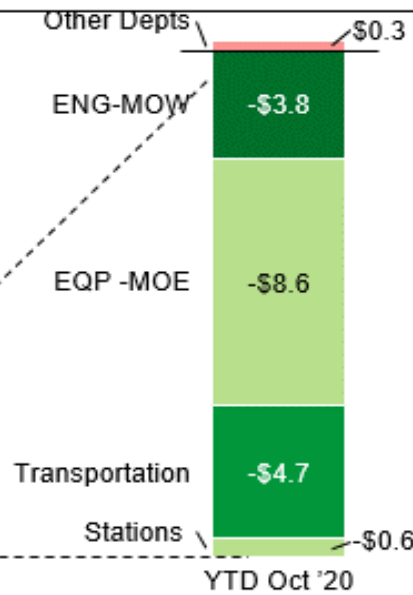
Mid-Year Forecast FY \$212M



Overview

- Overall decrease of -\$12M or -7% compared to YTD October 2019
- -\$17M or -10% below 2020 mid-year forecast
- -\$32M or -20% below YTD October 2018
- Non-Reimbursable underrun of -\$18M
- Reimbursable overrun of \$1M
- Management actions including the introduction of a more rigorous approval process, tightened procedures and a comprehensive project prioritization effort helped produce a reduction in overtime spending.
- COVID19 essential service plan savings -\$4.0M: (COVID19 indirect overtime savings -\$12.2M offset by COVID19 cleaning expenses \$8.2M).

\$M



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

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	1	1	0
Enterprise Asset Management	7	5	2
Sr. Vice President - Engineering	2	1	1
Labor Relations	17	14	3
Procurement & Logistics (excl. Stores)	72	54	18
Human Resources	37	33	4
Sr VP Administration	2	2	0
Strategic Investments	14	13	1
President	8	7	1
VP & CFO	2	2	0
Controller	44	41	3
Management & Budget	17	15	2
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	70	65	5
Gen. Counsel & Secretary	30	26	4
Diversity Management	3	3	0
Security	15	11	4
System Safety	46	39	7
Training	69	65	4
Service Planning	30	26	4
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	1	1
Total Administration	509	437	72
Operations			
Transportation Services - Train Operations	2,403	2,304	99
Customer Services	392	317	75
Total Operations	2,796	2,621	175
Maintenance			
Engineering	2,075	1,958	117
Equipment	2,188	2,072	116
Procurement (Stores)	95	98	(3)
Total Maintenance	4,358	4,128	230
Engineering/Capital			
Department of Program Management	152	119	33
Special Projects	63	50	13
Positive Train Control	14	14	0
Total Engineering/Capital	229	183	46
Baseline Total Positions	7,891	7,369	522
<i>Non-Reimbursable</i>	6,606	6,062	544
<i>Reimbursable</i>	1,285	1,307	(22)
Total Full-Time	7,891	7,369	522
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

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

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 544 positions due to Train Operations vacancies and workforce working on capital project activity instead of operating activities, and vacancies in Maintenance of Equipment, Stations, Engineering and other administrative departments.
REIMBURSABLE POSITIONS - Unfavorable 22 positions primarily due to increased project activity in Train Operations, partially offset by reduced project activity in Project Management, Engineering, Special Projects, Procurement & Logistics and other administrative departments.

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

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Managers/Supervisors	271	240	31
Professional, Technical, Clerical	134	89	45
Operational Hourlies	104	108	(4)
Total Administration	509	437	72
Operations			
Managers/Supervisors	342	298	44
Professional, Technical, Clerical	113	98	15
Operational Hourlies	2,341	2,225	116
Total Operations	2,796	2,621	175
Maintenance			
Managers/Supervisors	909	775	134
Professional, Technical, Clerical	320	240	80
Operational Hourlies	3,129	3,113	16
Total Maintenance	4,358	4,128	230
Engineering/Capital			
Managers/Supervisors	160	139	21
Professional, Technical, Clerical	69	44	25
Operational Hourlies	0	0	0
Total Engineering/Capital	229	183	46
Total Positions			
Managers/Supervisors	1,682	1,452	230
Professional, Technical, Clerical	636	471	165
Operational Hourlies	5,574	5,446	128
Total Positions	7,891	7,369	522

Note: Totals may not add due to rounding

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

	<u>MONTH</u>			<u>VARIANCE</u>	
	<u>Actual 2020</u>	<u>Forecast ⁽⁵⁾ 2020</u>	<u>Actual 2019</u>	<u>vs. Forecast</u>	<u>vs. 2019</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	14.2%	9.9%	54.4%	4.3%	-40.2%
Adjusted ⁽²⁾⁽⁴⁾	17.8%	11.9%	60.2%	5.9%	-42.4%
Cost Per Passenger					
Standard ⁽¹⁾	\$57.37	\$83.73	\$14.88	\$26.36	(\$42.49)
Adjusted ⁽²⁾	\$52.35	\$78.01	\$13.83	\$25.66	(\$38.52)
Passenger Revenue/Passenger ⁽³⁾	\$8.13	\$8.31	\$8.10	(\$0.18)	\$0.03
	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>Actual 2020</u>	<u>Forecast 2020</u>	<u>Actual 2019</u>	<u>vs. Forecast</u>	<u>vs. 2019</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	19.9%	18.0%	50.9%	1.9%	-31.0%
Adjusted ⁽²⁾⁽⁴⁾	24.1%	20.9%	57.4%	3.2%	-33.3%
Cost Per Passenger					
Standard ⁽¹⁾	\$45.59	\$50.86	\$16.48	\$5.27	(\$29.11)
Adjusted ⁽²⁾	\$41.95	\$47.23	\$15.35	\$5.28	(\$26.60)
Passenger Revenue/Passenger ⁽³⁾	\$9.09	\$9.15	\$8.39	(\$0.06)	\$0.70

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

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

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

(4) Adjusted Farebox Operating Ratio Excludes the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement.

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

MTA LONG ISLAND RAIL ROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2020 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	770.2	784.2	775.8	5.6	0.7	(8.3)	(1.1)
Total Expenses before Non-Cash Liability Adjs	1,374.1	1,260.5	1,204.6	169.5	12.3	55.9	4.4
Depreciation	342.6	344.8	352.0	(9.4)	(2.7)	(7.2)	(2.1)
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	1.7	2.1	3.0	(1.4)	(82.3)	(0.9)	(44.5)
Total Expenses	1,718.4	1,607.5	1,559.7	158.7	9.2	47.8	3.0
Net Surplus/(Deficit)	(948.2)	(823.3)	(783.8)	164.3	17.3	39.5	4.8

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2020 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$8.3)	(1.1)	Lower farebox revenue and the timing of miscellaneous revenues.
Total Expenses	\$47.8	3.0	Favorable labor expenses due to vacant positions and associated fringe costs, lower fleet maintenance and modifications, overtime and OPEB current expenses, and the timing of maintenance & other operating contracts and professional services, partially offset by higher depreciation, bad debt reserves and miscellaneous inventory adjustments.

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



Long Island Rail Road

Ridership Report Highlights

November 2020 vs. 2019

- Total ridership decreased -73.7% compared to November 2019 (1,896,355 in November 2020 vs. 7,215,882 in November 2019).
- Commutation ridership decreased -83.8% compared to November 2019
- Non-Commutation ridership decreased -61.7% compared to November 2019
- The November 2020 ridership loss is attributed to the impact of COVID-19.

2020 vs. 2019 YTD

- Total YTD ridership is -65.9% below 2019 and -1.6% below the Mid-Year Forecast
- YTD Commutation ridership is -70.6% below 2019
- YTD Non-Commutation ridership is -60.0% below 2019

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

November 2020

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

EXECUTIVE SUMMARY

November Ridership and Revenue (millions)

	November 2020	% Change vs. 2019
Total Rail Ridership	1.896	-73.7% ▼
Commutation Ridership	0.634	-83.8% ▼
Non-Commutation Ridership	1.262	-61.7% ▼
Rail Revenue	\$16.0	-75.0% ▼

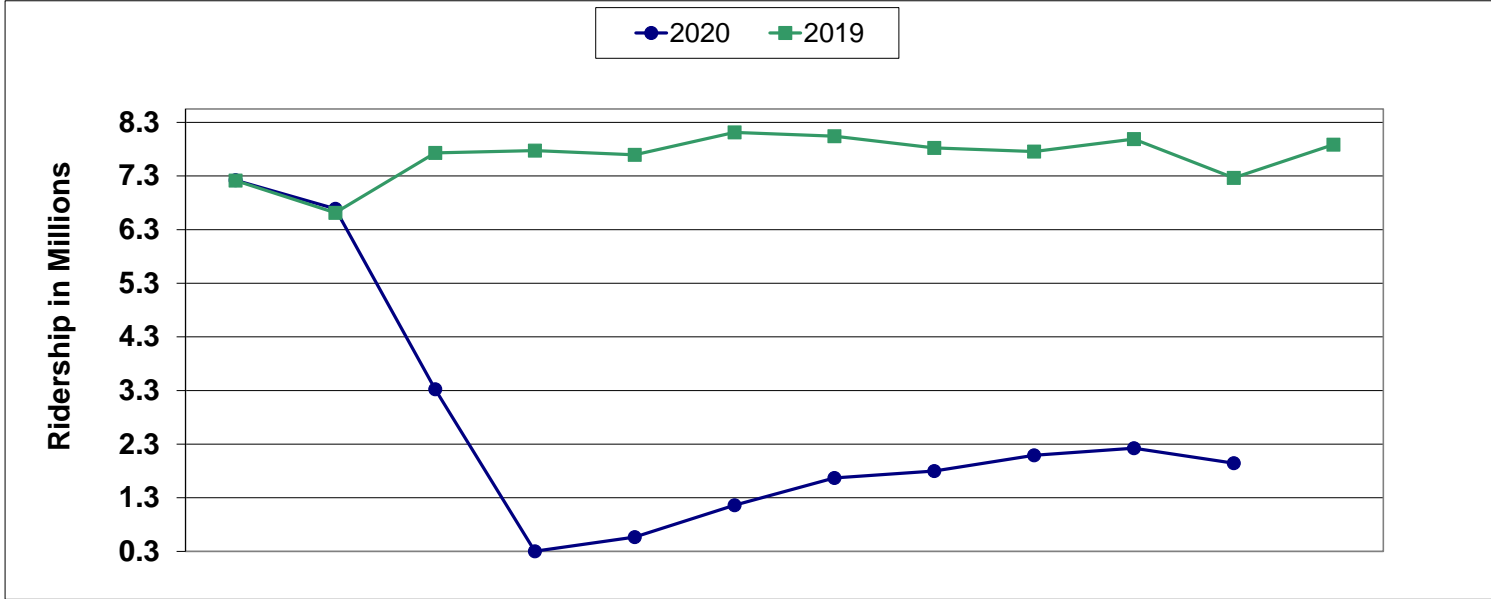
Year-to-Date through November Prelim. Ridership and Revenue (millions)

	November 2020	% Change vs. 2019	Comparison to Mid Year
Total Rail Ridership	28.450	-65.9% ▼	-1.6% ▼
Commutation Ridership	13.698	-70.6% ▼	-14.3% ▼
Non-Commutation Ridership	14.752	-60.0% ▼	14.0% ▲
Rail Revenue	\$257.4	-63.4% ▼	-2.5% ▼

Please Note: Ridership is based on ticket sales data.

November RIDERSHIP

- November Total Ridership was -73.7% below '19 and 13.4% above 2020 Mid Year.

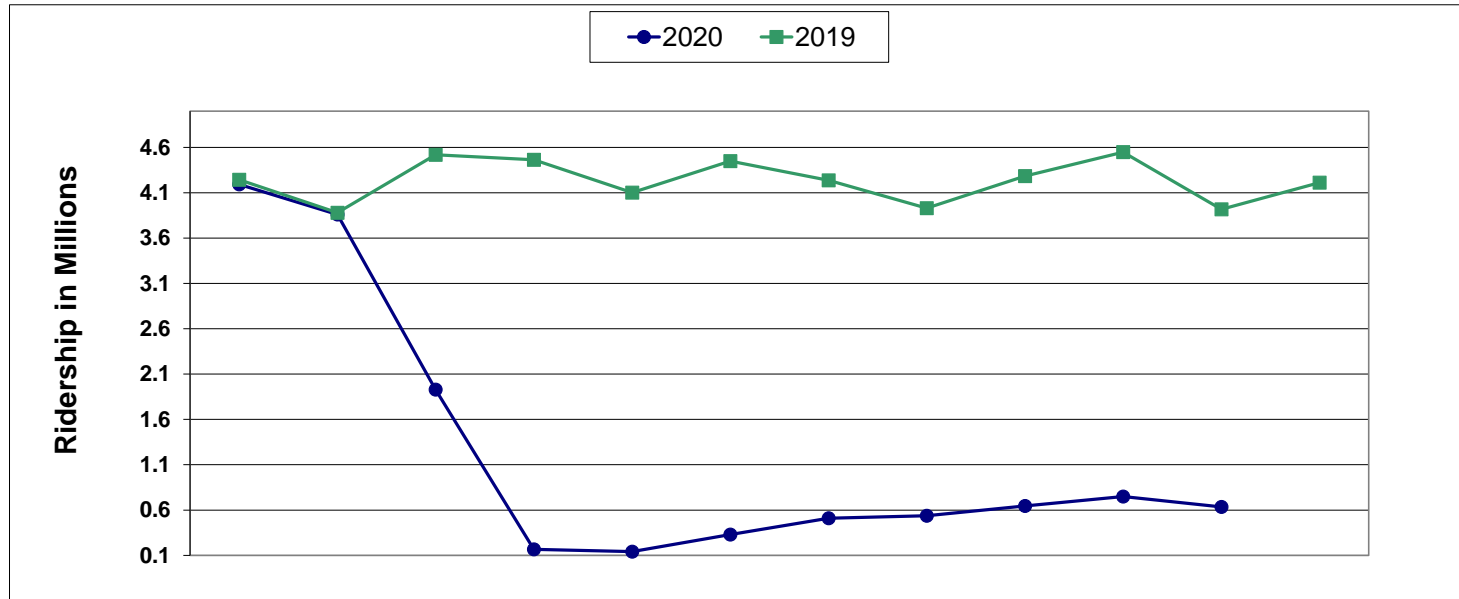


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	7.2	6.6	3.3	0.3	0.5	1.1	1.6	1.7	2.0	2.2	1.9		28.5
2019	7.2	6.6	7.7	7.7	7.6	8.1	8.0	7.8	7.7	7.9	7.2	7.8	83.5
PCT CHG.	0.1%	1.1%	-57.4%	-96.7%	-93.3%	-86.2%	-79.7%	-77.5%	-73.5%	-72.6%	-73.7%		-65.9%

Please Note: Ridership is based on ticket sales data.

November COMMUTATION RIDERSHIP

- November Commutation Ridership was -83.8% below '19 and -29.1 % below 2020 Mid Year.

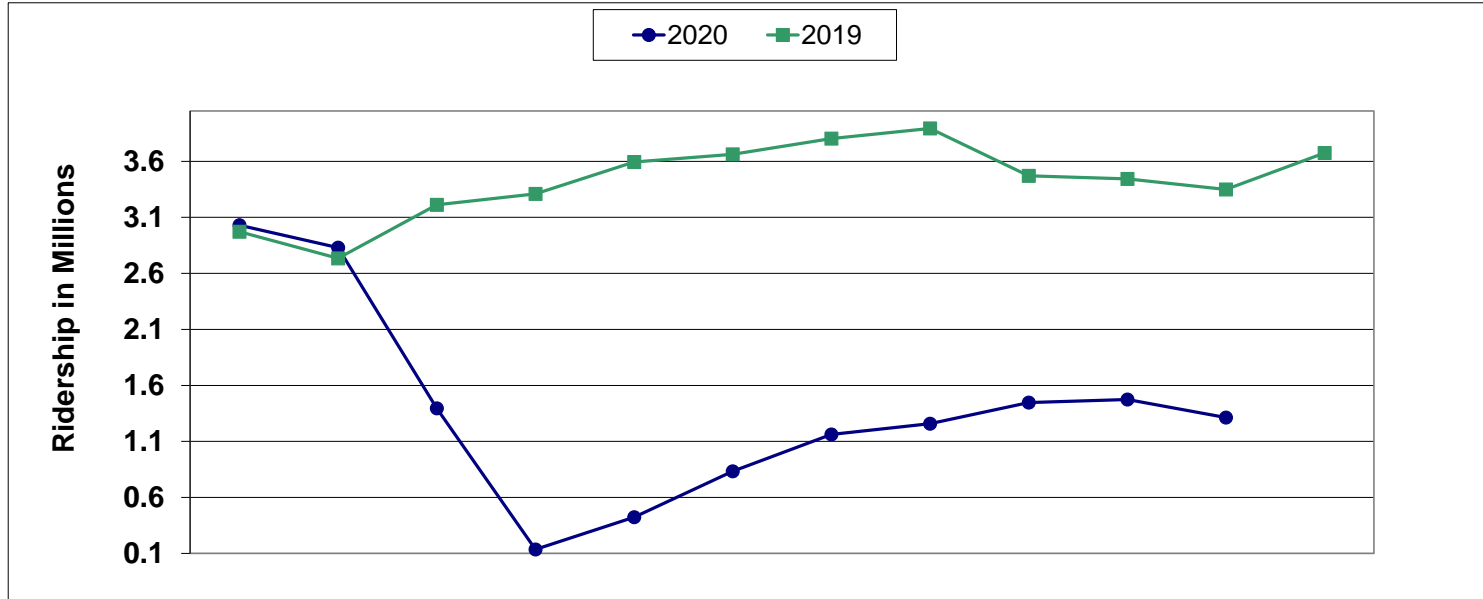


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	4.2	3.9	1.9	0.2	0.1	0.3	0.5	0.5	0.6	0.8	0.6		13.7
2019	4.2	3.9	4.5	4.5	4.1	4.4	4.2	3.9	4.3	4.5	3.9	4.2	46.6
PCT CHG.	-1.2%	-0.5%	-57.3%	-96.2%	-96.5%	-92.6%	-88.0%	-86.3%	-85.0%	-83.5%	-83.8%		-70.6%

Please Note: Ridership is based on ticket sales data.

November NON-COMMUTATION RIDERSHIP

- November Non-Commutation Ridership was -61.7% below '19 and 62.1% above 2020 Mid Year.

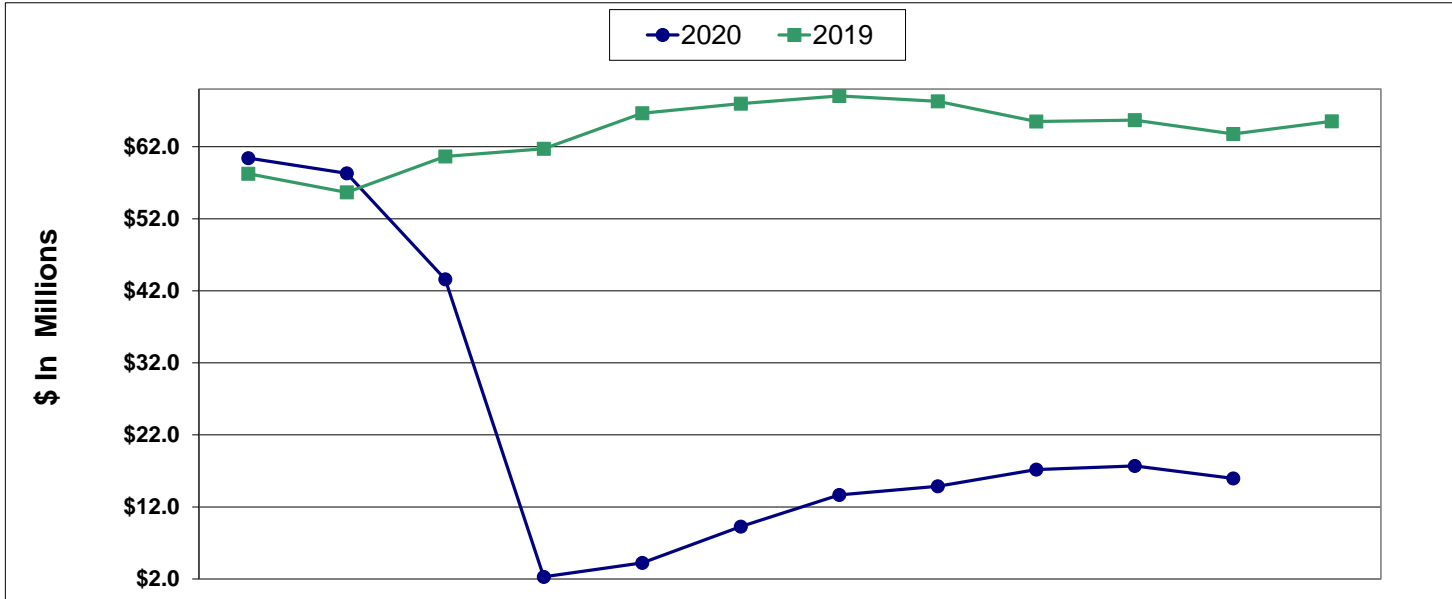


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	3.0	2.8	1.3	0.1	0.4	0.8	1.1	1.2	1.4	1.4	1.3		14.8
2019	2.9	2.7	3.2	3.3	3.5	3.6	3.8	3.8	3.4	3.4	3.3	3.6	36.9
PCT CHG.	2.0%	3.5%	-57.5%	-97.4%	-89.4%	-78.4%	-70.4%	-68.5%	-59.2%	-58.0%	-61.7%		-60.0%

Please Note: Ridership is based on ticket sales data.

November REVENUE

- November Total Revenue was -75.0% below '19 and 7.0% above 2020 Mid Year.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	\$60.4	\$58.3	\$43.6	\$2.3	\$4.2	\$9.3	\$13.7	\$14.9	\$17.2	\$17.7	\$16.0		\$257.4
2019	\$58.3	\$55.7	\$60.7	\$61.7	\$66.7	\$68.0	\$69.1	\$68.3	\$65.5	\$65.7	\$63.8	\$65.5	\$703.2
PCT CHG.	3.7%	4.8%	-28.2%	-96.3%	-93.7%	-86.4%	-80.2%	-78.2%	-73.8%	-73.1%	-75.0%		-63.4%

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

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	November 2020	*November 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	634,044	3,916,436	(3,282,392)	-83.8%
NON-COMMUTATION RIDERSHIP	1,262,311	3,299,446	(2,037,135)	-61.7%
TOTAL RIDERSHIP	1,896,355	7,215,882	(5,319,527)	-73.7%

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

TICKET TYPE/SERVICE	November 2020	*November 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	13,698,203	46,573,002	(32,874,799)	-70.6%
NON-COMMUTATION RIDERSHIP	14,751,857	36,899,277	(22,147,420)	-60.0%
TOTAL RIDERSHIP	28,450,060	83,472,279	(55,022,219)	-65.9%

* 2019 ridership numbers were adjusted using 2020 factors.

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

REVENUE	November 2020	November 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$5,342,830	\$32,314,210	(\$26,971,380)	-83.5%
NON-COMMUTATION REVENUE	\$10,612,899	\$31,450,744	(\$20,837,845)	-66.3%
TOTAL REVENUE	\$15,955,729	\$63,764,954	(\$47,809,225)	-75.0%

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

REVENUE	November 2020	November 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$124,501,157	\$350,015,779	(\$225,514,622)	-64.4%
NON-COMMUTATION REVENUE	\$132,933,477	\$353,188,424	(\$220,254,947)	-62.4%
TOTAL REVENUE	\$257,434,634	\$703,204,203	(\$445,769,569)	-63.4%



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

L70401/D4: LYNBROOK AND ROCKVILLE CENTRE VIADUCT [SBMP]

Milestone: One of Three Contracts Complete \$2,631,525

Project Budget: \$8,6M

One of three contracts for rehabilitation of the viaduct structure in Nassau County was completed by Lux Builders for \$2,631,525 for Rockville Centre Viaduct. The other two contracts in this project are for Lynbrook Spans 1-39, which is ongoing, and Lynbrook Spans 40-97, which is complete. The underdeck structural work on the viaduct includes concrete rehabilitation, repairs to joints, utilities, and improvements to the existing drainage system. This project is part of the LIRR's efforts to maintain a state of good repair of the infrastructure, extend the life of the viaduct structure, and improve drainage issues.

L70204UQ: BABYLON STATION PLATFORM REPLACEMENT

Milestone: Contract Complete \$1,220,080

Project Budget: \$4.0M

A Design Contract for replacement of Babylon's two elevated center island 12-car platforms was completed by Dewberry Engineers Inc for \$1,220,080. The Design included the two platform waiting rooms, canopy roofing system, lighting, staircases, escalators, elevators, and improvements to the station site. Replacement and rehabilitation of Babylon's platforms will be undertaken in a future Capital Program.

L70204EJ: HUNTINGTON STATION EAST PEDESTRIAN OVERPASS [SBMP]

Milestone: Contract Award \$3,341,620

Project Budget: \$5.4M

A contract for the Huntington Station East Pedestrian Overpass Replacement project was awarded to Falcon Builders, LLC for \$3,341,620. The project will remove and replace the east pedestrian overpass at Huntington Station. Other upgrades include new lighting, installation of ADA compliant pedestrian ramps and security cameras.

L70502LN: BABYLON TO PATCHOGUE SIGNAL SYSTEM

Milestone: Contract Award \$26,319,065

Project Budget: \$45.9M

A Contract to design, furnish, and deliver an upgraded signal system for the Babylon to Patchogue segment of the LIRR Montauk Branch was awarded to Hitachi STS USA Inc for \$26,319,065. Work under this contract includes upgrading the existing circa 1940's signal system from an Automatic Block System (ABS) to new pre-wired signal enclosures required for an Automatic Speed Control (ASC) system. The contractor will provide signal design; manufacture of signal equipment and enclosures; system integration and testing; delivery and setting of central instrument locations, huts and associated equipment; and design and delivery of raised platforms. The ASC system will increase train movement efficiency by allowing bidirectional continuous speed enforcement. Signalization will continue in the 2020-2024 Capital Program.

SMALL BUSINESS DEVELOPMENT PROGRAM

One contract awarded this month:

- Huntington Station E. Pedestrian Overpass for \$3,341,620 [see above for details].

One contract completed this month:

- Rockville Centre Viaduct Renewal for a total of \$2,631,525 [see above for details].

2020 LIRR Capital Program Goals

