



**Metropolitan Transportation Authority**

# Joint Metro-North and Long Island Committees Meeting

# September 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, 9/23/2020  
10:00 AM - 5:00 PM ET

## 1. Public Comments Period

## 2. Summary of Actions

### LIRR Summary of Actions

*LIRR Summary of Actions - Page 5*

### MNR Summary of Actions

*MNR Summary of Actions - Page 6*

### MTA C&D Summary of Actions

*MTA C&D Summary of Actions - Page 7*

## 3. APPROVAL OF MINUTES - July 22, 2020

*Minutes - Page 8*

## 4. 2020 Work Plans

### LIRR Work Plan

*LIRR Work Plan - Page 9*

### MNR Work Plan

*MNR Work Plan - Page 16*

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

### LIRR Report

- **LIRR Safety Report**

*LIRR Safety Report - Page 23*

### MNR Report

- **MNR Safety Report**

*MNR Safety Report - Page 27*

### MTA C&D Report - None

### MTA Police Report

*MTA Police Report - Page 31*

## 6. AGENCY ACTION ITEMS

### MNR Action Item

- **NYS DOT CMAQ Grant for Connecting Services**  
*NYS DOT Grant for Connecting Services - Page 48*

## **7. AGENCY INFORMATION ITEMS**

### **Joint Information Items**

- **PTC Status Report**  
*PTC Status Report - Page 49*

### **LIRR Information Items**

- **2021 Preliminary Budget (Public Comment)**
- **2020 Mid-Year Forecast**  
*2020 Mid-Year Forecast - Page 67*
- **Fall Trackwork Programs**  
*Fall Trackwork Programs - Page 76*
- **Diversity/EEO Report – 2nd Quarter 2020**  
*Diversity-EEO Report - 2nd Quarter 2020 - Page 78*

### **MNR Information Items**

- **2021 Preliminary Budget (Public Comment)**
- **2020 Mid-Year Forecast**  
*2020 Mid-Year Forecast - Page 94*
- **Diversity/EEO Report – 2nd Quarter 2020**  
*MNR Diversity/EEO Report-2nd Quarter 2020 - Page 103*

## **8. PROCUREMENTS**

### **LIRR Procurements**

- LIRR Procurements - Page 119*
- **Non-Competitive**  
*LIRR Non-Competitive - Page 123*
  - **Competitive**  
*LIRR Competitive - Page 126*
  - **Ratifications (None)**

### **MNR Procurements**

- MNR Procurements - Page 132*
- **Non-Competitive (None)**
  - **Competitive**  
*MNR Competitive - Page 136*
  - **Ratifications (None)**

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

- MTA C&D Procurements - Page 141*
- **C&D Non-Competitive (None)**

- **C&D Competitive**  
*MTA C&D Competitive - Page 145*
- **C&D Ratifications**  
*MTA C&D Ratifications - Page 149*

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

### **LIRR Reports**

- **LIRR Operations Report**  
*LIRR Operations Report - Page 151*
- **LIRR Performance Metrics Report**  
*LIRR Performance Metrics Report - Page 171*
- **LIRR Finance Report**  
*LIRR Finance Report - Page 177*
- **LIRR Ridership Report**  
*LIRR Ridership Report - Page 221*
- **LIRR Capital Program Report**  
*LIRR Capital Program Report - Page 237*

### **MNR Reports**

- **MNR Operations Report**  
*MNR Operations Report - Page 240*
- **MNR Performance Metrics Report**  
*MNR Performance Metrics Report - Page 260*
- **MNR Finance Report**  
*MNR Finance Report - Page 265*
- **MNR Ridership Report**  
*MNR Ridership Report - Page 307*
- **MNR Capital Program Report**  
*MNR Capital Program Report - Page 329*



Long Island Railroad  
Committee Actions and Presentations  
Summary for September 2020

| Responsible Department | Vendor Name                                   | Total Amount   | Summary of action  |
|------------------------|---|--|--|
| Procurement – LIRR     | Plasser American Corporation (Chesapeake, VA) | \$2,500,000  | MTA on behalf of Long Island Rail Road (“LIRR”) requests MTA Board to approve an amendment to previously Board-approved, multi-agency, purchase contracts to add funding in the amount of \$2,500,000 for Plasser American Corporation (“Plasser”) for replacement parts, equipment upgrades, troubleshooting, repair services, and training for various track-work equipment.   |
| Procurement – LIRR     | Nouveau Elevator Industries, Inc.,            | \$1,948,569  | Long Island Rail Road (“LIRR”) requests MTA Board approval of a contract modification in the amount of \$1,948,569 to Nouveau Elevator Industries, Inc. for one additional year to continue to provide rehab-work, scheduled preventive maintenance, remedial unscheduled repairs, and emergency on-call repairs of one-hundred and fifteen (115) LIRR elevators.  |
| Procurement – LIRR     | Nouveau Elevator Industries, Inc.             | \$2,499,749-LIRR<br>\$1,180,883-MNR<br>\$ 3,680,632 (Combined NTE) | Long Island Rail Road (“LIRR”) on behalf of itself and Metro-North Railroad (“MNR”) requests MTA Board approval of a one-year contract modification in the not-to-exceed amount of \$3,680,632; (\$2,499,749 – LIRR, \$1,180,883 – MNR) under the current competitively negotiated, public works contract awarded to Nouveau Elevator Industries, Inc. for preventive maintenance and repair services to 28 LIRR escalators and 14 MNR escalators. |

**METRO-NORTH RAILROAD  
COMMITTEE ACTIONS and PRESENTATIONS  
SUMMARY for SEPTEMBER 2020**

| <b>Responsible Department</b> | <b>Vendor Name</b>  | <b>Total Amount</b>         | <b>Summary of action</b>   |
|-------------------------------|---|-----------------------------|--|
| Metro-North Procurements      | Ducci Electrical Contractors, Inc.  | \$5,000,000 (not-to-exceed) | MNR seeks Board approval to bring the utility pole line's to a state of good repair by replacing the existing utility poles, and permit the installation of the new communications and signal cables on new utility poles.   |
|                               | 1. A Yankee Line, Inc.<br>2. Community Coach, Inc.<br>3. Greater Bridgeport Transit Authority<br>4. Leprechaun Lines, Inc.<br>5. Peter Pan Bus Lines, Inc.<br>6. White Plains Bus Company, Inc. | \$7,800,000 (not-to-exceed) | MNR seeks Board approval to maintain transportation for customers and employees during current on-going capital projects and emergency disruption of services.   |
| Metro-North Action Item       | New York State Department of Transportation (NYSDOT)  | \$500,000                   | To obtain MTA Board approval to enter into a contract to accept up to \$500,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to improve access to Metro-North stations, covering the period from October 1, 2020, through December 31, 2021 |

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

| <b>Responsible Department</b> | <b>Vendor Name</b>               | <b>Total Amount</b> | <b>Summary of Action</b>   |
|-------------------------------|----------------------------------|---------------------|--|
| Contracts                     | Comstock/Haugland JV             | \$66,275,000        | MTA Construction and Development requests that the Board approve award of a competitively solicited and negotiated design-build contract for the installation of track, special track, contract rail and electric traction catenary in support of the Harold Interlocking program for the East Side Access Project to Comstock/Haugland JV in the amount of \$66,275,000 and a duration of twenty-seven (27) months. |
| Contracts                     | Five Star/Comstock JV            | \$7,260,000         | MTA Construction and Development requests that the Board approve a contract modification to accelerate the installation and local testing of the signal equipment and adjust the Contract Milestones.  |
| Contracts                     | Skanska USA Civil Northeast Inc. | \$3,400,000         | MTA Construction and Development requests that the Board ratify a Modification to the Contract to construct a portion of the Eastbound Reroute Approach Structure in the Harold Interlocking.  |

Minutes of the Joint MNR/LIRR Committee Meeting  
September 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 July 22, 2020, which included the following committees:

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

To see a summary of the meeting and the actions taken by the Joint MNR/LIRR Committee, please refer to the July 22, 2020 Board minutes in the July Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/july-2020>

## Long Island Rail Road Committee Work Plan

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|   |                           |
|---|---------------------------|
| <b>I. <u>RECURRING AGENDA ITEMS</u></b>             | <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         |
| <b>II. <u>SPECIFIC AGENDA ITEMS</u></b>             | <u>Responsibility</u>     |
| <u>September 2020</u>                               |                           |
| 2021 Preliminary Budget (Public Comment)            |                           |
| 2020 Mid-Year Forecast                              | Management & Budget       |
| Fall Trackwork Programs                             | Service Planning          |
| PTC Status Report                                   | President                 |
| Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2020 | Administration/Diversity  |
| <u>October 2020</u>                                 |                           |
| 2021 Preliminary Budget (Public Comment)            |                           |
| LIRR/MNR PTC Project Update                         | President                 |
| November Timetable Change & Trackwork Programs      | Service Planning          |
| <u>November 2020</u>                                |                           |
| East Side Access Support Projects Update            | President/Sr. Staff       |
| Holiday Service & Trackwork Programs                | Service Planning          |
| PTC Status Report                                   | President                 |
| Review of Committee Charter                         | Committee Chair & Members |
| <u>December 2020</u>                                |                           |
| 2021 Final Proposed Budget                          | Management & Budget       |
| 2021 Proposed Committee Work Plan                   | Committee Chair & Members |
| Diversity/EEO Report – 3 <sup>rd</sup> Q 2020       | Administration/Diversity  |
| LIRR/MNR PTC Project Update                         | President                 |
| Winter Trackwork Program                            | Service Planning          |
| <u>January 2021</u>                                 |                           |
| Approval of 2021 Committee Work Plan                | Committee Chair & Members |
| PTC Status Report                                   | President                 |

Winter Trackwork Programs

Service Planning

February 2021

Adopted Budget/Financial Plan 2021  
2020 Annual Operating Results  
Diversity/EEO Report – 4<sup>th</sup> Q 2020  
March Timetable/Spring Trackwork Programs  
LIRR/MNR PTC Project Update

Management & Budget  
Operations  
Administration/Diversity  
Service Planning  
President

March 2021

Annual Elevator/Escalator Report  
Spring Trackwork Programs  
Customer Satisfaction Survey Report  
PTC Status Report  
2020 Annual Ridership Report

Engineering  
Service Planning  
Public Affairs  
President  
Finance/Marketing

April 2021

LIRR/MNR PTC Project Update

President

May 2021

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

Management & Budget  
Service Planning  
Administration/Diversity  
President

June 2021

Track Work Programs  
LIRR/MNR PTC Project Update

Service Planning  
President

July 2021

September Timetable Change & Trackwork Programs  
PTC Status Report

Service Planning  
President

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **2020 Work Plan**

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

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

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

#### **Safety Report**

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

#### **Capital Construction Report**

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

#### **Police Report**

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

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

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

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

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

#### **Procurements**

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

#### **Police Activity Report**

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

### **PERFORMANCE SUMMARIES**

#### **Operations Report**

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

#### **Financial Report**

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

#### Ridership Report

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

#### Capital Program Report

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

## **II. SPECIFIC AGENDA ITEMS**

### **SEPTEMBER 2020**

#### 2021 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

#### 2020 Mid-Year Forecast

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

#### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2019

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

#### PTC Status Report

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

### **OCTOBER 2020**

#### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

#### Project Update on PTC

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

### **NOVEMBER 2020**

#### Review Committee Charter

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

#### East Side Access Support Projects Update

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

#### Holiday Schedule

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

#### PTC Status Report

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



## **DECEMBER 2020**

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

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

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

### 2021 Final Proposed Budget

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

### Proposed 2021 Committee Work Plan

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

### Project Update on PTC

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

## **JANUARY 2021**

### Approval of 2021 Committee Work Plan

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

### PTC Status Report

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

## **FEBRUARY 2021**

### Adopted Budget/Financial Plan 2021

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

### 2020 Annual Operating Results

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

### Project Update on PTC

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

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

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

### March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

## **MARCH 2021**

### Annual Elevator/Escalator Report

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

### Spring Trackwork Programs

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

### Customer Satisfaction Survey Report

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

### 2020 Annual Ridership Report

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

### PTC Status Report

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

## **APRIL 2021**

### Project Update on PTC

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

## **MAY 2021**

### Final Review of 2020 Operating Results

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

### Summer Trackwork Programs

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

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

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

### PTC Status Report

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

## **JUNE 2021**

### Project Update on PTC

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

### Track Work Programs

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

### **JULY 2021**

#### PTC Status Report

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

#### September Timetable Change & Trackwork Programs

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

## 2020 Metro-North Railroad Committee Work Plan

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| <b><u>I. RECURRING AGENDA ITEMS</u></b>             | <u>Responsibility</u>          |
|---|--------------------------------|
| Approval of Minutes                                 | Committee Chairs & Members     |
| 2020 Committee Work Plan                            | Committee Chairs & Members     |
| President's Report                                  | President/Senior Staff         |
| Safety Report                                       |                                |
| MTA Police Report                                   |                                |
| Information Items (if any)                          |                                |
| Action Items (if any)                               |                                |
| Procurements  |                                |
| Agency Reports                                      | Senior Staff                   |
| Operations  |                                |
| Finance   |                                |
| Ridership   |                                |
| Capital Program                                     |                                |
| <br>  |                                |
| <b><u>II. SPECIFIC AGENDA ITEMS</u></b>             | <u>Responsibility</u>          |
| <br>  |                                |
| <u>September 2020</u>                               |                                |
| 2021 Preliminary Budget (Public Comment)            | Finance                        |
| 2020 Mid-Year Forecast                              | Finance                        |
| PTC Status Report                                   | Engineering                    |
| Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2020 | Diversity and EEO              |
| <br>  |                                |
| <u>October 2020</u>                                 |                                |
| 2021 Preliminary Budget (Public Comment)            | Finance                        |
| LIRR/MNR PTC Project Update                         | President                      |
| Track Program Quarterly Update                      | Engineering                    |
| Holiday Schedule                                    | Operations Planning & Analysis |
| <br>  |                                |
| <u>November 2020</u>                                |                                |
| Review of Committee Charter                         | Committee Chair & Members      |
| PTC Status Report                                   | Engineering                    |
| Progress on Way Ahead Strategic Plan                | Strategic Initiatives          |
| <br>  |                                |
| <u>December 2020</u>                                |                                |
| 2021 Final Proposed Budget                          | Finance                        |
| 2021 Proposed Committee Work Plan                   | Committee Chairs & Members     |
| Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2020 | Diversity and EEO              |
| LIRR/MNR PTC Project Update                         | President                      |
| <br>  |                                |
| <u>January 2021</u>                                 |                                |
| Approval of 2021 Committee Work Plan                | Committee Chairs & Members     |
| Track Program Quarterly Update                      | Engineering                    |
| PTC Status Report                                   | Engineering                    |

February 2021

Adopted Budget/Financial Plan 2021  
2020 Annual Operating Results  
LIRR/MNR PTC Project Update  
Diversity/EEO Report – 4th Quarter 2020  
2021 Spring/Summer Schedule Change

Finance  
Operations  
President  
Diversity and EEO  
Operations Planning & Analysis

March 2021

Annual Elevator & Escalator Report  
Customer Satisfaction Survey Report  
2020 Annual Ridership Report  
PTC Status Report

Engineering  
Operations Planning & Analysis  
Operations Planning & Analysis  
Engineering

April 2021

LIRR/MNR PTC Project Update

President

May 2021

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

Finance  
Engineering  
Engineering  
Diversity and EEO

June 2021

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

President  
Strategic Initiatives

July 2021

Grand Central Terminal Retail Development  
Track Program Quarterly Update  
PTC Status Report  
2021 Fall Schedule Change

MTA Real Estate  
Engineering  
Engineering  
Operations Planning & Analysis

# METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **2019 Work Plan**

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

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

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

#### **Safety**

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

#### **Police Activity Report**

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

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

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

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

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

#### **Procurements**

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

#### **Operations**

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

#### **Finance**

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

#### **Ridership**

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

#### **Capital Program**

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

## II. SPECIFIC AGENDA ITEMS

### SEPTEMBER 2020

#### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

#### 2020 Mid-Year Forecast

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

#### PTC Status Report

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

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

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

### OCTOBER 2020

#### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

#### LIRR/MNR PTC Project Update

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

#### Track Program Quarterly Update

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

#### Holiday Schedule

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

### NOVEMBER 2020

#### Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

#### PTC Status Report

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

#### Progress on Way Ahead Strategic Plan

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

## **DECEMBER 2020**

### 2021 Final Proposed Budget

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

### 2021 Proposed Committee Work Plan

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

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

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

### LIRR/MNR PTC Project Update

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

## **JANUARY 2021**

### Approval of 2021 Committee Work Plan

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

### Track Program Quarterly Update

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

### PTC Status Report

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

## **FEBRUARY 2021**

### Adopted Budget/Financial Plan 2021

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

### 2020 Annual Operating Results

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

### LIRR/MNR PTC Project Update

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



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

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

#### 2021 Spring/Summer Schedule Change

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

### **MARCH 2021**

#### Annual Elevator/Escalator Report

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

#### Customer Satisfaction Survey Report

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

#### 2020 Annual Ridership Report

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

#### PTC Status Report

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

### **APRIL 2021**

#### LIRR/MNR PTC Project Update

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

### **MAY 2021**

#### Final Review of 2020 Operating Results

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

#### Track Program Quarterly Update

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

#### PTC Status Report

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

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

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

#### **JUNE 2021**

##### LIRR/MNR PTC Project Update

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

##### Progress on Way Ahead Strategic Plan

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

#### **JULY 2021**

##### Grand Central Terminal Retail Development

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

##### Track Program Quarterly Update

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

##### PTC Status Report

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

##### 2021 Fall Schedule Change

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



## Safety Report Highlights



Did you know that the LIRR has a free safety program for kids?

The Long Island Rail Road's FREE safety program  
T.R.A.C.K.S. is now available VIRTUALLY!!!

Look for our schedule on our T.R.A.C.K.S. page:  
<http://web.mta.info/lirr/safety/TRACKS/>

\*\* There is also a kid's corner. \*\*

If you have any questions, please contact our Community Relations  
Specialist, Chrisann Fabio by email: [tracks@lirr.org](mailto:tracks@lirr.org)  
or phone at (718) 558-3028 or (516) 924-1415





# Long Island Rail Road

In support of Rail Safety Week Monday, September 21<sup>st</sup> through Friday, September 25<sup>th</sup>, Corporate Safety, in partnership with MTA Police, Federal Railroad Administration, and the Public Transportation Safety Board, is providing educational materials and engaging with customers and communities at the follow locations:

| <b>Date and Time</b>                       | <b>Location</b> |
|--|-----------------|
| September 21 <sup>st</sup> 6:30am – 9:30am | Babylon         |
| September 22 <sup>nd</sup> 6:30am – 9:30am | Hicksville      |
| September 23 <sup>rd</sup> 6:30am – 9:30am | Ronkonkoma      |
| September 24 <sup>th</sup> 3pm – 5pm       | Penn Station    |
| September 25 <sup>th</sup> 12noon – 4:30pm | Stony Brook     |

In addition to the traditional focus on grade crossing safety, right of way hazards, and traveling safely using our system, emphasis is on the importance of face coverings and social distancing.

For over 30 years, the T.R.A.C.K.S. (Together Railroads And Communities Keeping Safe) Program, a joint venture between LIRR Corporate Safety Department and the MTA Police Department has provided training to schools, camps, child care centers, driver education programs, and community groups. The training stresses the importance of safety at grade crossings, the dangers of being on or near the tracks, and how to travel safely using our system. The fully customizable training program is now available to individuals and groups virtually.

On September 15th at the international “waze on” Conference, our grade crossing warning program was featured as a successful community partnership. LIRR experienced a dramatic and immediate reduction in cars mistakenly turning and entering the tracks through grade crossings as a result of our partnership with Waze and the implementation of delineators and reflective markings at all our public grade crossings. The success of the initiative led Waze to develop and launch a global safety feature that all railroads can use to alert Waze users about upcoming railroad crossings.

For the reporting period ending July 2020, the average Reportable Customer Injury Rate was 3.62 injuries per million customers as compared to 2.12 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 the majority of customers sustain are bruises and contusions followed closely by lacerations and abrasions. During this reporting period, the average Reportable Employee Lost Time Injury Rate was 3.29 injuries per 200,000 hours worked as compared to 3.24 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

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

# July Safety Report

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

| <b>Performance</b>   |                            |                            |                            |             |              |
|--|----------------------------|----------------------------|----------------------------|-------------|--------------|
| <b>Performance Indicator</b>   | <b>12-Month Average</b>    |                            |                            |             |              |
|  | August 2017 -<br>July 2018 | August 2018 -<br>July 2019 | August 2019 -<br>July 2020 |             |              |
| FRA Reportable Customer Accident Rate per Million Customers            | 2.35                       | 2.12                       | 3.62                       |             |              |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours | 3.14                       | 3.24                       | 3.29                       |             |              |
|  |                            | <b>2019</b>                |                            | <b>2020</b> |              |
|  |                            | July                       | Year to Date               | July        | Year to Date |
| Grade Crossing Incidents <sup>1</sup>                                  | 1                          | 7*                         | 0                          | 2           |              |
| Mainline FRA Reportable Train Derailments                              | 0                          | 0                          | 0                          |             |              |
| Mainline FRA Reportable Train Collisions                               | 0                          | 1**                        | 0                          |             |              |

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

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

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

| <b>Leading Indicators</b>        |             |                  |              |                   |
|----------------------------------|-------------|------------------|--------------|-------------------|
| <b>Focus on Safety Training</b>  | <b>2019</b> |                  | <b>2020</b>  |                   |
|                                  | July        | Year to Date     | July         | Year to Date      |
| First Responders Trained         | 85          | 1,007            | 0            | 174               |
| Employee Safety Training Courses | 103         | 675              | 76           | 441               |
| Employees Trained                | 914         | 7,625            | 571          | 4,100             |
| Employee Safety Training Hours   | 18,546      | 150,726          | 14,939       | 90,175            |
| <b>Customer and Community:</b>   | July        | Year to Date     | July         | Year to Date      |
| Broken Gates                     | 13          | 69               | 1            | 47                |
| MTA Police Details               | 66          | 839              | 54           | 267               |
| Summons                          | 70          | 1,028            | 217          | 1,153             |
| Warnings                         | 53          | 436              | 88           | 383               |
| Arrests                          | 0           | 5                | 0            | 0                 |
| Community Education and Outreach | 7,253       | 65,225           | 2            | 21,741            |
|                                  |             | <b>Completed</b> | <b>Total</b> | <b>% Complete</b> |
| Cameras on Rolling Stock         | M7          |                  | 826          | 99                |
|                                  | C3 Cab      |                  | 23           | 100               |
|                                  | C3 Trailer  |                  | 108          | 97                |
|                                  | DE/DM       |                  | 38           | 84                |

**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.

# June Safety Report

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

| <b>Performance</b>   |                         |                     |                     |             |              |
|--|-------------------------|---------------------|---------------------|-------------|--------------|
| <b>Performance Indicator</b>   | <b>12-Month Average</b> |                     |                     |             |              |
|  | July 2017-June 2018     | July 2018-June 2019 | July 2019-June 2020 |             |              |
|  | 2018                    | 2019                | 2020                |             |              |
| FRA Reportable Customer Accident Rate per Million Customers            | 2.45                    | 2.08                | 3.6                 |             |              |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours | 3.31                    | 3.16                | 3.28                |             |              |
|  |                         | <b>2019</b>         |                     | <b>2020</b> |              |
|  |                         | June                | Year to Date        | June        | Year to Date |
| Grade Crossing Incidents <sup>1</sup>                                  | 1                       | 6*                  | 0                   | 2           |              |
| Mainline FRA Reportable Train Derailments                              | 0                       | 0                   | 0                   |             |              |
| Mainline FRA Reportable Train Collisions                               | 0                       | 1**                 | 0                   |             |              |

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

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

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

| <b>Leading Indicators</b>                                   |             |                  |              |                   |
|---|-------------|------------------|--------------|-------------------|
| <b>Focus on Safety Training</b>                             | <b>2019</b> |                  | <b>2020</b>  |                   |
|   | June        | Year to Date     | June         | Year to Date      |
| First Responders Trained                                    | 202         | 922              | 0            | 174               |
| Employee Safety Training Courses                            | 92          | 572              | 84           | 365               |
| Employees Trained   | 1,066       | 6,711            | 485          | 3,529             |
| Employee Safety Training Hours                              | 17,935      | 132,180          | 16,929       | 75,236            |
| <b>Customer and Community:<br/>Focus on Grade Crossings</b> | June        | Year to Date     | June         | Year to Date      |
| Broken Gates  | 13          | 56               | 7            | 46                |
| MTA Police Details  | 118         | 773              | 37           | 213               |
| Summons   | 122         | 958              | 161          | 936               |
| Warnings  | 91          | 383              | 54           | 295               |
| Arrests   | 1           | 5                | 0            | 0                 |
| Community Education and Outreach                            | 14,539      | 57,972           | 275          | 21,739            |
|   |             | <b>Completed</b> | <b>Total</b> | <b>% Complete</b> |
| Cameras on Rolling Stock                                    | M7          |                  | 822          | 98                |
|   | C3 Cab      |                  | 23           | 100               |
|   | C3 Trailer  |                  | 105          | 95                |
|   | DE/DM       |                  | 38           | 84                |

**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.





# Metro-North Railroad

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President Rinaldi and Metro-Man, MNR's TRACKS Ambassador, distributing face masks at Yonkers Train Station

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



## **Safety Highlights:**

The TRACKS (Together Railroads and Communities Keeping Safe) program continues to educate Metro-North's (MNR) customers and surrounding communities about the dangers around train tracks and trains. During the worldwide COVID-19 pandemic, TRACKS transitioned all safety education to a digital platform and utilizes MNR social media platforms to post safety messages on Facebook, Twitter and Instagram. In addition, the program launched an innovative approach to help remind customers about the importance of wearing face coverings at train stations and on trains. TRACKS transformed its rail safety ambassador, Metro-Man, to double as a face-covering goodwill ambassador. Metro-Man made appearances at several MNR stations and Grand Central Terminal to distribute face masks to riders and encourage customers to always wear face masks in public.

MNR's third quarter Safety Focus Week was held Monday, September 14<sup>th</sup> through Sunday, September 20<sup>th</sup>. Some of the important safety topics highlighted were:

- COVID-19 Face Covering and Social Distancing Polices
- Reporting Safety Challenge and Safety Concern
- Drug & Alcohol Testing Program Awareness

In July, the American Public Transportation Association (APTA) awarded the Office of System Safety, Grand Central Terminal Fire Brigade with its 2020 Rail Safety & Security Certificate of Merit for Commuter/Intercity Passenger Rail. Nominations are evaluated on four criteria: effectiveness, benefit level, innovation, and transferability. This Certificate of Merit is given to organizations in recognition of exceptional achievement in safety or security. The Fire Brigade serves as the first line of defense for fire and life safety emergencies inside the Terminal, a transportation hub that sees upward of 700,000 daily visitors at peak travels.

For the current 12-month period (August 2019 – July 2020) versus the previous 12-month period (August 2018 – July 2019), lost time injuries per 200,000 working hours were reduced by 5.6%.

For the current 12-month period (August 2019 – July 2020) versus the previous 12-month period (August 2018 – July 2019), customer reportable injury rate per one million customers were reduced by 8.5%

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



## July 2020 Safety Report

| Performance  |                        |                        |                        |              |
|--|------------------------|------------------------|------------------------|--------------|
| Performance Indicator  | 12-Month Average       |                        |                        |              |
|  | August 2017 -July 2018 | August 2018 -July 2019 | August 2019 -July 2020 |              |
| FRA Reportable Customer Accident Rate per Million Customers            | 1.01                   | 1.06                   | 0.97                   |              |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours | 2.69                   | 2.14                   | 2.02                   |              |
|  | 2019                   |                        | 2020                   |              |
|  | July                   | Year to Date           | July                   | Year to Date |
| Grade Crossing Incidents <sup>1</sup>                                  | 0                      | 1                      | 0                      | 1            |
| Mainline FRA Reportable Train Derailments                              | 0                      | 0                      | 0                      | 0            |
| Mainline FRA Reportable Train Collisions                               | 0                      | 0                      | 0                      | 0            |

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

| Leading Indicators                                  |                                     |                     |            |              |
|---|-------------------------------------|---------------------|------------|--------------|
| Safety Training                                     | 2019                                |                     | 2020       |              |
|   | July                                | Year to Date        | July       | Year to Date |
| First Responders Trained                            | 175                                 | 1,433               | 0          | 815          |
| Employee Safety Training Courses                    | 143                                 | 286                 | 110        | 271          |
| Employees Trained                                   | 1,231                               | 5,231               | 1,423      | 4,096        |
| Employee Safety Training Hours                      | 16,015                              | 172,498             | 12,075     | 115,144      |
| Customer and Community:<br>Focus on Grade Crossings | 2019                                |                     | 2020       |              |
|   | July                                | Year to Date        | July       | Year to Date |
| Broken Gates  | 5                                   | 22                  | 2          | 13           |
| MTA Police Details                                  | 33                                  | 427                 | 18         | 165          |
| Summons   | 28                                  | 299                 | 79         | 383          |
| Warnings  | 9                                   | 63                  | 31         | 118          |
| Community Education and Outreach                    | 3,985                               | 71,295              | 460        | 32,463       |
| Cars Equipped with Cameras                          | Fleet Size                          | Total Cars Equipped | % Complete |              |
|   | Inward / Outward Facing Cab Cameras | 956                 | 956        | 100.00%      |
| Passenger Compartment Cameras                       | 1,084                               | 1,084               | 100.00%    |              |

**Definitions:**

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

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

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

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

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

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

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

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

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

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

## June 2020 Safety Report

| Performance  |                      |                      |                      |              |
|--|----------------------|----------------------|----------------------|--------------|
| Performance Indicator  | 12-Month Average     |                      |                      |              |
|  | July 2017 -June 2018 | July 2018 -June 2019 | July 2019 -June 2020 |              |
| FRA Reportable Customer Accident Rate per Million Customers            | 0.99                 | 1.01                 | 0.98                 |              |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours | 2.83                 | 2.14                 | 1.99                 |              |
|  | 2019                 |                      | 2020                 |              |
|  | June                 | Year to Date         | June                 | Year to Date |
| Grade Crossing Incidents <sup>1</sup>                                  | 0                    | 1                    | 0                    | 1            |
| Mainline FRA Reportable Train Derailments                              | 0                    | 0                    | 0                    | 0            |
| Mainline FRA Reportable Train Collisions                               | 0                    | 0                    | 0                    | 0            |

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

| Leading Indicators                                  |            |                     |            |              |
|---|------------|---------------------|------------|--------------|
| Safety Training                                     | 2019       |                     | 2020       |              |
|   | June       | Year to Date        | June       | Year to Date |
| First Responders Trained                            | 264        | 1,258               | 0          | 815          |
| Employee Safety Training Courses                    | 120        | 269                 | 104        | 255          |
| Employees Trained                                   | 1,234      | 4,624               | 854        | 3,438        |
| Employee Safety Training Hours                      | 21,852     | 144,877             | 15,828     | 102,381      |
| Customer and Community:<br>Focus on Grade Crossings | 2019       |                     | 2020       |              |
|   | June       | Year to Date        | June       | Year to Date |
| Broken Gates  | 4          | 17                  | 3          | 11           |
| MTA Police Details                                  | 44         | 394                 | 11         | 147          |
| Summons   | 25         | 271                 | 34         | 304          |
| Warnings  | 3          | 54                  | 12         | 87           |
| Community Education and Outreach                    | 19,875     | 67,310              | 10,045     | 32,003       |
| Cars Equipped with Cameras                          | Fleet Size | Total Cars Equipped | % Complete |              |
| Inward / Outward Facing Cab Cameras                 | 956        | 956                 | 100.00%    |              |
| Passenger Compartment Cameras                       | 1,084      | 1,084               | 100.00%    |              |

**Definitions:**

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

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

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

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

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

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

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

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

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



# **POLICE REPORT**



# Long Island Rail Road

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

- Long Island Rail Road experienced an even amount of major felonies (8 vs 8) for the month of August compared to the same period last year.
- Year to date Long Island Rail Road is down 17 crimes (40 vs 57).
- There were zero (0) Hate Crimes on Long Island Rail Road for the month of August.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### August 2020 vs. 2019

|                             | 2020 | 2019 | Diff | % Change |
|-----------------------------|------|------|------|----------|
| <b>Murder</b>               | 0    | 0    | 0    | 0%       |
| <b>Rape</b>                 | 0    | 0    | 0    | 0%       |
| <b>Robbery</b>              | 4    | 1    | 3    | 300%     |
| <b>Felony Assault</b>       | 1    | 1    | 0    | 0%       |
| <b>Burglary</b>             | 0    | 0    | 0    | 0%       |
| <b>Grand Larceny</b>        | 3    | 6    | -3   | -50%     |
| <b>Grand Larceny Auto</b>   | 0    | 0    | 0    | 0%       |
| <b>Total Major Felonies</b> | 8    | 8    | 0    | 0%       |

### Year to Date 2020 vs. 2019

|                             | 2020 | 2019 | Diff | % Change |
|-----------------------------|------|------|------|----------|
| <b>Murder</b>               | 0    | 0    | 0    | 0%       |
| <b>Rape</b>                 | 0    | 0    | 0    | 0%       |
| <b>Robbery</b>              | 15   | 8    | 7    | 88%      |
| <b>Felony Assault</b>       | 5    | 9    | -4   | -44%     |
| <b>Burglary</b>             | 3    | 5    | -2   | -40%     |
| <b>Grand Larceny</b>        | 17   | 34   | -17  | -50%     |
| <b>Grand Larceny Auto</b>   | 0    | 1    | -1   | -100%    |
| <b>Total Major Felonies</b> | 40   | 57   | -17  | -30%     |



# Metro-North Railroad

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## August 2020 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (1 vs 16) for the month of August compared to the same period last year.
- Year to date Metro-North Railroad is down 50 crimes (32 vs 82).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of August.

**Joseph P. McGrann**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Metro North Railroad

### August 2020 vs. 2019

|                             | 2020 | 2019 | Diff | % Change |
|-----------------------------|------|------|------|----------|
| <b>Murder</b>               | 0    | 0    | 0    | 0%       |
| <b>Rape</b>                 | 0    | 0    | 0    | 0%       |
| <b>Robbery</b>              | 0    | 3    | -3   | -100%    |
| <b>Felony Assault</b>       | 1    | 2    | -1   | -50%     |
| <b>Burglary</b>             | 0    | 0    | 0    | 0%       |
| <b>Grand Larceny</b>        | 0    | 10   | -10  | -100%    |
| <b>Grand Larceny Auto</b>   | 0    | 1    | -1   | -100%    |
| <b>Total Major Felonies</b> | 1    | 16   | -15  | -94%     |

### Year to Date 2020 vs. 2019

|                             | 2020 | 2019 | Diff | % Change |
|-----------------------------|------|------|------|----------|
| <b>Murder</b>               | 0    | 0    | 0    | 0%       |
| <b>Rape</b>                 | 0    | 0    | 0    | 0%       |
| <b>Robbery</b>              | 7    | 10   | -3   | -30%     |
| <b>Felony Assault</b>       | 5    | 13   | -8   | -62%     |
| <b>Burglary</b>             | 4    | 6    | -2   | -33%     |
| <b>Grand Larceny</b>        | 15   | 48   | -33  | -69%     |
| <b>Grand Larceny Auto</b>   | 1    | 5    | -4   | -80%     |
| <b>Total Major Felonies</b> | 32   | 82   | -50  | -61%     |



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

**August 2020 vs. 2019**

|                             | <b>2020</b> | <b>2019</b> | <b>Diff</b> | <b>% Change</b> |
|-----------------------------|-------------|-------------|-------------|-----------------|
| <b>Murder</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Rape</b>                 | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Robbery</b>              | <b>5</b>    | <b>4</b>    | <b>1</b>    | <b>25%</b>      |
| <b>Felony Assault</b>       | <b>2</b>    | <b>4</b>    | <b>-2</b>   | <b>-50%</b>     |
| <b>Burglary</b>             | <b>0</b>    | <b>1</b>    | <b>-1</b>   | <b>-100%</b>    |
| <b>Grand Larceny</b>        | <b>3</b>    | <b>16</b>   | <b>-13</b>  | <b>-81%</b>     |
| <b>Grand Larceny Auto</b>   | <b>0</b>    | <b>1</b>    | <b>-1</b>   | <b>-100%</b>    |
| <b>Total Major Felonies</b> | <b>10</b>   | <b>26</b>   | <b>-16</b>  | <b>-62%</b>     |

**Year to Date 2020 vs. 2019**

|                             | <b>2020</b> | <b>2019</b> | <b>Diff</b> | <b>% Change</b> |
|-----------------------------|-------------|-------------|-------------|-----------------|
| <b>Murder</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Rape</b>                 | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Robbery</b>              | <b>25</b>   | <b>21</b>   | <b>4</b>    | <b>19%</b>      |
| <b>Felony Assault</b>       | <b>11</b>   | <b>24</b>   | <b>-13</b>  | <b>-54%</b>     |
| <b>Burglary</b>             | <b>7</b>    | <b>13</b>   | <b>-6</b>   | <b>-46%</b>     |
| <b>Grand Larceny</b>        | <b>32</b>   | <b>83</b>   | <b>-51</b>  | <b>-61%</b>     |
| <b>Grand Larceny Auto</b>   | <b>1</b>    | <b>6</b>    | <b>-5</b>   | <b>-83%</b>     |
| <b>Total Major Felonies</b> | <b>76</b>   | <b>147</b>  | <b>-71</b>  | <b>-48%</b>     |





# MTA Police Department Arrest Summary: Department Totals

1/1/2020 to 8/31/2020

| Arrest Classification               | Total Arrests |            |
|-------------------------------------|---------------|------------|
|                                     | 2020          | 2019       |
| Robbery                             | 18            | 19         |
| Felony Assault                      | 13            | 32         |
| Burglary                            | 3             | 10         |
| Grand Larceny                       | 12            | 36         |
| Grand Larceny Auto                  | 2             | 2          |
| Aggravated Harassment               | 3             | 4          |
| Aggravated Unlicensed Operator      | 4             | 19         |
| Assault-Misdemeanor                 | 23            | 59         |
| Breach of Peace                     | 4             | 10         |
| Child Endangerment                  | 2             | 2          |
| Criminal Contempt                   | 7             | 11         |
| Criminal Impersonation              | 2             | 8          |
| Criminal Mischief                   | 26            | 31         |
| Criminal Possession Stolen Property | 6             | 5          |
| Criminal Tampering                  | 3             | 2          |
| Criminal Trespass                   | 22            | 37         |
| Disorderly Conduct                  | 1             | 0          |
| Drug Offenses                       | 35            | 115        |
| DUI Offenses                        | 2             | 4          |
| Falsely Reporting an Incident       | 3             | 7          |
| Forgery                             | 13            | 25         |
| Fraudulent Accosting                | 0             | 9          |
| Graffiti                            | 22            | 28         |
| Identity Theft                      | 0             | 1          |
| Issue a Bad Check                   | 0             | 2          |
| Menacing                            | 6             | 11         |
| Obstruct Government                 | 2             | 7          |
| Petit Larceny                       | 35            | 147        |
| Public Lewdness                     | 9             | 20         |
| Reckless Endangerment               | 7             | 6          |
| Resisting Arrest                    | 12            | 34         |
| Sex Offenses                        | 5             | 13         |
| Stalking                            | 1             | 1          |
| Theft of Services                   | 52            | 174        |
| Unlawful Imprisonment/Kidnapping    | 0             | 1          |
| Unlawful Surveillance               | 0             | 1          |
| VTL Offenses                        | 1             | 4          |
| Warrant Arrest                      | 19            | 60         |
| Weapons Offenses                    | 2             | 3          |
| Unauthorized Use Vehicle            | 0             | 1          |
| <b>Total Arrests</b>                | <b>377</b>    | <b>961</b> |



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - August 2020)

| Motivation              | 2020     | 2019      | Diff       | % Change     |
|-------------------------|----------|-----------|------------|--------------|
| Asian                   | 0        | 0         | 0          | 0 %          |
| Black                   | 2        | 7         | -5         | -71 %        |
| Ethnic                  | 0        | 0         | 0          | 0 %          |
| Gender                  | 0        | 0         | 0          | 0 %          |
| Hispanic                | 1        | 0         | 1          | 0 %          |
| Muslim                  | 0        | 0         | 0          | 0 %          |
| Other                   | 0        | 0         | 0          | 0 %          |
| Anti-Semitic            | 5        | 12        | -7         | -58 %        |
| Sexual Orientation      | 0        | 1         | -1         | -100 %       |
| White                   | 1        | 0         | 1          | 0 %          |
| <b>Motivation Total</b> | <b>9</b> | <b>20</b> | <b>-11</b> | <b>-55 %</b> |

| Crime Name               | 2020     | 2019      | Diff       | % Change     |
|--------------------------|----------|-----------|------------|--------------|
| Aggravated Harassment #1 | 0        | 0         | 0          | 0 %          |
| Aggravated Harassment #2 | 0        | 2         | -2         | -100 %       |
| Felony Assault           | 1        | 1         | 0          | 0 %          |
| Misdemeanor Assault      | 0        | 0         | 0          | 0 %          |
| Criminal Mischief #3     | 0        | 1         | -1         | -100 %       |
| Criminal Mischief #4     | 8        | 16        | -8         | -50 %        |
| Grand Larceny #4         | 0        | 0         | 0          | 0 %          |
| Menacing #2              | 0        | 0         | 0          | 0 %          |
| Robbery #2               | 0        | 0         | 0          | 0 %          |
| <b>Crime Total</b>       | <b>9</b> | <b>20</b> | <b>-11</b> | <b>-55 %</b> |

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

|                       | <b>Systemwide</b> | <b>LIRR</b> | <b>MNRR</b> | <b>SIRT</b> |
|-----------------------|-------------------|-------------|-------------|-------------|
| <b>Murder</b>         | 0                 | 0           | 0           | 0           |
| <b>Rape</b>           | 0                 | 0           | 0           | 0           |
| <b>Robbery</b>        | 5                 | 4           | 0           | 1           |
| <b>Fel. Assault</b>   | 2                 | 1           | 1           | 0           |
| <b>Burglary</b>       | 0                 | 0           | 0           | 0           |
| <b>Grand Larceny</b>  | 3                 | 3           | 0           | 0           |
| <b>GLA</b>            | 0                 | 0           | 0           | 0           |
| <b>Total</b>          | 10                | 8           | 1           | 1           |
| <b>Crimes Per Day</b> | 0.32              | 0.26        | 0.03        | 0.03        |



# Long Island Rail Road

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## July 2020 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (4 vs 8) for the month of July compared to the same period last year.
- Year to date Long Island Rail Road is down 17 crimes (32 vs 49).
- There was one (1) Hate Crime on Long Island Rail Road for the month of July.

**Joseph P. McGrann**  
Chief of Police



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

**July 2020 vs. 2019**

|                             | <b>2020</b> | <b>2019</b> | <b>Diff</b> | <b>% Change</b> |
|-----------------------------|-------------|-------------|-------------|-----------------|
| <b>Murder</b>               | 0           | 0           | 0           | 0%              |
| <b>Rape</b>                 | 0           | 0           | 0           | 0%              |
| <b>Robbery</b>              | 3           | 1           | 2           | 200%            |
| <b>Felony Assault</b>       | 0           | 1           | -1          | -100%           |
| <b>Burglary</b>             | 0           | 0           | 0           | 0%              |
| <b>Grand Larceny</b>        | 1           | 6           | -5          | -83%            |
| <b>Grand Larceny Auto</b>   | 0           | 0           | 0           | 0%              |
| <b>Total Major Felonies</b> | 4           | 8           | -4          | -50%            |

**Year to Date 2020 vs. 2019**

|                             | <b>2020</b> | <b>2019</b> | <b>Diff</b> | <b>% Change</b> |
|-----------------------------|-------------|-------------|-------------|-----------------|
| <b>Murder</b>               | 0           | 0           | 0           | 0%              |
| <b>Rape</b>                 | 0           | 0           | 0           | 0%              |
| <b>Robbery</b>              | 11          | 7           | 4           | 57%             |
| <b>Felony Assault</b>       | 4           | 8           | -4          | -50%            |
| <b>Burglary</b>             | 3           | 5           | -2          | -40%            |
| <b>Grand Larceny</b>        | 14          | 28          | -14         | -50%            |
| <b>Grand Larceny Auto</b>   | 0           | 1           | -1          | -100%           |
| <b>Total Major Felonies</b> | 32          | 49          | -17         | -35%            |



# Metro-North Railroad

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## July 2020 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (1 vs 10) for the month of July compared to the same period last year.
- Year to date Metro-North Railroad is down 35 crimes (31 vs 66).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of July.

**Joseph P. McGrann**  
Chief of Police



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

**July 2020 vs. 2019**

|                             | <b>2020</b> | <b>2019</b> | <b>Diff</b> | <b>% Change</b> |
|-----------------------------|-------------|-------------|-------------|-----------------|
| <b>Murder</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Rape</b>                 | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Robbery</b>              | <b>0</b>    | <b>1</b>    | <b>-1</b>   | <b>-100%</b>    |
| <b>Felony Assault</b>       | <b>0</b>    | <b>1</b>    | <b>-1</b>   | <b>-100%</b>    |
| <b>Burglary</b>             | <b>0</b>    | <b>1</b>    | <b>-1</b>   | <b>-100%</b>    |
| <b>Grand Larceny</b>        | <b>0</b>    | <b>7</b>    | <b>-7</b>   | <b>-100%</b>    |
| <b>Grand Larceny Auto</b>   | <b>1</b>    | <b>0</b>    | <b>1</b>    | <b>100%</b>     |
| <b>Total Major Felonies</b> | <b>1</b>    | <b>10</b>   | <b>-9</b>   | <b>-90%</b>     |

**Year to Date 2020 vs. 2019**

|                             | <b>2020</b> | <b>2019</b> | <b>Diff</b> | <b>% Change</b> |
|-----------------------------|-------------|-------------|-------------|-----------------|
| <b>Murder</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Rape</b>                 | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Robbery</b>              | <b>7</b>    | <b>7</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Felony Assault</b>       | <b>4</b>    | <b>11</b>   | <b>-7</b>   | <b>-64%</b>     |
| <b>Burglary</b>             | <b>4</b>    | <b>6</b>    | <b>-2</b>   | <b>-33%</b>     |
| <b>Grand Larceny</b>        | <b>15</b>   | <b>38</b>   | <b>-23</b>  | <b>-61%</b>     |
| <b>Grand Larceny Auto</b>   | <b>1</b>    | <b>4</b>    | <b>-3</b>   | <b>-75%</b>     |
| <b>Total Major Felonies</b> | <b>31</b>   | <b>66</b>   | <b>-35</b>  | <b>-53%</b>     |



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### System Wide

#### July 2020 vs. 2019

|                             | 2020 | 2019 | Diff | % Change |
|-----------------------------|------|------|------|----------|
| <b>Murder</b>               | 0    | 0    | 0    | 0%       |
| <b>Rape</b>                 | 0    | 0    | 0    | 0%       |
| <b>Robbery</b>              | 4    | 2    | 2    | 100%     |
| <b>Felony Assault</b>       | 0    | 2    | -2   | -100%    |
| <b>Burglary</b>             | 0    | 1    | -1   | -100%    |
| <b>Grand Larceny</b>        | 1    | 13   | -12  | -92%     |
| <b>Grand Larceny Auto</b>   | 1    | 0    | 1    | 100%     |
| <b>Total Major Felonies</b> | 6    | 18   | -12  | -67%     |

#### Year to Date 2020 vs. 2019

|                             | 2020 | 2019 | Diff | % Change |
|-----------------------------|------|------|------|----------|
| <b>Murder</b>               | 0    | 0    | 0    | 0%       |
| <b>Rape</b>                 | 0    | 0    | 0    | 0%       |
| <b>Robbery</b>              | 20   | 17   | 3    | 18%      |
| <b>Felony Assault</b>       | 9    | 20   | -11  | -55%     |
| <b>Burglary</b>             | 7    | 12   | -5   | -42%     |
| <b>Grand Larceny</b>        | 29   | 67   | -38  | -57%     |
| <b>Grand Larceny Auto</b>   | 1    | 5    | -4   | -80%     |
| <b>Total Major Felonies</b> | 66   | 121  | -55  | -45%     |





# MTA Police Department Arrest Summary: Department Totals

1/1/2020 to 7/31/2020

| Arrest Classification               | Total Arrests |            |
|-------------------------------------|---------------|------------|
|                                     | 2020          | 2019       |
| Robbery                             | 14            | 12         |
| Felony Assault                      | 11            | 27         |
| Burglary                            | 3             | 10         |
| Grand Larceny                       | 11            | 31         |
| Grand Larceny Auto                  | 2             | 2          |
| Aggravated Harassment               | 3             | 4          |
| Aggravated Unlicensed Operator      | 4             | 17         |
| Assault-Misdemeanor                 | 14            | 54         |
| Breach of Peace                     | 4             | 9          |
| Child Endangerment                  | 2             | 2          |
| Criminal Contempt                   | 7             | 9          |
| Criminal Impersonation              | 1             | 7          |
| Criminal Mischief                   | 24            | 26         |
| Criminal Possession Stolen Property | 6             | 4          |
| Criminal Tampering                  | 2             | 1          |
| Criminal Trespass                   | 22            | 34         |
| Disorderly Conduct                  | 1             | 0          |
| Drug Offenses                       | 31            | 110        |
| DUI Offenses                        | 2             | 3          |
| Falsely Reporting an Incident       | 2             | 7          |
| Forgery                             | 13            | 24         |
| Fraudulent Accosting                | 0             | 7          |
| Graffiti                            | 18            | 24         |
| Identity Theft                      | 0             | 1          |
| Issue a Bad Check                   | 0             | 2          |
| Menacing                            | 4             | 10         |
| Obstruct Government                 | 2             | 6          |
| Petit Larceny                       | 31            | 141        |
| Public Lewdness                     | 7             | 17         |
| Reckless Endangerment               | 5             | 5          |
| Resisting Arrest                    | 12            | 32         |
| Sex Offenses                        | 5             | 11         |
| Stalking                            | 1             | 1          |
| Theft of Services                   | 50            | 162        |
| Unlawful Imprisonment/Kidnapping    | 0             | 1          |
| Unlawful Surveillance               | 0             | 1          |
| VTL Offenses                        | 1             | 3          |
| Warrant Arrest                      | 17            | 56         |
| Weapons Offenses                    | 2             | 3          |
| Unauthorized Use Vehicle            | 0             | 1          |
| <b>Total Arrests</b>                | <b>334</b>    | <b>877</b> |



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - July 2020)

| Motivation              | 2020 | 2019 | Diff | % Change |
|-------------------------|------|------|------|----------|
| Asian                   | 0    | 0    | 0    | 0 %      |
| Black                   | 2    | 6    | -4   | -66 %    |
| Ethnic                  | 0    | 0    | 0    | 0 %      |
| Gender                  | 0    | 0    | 0    | 0 %      |
| Hispanic                | 1    | 0    | 1    | 0 %      |
| Muslim                  | 0    | 0    | 0    | 0 %      |
| Other                   | 0    | 0    | 0    | 0 %      |
| Anti-Semitic            | 5    | 11   | -6   | -54 %    |
| Sexual Orientation      | 0    | 1    | -1   | -100 %   |
| White                   | 1    | 0    | 1    | 0 %      |
| <b>Motivation Total</b> | 9    | 18   | -9   | -50 %    |

| Crime Name               | 2020 | 2019 | Diff | % Change |
|--------------------------|------|------|------|----------|
| Aggravated Harassment #1 | 0    | 0    | 0    | 0 %      |
| Aggravated Harassment #2 | 0    | 2    | -2   | -100 %   |
| Felony Assault           | 1    | 1    | 0    | 0 %      |
| Misdemeanor Assault      | 0    | 0    | 0    | 0 %      |
| Criminal Mischief #3     | 0    | 1    | -1   | -100 %   |
| Criminal Mischief #4     | 8    | 14   | -6   | -42 %    |
| Grand Larceny #4         | 0    | 0    | 0    | 0 %      |
| Menacing #2              | 0    | 0    | 0    | 0 %      |
| Robbery #2               | 0    | 0    | 0    | 0 %      |
| <b>Crime Total</b>       | 9    | 18   | -9   | -50 %    |

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

|                       | <b>Systemwide</b> | <b>LIRR</b> | <b>MNRR</b> | <b>SIRT</b> |
|-----------------------|-------------------|-------------|-------------|-------------|
| <b>Murder</b>         | 0                 | 0           | 0           | 0           |
| <b>Rape</b>           | 0                 | 0           | 0           | 0           |
| <b>Robbery</b>        | 4                 | 3           | 0           | 1           |
| <b>Fel. Assault</b>   | 0                 | 0           | 0           | 0           |
| <b>Burglary</b>       | 0                 | 0           | 0           | 0           |
| <b>Grand Larceny</b>  | 1                 | 1           | 0           | 0           |
| <b>GLA</b>            | 1                 | 0           | 1           | 0           |
| <b>Total</b>          | <b>6</b>          | <b>4</b>    | <b>1</b>    | <b>1</b>    |
| <b>Crimes Per Day</b> | <b>0.19</b>       | <b>0.13</b> | <b>0.03</b> | <b>0.03</b> |

# Staff Summary

|  |                             |
|--|-----------------------------|
| <b>Subject</b><br>NYSDOT Grant for Connecting Services |                             |
| <b>Department</b><br>Operations Planning and Analysis  |                             |
| <b>Department Head Name</b><br>Ben Cornelius           |                             |
| <b>Department Head Signature</b><br>                   |                             |
| <b>Project Manager Name</b><br>Kimberly K. Spencer     | <b>Program Manager Name</b> |

|                                     |
|-------------------------------------|
| <b>Date</b><br>September 3, 2020    |
| <b>Vendor Name</b><br>N/A           |
| <b>Contract Number</b><br>N/A       |
| <b>Contract Manager Name</b><br>N/A |
| <b>Table of Contents Ref#</b>       |

| Board Action |                 |         |          |      |       |
|--------------|-----------------|---------|----------|------|-------|
| Order        | To              | Date    | Approval | Info | Other |
| 1            | M-N Comm. Mtg.  | 9-23-20 | X        |      |       |
| 2            | MTA Finance Mtg |         |          |      |       |
| 3            | MTA Board Mtg.  | 9-23-20 | X        |      |       |

| Internal Approvals |                    |       |          |
|--------------------|--------------------|-------|----------|
| Order              | Approval           | Order | Approval |
| 4                  | President          |       |          |
| 3                  | VP Financial Admin |       | SCW      |

| Internal Approvals (cont.) |             |       |          |       |                 |       |          |
|----------------------------|-------------|-------|----------|-------|-----------------|-------|----------|
| Order                      | Approval    | Order | Approval | Order | Approval        | Order | Approval |
| 1                          | VP Planning |       |          | 2     | General Counsel |       |          |
|                            | Press       |       |          |       |                 |       |          |

**Narrative**

**PURPOSE:**  
To obtain MTA Board approval to enter into a contract to accept up to \$500,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to improve access to Metro-North stations, covering the period from October 1, 2020, through December 31, 2021.

**DISCUSSION:**  
Metro-North has worked with NYSDOT to implement various projects to improve access to Metro-North stations. These projects include connecting services across the Metro-North service area; they create and enhance station access/egress and increase ridership and revenue for the Railroad, as well as reduce the number of single-occupancy vehicles on the roads.

Over the past fifteen years, Metro-North has received over \$4 million from similar NYSDOT (CMAQ) grants. These funds have been used for a variety of operational and marketing activities: providing customer information (e.g. signage, kiosks, pocket timetables, etc.); marketing/advertising to launch and support these services; and for customer parking and miscellaneous operational improvements. Metro-North plans to use the funds from the new CMAQ grant in a similar fashion, working with our regional partners to maintain service quality and improve station access.

**BUDGET IMPACT:**  
No budget impacts. Funds are a reimbursement from NYSDOT and allow for projects that would not otherwise be implemented.

**RECOMMENDATION:**  
That the MTA Board grant approval to enter into a contract to accept up to \$500,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support access to Metro-North stations, covering the period from October 1, 2020, through December 31, 2021.

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



**Long Island Rail Road**



**Metro-North Railroad**

**JOINT INFORMATION ITEMS**

# Joint MNR/LIRR Committee Report Monthly PTC Project Update

September 23, 2020



# LIRR/MNR Overall PTC Project Status

## Schedule

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

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MNR has all of their 244.3 route miles in full PTC functionality (100%)

LIRR has 285.5 route miles in full PTC functionality (94%).

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## Budget

\$1.159B Current Budget

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# LIRR PTC ERSD Timeline and Look-ahead

## August 2020

- ✓ Mainline – Mile Post 15 to 25 (Floral Park to Hicksville) (previously July)

## September 2020

- Delivery of System Software Baseline 3.9 (STS-STS interface, on-board updates and operational enhancements)
- HMAC Deployment
- Removal of Office split

## October 2020

- Jamaica – Mile Post 8-11 (Metropolitan interlocking to West of Hillside)

## November 2020

- Harold – Mile Post 0 to 5 (previously October)
- Conditional approval of Safety Plan (Previously September)
- Full Interoperability with Amtrak



# LIRR Project Update

## ERSD

- Achieved ERSD on ML 15 to 25 (Third Track segment) in August bringing total miles to 94%.

## Field Installation & Testing

- Jamaica (MP 8-11) – SPT completed in August; transponder designs updated and being installed and tested in field; ERSD on-schedule for October.
- Harold (MP 0-5)- SPT completed in August; transponder and WIU designs updated and being installed and tested in the field; significant rework required with updated ERSD date in November.
- 30% of HMAC deployment completed; ERSD shutdown; completion on Sept. 21.
- Removal of split office (implemented to conduct ERSD and testing activities in parallel) in progress; Redundancy and failover testing planned in September.

## Software Testing (3.9 Release)

- Regression testing for STS-STs (safety server) interface completed; all variances corrected.
- On-Board Software updated to address 4 variances required for deadline.
- Integrated System FAT being conducted from Sept 8-18 with delivery targeted at end of September.

# LIRR Project Update (continued)

## Safety Plan

- FRA expects to complete their review and provide all comments by end of September.
- Meetings with FRA twice a week to address comments and update Safety Plan in real-time.
- Conditional approval of Safety Plan anticipated in November.

## LIRR interoperability with Amtrak

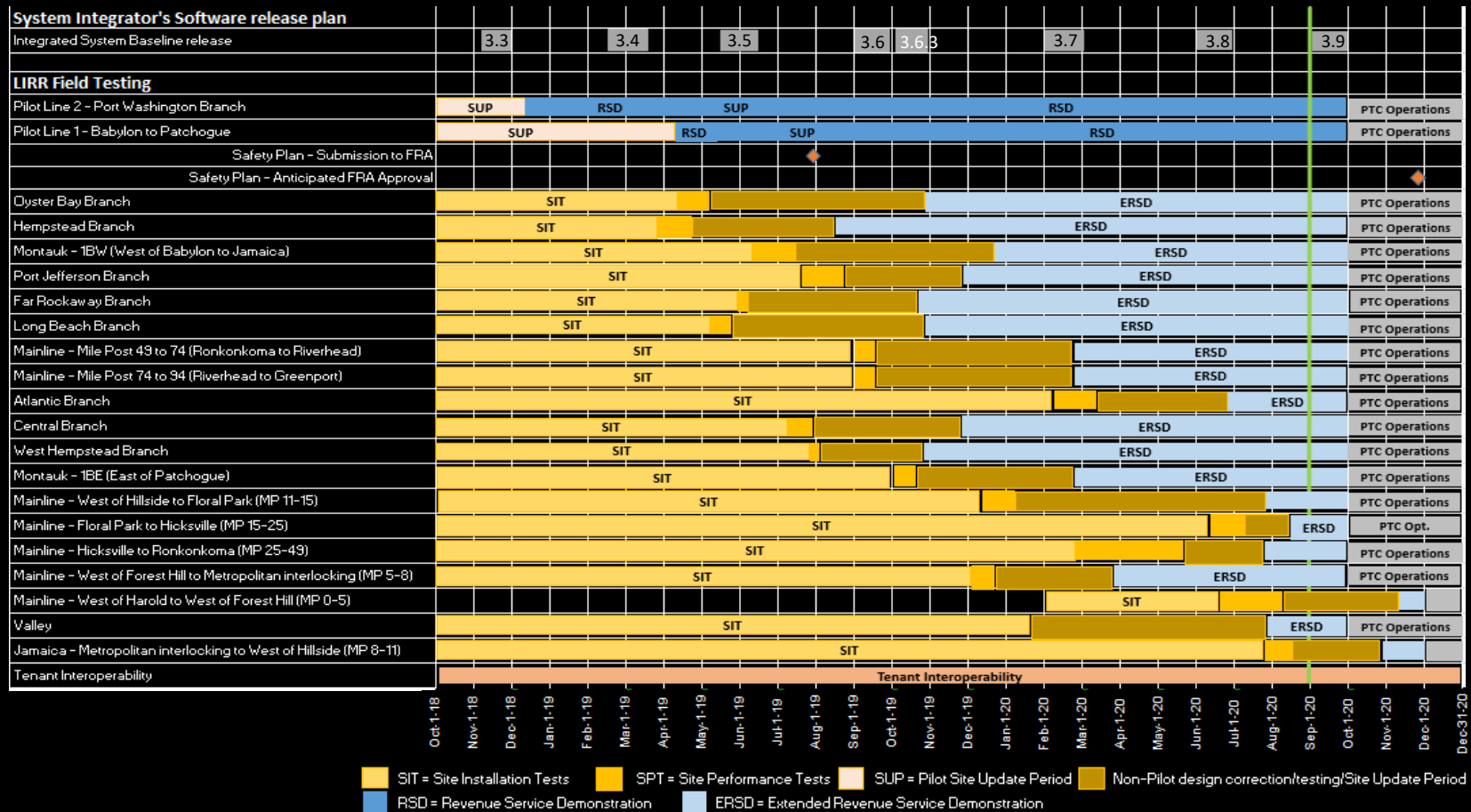
- WIU modifications to reduce D3 distances implemented in the field to support Amtrak's b2b mitigation plan for deadline compliance.
- LIRR trains are approved to operate on Amtrak territory
- M9 qualification testing completed in August
- Joint Network testing planned in September.

## Amtrak interoperability with LIRR

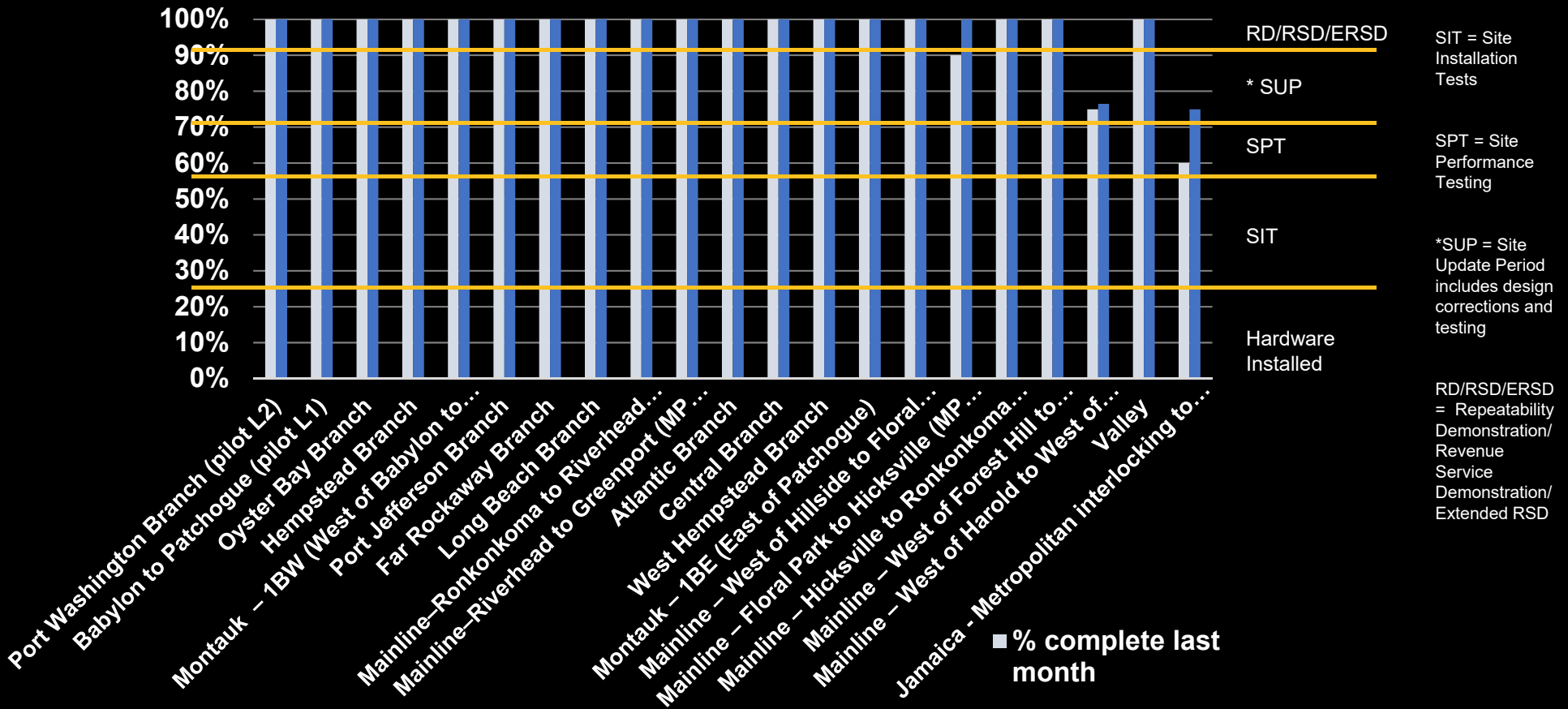
- Siemens on target to provide an OBC software release to Amtrak/Burns for b2b testing in May 2021.
- Joint Amtrak/LIRR White Paper for b2b Mitigation under review by FRA for approval.
- Qualification of Amtrak trains to operate on LIRR territory planned in October.



# 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;">●<br/>Green<br/>(Current)</p> <p style="text-align: center;">●<br/>Green<br/>(Previous)</p> <p>● Significant impact to Project Schedule and ability to meet PTC deadline.<br/>Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.<br/>Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline.<br/>Green</p> | <p>Delivery and implementation of System Software for PTC Security Baseline 3.8</p> <hr/> <p><b>Date Needed</b></p> <p>3<sup>rd</sup> Quarter</p> | <p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Timely delivery of System Software Release 3.8 is required for implementation of PTC security requirements</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>HMAC deployment in progress for both Railroads.</li> <li>Amtrak HMAC to be deployed in October when production keys become available.</li> <li>Manual key exchange process agreed to between MTA and Amtrak/other tenant railroads.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>Changes to MTA's design for PTC security was required to meet Amtrak's standard for interoperability on NEC.</li> <li>Deployment is dependent upon installation of SIM card installations for remote deployment of the security keys to all trains.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>More extensive testing of HMAC prior to system integration.</li> <li>Amtrak will support HMAC pre-testing to ensure interoperability.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>Without remote deployment will take more time to update trains.</li> <li>Deployment of HMAC keys is required for FRA compliance.</li> </ul> |



# Key Milestones and Issues (LIRR & MNR)

| Status  | Activity  | Issues  |
|---|---|---|
| <br>Green<br>(Current)   | Delivery and implementation of System Software for STS-STS safety server interface for Interoperability | <p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Timely delivery of System Software Release 3.9 for the STS-STS safety server interface for FRA compliance and interoperability with Amtrak.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>All variances related to the STS-STS interface were corrected in new System Baseline 3.9 planned for late September delivery.</li> <li>4 On-board variances corrected for LIRR in this System Baseline; Integrated FAT conducted Sept 8-18 with delivery at end of September.</li> <li>STS-STS roll-out on MNR in September pending Amtrak readiness.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>Changes to MTA's design for the safety server interface was modified to align with an updated specification from Amtrak in early 2018.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>The Railroads have an operational workaround for FRA review/approval should interface fail to be operational at end of 2020.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>MTA will need to implement an operational mitigation if interface not available.</li> </ul> |
| <br>Green<br>(Previous)  | Baseline 3.9  |   |
| <p> Significant impact to Project Schedule and ability to meet PTC deadline.</p> <p> Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.</p> <p> No Near Term Impact to Project Schedule and on target to meet PTC deadline.</p> | <p><b>Date Needed</b></p> <p>4<sup>th</sup> Quarter</p>   |   |



# MNR Project Update

## Segment in full PTC Functionality:

- Danbury Branch – 24.2 miles
- New Canaan Branch – 6.3 miles
- Hudson Line (CP3 – CP75) – 71.8 miles
- Harlem Line (CP106 – CP182) – 76.9 miles
- Hudson Line (GCT – CP3) – 3 miles
- New Haven Line (CP212 – CP230) – 18 miles
- New Haven Line (CP255 – CP274) – 19 miles
- New Haven Line (CP230 – CP255) – 24 miles (Placed in ERSD on Aug 15<sup>th</sup>)

**Note: All trains for Hudson & Harlem Lines are operating with full PTC Functionality.**

## PTC Implementation Summary:

- Total route miles in full PTC – 244.3 miles (100%)
- Over 120,000 Revenue Trains ran in full PTC mode from August 2019 – July 2020
- Waterbury Branch is currently operating under PTC Main Line Track Exclusion Addendum
- Amtrak passenger trains (Rev10) are interoperable on the Hudson and New Haven Lines
- CSX and P&W freights (Rev10) are interoperable on the Hudson & New Haven Lines and Danbury Branch



# MNR Project Update (continued)

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

### **Field Installation & Testing**

- Completed ERSD on NHL (CP230 – CP255) on Aug 15<sup>th</sup>
- Completed WIU testing for New Rochelle Line Boundary with Amtrak
- Completed Transponder Updates for Amtrak Operational Issues in New Haven
- HMAC Over the Air Security deployment is ongoing on Wayside and Trains
  - Activation for MNR Trains scheduled for September in phases.
  - Amtrak and Freight keys are expected by October 2020
- Continue to mitigate technical and operational issues

### **Amtrak Boundary Installation & Commissioning**

- Poughkeepsie – Completed and commissioned December 5<sup>th</sup> 2019
- Spuyten Duyvil - Completed and commissioned May 28<sup>th</sup> 2020
- New Rochelle – Amtrak Test Train scheduled for September 12<sup>th</sup> to commission the boundary
- New Haven – Pending Amtrak Installation readiness, commissioning scheduled for Early October 2020
- STS-STX Interface – Pending Amtrak Readiness, commissioning scheduled for Late September 2020



# MNR M8 Project Update

## Current Project Status

- Qualification testing of ATC Software CC or C9 successfully completed in the week of August 10, 2020
- Delivery of Beta 3, OBC Software on August 31, 2020 for field testing week of Sept 7, 2020
- Bombardier Wayside integration testing to completed with Beta 1 OBC Software
- Continued replacement of upgraded ATC/ACSES hardware on M8 fleet
- Gap Analysis – Mitigation and Interoperability efforts continue based on field testing performed by SI

## Upcoming Milestones

- Safety Certification of ATC Software CC or C9, compliment to final PTC OBC software, expected Sept 21, 2020
- Delivery of Release Candidate 1, RC 1, OBC Software scheduled for Sept 28, 2020
- Bombardier Wayside integration testing to continue with OBC Software Beta 3
- Continued replacement of upgraded ATC/ACSES hardware on M8 fleet
- M8 Safety Certification expected in October 2020

# MNR Port Jervis and Pascack Valley Line Update

## Port Jervis Line

### Current Project Status

- MNR commissioned the Cab Signaling with last segment completed in March 2020.
- MNR completed PTC Wayside (Transponder, WIU and Radio Case) installations.
- NJT completed PTC Office and Onboard installations.
- Transponder configuration and installation testing was completed
- WIU configuration and installation testing was completed
- Wayside Communications configuration and testing is ongoing

### Upcoming Milestones

With support from NJT and its Systems Integrator the following activities are planned,

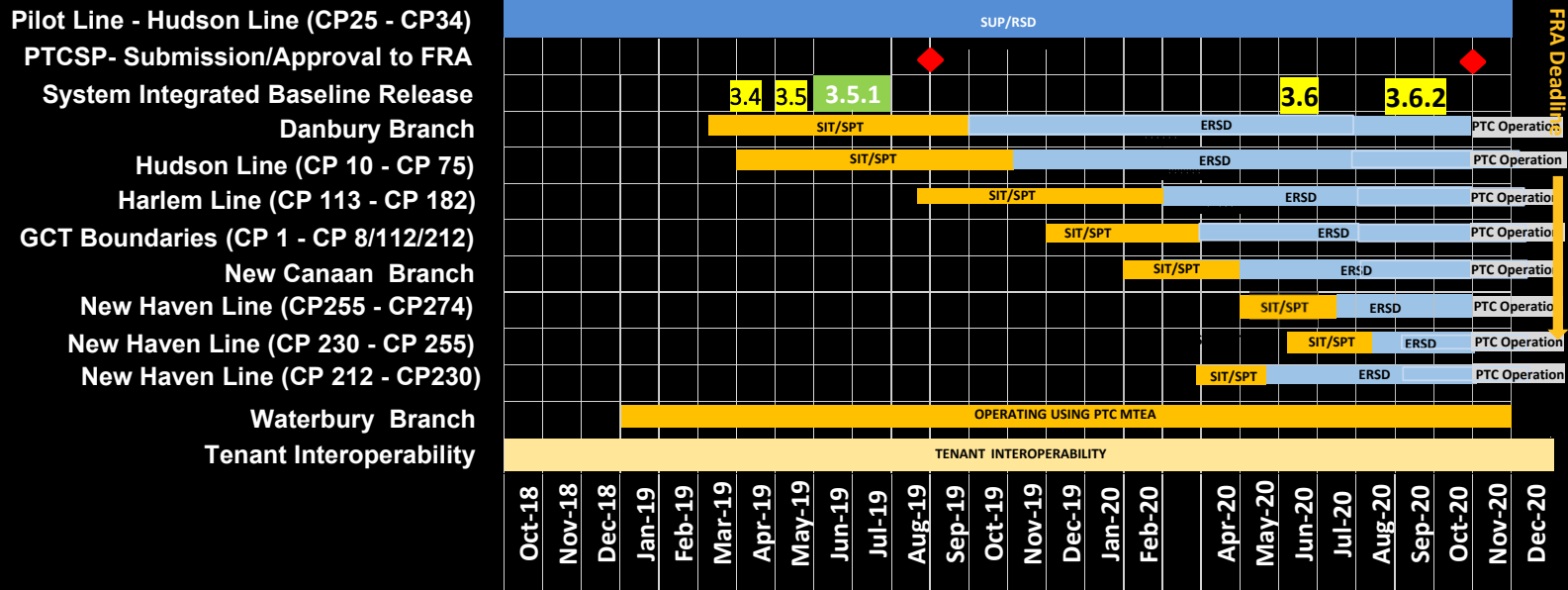
- Communications coverage testing to commence in Sept 2020
- Onboard, Office and Functional Qualification testing is expected in 4<sup>th</sup> Q 2020
- ERSD on Port Jervis Line is scheduled for 4<sup>th</sup> Q 2020

## Pascack Valley Line

- NJT completed PTC Wayside (Transponder, WIU and Radio Case) installations and testing.
- Onboard, Office and Functional Qualification testing is ongoing.
- ERSD scheduled for Early 4<sup>th</sup> Q 2020.



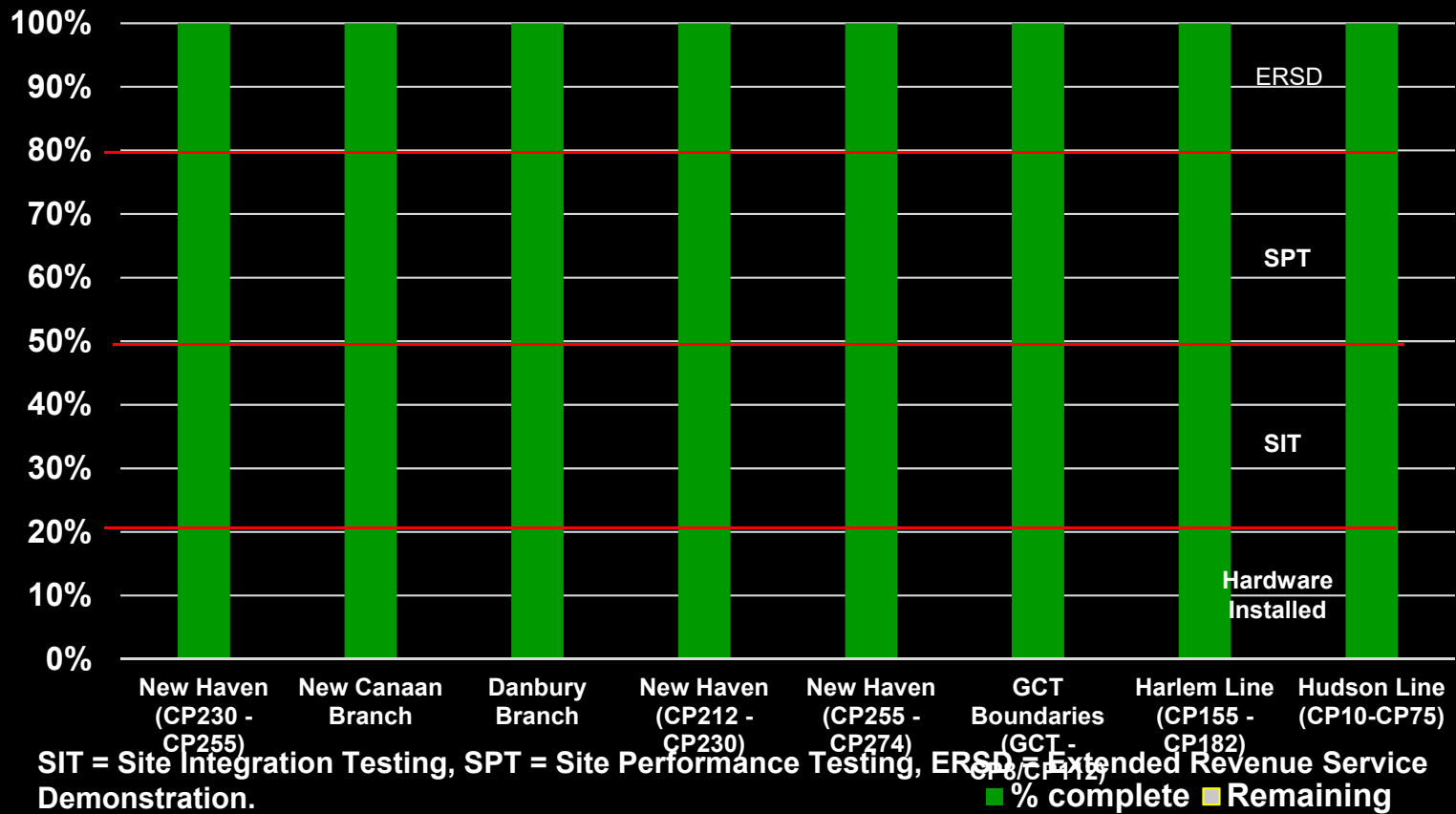
# MNR Schedule and Sequence



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 RSD Readiness



# Key Milestones and Issues (MNR Only)

| Status  | Activity   | Issues   |
|---|--|--|
| <p style="text-align: center;">●<br/>Green<br/>(Current)</p> <p style="text-align: center;">●<br/>Yellow<br/>(Previous)</p>   | <p>Integration for the M8 OBC into the MNR Wayside</p> | <p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>• Complete M8 Fleet Hardware and Software Upgrade for full PTC Operability</li> <li>• Complete Gap analysis, design and implement mitigating measures</li> <li>• Complete M8 OBC Qualification and Integration Testing in MNR / BT Wayside Environment</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>• Weekly Progress Meetings between MNR/Kawasaki/Alstom</li> <li>• BT completed wayside integration testing using Alstom Beta 1 Engineering OBC Software</li> <li>• Continued OBC Software development with - Beta 3 Release on August 31, 2020 for qualification testing week of Sept 7, 2020</li> <li>• Continue M8 fleet hardware upgrade with full PTC functionality</li> <li>• Completed PTC OBC SW Companion, ATC SW- CC or C9, qualification testing w/Safety Certification Sept 21, 2020</li> </ul> |
| <p>● Significant impact to Project Schedule and ability to meet PTC deadline.<br/>Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.<br/>Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline.<br/>Green</p> | <p><b>Date Needed</b></p> <p>October 2020</p>          | <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>• Continued production schedule adherence for upgraded ATC/ACSES Mechanisms for replacement</li> <li>• Complete SLR Review/Update, SI M8 SPT test Procedure, Gap Analysis, Wayside Engineering Testing</li> <li>• Complete MNR M8 integration engineering testing using M8 OBC Beta 1 software</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>• Complete design for mitigations defined in the Gap analysis and validate through field testing</li> <li>• Perform M8 OBC integration/engineering testing to qualify/verify all gaps and define mitigation measures</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>• Potential risk of not completing entire M8 fleet with both hardware and software PTC upgrades</li> </ul>   |



# MNR PTC ERSD Timeline

## May 2020

- ✓ New Haven Line: (CP212) – (CP230) – 18 miles
- ✓ Resubmitted PTC Safety Plan

## June - August 2020

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

## Sept – Dec 2020

- New Rochelle Line Boundary with Amtrak
- New Haven Line Boundary with Amtrak
- HMAC Over the Air Security Implementation
- STS – STS Amtrak Boundary Interface Implementation
- Pascack Valley ERSD
- Port Jervis Line ERSD



# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**Accrual Statement of Operations By Category**

|  | Jan                | Feb               | Mar                | Apr                | May              | Jun               | Jul               | Aug                | Sep                | Oct                | Nov                | Dec                | Total                |
|--|--------------------|-------------------|--------------------|--------------------|------------------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| <b>Non-Reimbursable</b>                              |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| <b>Operating Revenue</b>                             |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| Farebox Revenue                                      | \$60.423           | \$58.302          | \$43.582           | \$2.299            | \$4.227          | \$9.217           | \$10.494          | \$18.868           | \$26.722           | \$15.059           | \$14.906           | \$15.131           | \$279.230            |
| Other Operating Revenue                              | 2.683              | 1.246             | 3.045              | 2.165              | 264.929          | 103.114           | 106.874           | 33.352             | 1.849              | 1.758              | 1.759              | 3.069              | 525.843              |
| <b>Total Revenues</b>                                | <b>\$63.106</b>    | <b>\$59.548</b>   | <b>\$46.627</b>    | <b>\$4.464</b>     | <b>\$269.156</b> | <b>\$112.331</b>  | <b>\$117.368</b>  | <b>\$52.220</b>    | <b>\$28.571</b>    | <b>\$16.816</b>    | <b>\$16.665</b>    | <b>\$18.200</b>    | <b>\$805.073</b>     |
| <b>Operating Expenses</b>                            |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| <b>Labor:</b>  |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| Payroll  | \$53.039           | \$43.391          | \$40.760           | \$51.834           | \$50.487         | \$45.025          | \$57.297          | \$52.455           | \$47.467           | \$56.627           | \$51.910           | \$67.210           | \$617.504            |
| Overtime   | 11.915             | 10.617            | 13.054             | 6.849              | 10.493           | 11.818            | 13.232            | 12.245             | 13.171             | 12.435             | 14.148             | 17.295             | 147.272              |
| Health and Welfare                                   | 9.855              | 9.971             | 9.610              | 10.934             | 10.907           | 10.331            | 11.163            | 11.194             | 10.814             | 11.577             | 11.833             | 10.996             | 129.183              |
| OPEB Current Payments                                | 5.046              | 5.067             | 5.714              | 6.206              | 6.206            | 6.206             | 6.206             | 6.206              | 6.206              | 6.206              | 6.206              | 6.206              | 71.677               |
| Pension  | 13.075             | 12.832            | 12.359             | 11.706             | 11.710           | 11.055            | 11.624            | 11.655             | 11.121             | 12.462             | 12.370             | 39.889             | 171.858              |
| Other Fringe Benefits                                | 21.605             | 14.359            | 14.092             | 12.897             | 13.024           | 14.366            | 14.110            | 12.835             | 13.095             | 10.043             | 8.495              | 7.390              | 156.312              |
| Reimbursable Overhead                                | (3.633)            | (3.810)           | (4.523)            | (1.730)            | (1.689)          | (2.022)           | (0.784)           | (0.768)            | (0.948)            | (0.589)            | (0.163)            | (0.933)            | (21.591)             |
| <b>Total Labor Expenses</b>                          | <b>\$110.902</b>   | <b>\$92.427</b>   | <b>\$91.067</b>    | <b>\$98.696</b>    | <b>\$101.138</b> | <b>\$96.779</b>   | <b>\$112.847</b>  | <b>\$105.822</b>   | <b>\$100.926</b>   | <b>\$108.761</b>   | <b>\$104.799</b>   | <b>\$148.052</b>   | <b>\$1,272.215</b>   |
| <b>Non-Labor:</b>                                    |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| Electric Power                                       | \$6.682            | \$7.833           | \$6.044            | \$5.588            | \$5.117          | \$7.814           | \$8.131           | \$7.511            | \$9.234            | \$5.983            | \$6.033            | \$6.756            | \$82.726             |
| Fuel   | 1.920              | 2.348             | 1.116              | 0.822              | 1.053            | 1.091             | 1.558             | 1.599              | 1.603              | 1.477              | 1.706              | 3.435              | 19.727               |
| Insurance  | 1.761              | 1.761             | 1.758              | 1.885              | 1.837            | 1.846             | 1.845             | 1.845              | 1.845              | 1.845              | 1.953              | 1.893              | 22.075               |
| Claims   | 0.760              | 0.496             | 0.432              | 0.317              | 0.269            | 0.269             | 0.269             | 0.317              | 0.356              | 0.317              | 0.412              | 0.334              | 4.546                |
| Paratransit Service Contracts                        | 0.000              | 0.000             | 0.000              | 0.000              | 0.000            | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| Maintenance and Other Operating Contracts            | 8.031              | 4.608             | 2.395              | 6.610              | 6.833            | 7.548             | 6.694             | 7.264              | 7.682              | 7.064              | 7.352              | 13.231             | 85.312               |
| Professional Services Contracts                      | 6.580              | 2.856             | 2.532              | 2.350              | 5.634            | 4.267             | 3.758             | 4.711              | 4.214              | 5.054              | 4.877              | 7.441              | 54.273               |
| Materials and Supplies                               | 8.665              | 7.544             | 9.242              | 9.094              | 14.192           | 15.417            | 14.828            | 18.086             | 17.152             | 17.253             | 17.418             | 25.151             | 174.043              |
| Other Business Expenses                              | 1.376              | 1.375             | 0.557              | 0.793              | 0.787            | 1.249             | 0.878             | 0.886              | 1.263              | 0.874              | 1.609              | 2.035              | 13.682               |
| <b>Total Non-Labor Expenses</b>                      | <b>\$35.776</b>    | <b>\$28.819</b>   | <b>\$24.076</b>    | <b>\$27.459</b>    | <b>\$35.722</b>  | <b>\$39.501</b>   | <b>\$37.961</b>   | <b>\$42.219</b>    | <b>\$43.349</b>    | <b>\$39.867</b>    | <b>\$41.359</b>    | <b>\$60.276</b>    | <b>\$456.384</b>     |
| <b>Other Expense Adjustments:</b>                    |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| Other Expense Adjustments                            | \$0.000            | \$0.000           | \$0.000            | \$0.000            | \$0.000          | \$0.000           | \$0.000           | \$0.000            | \$0.000            | \$0.000            | \$0.000            | \$0.000            | \$0.000              |
| <b>Total Other Expense Adjustments</b>               | <b>\$0.000</b>     | <b>\$0.000</b>    | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>   | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>       |
| <b>Total Expenses</b>                                | <b>\$146.678</b>   | <b>\$121.246</b>  | <b>\$115.143</b>   | <b>\$126.155</b>   | <b>\$136.860</b> | <b>\$136.280</b>  | <b>\$150.809</b>  | <b>\$148.041</b>   | <b>\$144.275</b>   | <b>\$148.628</b>   | <b>\$146.158</b>   | <b>\$208.328</b>   | <b>\$1,728.600</b>   |
| Depreciation   | \$32.770           | \$32.770          | \$37.455           | \$34.621           | \$34.643         | \$34.643          | \$33.924          | \$33.924           | \$33.924           | \$33.924           | \$33.924           | \$33.924           | \$410.446            |
| OPEB Liability Adjustment                            | 0.000              | 0.000             | 0.000              | 0.000              | 0.000            | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| GASB 75 OPEB Expense Adjustment                      | 0.000              | 0.000             | 0.000              | 0.000              | 0.000            | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 52.144             | 52.144               |
| GASB 68 Pension Expense Adjustment                   | 0.000              | 0.000             | 0.000              | 0.000              | 0.000            | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 28.400             | 28.400               |
| Environmental Remediation                            | 0.167              | 0.167             | 0.248              | 0.086              | 0.167            | 0.167             | 0.167             | 0.167              | 0.167              | 0.167              | 0.167              | 0.167              | 2.000                |
| <b>Total Expenses After Non-Cash Liability Adjs.</b> | <b>\$179.614</b>   | <b>\$154.183</b>  | <b>\$152.846</b>   | <b>\$160.861</b>   | <b>\$171.670</b> | <b>\$171.090</b>  | <b>\$184.899</b>  | <b>\$182.131</b>   | <b>\$178.365</b>   | <b>\$182.718</b>   | <b>\$180.249</b>   | <b>\$322.963</b>   | <b>\$2,221.590</b>   |
| <b>Net Surplus/(Deficit)</b>                         | <b>(\$116.508)</b> | <b>(\$94.635)</b> | <b>(\$106.219)</b> | <b>(\$156.397)</b> | <b>\$97.487</b>  | <b>(\$58.759)</b> | <b>(\$67.532)</b> | <b>(\$129.911)</b> | <b>(\$149.794)</b> | <b>(\$165.902)</b> | <b>(\$163.584)</b> | <b>(\$304.763)</b> | <b>(\$1,416.517)</b> |
| <b>Cash Conversion Adjustments:</b>                  |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| Depreciation   | \$32.770           | \$32.770          | \$37.455           | \$34.621           | \$34.643         | \$34.643          | \$33.924          | \$33.924           | \$33.924           | \$33.924           | \$33.924           | \$33.924           | \$410.446            |
| Operating/Capital                                    | (0.362)            | 0.262             | (0.285)            | (0.756)            | (0.852)          | (2.437)           | (2.339)           | (1.088)            | (0.863)            | (3.056)            | (2.156)            | (7.550)            | (21.482)             |
| Other Cash Adjustments                               | 11.708             | (1.387)           | (1.296)            | (17.060)           | (10.779)         | 7.425             | 1.850             | 16.837             | 20.754             | 5.934              | 24.398             | 87.294             | 145.679              |
| <b>Total Cash Conversion Adjustments</b>             | <b>\$44.116</b>    | <b>\$31.646</b>   | <b>\$35.874</b>    | <b>\$16.805</b>    | <b>\$23.012</b>  | <b>\$39.631</b>   | <b>\$33.434</b>   | <b>\$49.673</b>    | <b>\$53.815</b>    | <b>\$36.802</b>    | <b>\$56.166</b>    | <b>\$113.668</b>   | <b>\$534.643</b>     |
| <b>Net Cash Surplus/(Deficit)</b>                    | <b>(\$72.392)</b>  | <b>(\$62.989)</b> | <b>(\$70.345)</b>  | <b>(\$139.592)</b> | <b>\$120.499</b> | <b>(\$19.128)</b> | <b>(\$34.097)</b> | <b>(\$80.238)</b>  | <b>(\$95.979)</b>  | <b>(\$129.100)</b> | <b>(\$107.418)</b> | <b>(\$191.095)</b> | <b>(\$881.874)</b>   |

Note: 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**  
**Accrual Statement of Operations By Category**

|   | Jan             | Feb             | Mar             | Apr             | May             | Jun             | Jul             | Aug             | Sep             | Oct             | Nov             | Dec             | Total            |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <b>Reimbursable</b>                       |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| <b>Operating Revenue</b>                  |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| Farebox Revenue                           | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000          |
| Other Operating Revenue                   | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| Capital and Other Reimbursements          | 29.120          | 30.525          | 36.633          | 36.341          | 35.172          | 41.524          | 36.978          | 36.098          | 39.246          | 36.068          | 31.049          | 41.236          | 429.991          |
| <b>Total Revenues</b>                     | <b>\$29.120</b> | <b>\$30.525</b> | <b>\$36.633</b> | <b>\$36.341</b> | <b>\$35.172</b> | <b>\$41.524</b> | <b>\$36.978</b> | <b>\$36.098</b> | <b>\$39.246</b> | <b>\$36.068</b> | <b>\$31.049</b> | <b>\$41.236</b> | <b>\$429.991</b> |
| <b>Operating Expenses</b>                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| <b>Labor:</b>                             |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| Payroll                                   | \$9.652         | \$10.340        | \$12.408        | \$11.111        | \$11.092        | \$13.487        | \$11.215        | \$11.073        | \$13.268        | \$10.449        | \$9.484         | \$13.123        | \$136.701        |
| Overtime                                  | 4.445           | 4.742           | 5.477           | 6.956           | 5.594           | 5.742           | 6.016           | 6.052           | 5.718           | 5.177           | 4.233           | 3.747           | 63.899           |
| Health and Welfare                        | 2.255           | 2.487           | 2.911           | 2.423           | 2.421           | 2.824           | 2.474           | 2.455           | 2.783           | 2.265           | 2.015           | 2.557           | 29.870           |
| OPEB Current Payments                     | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| Pension                                   | 2.568           | 2.811           | 3.283           | 3.937           | 3.933           | 4.588           | 4.019           | 3.988           | 4.522           | 3.681           | 3.273           | 4.154           | 44.757           |
| Other Fringe Benefits                     | 2.405           | 2.649           | 3.106           | 2.478           | 2.475           | 2.887           | 2.530           | 2.510           | 2.846           | 2.316           | 2.060           | 2.614           | 30.878           |
| Reimbursable Overhead                     | 3.633           | 3.810           | 4.523           | 1.730           | 1.689           | 2.022           | 0.784           | 0.768           | 0.948           | 0.589           | 0.163           | 0.933           | 21.591           |
| <b>Total Labor Expenses</b>               | <b>\$24.957</b> | <b>\$26.839</b> | <b>\$31.708</b> | <b>\$28.636</b> | <b>\$27.204</b> | <b>\$31.549</b> | <b>\$27.037</b> | <b>\$26.846</b> | <b>\$30.086</b> | <b>\$24.477</b> | <b>\$21.228</b> | <b>\$27.127</b> | <b>\$327.696</b> |
| <b>Non-Labor:</b>                         |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| Electric Power                            | \$0.021         | \$0.019         | \$0.019         | \$0.022         | \$0.021         | \$0.024         | \$0.026         | \$0.026         | \$0.024         | \$0.021         | \$0.023         | \$0.019         | \$0.266          |
| Fuel                                      | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| Insurance                                 | 0.489           | 0.542           | 0.613           | 0.764           | 0.758           | 0.879           | 0.761           | 0.751           | 0.833           | 0.666           | 0.536           | 0.726           | 8.319            |
| Claims                                    | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| Paratransit Service Contracts             | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| Maintenance and Other Operating Contracts | 0.735           | 1.287           | 1.843           | 1.194           | 1.284           | 1.293           | 1.890           | 1.439           | 1.245           | 1.859           | 1.796           | 1.831           | 17.695           |
| Professional Services Contracts           | 0.787           | (0.751)         | 0.345           | 0.078           | 0.077           | 0.115           | 0.114           | 0.290           | 0.113           | 0.076           | 0.070           | 0.063           | 1.377            |
| Materials and Supplies                    | 2.068           | 2.513           | 2.025           | 5.614           | 5.795           | 7.624           | 7.116           | 6.712           | 6.906           | 8.937           | 7.368           | 11.433          | 74.112           |
| Other Business Expenses                   | 0.063           | 0.076           | 0.079           | 0.034           | 0.034           | 0.039           | 0.034           | 0.034           | 0.039           | 0.031           | 0.028           | 0.035           | 0.526            |
| <b>Total Non-Labor Expenses</b>           | <b>\$4.163</b>  | <b>\$3.686</b>  | <b>\$4.925</b>  | <b>\$7.706</b>  | <b>\$7.968</b>  | <b>\$9.975</b>  | <b>\$9.941</b>  | <b>\$9.253</b>  | <b>\$9.159</b>  | <b>\$11.591</b> | <b>\$9.821</b>  | <b>\$14.108</b> | <b>\$102.295</b> |
| <b>Other Expense Adjustments:</b>         |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| Other Expense Adjustments                 | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000          |
| <b>Total Other Expense Adjustments</b>    | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>   |
| <b>Total Expenses</b>                     | <b>\$29.120</b> | <b>\$30.525</b> | <b>\$36.633</b> | <b>\$36.341</b> | <b>\$35.172</b> | <b>\$41.524</b> | <b>\$36.978</b> | <b>\$36.098</b> | <b>\$39.246</b> | <b>\$36.068</b> | <b>\$31.049</b> | <b>\$41.236</b> | <b>\$429.991</b> |
| <b>Net Surplus/(Deficit)</b>              | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>   |

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**Accrual Statement of Operations By Category**

|  | Jan                | Feb               | Mar                | Apr                | May              | Jun               | Jul               | Aug                | Sep                | Oct                | Nov                | Dec                | Total                |
|--|--------------------|-------------------|--------------------|--------------------|------------------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| <b>Non-Reimbursable / Reimbursable</b>               |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| <b>Operating Revenue</b>                             |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| Farebox Revenue                                      | \$60.423           | \$58.302          | \$43.582           | \$2.299            | \$4.227          | \$9.217           | \$10.494          | \$18.868           | \$26.722           | \$15.059           | \$14.906           | \$15.131           | \$279.230            |
| Other Operating Revenue                              | 2.683              | 1.246             | 3.045              | 2.165              | 264.929          | 103.114           | 106.874           | 33.352             | 1.849              | 1.758              | 1.759              | 3.069              | 525.843              |
| Capital and Other Reimbursements                     | 29.120             | 30.525            | 36.633             | 36.341             | 35.172           | 41.524            | 36.978            | 36.098             | 39.246             | 36.068             | 31.049             | 41.236             | 429.991              |
| <b>Total Revenues</b>                                | <b>\$92.226</b>    | <b>\$90.073</b>   | <b>\$83.261</b>    | <b>\$40.806</b>    | <b>\$304.329</b> | <b>\$153.855</b>  | <b>\$154.346</b>  | <b>\$88.318</b>    | <b>\$67.817</b>    | <b>\$52.885</b>    | <b>\$47.714</b>    | <b>\$59.435</b>    | <b>\$1,235.064</b>   |
| <b>Operating Expenses</b>                            |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| <b>Labor:</b>  |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| Payroll  | \$62.691           | \$53.731          | \$53.168           | \$62.945           | \$61.579         | \$58.512          | \$68.512          | \$63.528           | \$60.736           | \$67.076           | \$61.394           | \$80.333           | \$754.205            |
| Overtime   | 16.360             | 15.359            | 18.531             | 13.805             | 16.087           | 17.559            | 19.248            | 18.297             | 18.889             | 17.613             | 18.381             | 21.042             | 211.172              |
| Health and Welfare                                   | 12.110             | 12.458            | 12.522             | 13.357             | 13.327           | 13.155            | 13.636            | 13.648             | 13.597             | 13.842             | 13.847             | 13.552             | 159.053              |
| OPEB Current Payments                                | 5.046              | 5.067             | 5.714              | 6.206              | 6.206            | 6.206             | 6.206             | 6.206              | 6.206              | 6.206              | 6.206              | 6.206              | 71.677               |
| Pension  | 15.643             | 15.643            | 15.643             | 15.643             | 15.643           | 15.643            | 15.643            | 15.643             | 15.643             | 16.143             | 15.643             | 44.043             | 216.615              |
| Other Fringe Benefits                                | 24.009             | 17.009            | 17.198             | 15.375             | 15.500           | 17.253            | 16.640            | 15.345             | 15.941             | 12.359             | 10.556             | 10.004             | 187.190              |
| Reimbursable Overhead                                | 0.000              | 0.000             | 0.000              | 0.000              | 0.000            | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| <b>Total Labor Expenses</b>                          | <b>\$135.859</b>   | <b>\$119.266</b>  | <b>\$122.776</b>   | <b>\$127.332</b>   | <b>\$128.342</b> | <b>\$128.328</b>  | <b>\$139.885</b>  | <b>\$132.667</b>   | <b>\$131.012</b>   | <b>\$133.238</b>   | <b>\$126.026</b>   | <b>\$175.180</b>   | <b>\$1,599.911</b>   |
| <b>Non-Labor:</b>                                    |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| Electric Power                                       | \$6.703            | \$7.852           | \$6.063            | \$5.610            | \$5.138          | \$7.838           | \$8.157           | \$7.537            | \$9.258            | \$6.004            | \$6.056            | \$6.775            | \$82.993             |
| Fuel   | 1.920              | 2.348             | 1.116              | 0.822              | 1.053            | 1.091             | 1.558             | 1.599              | 1.603              | 1.477              | 1.706              | 3.435              | 19.727               |
| Insurance  | 2.250              | 2.303             | 2.372              | 2.649              | 2.595            | 2.724             | 2.607             | 2.596              | 2.679              | 2.511              | 2.489              | 2.619              | 30.394               |
| Claims   | 0.760              | 0.496             | 0.432              | 0.317              | 0.269            | 0.269             | 0.317             | 0.356              | 0.317              | 0.412              | 0.334              | 0.334              | 4.546                |
| Paratransit Service Contracts                        | 0.000              | 0.000             | 0.000              | 0.000              | 0.000            | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| Maintenance and Other Operating Contracts            | 8.766              | 5.894             | 4.238              | 7.804              | 8.116            | 8.841             | 8.584             | 8.704              | 8.927              | 8.924              | 9.148              | 15.062             | 103.008              |
| Professional Services Contracts                      | 7.366              | 2.104             | 2.877              | 2.428              | 5.711            | 4.382             | 3.872             | 5.001              | 4.327              | 5.131              | 4.946              | 7.504              | 55.650               |
| Materials and Supplies                               | 10.733             | 10.057            | 11.267             | 14.709             | 19.987           | 23.042            | 21.943            | 24.798             | 24.058             | 26.190             | 24.787             | 36.584             | 248.155              |
| Other Business Expenses                              | 1.439              | 1.450             | 0.636              | 0.827              | 0.820            | 1.288             | 0.912             | 0.920              | 1.301              | 0.905              | 1.637              | 2.071              | 14.207               |
| <b>Total Non-Labor Expenses</b>                      | <b>\$39.938</b>    | <b>\$32.505</b>   | <b>\$29.001</b>    | <b>\$35.165</b>    | <b>\$43.690</b>  | <b>\$49.476</b>   | <b>\$47.902</b>   | <b>\$51.472</b>    | <b>\$52.508</b>    | <b>\$51.458</b>    | <b>\$51.180</b>    | <b>\$74.384</b>    | <b>\$558.679</b>     |
| <b>Other Expense Adjustments:</b>                    |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| Other Expense Adjustments                            | \$0.000            | \$0.000           | \$0.000            | \$0.000            | \$0.000          | \$0.000           | \$0.000           | \$0.000            | \$0.000            | \$0.000            | \$0.000            | \$0.000            | \$0.000              |
| <b>Total Other Expense Adjustments</b>               | <b>\$0.000</b>     | <b>\$0.000</b>    | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>   | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>       |
| <b>Total Expenses</b>                                | <b>\$175.798</b>   | <b>\$151.771</b>  | <b>\$151.776</b>   | <b>\$162.496</b>   | <b>\$172.032</b> | <b>\$177.804</b>  | <b>\$187.787</b>  | <b>\$184.139</b>   | <b>\$183.520</b>   | <b>\$184.696</b>   | <b>\$177.207</b>   | <b>\$249.564</b>   | <b>\$2,158.590</b>   |
| Depreciation   | \$32.770           | \$32.770          | \$37.455           | \$34.621           | \$34.643         | \$34.643          | \$33.924          | \$33.924           | \$33.924           | \$33.924           | \$33.924           | \$33.924           | \$410.446            |
| OPEB Liability Adjustment                            | 0.000              | 0.000             | 0.000              | 0.000              | 0.000            | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| GASB 75 OPEB Expense Adjustment                      | 0.000              | 0.000             | 0.000              | 0.000              | 0.000            | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 52.144             | 52.144               |
| GASB 68 Pension Expense Adjustment                   | 0.000              | 0.000             | 0.000              | 0.000              | 0.000            | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 28.400             | 28.400               |
| Environmental Remediation                            | 0.167              | 0.167             | 0.248              | 0.086              | 0.167            | 0.167             | 0.167             | 0.167              | 0.167              | 0.167              | 0.167              | 0.167              | 2.000                |
| <b>Total Expenses After Non-Cash Liability Adjs.</b> | <b>\$208.735</b>   | <b>\$184.708</b>  | <b>\$189.479</b>   | <b>\$197.203</b>   | <b>\$206.842</b> | <b>\$212.614</b>  | <b>\$221.878</b>  | <b>\$218.230</b>   | <b>\$217.611</b>   | <b>\$218.787</b>   | <b>\$211.297</b>   | <b>\$364.198</b>   | <b>\$2,651.581</b>   |
| <b>Net Surplus/(Deficit)</b>                         | <b>(\$116.508)</b> | <b>(\$94.635)</b> | <b>(\$106.219)</b> | <b>(\$156.397)</b> | <b>\$97.487</b>  | <b>(\$58.759)</b> | <b>(\$67.532)</b> | <b>(\$129.911)</b> | <b>(\$149.794)</b> | <b>(\$165.902)</b> | <b>(\$163.584)</b> | <b>(\$304.763)</b> | <b>(\$1,416.517)</b> |
| <b>Cash Conversion Adjustments:</b>                  |                    |                   |                    |                    |                  |                   |                   |                    |                    |                    |                    |                    |                      |
| Depreciation   | \$32.770           | \$32.770          | \$37.455           | \$34.621           | \$34.643         | \$34.643          | \$33.924          | \$33.924           | \$33.924           | \$33.924           | \$33.924           | \$33.924           | \$410.446            |
| Operating/Capital                                    | (0.362)            | 0.262             | (0.285)            | (0.756)            | (0.852)          | (2.437)           | (2.339)           | (1.088)            | (0.863)            | (3.056)            | (2.156)            | (7.550)            | (21.482)             |
| Other Cash Adjustments                               | 11.708             | (1.387)           | (1.296)            | (17.060)           | (10.779)         | 7.425             | 1.850             | 16.837             | 20.754             | 5.934              | 24.398             | 87.294             | 145.679              |
| <b>Total Cash Conversion Adjustments</b>             | <b>\$44.116</b>    | <b>\$31.646</b>   | <b>\$35.874</b>    | <b>\$16.805</b>    | <b>\$23.012</b>  | <b>\$39.631</b>   | <b>\$33.434</b>   | <b>\$49.673</b>    | <b>\$53.815</b>    | <b>\$36.802</b>    | <b>\$56.166</b>    | <b>\$113.668</b>   | <b>\$534.643</b>     |
| <b>Net Cash Surplus/(Deficit)</b>                    | <b>(\$72.392)</b>  | <b>(\$62.989)</b> | <b>(\$70.345)</b>  | <b>(\$139.592)</b> | <b>\$120.499</b> | <b>(\$19.128)</b> | <b>(\$34.097)</b> | <b>(\$80.238)</b>  | <b>(\$95.979)</b>  | <b>(\$129.100)</b> | <b>(\$107.418)</b> | <b>(\$191.095)</b> | <b>(\$881.874)</b>   |

Note: 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**  
**Cash Receipts and Expenditures**  
(\$ in millions)

|  | Jan               | Feb               | Mar               | Apr                | May              | Jun               | Jul               | Aug               | Sep               | Oct                | Nov                | Dec                | Total              |
|--|-------------------|-------------------|-------------------|--------------------|------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|
| <b>Cash Receipts and Expenditures</b>                            |                   |                   |                   |                    |                  |                   |                   |                   |                   |                    |                    |                    |                    |
| <b>Receipts</b>  |                   |                   |                   |                    |                  |                   |                   |                   |                   |                    |                    |                    |                    |
| Farebox Revenue  | \$62.160          | \$57.321          | \$44.117          | \$3.989            | \$4.227          | \$9.320           | \$10.704          | \$19.246          | \$27.256          | \$15.360           | \$15.204           | \$23.698           | \$292.602          |
| Other Operating Revenue  | 1.752             | 1.068             | 1.154             | 8.376              | 265.066          | 101.869           | 105.621           | 31.950            | 0.555             | 0.505              | 0.507              | 1.741              | 520.164            |
| Capital and Other Reimbursements                                 | 35.918            | 29.068            | 28.059            | 22.730             | 24.039           | 42.853            | 39.554            | 41.778            | 43.538            | 44.390             | 40.121             | 42.479             | 434.527            |
| <b>Total Receipts</b>  | <b>\$99.829</b>   | <b>\$87.457</b>   | <b>\$73.330</b>   | <b>\$35.095</b>    | <b>\$293.332</b> | <b>\$154.042</b>  | <b>\$155.879</b>  | <b>\$92.974</b>   | <b>\$71.349</b>   | <b>\$60.255</b>    | <b>\$55.832</b>    | <b>\$67.918</b>    | <b>\$1,247.293</b> |
| <b>Expenditures</b>  |                   |                   |                   |                    |                  |                   |                   |                   |                   |                    |                    |                    |                    |
| <b>Labor:</b>  |                   |                   |                   |                    |                  |                   |                   |                   |                   |                    |                    |                    |                    |
| Payroll  | \$61.857          | \$52.637          | \$51.876          | \$63.043           | \$57.517         | \$53.900          | \$68.733          | \$55.434          | \$56.765          | \$69.096           | \$58.616           | \$99.746           | \$749.220          |
| Overtime   | 17.570            | 15.221            | 14.719            | 16.316             | 16.504           | 12.816            | 22.496            | 17.554            | 14.276            | 20.691             | 17.634             | 28.049             | 213.847            |
| Health and Welfare   | 11.387            | 11.919            | 11.531            | 13.358             | 13.327           | 13.155            | 13.636            | 13.648            | 13.597            | 13.842             | 13.847             | 2.550              | 145.797            |
| OPEB Current Payments  | 4.806             | 5.520             | 4.926             | 6.204              | 6.206            | 6.206             | 6.206             | 6.206             | 6.206             | 6.206              | 6.206              | 2.556              | 67.453             |
| Pension  | 15.062            | 15.639            | 15.334            | 15.855             | 15.643           | 15.643            | 15.643            | 15.643            | 15.643            | 16.143             | 15.643             | 44.043             | 215.934            |
| Other Fringe Benefits  | 18.896            | 14.394            | 13.861            | 18.450             | 18.638           | 17.467            | 19.739            | 16.092            | 15.924            | 15.774             | 11.861             | 11.147             | 192.243            |
| Contribution to GASB Fund  | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              |
| Reimbursable Overhead  | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              |
| <b>Total Labor Expenditures</b>                                  | <b>\$129.578</b>  | <b>\$115.330</b>  | <b>\$112.248</b>  | <b>\$133.226</b>   | <b>\$127.835</b> | <b>\$119.187</b>  | <b>\$146.453</b>  | <b>\$124.577</b>  | <b>\$122.411</b>  | <b>\$141.752</b>   | <b>\$123.807</b>   | <b>\$188.091</b>   | <b>\$1,584.494</b> |
| <b>Non-Labor:</b>  |                   |                   |                   |                    |                  |                   |                   |                   |                   |                    |                    |                    |                    |
| Electric Power   | \$6.988           | \$10.229          | \$5.995           | \$7.198            | \$4.388          | \$7.838           | \$8.157           | \$7.537           | \$9.258           | \$6.004            | \$6.057            | \$6.776            | \$86.425           |
| Fuel   | 1.813             | 1.756             | 2.133             | 0.892              | 1.088            | 1.127             | 1.594             | 1.634             | 1.639             | 1.513              | 1.742              | 3.471              | 20.402             |
| Insurance  | 0.000             | 0.000             | (1.451)           | 2.040              | 5.481            | 6.220             | 0.476             | 5.022             | 1.728             | 4.409              | 0.000              | 1.727              | 25.652             |
| Claims   | 0.190             | 0.125             | 0.606             | 0.088              | 0.042            | 0.042             | 0.042             | 0.090             | 0.172             | 0.090              | 0.228              | 0.107              | 1.822              |
| Paratransit Service Contracts                                    | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              |
| Maintenance and Other Operating Contracts                        | 7.487             | 6.855             | 6.842             | 8.001              | 8.321            | 9.045             | 8.788             | 8.824             | 9.131             | 9.128              | 9.226              | 15.154             | 106.803            |
| Professional Services Contracts                                  | 5.321             | 1.196             | 1.425             | 1.924              | 4.910            | 4.648             | 2.999             | 5.381             | 2.300             | 5.510              | 2.920              | 8.883              | 47.417             |
| Materials and Supplies   | 17.601            | 12.743            | 14.893            | 18.459             | 19.664           | 23.845            | 20.162            | 18.666            | 19.127            | 19.559             | 17.072             | 21.953             | 223.744            |
| Other Business Expenses  | 1.663             | 1.702             | 1.373             | 1.110              | 1.104            | 1.164             | 1.195             | 1.203             | 1.177             | 1.188              | 2.000              | 2.028              | 16.908             |
| <b>Total Non-Labor Expenditures</b>                              | <b>\$41.064</b>   | <b>\$34.606</b>   | <b>\$31.817</b>   | <b>\$39.713</b>    | <b>\$44.998</b>  | <b>\$53.929</b>   | <b>\$43.413</b>   | <b>\$48.357</b>   | <b>\$44.532</b>   | <b>\$47.401</b>    | <b>\$39.245</b>    | <b>\$60.099</b>    | <b>\$529.173</b>   |
| <b>Other Expenditure Adjustments:</b>                            |                   |                   |                   |                    |                  |                   |                   |                   |                   |                    |                    |                    |                    |
| Other  | \$1.370           | \$1.190           | \$1.111           | (\$0.221)          | \$0.000          | \$0.054           | \$0.110           | \$0.278           | \$0.385           | \$0.202            | \$0.198            | \$10.823           | \$15.500           |
| <b>Total Other Expenditure Adjustments</b>                       | <b>\$1.370</b>    | <b>\$1.190</b>    | <b>\$1.111</b>    | <b>(\$0.221)</b>   | <b>\$0.000</b>   | <b>\$0.054</b>    | <b>\$0.110</b>    | <b>\$0.278</b>    | <b>\$0.385</b>    | <b>\$0.202</b>     | <b>\$0.198</b>     | <b>\$10.823</b>    | <b>\$15.500</b>    |
| <b>Total Expenditures</b>  | <b>\$172.012</b>  | <b>\$151.125</b>  | <b>\$145.175</b>  | <b>\$172.718</b>   | <b>\$172.833</b> | <b>\$173.170</b>  | <b>\$189.976</b>  | <b>\$173.212</b>  | <b>\$167.328</b>  | <b>\$189.355</b>   | <b>\$163.250</b>   | <b>\$259.013</b>   | <b>\$2,129.167</b> |
| <b>Net Cash Balance</b>  | <b>(\$72.183)</b> | <b>(\$63.668)</b> | <b>(\$71.845)</b> | <b>(\$137.623)</b> | <b>\$120.499</b> | <b>(\$19.128)</b> | <b>(\$34.097)</b> | <b>(\$80.238)</b> | <b>(\$95.979)</b> | <b>(\$129.100)</b> | <b>(\$107.418)</b> | <b>(\$191.095)</b> | <b>(\$881.874)</b> |
| Cash Timing and Availability Adjustment                          | (\$0.210)         | \$0.679           | \$1.500           | (\$1.970)          | \$0.000          | \$0.000           | \$0.000           | \$0.000           | \$0.000           | \$0.000            | \$0.000            | \$0.000            | \$0.000            |
| <b>Net Cash Balance after Cash Timing &amp; Availability Adj</b> | <b>(\$72.392)</b> | <b>(\$62.989)</b> | <b>(\$70.345)</b> | <b>(\$139.592)</b> | <b>\$120.499</b> | <b>(\$19.128)</b> | <b>(\$34.097)</b> | <b>(\$80.238)</b> | <b>(\$95.979)</b> | <b>(\$129.100)</b> | <b>(\$107.418)</b> | <b>(\$191.095)</b> | <b>(\$881.874)</b> |

Note: 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**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

|  | Jan              | Feb              | Mar              | Apr               | May               | Jun              | Jul              | Aug              | Sep              | Oct              | Nov              | Dec               | Total             |
|--|------------------|------------------|------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| <b>Cash Flow Adjustments</b>                                 |                  |                  |                  |                   |                   |                  |                  |                  |                  |                  |                  |                   |                   |
| <b>Receipts</b>  |                  |                  |                  |                   |                   |                  |                  |                  |                  |                  |                  |                   |                   |
| Farebox Revenue  | \$1.737          | (\$0.981)        | \$0.535          | \$1.690           | \$0.000           | \$0.103          | \$0.210          | \$0.378          | \$0.534          | \$0.301          | \$0.298          | \$8.567           | \$13.372          |
| Other Operating Revenue                                      | (0.931)          | (0.178)          | (1.891)          | 6.211             | 0.137             | (1.245)          | (1.253)          | (1.402)          | (1.294)          | (1.253)          | (1.252)          | (1.328)           | (5.679)           |
| Capital and Other Reimbursements                             | 6.797            | (1.457)          | (8.574)          | (13.611)          | (11.133)          | 1.329            | 2.575            | 5.680            | 4.293            | 8.322            | 9.072            | 1.244             | 4.536             |
| <b>Total Receipts</b>  | <b>\$7.603</b>   | <b>(\$2.616)</b> | <b>(\$9.930)</b> | <b>(\$5.711)</b>  | <b>(\$10.997)</b> | <b>\$0.187</b>   | <b>\$1.533</b>   | <b>\$4.656</b>   | <b>\$3.532</b>   | <b>\$7.371</b>   | <b>\$8.118</b>   | <b>\$8.483</b>    | <b>\$12.229</b>   |
| <b>Expenditures</b>  |                  |                  |                  |                   |                   |                  |                  |                  |                  |                  |                  |                   |                   |
| <b>Labor:</b>  |                  |                  |                  |                   |                   |                  |                  |                  |                  |                  |                  |                   |                   |
| Payroll  | \$0.834          | \$1.094          | \$1.292          | (\$0.097)         | \$4.062           | \$4.612          | (\$0.221)        | \$8.094          | \$3.971          | (\$2.020)        | \$2.778          | (\$19.413)        | \$4.985           |
| Overtime   | (1.211)          | 0.137            | 3.812            | (2.511)           | (0.417)           | 4.743            | (3.248)          | 0.743            | 4.613            | (3.078)          | 0.747            | (7.007)           | (2.675)           |
| Health and Welfare   | 0.723            | 0.539            | 0.990            | (0.001)           | 0.000             | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 11.002            | 13.256            |
| OPEB Current Payments  | 0.240            | (0.453)          | 0.787            | 0.002             | 0.000             | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 3.650             | 4.224             |
| Pension  | 0.581            | 0.004            | 0.309            | (0.212)           | 0.000             | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000             | 0.681             |
| Other Fringe Benefits  | 5.113            | 2.615            | 3.337            | (3.075)           | (3.138)           | (0.214)          | (3.099)          | (0.747)          | 0.017            | (3.415)          | (1.305)          | (1.143)           | (5.053)           |
| Contribution to GASB Fund                                    | 0.000            | 0.000            | 0.000            | 0.000             | 0.000             | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000             | 0.000             |
| Reimbursable Overhead  | 0.000            | 0.000            | 0.000            | 0.000             | 0.000             | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000             | 0.000             |
| <b>Total Labor Expenditures</b>                              | <b>\$6.281</b>   | <b>\$3.937</b>   | <b>\$10.528</b>  | <b>(\$5.894)</b>  | <b>\$0.507</b>    | <b>\$9.141</b>   | <b>(\$6.568)</b> | <b>\$8.090</b>   | <b>\$8.601</b>   | <b>(\$8.514)</b> | <b>\$2.219</b>   | <b>(\$12.911)</b> | <b>\$15.417</b>   |
| <b>Non-Labor:</b>  |                  |                  |                  |                   |                   |                  |                  |                  |                  |                  |                  |                   |                   |
| Electric Power   | (\$0.285)        | (\$2.376)        | \$0.068          | (\$1.589)         | \$0.751           | \$0.000          | \$0.000          | \$0.000          | \$0.000          | \$0.000          | (\$0.001)        | (\$0.001)         | (\$3.432)         |
| Fuel   | 0.107            | 0.592            | (1.016)          | (0.070)           | (0.035)           | (0.036)          | (0.036)          | (0.035)          | (0.036)          | (0.036)          | (0.036)          | (0.036)           | (0.675)           |
| Insurance  | 2.250            | 2.303            | 3.823            | 0.609             | (2.886)           | (3.496)          | 2.131            | (2.426)          | 0.951            | (1.898)          | 2.489            | 0.892             | 4.742             |
| Claims   | 0.570            | 0.371            | (0.175)          | 0.229             | 0.227             | 0.227            | 0.227            | 0.227            | 0.184            | 0.227            | 0.184            | 0.227             | 2.724             |
| Paratransit Service Contracts                                | 0.000            | 0.000            | 0.000            | 0.000             | 0.000             | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000             | 0.000             |
| Maintenance and Other Operating Contracts                    | 1.279            | (0.961)          | (2.605)          | (0.198)           | (0.205)           | (0.204)          | (0.204)          | (0.120)          | (0.204)          | (0.204)          | (0.078)          | (0.092)           | (3.795)           |
| Professional Services Contracts                              | 2.046            | 0.908            | 1.452            | 0.504             | 0.801             | (0.266)          | 0.873            | (0.380)          | 2.027            | (0.379)          | 2.026            | (1.379)           | 8.233             |
| Materials and Supplies                                       | (6.868)          | (2.686)          | (3.626)          | (3.751)           | 0.323             | (0.803)          | 1.781            | 6.132            | 4.931            | 6.631            | 7.715            | 14.631            | 24.411            |
| Other Business Expenses                                      | (0.224)          | (0.252)          | (0.737)          | (0.283)           | (0.284)           | 0.124            | (0.283)          | (0.283)          | 0.124            | (0.283)          | (0.363)          | 0.043             | (2.701)           |
| <b>Total Non-Labor Expenditures</b>                          | <b>(\$1.125)</b> | <b>(\$2.101)</b> | <b>(\$2.816)</b> | <b>(\$4.548)</b>  | <b>(\$1.308)</b>  | <b>(\$4.453)</b> | <b>\$4.489</b>   | <b>\$3.115</b>   | <b>\$7.976</b>   | <b>\$4.057</b>   | <b>\$11.935</b>  | <b>\$14.285</b>   | <b>\$29.506</b>   |
| <b>Other Expenditure Adjustments:</b>                        |                  |                  |                  |                   |                   |                  |                  |                  |                  |                  |                  |                   |                   |
| Other  | (\$1.370)        | (\$1.190)        | (\$1.111)        | \$0.221           | \$0.000           | (\$0.054)        | (\$0.110)        | (\$0.278)        | (\$0.385)        | (\$0.202)        | (\$0.198)        | (\$10.823)        | (\$15.500)        |
| <b>Total Other Expenditure Adjustments</b>                   | <b>(\$1.370)</b> | <b>(\$1.190)</b> | <b>(\$1.111)</b> | <b>\$0.221</b>    | <b>\$0.000</b>    | <b>(\$0.054)</b> | <b>(\$0.110)</b> | <b>(\$0.278)</b> | <b>(\$0.385)</b> | <b>(\$0.202)</b> | <b>(\$0.198)</b> | <b>(\$10.823)</b> | <b>(\$15.500)</b> |
| <b>Total Expenditures</b>                                    | <b>\$3.786</b>   | <b>\$0.646</b>   | <b>\$6.601</b>   | <b>(\$10.222)</b> | <b>(\$0.801)</b>  | <b>\$4.634</b>   | <b>(\$2.189)</b> | <b>\$10.927</b>  | <b>\$16.192</b>  | <b>(\$4.659)</b> | <b>\$13.957</b>  | <b>(\$9.449)</b>  | <b>\$29.423</b>   |
| <b>Total Cash Conversion before Non-Cash Liability Adjs.</b> | <b>\$11.389</b>  | <b>(\$1.970)</b> | <b>(\$3.329)</b> | <b>(\$15.932)</b> | <b>(\$11.797)</b> | <b>\$4.821</b>   | <b>(\$0.656)</b> | <b>\$15.583</b>  | <b>\$19.725</b>  | <b>\$2.712</b>   | <b>\$22.075</b>  | <b>(\$0.966)</b>  | <b>\$41.653</b>   |
| Depreciation   | \$32.770         | \$32.770         | \$37.455         | \$34.621          | \$34.643          | \$34.643         | \$33.924         | \$33.924         | \$33.924         | \$33.924         | \$33.924         | \$33.924          | \$410.446         |
| OPEB Liability Adjustment                                    | 0.000            | 0.000            | 0.000            | 0.000             | 0.000             | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000             | 0.000             |
| GASB 75 OPEB Expense Adjustment                              | 0.000            | 0.000            | 0.000            | 0.000             | 0.000             | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 52.144            | 52.144            |
| GASB 68 Pension Expense Adjustment                           | 0.000            | 0.000            | 0.000            | 0.000             | 0.000             | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 0.000            | 28.400            | 28.400            |
| Environmental Remediation                                    | 0.167            | 0.167            | 0.248            | 0.086             | 0.167             | 0.167            | 0.167            | 0.167            | 0.167            | 0.167            | 0.167            | 0.167             | 2.000             |
| <b>Total Cash Conversion Adjustments</b>                     | <b>\$44.326</b>  | <b>\$30.967</b>  | <b>\$34.374</b>  | <b>\$18.774</b>   | <b>\$23.012</b>   | <b>\$39.631</b>  | <b>\$33.434</b>  | <b>\$49.673</b>  | <b>\$53.815</b>  | <b>\$36.802</b>  | <b>\$56.166</b>  | <b>\$113.668</b>  | <b>\$534.643</b>  |
| CRR_Cash_Timing  | (\$0.210)        | \$0.679          | \$1.500          | (\$1.970)         | \$0.000           | \$0.000          | \$0.000          | \$0.000          | \$0.000          | \$0.000          | \$0.000          | \$0.000           | \$0.000           |
| <b>Net Cash Conversion Adjustments</b>                       | <b>\$44.116</b>  | <b>\$31.646</b>  | <b>\$35.874</b>  | <b>\$16.805</b>   | <b>\$23.012</b>   | <b>\$39.631</b>  | <b>\$33.434</b>  | <b>\$49.673</b>  | <b>\$53.815</b>  | <b>\$36.802</b>  | <b>\$56.166</b>  | <b>\$113.668</b>  | <b>\$534.643</b>  |

Note: 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**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

|                                       | Jan             | Feb             | Mar             | Apr            | May            | Jun            | Jul             | Aug             | Sep             | Oct             | Nov             | Dec             | Total            |
|---------------------------------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <b><u>RIDERSHIP</u></b>               |                 |                 |                 |                |                |                |                 |                 |                 |                 |                 |                 |                  |
| Monthly Ridership                     | 3.991           | 3.644           | 1.876           | 0.162          | 0.124          | 0.278          | 0.598           | 1.023           | 1.610           | 0.976           | 0.860           | 0.913           | 16.055           |
| Weekly Ridership                      | 0.201           | 0.216           | 0.053           | 0.006          | 0.018          | 0.053          | 0.039           | 0.078           | 0.088           | 0.051           | 0.034           | 0.051           | 0.887            |
| <b>Total Commutation</b>              | <b>4.192</b>    | <b>3.860</b>    | <b>1.929</b>    | <b>0.168</b>   | <b>0.142</b>   | <b>0.331</b>   | <b>0.637</b>    | <b>1.101</b>    | <b>1.697</b>    | <b>1.027</b>    | <b>0.894</b>    | <b>0.964</b>    | <b>16.942</b>    |
| One-way Full Fare                     | 0.788           | 0.723           | 0.373           | 0.018          | 0.066          | 0.125          | 0.139           | 0.269           | 0.353           | 0.199           | 0.190           | 0.187           | 3.431            |
| One-way Off-Peak                      | 1.362           | 1.247           | 0.591           | 0.040          | 0.193          | 0.405          | 0.280           | 0.495           | 0.658           | 0.357           | 0.365           | 0.416           | 6.409            |
| All Other                             | 0.830           | 0.810           | 0.381           | 0.028          | 0.115          | 0.248          | 0.157           | 0.280           | 0.405           | 0.229           | 0.223           | 0.236           | 3.943            |
| <b>Total Non-Commutation</b>          | <b>2.980</b>    | <b>2.780</b>    | <b>1.345</b>    | <b>0.086</b>   | <b>0.374</b>   | <b>0.778</b>   | <b>0.577</b>    | <b>1.045</b>    | <b>1.416</b>    | <b>0.785</b>    | <b>0.779</b>    | <b>0.840</b>    | <b>13.783</b>    |
| <b>Total Ridership</b>                | <b>7.172</b>    | <b>6.640</b>    | <b>3.274</b>    | <b>0.254</b>   | <b>0.516</b>   | <b>1.109</b>   | <b>1.214</b>    | <b>2.145</b>    | <b>3.113</b>    | <b>1.812</b>    | <b>1.672</b>    | <b>1.804</b>    | <b>30.724</b>    |
| <b><u>FAREBOX REVENUE</u></b>         |                 |                 |                 |                |                |                |                 |                 |                 |                 |                 |                 |                  |
| <b>Baseline Total Farebox Revenue</b> | <b>\$60.423</b> | <b>\$58.302</b> | <b>\$43.582</b> | <b>\$2.299</b> | <b>\$4.227</b> | <b>\$9.217</b> | <b>\$10.494</b> | <b>\$18.868</b> | <b>\$26.722</b> | <b>\$15.059</b> | <b>\$14.906</b> | <b>\$15.131</b> | <b>\$279.230</b> |

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



**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**Total Positions by Function and Occupation**

| FUNCTION / OCCUPATION                 | Jan          | Feb          | Mar          | Apr          | May          | Jun          | Jul          | Aug          | Sep          | Oct          | Nov          | Dec          |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Administration</b>                 |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors                  | 245          | 245          | 248          | 271          | 271          | 271          | 271          | 271          | 271          | 271          | 271          | 271          |
| Professional/Technical/Clerical       | 102          | 100          | 100          | 134          | 134          | 134          | 134          | 134          | 134          | 134          | 134          | 134          |
| Operational Hourlies                  | 106          | 107          | 107          | 104          | 104          | 104          | 104          | 104          | 104          | 104          | 104          | 104          |
| <b>Total Administration Headcount</b> | <b>453</b>   | <b>452</b>   | <b>455</b>   | <b>509</b>   | <b>509</b>   | <b>509</b>   | <b>509</b>   | <b>509</b>   | <b>509</b>   | <b>509</b>   | <b>509</b>   | <b>509</b>   |
| <b>Operations</b>                     |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors                  | 306          | 307          | 305          | 327          | 328          | 328          | 334          | 335          | 338          | 342          | 342          | 342          |
| Professional/Technical/Clerical       | 99           | 101          | 102          | 108          | 109          | 109          | 109          | 109          | 110          | 113          | 112          | 112          |
| Operational Hourlies                  | 2,253        | 2,251        | 2,255        | 2,278        | 2,256        | 2,275        | 2,274        | 2,274        | 2,333        | 2,341        | 2,341        | 2,342        |
| <b>Total Operations Headcount</b>     | <b>2,658</b> | <b>2,659</b> | <b>2,662</b> | <b>2,713</b> | <b>2,693</b> | <b>2,712</b> | <b>2,717</b> | <b>2,718</b> | <b>2,781</b> | <b>2,796</b> | <b>2,795</b> | <b>2,796</b> |
| <b>Maintenance</b>                    |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors                  | 777          | 780          | 777          | 896          | 896          | 906          | 911          | 911          | 910          | 909          | 908          | 908          |
| Professional/Technical/Clerical       | 244          | 245          | 257          | 297          | 297          | 288          | 297          | 308          | 308          | 320          | 320          | 320          |
| Operational Hourlies                  | 3,197        | 3,189        | 3,170        | 3,110        | 3,111        | 3,103        | 3,098        | 3,093        | 3,134        | 3,129        | 3,135        | 3,132        |
| <b>Total Maintenance Headcount</b>    | <b>4,218</b> | <b>4,214</b> | <b>4,204</b> | <b>4,303</b> | <b>4,304</b> | <b>4,297</b> | <b>4,306</b> | <b>4,312</b> | <b>4,352</b> | <b>4,358</b> | <b>4,363</b> | <b>4,360</b> |
| <b>Engineering / Capital</b>          |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors                  | 141          | 140          | 146          | 160          | 160          | 160          | 160          | 160          | 160          | 160          | 160          | 160          |
| Professional/Technical/Clerical       | 47           | 48           | 45           | 69           | 69           | 69           | 69           | 69           | 69           | 69           | 69           | 69           |
| Operational Hourlies                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| <b>Total Engineering Headcount</b>    | <b>188</b>   | <b>188</b>   | <b>191</b>   | <b>229</b>   | <b>229</b>   | <b>229</b>   | <b>229</b>   | <b>229</b>   | <b>229</b>   | <b>229</b>   | <b>229</b>   | <b>229</b>   |
| <b>Public Safety</b>                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| Professional, Technical, Clerical     | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| Operational Hourlies                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| <b>Total Public Safety Headcount</b>  | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>     | <b>0</b>     |
| <b>Total Positions</b>                |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors                  | 1,469        | 1,472        | 1,476        | 1,654        | 1,655        | 1,665        | 1,676        | 1,677        | 1,679        | 1,682        | 1,681        | 1,681        |
| Professional, Technical, Clerical     | 492          | 494          | 504          | 608          | 609          | 600          | 609          | 620          | 621          | 636          | 635          | 635          |
| Operational Hourlies                  | 5,556        | 5,547        | 5,532        | 5,492        | 5,471        | 5,482        | 5,476        | 5,471        | 5,571        | 5,574        | 5,580        | 5,578        |
| <b>Total Positions</b>                | <b>7,517</b> | <b>7,513</b> | <b>7,512</b> | <b>7,754</b> | <b>7,735</b> | <b>7,747</b> | <b>7,761</b> | <b>7,768</b> | <b>7,871</b> | <b>7,892</b> | <b>7,896</b> | <b>7,894</b> |



# Staff Summary



| Subject<br><b>FALL TRACKWORK PROGRAMS</b>   |                                     |         |          |      |       | Date<br><b>SEPTEMBER 1, 2020</b> |                  |       |   |
|---|-------------------------------------|---------|----------|------|-------|----------------------------------|------------------|-------|---|
| Departments<br><b>SR. VICE PRESIDENT – OPERATIONS (ACTING)</b>  |                                     |         |          |      |       | Vendor Name                      |                  |       |   |
| Department Head Names<br><b>R. FREE</b>  |                                     |         |          |      |       | 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 & Board Meeting | 9/23/20 |          |      |       | 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 Trackwork Projects including the School Street Grade Crossing Elimination in Westbury.

All of the schedule changes outlined here are current as of the date of this writing, but due to the continually developing COVID19 pandemic, changes may become necessary, including revisions to or cancellation of trackwork programs, or further adjustments or reductions to the service plan currently in effect.

**TRACKWORK PROGRAMS**

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

- **Main Line Expansion Project – Switch Installations** – The 24-hour impacts that were previously reported on, Saturday, September 26, October 10, October 17, and October 24, have now been extended to 48 hours to allow for Long Island Rail Road State of Good Repair work to be performed and to allow for additional work on the Elmont Station project.
- **Main Line Expansion Project – School Street Crossing Elimination** – As part of the ongoing Main Line Expansion Program, both main tracks of the Main Line will be out of service between New-Hyde Park and Hicksville for the elimination of the School Street grade crossing for 48 hours on the weekend of October 3<sup>rd</sup> and 4<sup>th</sup>. Grade crossing elimination in the Main Line Corridor is one of the key benefits of Main Line Expansion Project, improving safety and decreasing train horn use and traffic congestion. Over the course of this weekend, work will also be performed on the Elmont Station Project, and Long Island Rail Road forces will be surfacing track switches in Queens Interlocking to improve reliability.



○ ***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.
- One of the two main tracks will be out of Service on the Hempstead Branch while track surfacing is being performed at Queens Interlocking. Hourly Hempstead Branch Service will operate between Hempstead and Penn Station to serve as an alternative for customers travelling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place and Westbury. To preserve half hourly intervals to/from Atlantic Terminal, regular Hempstead Branch Service will remain in place between Atlantic Terminal and Jamaica.
- *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
- *Bus service will be provided for Oyster Bay customers between East Williston and Hempstead for connections to and from points west. Bus service will also be provided between Mineola and Hempstead.*
- *Oyster Bay service will be adjusted to allow for bus connections at Hempstead to and from points west.*
- *Bus service will also be provided between Mineola and Hicksville.*

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

**IMPACT ON FUNDING**

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

# MTA Long Island Rail Road (LIRR)

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

2020



# Executive Summary

## ■ EEO

As of **June 30, 2020**, LIRR's workforce included 7,535 total employees. This represents a 1% decrease from the second quarter 2019 (2Q19) workforce.

- Females represent 15% (1,105) of our workforce, remaining constant, when compared to 2Q19, due to hiring activity restrictions combined with attrition.
- Females were hired above their current representation due to recruitment efforts.
- Minorities represent 37% (2,785) of our workforce, a 1% increase when compared to 2Q19, despite hiring activity restrictions and 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 June 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 – 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 June 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       |     | Est     | BLACKS       |     | Est     | HISPANICS  |     | Est     | ASIANS     |     | Est     | AI/AN*    |    | Est     | NHOP1**  |    | Est     | 2+ RACES   |    | Est     | VETERANS   |      |
|---------------------------------------|--------------|-----|--------------|-----|--------------|-----|---------|--------------|-----|---------|------------|-----|---------|------------|-----|---------|-----------|----|---------|----------|----|---------|------------|----|---------|------------|------|
|                                       | #            | %   | #            | %   | #            | %   | Avail % | #            | %   | Avail % | #          | %   | Avail % | #          | %   | Avail % | #         | %  | Avail % | #        | %  | Avail % | #          | %  | Avail % | #          | %    |
| <b>Officials &amp; Administrators</b> | <b>1,395</b> |     | 496          | 36% | 899          | 64% |         | 179          | 13% |         | 147        | 11% |         | 89         | 6%  |         | 7         | 1% |         | 0        | 0% |         | 74         | 5% |         | <b>88</b>  | 6%   |
| F                                     | 264          | 19% | 136          | 10% | 128          | 9%  | 9%      | 61           | 4%  | 6%      | 34         | 2%  | 2%      | 24         | 2%  | 1%      | 0         | 0% | 0%      | 0        | 0% | 0%      | 17         | 1% | 1%      | 6          | 7%   |
| M                                     | 1,131        | 81% | 360          | 26% | 771          | 55% | 41%     | 118          | 8%  | 8%      | 113        | 8%  | 6%      | 65         | 5%  | 3%      | 7         | 1% | 0%      | 0        | 0% | 0%      | 57         | 4% | 2%      | 82         | 93%  |
| <b>Professionals</b>                  | <b>331</b>   |     | 154          | 47% | 177          | 53% |         | 49           | 15% |         | 38         | 11% |         | 51         | 15% |         | 0         | 0% |         | 1        | 0% |         | 15         | 5% |         | 18         | 5%   |
| F                                     | 53           | 16% | 29           | 9%  | 24           | 7%  | 14%     | 7            | 2%  | 3%      | 6          | 2%  | 2%      | 12         | 4%  | 2%      | 0         | 0% | 0%      | 1        | 0% | 0%      | 3          | 1% | 0%      | 0          | 0%   |
| M                                     | 278          | 84% | 125          | 38% | 153          | 46% | 41%     | 42           | 13% | 6%      | 32         | 10% | 5%      | 39         | 12% | 6%      | 0         | 0% | 0%      | 0        | 0% | 0%      | 12         | 4% | 1%      | 18         | 100% |
| <b>Technicians</b>                    | <b>13</b>    |     | 7            | 54% | 6            | 46% |         | 2            | 15% |         | 2          | 15% |         | 1          | 8%  |         | 1         | 8% |         | 0        | 0% |         | 1          | 8% |         | 1          | 8%   |
| F                                     | 1            | 8%  | 1            | 8%  | 0            | 0%  | 6%      | 1            | 8%  | 3%      | 0          | 0%  | 3%      | 0          | 0%  | 2%      | 0         | 0% | 0%      | 0        | 0% | 0%      | 0          | 0% | 0%      | 0          | 0%   |
| M                                     | 12           | 92% | 6            | 46% | 6            | 46% | 39%     | 1            | 8%  | 10%     | 2          | 15% | 9%      | 1          | 8%  | 7%      | 1         | 8% | 0%      | 0        | 0% | 0%      | 1          | 8% | 0%      | 1          | 100% |
| <b>Administrative Support</b>         | <b>375</b>   |     | 183          | 49% | 192          | 51% |         | 111          | 30% |         | 40         | 11% |         | 16         | 4%  |         | 2         | 1% |         | 0        | 0% |         | 14         | 4% |         | 12         | 3%   |
| F                                     | 189          | 50% | 112          | 30% | 77           | 21% | 17%     | 73           | 19% | 13%     | 23         | 6%  | 6%      | 9          | 2%  | 3%      | 1         | 0% | 0%      | 0        | 0% | 0%      | 6          | 2% | 1%      | 2          | 17%  |
| M                                     | 186          | 50% | 71           | 19% | 115          | 31% | 23%     | 38           | 10% | 7%      | 17         | 5%  | 5%      | 7          | 2%  | 3%      | 1         | 0% | 0%      | 0        | 0% | 0%      | 8          | 2% | 2%      | 10         | 83%  |
| <b>Skilled Craft</b>                  | <b>4,547</b> |     | 1520         | 33% | 3,027        | 67% |         | 692          | 15% |         | 519        | 11% |         | 146        | 3%  |         | 8         | 0% |         | 2        | 0% |         | 153        | 3% |         | 337        | 7%   |
| F                                     | 445          | 10% | 200          | 4%  | 245          | 5%  | 5%      | 129          | 3%  | 5%      | 40         | 1%  | 2%      | 16         | 0%  | 0%      | 0         | 0% | 0%      | 0        | 0% | 0%      | 15         | 0% | 1%      | 10         | 3%   |
| M                                     | 4,102        | 90% | 1320         | 29% | 2,782        | 61% | 41%     | 563          | 12% | 13%     | 479        | 11% | 9%      | 130        | 3%  | 3%      | 8         | 0% | 0%      | 2        | 0% | 1%      | 138        | 3% | 3%      | 327        | 97%  |
| <b>Service Maintenance</b>            | <b>874</b>   |     | 425          | 49% | 449          | 51% |         | 241          | 28% |         | 130        | 15% |         | 20         | 2%  |         | 4         | 0% |         | 1        | 0% |         | 29         | 3% |         | 44         | 5%   |
| F                                     | 153          | 18% | 106          | 12% | 47           | 5%  | 6%      | 70           | 8%  | 6%      | 28         | 3%  | 3%      | 0          | 0%  | 1%      | 1         | 0% | 0%      | 0        | 0% | 0%      | 7          | 1% | 1%      | 3          | 7%   |
| M                                     | 721          | 82% | 319          | 36% | 402          | 46% | 34%     | 171          | 20% | 11%     | 102        | 12% | 13%     | 20         | 2%  | 2%      | 3         | 0% | 0%      | 1        | 0% | 0%      | 22         | 3% | 2%      | 41         | 93%  |
| <b>Total</b>                          | <b>7,535</b> |     | <b>2,785</b> | 37% | <b>4,750</b> | 63% |         | <b>1,274</b> | 17% |         | <b>876</b> | 12% |         | <b>323</b> | 4%  |         | <b>22</b> | 0% |         | <b>4</b> | 0% |         | <b>286</b> | 4% |         | <b>500</b> | 7%   |



\* American Indian/Alaskan Native

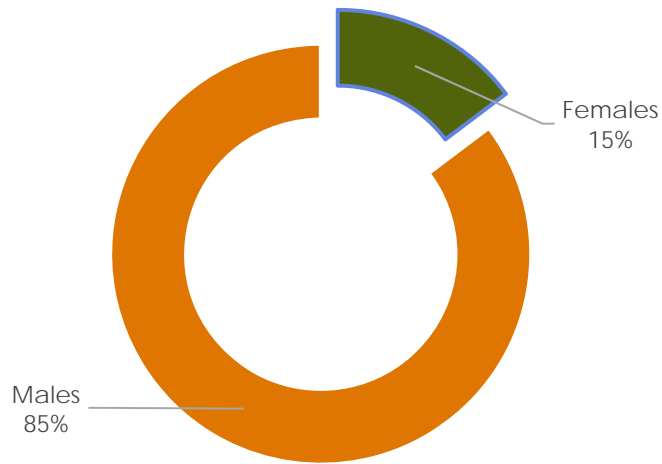
\*\*Native Hawaiian Other Pacific Islander

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

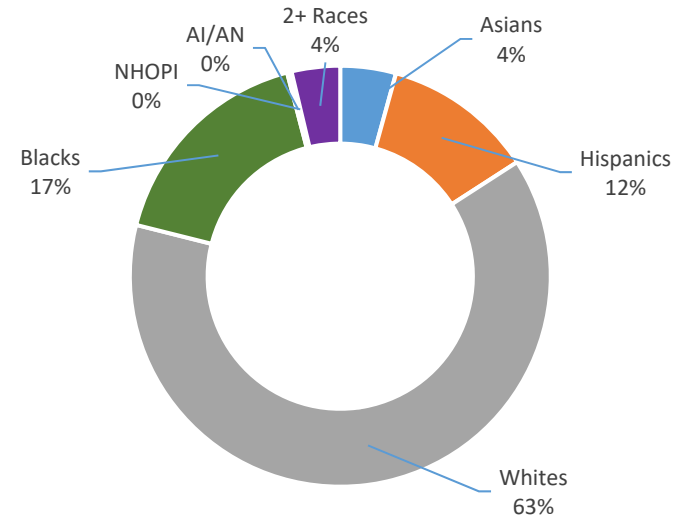


# MTA LIRR Workforce

### Workforce by Gender



### Workforce by Race/Ethnicity



LIRR's workforce consists of 7,535 employees

- ❑ 15% females, 37% minorities, and 7% veterans.
- ❑ The percentage of females employed has remained constant when compared to 2Q19.
- ❑ The percentage of minorities has increased, by 1%, as it relates to race and ethnicity when compared to 2Q19.



# 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 **June 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%        | 8%       | 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%       | 7%       |
|                            | M      | 6%        | 13%      | 5%        | 10%      | 6%        | 12%      | 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%       | 21%      |
|                            | M      | 7%        | 10%      | 5%        | 5%       | 3%        | 2%       | 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%        | 3%       |           |          |

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

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

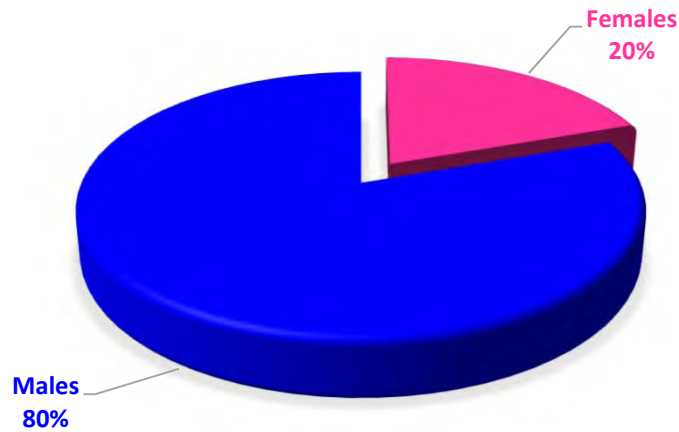
## **New Hires and Veterans**

**January 1, 2020 – June 30, 2020**

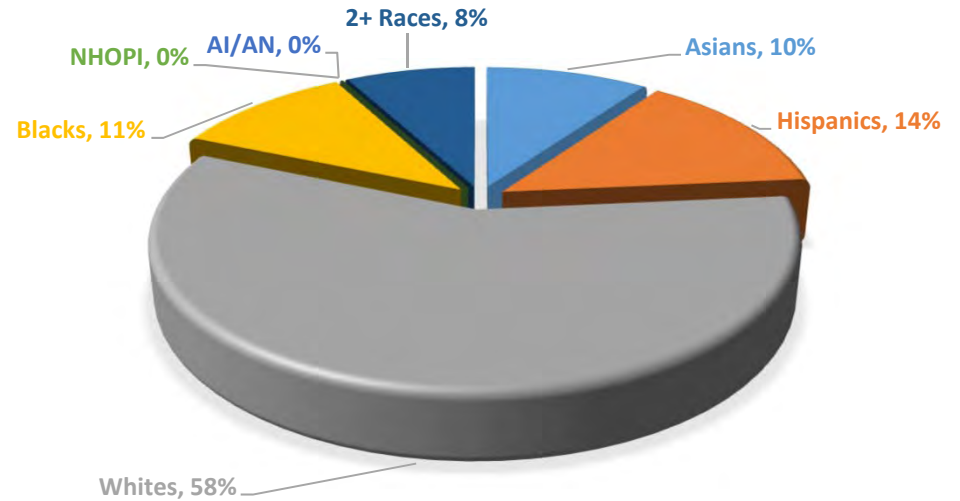


# MTA LIRR New Hires and Veterans

### NEW HIRE BY GENDER



### NEW HIRE BY RACE/ETHNICITY



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, none of whom were veterans.
- ❑ Minorities were hired above their current percentage of workforce representation.



# MTA LIRR

## **Complaints and Lawsuits**

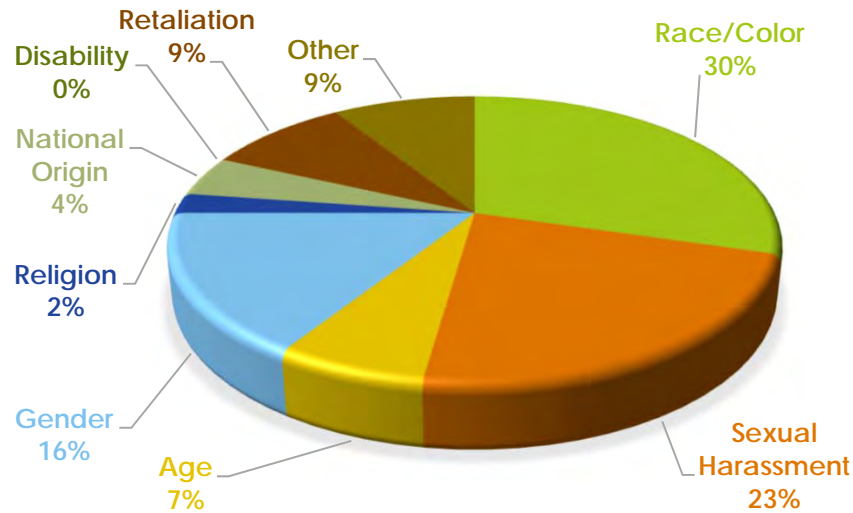
**January 1, 2020 – June 30, 2020**



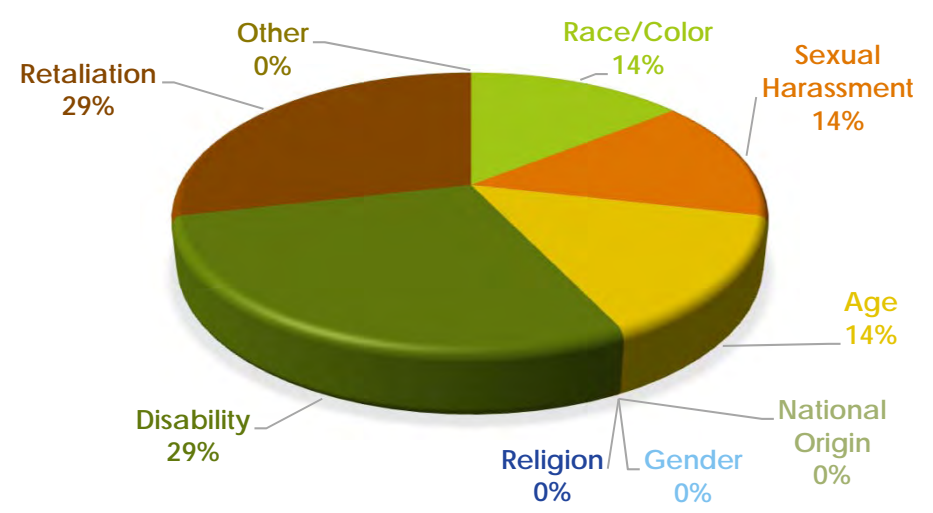
# MTA LIRR

## Internal/External EEO Complaints and Lawsuits

### INTERNAL EEO COMPLAINTS



### EXTERNAL EEO COMPLAINTS



LIRR handled 29 EEO complaints, citing 51 separate allegations, and 12 lawsuits.

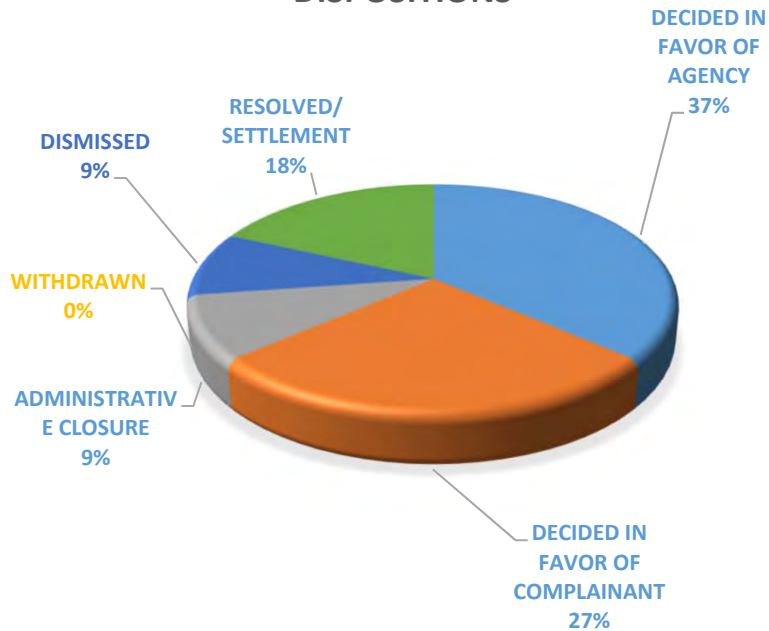
- ❑ 24 internal complaints.
- ❑ 5 external complaints.
- ❑ The most frequently cited basis internally was Race/Color.
- ❑ The most frequently cited basis externally was Disability and Retaliation.



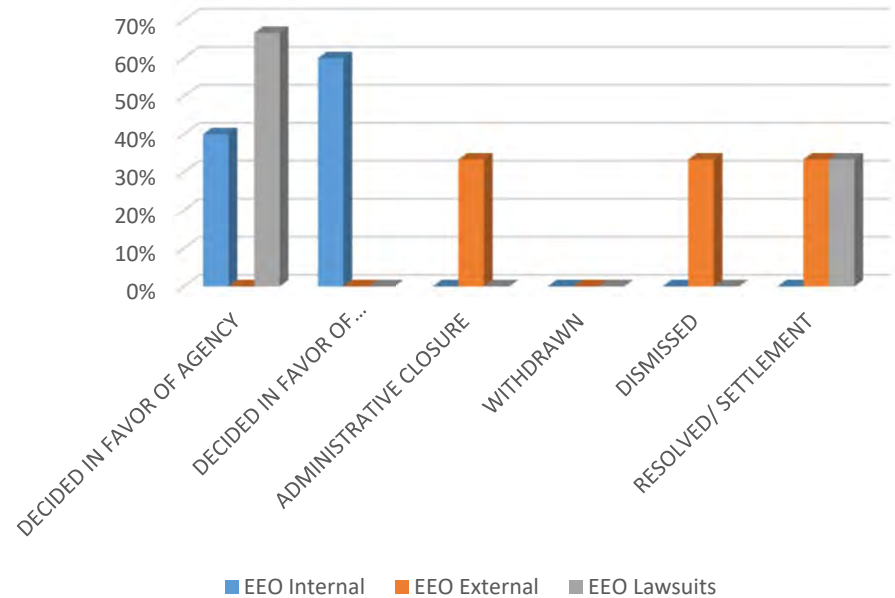
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

# MTA LIRR EEO Complaints and Lawsuits Dispositions

**OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



**EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



LIRR disposed 6 EEO complaints and 3 EEO lawsuits.

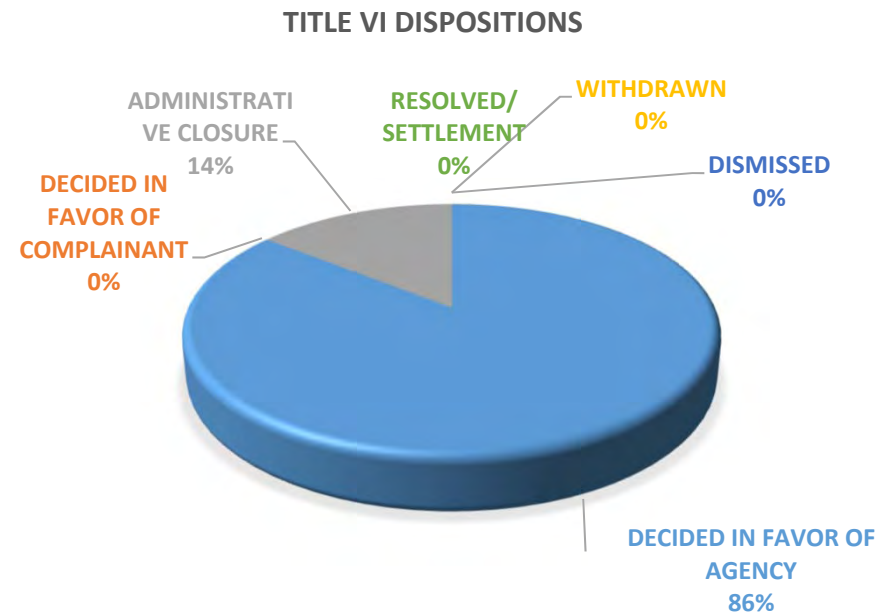
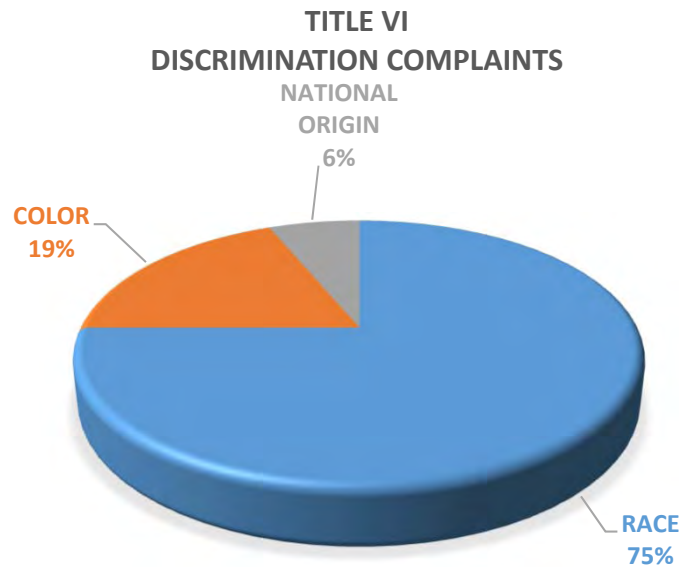
- ❑ 37% complaints/lawsuits were decided in favor of the agency.
- ❑ 27% complaints/lawsuits were decided in favor of the complainant.
- ❑ 9% complaints /lawsuits were administrative closures
- ❑ 9% complaints/lawsuits were dismissed.
- ❑ 18% complaints/lawsuits were resolved/settled.





# MTA LIRR

## Title VI Discrimination Complaints, Lawsuits and Dispositions



LIRR handled 13 Title VI Complaints, citing 16 separate allegations and no Title VI lawsuits. Agency disposed of 7 complaints.

- ❑ 86% of the complaints were decided in favor of the agency.
- ❑ 14% of the complaints were administratively closed.





**July Financial Plan - 2020 Mid-Year Forecast  
BY MONTH**

**MTA METRO NORTH RAILROAD**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

| <b>NON-REIMBURSABLE</b>                               | <b>Jan</b>        | <b>Feb</b>        | <b>Mar</b>        | <b>Apr</b>         | <b>May</b>       | <b>Jun</b>        | <b>Jul</b>        | <b>Aug</b>        | <b>Sep</b>         | <b>Oct</b>         | <b>Nov</b>         | <b>Dec</b>         | <b>Total</b>         |
|---|-------------------|-------------------|-------------------|--------------------|------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| <b>Operating Revenue</b>                              |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| Farebox Revenue                                       | \$59,729          | \$57,989          | \$38,566          | \$3,723            | \$3,396          | \$6,771           | \$9,974           | \$17,821          | \$26,178           | \$15,031           | \$15,019           | \$15,053           | \$269,250            |
| Vehicle Toll Revenue                                  | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| Other Operating Revenue                               | 5.841             | 4.830             | 3,465             | 3,897              | 151,802          | 57,999            | 59,183            | 19,363            | 1,769              | 3,742              | 3,868              | 3,695              | 319,455              |
| Capital and Other Reimbursements                      | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| <b>Total Revenue</b>                                  | <b>\$65,569</b>   | <b>\$62,819</b>   | <b>\$42,031</b>   | <b>\$7,620</b>     | <b>\$155,198</b> | <b>\$64,770</b>   | <b>\$69,157</b>   | <b>\$37,184</b>   | <b>\$27,948</b>    | <b>\$18,773</b>    | <b>\$18,887</b>    | <b>\$18,748</b>    | <b>\$588,705</b>     |
| <b>Operating Expenses</b>                             |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| <b>Labor:</b>   |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| Payroll   | \$49,114          | \$40,846          | \$44,787          | \$44,603           | \$43,797         | \$44,809          | \$47,343          | \$44,039          | \$45,227           | \$45,143           | \$44,749           | \$50,024           | \$544,482            |
| Overtime  | 9,050             | 6,825             | 7,144             | 8,182              | 8,165            | 7,675             | 9,020             | 8,465             | 8,227              | 7,609              | 8,463              | 4,407              | 93,229               |
| Health and Welfare                                    | 10,472            | 7,569             | 9,472             | 9,571              | 9,327            | 9,561             | 10,360            | 9,406             | 9,779              | 9,621              | 9,627              | 10,385             | 115,150              |
| OPEB Current Payment                                  | 3,210             | 3,580             | 3,627             | 3,287              | 3,259            | 3,287             | 3,287             | 3,287             | 3,287              | 3,287              | 3,287              | 3,287              | 40,000               |
| Pensions  | 9,650             | 7,828             | 10,804            | 10,913             | 12,259           | 10,881            | 11,587            | 10,857            | 11,033             | 10,943             | 10,988             | 11,492             | 129,235              |
| Other Fringe Benefits                                 | 10,637            | 8,962             | 10,855            | 10,702             | 10,527           | 10,681            | 11,307            | 10,598            | 10,838             | 10,729             | 10,750             | 11,257             | 127,843              |
| Reimbursable Overhead                                 | (4,944)           | (5,341)           | (4,952)           | (4,848)            | (4,769)          | (5,455)           | (7,005)           | (6,592)           | (6,974)            | (7,380)            | (6,107)            | (4,073)            | (68,437)             |
| <b>Total Labor Expenses</b>                           | <b>\$87,190</b>   | <b>\$70,270</b>   | <b>\$81,737</b>   | <b>\$82,410</b>    | <b>\$82,594</b>  | <b>\$81,438</b>   | <b>\$85,898</b>   | <b>\$80,061</b>   | <b>\$81,419</b>    | <b>\$79,951</b>    | <b>\$81,757</b>    | <b>\$86,780</b>    | <b>\$981,502</b>     |
| <b>Non-Labor:</b>                                     |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| Electric Power  | \$6,090           | \$5,969           | \$4,429           | \$4,566            | \$3,429          | \$3,930           | \$4,088           | \$4,423           | \$4,060            | \$4,056            | \$4,268            | \$4,250            | \$53,557             |
| Fuel  | 1,782             | 1,513             | 0,959             | 0,758              | 0,590            | 0,622             | 0,666             | 0,681             | 0,597              | 0,759              | 0,716              | 0,697              | 10,339               |
| Insurance   | 1,365             | 1,382             | 1,390             | 1,376              | 1,395            | 1,427             | 1,437             | 1,402             | 1,402              | 1,402              | 1,545              | 1,557              | 17,082               |
| Claims  | 0.000             | (0.000)           | 0,117             | 0,112              | 0,117            | 0,112             | 0,117             | 0,112             | 0,117              | 0,117              | 0,112              | (0,029)            | 1,000                |
| Paratransit Service Contracts                         | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| Maintenance and Other Operating Contracts             | 6,705             | 8,372             | 10,728            | 9,744              | 10,019           | 9,993             | 9,869             | 9,925             | 10,019             | 9,976              | 10,159             | 14,113             | 119,624              |
| Professional Service Contracts                        | 2,527             | 2,340             | 3,375             | 3,463              | 3,414            | 3,780             | 3,402             | 3,965             | 3,278              | 3,391              | 3,432              | 5,006              | 41,373               |
| Materials & Supplies                                  | 7,309             | 7,069             | 9,093             | 9,337              | 9,487            | 9,396             | 9,539             | 9,632             | 9,655              | 9,533              | 9,630              | 9,539              | 109,220              |
| Other Business Expenses                               | 2,310             | 2,176             | 2,478             | 1,369              | 1,622            | 1,976             | 0,969             | 1,651             | 1,641              | 2,238              | 1,485              | 1,895              | 21,809               |
| <b>Total Non-Labor</b>                                | <b>\$28,088</b>   | <b>\$28,821</b>   | <b>\$32,570</b>   | <b>\$30,726</b>    | <b>\$30,072</b>  | <b>\$31,236</b>   | <b>\$30,086</b>   | <b>\$31,790</b>   | <b>\$30,768</b>    | <b>\$31,473</b>    | <b>\$31,346</b>    | <b>\$37,027</b>    | <b>\$374,003</b>     |
| <b>Other Expenses Adjustments:</b>                    |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| Other   | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| <b>Total Other Expense Adjustments</b>                | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>     | <b>\$0.000</b>   | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>       |
| <b>Total Expenses before Non-Cash Liability Adjs.</b> | <b>\$115,278</b>  | <b>\$99,091</b>   | <b>\$114,307</b>  | <b>\$113,135</b>   | <b>\$112,666</b> | <b>\$112,674</b>  | <b>\$115,985</b>  | <b>\$111,851</b>  | <b>\$112,186</b>   | <b>\$111,424</b>   | <b>\$113,103</b>   | <b>\$123,807</b>   | <b>\$1,355,506</b>   |
| Depreciation  | \$19,085          | \$19,085          | \$23,693          | \$20,610           | \$20,485         | \$20,485          | \$20,485          | \$20,485          | \$20,485           | \$20,485           | \$20,485           | \$20,636           | \$246,507            |
| OPEB Obligation                                       | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| GASB 68 Pension Adjustment                            | 0.000             | 0.000             | (0,900)           | 0.000              | 0.000            | (1,010)           | 0.000             | 0.000             | (1,010)            | 0.000              | 0.000              | (1,010)            | (3,930)              |
| Environmental Remediation                             | 0,174             | 0,000             | 0,194             | 0,044              | 0,449            | 0,449             | 0,449             | 0,449             | 0,449              | 0,449              | 0,449              | 0,449              | 4,000                |
| GASB75 Adjustment                                     | 0.000             | 0.000             | (1,277)           | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 70,723             | 69,446               |
| <b>Total Expenses</b>                                 | <b>\$134,537</b>  | <b>\$118,176</b>  | <b>\$136,016</b>  | <b>\$133,789</b>   | <b>\$133,600</b> | <b>\$132,598</b>  | <b>\$136,919</b>  | <b>\$132,785</b>  | <b>\$132,110</b>   | <b>\$132,358</b>   | <b>\$134,037</b>   | <b>\$214,604</b>   | <b>\$1,671,528</b>   |
| <b>Net Surplus/(Deficit)</b>                          | <b>(\$68,967)</b> | <b>(\$55,356)</b> | <b>(\$93,985)</b> | <b>(\$126,169)</b> | <b>\$21,599</b>  | <b>(\$67,827)</b> | <b>(\$67,761)</b> | <b>(\$95,601)</b> | <b>(\$104,163)</b> | <b>(\$113,585)</b> | <b>(\$115,150)</b> | <b>(\$195,856)</b> | <b>(\$1,082,823)</b> |
| <b>Cash Conversion Adjustments:</b>                   |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| Depreciation  | \$19,085          | \$19,085          | \$23,693          | \$20,610           | \$20,485         | \$20,485          | \$20,485          | \$20,485          | \$20,485           | \$20,485           | \$20,485           | \$20,636           | \$246,507            |
| Operating Capital                                     | 8,188             | (1,295)           | (2,038)           | (2,830)            | (3,115)          | (5,678)           | (6,218)           | (4,866)           | (5,727)            | (10,430)           | (8,152)            | (24,710)           | (66,872)             |
| Other Cash Adjustments                                | (7,290)           | (0,461)           | 13,570            | (4,977)            | (0,914)          | 2,413             | (5,598)           | 5,853             | 3,698              | (8,272)            | 8,712              | 27,046             | 33,779               |
| <b>Total Cash Conversion Adjustments</b>              | <b>\$19,984</b>   | <b>\$17,329</b>   | <b>\$35,224</b>   | <b>\$12,803</b>    | <b>\$16,456</b>  | <b>\$17,221</b>   | <b>\$8,669</b>    | <b>\$21,472</b>   | <b>\$18,456</b>    | <b>\$1,784</b>     | <b>\$21,045</b>    | <b>\$22,972</b>    | <b>\$213,414</b>     |
| <b>Net Cash Surplus/(Deficit)</b>                     | <b>(\$48,983)</b> | <b>(\$38,027)</b> | <b>(\$58,762)</b> | <b>(\$113,367)</b> | <b>\$38,055</b>  | <b>(\$50,607)</b> | <b>(\$59,092)</b> | <b>(\$74,130)</b> | <b>(\$85,707)</b>  | <b>(\$111,801)</b> | <b>(\$94,105)</b>  | <b>(\$172,885)</b> | <b>(\$869,409)</b>   |

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

**MTA METRO NORTH RAILROAD**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

| <b>REIMBURSABLE</b>                       | Jan             | Feb             | Mar             | Apr             | May             | Jun             | Jul             | Aug             | Sep             | Oct             | Nov             | Dec             | Total            |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <b>Revenue</b>                            |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| Farebox Revenue                           | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000          |
| Vehicle Toll Revenue                      | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| Other Operating Revenue                   | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| Capital and Other Reimbursements          |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| MNR - MTA                                 | 8.782           | 8.424           | 7.883           | 10.796          | 8.408           | 9.999           | 12.249          | 11.623          | 12.128          | 12.330          | 10.164          | 11.811          | 124.598          |
| MNR - CDOT                                | 4.730           | 10.195          | 11.244          | 9.964           | 10.222          | 12.687          | 17.785          | 17.422          | 20.153          | 22.922          | 21.662          | 17.501          | 176.486          |
| MNR - Other                               | 9.875           | 0.823           | 3.058           | 2.773           | 2.905           | 2.855           | 3.125           | 3.005           | 3.053           | 3.126           | 2.986           | 3.026           | 40.610           |
| <b>Total Revenue</b>                      | <b>\$23.387</b> | <b>\$19.441</b> | <b>\$22.185</b> | <b>\$23.534</b> | <b>\$21.535</b> | <b>\$25.541</b> | <b>\$33.159</b> | <b>\$32.050</b> | <b>\$35.334</b> | <b>\$38.378</b> | <b>\$34.813</b> | <b>\$32.337</b> | <b>\$341.694</b> |
| <b>Expenses</b>                           |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| <b>Labor:</b>                             |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| Payroll                                   | \$3.297         | \$3.578         | \$3.902         | \$3.812         | \$3.704         | \$4.212         | \$4.847         | \$4.616         | \$4.717         | \$5.053         | \$4.094         | 3.375           | \$49.208         |
| Overtime                                  | 2.197           | 2.201           | 1.546           | 1.706           | 1.739           | 1.888           | 2.598           | 2.385           | 2.420           | 2.473           | 2.169           | 1.428           | 24.750           |
| Health and Welfare                        | 1.161           | 1.246           | 1.237           | 1.254           | 1.230           | 1.387           | 1.667           | 1.571           | 1.604           | 1.705           | 1.406           | 1.075           | 16.542           |
| OPEB Current Payment                      | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| Pensions                                  | 0.846           | 0.885           | 0.993           | 0.993           | 0.976           | 1.097           | 1.318           | 1.244           | 1.269           | 1.341           | 1.110           | 0.874           | 12.945           |
| Other Fringe Benefits                     | 0.907           | 0.960           | 0.930           | 0.940           | 0.923           | 1.040           | 1.254           | 1.183           | 1.206           | 1.280           | 1.056           | 0.811           | 12.490           |
| Reimbursable Overhead                     | 4.707           | 5.034           | 4.779           | 4.664           | 4.601           | 5.277           | 6.628           | 6.263           | 6.507           | 7.021           | 5.819           | 3.912           | 65.210           |
| <b>Total Labor</b>                        | <b>\$13.114</b> | <b>\$13.903</b> | <b>\$13.387</b> | <b>\$13.369</b> | <b>\$13.173</b> | <b>\$14.900</b> | <b>\$18.312</b> | <b>\$17.261</b> | <b>\$17.723</b> | <b>\$18.873</b> | <b>\$15.655</b> | <b>\$11.476</b> | <b>\$181.146</b> |
| <b>Non-Labor:</b>                         |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| Electric Power                            | (\$0.097)       | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | \$0.000         | (\$0.097)        |
| Fuel                                      | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| Insurance                                 | 0.150           | 0.163           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.313            |
| Claims                                    | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| Paratransit Service Contracts             | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| Maintenance and Other Operating Contracts | 0.100           | 1.501           | 2.540           | 2.596           | 2.586           | 2.793           | 5.402           | 5.457           | 4.473           | 5.494           | 5.024           | 6.083           | 44.050           |
| Professional Service Contracts            | 9.356           | 0.711           | 4.477           | 3.474           | 3.474           | 3.812           | 4.429           | 4.509           | 7.000           | 6.343           | 6.062           | 6.259           | 59.904           |
| Materials & Supplies                      | 0.745           | 3.129           | 1.774           | 4.087           | 2.295           | 4.028           | 5.007           | 4.815           | 6.130           | 7.661           | 8.064           | 8.512           | 56.246           |
| Other Business Expenses                   | 0.019           | 0.033           | 0.008           | 0.008           | 0.008           | 0.008           | 0.008           | 0.008           | 0.008           | 0.008           | 0.008           | 0.008           | 0.132            |
| <b>Total Non-Labor</b>                    | <b>\$10.273</b> | <b>\$5.538</b>  | <b>\$8.798</b>  | <b>\$10.165</b> | <b>\$8.362</b>  | <b>\$10.641</b> | <b>\$14.846</b> | <b>\$14.789</b> | <b>\$17.611</b> | <b>\$19.506</b> | <b>\$19.158</b> | <b>\$20.861</b> | <b>\$160.548</b> |
| <b>Other Adjustments:</b>                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
| Other                                     | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| <b>Total Other Adjustments</b>            | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>   |
| <b>Total Expenses before Depreciation</b> | <b>\$23.387</b> | <b>\$19.441</b> | <b>\$22.185</b> | <b>\$23.534</b> | <b>\$21.535</b> | <b>\$25.541</b> | <b>\$33.159</b> | <b>\$32.050</b> | <b>\$35.334</b> | <b>\$38.378</b> | <b>\$34.813</b> | <b>\$32.337</b> | <b>\$341.694</b> |
| Depreciation                              | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000           | 0.000            |
| <b>Total Expenses</b>                     | <b>\$23.387</b> | <b>\$19.441</b> | <b>\$22.185</b> | <b>\$23.534</b> | <b>\$21.535</b> | <b>\$25.541</b> | <b>\$33.159</b> | <b>\$32.050</b> | <b>\$35.334</b> | <b>\$38.378</b> | <b>\$34.813</b> | <b>\$32.337</b> | <b>\$341.694</b> |
| <b>Net Surplus/(Deficit)</b>              | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>   |

**MTA METRO NORTH RAILROAD**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

| NON-REIMBURSABLE / REIMBURSABLE                       | Jan               | Feb               | Mar               | Apr                | May              | Jun               | Jul               | Aug               | Sep                | Oct                | Nov                | Dec                | Total                |
|---|-------------------|-------------------|-------------------|--------------------|------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| <b>Revenue</b>  |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| Farebox Revenue                                       | \$59.729          | \$57.989          | \$38.566          | \$3.723            | \$3.396          | \$6.771           | \$9.974           | \$17.821          | \$26.178           | \$15.031           | \$15.019           | \$15.053           | \$269.250            |
| Vehicle Toll Revenue                                  | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| Other Operating Revenue                               | 5.841             | 4.830             | 3.465             | 3.897              | 151.802          | 57.999            | 59.183            | 19.363            | 1.769              | 3.742              | 3.868              | 3.695              | 319.455              |
| Capital and Other Reimbursements                      |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| MNR - MTA   | 8.782             | 8.424             | 7.883             | 10.796             | 8.408            | 9.999             | 12.249            | 11.623            | 12.128             | 12.330             | 10.164             | 11.811             | 124.598              |
| MNR - CDOT  | 4.730             | 10.195            | 11.244            | 9.964              | 10.222           | 12.687            | 17.785            | 17.422            | 20.153             | 22.922             | 21.662             | 17.501             | 176.486              |
| MNR - Other   | 9.875             | 0.823             | 3.058             | 2.773              | 2.905            | 2.855             | 3.125             | 3.005             | 3.053              | 3.126              | 2.986              | 3.026              | 40.610               |
| <b>Total Revenue</b>                                  | <b>\$88.957</b>   | <b>\$82.260</b>   | <b>\$64.216</b>   | <b>\$31.154</b>    | <b>\$176.734</b> | <b>\$90.311</b>   | <b>\$102.316</b>  | <b>\$69.234</b>   | <b>\$63.282</b>    | <b>\$57.152</b>    | <b>\$53.700</b>    | <b>\$51.085</b>    | <b>\$930.399</b>     |
| <b>Expenses</b>                                       |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| <b>Labor:</b>   |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| Payroll   | \$52.412          | \$44.425          | \$48.689          | \$48.415           | \$47.501         | \$49.020          | \$52.190          | \$48.655          | \$49.945           | \$50.197           | \$48.844           | \$53.399           | \$593.690            |
| Overtime  | 11.247            | 9.025             | 8.690             | 9.888              | 9.903            | 9.563             | 11.618            | 10.850            | 10.647             | 10.082             | 10.632             | 5.835              | 117.979              |
| Health and Welfare                                    | 11.633            | 8.815             | 10.709            | 10.825             | 10.557           | 10.947            | 12.027            | 10.977            | 11.384             | 11.326             | 11.033             | 11.460             | 131.692              |
| OPEB Current Payment                                  | 3.210             | 3.580             | 3.627             | 3.287              | 3.287            | 3.287             | 3.287             | 3.287             | 3.287              | 3.287              | 3.287              | 3.287              | 40.000               |
| Pensions  | 10.496            | 8.713             | 11.797            | 11.905             | 13.235           | 11.977            | 12.906            | 12.101            | 12.302             | 12.284             | 12.098             | 12.367             | 142.180              |
| Other Fringe Benefits                                 | 11.544            | 9.922             | 11.785            | 11.642             | 11.450           | 11.721            | 12.562            | 11.781            | 12.045             | 12.009             | 11.806             | 12.068             | 140.334              |
| Reimbursable Overhead                                 | (0.237)           | (0.307)           | (0.173)           | (0.183)            | (0.168)          | (0.178)           | (0.378)           | (0.329)           | (0.467)            | (0.360)            | (0.287)            | (0.161)            | (3.227)              |
| <b>Total Labor</b>                                    | <b>\$100.304</b>  | <b>\$84.173</b>   | <b>\$95.123</b>   | <b>\$95.779</b>    | <b>\$95.766</b>  | <b>\$96.338</b>   | <b>\$104.210</b>  | <b>\$97.322</b>   | <b>\$99.142</b>    | <b>\$98.824</b>    | <b>\$97.411</b>    | <b>\$98.256</b>    | <b>\$1,162.649</b>   |
| <b>Non-Labor:</b>                                     |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| Electric Power  | \$5.993           | \$5.969           | \$4.429           | \$4.566            | \$3.429          | \$3.930           | \$4.088           | \$4.423           | \$4.060            | \$4.056            | \$4.268            | \$4.250            | \$53.460             |
| Fuel  | 1.782             | 1.513             | 0.959             | 0.758              | 0.590            | 0.622             | 0.666             | 0.681             | 0.597              | 0.759              | 0.716              | 0.697              | 10.339               |
| Insurance   | 1.515             | 1.545             | 1.390             | 1.376              | 1.395            | 1.427             | 1.437             | 1.402             | 1.402              | 1.402              | 1.545              | 1.557              | 17.395               |
| Claims  | 0.000             | (0.000)           | 0.117             | 0.112              | 0.117            | 0.112             | 0.117             | 0.112             | 0.117              | 0.117              | 0.112              | (0.029)            | 1.000                |
| Paratransit Service Contracts                         | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| Maintenance and Other Operating Contracts             | 6.805             | 9.873             | 13.268            | 12.341             | 12.606           | 12.786            | 15.271            | 15.383            | 14.492             | 15.470             | 15.183             | 20.196             | 163.674              |
| Professional Service Contracts                        | 11.883            | 3.051             | 7.852             | 6.936              | 6.887            | 7.592             | 7.831             | 8.474             | 10.278             | 9.734              | 9.494              | 11.265             | 101.277              |
| Materials & Supplies                                  | 8.054             | 10.198            | 10.867            | 13.424             | 11.781           | 13.425            | 14.546            | 14.447            | 15.784             | 17.194             | 17.695             | 18.051             | 165.466              |
| Other Business Expenses                               | 2.329             | 2.210             | 2.486             | 1.377              | 1.630            | 1.983             | 0.977             | 1.659             | 1.649              | 2.246              | 1.493              | 1.902              | 21.941               |
| <b>Total Non-Labor</b>                                | <b>\$38.361</b>   | <b>\$34.359</b>   | <b>\$41.368</b>   | <b>\$40.890</b>    | <b>\$38.435</b>  | <b>\$41.877</b>   | <b>\$44.933</b>   | <b>\$46.579</b>   | <b>\$48.378</b>    | <b>\$50.978</b>    | <b>\$50.505</b>    | <b>\$57.889</b>    | <b>\$534.551</b>     |
| <b>Other Adjustments:</b>                             |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| Other   | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| <b>Total Other Adjustments</b>                        | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>     | <b>\$0.000</b>   | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>       |
| <b>Total Expenses before Non-Cash Liability Adjs.</b> | <b>\$138.665</b>  | <b>\$118.532</b>  | <b>\$136.491</b>  | <b>\$136.669</b>   | <b>\$134.201</b> | <b>\$138.215</b>  | <b>\$149.143</b>  | <b>\$143.901</b>  | <b>\$147.520</b>   | <b>\$149.802</b>   | <b>\$147.916</b>   | <b>\$156.144</b>   | <b>\$1,697.200</b>   |
| Depreciation  | \$19.085          | \$19.085          | \$23.693          | \$20.610           | \$20.485         | \$20.485          | \$20.485          | \$20.485          | \$20.485           | \$20.485           | \$20.485           | \$20.636           | \$246.507            |
| OPEB Obligation                                       | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 0.000              | 0.000                |
| GASB 68 Pension Adjustment                            | 0.000             | 0.000             | (0.900)           | 0.000              | 0.000            | (1.010)           | 0.000             | 0.000             | (1.010)            | 0.000              | 0.000              | (1.010)            | (3.930)              |
| Environmental Remediation                             | 0.174             | 0.000             | 0.194             | 0.044              | 0.449            | 0.449             | 0.449             | 0.449             | 0.449              | 0.449              | 0.449              | 0.449              | 4.000                |
| GASB75 Adjustment                                     | 0.000             | 0.000             | (1.277)           | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000              | 0.000              | 0.000              | 70.723             | 69.446               |
| <b>Total Expenses</b>                                 | <b>\$157.924</b>  | <b>\$137.617</b>  | <b>\$158.201</b>  | <b>\$157.323</b>   | <b>\$155.135</b> | <b>\$158.139</b>  | <b>\$170.077</b>  | <b>\$164.835</b>  | <b>\$167.444</b>   | <b>\$170.736</b>   | <b>\$168.850</b>   | <b>\$246.941</b>   | <b>\$2,013.222</b>   |
| <b>Net Surplus/(Deficit)</b>                          | <b>(\$68.967)</b> | <b>(\$55.356)</b> | <b>(\$93.985)</b> | <b>(\$126.169)</b> | <b>\$21.599</b>  | <b>(\$67.827)</b> | <b>(\$67.761)</b> | <b>(\$95.601)</b> | <b>(\$104.163)</b> | <b>(\$113.585)</b> | <b>(\$115.150)</b> | <b>(\$195.856)</b> | <b>(\$1,082.823)</b> |
| <b>Cash Conversion Adjustments:</b>                   |                   |                   |                   |                    |                  |                   |                   |                   |                    |                    |                    |                    |                      |
| Depreciation  | \$19.085          | \$19.085          | \$23.693          | \$20.610           | \$20.485         | \$20.485          | \$20.485          | \$20.485          | \$20.485           | \$20.485           | \$20.485           | \$20.636           | \$246.507            |
| Operating Capital                                     | 8.188             | (1.295)           | (2.038)           | (2.830)            | (3.115)          | (5.678)           | (6.218)           | (4.866)           | (5.727)            | (10.430)           | (8.152)            | (24.710)           | (66.872)             |
| Other Cash Adjustments                                | (7.290)           | (0.461)           | 13.570            | (4.977)            | (0.914)          | 2.413             | (5.598)           | 5.853             | 3.698              | (8.272)            | 8.712              | 27.046             | 33.779               |
| <b>Total Cash Conversion Adjustments</b>              | <b>\$19.984</b>   | <b>\$17.329</b>   | <b>\$35.224</b>   | <b>\$12.803</b>    | <b>\$16.456</b>  | <b>\$17.221</b>   | <b>\$8.669</b>    | <b>\$21.472</b>   | <b>\$18.456</b>    | <b>\$1.784</b>     | <b>\$21.045</b>    | <b>\$22.972</b>    | <b>\$213.414</b>     |
| <b>Net Cash Surplus/(Deficit)</b>                     | <b>(\$48.983)</b> | <b>(\$38.027)</b> | <b>(\$58.762)</b> | <b>(\$113.367)</b> | <b>\$38.055</b>  | <b>(\$50.607)</b> | <b>(\$59.092)</b> | <b>(\$74.130)</b> | <b>(\$85.707)</b>  | <b>(\$111.801)</b> | <b>(\$94.105)</b>  | <b>(\$172.885)</b> | <b>(\$869.409)</b>   |

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

**MTA METRO NORTH RAILROAD**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**Cash Receipts & Expenditures**  
(\$ in millions)

| <b>CASH RECEIPTS AND EXPENDITURES</b>     | Jan               | Feb               | Mar               | Apr                | May              | Jun               | Jul               | Aug               | Sep               | Oct                | Nov               | Dec                | Total              |
|---|-------------------|-------------------|-------------------|--------------------|------------------|-------------------|-------------------|-------------------|-------------------|--------------------|-------------------|--------------------|--------------------|
| <b>Receipts</b>                           |                   |                   |                   |                    |                  |                   |                   |                   |                   |                    |                   |                    |                    |
| Farebox Revenue                           | \$58.946          | \$54.271          | \$38.160          | \$4.638            | \$4.261          | \$7.537           | \$10.624          | \$18.320          | \$26.531          | \$15.639           | \$15.620          | \$16.118           | \$270.663          |
| Vehicle Toll Revenue                      | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000             | 0.000              | 0.000             | 0.000              | 0.000              |
| Other Operating Revenue                   | 6.583             | 10.584            | 6.066             | 7.396              | 155.208          | 60.331            | 62.442            | 22.841            | 4.122             | 6.115              | 7.278             | 4.228              | 353.192            |
| Capital and Other Reimbursements          | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000             | 0.000              | 0.000             | 0.000              | 0.000              |
| MNR - MTA                                 | 11.724            | 14.992            | 11.546            | 8.984              | 8.422            | 8.094             | 10.941            | 8.730             | 10.212            | 12.257             | 11.477            | 12.070             | 129.449            |
| MNR - CDOT                                | 8.685             | 8.213             | 11.244            | 9.964              | 10.222           | 12.687            | 17.785            | 17.422            | 20.153            | 22.922             | 21.662            | 15.527             | 176.486            |
| MNR - Other                               | 9.668             | 0.500             | 3.058             | 2.773              | 2.905            | 2.855             | 3.125             | 3.005             | 3.053             | 3.126              | 2.986             | 3.555              | 40.610             |
| <b>Total Receipts</b>                     | <b>\$95.606</b>   | <b>\$88.560</b>   | <b>\$70.074</b>   | <b>\$33.755</b>    | <b>\$181.018</b> | <b>\$91.504</b>   | <b>\$104.917</b>  | <b>\$70.317</b>   | <b>\$64.071</b>   | <b>\$60.059</b>    | <b>\$59.023</b>   | <b>\$51.497</b>    | <b>\$970.401</b>   |
| <b>Expenditures</b>                       |                   |                   |                   |                    |                  |                   |                   |                   |                   |                    |                   |                    |                    |
| <b>Labor:</b>                             |                   |                   |                   |                    |                  |                   |                   |                   |                   |                    |                   |                    |                    |
| Payroll                                   | \$55.102          | \$44.589          | \$43.938          | \$55.054           | \$51.275         | \$44.331          | \$56.529          | \$46.162          | \$45.253          | \$56.924           | \$46.319          | \$61.902           | \$607.378          |
| Overtime                                  | 12.713            | 9.069             | 7.968             | 11.282             | 11.035           | 8.720             | 12.865            | 10.504            | 9.936             | 11.655             | 10.277            | 6.878              | 122.903            |
| Health and Welfare                        | 11.143            | 11.202            | 11.624            | 11.840             | 11.477           | 11.896            | 13.097            | 11.966            | 12.426            | 12.334             | 12.013            | 12.446             | 143.465            |
| OPEB Current Payment                      | 3.580             | 3.623             | 3.627             | 3.287              | 3.287            | 3.287             | 3.287             | 3.287             | 3.287             | 3.287              | 3.287             | 2.874              | 40.000             |
| Pensions                                  | 10.250            | 10.195            | 11.780            | 11.956             | 11.730           | 11.976            | 12.944            | 12.131            | 12.356            | 12.320             | 12.120            | 12.598             | 142.354            |
| Other Fringe Benefits                     | 14.969            | 11.712            | 10.372            | 13.030             | 11.977           | 10.303            | 13.447            | 10.907            | 10.637            | 13.452             | 10.928            | 8.820              | 140.553            |
| GASB Account                              | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000             | 0.000              | 0.000             | 0.000              | 0.000              |
| Reimbursable Overhead                     | 0.000             | (0.000)           | 0.000             | 0.000              | (0.000)          | (0.000)           | (0.000)           | (0.000)           | (0.000)           | 0.000              | (0.000)           | (0.000)            | (0.000)            |
| <b>Total Labor</b>                        | <b>\$107.757</b>  | <b>\$90.390</b>   | <b>\$89.309</b>   | <b>\$106.450</b>   | <b>\$100.780</b> | <b>\$90.513</b>   | <b>\$112.169</b>  | <b>\$94.956</b>   | <b>\$93.895</b>   | <b>\$109.971</b>   | <b>\$94.944</b>   | <b>\$105.518</b>   | <b>\$1,196.652</b> |
| <b>Non-Labor:</b>                         |                   |                   |                   |                    |                  |                   |                   |                   |                   |                    |                   |                    |                    |
| Electric Power                            | \$4.916           | \$8.272           | \$4.585           | \$4.722            | \$3.585          | \$4.086           | \$4.245           | \$4.580           | \$4.217           | \$4.213            | \$4.426           | \$3.493            | \$55.341           |
| Fuel                                      | 1.920             | 2.182             | 0.909             | 0.708              | 0.540            | 0.572             | 0.616             | 0.631             | 0.547             | 0.709              | 0.666             | (0.160)            | 9.839              |
| Insurance                                 | 0.000             | (0.000)           | (0.000)           | 0.000              | 3.380            | 0.426             | 1.781             | 0.900             | (0.000)           | 2.581              | 3.024             | 6.525              | 18.618             |
| Claims                                    | 0.099             | 0.047             | 0.117             | 0.112              | 0.117            | 0.112             | 0.404             | 0.399             | 0.404             | 0.534              | 0.529             | 0.388              | 3.258              |
| Paratransit Service Contracts             | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000             | 0.000              | 0.000             | 0.000              | 0.000              |
| Maintenance and Other Operating Contracts | 12.188            | 7.566             | 12.240            | 10.482             | 10.898           | 18.963            | 15.677            | 15.540            | 20.992            | 20.269             | 18.275            | 42.372             | 205.462            |
| Professional Service Contracts            | 2.555             | 1.182             | 6.036             | 5.120              | 5.156            | 8.472             | 6.876             | 7.253             | 9.157             | 9.386              | 8.462             | 34.063             | 103.718            |
| Materials & Supplies                      | 12.185            | 14.360            | 10.755            | 14.462             | 13.353           | 13.594            | 17.056            | 15.282            | 15.907            | 18.667             | 18.007            | 16.536             | 180.165            |
| Other Business Expenditures               | 2.969             | 2.588             | 4.884             | 5.065              | 5.154            | 5.371             | 5.188             | 4.906             | 4.658             | 5.530              | 4.797             | 15.646             | 66.757             |
| <b>Total Non-Labor</b>                    | <b>\$36.832</b>   | <b>\$36.197</b>   | <b>\$39.526</b>   | <b>\$40.671</b>    | <b>\$42.183</b>  | <b>\$51.598</b>   | <b>\$51.841</b>   | <b>\$49.491</b>   | <b>\$55.882</b>   | <b>\$61.889</b>    | <b>\$58.185</b>   | <b>\$118.863</b>   | <b>\$643.158</b>   |
| <b>Other Adjustments:</b>                 |                   |                   |                   |                    |                  |                   |                   |                   |                   |                    |                   |                    |                    |
| Other                                     | 0.000             | 0.000             | 0.000             | 0.000              | 0.000            | 0.000             | 0.000             | 0.000             | 0.000             | 0.000              | 0.000             | 0.000              | 0.000              |
| <b>Total Other Adjustments</b>            | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>     | <b>\$0.000</b>   | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>     | <b>\$0.000</b>    | <b>\$0.000</b>     | <b>\$0.000</b>     |
| <b>Total Expenditures</b>                 | <b>\$144.589</b>  | <b>\$126.587</b>  | <b>\$128.835</b>  | <b>\$147.121</b>   | <b>\$142.963</b> | <b>\$142.111</b>  | <b>\$164.010</b>  | <b>\$144.447</b>  | <b>\$149.777</b>  | <b>\$171.860</b>   | <b>\$153.129</b>  | <b>\$224.381</b>   | <b>\$1,839.811</b> |
| <b>Net Cash Deficit</b>                   | <b>(\$48.983)</b> | <b>(\$38.027)</b> | <b>(\$58.762)</b> | <b>(\$113.367)</b> | <b>\$38.055</b>  | <b>(\$50.607)</b> | <b>(\$59.092)</b> | <b>(\$74.130)</b> | <b>(\$85.707)</b> | <b>(\$111.801)</b> | <b>(\$94.105)</b> | <b>(\$172.885)</b> | <b>(\$869.409)</b> |
| MTA Subsidy                               | \$68.486          | \$32.789          | \$46.843          | \$104.673          | (\$55.287)       | \$21.734          | \$28.612          | \$43.772          | \$56.962          | \$86.818           | \$70.501          | \$72.079           | \$577.982          |
| CDOT Subsidy                              | 12.674            | 16.577            | 11.919            | 8.694              | 20.628           | 30.497            | 30.481            | 30.358            | 28.744            | 24.982             | 23.604            | 57.289             | 296.449            |

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

**MTA METRO NORTH RAILROAD**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

| <b>CASH FLOW ADJUSTMENTS</b>   | Jan              | Feb              | Mar             | Apr               | May              | Jun              | Jul               | Aug              | Sep              | Oct               | Nov              | Dec               | Total              |
|--|------------------|------------------|-----------------|-------------------|------------------|------------------|-------------------|------------------|------------------|-------------------|------------------|-------------------|--------------------|
| <b>Receipts</b>  |                  |                  |                 |                   |                  |                  |                   |                  |                  |                   |                  |                   |                    |
| Farebox Revenue  | (\$0.783)        | (\$3.718)        | (\$0.406)       | \$0.915           | \$0.865          | \$0.766          | \$0.650           | \$0.498          | \$0.353          | \$0.608           | \$0.601          | \$1.065           | \$1.413            |
| Vehicle Toll Revenue   | 0.000            | 0.000            | 0.000           | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000             | 0.000              |
| Other Operating Revenue  | 0.742            | 5.754            | 2.601           | 3.498             | 3.406            | 2.332            | 3.259             | 3.478            | 2.353            | 2.373             | 3.410            | 0.532             | 33.738             |
| Capital and Other Reimbursements   |                  |                  |                 |                   |                  |                  |                   |                  |                  |                   |                  |                   |                    |
| MNR - MTA  | 2.942            | 6.568            | 3.663           | (1.812)           | 0.014            | (1.905)          | (1.307)           | (2.893)          | (1.916)          | (0.074)           | 1.313            | 0.258             | 4.851              |
| MNR - CDOT   | 3.955            | (1.982)          | 0.000           | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | (1.974)           | 0.000              |
| MNR - Other  | (0.207)          | (0.323)          | 0.000           | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.529             | 0.000              |
| <b>Total Receipts</b>  | <b>\$6.649</b>   | <b>\$6.300</b>   | <b>\$5.858</b>  | <b>\$2.601</b>    | <b>\$4.285</b>   | <b>\$1.192</b>   | <b>\$2.602</b>    | <b>\$1.083</b>   | <b>\$0.789</b>   | <b>\$2.908</b>    | <b>\$5.324</b>   | <b>\$0.412</b>    | <b>\$40.002</b>    |
| <b>Expenditures</b>  |                  |                  |                 |                   |                  |                  |                   |                  |                  |                   |                  |                   |                    |
| <b>Labor:</b>  |                  |                  |                 |                   |                  |                  |                   |                  |                  |                   |                  |                   |                    |
| Payroll  | (\$2.690)        | (\$0.164)        | \$4.751         | (\$6.639)         | (\$3.773)        | \$4.690          | (\$4.339)         | \$2.493          | \$4.692          | (\$6.727)         | \$2.525          | (\$8.504)         | (\$13.688)         |
| Overtime   | (1.466)          | (0.044)          | 0.722           | (1.394)           | (1.132)          | 0.842            | (1.247)           | 0.346            | 0.711            | (1.573)           | 0.355            | (1.043)           | (4.923)            |
| Health and Welfare   | 0.490            | (2.387)          | (0.915)         | (1.015)           | (0.920)          | (0.949)          | (1.070)           | (0.989)          | (1.043)          | (1.008)           | (0.981)          | (0.986)           | (11.773)           |
| OPEB Current Payment   | (0.370)          | (0.043)          | 0.000           | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.413             | 0.000              |
| Pensions   | 0.246            | (1.482)          | 0.017           | (0.051)           | 1.505            | 0.002            | (0.039)           | (0.029)          | (0.054)          | (0.035)           | (0.022)          | (0.231)           | (0.174)            |
| Other Fringe Benefits  | (3.425)          | (1.790)          | 1.413           | (1.388)           | (0.527)          | 1.418            | (0.885)           | 0.874            | 1.408            | (1.443)           | 0.878            | 3.249             | (0.219)            |
| GASB Account   | 0.000            | 0.000            | 0.000           | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000             | 0.000              |
| Reimbursable Overhead  | (0.237)          | (0.307)          | (0.173)         | (0.183)           | (0.168)          | (0.178)          | (0.378)           | (0.329)          | (0.467)          | (0.360)           | (0.287)          | (0.161)           | (3.227)            |
| <b>Total Labor</b>   | <b>(\$7.453)</b> | <b>(\$6.217)</b> | <b>\$5.814</b>  | <b>(\$10.671)</b> | <b>(\$5.014)</b> | <b>\$5.825</b>   | <b>(\$7.958)</b>  | <b>\$2.366</b>   | <b>\$5.247</b>   | <b>(\$11.147)</b> | <b>\$2.467</b>   | <b>(\$7.263)</b>  | <b>(\$34.003)</b>  |
| <b>Non-Labor:</b>  |                  |                  |                 |                   |                  |                  |                   |                  |                  |                   |                  |                   |                    |
| Electric Power   | \$1.077          | (\$2.303)        | (\$0.156)       | (\$0.156)         | (\$0.156)        | (\$0.157)        | (\$0.157)         | (\$0.157)        | (\$0.158)        | (\$0.158)         | (\$0.158)        | \$0.757           | (1.881)            |
| Fuel   | (0.138)          | (0.669)          | 0.050           | 0.050             | 0.050            | 0.050            | 0.050             | 0.050            | 0.050            | 0.050             | 0.050            | 0.857             | 0.499              |
| Insurance  | 1.515            | 1.545            | 1.390           | 1.376             | (1.985)          | 1.001            | (0.344)           | 0.502            | 1.402            | (1.179)           | (1.479)          | (4.968)           | (1.223)            |
| Claims   | (0.099)          | (0.047)          | 0.000           | 0.000             | 0.000            | 0.000            | (0.287)           | (0.287)          | (0.287)          | (0.417)           | (0.417)          | (0.417)           | (2.258)            |
| Paratransit Service Contracts  | 0.000            | 0.000            | 0.000           | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000             | 0.000              |
| Maintenance and Other Operating Contracts                                | (5.383)          | 2.307            | 1.028           | 1.859             | 1.708            | (6.178)          | (0.405)           | (0.158)          | (6.500)          | (4.798)           | (3.092)          | (22.176)          | (41.788)           |
| Professional Service Contracts   | 9.328            | 1.869            | 1.816           | 1.816             | 1.731            | (0.880)          | 0.955             | 1.221            | 1.121            | 0.348             | 1.032            | (22.798)          | (2.441)            |
| Materials & Supplies   | (4.131)          | (4.162)          | 0.112           | (1.038)           | (1.571)          | (0.170)          | (2.510)           | (0.836)          | (0.123)          | (1.473)           | (0.312)          | 1.514             | (14.700)           |
| Other Business Expenditures  | (0.640)          | (0.378)          | (2.398)         | (3.687)           | (3.524)          | (3.388)          | (4.211)           | (3.247)          | (3.010)          | (3.284)           | (3.304)          | (13.744)          | (44.816)           |
| <b>Total Non-Labor</b>   | <b>\$1.529</b>   | <b>(\$1.838)</b> | <b>\$1.842</b>  | <b>\$0.219</b>    | <b>(\$3.748)</b> | <b>(\$9.721)</b> | <b>(\$6.908)</b>  | <b>(\$2.911)</b> | <b>(\$7.504)</b> | <b>(\$10.911)</b> | <b>(\$7.680)</b> | <b>(\$60.975)</b> | <b>(\$108.607)</b> |
| <b>Other Adjustments:</b>  |                  |                  |                 |                   |                  |                  |                   |                  |                  |                   |                  |                   |                    |
| Other  | \$0.000          | \$0.000          | \$0.000         | \$0.000           | \$0.000          | \$0.000          | \$0.000           | \$0.000          | \$0.000          | \$0.000           | \$0.000          | \$0.000           | \$0.000            |
| <b>Total Other Expenditures Adjustments</b>                              | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>  | <b>\$0.000</b>    | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>    | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>    | <b>\$0.000</b>   | <b>\$0.000</b>    | <b>\$0.000</b>     |
| <b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b> | <b>\$0.725</b>   | <b>(\$1.756)</b> | <b>\$13.514</b> | <b>(\$7.851)</b>  | <b>(\$4.478)</b> | <b>(\$2.703)</b> | <b>(\$12.265)</b> | <b>\$0.538</b>   | <b>(\$1.468)</b> | <b>(\$19.150)</b> | <b>\$0.111</b>   | <b>(\$67.826)</b> | <b>(\$102.608)</b> |
| Depreciation Adjustment  | \$19.085         | \$19.085         | \$23.693        | \$20.610          | \$20.485         | \$20.485         | \$20.485          | \$20.485         | \$20.485         | \$20.485          | \$20.485         | \$20.636          | \$246.507          |
| OPEB Obligation  | 0.000            | 0.000            | 0.000           | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000             | 0.000              |
| GASB 68 Pension Adjustment   | 0.000            | 0.000            | (0.900)         | 0.000             | 0.000            | (1.010)          | 0.000             | 0.000            | (1.010)          | 0.000             | 0.000            | (1.010)           | (3.930)            |
| Environmental Remediation  | 0.174            | 0.000            | 0.194           | 0.044             | 0.449            | 0.449            | 0.449             | 0.449            | 0.449            | 0.449             | 0.449            | 0.449             | 4.000              |
| GASB75 Adjustment  | 0.000            | 0.000            | (1.277)         | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 0.000            | 0.000             | 0.000            | 70.723            | 69.446             |
| <b>Total Cash Conversion Adjustments</b>                                 | <b>\$19.984</b>  | <b>\$17.329</b>  | <b>\$35.224</b> | <b>\$12.803</b>   | <b>\$16.456</b>  | <b>\$17.221</b>  | <b>\$8.669</b>    | <b>\$21.472</b>  | <b>\$18.456</b>  | <b>\$1.784</b>    | <b>\$21.045</b>  | <b>\$22.972</b>   | <b>\$213.414</b>   |

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

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**Ridership/(Utilization)**  
**in millions**

**Farebox Revenue by Line & Type**

|   | Jan             | Feb             | Mar             | Apr            | May            | Jun            | Jul            | Aug             | Sep             | Oct             | Nov             | Dec             | Total            |
|---|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Harlem Line - Commutation Revenue             | 9.500           | 9.417           | 8.956           | 0.732          | 0.497          | 0.538          | 1.417          | 2.453           | 3.913           | 2.234           | 2.221           | 2.115           | 43.993           |
| Harlem Line - Non-Commutation Revenue         | 7.998           | 7.528           | 3.085           | 0.505          | 0.500          | 1.308          | 1.394          | 2.519           | 3.771           | 2.224           | 2.189           | 2.280           | 35.302           |
| <b>Total</b>                                  | <b>\$17.498</b> | <b>\$16.946</b> | <b>\$12.040</b> | <b>\$1.238</b> | <b>\$0.996</b> | <b>\$1.846</b> | <b>\$2.811</b> | <b>\$4.971</b>  | <b>\$7.684</b>  | <b>\$4.458</b>  | <b>\$4.410</b>  | <b>\$4.395</b>  | <b>\$79.295</b>  |
| Hudson Line - Commutation Revenue             | 6.317           | 6.302           | 6.006           | 0.489          | 0.316          | 0.395          | 0.931          | 1.637           | 2.539           | 1.438           | 1.441           | 1.372           | 29.183           |
| Hudson Line - Non-Commutation Revenue         | 6.636           | 6.452           | 2.557           | 0.475          | 0.567          | 1.356          | 1.351          | 2.469           | 3.285           | 1.991           | 1.886           | 1.896           | 30.921           |
| <b>Total</b>                                  | <b>\$12.953</b> | <b>\$12.754</b> | <b>\$8.563</b>  | <b>\$0.964</b> | <b>\$0.883</b> | <b>\$1.751</b> | <b>\$2.282</b> | <b>\$4.106</b>  | <b>\$5.823</b>  | <b>\$3.429</b>  | <b>\$3.326</b>  | <b>\$3.269</b>  | <b>\$60.104</b>  |
| New Haven Line - Commutation Revenue          | 13.094          | 12.909          | 12.087          | 0.891          | 0.559          | 0.562          | 1.975          | 3.425           | 5.452           | 3.109           | 3.075           | 2.869           | 60.008           |
| New Haven Line - Non-Commutation Revenue      | 14.926          | 14.002          | 5.739           | 0.629          | 0.828          | 2.079          | 2.707          | 4.951           | 6.706           | 3.789           | 3.936           | 4.245           | 64.537           |
| <b>Total</b>                                  | <b>\$28.020</b> | <b>\$26.910</b> | <b>\$17.826</b> | <b>\$1.521</b> | <b>\$1.387</b> | <b>\$2.641</b> | <b>\$4.683</b> | <b>\$8.377</b>  | <b>\$12.158</b> | <b>\$6.898</b>  | <b>\$7.011</b>  | <b>\$7.114</b>  | <b>\$124.545</b> |
| <b>Total Commutation (East of Hudson)</b>     | <b>28.912</b>   | <b>28.628</b>   | <b>27.048</b>   | <b>2.113</b>   | <b>1.372</b>   | <b>1.494</b>   | <b>4.323</b>   | <b>7.515</b>    | <b>11.904</b>   | <b>6.782</b>    | <b>6.737</b>    | <b>6.356</b>    | <b>133.184</b>   |
| <b>Total Non-Commutation (East of Hudson)</b> | <b>29.560</b>   | <b>27.982</b>   | <b>11.381</b>   | <b>1.610</b>   | <b>1.895</b>   | <b>4.744</b>   | <b>5.453</b>   | <b>9.939</b>    | <b>13.762</b>   | <b>8.004</b>    | <b>8.011</b>    | <b>8.421</b>    | <b>130.761</b>   |
| <b>Total Farebox Revenue (East of Hudson)</b> | <b>\$58.472</b> | <b>\$56.609</b> | <b>\$38.429</b> | <b>\$3.723</b> | <b>\$3.267</b> | <b>\$6.238</b> | <b>\$9.776</b> | <b>\$17.454</b> | <b>\$25.666</b> | <b>\$14.785</b> | <b>\$14.748</b> | <b>\$14.778</b> | <b>\$263.944</b> |
| West of Hudson                                | 1.257           | 1.379           | 0.137           | 0.000          | 0.129          | 0.533          | 0.199          | 0.367           | 0.513           | 0.246           | 0.271           | 0.275           | \$5.306          |
| <b>Total Farebox Revenue</b>                  | <b>\$59.729</b> | <b>\$57.989</b> | <b>\$38.566</b> | <b>\$3.723</b> | <b>\$3.396</b> | <b>\$6.771</b> | <b>\$9.974</b> | <b>\$17.821</b> | <b>\$26.178</b> | <b>\$15.031</b> | <b>\$15.019</b> | <b>\$15.053</b> | <b>\$269.250</b> |

**Ridership by Line & Type**

|   |              |              |              |              |              |              |              |              |              |              |              |              |               |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| Harlem Line Ridership - Commutation           | 1.368        | 1.247        | 0.547        | 0.105        | 0.084        | 0.095        | 0.209        | 0.350        | 0.563        | 0.336        | 0.294        | 0.318        | 5.516         |
| Harlem Line Ridership - Non-Commutation       | 0.841        | 0.784        | 0.374        | 0.058        | 0.090        | 0.179        | 0.147        | 0.266        | 0.398        | 0.235        | 0.231        | 0.241        | 3.844         |
| <b>Total</b>                                  | <b>2.209</b> | <b>2.031</b> | <b>0.922</b> | <b>0.162</b> | <b>0.174</b> | <b>0.274</b> | <b>0.356</b> | <b>0.616</b> | <b>0.961</b> | <b>0.571</b> | <b>0.525</b> | <b>0.559</b> | <b>9.360</b>  |
| Hudson Line Ridership - Commutation           | 0.783        | 0.717        | 0.316        | 0.055        | 0.041        | 0.055        | 0.119        | 0.203        | 0.314        | 0.186        | 0.165        | 0.177        | 3.131         |
| Hudson Line Ridership - Non-Commutation       | 0.564        | 0.534        | 0.248        | 0.036        | 0.068        | 0.134        | 0.114        | 0.209        | 0.279        | 0.169        | 0.160        | 0.161        | 2.675         |
| <b>Total</b>                                  | <b>1.347</b> | <b>1.250</b> | <b>0.564</b> | <b>0.091</b> | <b>0.109</b> | <b>0.189</b> | <b>0.234</b> | <b>0.412</b> | <b>0.594</b> | <b>0.355</b> | <b>0.325</b> | <b>0.338</b> | <b>5.807</b>  |
| New Haven Line Ridership - Commutation        | 1.800        | 1.628        | 0.705        | 0.110        | 0.089        | 0.095        | 0.278        | 0.465        | 0.749        | 0.447        | 0.389        | 0.411        | 7.166         |
| New Haven Line Ridership - Non-Commutation    | 1.381        | 1.288        | 0.593        | 0.072        | 0.126        | 0.268        | 0.251        | 0.459        | 0.624        | 0.353        | 0.365        | 0.391        | 6.171         |
| <b>Total</b>                                  | <b>3.181</b> | <b>2.916</b> | <b>1.298</b> | <b>0.182</b> | <b>0.215</b> | <b>0.363</b> | <b>0.529</b> | <b>0.925</b> | <b>1.373</b> | <b>0.800</b> | <b>0.754</b> | <b>0.802</b> | <b>13.337</b> |
| <b>Total Commutation (East of Hudson)</b>     | <b>3.951</b> | <b>3.591</b> | <b>1.568</b> | <b>0.269</b> | <b>0.214</b> | <b>0.245</b> | <b>0.606</b> | <b>1.018</b> | <b>1.626</b> | <b>0.969</b> | <b>0.848</b> | <b>0.907</b> | <b>15.813</b> |
| <b>Total Non-Commutation (East of Hudson)</b> | <b>2.786</b> | <b>2.606</b> | <b>1.215</b> | <b>0.166</b> | <b>0.283</b> | <b>0.581</b> | <b>0.512</b> | <b>0.935</b> | <b>1.301</b> | <b>0.757</b> | <b>0.756</b> | <b>0.793</b> | <b>12.691</b> |
| <b>Total Ridership (East of Hudson)</b>       | <b>6.737</b> | <b>6.197</b> | <b>2.783</b> | <b>0.435</b> | <b>0.497</b> | <b>0.826</b> | <b>1.118</b> | <b>1.953</b> | <b>2.928</b> | <b>1.726</b> | <b>1.604</b> | <b>1.700</b> | <b>28.504</b> |
| West of Hudson Ridership                      | 0.171        | 0.078        | 0.063        | 0.000        | 0.014        | 0.060        | 0.022        | 0.039        | 0.056        | 0.027        | 0.028        | 0.030        | 0.588         |
| <b>Total Ridership</b>                        | <b>6.907</b> | <b>6.276</b> | <b>2.846</b> | <b>0.435</b> | <b>0.511</b> | <b>0.887</b> | <b>1.140</b> | <b>1.992</b> | <b>2.983</b> | <b>1.753</b> | <b>1.632</b> | <b>1.730</b> | <b>29.092</b> |

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



**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**Total Full-time Positions and Full-time Equivalents by Function**  
**Non-Reimbursable and Reimbursable**

| <b>FUNCTION/DEPARTMENT</b>            | <b>Jan</b>   | <b>Feb</b>   | <b>Mar</b>   | <b>Apr</b>   | <b>May</b>   | <b>Jun</b>   | <b>Jul</b>   | <b>Aug</b>   | <b>Sep</b>   | <b>Oct</b>   | <b>Nov</b>   | <b>Dec</b>   |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Administration</b>                 |              |              |              |              |              |              |              |              |              |              |              |              |
| President                             | 3            | 3            | 3            | 3            | 3            | 3            | 3            | 3            | 3            | 3            | 3            | 3            |
| Labor Relations                       | 12           | 12           | 12           | 12           | 12           | 12           | 12           | 12           | 12           | 12           | 12           | 19           |
| Safety                                | 54           | 53           | 53           | 53           | 53           | 53           | 53           | 53           | 53           | 53           | 53           | 75           |
| Security                              | 18           | 18           | 18           | 18           | 18           | 18           | 18           | 18           | 18           | 18           | 18           | 23           |
| Office of the Executive VP            | 6            | 6            | 7            | 7            | 7            | 7            | 7            | 7            | 7            | 7            | 7            | 8            |
| Corporate & Public Affairs            | 15           | 15           | 15           | 15           | 15           | 15           | 15           | 15           | 15           | 15           | 15           | 15           |
| Customer Service                      | 48           | 47           | 47           | 47           | 47           | 47           | 47           | 47           | 47           | 47           | 47           | 65           |
| Legal                                 | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 9            |
| Claims                                | 6            | 6            | 6            | 6            | 6            | 6            | 6            | 6            | 6            | 6            | 6            | 6            |
| Environmental Compliance & Svce       | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| VP Human Resources                    | 35           | 37           | 37           | 37           | 37           | 37           | 37           | 37           | 37           | 37           | 37           | 40           |
| Training                              | 82           | 78           | 78           | 78           | 78           | 78           | 78           | 78           | 78           | 78           | 78           | 95           |
| Employee Relations & Diversity        | 4            | 4            | 4            | 4            | 4            | 4            | 4            | 4            | 4            | 4            | 4            | 4            |
| VP Planning                           | 2            | 2            | 2            | 2            | 2            | 2            | 2            | 2            | 2            | 2            | 2            | 2            |
| Operations Planning & Analysis        | 22           | 20           | 20           | 20           | 20           | 20           | 20           | 20           | 20           | 20           | 20           | 23           |
| Capital Planning & Programming        | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           | 10           |
| Long Range Planning                   | 5            | 5            | 5            | 5            | 5            | 5            | 5            | 5            | 5            | 5            | 5            | 5            |
| VP Finance & Info Systems             | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| Controller                            | 68           | 66           | 66           | 66           | 66           | 66           | 66           | 66           | 66           | 66           | 66           | 72           |
| Information Technology & Project Mgmt | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| Budget                                | 18           | 17           | 17           | 17           | 17           | 17           | 17           | 17           | 17           | 17           | 17           | 18           |
| Procurement & Material Management     | 21           | 21           | 21           | 21           | 21           | 21           | 21           | 21           | 21           | 21           | 21           | 32           |
| Corporate                             | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | (29)         |
| <b>Total Administration</b>           | <b>440</b>   | <b>430</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>495</b>   |
| <b>Operations</b>                     |              |              |              |              |              |              |              |              |              |              |              |              |
| Operations Support                    | 65           | 65           | 65           | 65           | 65           | 65           | 65           | 65           | 65           | 65           | 65           | 76           |
| Rolling Stock & EAM                   | 9            | 9            | 9            | 9            | 9            | 9            | 9            | 9            | 9            | 9            | 9            | 22           |
| Transportation                        | 1,686        | 1,682        | 1,678        | 1,678        | 1,678        | 1,678        | 1,678        | 1,678        | 1,678        | 1,678        | 1,678        | 1,686        |
| Customer Service                      | 383          | 377          | 379          | 379          | 379          | 379          | 379          | 379          | 379          | 424          | 424          | 441          |
| Metro-North West                      | 27           | 28           | 28           | 28           | 28           | 28           | 28           | 28           | 28           | 28           | 28           | 44           |
| <b>Total Operations</b>               | <b>2,170</b> | <b>2,161</b> | <b>2,159</b> | <b>2,159</b> | <b>2,159</b> | <b>2,159</b> | <b>2,159</b> | <b>2,159</b> | <b>2,159</b> | <b>2,204</b> | <b>2,204</b> | <b>2,269</b> |
| <b>Maintenance</b>                    |              |              |              |              |              |              |              |              |              |              |              |              |
| Maintenance of Equipment              | 1,599        | 1,601        | 1,601        | 1,601        | 1,601        | 1,601        | 1,601        | 1,601        | 1,601        | 1,673        | 1,673        | 1,804        |
| Maintenance of Way                    | 2,120        | 2,114        | 2,115        | 2,116        | 2,116        | 2,116        | 2,115        | 2,115        | 2,115        | 2,119        | 2,119        | 2,305        |
| Procurement & Material Management     | 113          | 113          | 113          | 113          | 113          | 113          | 113          | 113          | 113          | 113          | 113          | 133          |
| <b>Total Maintenance</b>              | <b>3,831</b> | <b>3,827</b> | <b>3,829</b> | <b>3,830</b> | <b>3,830</b> | <b>3,830</b> | <b>3,829</b> | <b>3,829</b> | <b>3,829</b> | <b>3,905</b> | <b>3,905</b> | <b>4,242</b> |
| <b>Engineering/Capital</b>            |              |              |              |              |              |              |              |              |              |              |              |              |
| Construction Management               | 32           | 29           | 29           | 29           | 29           | 29           | 29           | 29           | 29           | 29           | 29           | 40           |
| Engineering & Design                  | 84           | 83           | 83           | 83           | 83           | 83           | 83           | 83           | 83           | 83           | 83           | 93           |
| <b>Total Engineering/Capital</b>      | <b>116</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>133</b>   |
| <b>Total Positions</b>                | <b>6,557</b> | <b>6,530</b> | <b>6,531</b> | <b>6,532</b> | <b>6,532</b> | <b>6,532</b> | <b>6,531</b> | <b>6,531</b> | <b>6,531</b> | <b>6,652</b> | <b>6,652</b> | <b>7,139</b> |
| <i>Non-Reimbursable</i>               | 6,016        | 5,927        | 5,962        | 5,948        | 5,924        | 5,904        | 5,766        | 5,754        | 5,778        | 5,888        | 5,942        | 6,487        |
| <i>Reimbursable</i>                   | 542          | 603          | 569          | 584          | 608          | 628          | 765          | 777          | 753          | 764          | 710          | 652          |
| <i>Total Full-Time</i>                | 6,556        | 6,529        | 6,530        | 6,531        | 6,531        | 6,531        | 6,530        | 6,530        | 6,530        | 6,651        | 6,651        | 7,138        |
| <i>Total Full-Time-Equivalents</i>    | 1            | 1            | 1            | 1            | 1            | 1            | 1            | 1            | 1            | 1            | 1            | 1            |

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

| FUNCTION/OCCUPATION              | Jan          | Feb          | Mar          | Apr          | May          | Jun          | Jul          | Aug          | Sep          | Oct          | Nov          | Dec          |
|----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Administration</b>            |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors             | 152          | 146          | 147          | 147          | 147          | 147          | 147          | 147          | 147          | 147          | 147          | 140          |
| Professional/Technical/Clerical  | 288          | 283          | 284          | 284          | 284          | 284          | 284          | 284          | 284          | 284          | 284          | 355          |
| Operational Hourlies             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Administration</b>      | <b>440</b>   | <b>430</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>431</b>   | <b>495</b>   |
|                                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| <b>Operations</b>                |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors             | 247          | 244          | 242          | 242          | 242          | 242          | 242          | 242          | 242          | 242          | 242          | 257          |
| Professional/Technical/Clerical  | 217          | 219          | 219          | 219          | 219          | 219          | 219          | 219          | 219          | 219          | 219          | 243          |
| Operational Hourlies             | 1,706        | 1,698        | 1,698        | 1,698        | 1,698        | 1,698        | 1,698        | 1,698        | 1,698        | 1,743        | 1,743        | 1,769        |
| <b>Total Operations</b>          | <b>2,170</b> | <b>2,161</b> | <b>2,159</b> | <b>2,159</b> | <b>2,159</b> | <b>2,159</b> | <b>2,159</b> | <b>2,159</b> | <b>2,159</b> | <b>2,204</b> | <b>2,204</b> | <b>2,269</b> |
|                                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Maintenance</b>               |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors             | 635          | 635          | 635          | 635          | 635          | 635          | 635          | 635          | 635          | 637          | 637          | 693          |
| Professional/Technical/Clerical  | 459          | 459          | 458          | 458          | 458          | 458          | 458          | 458          | 458          | 460          | 460          | 518          |
| Operational Hourlies             | 2,737        | 2,733        | 2,736        | 2,737        | 2,737        | 2,737        | 2,736        | 2,736        | 2,736        | 2,808        | 2,808        | 3,031        |
| <b>Total Maintenance</b>         | <b>3,831</b> | <b>3,827</b> | <b>3,829</b> | <b>3,830</b> | <b>3,830</b> | <b>3,830</b> | <b>3,829</b> | <b>3,829</b> | <b>3,829</b> | <b>3,905</b> | <b>3,905</b> | <b>4,242</b> |
|                                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Engineering/Capital</b>       |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors             | 40           | 38           | 38           | 38           | 38           | 38           | 38           | 38           | 38           | 38           | 38           | 52           |
| Professional/Technical/Clerical  | 76           | 74           | 74           | 74           | 74           | 74           | 74           | 74           | 74           | 74           | 74           | 81           |
| Operational Hourlies             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Engineering/Capital</b> | <b>116</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>112</b>   | <b>133</b>   |
|                                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Public Safety</b>             |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Professional/Technical/Clerical  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Operational Hourlies             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Public Safety</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
|                                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Positions</b>           |              |              |              |              |              |              |              |              |              |              |              |              |
| Managers/Supervisors             | 1,074        | 1,063        | 1,062        | 1,062        | 1,062        | 1,062        | 1,062        | 1,062        | 1,062        | 1,064        | 1,064        | 1,142        |
| Professional/Technical/Clerical  | 1,040        | 1,036        | 1,035        | 1,035        | 1,035        | 1,035        | 1,035        | 1,035        | 1,035        | 1,037        | 1,037        | 1,197        |
| Operational Hourlies             | 4,443        | 4,431        | 4,434        | 4,435        | 4,435        | 4,435        | 4,434        | 4,434        | 4,434        | 4,551        | 4,551        | 4,800        |
| <b>Total Positions</b>           | <b>6,557</b> | <b>6,530</b> | <b>6,531</b> | <b>6,532</b> | <b>6,532</b> | <b>6,532</b> | <b>6,531</b> | <b>6,531</b> | <b>6,531</b> | <b>6,652</b> | <b>6,652</b> | <b>7,139</b> |

# METRO-NORTH RAILROAD MNR

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

**September 23, 2020**



# Executive Summary

## ■ EEO

As of **June 30, 2020**, MNR's workforce included **6,554** total employees. This represents a 2% decrease from the second quarter 2019 (2Q19) workforce.

- Females represent 13% (840) of our workforce, remaining constant, when compared to 2Q19 due to female focused hiring outreach efforts by HR and despite attrition and a hiring freeze.
- Females were hired above their current representation due to high female recruiting and hiring in the Service Maintenance EEO job category.
- Minorities represent 39% (2,570) of our workforce, remaining constant, when compared to 2Q19 due to increased minority hiring and notwithstanding attrition data.
- Minorities were hired at 61%, above their current representation due to HR outreach efforts which was reflected in minority hiring in the Service Maintenance EEO job category.



# Executive Summary

MNR conducted a **utilization analysis**\* of females and minorities in its workforce as of June 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** HR participated in outreach initiatives at more than a dozen high schools in an effort to recruit females and minorities.
  - MNR welcomed NYS Attorney General Letitia James to a special Diversity Hour event on Black History Month 2020. Ms. James described her role as the state Attorney General and the impact of African Americans' contributions on our country.
  - EEO collaborated with Training & Development to develop a comprehensive Diversity & Inclusion Training curriculum for management and agreement employees. Training focuses on educating employees to be more aware of unconscious bias and microaggressions that are barriers to diversity and inclusion and motivates positive behaviors essential for creating a respectful, inclusive workplace.
  - **Veteran** HR will continue its outreach efforts to recruit veterans into MNR workforce.
  - **Persons with disability** HR attended a disability inclusion event at the Viscardi Center as part of MNR's efforts to recruit people with disabilities.

*\* Due to COVID-19, no Diversity Initiatives were presented to address underrepresentation of Females, Minorities Veterans and Persons with Disability in the second quarter of 2020. The initiatives cited above were prior to March 31, 2020.*



MNR's

# Workforce

as of June 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       | NHOPI**  |    | Est       | 2+ RACES   |    | Est       | VETERANS   |     | PWD***    |      |
|---------------------------------------|--------------|-----|--------------|-----|------------|--------------|-----|------------|--------------|-----|------------|------------|-----|------------|------------|-----|-----------|-----------|----|-----------|----------|----|-----------|------------|----|-----------|------------|-----|-----------|------|
|                                       | #            | %   | #            | %   | Avail %    | #            | %   | Avail %    | #            | %   | Avail %    | #          | %   | Avail %    | #          | %   | Avail %   | #         | %  | Avail %   | #        | %  | Avail %   | #          | %  | Avail %   | #          | %   | #         | %    |
| <b>Officials &amp; Administrators</b> | <b>788</b>   |     | 298          | 38% | <b>28%</b> | 490          | 62% | <b>52%</b> | 112          | 14% | <b>12%</b> | 75         | 10% | <b>8%</b>  | 73         | 9%  | <b>4%</b> | 2         | 0% | <b>0%</b> | 1        | 0% | <b>0%</b> | 35         | 4% | <b>3%</b> | 57         | 7%  | 12        | 2%   |
| F                                     | 187          | 24% | 108          | 14% | 9%         | 79           | 10% | 10%        | 39           | 5%  | 5%         | 28         | 4%  | 2%         | 32         | 4%  | 2%        | 1         | 0% | 0%        | 1        | 0% | 0%        | 7          | 1% | 1%        | 2          | 4%  | 2         | 17%  |
| M                                     | 601          | 76% | 190          | 24% | 18%        | 411          | 52% | 43%        | 73           | 9%  | 8%         | 47         | 6%  | 5%         | 41         | 5%  | 3%        | 1         | 0% | 0%        | 0        | 0% | 0%        | 28         | 4% | 2%        | 55         | 96% | 10        | 83%  |
| <b>Professionals</b>                  | <b>262</b>   |     | 141          | 54% | <b>31%</b> | 121          | 46% | <b>50%</b> | 56           | 21% | <b>12%</b> | 38         | 15% | <b>10%</b> | 32         | 12% | <b>8%</b> | 1         | 0% | <b>0%</b> | 0        | 0% | <b>0%</b> | 14         | 5% | <b>1%</b> | 6          | 2%  | 3         | 1%   |
| F                                     | 92           | 35% | 63           | 24% | 17%        | 29           | 11% | 22%        | 31           | 12% | 7%         | 16         | 6%  | 6%         | 11         | 4%  | 4%        | 1         | 0% | 0%        | 0        | 0% | 0%        | 4          | 2% | 1%        | 1          | 17% | 2         | 67%  |
| M                                     | 170          | 65% | 78           | 30% | 14%        | 92           | 35% | 28%        | 25           | 10% | 5%         | 22         | 8%  | 4%         | 21         | 8%  | 4%        | 0         | 0% | 0%        | 0        | 0% | 0%        | 10         | 4% | 1%        | 5          | 83% | 1         | 33%  |
| <b>Technicians</b>                    | <b>136</b>   |     | 61           | 45% | <b>32%</b> | 75           | 55% | <b>48%</b> | 31           | 23% | <b>16%</b> | 13         | 10% | <b>10%</b> | 8          | 6%  | <b>4%</b> | 1         | 1% | <b>0%</b> | 0        | 0% | <b>0%</b> | 8          | 6% | <b>3%</b> | 21         | 15% | 3         | 2%   |
| F                                     | 16           | 12% | 12           | 9%  | 5%         | 4            | 3%  | 4%         | 6            | 4%  | 3%         | 3          | 2%  | 1%         | 0          | 0%  | 1%        | 0         | 0% | 0%        | 0        | 0% | 0%        | 3          | 2% | 0%        | 4          | 19% | 0         | 0%   |
| M                                     | 120          | 88% | 49           | 36% | 27%        | 71           | 52% | 44%        | 25           | 18% | 13%        | 10         | 7%  | 9%         | 8          | 6%  | 3%        | 1         | 1% | 0%        | 0        | 0% | 0%        | 5          | 4% | 2%        | 17         | 81% | 3         | 100% |
| <b>Protective Services</b>            |              |     |              |     |            |              |     |            |              |     |            |            |     |            |            |     |           |           |    |           |          |    |           |            |    |           |            |     |           |      |
| F                                     |              |     |              |     |            |              |     |            |              |     |            |            |     |            |            |     |           |           |    |           |          |    |           |            |    |           |            |     |           |      |
| M                                     |              |     |              |     |            |              |     |            |              |     |            |            |     |            |            |     |           |           |    |           |          |    |           |            |    |           |            |     |           |      |
| <b>Paraprofessionals</b>              | <b>13</b>    |     | 4            | 31% | <b>33%</b> | 9            | 69% | <b>47%</b> | 2            | 15% | <b>14%</b> | 1          | 8%  | <b>14%</b> | 0          | 0%  | <b>5%</b> | 0         | 0% | <b>0%</b> | 0        | 0% | <b>0%</b> | 1          | 8% | <b>1%</b> | 0          | 0%  | 0         | 0%   |
| F                                     | 7            | 54% | 3            | 23% | 29%        | 4            | 31% | 41%        | 2            | 15% | 12%        | 1          | 8%  | 12%        | 0          | 0%  | 4%        | 0         | 0% | 0%        | 0        | 0% | 0%        | 0          | 0% | 1%        | 0          | 0%  | 0         | 0%   |
| M                                     | 6            | 46% | 1            | 8%  | 5%         | 5            | 38% | 6%         | 0            | 0%  | 2%         | 0          | 0%  | 2%         | 0          | 0%  | 1%        | 0         | 0% | 0%        | 0        | 0% | 0%        | 1          | 8% | 0%        | 0          | 0%  | 0         | 0%   |
| <b>Administrative Support</b>         | <b>316</b>   |     | 190          | 60% | <b>41%</b> | 126          | 40% | <b>39%</b> | 112          | 35% | <b>23%</b> | 48         | 15% | <b>13%</b> | 10         | 3%  | <b>3%</b> | 0         | 0% | <b>0%</b> | 0        | 0% | <b>0%</b> | 20         | 6% | <b>3%</b> | 14         | 4%  | 5         | 2%   |
| F                                     | 129          | 41% | 101          | 32% | 18%        | 28           | 9%  | 11%        | 63           | 20% | 10%        | 22         | 7%  | 5%         | 6          | 2%  | 1%        | 0         | 0% | 0%        | 0        | 0% | 0%        | 10         | 3% | 1%        | 1          | 7%  | 1         | 20%  |
| M                                     | 187          | 59% | 89           | 28% | 24%        | 98           | 31% | 27%        | 49           | 16% | 13%        | 26         | 8%  | 7%         | 4          | 1%  | 2%        | 0         | 0% | 0%        | 0        | 0% | 0%        | 10         | 3% | 2%        | 13         | 93% | 4         | 80%  |
| <b>Skilled Craft</b>                  | <b>3,322</b> |     | 1108         | 33% | <b>30%</b> | 2,214        | 67% | <b>50%</b> | 562          | 17% | <b>15%</b> | 345        | 10% | <b>10%</b> | 48         | 1%  | <b>2%</b> | 17        | 1% | <b>0%</b> | 0        | 0% | <b>0%</b> | 136        | 4% | <b>2%</b> | 312        | 9%  | 25        | 1%   |
| F                                     | 59           | 2%  | 36           | 1%  | 2%         | 23           | 1%  | 2%         | 27           | 1%  | 1%         | 6          | 0%  | 1%         | 0          | 0%  | 0%        | 0         | 0% | 0%        | 0        | 0% | 0%        | 3          | 0% | 0%        | 5          | 2%  | 0         | 0%   |
| M                                     | 3,263        | 98% | 1072         | 32% | 27%        | 2,191        | 66% | 48%        | 535          | 16% | 13%        | 339        | 10% | 10%        | 48         | 1%  | 2%        | 17        | 1% | 0%        | 0        | 0% | 0%        | 133        | 4% | 2%        | 307        | 98% | 25        | 100% |
| <b>Service Maintenance</b>            | <b>1,717</b> |     | 768          | 45% | <b>42%</b> | 949          | 55% | <b>31%</b> | 427          | 25% | <b>20%</b> | 227        | 13% | <b>24%</b> | 33         | 2%  | <b>3%</b> | 4         | 0% | <b>0%</b> | 0        | 0% | <b>0%</b> | 77         | 4% | <b>2%</b> | 78         | 5%  | 9         | 1%   |
| F                                     | 350          | 20% | 225          | 13% | 4%         | 125          | 7%  | 3%         | 147          | 9%  | 5%         | 49         | 3%  | 6%         | 6          | 0%  | 1%        | 1         | 0% | 0%        | 0        | 0% | 0%        | 22         | 1% | 0%        | 6          | 8%  | 5         | 56%  |
| M                                     | 1,367        | 80% | 543          | 32% | 38%        | 824          | 48% | 27%        | 280          | 16% | 16%        | 178        | 10% | 19%        | 27         | 2%  | 2%        | 3         | 0% | 0%        | 0        | 0% | 0%        | 55         | 3% | 2%        | 72         | 92% | 4         | 44%  |
| <b>Total</b>                          | <b>6,554</b> |     | <b>2,570</b> | 39% |            | <b>3,984</b> | 61% |            | <b>1,302</b> | 20% |            | <b>747</b> | 11% |            | <b>204</b> | 3%  |           | <b>25</b> | 0% |           | <b>1</b> | 0% |           | <b>291</b> | 4% |           | <b>488</b> | 8%  | <b>57</b> | 1%   |



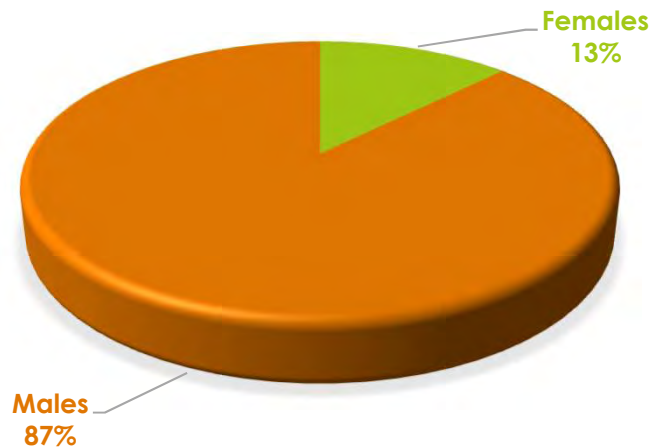
\* American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

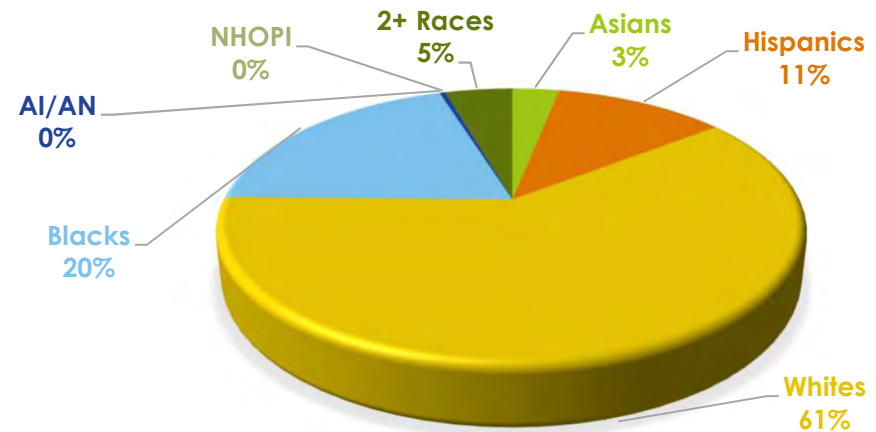
Note: All percentages have been rounded up to the nearest whole number.

# MNR's Workforce

## WORKFORCE BY GENDER



## WORKFORCE BY RACE/ETHNICITY



MNR's workforce consists of **6,554** employees

- ❑ 13% females, 39% minorities, and 8% veterans.
- ❑ The percentage of females employed remained constant when compared to 2Q19.
- ❑ The percentage of minorities remained constant as it relates to race and ethnicity when compared to 2Q19.



# 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 **June 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%        | 2%       | 22%       | 11%      |
|                            | M      | 5%        | 10%      | 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%        | 7%       | 3%        | 6%       | 0%        | 1%       | 0%        | 0%       | 2%        | 4%       |           |          |
| Protective Services        |        |           |          |           |          |           |          |           |          |           |          |           |          |           |          |
| Paraprofessionals          | F      | 12%       | 15%      | 12%       | 8%       | 4%        | 0%       | 0%        | 0%       | 0%        | 0%       | 1%        | 0%       | 41%       | 31%      |
|                            | M      | 2%        | 0%       | 2%        | 0%       | 1%        | 0%       | 0%        | 0%       | 0%        | 0%       | 0%        | 8%       |           |          |
| Administrative Support     | F      | 10%       | 20%      | 5%        | 7%       | 1%        | 2%       | 0%        | 0%       | 0%        | 0%       | 1%        | 3%       | 11%       | 9%       |
|                            | M      | 13%       | 16%      | 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%        | 1%       | 0%        | 0%       | 2%        | 4%       |           |          |
| Service Maintenance        | F      | 5%        | 9%       | 6%        | 3%       | 1%        | 0%       | 0%        | 0%       | 0%        | 0%       | 0%        | 1%       | 3%        | 7%       |
|                            | M      | 16%       | 16%      | 19%       | 10%      | 2%        | 2%       | 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

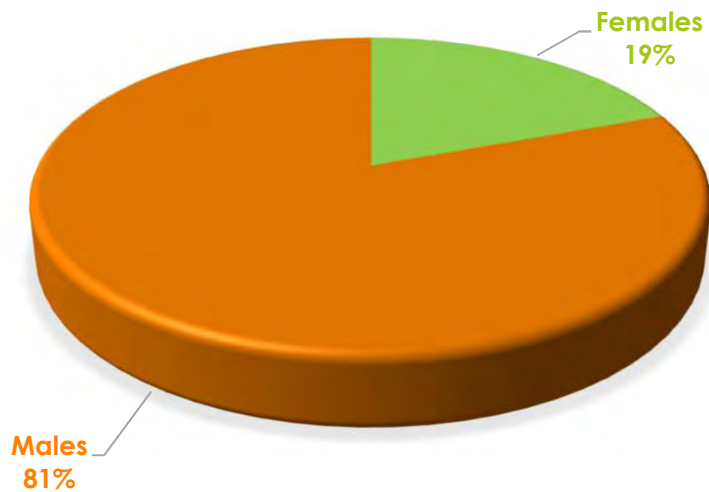
## **New Hires and Veterans**

**January 1, 2020 – June 30, 2020**

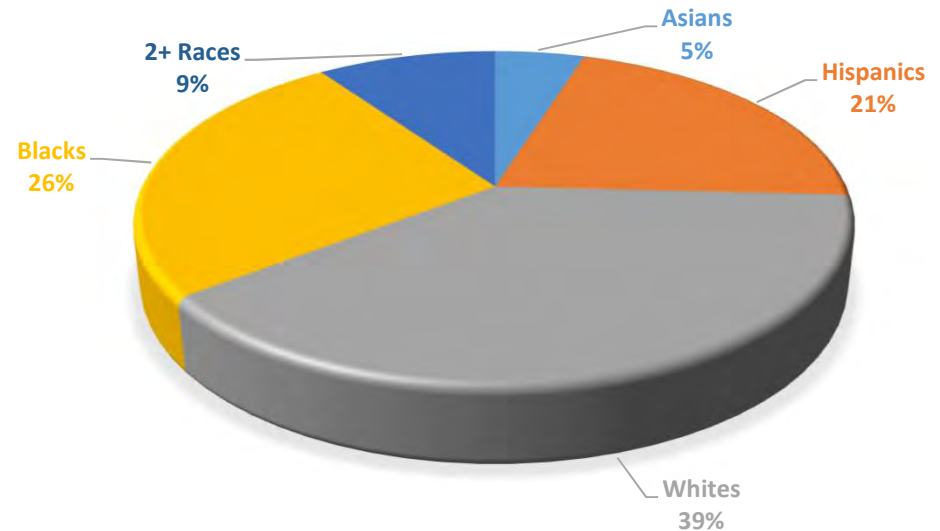


# MNR's New Hires and Veterans

## NEW HIRE BY GENDER



## NEW HIRE BY RACE/ETHNICITY



We added 62 employees including 5 veterans

- ❑ 19% females of which 8% were female veterans.
- ❑ Females were hired at a higher percentage when compared to their current representation in the workforce.
- ❑ 61% 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

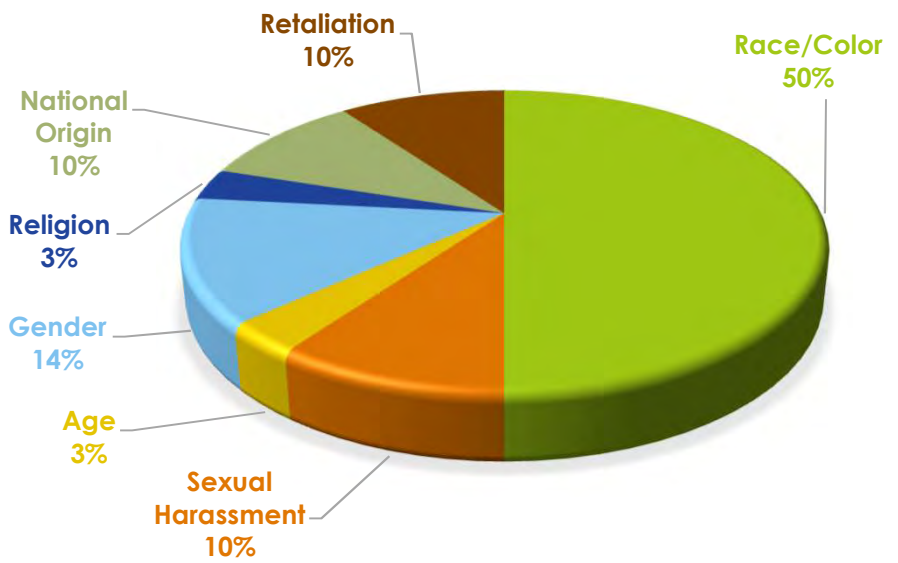
## **Complaints and Lawsuits**

**January 1, 2020 – June 30, 2020**

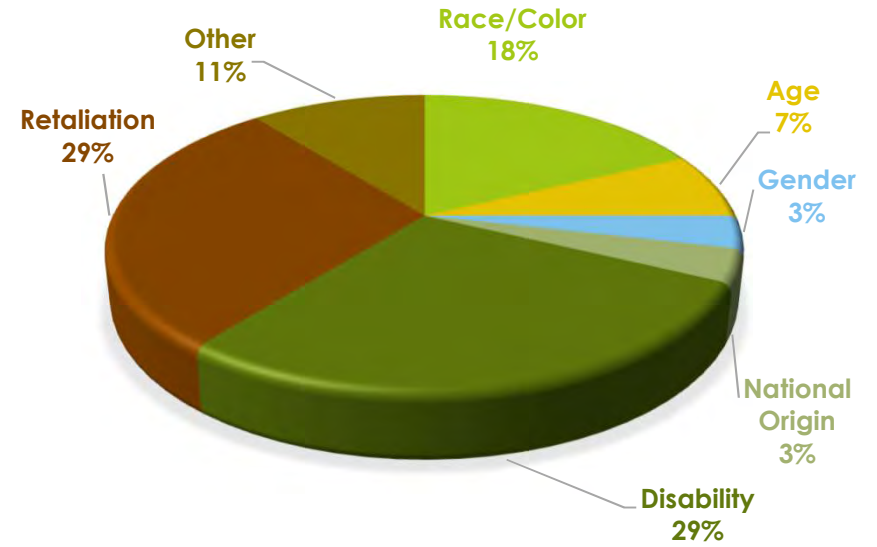


# MNR's Internal/External EEO Complaints and Lawsuits

## INTERNAL EEO COMPLAINTS



## EXTERNAL EEO COMPLAINTS



MNR handled 39 EEO complaints, citing 58 separate allegations, and 12 lawsuits.

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

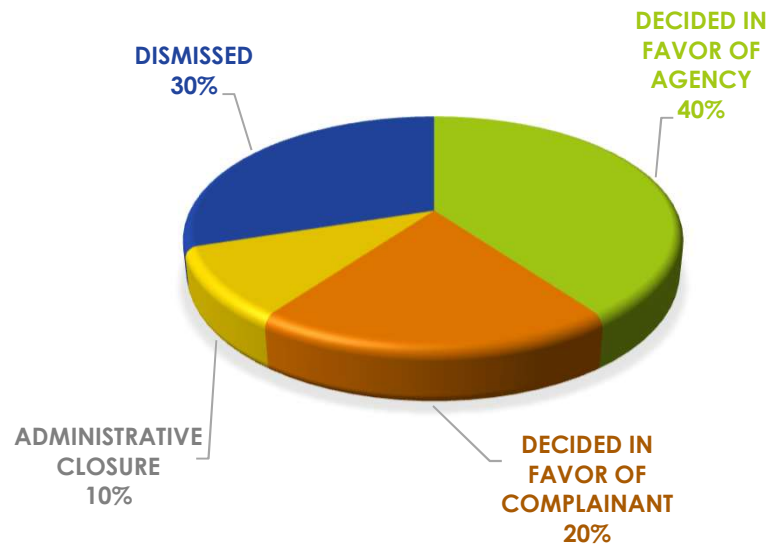


These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

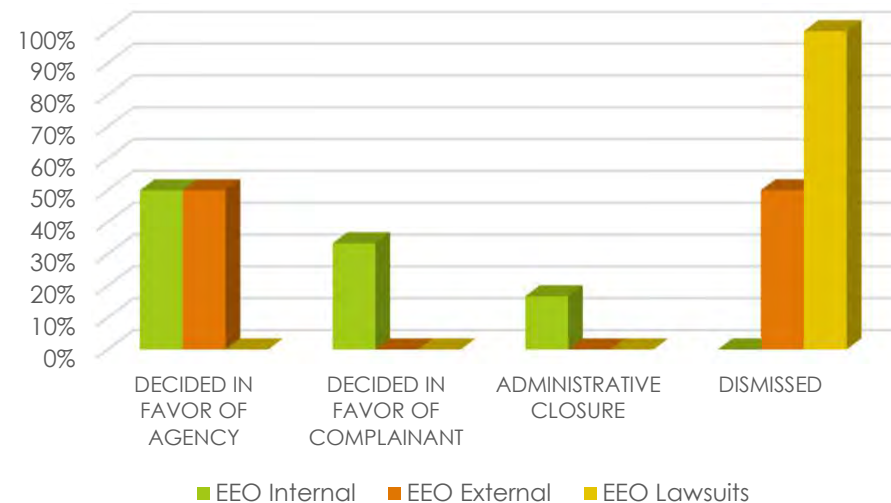


# MNR's EEO Complaints and Lawsuits Dispositions

**OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



**EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



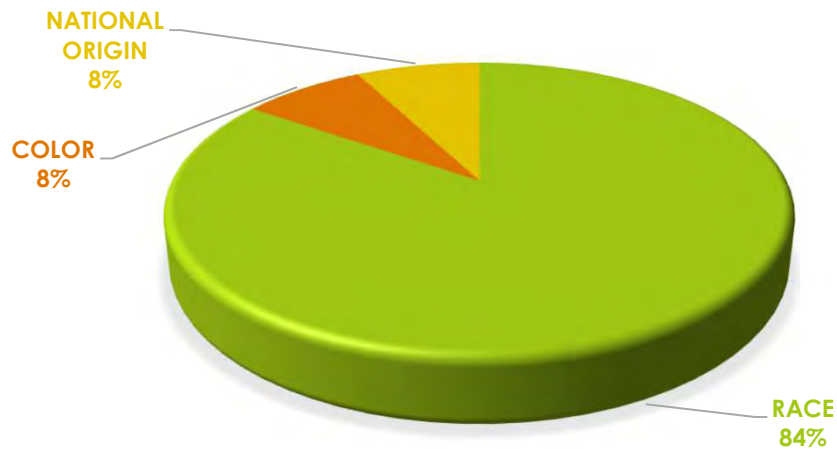
MNR disposed 8 EEO complaints and 2 EEO lawsuits.

- ❑ 40% complaints/lawsuits decided in favor of the agency.
- ❑ 20% complaints/lawsuits decided in favor of the complainant.
- ❑ 10% complaints/lawsuits were administrative closures.
- ❑ 30% complaints/lawsuits were dismissed.

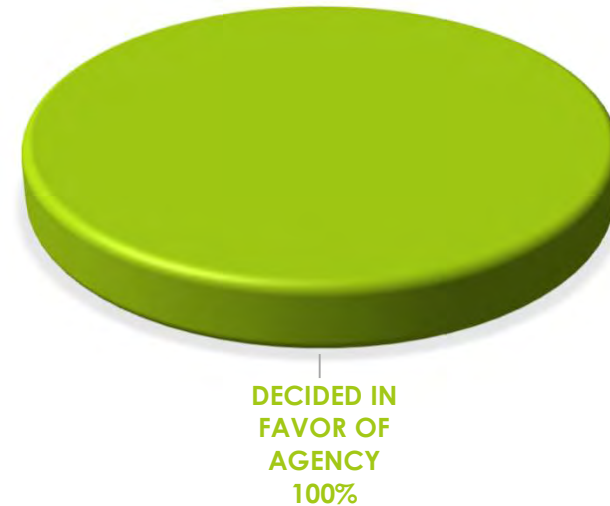


# MNR's Title VI Discrimination Complaints, Lawsuits and Dispositions

## TITLE VI DISCRIMINATION COMPLAINTS



## TITLE VI DISPOSITIONS



MNR handled 11 Title VI Complaints, citing 13 separate allegations and 0 Title VI lawsuits. Agency disposed of 2 complaints and 0 lawsuits.

- ❑ 100% complaints/lawsuits decided in favor of the agency.
- ❑ 0% complaints/lawsuits decided in favor of the complainant.
- ❑ 0% complaints/lawsuits were administrative closures.
- ❑ 0% complaints/lawsuits were resolved/settled.



**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**September 23, 2020**



# Staff Summary

|  |                               |                |             |             |              |                                   |                     |              |                 |
|--|-------------------------------|----------------|-------------|-------------|--------------|-----------------------------------|---------------------|--------------|-----------------|
| <b>Subject: Request for Authorization to Award Various Procurements</b>                        |                               |                |             |             |              | <b>Date</b><br>September 23, 2020 |                     |              |                 |
| <b>Department</b><br>Procurement and Logistics   |                               |                |             |             |              |                                   |                     |              |                 |
| <b>Department Head Name</b><br>Richard A. Mack, Acting Chief Procurement and Logistics Officer |                               |                |             |             |              |                                   |                     |              |                 |
| <b>Department Head Signature</b>   |                               |                |             |             |              |                                   |                     |              |                 |
|  |                               |                |             |             |              |                                   |                     |              |                 |
| <b>Board Action</b>  |                               |                |             |             |              | <b>Internal Approvals</b>         |                     |              |                 |
| <b>Order</b>   | <b>To</b>                     | <b>Date</b>    | <b>Appr</b> | <b>Info</b> | <b>Other</b> | <b>Order</b>                      | <b>Approval</b>     | <b>Order</b> | <b>Approval</b> |
| 1  | MTA Joint Committee and Board | Sept. 23, 2020 |             |             |              | X                                 | President <i>RM</i> |              |                 |
|  |                               |                |             |             |              |                                   |                     |              |                 |
|  |                               |                |             |             |              |                                   |                     |              |                 |

**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>Schedules Requiring Majority Vote</u>                        |                     |                    |
| Schedule I: Modifications to Purchase and Public Work Contracts | 1                   | \$2,500,000        |
| <b>SUBTOTAL:</b>  | <b>1</b>            | <b>\$2,500,000</b> |

**LIRR proposes to award Competitive Procurements in the following categories:**

|   | <u># of Actions</u> | <u>\$ Amount</u>   |
|---|---------------------|--------------------|
| <u>Schedules Requiring Majority Vote</u>                        |                     |                    |
| Schedule I: Modifications to Purchase and Public Work Contracts | 2                   | \$5,629,201        |
| <b>SUBTOTAL:</b>  | <b>2</b>            | <b>\$5,629,201</b> |

**LIRR proposes to award Ratifications in the following categories:**

|               | <u># of Actions</u> | <u>\$ Amount</u>          |
|---------------|---------------------|---------------------------|
|               | <u>None</u>         |                           |
| <b>TOTAL:</b> | <b><u>3</u></b>     | <b><u>\$8,129,201</u></b> |

**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.

**SEPTEMBER 2020**

**MTA LONG ISLAND RAIL ROAD**

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

*Procurements Requiring Majority Vote*

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

(Staff Summaries required for change orders greater than \$1,000,000)

- 1. Plasser American Corporation      \$2,500,000      *Staff Summary Attached***  
**Modification to Sole Source Procurement**  
**Contract# 40000000001599**

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA on behalf of Long Island Rail Road (“LIRR”) requests MTA Board to approve an amendment to previously Board-approved, multi-agency, purchase contracts to add funding in the amount of \$2,500,000 for Plasser American Corporation (“Plasser”) for replacement parts, equipment upgrades, troubleshooting, repair services, and training for various track-work equipment.

**Schedule I: Modifications to Purchase and Public Works Contracts**

**Staff Summary**



Item Number: 1

|  |
|--|
| <b>Vendor Name (&amp; Location)</b><br>Plasser American Corporation (Chesapeake, VA)   |
| <b>Description</b><br>Purchase of replacement parts, equipment upgrades, troubleshooting, repair services and training   |
| <b>Contract Term (including Options, if any)</b><br>01/03/2018 - 01/03/2023  |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No<br><input checked="" type="checkbox"/> N/A                           |
| <b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive   |
| <b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source                                |
| <b>Funding Source</b><br><input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>MoW Repair Shop – Glenn Greenberg  |

|   |                        |
|---|------------------------|
| <b>Contact Number</b><br>400000000001599                            | <b>Modification #1</b> |
| <b>Original amount:</b> \$5,028,488.00                              |                        |
| <b>Prior Modifications:</b> \$0.00                                  |                        |
| <b>Prior Budgetary Increases:</b> \$0.00                            |                        |
| <b>Current Amount:</b> \$5,028,488.00                               |                        |
| <b>This Request:</b> <b>\$2,500,000</b>                             |                        |
| <b>% of This Request to Current</b>                                 | 49.7%                  |
| <b>% of Modifications (including This Request) to Total Amount:</b> | 49.7%                  |

**Discussion:**

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA on behalf of Long Island Rail Road (“LIRR”) requests MTA Board to approve an amendment to previously Board-approved, multi-agency, purchase contracts to add funding in the amount of \$2,500,000 for Plasser American Corporation (“Plasser”) for replacement parts, equipment upgrades, troubleshooting, repair services, and training for various track-work equipment.

On December 13, 2017, the Board had approved the award of a five-year, multi-agency estimated quantity contract to Plasser for replacement parts, equipment upgrades, troubleshooting, repair services, and training for various track-work equipment (“equipment”) for NYC Transit, Metro-North Railroad (“MNR”), and LIRR with NYC Transit as the lead agency.

This contract included pricing for all three agencies as follows: \$8,497,172 NYCT; \$5,028,488 LIRR; \$1,656,492 MNR. Pricing for parts and labor is based on Plasser’s Parts and Service Price List, published to the industry, to which a discount is applied. The MTA agencies receive a greater discount on Plasser parts than any other transit agency in North America. Plasser’s initial proposal of \$15,382,318 was reduced to \$15,182,153 through negotiations conducted using input from MTA Audit. The current prices, deemed fair and reasonable at inception of contract, will remain unchanged for this extension. The total estimated cost of this extension is consistent with the rate of spend from previous years.

The LIRR is requesting to add an additional \$2.5 million in funding to the initial \$5,028,488.00 to its Plasser contract (4...1599) before it comes to term on January 3, 2023. All equipment and related sub-systems were manufactured by Plasser or other sub-system suppliers and integrated by Plasser. The equipment comprises sophisticated electronic and mechanical devices, essential in the performance of various functions required for installing, testing, and maintaining each agency’s rail system. Plasser is a worldwide leader in the transit and rail industries. Only Plasser has the factory-trained personnel capable of properly troubleshooting the



## Staff Summary



equipment, recommending and/or performing repair work, and training in-house forces in the appropriate repair procedures. Replacement parts will be installed either by Plasser or by trained MTA agency personnel tasked with the responsibility of day-to-day maintenance. Equipment that is unable to be repaired by MTA agency personnel will be repaired by Plasser. The additional funding is needed to maintain and repair vital LIRR equipment used for track construction and maintenance.

LIRR's equipment includes one Track geometry measuring machine, two Unimat tamping machines, one 4x4 tamping machine, one BDS ballast regulator machine, and two PTS 62 track stabilizer machines. On average, the above-mentioned equipment is 15 years old, and 85% of the equipment is past its useful life. This vital equipment forms the backbone of Track Dept. construction and maintenance programs. Over the last two years, the Track Dept. has made significant but necessary big-ticket procurements/rebuild of wear parts that are heavily utilized in the field to deliver critical Track Dept. construction and state of good repair efforts ensuring safety and reliability of service. The funding for these contracts has been depleted more quickly than anticipated to support the capital program including Ronkonkoma Double Track, Mainline Expansion and state of good repair work programs. Given this workload, 86% of the funds have been exhausted with 30 months remaining on the contract. The added funds will make sure LIRR can respond to any unforeseen breakdowns involving any of the above-mentioned equipment through the contract expiration date of January 2023.

The LIRR's Operating Budget contains sufficient funding to cover this contract amendment.

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

**SEPTEMBER 2020**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Majority Vote*

**Schedule I. Modifications to Purchase and Public Work Contracts  
(Staff Summaries required for change orders greater than \$1,000,000.)**

- 2. Nouveau Elevator Industries, Inc.      \$1,948,569      *Staff Summary Attached*  
Competitive Bid    Not-to-Exceed  
Contract # 150401GS3-SA-N**

MTA on behalf of Long Island Rail Road (“LIRR”) requests MTA Board approval of a contract modification in the amount of \$1,948,569 to Nouveau Elevator Industries, Inc. (“Nouveau”) for one additional year to continue to provide essential rehab-work, scheduled preventive maintenance, remedial unscheduled repairs, and emergency on-call repairs of one-hundred and fifteen (115) LIRR elevators.

In February 2015, LIRR awarded a competitively solicited public works contract to Nouveau to provide labor, material, and equipment necessary to perform conditional assessments, scheduled and unscheduled maintenance, repairs and planned component replacements for its one hundred fifteen (115) elevators located throughout Nassau, Suffolk, Queens, and Kings Counties, and Penn Station. The contract had a base term of three years and one two-year option, expiring on March 30, 2020. The contract was subsequently extended to September 30, 2020, due to the onset of the COVID-19 pandemic, as it was deemed safer to delay the solicitation of the new elevators contract, which requires multiple on-site tours of all of the equipment covering the length and breadth of LIRR’s territory, until further safety requirements including appropriate PPE (Personal Protective Equipment) and social distancing were known.

- 3. Nouveau Elevator Industries, Inc.      \$2,499,749-LIRR      *Staff Summary Attached*  
Competitive RFP    \$1,180,883-MNR  
Contract No. 131201GS4-L-N      \$3,680,632 Not-to-Exceed**

MTA on behalf of Long Island Rail Road (“LIRR”) and Metro-North Railroad (“MNR”), requests MTA Board approval of a one-year contract modification in the not-to-exceed amount of \$3,680,632 (\$2,499,749 – LIRR, \$1,180,883 – MNR), under the current competitively negotiated, public works contract awarded to Nouveau Elevator Industries, Inc. (“Nouveau”) for preventive maintenance and repair services to 28 LIRR escalators and 14 MNR escalators.

In 2013, Nouveau was awarded a joint-agency contract to provide full-time, on-site maintenance of the agencies' escalators by teams consisting of two mechanics for LIRR, and one mechanic and a helper for MNR. These dedicated teams provide regularly scheduled essential maintenance services to the agencies' escalators located throughout Nassau, Suffolk, New York and Westchester Counties. While the contract had a base term of three years and two one-year options, agency staff reductions resulted in subsequent modifications to extend the contract and add additional equipment in Penn Station. The additional equipment and updated industry code requirements have necessitated changes to the technical scope of work and impacted scheduling of the new joint-agency RFP solicitation of these services. A one-year contract extension to Nouveau in the amount of \$3,680,632, will allow for the reliable, safe and continuous operation of this critical equipment used by MTA customers, as maintenance and repair services ensure escalators remain in a state of good repair (SOGR) until a new contract award is made.

**Schedule I: Modifications to Purchase and Public Works Contracts**

**Staff Summary**



Item Number: 2

|  |
|--|
| <b>Vendor Name (&amp; Location)</b><br>Nouveau Elevator Industries, Inc., L.I.C., NY   |
| <b>Description</b><br>Elevators' Scheduled, Un-scheduled Maintenance & Repairs'  |
| <b>Contract Term (including Options, if any)</b><br>Three Years (3) and one (2-year) option  |
| <b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No   |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive   |
| <b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:  |
| <b>Funding Source</b><br><input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>LIRR Engineering EEOC, Dennis Varley - Asst Chief Engineer   |

|  |                        |
|--|------------------------|
| <b>Contact Number</b><br>150401GS3-SA-N                                | <b>Modification #8</b> |
| <b>Original Amount:</b> \$ 9,743,168                                   |                        |
| <b>Prior Modifications:</b> \$ 1,161,909                               |                        |
| <b>Prior Budgetary Increases:</b> \$0                                  |                        |
| <b>Current Amount:</b> \$10,905,077                                    |                        |
| <b>This Request:</b> \$1,948,569 (not-to-exceed)                       |                        |
| <b>% of This Request to Current Amount:</b>                            | 17.8%                  |
| <b>% of Modifications (including This Request) to Original Amount:</b> | 20%                    |

MTA on behalf of Long Island Rail Road (“LIRR”) requests MTA Board approval of a contract modification in the amount of \$1,948,569 to Nouveau Elevator Industries, Inc. (“Nouveau”) for one additional year to continue to provide essential rehab-work, scheduled preventive maintenance, remedial unscheduled repairs, and emergency on-call repairs of one-hundred and fifteen (115) LIRR elevators.

In February 2015, LIRR awarded a competitively solicited public works contract to Nouveau to provide labor, material, and equipment necessary to perform conditional assessments, scheduled and unscheduled maintenance, repairs and planned component replacements for its one hundred fifteen (115) elevators located throughout Nassau, Suffolk, Queens, and Kings Counties, and Penn Station. The contract had a base term of three years and one two-year option, expiring on March 30, 2020. The contract was subsequently extended to September 30, 2020, due to the onset of the COVID-19 pandemic, as it was deemed safer to delay the solicitation of the new elevators contract, which requires multiple on-site tours of all of the equipment covering the length and breadth of LIRR’s territory, until further safety requirements including appropriate PPE (Personal Protective Equipment) and social distancing were known.

The safe and continuous operations of this critical equipment used by LIRR’s customers is achieved by maintaining the elevators in a state of good repair (SOGR). If SOGR is not maintained, the following situations can occur as a result:

1. Availability goal of 98% of operable elevators will not be met (Fewer operable elevators)
2. Entrapments will increase (customer safety may be compromised)
3. Code required inspections will not be performed/fail (Fines may be imposed for failed code-required inspections/maintenance)
4. ADA elevators may not be available to customers in need
5. Elevator Shutdowns will increase
6. Accidents may increase

The one-year contract extension to Nouveau in the amount of \$1,948,569 with no increase to contractual rates, will allow LIRR to ensure safety and reliability to our riders by performing maintenance and repair services for LIRR’s elevators. This allows sufficient time for MTA on behalf of LIRR to complete a new contract award for these services, including implementation of new pandemic-related safety requirements during on-site tours. This modification is in the best interest of the public as it ensures SOGR is maintained and is deemed fair and reasonable.

## Staff Summary



Long Island Rail Road

This contract extension will be funded by LIRR's Operating Budget. LIRR does not have the ability to undertake the rehabilitation work, scheduled preventive maintenance and remedial unscheduled repairs of the elevators with in-house forces.

**Schedule I: Modifications to Purchase and Public Works Contracts**

**Staff Summary**



Item Number: 3

|  |
|--|
| <b>Vendor Name (&amp; Location)</b><br>Nouveau Elevator Industries, Inc.("Nouveau"), L.I.C., NY  |
| <b>Description</b><br>Escalators' Preventive Maintenance & Repairs   |
| <b>Contract Term (including Options, if any)</b><br>Three Years (3) and two (1-year) options   |
| <b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No   |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive   |
| <b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:  |
| <b>Funding Source</b><br><input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>LIRR Engineering EEOC, Dennis Varley - Asst Chief Engineer   |

|  |                          |
|--|--------------------------|
| <b>Contract Number</b><br>131201GS4-L-N  | <b>Modification # 12</b> |
| <b>Original Amount:</b> \$ 5,950,196 -LIRR<br>\$ 4,944,913-MNR<br><b>TOTAL:</b> \$10,895,109-(Combined)    |                          |
| <b>Prior Modifications:</b> \$ 1,161,909-LIRR<br>\$ 1,472,999—MNR<br><b>TOTAL:</b> \$ 3,449,018 (Combined) |                          |
| <b>Prior Budgetary Increases:</b> \$0  |                          |
| <b>Current Amount:</b> \$ 7,926,215-LIRR<br>\$ 6,417,912-MNR<br><b>TOTAL:</b> \$14,344,127(Combined)       |                          |
| <b>This Request:</b> \$ 2,499,749-LIRR<br>\$ 1,180,883-MNR<br>\$ 3,680,632 (Combined NTE)                  |                          |
| <b>% of This Request to Current Amount:</b>  | 26%                      |
| <b>% of Modifications (including This Request) to Original Amount:</b>                                     | 34%                      |

MTA on behalf of Long Island Rail Road (“LIRR”) and Metro-North Railroad (“MNR”), requests MTA Board approval of a one-year contract modification in the not-to-exceed amount of \$3,680,632 (\$2,499,749 – LIRR, \$1,180,883 – MNR), under the current competitively negotiated, public works contract awarded to Nouveau Elevator Industries, Inc. (“Nouveau”) for preventive maintenance and repair services to 28 LIRR escalators and 14 MNR escalators.

In 2013, Nouveau was awarded a joint-agency contract to provide full-time, on-site maintenance of the agencies’ escalators by teams consisting of two mechanics for LIRR, and one mechanic and a helper for MNR. These dedicated teams provide regularly scheduled essential maintenance services to the agencies’ escalators located throughout Nassau, Suffolk, New York and Westchester Counties. While the contract had a base term of three years and two one-year options, agency staff reductions resulted in subsequent modifications to extend the contract and add additional equipment in Penn Station. The additional equipment and updated industry code requirements have necessitated changes to the technical scope of work and impacted scheduling of the new joint-agency RFP solicitation of these services. A one-year contract extension to Nouveau in the amount of \$3,680,632, will allow for the reliable, safe and continuous operation of this critical equipment used by MTA customers, as maintenance and repair services ensure escalators remain in a state of good repair (SOGR) until a new contract award is made.

If SOGR is not maintained, the following situations can occur:

1. Availability goal of 97% of operable escalators will not be met (Fewer operable escalators)
2. If code required inspections/maintenance are not performed, failures may result in fines being imposed
3. Escalators will not be available to customers in need
4. Escalator Shutdowns will increase
5. Accidents may increase

## Staff Summary



Nouveau has held contractual rates constant since 2017, with no increase, and will continue to do so for this contract extension. This contract modification in the amount of \$3,680,632 is therefore deemed fair and reasonable.

Both agencies believe this modification is in the best interests of the public, as neither agency has the technically qualified resources to perform the work, nor access to required replacement parts for the escalators. Each agency will fund the contract modification through its Agency Operating Budget.



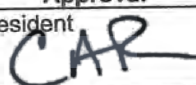
**Metro-North Railroad**

# Procurements



| <b>Subject</b> Request for Authorization to Award Various Procurements  |                |         |          |      |       |
|---|----------------|---------|----------|------|-------|
| <b>Department</b> Procurement and Material Management   |                |         |          |      |       |
| <b>Department Head Name</b><br>Anthony Gardner, Sr Director  |                |         |          |      |       |
| <b>Department Head Signature</b>  |                |         |          |      |       |
| <b>Project Manager Name</b>   |                |         |          |      |       |
| Board Action  |                |         |          |      |       |
| Order   | To             | Date    | Approval | Info | Other |
| 1   | MNR Comm. Mtg. | N/A     |          |      |       |
| 2   | MTA Board Mtg. | 9-23-20 | x        |      |       |
|   |                |         |          |      |       |
|   |                |         |          |      |       |

|   |
|---|
| <b>Date</b><br>September 11, 2020       |
| <b>Vendor Name</b><br>Various           |
| <b>Contract Number</b><br>Various       |
| <b>Contract Manager Name</b><br>Various |
| <b>Table of Contents Ref #</b>          |

| Internal Approvals |   |   |  |
|--------------------|---|---|--|
|                    | Approval  |   | Approval                               |
| X                  | President<br> | X | Executive Director Management & Budget |
| X                  | Executive Vice President  | X | Acting V.P. Capital Programs           |
| X                  | Sr. V.P. Operations   |   |  |
| X                  | Acting V.P. & General Counsel   |   |  |

| 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                |                  |
| <b>SUB TOTAL:</b>   |                     |                  |

**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>    |
|---|---------------------|---------------------|
| <u>Schedules Requiring Majority Vote</u>                              |                     |                     |
| Schedule H: Modifications to Personal/Miscellaneous Service Contracts | 1                   | \$7,800,000         |
| • Various Bus Companies \$7,800,000                                   |                     |                     |
| Schedule I: Modifications to Purchase and Public Work Contracts       | 1                   | \$5,000,000         |
| • Ducci Electrical Contractors, Inc. \$5,000,000                      |                     |                     |
| <b>SUB TOTAL:</b>   | <b>2</b>            | <b>\$12,800,000</b> |

**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                       |
| <b>SUB TOTAL:</b>   |                            |
| <b>TOTAL:</b>   | <b>2      \$12,800,000</b> |

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.

**SEPTEMBER 2020**

**METRO-NORTH RAILROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Majority Vote:**

**H. Modifications to Personal/Miscellaneous Service Contracts  
(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed monetary or durational threshold required for Board approval)**

**1. Various Bus Companies      \$7,800,000 (not-to-exceed)      Staff Summary Attached  
**Modification to the Emergency and Scheduled Bus Services Contract****

Approval is requested for a contract modification in the not-to-exceed amount of \$7,800,000 to the existing miscellaneous service contracts for the continuation of as-needed Emergency and Scheduled Bus Service that was awarded to the following six Contractors: i) A Yankee Line, Inc.; ii) Community Coach, Inc., iii) Greater Bridgeport Transit Authority; iv) Leprechaun Lines, Inc., v) Peter Pan Bus Lines, Inc. and vi) White Plains Bus Company, Inc. Approximately 80% of the busing operations (emergency and scheduled) take place in CT.

The original 60-month contract was competitively solicited and awarded in October 2018 for a total estimated not-to-exceed amount of \$6,000,000. During 2019, there was an increase in use of emergency and scheduled bus services to support capital improvement projects on the New Canaan, Waterbury and Danbury branches on the New Haven Line, the Port Jervis Line (west of Hudson) and Wassaic Station on the Harlem Line. The additional funding request is needed to maintain transportation for customers and employees during current on-going capital projects and emergency disruption of services, such as the most recent tropical storm Isaias, for the remainder of Year 2 and Year 3 of the contract term through December 2021. Funding for the remaining Years 4 and 5 will be submitted for Board approval at a later date.

This total not-to-exceed amount of \$7,800,000 will be funded by Metro-North's Operating and Capital Budgets, and by the Connecticut Department of Transportation ("CDOT"). CDOT will reimburse 100% in connection with bus service on the New Canaan, Danbury, Waterbury lines.



- I. **Modifications to Purchase and Public Work Contracts**  
**(Approvals/Staff Summaries required for individual change orders greater than \$250K. Approvals without Staff Summaries required for change orders greater than 15% of previously approved amount which are also at least \$50K)**

2. **Ducci Electrical Contractors, Inc. 5,000,000 (not-to-exceed) Staff Summary Attached**  
**Modification to Harlem Line Express Cable Contract**

Approval is requested for a contract modification to an existing contract for a 20-month time extension and additional funding in the not-to-exceed amount of \$5,000,000. This contract modification is needed to bring the utility pole line to a state of good repair by replacing the existing utility poles, and permit the installation of the new communications and signal cables on new utility poles.

The competitively solicited contract was awarded in March 2018, to the firm Ducci Electrical Contractors, Inc. ("Ducci"), in the amount of \$45,467,791 for infrastructure improvements to the Wayside Communications and Signal System. The original contract scope entailed the installation of communications and signal cables on Metro-North's Harlem Line south of Woodlawn Station to north of Southeast Station on existing utility poles. The work area's overall distance is approximately 42 miles.

During March 2018 several Nor'easter storms knocked down trees and caused extensive damage to the utility pole line. It was determined that the installation of new cables due to their weight presented a risk of causing additional damage to the pole line. Metro-North issued a stop work order for Segments 2 and 3.

Accordingly, this contract modification is a high priority for Metro-North in order to help ensure that (i) a critical infrastructure system is less likely to fail during a storm, (ii) Metro-North eliminates reliance on a wireless network to support PTC, and (iii) Ducci's work in Segments 2 and 3 can continue in a timely, efficient and expedient manner.

This contract modification, in the not-to-exceed amount of \$5,000,000, is to be funded by the Metro-North Capital Budget.

## Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

Item Number: **H**

|  |
|--|
| <b>Vendor Name (&amp; Location)</b><br>Various Bus Companies   |
| <b>Description</b><br>Modification to the Emergency and Scheduled Bus Services   |
| <b>Contract Term (including Options, if any)</b><br>60 Months  |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   |
| <b>Procurement</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive  |
| <b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:  |
| <b>Funding Source</b><br><input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: State of CT |
| <b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b><br>Procurement & Material Management, Anthony Gardner, Sr. Director   |

|  |                                |
|--|--------------------------------|
| <b>Contract Number</b><br>10000000096417                               | <b>AWO/Modification #</b><br>2 |
| <b>Original Amount:</b>  | \$6,000,000                    |
| <b>Prior Modifications:</b>  | \$ 980,000                     |
| <b>Prior Budgetary Increases:</b>                                      | \$ 0.00                        |
| <b>Current Amount:</b>   | \$6,980,000                    |
| <b>This Request:</b>   | \$7,800,000<br>(not-to-exceed) |
| <b>% of This Request to Current Amount:</b>                            | 111.75%                        |
| <b>% of Modifications (including This Request) to Original Amount:</b> | 146%                           |

### Discussion:

Approval is requested for a contract modification in the not-to-exceed amount of \$7,800,000 to the existing miscellaneous service contracts for the continuation of as-needed Emergency and Scheduled Bus Service that was awarded to the following six Contractors: i) A Yankee Line, Inc.; ii) Community Coach, Inc., iii) Greater Bridgeport Transit Authority; iv) Leprechaun Lines, Inc., v) Peter Pan Bus Lines, Inc. and vi) White Plains Bus Company, Inc. Approximately 80% of the busing operations (emergency and scheduled) take place in CT.

The original 60-month contract was competitively solicited and awarded in October 2018 for a total estimated not-to-exceed amount of \$6,000,000. During 2019, there was an increase in use of emergency and scheduled bus services to support capital improvement projects on the New Canaan, Waterbury and Danbury branches on the New Haven Line, the Port Jervis Line (west of Hudson) and Wassaic Station on the Harlem Line. The additional funding request is needed to maintain transportation for customers and employees during current on-going capital projects and emergency disruption of services, such as the most recent tropical storm Isaias, for the remainder of Year 2 and Year 3 of the contract term through December 2021. Funding for the remaining Years 4 and 5 will be submitted for Board approval at a later date.

In connection with a previous contract awarded to Community Coach, Inc. ("Coach, USA"), the Contractor was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the Agency President in consultation with the Metro-North Railroad General Counsel in January 2018. No new SAI has been found relating to the Contractor and the Contractor has been found to be responsible.

MNR completed a responsibility review of A Yankee Line, Inc., Greater Bridgeport Transit Authority, Leprechaun Lines, Inc., Peter Pan Bus Lines, Inc. and White Plains Bus Company, Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

This total not-to-exceed amount of \$7,800,000 will be funded by Metro-North's Operating and Capital Budgets, and by the Connecticut Department of Transportation ("CDOT"). CDOT will reimburse 100% in connection with bus service on the New Canaan, Danbury, Waterbury lines.

### Schedule I: Modifications to Purchase and Public Works Contracts

|  |          |
|--|----------|
| <b>Item</b>  | <b>I</b> |
| <b>Vendor Name (&amp; Location)</b><br>Ducci Electrical Contractors, Inc.<br>74 Scott Swamp Road<br>Farmington, CT 06032   |          |
| <b>Description</b><br>Modification to Harlem Line Express Cable Contract   |          |
| <b>Contract Term (including Options, if any)</b><br>24 Months  |          |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   |          |
| <b>Procurement</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive  |          |
| <b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:  |          |
| <b>Funding Source</b><br><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |          |
| <b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b><br>Procurement & Material Management, Anthony Gardner, Sr. Director   |          |

| Contract Number  | AWO/Modification #          |
|--|-----------------------------|
| 1000082137   | 36                          |
| <b>Original Amount:</b>  | \$45,467,791                |
| <b>Prior Modifications:</b>  | \$9,768,957                 |
| <b>Prior Budgetary Increases:</b>                                      | \$                          |
| <b>Current Amount:</b>   | \$55,236,748                |
| <b>This Request:</b>   | \$5,000,000 (not-to-exceed) |
| <b>% of This Request to Current Amount:</b>                            | 9%                          |
| <b>% of Modifications (including This Request) to Original Amount:</b> | 32%                         |

#### Discussion:

Approval is requested for a contract modification to an existing contract for a 20-month time extension and additional funding in the not-to-exceed amount of \$5,000,000. This contract modification is needed to bring the utility pole line to a state of good repair by replacing the existing utility poles, and permit the installation of the new communications and signal cables on new utility poles.

The competitively solicited contract was awarded in March 2018, to the firm Ducci Electrical Contractors, Inc. ("Ducci"), in the amount of \$45,467,791 for infrastructure improvements to the Wayside Communications and Signal System. The original contract scope entailed the installation of communications and signal cables on Metro-North's Harlem Line south of Woodlawn Station to north of Southeast Station on existing utility poles. The work area's overall distance is approximately 42 miles.

The contract scope is broken down into three Segments:

- Segment 1 is from Woodlawn to North White Plains
- Segment 2 is from North White Plains to Bedford Hills
- Segment 3 is from Bedford Hills to Southeast

Segment 2 and Segment 3 consisted of the installation of signal cables on Metro-North's existing utility pole line.

During March 2018 several Nor'easter storms knocked down trees and caused extensive damage to the utility pole line. It was determined that the installation of new cables due to their weight presented a risk of causing additional damage to the pole line. Metro-North issued a stop work order for Segments 2 and 3.

Following the stop work order, the Engineer of Record, Gannett Fleming, completed a redesign to address the condition of the pole line. Two hundred fifty-three utility poles were identified as needing to be replaced. The pole replacements are based on the impact of severe weather, and additional weight on the pole line. In addition to carrying signal, traction power, and signal power, the utility poles will be used to carry the fiber optic cable for Positive Train Control ("PTC"). The fiber optic cable will eliminate the reliance on the wireless system that currently supports PTC.



## **Schedule I: Modifications to Purchase and Public Works Contracts**

Accordingly, this contract modification is a high priority for Metro-North in order to help ensure that (i) a critical infrastructure system is less likely to fail during a storm, (ii) Metro-North eliminates reliance on a wireless network to support PTC, and (iii) Ducci's work in Segments 2 and 3 can continue in a timely, efficient and expedient manner.

In connection with a previous contract awarded to Ducci Electrical Contractors, Inc., the Contractor was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in April 2019. No new SAI has been found relating to the Contractor and the Contractor has been found to be responsible.

This contract modification, in the not-to-exceed amount of \$5,000,000, is to be funded by the Metro-North Capital Budget.



**PROCUREMENT PACKAGE**  
**September 2020**

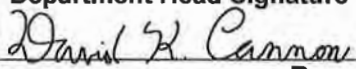




The picture above depicts the installation of formwork panels for the parapet walls in Harold Interlocking in Queens as part of the East Side Access Project. Harold Interlocking is the busiest rail interlocking in the Country. This month's agenda includes two procurement actions related to work in Harold Interlocking.

## PROCUREMENT

The Procurement Agenda this month includes three procurement actions for a proposed expenditure of \$76.9M.

**Staff Summary**

|                                  |                            |   |                 |             |              |   |   |   |                 |
|----------------------------------|----------------------------|---|-----------------|-------------|--------------|---|---|---|-----------------|
| <b>Subject</b>                   |                            | Request for Authorization to Award Various Procurement Actions                    |                 |             |              | <b>Date:</b> September 14, 2020   |   |   |                 |
| <b>Department</b>                |                            | Contracts   |                 |             |              |   |   |   |                 |
| <b>Department Head Name</b>      |                            | David K. Cannon   |                 |             |              |   |   |   |                 |
| <b>Department Head Signature</b> |                            |  |                 |             |              |   |   |   |                 |
| <b>Board Action</b>              |                            |   |                 |             |              | <b>Internal Approvals</b>   |   |   |                 |
| <b>Order</b>                     | <b>To</b>                  | <b>Date</b>   | <b>Approval</b> | <b>Info</b> | <b>Other</b> |   | <b>Approval</b>                               |   | <b>Approval</b> |
| 1                                | MNR & LIRR Joint Committee | 9/23/2020   | X               |             |              |  | Executive Vice President & General Counsel    |  | President       |
| 2                                | Board                      | 9/23/2020   | X               |             |              | X   | Deputy Chief Development Officer, Development |   |                 |

**PURPOSE:**

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

**DISCUSSION:**

The MTA Construction and Development Company proposes to award Competitive Procurements in the following categories:

|  | <u># of Actions</u> | <u>\$ Amount</u> |
|--|---------------------|------------------|
| <u>Schedules Requiring Two-Thirds Vote</u>   |                     |                  |
| Schedule C Competitive Requests for Proposals (Award of Purchase/Public Work Contacts) | 1                   | \$66,275,000     |
| <u>Schedules Requiring Majority Vote</u>   |                     |                  |
| Schedule I Modifications to Purchase and Public Work Contracts                         | 1                   | \$ 7,260,000     |
| SUBTOTAL   | 2                   | \$73,535,000     |

The MTA Construction and Development Company proposes to award a ratification in the following category:

|  | <u># of Actions</u> | <u>\$ Amount</u> |
|--|---------------------|------------------|
| <u>Schedules Requiring Majority Vote</u>                   |                     |                  |
| Schedule K - Ratification of Completed Procurement Actions | 1                   | \$ 3,400,000     |
| SUBTOTAL   | 1                   | \$ 3,400,000     |
| TOTAL  | 3                   | \$76,935,000     |

**Budget Impact:**

The approval of the procurement actions will obligate MTA Construction and Development Company capital funds in the amounts listed. Funds are available in the capital budget for this purpose.

**Recommendation:**

The procurement actions be approved as proposed. (The items are included in the resolution of approval at the beginning of the Procurement Section.)

**MTA Construction And Development Company**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

**SEPTEMBER 2020**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

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

- |           |   |                     |                                      |
|-----------|---|---------------------|--------------------------------------|
| <b>1.</b> | <b>Comstock/Haugland JV<br/>Contract No CH063<br/>Twenty-Seven Month Term</b> | <b>\$66,275,000</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|---|---------------------|--------------------------------------|

MTA Construction and Development seeks Board approval to award a competitively solicited and negotiated design-build contract for the installation of track, special track, contract rail and electric traction catenary in support of the Harold Interlocking program for the East Side Access project.

**Procurements Requiring Majority Vote:**

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

- |           |  |                     |                                      |
|-----------|--|---------------------|--------------------------------------|
| <b>2.</b> | <b>Five Star Electric/L.K. Comstock J.V<br/>Contract No. CS086<br/>Modification No. 11</b> | <b>\$ 7,260,000</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|--|---------------------|--------------------------------------|

MTA Construction and Development seeks Board approval of a contract modification to accelerate the installation and local testing of the signal equipment and adjust the Contract Milestones.



| <b>Division &amp; Division Head Name:</b> ESA/R. Troup<br>  |                           |   |  |      |       | <b>SUMMARY INFORMATION</b>  |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
|--|---------------------------|---|--|------|-------|---|---------------------------------|-------|----------|---|---------------------------|---|------------|--|---------------------------|--|--|---|-------|-----------|---|---|--|--|--|--|--|--|--|-------------------------------------|--|
| <b>Department &amp; Department Head Name:</b> Delivery/M. Roche<br>   |                           |   |  |      |       | <b>Vendor Name</b><br>Comstock/Haugland JV (CHJV)   | <b>Contract Number</b><br>CH063 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
| <b>Board Reviews</b>   |                           |   |  |      |       | <b>Description</b><br>Design/Build Services for Harold Catenary Construction for the East Side Access Project   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
| <table border="1"> <thead> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>MNR &amp; LIRR</td> <td>9/23/2020</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>Board</td> <td>9/23/2020</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>   |                           |   |  |      |       | Order   | To                              | Date  | Approval | Info  | Other                     | 1   | MNR & LIRR | 9/23/2020  | X                         |  |  | 2 | Board | 9/23/2020 | X |   |  |  |  |  |  |  |  | <b>Total Amount</b><br>\$66,275,000 |  |
| Order  | To                        | Date  | Approval                                   | Info | Other |   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
| 1  | MNR & LIRR                | 9/23/2020   | X  |      |       |   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
| 2  | Board                     | 9/23/2020   | X  |      |       |   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
|  |                           |   |  |      |       |   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
| <b>Internal Approvals</b>  |                           |   |  |      |       | <b>Contract Term</b><br>27 Months   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
| <table border="1"> <thead> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> </thead> <tbody> <tr> <td></td> <td>Deputy Chief, Development</td> <td></td> <td>President</td> </tr> <tr> <td></td> <td>Vice President, Contracts</td> <td></td> <td>Executive Vice President &amp; General Counsel</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> |                           |   |  |      |       | Order   | Approval                        | Order | Approval |  | Deputy Chief, Development |  | President  |  | Vice President, Contracts |  | Executive Vice President & General Counsel |   |       |           |   | <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |  |  |  |  |  |  |  |                                     |  |
| Order  | Approval                  | Order   | Approval                                   |      |       |   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
|   | Deputy Chief, Development |  | President                                  |      |       |   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
|    | Vice President, Contracts |   | Executive Vice President & General Counsel |      |       |   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
|  |                           |   |  |      |       |   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
|  |                           |   |  |      |       | <b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
|  |                           |   |  |      |       | <b>Procurement Type</b><br><input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive   |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
|  |                           |   |  |      |       | <b>Solicitation Type</b><br><input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:  |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |
|  |                           |   |  |      |       | <b>Funding Source</b><br><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: |                                 |       |          |   |                           |   |            |  |                           |  |  |   |       |           |   |   |  |  |  |  |  |  |  |                                     |  |

**PURPOSE/RECOMMENDATION**

To obtain approval of the Board to award a competitively solicited and negotiated design-build contract for the installation of track, special track, contract rail and electric traction catenary in support of the Harold Interlocking program for the East Side Access ("ESA") project to Comstock/Haugland JV (CHJV) in the amount of \$66,275,000 and a duration of twenty-seven (27) months.

**DISCUSSION**

Contract CH063 is a design-build contract for the performance of final design and construction of track, special track, third rail and catenary power (the "Work") within the Harold Interlocking and Sunnyside Yard. The Work under this Contract will provide additional connections to the Midday Storage Yard ("MDSY") from Amtrak's Loop Tracks at the east end of the MDSY and Amtrak's Sub 3 and East River Tunnel Line 4 Tracks at the west end of the MDSY. This work will improve LIRR's full operational flexibility and prevent a single point of failure for the Grand Central service operation upon completion of the overall ESA Project.

The work of the CH063 Contract is work that is typically and was intended to be performed exclusively by Amtrak forces under various Force Account packages. However, Amtrak does not have forces available to reliably perform this work. Indeed, the limited availability of Amtrak forces to date have resulted in the cancelation of numerous outages, delays to ESA work and increased costs. To mitigate this issue, under this Contract, MTA Construction and Development ("C&D") will engage a 3<sup>rd</sup> party contractor to perform the work. This will free-up Amtrak personnel to provide protection for ESA and other critical MTA activities.

A Two-Step Request for Proposal (RFP) was used for this Contract. Phase I, the Request for Qualification (RFQ), resulted in a shortlist of the following firms:

- Comstock/Haugland JV (CHJV)
- Kiewit Infrastructure Inc. (Kiewit)
- Railroad Construction Co. (RCC)

## Staff Summary

## Item No. 1

Phase II involved the issuance of a draft RFP to the three shortlisted firms for their review. One-on-one meetings were held with each qualified firm to discuss their issues and recommendations for changes to the terms and conditions, risk allocation and technical portions of the RFP. As a result of these discussions, C&D revised the RFP before formally issuing it.

In response to the RFP, proposals were received from CHJV and RCC (Kiewit elected not to participate for reasons they would not disclose).

The proposals were evaluated and scored by a Selection Committee consisting of members from the ESA Project team, MTA C&D Contracts, AMTRAK and LIRR utilizing a pre-established selection criterion considering the following factors: Management Plan, Design, Construction, Schedule, Safety and Quality, Preparedness for Performing the Work and Cost. A Technical Committee, comprising members of the RFP Design Team, Construction Management Team, Amtrak and LIRR, supported the Selection Committee. Upon completion of the evaluation and scoring of the technical and cost proposals, the Selection Committee determined both firms were qualified and in a competitive range. C&D then entered into negotiations with both firms.

CHJV provided an initial cost proposal of \$88,970,000. RCC's initial proposal was in the amount of \$112,732,432. Negotiations included discussions of the project schedule and overall cost, including pricing assumptions, management costs and scope clarifications. At the conclusion of negotiations, both firms were requested to submit their best and final offers (BAFO). The BAFOs were as followed:

- CHJV - \$66,275,000
- RCC - \$85,895,465

After review of the BAFOs, the Selection Committee determined that the proposal submitted by CHJV is the most advantageous to the MTA and provides the best value. CHJV's BAFO represents a \$22,659,000 (25.5 %) decrease over their original proposal. CHJV's BAFO is found to be fair and reasonable.

In connection with a previous contract awarded to L.K. Comstock & Company ("Comstock"), Comstock was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2016. No new SAI has been found relating to Comstock and Comstock has been found to be responsible.

**DBE**

The MTA Department of Diversity and Civil Rights has established a goal of 20% DBE. Although this is a design/build contract with some undefined scope of work, Comstock/Haugland JV (CHJV) is projecting to meet the required 20% DBE goal. Comstock/Haugland JV (CHJV) has not completed any MTA contracts with MWDBE goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

**IMPACT ON FUNDING**

Funding from this Contract comes from ESA and Regional Investments capital projects and resides in the 2010-2014, 2015-2019 and 2020-2024 capital programs.

**ALTERNATIVES**

Perform the work using in-house personnel. MTA lacks available in-house personnel to perform this work.

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

Item Number 2

|   |  |                                 |
|---|--|---------------------------------|
| <b>Vendor Name (&amp; Location)</b><br>Five Star Electric / L.K. Comstock J.V. (Ozone Park, NY)   | <b>Contract Number</b><br>CS086  | <b>AWO/Modification #</b><br>11 |
| <b>Description</b><br>Signal Installation Tunnel Systems Package No. 2  | <b>Original Amount:</b> \$ 52,990,000  |                                 |
| <b>Contract Term (including Options, if any)</b><br>29 Months   | <b>Prior Modifications:</b> \$ 468,600                                       |                                 |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A   | <b>Exercised Options:</b> \$ -0-   |                                 |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive  | <b>Current Amount:</b> \$ 53,458,600   |                                 |
| <b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification                               | <b>This Request</b> \$ 7,260,000   |                                 |
| <b>Funding Source</b><br><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: | <b>% of This Request to Current Amount:</b> 13.6%                            |                                 |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>East Side Access, R. Troup.   | <b>% of Modifications (including This Request) to Original Amount:</b> 14.6% |                                 |

**Discussion:**

Contract CS086 provides for the installation and testing of the Tunnel Signal System for the East Side Access (“ESA”) Project. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA Construction and Development (“C&D”) requests that the Board approve a contract modification to accelerate the installation and local testing of the signal equipment and adjust the Contract Milestones.

This Modification is necessary to overcome delays in the contractor’s access to the Central Instrument Rooms (“CIRs”) and the late delivery of signal equipment. The contractor is required to install the signal equipment in these rooms. The acceleration is necessary in order to meet the start of Integrated Systems Testing (“IST”) by February 28, 2021 by the CS179 Contractor. This Modification will extend the Substantial Completion date from February 21, 2021 to May 24, 2021, recognizing an Excusable Delay of 92 calendar days associated with the late turnover of the CIRs to the CS086 Contractor. In addition to the acceleration, this Modification also compensates the contractor at the Contract liquidated daily rates for the late turnover of the CIRs and the late delivery of equipment as established in the Contract.

The late turnover of the CIRs to the CS086 contractor and the late delivery of the signal equipment were principally caused by delays, and in the case of the turnover of the rooms, defects in the work, of predecessor contracts. MTA is pursuing recovery for the delays and resulting costs from the responsible predecessor contracts.

The Contractor’s proposal for this modification was in the amount of \$7,473,250 for the acceleration effort, \$4,092,500 for the late access to the CIR’s, and \$5,908,000 for the late delivery of the equipment. Following negotiations, the parties agreed to \$2,250,000 for the acceleration effort and \$4,035,000 for the late access to the CIR’s and \$975,000 for a total amount of \$7,260,000 for this Modification which is deemed to be fair and reasonable.

In connection with a previous contract awarded to L.K. Comstock & Company (“Comstock”), Comstock was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2016. No new SAI has been found relating to Comstock and Comstock has been found to be responsible.



SEPTEMBER 2020

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule K. Ratification of Completed Procurement Actions (Involving Schedules E-J)**

(Staff Summaries required for items requiring Board Approval)

- |    |   |                     |                                      |
|----|---|---------------------|--------------------------------------|
| 3. | <b>Skanska USA Civil Northeast Inc.</b> | <b>\$ 3,400,000</b> | <b><u>Staff Summary Attached</u></b> |
|    | <b>Contract No. CH058A</b>              |                     |                                      |
|    | <b>Modification No. 23</b>              |                     |                                      |

MTA Construction and Development request the Board to ratify a Modification to the Contract to construct a portion of the Eastbound Reroute Approach Structure in the Harold Interlocking.

**Schedule K: Ratification of Completed Procurement Actions**  
Item No. 3

|   |
|---|
| <b>Vendor Name (&amp; Location)</b><br>Skanska USA Civil Northeast Inc.   |
| <b>Description</b><br>Harold Structures - B/C Approach for the East Side Access Project   |
| <b>Contract Term (including Options, if any)</b><br>831 Days  |
| <b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A   |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive  |
| <b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification                               |
| <b>Funding Source</b><br><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>East Side Access, Rob Troop, SVP & Sr. Program Executive  |

| Contract Number  | AWO/Modification # |
|--|--------------------|
| CH058A   | 23                 |
| <b>Original Amount:</b>  | \$ 60,168,000      |
| <b>Prior Modifications:</b>  | \$ 20,347,188      |
| <b>Options:</b>  | \$ 2,200,000       |
| <b>Current Amount:</b>   | \$ 82,715,188      |
| <b>This Request</b>  | \$ 3,400,000       |
| <b>% of This Request to Current Amount:</b>                            | 4%                 |
| <b>% of Modifications (including This Request) to Original Amount:</b> | 39%                |

**Discussion:**

This Contract is for construction of the Tunnel B/C Approach Structure, construction of catenary poles and ductbanks, and the installation of track and special track work. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA Construction & Development (“C&D”) requests that the Board ratify a Modification to the Contract to construct a portion of the Eastbound Reroute Approach Structure (“EBRR”) in the Harold Interlocking. This is a scope transfer from future Contract CH058B.

The final design and construction of the EBRR is part of the upcoming CH058B design-build contract package, which is planned for release this fall. That contract will take advantage of a long-term outage on the Eastward Pass (“EWD”) and Line 3 Tracks scheduled within the Regional Schedule for the Summer of 2021.

The installation of piles near the RPR track (the “RPR Piles”) is a critical portion of the EBRR work that must be completed before EWD and Line 3 Tracks are taken out of service for the long-term outage. Moreover, LIRR and Amtrak are currently operating on a reduced schedule due to the effects of COVID-19, creating an opportunity to advance work that requires outages. Consequently, the outages required for the RPR Pile installation are currently available on consecutive weekends, which will allow for uninterrupted drilling.

To avoid delay to the EBRR Schedule and take advantage of scheduled summer and fall outages, the President authorized a Retroactive Modification, and, on July 1, 2020, the Contractor was directed to commence a limited scope of work consisting of procuring long lead time items, performing engineering design of support of excavation, and subsurface investigations up to an amount not to exceed \$450,000.

The Contractor submitted a cost proposal of \$4,222,919 to install the RPR piles. After negotiations, both parties agreed to a cost of \$3,400,000, which is considered fair and reasonable.

In connection with a previous contract awarded to Skanska USA Civil Northeast Inc. (“Skanska”), Skanska was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in November 2014. No new SAI has been found relating to Skanska and Skanska has been found to be responsible.



# Long Island Rail Road

## August 2020 Performance Summary

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Robert Free, Acting Senior Vice President – Operations



**August 24, 2020** – New Hyde Park Road was open to vehicular traffic, marking the completion of the grade crossing elimination.



# Long Island Rail Road

## August 2020 Performance Summary

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### Highlights

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

On-Time Performance (OTP) for the month of August closed at **93.3%**, which is below the monthly goal of 94.0%.

2020 year-to-date OTP was **95.7%**, which is an increase of **2.8** percentage points as compared to last year.

Cancelled/Terminated trains are up **48** trains year to date compared to year to date 2019.

### Branch Performances

Four branches on the Long Island Rail Road operated at or above goal for the month of August. Ten out of the eleven branches on the Long Island Rail Road operated at or above goal year to date.

### Delays

There were nine incidents this month that resulted in ten or more late/cancelled/terminated trains. The most impactful was Tropical Storm Isaias, which arrived on Long Island on August 4, 2020. Storm related damage resulted in a suspension of service for approximately 18 hours. Operations was impacted for three subsequent days, effecting a total of 706 trains.

### Consist Compliance

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

### Equipment Performance

The LIRR fleet MDBF operated at 232,638 in July and exceeded the goal. It also performed better, year to date, then the same period last year.



**OPERATING REPORT  
FOR MONTH OF AUGUST 2020**

**Performance Summary**

|  |                            |                   | 2020 Data    |              | 2019 Data    |              |              |
|--|----------------------------|-------------------|--------------|--------------|--------------|--------------|--------------|
|  |                            |                   | Annual       | YTD thru     | YTD thru     |              |              |
|  |                            |                   | Goal         | August       | August       | August       | August       |
| <b>On Time Performance</b>   | <b>System</b>              | <b>Overall</b>    | <b>94.0%</b> | <b>93.3%</b> | <b>95.7%</b> | <b>92.1%</b> | <b>92.9%</b> |
| <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | *                          | AM Peak           |              | 93.1%        | 94.0%        | 95.0%        | 91.7%        |
|  | *                          | PM Peak           |              | 91.6%        | 93.1%        | 90.8%        | 91.1%        |
|  | *                          | <b>Total Peak</b> |              | <b>92.4%</b> | <b>93.6%</b> | <b>93.0%</b> | <b>91.5%</b> |
|  |                            | Off Peak Weekday  |              | 92.4%        | 95.9%        | 91.8%        | 92.6%        |
|  |                            | Weekend           |              | 95.9%        | 97.0%        | 91.7%        | 95.0%        |
|  | <b>Babylon Branch</b>      | <b>Overall</b>    | <b>93.9%</b> | <b>94.6%</b> | <b>96.3%</b> | <b>92.7%</b> | <b>93.3%</b> |
|  | *                          | AM Peak           |              | 94.4%        | 94.6%        | 95.9%        | 93.0%        |
|  | *                          | PM Peak           |              | 93.5%        | 94.3%        | 88.4%        | 90.4%        |
|  | *                          | <b>Total Peak</b> |              | <b>94.0%</b> | <b>94.5%</b> | <b>92.6%</b> | <b>91.8%</b> |
|  |                            | Off Peak Weekday  |              | 93.7%        | 97.0%        | 92.7%        | 93.5%        |
|  |                            | Weekend           |              | 97.0%        | 96.7%        | 92.8%        | 95.3%        |
|  | <b>Far Rockaway Branch</b> | <b>Overall</b>    | <b>96.6%</b> | <b>96.8%</b> | <b>97.9%</b> | <b>97.5%</b> | <b>96.8%</b> |
|  | *                          | AM Peak           |              | 95.7%        | 96.2%        | 95.5%        | 92.0%        |
|  | *                          | PM Peak           |              | 93.7%        | 96.6%        | 99.5%        | 97.5%        |
|  | *                          | <b>Total Peak</b> |              | <b>94.7%</b> | <b>96.4%</b> | <b>97.4%</b> | <b>94.6%</b> |
|  |                            | Off Peak Weekday  |              | 96.6%        | 98.0%        | 97.4%        | 96.8%        |
|  |                            | Weekend           |              | 99.1%        | 98.8%        | 98.0%        | 98.9%        |
|  | <b>Huntington Branch</b>   | <b>Overall</b>    | <b>92.5%</b> | <b>92.3%</b> | <b>94.8%</b> | <b>89.8%</b> | <b>90.7%</b> |
|  | *                          | AM Peak           |              | 92.2%        | 93.8%        | 94.8%        | 91.2%        |
|  | *                          | PM Peak           |              | 89.8%        | 87.8%        | 90.6%        | 85.9%        |
|  | *                          | <b>Total Peak</b> |              | <b>91.0%</b> | <b>90.9%</b> | <b>92.8%</b> | <b>88.7%</b> |
|  |                            | Off Peak Weekday  |              | 90.9%        | 95.1%        | 89.8%        | 89.3%        |
|  |                            | Weekend           |              | 95.0%        | 96.7%        | 86.5%        | 94.5%        |
|  | <b>Hempstead Branch</b>    | <b>Overall</b>    | <b>96.5%</b> | <b>95.1%</b> | <b>96.3%</b> | <b>93.9%</b> | <b>93.6%</b> |
|  | *                          | AM Peak           |              | 96.3%        | 96.2%        | 97.7%        | 93.8%        |
|  | *                          | PM Peak           |              | 92.6%        | 90.5%        | 95.5%        | 90.3%        |
|  | *                          | <b>Total Peak</b> |              | <b>94.6%</b> | <b>93.5%</b> | <b>96.7%</b> | <b>92.1%</b> |
|  |                            | Off Peak Weekday  |              | 93.8%        | 96.4%        | 93.1%        | 93.6%        |
|  |                            | Weekend           |              | 98.1%        | 97.7%        | 92.4%        | 94.9%        |
|  | <b>Long Beach Branch</b>   | <b>Overall</b>    | <b>95.9%</b> | <b>95.1%</b> | <b>96.0%</b> | <b>94.3%</b> | <b>95.0%</b> |
|  | *                          | AM Peak           |              | 96.5%        | 95.8%        | 97.0%        | 93.8%        |
|  | *                          | PM Peak           |              | 94.3%        | 93.7%        | 91.3%        | 95.3%        |
|  | *                          | <b>Total Peak</b> |              | <b>95.5%</b> | <b>94.8%</b> | <b>94.3%</b> | <b>94.5%</b> |
|  |                            | Off Peak Weekday  |              | 94.4%        | 96.0%        | 94.9%        | 95.4%        |
|  |                            | Weekend           |              | 95.9%        | 97.0%        | 93.1%        | 94.9%        |
|  | <b>Montauk Branch</b>      | <b>Overall</b>    | <b>90.8%</b> | <b>87.8%</b> | <b>93.7%</b> | <b>85.0%</b> | <b>88.4%</b> |
|  | *                          | AM Peak           |              | 83.0%        | 89.0%        | 94.3%        | 88.8%        |
|  | *                          | PM Peak           |              | 88.1%        | 93.8%        | 79.3%        | 87.8%        |
|  | *                          | <b>Total Peak</b> |              | <b>85.1%</b> | <b>91.1%</b> | <b>87.1%</b> | <b>88.3%</b> |
|  |                            | Off Peak Weekday  |              | 84.5%        | 94.8%        | 86.3%        | 89.0%        |
|  |                            | Weekend           |              | 94.1%        | 92.8%        | 81.4%        | 87.3%        |
|  | <b>Oyster Bay Branch</b>   | <b>Overall</b>    | <b>94.1%</b> | <b>93.3%</b> | <b>95.5%</b> | <b>94.2%</b> | <b>93.7%</b> |
|  | *                          | AM Peak           |              | 95.2%        | 94.5%        | 95.5%        | 92.4%        |
|  | *                          | PM Peak           |              | 89.3%        | 93.2%        | 89.4%        | 89.6%        |
|  | *                          | <b>Total Peak</b> |              | <b>92.9%</b> | <b>94.0%</b> | <b>92.7%</b> | <b>91.1%</b> |
|  |                            | Off Peak Weekday  |              | 91.7%        | 95.3%        | 96.3%        | 93.8%        |
|  |                            | Weekend           |              | 97.8%        | 97.9%        | 92.1%        | 96.9%        |

| Performance Summary   |   | 2020 Data    |               |                | 2019 Data     |                |
|---|---|--------------|---------------|----------------|---------------|----------------|
|   |   | Annual       | YTD thru      |                | YTD thru      |                |
|   |   | Goal         | August        | August         | August        | August         |
| <b>Port Jefferson Branch</b>  | <b>Overall</b>  | <b>90.9%</b> | <b>89.5%</b>  | <b>92.5%</b>   | <b>90.9%</b>  | <b>89.2%</b>   |
|   | * AM Peak   |              | 91.2%         | 90.8%          | 94.9%         | 89.2%          |
|   | * PM Peak   |              | 83.7%         | 87.2%          | 91.6%         | 86.8%          |
|   | * <b>Total Peak</b>   |              | <b>87.4%</b>  | <b>89.1%</b>   | <b>93.3%</b>  | <b>88.1%</b>   |
|   | Off Peak Weekday  |              | 86.8%         | 91.7%          | 90.2%         | 88.1%          |
|   | Weekend   |              | 99.4%         | 97.7%          | 88.1%         | 93.0%          |
| <b>Port Washington Branch</b>   | <b>Overall</b>  | <b>95.3%</b> | <b>92.7%</b>  | <b>96.8%</b>   | <b>92.0%</b>  | <b>93.9%</b>   |
|   | * AM Peak   |              | 96.5%         | 95.8%          | 93.7%         | 93.9%          |
|   | * PM Peak   |              | 91.9%         | 95.7%          | 90.0%         | 92.6%          |
|   | * <b>Total Peak</b>   |              | <b>94.0%</b>  | <b>95.8%</b>   | <b>91.8%</b>  | <b>93.3%</b>   |
|   | Off Peak Weekday  |              | 93.6%         | 96.9%          | 90.7%         | 92.7%          |
|   | Weekend   |              | 90.0%         | 97.4%          | 94.9%         | 97.4%          |
| <b>Ronkonkoma Branch</b>  | <b>Overall</b>  | <b>91.6%</b> | <b>91.6%</b>  | <b>94.2%</b>   | <b>89.5%</b>  | <b>90.7%</b>   |
|   | * AM Peak   |              | 87.2%         | 91.0%          | 92.1%         | 87.8%          |
|   | * PM Peak   |              | 90.8%         | 93.3%          | 93.6%         | 91.7%          |
|   | * <b>Total Peak</b>   |              | <b>88.8%</b>  | <b>92.0%</b>   | <b>92.8%</b>  | <b>89.5%</b>   |
|   | Off Peak Weekday  |              | 90.2%         | 93.8%          | 85.9%         | 89.9%          |
|   | Weekend   |              | 97.5%         | 97.4%          | 93.6%         | 94.2%          |
| <b>West Hempstead Branch</b>  | <b>Overall</b>  | <b>95.8%</b> | <b>96.4%</b>  | <b>97.1%</b>   | <b>97.2%</b>  | <b>96.6%</b>   |
|   | * AM Peak   |              | 92.9%         | 93.9%          | 94.5%         | 90.5%          |
|   | * PM Peak   |              | 95.2%         | 96.4%          | 91.7%         | 95.0%          |
|   | * <b>Total Peak</b>   |              | <b>94.2%</b>  | <b>95.3%</b>   | <b>93.0%</b>  | <b>92.9%</b>   |
|   | Off Peak Weekday  |              | 96.3%         | 97.2%          | 98.8%         | 97.8%          |
|   | Weekend   |              | 98.9%         | 98.7%          | 99.4%         | 98.9%          |
| <b>Operating Statistics</b>   | <b>Trains Scheduled</b>   |              | <b>19,480</b> | <b>151,379</b> | <b>21,452</b> | <b>166,040</b> |
|   | <b>Avg. Delay per Late Train (min)</b><br>excluding trains canceled or terminated |              | -13.8         | -11.8          | -11.3         | -12.0          |
|   | <b>Trains Over 15 min. Late</b><br>excluding trains canceled or terminated        |              | 171           | 974            | 219           | 1,836          |
|   | <b>Trains Canceled</b>  |              | 559           | 804            | 78            | 577            |
|   | <b>Trains Terminated</b>  |              | 49            | 214            | 39            | 393            |
|   | <b>Percent of Scheduled Trips Completed</b>                                       |              | 96.9%         | 99.3%          | 99.5%         | 99.4%          |
| <b>Consist Compliance</b><br>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards) | * AM Peak   |              | 100.0%        |                |               |                |
|   | * PM Peak   |              | 100.0%        |                |               |                |
|   | * <b>Total Peak</b>   |              | 100.0%        |                |               |                |

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

| System Categories Of Delay | % Total       | 2020       | 2020 Data    |                 | 2019 Data    |                 | YTD 2020<br>Vs 2019 |
|----------------------------|---------------|------------|--------------|-----------------|--------------|-----------------|---------------------|
|                            |               | July       | Aug          | YTD Thru<br>Aug | Aug          | YTD Thru<br>Aug |                     |
| Engineering (Scheduled)    | 2.9%          | 20         | 38           | 305             | 48           | 320             | (15)                |
| Engineering (Unscheduled)  | 8.2%          | 197        | 106          | 1,081           | 190          | 1,808           | (727)               |
| Maintenance of Equipment   | 4.1%          | 165        | 53           | 688             | 123          | 1,065           | (377)               |
| Transportation             | 1.5%          | 14         | 20           | 240             | 26           | 322             | (82)                |
| Capital Projects           | 8.7%          | 75         | 113          | 627             | 97           | 776             | (149)               |
| Weather and Environmental  | 60.0%         | 84         | 780          | 1,078           | 63           | 825             | 253                 |
| Police                     | 4.8%          | 67         | 63           | 632             | 171          | 1,583           | (951)               |
| Customers                  | 2.2%          | 54         | 28           | 918             | 444          | 2,717           | (1,799)             |
| Special Events             | 0.0%          | -          | -            | 33              | 287          | 804             | (771)               |
| Other                      | 4.7%          | 67         | 61           | 513             | 94           | 794             | (281)               |
| 3rd Party Operations       | 2.9%          | 29         | 38           | 428             | 148          | 842             | (414)               |
| <b>Total</b>               | <b>100.0%</b> | <b>772</b> | <b>1,300</b> | <b>6,543</b>    | <b>1,691</b> | <b>11,856</b>   | <b>(5,313)</b>      |

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

| Date                   | Day | DESCRIPTION OF EVENT                                    | AM Peak   |           |          | PM Peak   |            |          | Off Peak   |            |           | TOTAL      |            |           |
|------------------------|-----|---|-----------|-----------|----------|-----------|------------|----------|------------|------------|-----------|------------|------------|-----------|
|                        |     |   | L         | C         | T        | L         | C          | T        | L          | C          | T         | Late       | Cxld       | Term      |
| 3-Aug                  | Mon | Train 733 with equipment trouble in Queens Interlocking |           |           |          |           |            |          | 7          | 2          | 2         | 7          | 2          | 2         |
| 4-Aug                  | Tue | Tropical Storm Isaias                                   |           |           |          |           | 116        |          | 29         | 208        | 17        | 29         | 324        | 17        |
| 5-Aug                  | Wed | Tropical Storm Isaias                                   | 35        | 61        | 4        | 6         | 17         |          | 53         | 93         | 3         | 94         | 171        | 7         |
| 6-Aug                  | Thu | Tropical Storm Isaias                                   | 11        | 2         |          | 2         | 2          | 1        | 14         | 6          |           | 27         | 10         | 1         |
| 7-Aug                  | Fri | Tropical Storm Isaias                                   | 10        |           |          |           |            |          | 16         |            |           | 26         |            |           |
| 9-Aug                  | Sun | Switch damage caused by work train at Shea interlocking |           |           |          |           |            |          | 15         | 24         | 2         | 15         | 24         | 2         |
| 9-Aug                  | Sun | Track circuit failure west of Jamaica                   |           |           |          |           |            |          | 10         |            |           | 10         |            |           |
| 10-Aug                 | Mon | Signal trouble at Central Islip                         | 9         |           |          |           |            |          | 1          |            |           | 10         |            |           |
| 18-Aug                 | Tue | Amtrak train disabled in Line 1                         |           |           |          | 7         | 2          |          |            | 1          |           | 7          | 3          |           |
| <b>TOTAL FOR MONTH</b> |     |   | <b>65</b> | <b>63</b> | <b>4</b> | <b>15</b> | <b>137</b> | <b>1</b> | <b>145</b> | <b>334</b> | <b>24</b> | <b>225</b> | <b>534</b> | <b>29</b> |
|                        |     |   |           |           |          |           |            |          |            |            |           |            | <b>788</b> |           |



# Long Island Rail Road

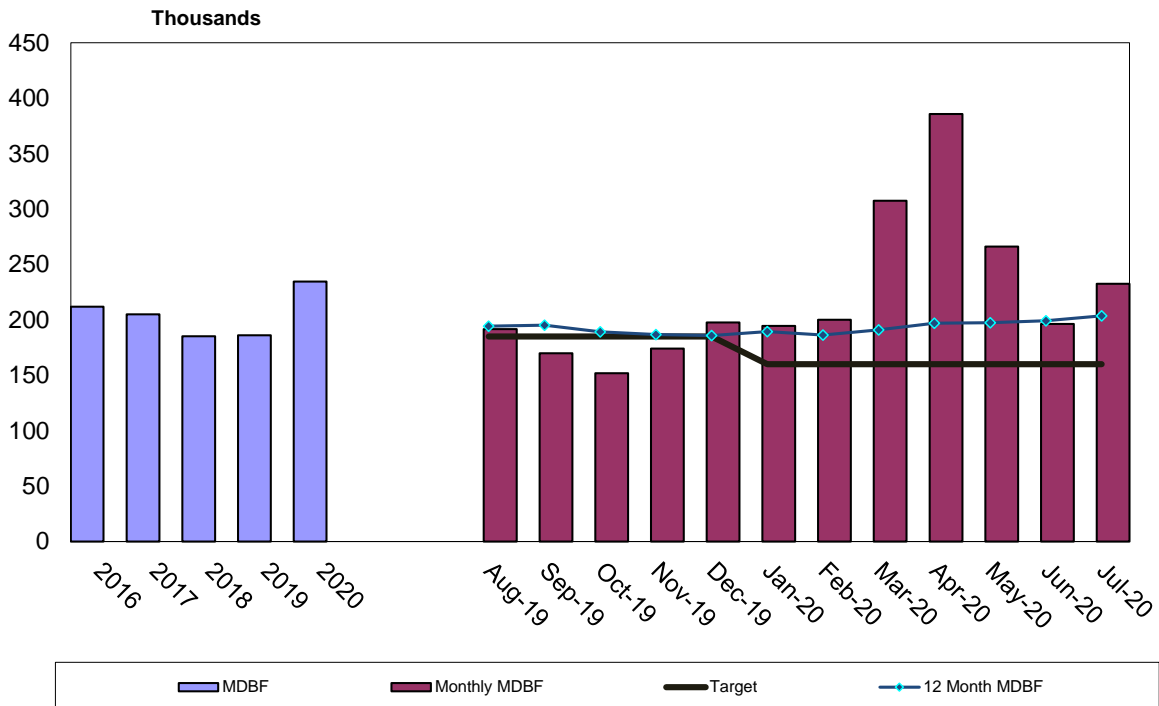
## MEAN DISTANCE BETWEEN FAILURES - JULY 2020

|                                       | Equip-ment Type | Total Fleet Owned | 2020 Data         |                   |                              |                            |                                   | 2019 Data         |                              |                            |
|---------------------------------------|-----------------|-------------------|-------------------|-------------------|------------------------------|----------------------------|-----------------------------------|-------------------|------------------------------|----------------------------|
|                                       |                 |                   | MDBF Goal (miles) | July MDBF (miles) | July No. of Primary Failures | YTD MDBF thru July (miles) | 12 month Rolling Avg MDBF (miles) | July MDBF (miles) | July No. of Primary Failures | YTD MDBF thru July (miles) |
| <b>Mean Distance Between Failures</b> | M-3             | 142               | 60,000            | 36,037            | 0                            | 76,144                     | 69,946                            | 56,336            | 11                           | 59,632                     |
|                                       | M-7             | 836               | 360,000           | 529,742           | 10                           | 470,910                    | 403,682                           | 439,244           | 12                           | 442,126                    |
|                                       | M-9             | 62                | 180,000           | 297,304           | 0                            | 234,290                    | 241,154                           | -                 | -                            | -                          |
|                                       | C-3             | 134               | 103,000           | 90,300            | 8                            | 132,772                    | 134,976                           | 169,183           | 5                            | 115,357                    |
|                                       | DE              | 24                | 19,000            | 13,994            | 6                            | 21,192                     | 18,041                            | 16,338            | 6                            | 28,867                     |
|                                       | DM              | 21                | 19,000            | 19,183            | 4                            | 24,968                     | 26,793                            | 21,707            | 4                            | 20,950                     |
|                                       | Diesel          | 179               | 51,000            | 49,061            | 18                           | 70,074                     | 67,345                            | 68,718            | 15                           | 69,002                     |
|                                       | <b>Fleet</b>    | <b>1,219</b>      | <b>160,000</b>    | <b>232,638</b>    | <b>28</b>                    | <b>234,479</b>             | <b>203,621</b>                    | <b>182,142</b>    | <b>38</b>                    | <b>193,988</b>             |

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

**Note: Since M3 and M9 fleets had no primary failures in July 2020, actual miles are shown on the chart above.**

## ALL FLEETS Mean Distance Between Failure 2016 - 2020





Standee Report

East Of Jamaica

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

**Definitions**

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

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

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

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

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



Standee Report

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

**Definitions**

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

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

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

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

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

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

| <b>Elevator Availability</b> |                               | <b>2020</b>   |                     | <b>2019</b>   |                     |
|------------------------------|-------------------------------|---------------|---------------------|---------------|---------------------|
|                              |                               | <b>August</b> | <b>Year to Date</b> | <b>August</b> | <b>Year to Date</b> |
| <b>Branch</b>                | <b>Babylon Branch</b>         | <b>98.2%</b>  | <b>99.3%</b>        | <b>99.1%</b>  | <b>99.2%</b>        |
|                              | <b>Far Rockaway Branch</b>    | <b>99.7%</b>  | <b>99.5%</b>        | <b>99.3%</b>  | <b>98.7%</b>        |
|                              | <b>Hempstead Branch</b>       | <b>99.7%</b>  | <b>99.5%</b>        | <b>99.7%</b>  | <b>99.5%</b>        |
|                              | <b>Long Beach Branch</b>      | <b>99.7%</b>  | <b>99.6%</b>        | <b>99.6%</b>  | <b>99.5%</b>        |
|                              | <b>Port Jefferson Branch</b>  | <b>99.4%</b>  | <b>98.8%</b>        | <b>99.2%</b>  | <b>98.7%</b>        |
|                              | <b>Port Washington Branch</b> | <b>96.5%</b>  | <b>98.9%</b>        | <b>99.2%</b>  | <b>98.9%</b>        |
|                              | <b>Ronkonkoma Branch</b>      | <b>99.0%</b>  | <b>98.6%</b>        | <b>99.5%</b>  | <b>99.1%</b>        |
|                              | <b>City Terminal Branch</b>   | <b>98.3%</b>  | <b>98.8%</b>        | <b>93.2%</b>  | <b>96.8%</b>        |
|                              | <b>Overall Average</b>        | <b>98.5%</b>  | <b>98.9%</b>        | <b>98.0%</b>  | <b>98.6%</b>        |

| <b>Escalator Availability</b> |                              | <b>2020</b>   |                     | <b>2019</b>   |                     |
|-------------------------------|------------------------------|---------------|---------------------|---------------|---------------------|
|                               |                              | <b>August</b> | <b>Year to Date</b> | <b>August</b> | <b>Year to Date</b> |
| <b>Branch</b>                 | <b>Babylon Branch</b>        | <b>95.2%</b>  | <b>97.6%</b>        | <b>97.5%</b>  | <b>97.3%</b>        |
|                               | <b>Far Rockaway Branch</b>   | <b>99.0%</b>  | <b>98.4%</b>        | <b>98.1%</b>  | <b>98.6%</b>        |
|                               | <b>Hempstead Branch</b>      | <b>94.8%</b>  | <b>98.4%</b>        | <b>99.2%</b>  | <b>99.0%</b>        |
|                               | <b>Long Beach Branch</b>     | <b>99.1%</b>  | <b>93.7%</b>        | <b>97.7%</b>  | <b>98.0%</b>        |
|                               | <b>Port Jefferson Branch</b> | <b>96.9%</b>  | <b>98.2%</b>        | <b>94.1%</b>  | <b>97.7%</b>        |
|                               | <b>City Terminal Branch</b>  | <b>93.0%</b>  | <b>93.6%</b>        | <b>96.8%</b>  | <b>97.0%</b>        |
|                               | <b>Overall Average</b>       | <b>94.8%</b>  | <b>95.9%</b>        | <b>97.1%</b>  | <b>97.3%</b>        |



# Long Island Rail Road

## July 2020 Performance Summary

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Robert Free, Acting Senior Vice President – Operations



As part of the Main Line Expansion project, bridge replacement was necessary to accommodate third track crossing over Glen Cove Road.



# Long Island Rail Road

## July 2020 Performance Summary

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### Highlights

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

On-Time Performance (OTP) for the month of July closed at **96.2%**, which is above the monthly goal of 94.0%. 2020 year-to-date OTP was **96.0%**, which is an increase of **3.0** percentage points as compared to last year. Cancelled/Terminated trains are down **443** trains year to date compared to year to date 2019.

### Branch Performances

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

### Delays

There were eleven incidents this month that resulted in ten or more late/cancelled/terminated trains. The most impactful, was a disabled train in Line 3. Customers were delayed on average 19 minutes account of 40 late trains, 27 cancellations and 17 terminations

### Consist Compliance

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

### Equipment Performance

The LIRR fleet MDBF operated at 196,298 in June and exceeded the goal. It also performed better, year to date, then the same period last year.

**Performance Summary**

|  |                       |                   | 2020 Data    |              |              | 2019 Data    |              |
|--|-----------------------|-------------------|--------------|--------------|--------------|--------------|--------------|
|  |                       |                   | Annual       | YTD thru     |              | YTD thru     |              |
|  |                       |                   | Goal         | July         | July         | July         | July         |
| <b>On Time Performance</b><br><i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | <b>System</b>         | <b>Overall</b>    | <b>94.0%</b> | <b>96.2%</b> | <b>96.0%</b> | <b>89.9%</b> | <b>93.0%</b> |
|  | *                     | AM Peak           |              | 96.6%        | 94.2%        | 89.8%        | 91.3%        |
|  | *                     | PM Peak           |              | 94.9%        | 93.4%        | 87.8%        | 91.2%        |
|  | *                     | <b>Total Peak</b> |              | <b>95.8%</b> | <b>93.8%</b> | <b>88.9%</b> | <b>91.2%</b> |
|  |                       | Off Peak Weekday  |              | 95.9%        | 96.3%        | 89.1%        | 92.8%        |
|  |                       | Weekend           |              | 97.4%        | 97.1%        | 92.8%        | 95.5%        |
|  | <b>Babylon Branch</b> | <b>Overall</b>    | <b>93.9%</b> | <b>97.6%</b> | <b>96.6%</b> | <b>89.5%</b> | <b>93.4%</b> |
|  | *                     | AM Peak           |              | 98.6%        | 94.6%        | 89.3%        | 92.6%        |
|  | *                     | PM Peak           |              | 96.4%        | 94.5%        | 86.8%        | 90.7%        |
|  | *                     | <b>Total Peak</b> |              | <b>97.6%</b> | <b>94.5%</b> | <b>88.2%</b> | <b>91.7%</b> |
|  | Off Peak Weekday      |                   | 97.7%        | 97.4%        | 89.4%        | 93.6%        |              |
|  | Weekend               |                   | 97.2%        | 96.6%        | 91.8%        | 95.7%        |              |
| <b>Far Rockaway Branch</b>   | <b>Overall</b>        | <b>96.6%</b>      | <b>98.0%</b> | <b>98.1%</b> | <b>95.2%</b> | <b>96.7%</b> |              |
| *  | AM Peak               |                   | 98.3%        | 96.3%        | 89.5%        | 91.5%        |              |
| *  | PM Peak               |                   | 97.1%        | 97.2%        | 94.4%        | 97.1%        |              |
| *  | <b>Total Peak</b>     |                   | <b>97.7%</b> | <b>96.7%</b> | <b>91.9%</b> | <b>94.2%</b> |              |
|  | Off Peak Weekday      |                   | 98.0%        | 98.2%        | 95.2%        | 96.7%        |              |
|  | Weekend               |                   | 98.3%        | 98.8%        | 98.5%        | 99.0%        |              |
| <b>Huntington Branch</b>   | <b>Overall</b>        | <b>92.5%</b>      | <b>94.4%</b> | <b>95.1%</b> | <b>87.4%</b> | <b>90.8%</b> |              |
| *  | AM Peak               |                   | 96.6%        | 94.1%        | 90.3%        | 90.7%        |              |
| *  | PM Peak               |                   | 90.7%        | 87.3%        | 79.5%        | 85.1%        |              |
| *  | <b>Total Peak</b>     |                   | <b>93.6%</b> | <b>90.8%</b> | <b>85.1%</b> | <b>88.1%</b> |              |
|  | Off Peak Weekday      |                   | 93.3%        | 95.6%        | 84.8%        | 89.2%        |              |
|  | Weekend               |                   | 97.5%        | 97.0%        | 93.8%        | 95.5%        |              |
| <b>Hempstead Branch</b>  | <b>Overall</b>        | <b>96.5%</b>      | <b>96.7%</b> | <b>96.4%</b> | <b>91.5%</b> | <b>93.5%</b> |              |
| *  | AM Peak               |                   | 97.6%        | 96.1%        | 92.7%        | 93.2%        |              |
| *  | PM Peak               |                   | 96.7%        | 90.1%        | 84.3%        | 89.5%        |              |
| *  | <b>Total Peak</b>     |                   | <b>97.2%</b> | <b>93.3%</b> | <b>88.8%</b> | <b>91.4%</b> |              |
|  | Off Peak Weekday      |                   | 96.5%        | 96.7%        | 90.7%        | 93.7%        |              |
|  | Weekend               |                   | 96.5%        | 97.7%        | 95.8%        | 95.3%        |              |
| <b>Long Beach Branch</b>   | <b>Overall</b>        | <b>95.9%</b>      | <b>97.6%</b> | <b>96.1%</b> | <b>93.5%</b> | <b>95.1%</b> |              |
| *  | AM Peak               |                   | 99.2%        | 95.7%        | 92.8%        | 93.3%        |              |
| *  | PM Peak               |                   | 94.3%        | 93.6%        | 95.5%        | 95.9%        |              |
| *  | <b>Total Peak</b>     |                   | <b>96.9%</b> | <b>94.7%</b> | <b>94.1%</b> | <b>94.5%</b> |              |
|  | Off Peak Weekday      |                   | 97.7%        | 96.1%        | 92.2%        | 95.4%        |              |
|  | Weekend               |                   | 98.3%        | 97.2%        | 95.4%        | 95.2%        |              |
| <b>Montauk Branch</b>  | <b>Overall</b>        | <b>90.8%</b>      | <b>93.0%</b> | <b>94.4%</b> | <b>81.2%</b> | <b>88.9%</b> |              |
| *  | AM Peak               |                   | 93.2%        | 90.1%        | 86.9%        | 87.9%        |              |
| *  | PM Peak               |                   | 93.6%        | 94.7%        | 82.7%        | 89.1%        |              |
| *  | <b>Total Peak</b>     |                   | <b>93.3%</b> | <b>92.2%</b> | <b>84.9%</b> | <b>88.5%</b> |              |
|  | Off Peak Weekday      |                   | 93.9%        | 96.0%        | 83.6%        | 89.5%        |              |
|  | Weekend               |                   | 91.3%        | 92.7%        | 74.7%        | 88.2%        |              |
| <b>Oyster Bay Branch</b>   | <b>Overall</b>        | <b>94.1%</b>      | <b>95.5%</b> | <b>95.9%</b> | <b>91.7%</b> | <b>93.6%</b> |              |
| *  | AM Peak               |                   | 95.7%        | 94.4%        | 89.6%        | 91.9%        |              |
| *  | PM Peak               |                   | 94.6%        | 93.8%        | 90.2%        | 89.6%        |              |
| *  | <b>Total Peak</b>     |                   | <b>95.2%</b> | <b>94.2%</b> | <b>89.9%</b> | <b>90.9%</b> |              |
|  | Off Peak Weekday      |                   | 95.0%        | 95.7%        | 89.9%        | 93.4%        |              |
|  | Weekend               |                   | 97.3%        | 97.9%        | 97.8%        | 97.8%        |              |

| Performance Summary   |   | 2020 Data         |               |                | 2019 Data     |                |
|---|---|-------------------|---------------|----------------|---------------|----------------|
|   |   | Annual            | YTD thru      |                | YTD thru      |                |
|   |   | Goal              | July          | July           | July          | July           |
| <b>Port Jefferson Branch</b>  | <b>Overall</b>  | <b>90.9%</b>      | <b>92.8%</b>  | <b>92.9%</b>   | <b>86.9%</b>  | <b>88.9%</b>   |
| *   | AM Peak   |                   | 90.1%         | 90.8%          | 87.5%         | 88.3%          |
| *   | PM Peak   |                   | 90.1%         | 87.9%          | 82.5%         | 86.1%          |
| *   | <b>Total Peak</b>   |                   | <b>90.1%</b>  | <b>89.4%</b>   | <b>85.2%</b>  | <b>87.3%</b>   |
|   | Off Peak Weekday  |                   | 92.5%         | 92.3%          | 84.4%         | 87.8%          |
|   | Weekend   |                   | 97.6%         | 97.5%          | 95.7%         | 93.5%          |
| <b>Port Washington Branch</b>   | <b>Overall</b>  | <b>95.3%</b>      | <b>96.6%</b>  | <b>97.4%</b>   | <b>92.2%</b>  | <b>94.2%</b>   |
| *   | AM Peak   |                   | 96.1%         | 95.7%          | 91.7%         | 94.0%          |
| *   | PM Peak   |                   | 96.2%         | 96.5%          | 90.9%         | 93.0%          |
| *   | <b>Total Peak</b>   |                   | <b>96.2%</b>  | <b>96.1%</b>   | <b>91.3%</b>  | <b>93.5%</b>   |
|   | Off Peak Weekday  |                   | 95.5%         | 97.2%          | 90.1%         | 92.9%          |
|   | Weekend   |                   | 99.7%         | 98.7%          | 98.2%         | 97.7%          |
| <b>Ronkonkoma Branch</b>  | <b>Overall</b>  | <b>91.6%</b>      | <b>95.0%</b>  | <b>94.6%</b>   | <b>86.9%</b>  | <b>90.8%</b>   |
| *   | AM Peak   |                   | 95.1%         | 91.7%          | 87.8%         | 87.2%          |
| *   | PM Peak   |                   | 94.6%         | 93.7%          | 87.6%         | 91.4%          |
| *   | <b>Total Peak</b>   |                   | <b>94.9%</b>  | <b>92.6%</b>   | <b>87.7%</b>  | <b>89.0%</b>   |
|   | Off Peak Weekday  |                   | 93.5%         | 94.3%          | 85.4%         | 90.5%          |
|   | Weekend   |                   | 99.3%         | 97.4%          | 89.6%         | 94.3%          |
| <b>West Hempstead Branch</b>  | <b>Overall</b>  | <b>95.8%</b>      | <b>98.6%</b>  | <b>97.2%</b>   | <b>95.5%</b>  | <b>96.5%</b>   |
| *   | AM Peak   |                   | 95.7%         | 94.1%          | 89.1%         | 89.9%          |
| *   | PM Peak   |                   | 97.4%         | 96.6%          | 93.2%         | 95.5%          |
| *   | <b>Total Peak</b>   |                   | <b>96.6%</b>  | <b>95.5%</b>   | <b>91.3%</b>  | <b>92.9%</b>   |
|   | Off Peak Weekday  |                   | 99.3%         | 97.4%          | 96.9%         | 97.6%          |
|   | Weekend   |                   | 99.3%         | 98.7%          | 98.1%         | 98.8%          |
| <b>Operating Statistics</b>   | <b>Trains Scheduled</b>   |                   | <b>20,156</b> | <b>131,899</b> | <b>21,482</b> | <b>144,588</b> |
|   | <b>Avg. Delay per Late Train (min)</b><br>excluding trains canceled or terminated |                   | -12.9         | -11.6          | -12.8         | -12.1          |
|   | <b>Trains Over 15 min. Late</b><br>excluding trains canceled or terminated        |                   | 159           | 803            | 426           | 1,617          |
|   | <b>Trains Canceled</b>  |                   | 74            | 245            | 61            | 499            |
|   | <b>Trains Terminated</b>  |                   | 45            | 165            | 41            | 354            |
|   | <b>Percent of Scheduled Trips Completed</b>                                       |                   | 99.4%         | 99.7%          | 99.5%         | 99.4%          |
| <b>Consist Compliance</b><br>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards) | *   | AM Peak           | 100.0%        |                |               |                |
|   | *   | PM Peak           | 100.0%        |                |               |                |
|   | *   | <b>Total Peak</b> | 100.0%        |                |               |                |

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



| System Categories Of Delay | % Total       | 2020       | 2020 Data  |                  | 2019 Data    |                  | YTD 2020<br>Vs 2019 |
|----------------------------|---------------|------------|------------|------------------|--------------|------------------|---------------------|
|                            |               | June       | July       | YTD Thru<br>July | July         | YTD Thru<br>July |                     |
| Engineering (Scheduled)    | 2.6%          | 16         | 20         | 267              | 61           | 272              | (5)                 |
| Engineering (Unscheduled)  | 25.5%         | 49         | 197        | 975              | 229          | 1,618            | (643)               |
| Maintenance of Equipment   | 21.4%         | 32         | 165        | 635              | 193          | 942              | (307)               |
| Transportation             | 1.8%          | 12         | 14         | 220              | 141          | 296              | (76)                |
| Capital Projects           | 9.7%          | 33         | 75         | 514              | 87           | 679              | (165)               |
| Weather and Environmental  | 10.9%         | 4          | 84         | 298              | 222          | 762              | (464)               |
| Police                     | 8.7%          | 36         | 67         | 569              | 277          | 1,412            | (843)               |
| Customers                  | 7.0%          | 17         | 54         | 890              | 491          | 2,273            | (1,383)             |
| Special Events             | 0.0%          | 3          | -          | 33               | 234          | 517              | (484)               |
| Other                      | 8.7%          | 25         | 67         | 452              | 117          | 700              | (248)               |
| 3rd Party Operations       | 3.8%          | 12         | 29         | 390              | 119          | 694              | (304)               |
| <b>Total</b>               | <b>100.0%</b> | <b>239</b> | <b>772</b> | <b>5,243</b>     | <b>2,171</b> | <b>10,165</b>    | <b>(4,922)</b>      |

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

| Date                   | Day | DESCRIPTION OF EVENT                                 | AM Peak   |          |          | PM Peak   |           |          | Off Peak   |           |           | TOTAL      |           |           |
|------------------------|-----|--|-----------|----------|----------|-----------|-----------|----------|------------|-----------|-----------|------------|-----------|-----------|
|                        |     |  | L         | C        | T        | L         | C         | T        | L          | C         | T         | Late       | Cxld      | Term      |
| 1-Jul                  | Wed | Train 148 disabled in Line 3 with equipment trouble  |           |          |          | 26        | 24        | 1        | 14         | 3         | 16        | 40         | 27        | 17        |
| 1-Jul                  | Wed | Severe weather related delays                        |           |          |          | 6         |           |          | 17         |           |           | 23         |           |           |
| 10-Jul                 | Fri | Tropical storm                                       |           |          |          | 4         |           |          | 13         |           |           | 17         |           |           |
| 11-Jul                 | Sat | Police activity in Jamaica Station                   |           |          |          |           |           |          | 16         | 4         |           | 16         | 4         |           |
| 13-Jul                 | Mon | Track condition in Nassau Interlocking               | 26        |          |          |           |           |          | 5          |           |           | 31         |           |           |
| 16-Jul                 | Thu | Track condition west of Shea Interlocking            | 12        | 2        |          |           |           |          | 1          |           |           | 13         | 2         |           |
| 19-Jul                 | Sun | Trespasser fatality in Jamaica Station               |           |          |          |           |           |          | 10         | 1         | 1         | 10         | 1         | 1         |
| 20-Jul                 | Mon | Track condition west of Locust Manor Station         |           |          |          | 10        |           |          | 2          |           |           | 12         |           |           |
| 22-Jul                 | Wed | Heavy rain and wind conditions resulting in delays   |           |          |          | 9         |           |          | 15         |           | 1         | 24         |           | 1         |
| 23-Jul                 | Thu | Track condition east of Harold Interlocking          |           |          |          | 2         |           |          | 10         |           | 2         | 12         |           | 2         |
| 31-Jul                 | Fri | Concrete tie replacement program resulting in delays |           |          |          | 1         |           |          | 1          | 11        | 1         | 2          | 11        | 1         |
| <b>TOTAL FOR MONTH</b> |     |  | <b>38</b> | <b>2</b> | <b>0</b> | <b>58</b> | <b>24</b> | <b>1</b> | <b>104</b> | <b>19</b> | <b>21</b> | <b>200</b> | <b>45</b> | <b>22</b> |
|                        |     |  |           |          |          |           |           |          |            |           |           | <b>267</b> |           |           |

# Long Island Rail Road

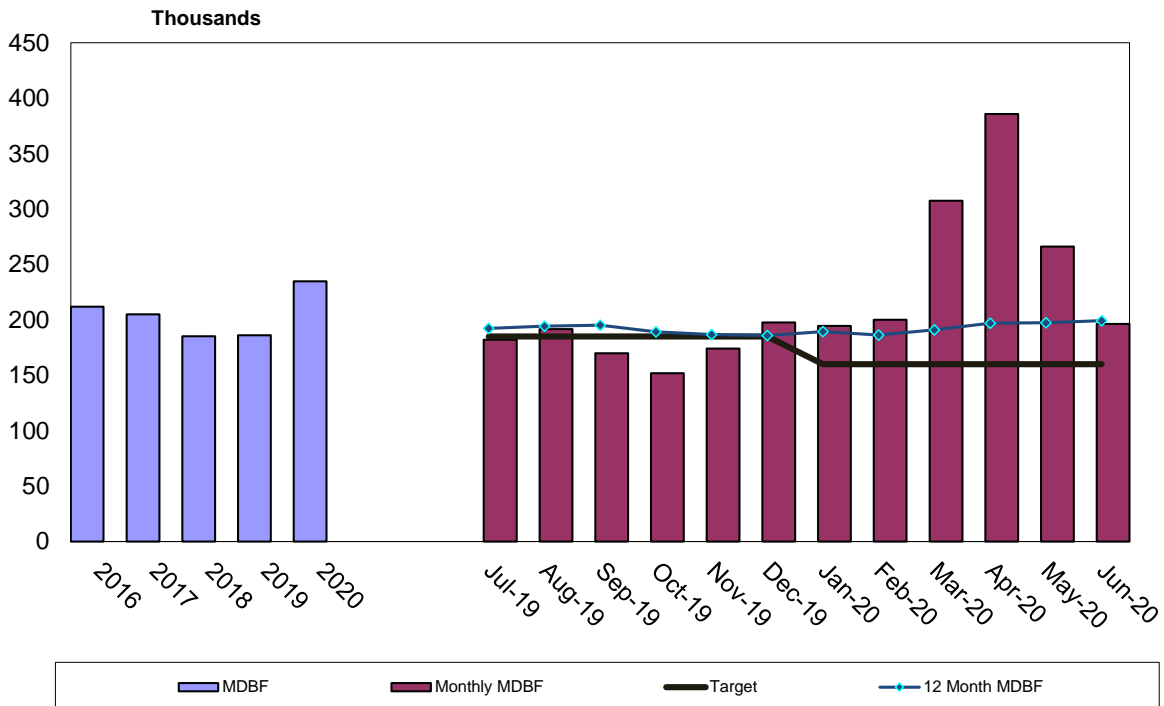
## MEAN DISTANCE BETWEEN FAILURES - JUNE 2020

|   | Equip-<br>ment<br>Type | Total<br>Fleet<br>Owned | 2020 Data               |                         |                                       |                                     |  | 2019 Data               |                                       |                                     |
|---|------------------------|-------------------------|-------------------------|-------------------------|---------------------------------------|-------------------------------------|--|-------------------------|---------------------------------------|-------------------------------------|
|   |                        |                         | MDBF<br>Goal<br>(miles) | June<br>MDBF<br>(miles) | June<br>No. of<br>Primary<br>Failures | YTD<br>MDBF thru<br>June<br>(miles) | 12 month<br>MDBF<br>Rolling Avg<br>(miles) | June<br>MDBF<br>(miles) | June<br>No. of<br>Primary<br>Failures | YTD<br>MDBF thru<br>June<br>(miles) |
| <b>Mean<br/>Distance<br/>Between<br/>Failures</b> | M-3                    | 142                     | 60,000                  | 70,642                  | 0                                     | 74,428                              | 67,469                                     | 67,986                  | 8                                     | 60,316                              |
|   | M-7                    | 836                     | 360,000                 | 533,629                 | 9                                     | 460,939                             | 397,971                                    | 388,591                 | 13                                    | 442,620                             |
|   | M-9                    | 50                      | 180,000                 | 104,439                 | 2                                     | 159,964                             | 181,694                                    | -                       | -                                     | -                                   |
|   | C-3                    | 134                     | 103,000                 | 60,121                  | 11                                    | 145,840                             | 144,087                                    | 117,122                 | 7                                     | 108,793                             |
|   | DE                     | 24                      | 19,000                  | 15,459                  | 5                                     | 23,248                              | 18,280                                     | 19,641                  | 5                                     | 33,566                              |
|   | DM                     | 21                      | 19,000                  | 22,711                  | 3                                     | 26,620                              | 27,129                                     | 20,258                  | 4                                     | 20,812                              |
|   | Diesel                 | 179                     | 51,000                  | 42,461                  | 19                                    | 76,274                              | 69,724                                     | 62,443                  | 16                                    | 69,056                              |
|   | <b>Fleet</b>           | <b>1,207</b>            | <b>160,000</b>          | <b>196,298</b>          | <b>30</b>                             | <b>234,834</b>                      | <b>199,254</b>                             | <b>178,234</b>          | <b>37</b>                             | <b>196,216</b>                      |

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

**Note: Since M3 fleet had no primary failures in June 2020, actual miles are shown on the chart above.**

## ALL FLEETS Mean Distance Between Failure 2016 - 2020





Standee Report

East Of Jamaica

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

**Definitions**

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

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

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

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

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



Standee Report

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

**Definitions**

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

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

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

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

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

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

| <b>Elevator Availability</b> |                               | <b>2020</b>  |                     | <b>2019</b>  |                     |
|------------------------------|-------------------------------|--------------|---------------------|--------------|---------------------|
|                              |                               | <b>July</b>  | <b>Year to Date</b> | <b>July</b>  | <b>Year to Date</b> |
| <b>Branch</b>                | <b>Babylon Branch</b>         | <b>99.5%</b> | <b>99.4%</b>        | <b>99.4%</b> | <b>99.2%</b>        |
|                              | <b>Far Rockaway Branch</b>    | <b>99.4%</b> | <b>99.5%</b>        | <b>99.5%</b> | <b>98.6%</b>        |
|                              | <b>Hempstead Branch</b>       | <b>98.9%</b> | <b>99.5%</b>        | <b>99.6%</b> | <b>99.5%</b>        |
|                              | <b>Long Beach Branch</b>      | <b>99.6%</b> | <b>99.6%</b>        | <b>99.6%</b> | <b>99.5%</b>        |
|                              | <b>Port Jefferson Branch</b>  | <b>99.3%</b> | <b>98.7%</b>        | <b>99.0%</b> | <b>98.7%</b>        |
|                              | <b>Port Washington Branch</b> | <b>99.4%</b> | <b>99.2%</b>        | <b>99.0%</b> | <b>98.9%</b>        |
|                              | <b>Ronkonkoma Branch</b>      | <b>99.6%</b> | <b>98.5%</b>        | <b>99.6%</b> | <b>99.1%</b>        |
|                              | <b>City Terminal Branch</b>   | <b>98.6%</b> | <b>98.9%</b>        | <b>91.5%</b> | <b>97.3%</b>        |
|                              | <b>Overall Average</b>        | <b>99.3%</b> | <b>99.0%</b>        | <b>97.7%</b> | <b>98.7%</b>        |

| <b>Escalator Availability</b> |                              | <b>2020</b>  |                     | <b>2019</b>  |                     |
|-------------------------------|------------------------------|--------------|---------------------|--------------|---------------------|
|                               |                              | <b>July</b>  | <b>Year to Date</b> | <b>July</b>  | <b>Year to Date</b> |
| <b>Branch</b>                 | <b>Babylon Branch</b>        | <b>97.4%</b> | <b>98.0%</b>        | <b>96.6%</b> | <b>97.3%</b>        |
|                               | <b>Far Rockaway Branch</b>   | <b>99.1%</b> | <b>98.4%</b>        | <b>97.6%</b> | <b>98.6%</b>        |
|                               | <b>Hempstead Branch</b>      | <b>98.6%</b> | <b>98.9%</b>        | <b>98.3%</b> | <b>98.9%</b>        |
|                               | <b>Long Beach Branch</b>     | <b>XX</b>    | <b>92.8%</b>        | <b>96.8%</b> | <b>98.0%</b>        |
|                               | <b>Port Jefferson Branch</b> | <b>99.2%</b> | <b>98.4%</b>        | <b>98.4%</b> | <b>98.2%</b>        |
|                               | <b>City Terminal Branch</b>  | <b>91.9%</b> | <b>93.7%</b>        | <b>96.3%</b> | <b>97.0%</b>        |
|                               | <b>Overall Average</b>       | <b>95.5%</b> | <b>96.1%</b>        | <b>96.7%</b> | <b>97.4%</b>        |

XX-Lynbrook escalator was removed out of service by DPM for the whole month.

# Long Island Rail Road Performance Metrics Report

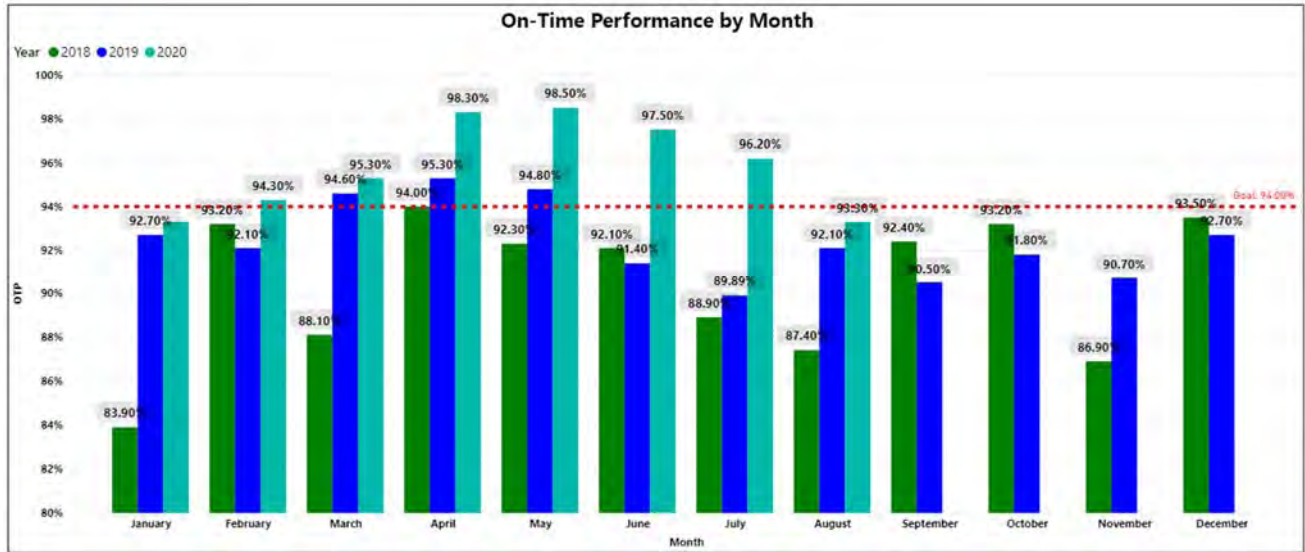


While the LIRR’s performance metrics have been affected by the COVID 19 pandemic, this report reflects improvement in all six areas.

## On Time Performance

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

|       | 2020   |       | 2019   |       |
|-------|--------|-------|--------|-------|
| Goal  | August | YTD   | August | YTD   |
| 94.0% | 93.3%  | 95.7% | 92.1%  | 92.9% |



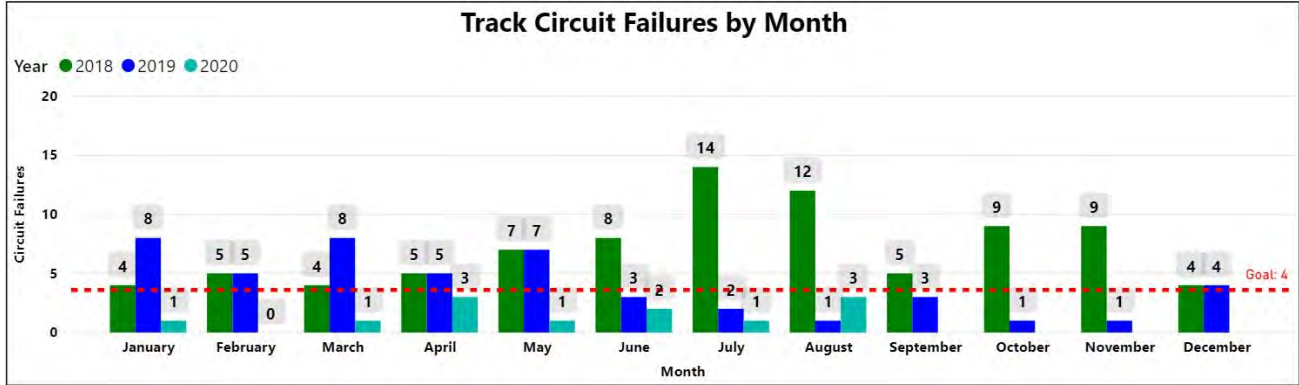
- OTP for August 2020 was 93.3%, which was an increase from August 2019’s OTP of 92.1%.

## Number of Track Circuit Failures

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

|      | 2020   |     | 2019   |     |
|------|--------|-----|--------|-----|
| Goal | August | YTD | August | YTD |
| 44   | 3      | 12  | 3      | 39  |



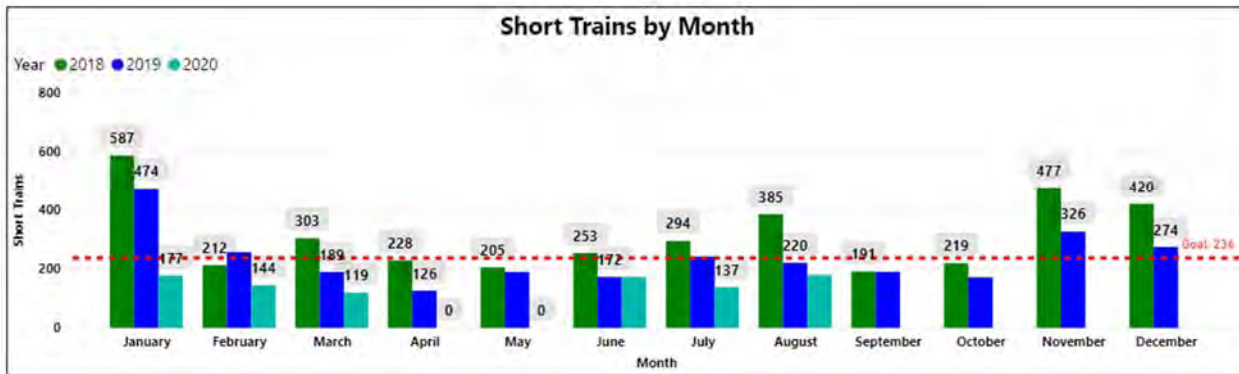


- In August 2020, the LIRR experienced 3 track circuit failures that caused at least 1 delay. In August 2019, the LIRR experienced 1 such failure. Year to date, the LIRR has reduced these failures by 27, from 39 in 2019 to 12 this year, which is a reduction of over 69%.

### Number of Short Trains

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

|                | 2020   |      | 2019   |      |
|----------------|--------|------|--------|------|
| Goal           | August | YTD* | August | YTD  |
| 2,828 annually | 179    | 928  | 220    | 1867 |



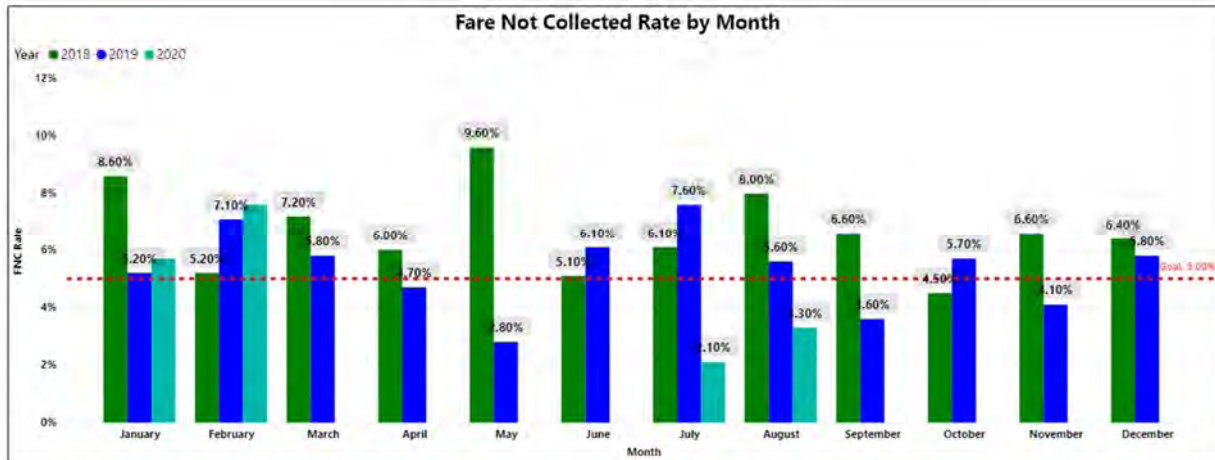
- In August 2020, the LIRR reported 179 short trains, compared with 220 short trains in June 2019.

\* 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 | August | YTD  | August | YTD  |
| 5.0% | 3.3%   | 5.3% | 5.6%   | 5.8% |

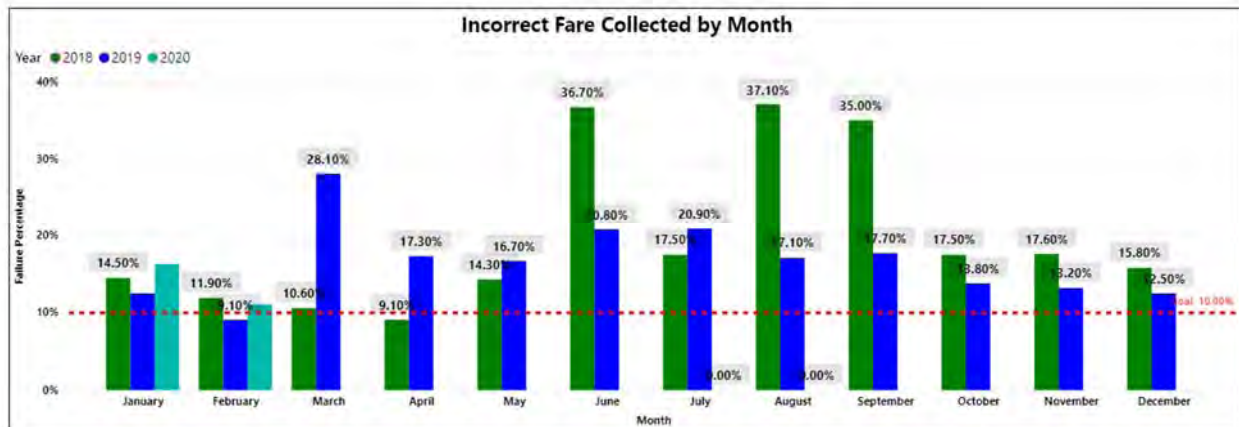


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In August 2020, the LIRR reported a Fare Not Collected Rate of 3.3%, this is an improvement over August 2019's Fare Not Collected Rate of 5.6%.
- 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  | August | YTD   | August | YTD   |
| 10.0% | 0.0%   | 12.0% | 17.1%  | 18.1% |

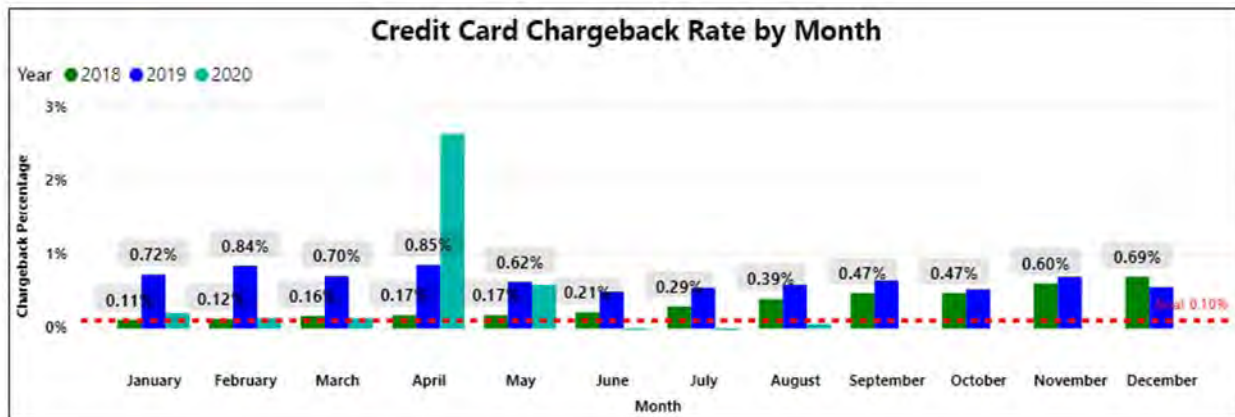


- In July 2020, the LIRR resumed its onboard revenue compliance program utilizing MTA Auditors after suspending it due to the ongoing COVID-19 pandemic March through June. In August 2020, the LIRR reported an Incorrect Fare Collected Rate of 0.0%, this is a vast improvement over August 2019’s Incorrect Fare Collected rate of 17.1%.
- Since Auditor observations were suspended between March and June, the 2019/2020 YTD comparison is less meaningful.

### Credit Card Chargeback Rate

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

| Goal  | 2020   |       | 2019   |       |
|-------|--------|-------|--------|-------|
|       | August | YTD   | August | YTD   |
| 0.10% | 0.05%  | 0.16% | 0.58%  | 0.66% |



- In August 2020, the LIRR reported a Chargeback rate of 0.05%, which is a vast improvement over its August 2019 rate of 0.58%. The LIRR is making good progress towards hitting its 2020 Chargebacks goal of 0.10%.



# Long Island Rail Road

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## *Financial Report Highlights*

*August 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.

### August YTD 2020 Highlights

- Total revenue of \$1,032.7 million was \$25.5 million higher than the Forecast. This was primarily due to the timing of reimbursements for capital activity and higher CARES Act receipts.
- Through August 2020 ridership was 22.3 million, which was (63.1)% below 2019 (adjusted for the same number of workdays) and 0.1% above the Mid-Year Forecast. Commutation ridership of 11.7 million was (65.5)% below 2019 and (5.6)% below the Mid-Year Forecast. Non-Commutation ridership of 10.7 million was (60.2)% below 2019 and 7.1% above the Forecast. Higher ridership was offset by lower yield per passenger, as a result, farebox revenue of \$206.6 million was \$(0.8) million lower than the Forecast.
- Total expenses before non-cash liability adjustments of \$1,257.7 million were \$105.9 million or 7.8% favorable to the Forecast. The primary drivers of this favorable variance are vacant positions and associated fringe costs, the timing of material usage, and lower overtime and OPEB current, partially offset by higher FELA indemnity reserves.

Financial results for Year-to-Date (YTD) August 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> |
|--|------------------|------------------|-----------------|
| <b>Total Revenue</b>                                     | \$1,007.2        | \$1,032.7        | \$25.5          |
| <b>Total Expenses Before Non-Cash Liabilities</b>        | 1,363.6          | 1,257.7          | 105.9           |
| <b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b> | <b>(\$356.4)</b> | <b>(\$225.0)</b> | <b>\$131.4</b>  |
| <b>Other Non-Cash Liabilities</b>                        | 276.1            | 284.7            | (8.6)           |
| <b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>  | <b>(\$632.5)</b> | <b>(\$509.7)</b> | <b>\$122.8</b>  |
| <b>Cash Adjustments</b>                                  | 274.2            | 242.5            | (31.7)          |
| <b>Net Cash Surplus/(Deficit)</b>                        | <b>(\$358.3)</b> | <b>(\$267.2)</b> | <b>\$91.1</b>   |

**Mark Young**  
Vice President, Management and Finance



# Long Island Rail Road

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## *Financial Report Highlights*

### **NON-REIMBURSABLE SUMMARY**

August YTD operating results were favorable by \$122.8 or 19.4% lower than the Forecast.

Non-Reimbursable revenues through August were \$11.3 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 yield per passenger, partially offset by higher ridership. Total Non-Reimbursable expenses were \$111.4 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, the timing of materials and maintenance and other operating contracts, 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 \$14.1 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 \$1,032.7 were \$25.5 or 2.5% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$(0.8) unfavorable to the Forecast due to lower yield per passenger, partially offset by higher ridership. Ridership through August was 22.3 million. This was (63.1)% lower than 2019 (adjusted for the same number of calendar workdays) and 0.1% higher than the Forecast.
- **Y-T-D Other Operating Revenues** were \$12.1 favorable to the Forecast due to higher CARES Act receipts and the timing of rental revenue.
- **Y-T-D Capital and Other Reimbursements** were \$14.1 favorable due to the timing of capital activity and interagency reimbursements.

### **EXPENSES**

Year-to-date **Total Expenses** (including depreciation and other) of \$1,542.4 were favorable to the Forecast by \$97.3 or 5.9%.

**Labor Expenses**, \$50.2 favorable Y-T-D.

- **Payroll**, \$20.1 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$14.9 favorable Y-T-D (primarily lower maintenance, vacancy/absentee coverage and unscheduled service, partially offset by higher weather-related overtime).
- **Health & Welfare**, \$5.6 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$5.6 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$(0.5) unfavorable Y-T-D (timing of a Covid-19 death benefit payment).
- **Other Fringe**, \$4.6 favorable Y-T-D (primarily lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves).



# Long Island Rail Road

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## *Financial Report Highlights*

**Non-Labor Expenses**, \$55.7 favorable Y-T-D.

- **Electric Power**, \$2.7 favorable Y-T-D (lower consumption and rates).
- **Fuel**, \$1.2 favorable Y-T-D (lower rates).
- **Insurance**, \$1.3 favorable Y-T-D (lower force account and property & liability insurance)
- **Claims**, \$0.5 favorable Y-T-D (timing of claims)
- **Maintenance and Other Operating Contracts**, \$3.1 favorable Y-T-D (primarily lower non-revenue vehicle repairs, real estate rentals, joint facility maintenance and and the timing of maintenance and other operating contracts, partially offset by higher project related activity).
- **Professional Services**, \$1.6 favorable Y-T-D (primarily the timing of MTA Chargebacks, rolling stock decommissioning, corporate communication contracts and engineering consultant services, partially offset by higher project activity and the timing of data communication support and installation and legal fees).
- **Materials and Supplies**, \$46.3 favorable Y-T-D (primarily timing of fleet maintenance and right of way initiatives and capital project material).
- **Other Business Expenses**, \$(0.9) unfavorable Y-T-D (primarily the timing of bad debt, partially offset by lower office supplies, travel and credit/debit card fees).

**Depreciation and Other**, \$(8.6) unfavorable Y-T-D (primarily higher depreciation).

### **CASH DEFICIT SUMMARY**

The Cash Deficit through August of \$267.2 was \$91.1 favorable to the Forecast due to lower expenditures, higher CARES Act receipts and the timing of rental revenue.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 21.4%, 2.4 percentage points above the Forecast resulting from lower expenses.
- The August Adjusted Farebox Operating Ratio was 25.6%, which is above the Forecast due to lower expenses.
- The August Adjusted Cost per Passenger was \$39.93, which is lower than the Forecast due to lower expenses.
- The August Revenue per Passenger was \$9.25, 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**  
**AUGUST 2020**  
(\$ in millions)

|  | Nonreimbursable    |                   |                            |               | Reimbursable     |                 |                            |               | Total              |                   |                            |               |
|--|--------------------|-------------------|----------------------------|---------------|------------------|-----------------|----------------------------|---------------|--------------------|-------------------|----------------------------|---------------|
|  | Forecast           | Actual            | Favorable<br>(Unfavorable) |               | Forecast         | Actual          | Favorable<br>(Unfavorable) |               | Forecast           | Actual            | Favorable<br>(Unfavorable) |               |
|  |                    |                   | Variance                   | Percent       |                  |                 | Variance                   | Percent       |                    |                   | Variance                   | Percent       |
| <b>Revenue</b>   |                    |                   |                            |               |                  |                 |                            |               |                    |                   |                            |               |
| Farebox Revenue  | \$18,868           | \$14,860          | (\$4,009)                  | (21.2)        | \$0,000          | \$0,000         | \$0,000                    | -             | \$18,868           | \$14,860          | (\$4,009)                  | (21.2)        |
| Vehicle Toll Revenue   | 0,000              | 0,000             | 0,000                      | -             | 0,000            | 0,000           | 0,000                      | -             | 0,000              | 0,000             | 0,000                      | -             |
| Other Operating Revenue  | 33,352             | 58,816            | 25,465                     | 76.4          | 0,000            | 0,000           | 0,000                      | -             | 33,352             | 58,816            | 25,465                     | 76.4          |
| Capital & Other Reimbursements   | 0,000              | 0,000             | 0,000                      | -             | 36,098           | 32,474          | (3,624)                    | (10.0)        | 36,098             | 32,474            | (3,624)                    | (10.0)        |
| <b>Total Revenue</b>   | <b>\$52,220</b>    | <b>\$73,676</b>   | <b>\$21,456</b>            | <b>41.1</b>   | <b>\$36,098</b>  | <b>\$32,474</b> | <b>(\$3,624)</b>           | <b>(10.0)</b> | <b>\$88,318</b>    | <b>\$106,150</b>  | <b>\$17,832</b>            | <b>20.2</b>   |
| <b>Expenses</b>  |                    |                   |                            |               |                  |                 |                            |               |                    |                   |                            |               |
| <i>Labor:</i>  |                    |                   |                            |               |                  |                 |                            |               |                    |                   |                            |               |
| Payroll  | \$52,455           | \$47,821          | \$4,634                    | 8.8           | \$11,073         | \$10,486        | \$0,587                    | 5.3           | \$63,528           | \$58,307          | \$5,221                    | 8.2           |
| Overtime   | 12,245             | 11,080            | 1,165                      | 9.5           | 6,052            | 4,951           | 1,101                      | 18.2          | 18,297             | 16,031            | 2,266                      | 12.4          |
| Health and Welfare   | 11,194             | 9,945             | 1,249                      | 11.2          | 2,455            | 2,518           | (0,064)                    | (2.6)         | 13,648             | 12,463            | 1,185                      | 8.7           |
| OPEB Current Payment   | 6,206              | 4,975             | 1,231                      | 19.8          | 0,000            | 0,000           | 0,000                      | -             | 6,206              | 4,975             | 1,231                      | 19.8          |
| Pensions   | 11,655             | 13,325            | (1,670)                    | (14.3)        | 3,988            | 2,818           | 1,170                      | 29.3          | 15,643             | 16,143            | (0,500)                    | (3.2)         |
| Other Fringe Benefits  | 12,835             | 11,868            | 0,967                      | 7.5           | 2,510            | 2,670           | (0,160)                    | (6.4)         | 15,345             | 14,538            | 0,807                      | 5.3           |
| Reimbursable Overhead  | (0,768)            | (3,886)           | 3,118                      | *             | 0,768            | 3,886           | (3,118)                    | *             | 0,000              | 0,000             | 0,000                      | -             |
| <b>Total Labor Expenses</b>  | <b>\$105,822</b>   | <b>\$95,129</b>   | <b>\$10,693</b>            | <b>10.1</b>   | <b>\$26,846</b>  | <b>\$27,329</b> | <b>(\$0,483)</b>           | <b>(1.8)</b>  | <b>\$132,667</b>   | <b>\$122,457</b>  | <b>\$10,210</b>            | <b>7.7</b>    |
| <i>Non-Labor:</i>  |                    |                   |                            |               |                  |                 |                            |               |                    |                   |                            |               |
| Electric Power   | \$7,511            | \$7,874           | (\$0,363)                  | (4.8)         | \$0,026          | \$0,029         | (\$0,003)                  | (12.6)        | \$7,537            | \$7,903           | (\$0,366)                  | (4.9)         |
| Fuel   | 1,599              | 1,137             | 0,461                      | 28.8          | 0,000            | 0,000           | 0,000                      | -             | 1,599              | 1,137             | 0,461                      | 28.8          |
| Insurance  | 1,845              | 1,641             | 0,205                      | 11.1          | 0,751            | 0,484           | 0,267                      | 35.6          | 2,596              | 2,124             | 0,472                      | 18.2          |
| Claims   | 0,317              | 0,493             | (0,176)                    | (55.6)        | 0,000            | 0,000           | 0,000                      | -             | 0,317              | 0,493             | (0,176)                    | (55.6)        |
| Paratransit Service Contracts  | 0,000              | 0,000             | 0,000                      | -             | 0,000            | 0,000           | 0,000                      | -             | 0,000              | 0,000             | 0,000                      | -             |
| Maintenance and Other Operating Contracts                                      | 7,264              | 6,586             | 0,678                      | 9.3           | 1,439            | 1,135           | 0,304                      | 21.1          | 8,704              | 7,722             | 0,982                      | 11.3          |
| Professional Service Contracts   | 4,711              | 3,093             | 1,618                      | 34.3          | 0,290            | 0,739           | (0,449)                    | *             | 5,001              | 3,832             | 1,169                      | 23.4          |
| Materials & Supplies   | 18,086             | 6,377             | 11,709                     | 64.7          | 6,712            | 2,706           | 4,007                      | 59.7          | 24,798             | 9,083             | 15,715                     | 63.4          |
| Other Business Expenses  | 0,886              | 0,626             | 0,260                      | 29.3          | 0,034            | 0,053           | (0,019)                    | (55.6)        | 0,920              | 0,679             | 0,241                      | 26.2          |
| <b>Total Non-Labor Expenses</b>  | <b>\$42,219</b>    | <b>\$27,828</b>   | <b>\$14,391</b>            | <b>34.1</b>   | <b>\$9,253</b>   | <b>\$5,146</b>  | <b>\$4,107</b>             | <b>44.4</b>   | <b>\$51,472</b>    | <b>\$32,973</b>   | <b>\$18,498</b>            | <b>35.9</b>   |
| <i>Other Expense Adjustments:</i>  |                    |                   |                            |               |                  |                 |                            |               |                    |                   |                            |               |
| Other  | \$0,000            | \$0,000           | \$0,000                    | -             | \$0,000          | \$0,000         | \$0,000                    | -             | \$0,000            | \$0,000           | \$0,000                    | -             |
| <b>Total Other Expense Adjustments</b>   | <b>\$0,000</b>     | <b>\$0,000</b>    | <b>\$0,000</b>             | <b>-</b>      | <b>\$0,000</b>   | <b>\$0,000</b>  | <b>\$0,000</b>             | <b>-</b>      | <b>\$0,000</b>     | <b>\$0,000</b>    | <b>\$0,000</b>             | <b>-</b>      |
| <b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b> | <b>\$148,041</b>   | <b>\$122,956</b>  | <b>\$25,084</b>            | <b>16.9</b>   | <b>\$36,098</b>  | <b>\$32,474</b> | <b>\$3,624</b>             | <b>10.0</b>   | <b>\$184,139</b>   | <b>\$155,431</b>  | <b>\$28,708</b>            | <b>15.6</b>   |
| Depreciation   | \$33,924           | \$41,834          | (\$7,910)                  | (23.3)        | \$0,000          | \$0,000         | \$0,000                    | -             | \$33,924           | \$41,834          | (\$7,910)                  | (23.3)        |
| GASB 75 OPEB Expense Adjustment  | 0,000              | 0,000             | 0,000                      | -             | 0,000            | 0,000           | 0,000                      | -             | 0,000              | 0,000             | 0,000                      | -             |
| GASB 68 Pension Expense Adjustment   | 0,000              | 0,000             | 0,000                      | -             | 0,000            | 0,000           | 0,000                      | -             | 0,000              | 0,000             | 0,000                      | -             |
| Environmental Remediation  | 0,167              | 0,167             | 0,000                      | 0.0           | 0,000            | 0,000           | 0,000                      | -             | 0,167              | 0,167             | 0,000                      | 0.0           |
| <b>Total Expenses</b>  | <b>\$182,131</b>   | <b>\$164,957</b>  | <b>\$17,174</b>            | <b>9.4</b>    | <b>\$36,098</b>  | <b>\$32,474</b> | <b>\$3,624</b>             | <b>10.0</b>   | <b>\$218,230</b>   | <b>\$197,432</b>  | <b>\$20,798</b>            | <b>9.5</b>    |
| <b>Net Surplus/(Deficit)</b>   | <b>(\$129,911)</b> | <b>(\$91,281)</b> | <b>\$38,630</b>            | <b>29.7</b>   | <b>(\$0,000)</b> | <b>\$0,000</b>  | <b>\$0,000</b>             | <b>-</b>      | <b>(\$129,911)</b> | <b>(\$91,281)</b> | <b>\$38,630</b>            | <b>29.7</b>   |
| <i>Cash Conversion Adjustments</i>   |                    |                   |                            |               |                  |                 |                            |               |                    |                   |                            |               |
| Depreciation   | \$33,924           | \$41,834          | \$7,910                    | 23.3          | \$0,000          | \$0,000         | \$0,000                    | -             | 33,924             | \$41,834          | \$7,910                    | 23.3          |
| Operating/Capital  | (1,088)            | (1,053)           | 0,034                      | 3.2           | 0,000            | 0,000           | 0,000                      | -             | (1,088)            | (1,053)           | 0,034                      | 3.2           |
| Other Cash Adjustments   | 16,837             | (3,488)           | (20,325)                   | *             | 0,000            | 0,000           | 0,000                      | -             | 16,837             | (3,488)           | (20,325)                   | *             |
| <b>Total Cash Conversion Adjustments</b>                                       | <b>\$49,673</b>    | <b>\$37,293</b>   | <b>(\$12,381)</b>          | <b>(24.9)</b> | <b>0,000</b>     | <b>\$0,000</b>  | <b>\$0,000</b>             | <b>-</b>      | <b>\$49,673</b>    | <b>\$37,293</b>   | <b>(\$12,381)</b>          | <b>(24.9)</b> |
| <b>Net Cash Surplus/(Deficit)</b>  | <b>(\$80,238)</b>  | <b>(\$53,989)</b> | <b>\$26,249</b>            | <b>32.7</b>   | <b>(\$0,000)</b> | <b>\$0,000</b>  | <b>\$0,000</b>             | <b>0.0</b>    | <b>(\$80,238)</b>  | <b>(\$53,989)</b> | <b>\$26,249</b>            | <b>32.7</b>   |

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

|  | Nonreimbursable    |                    |                            |               | Reimbursable     |                  |                            |              | Total              |                    |                            |               |
|--|--------------------|--------------------|----------------------------|---------------|------------------|------------------|----------------------------|--------------|--------------------|--------------------|----------------------------|---------------|
|  | Forecast           | Actual             | Favorable<br>(Unfavorable) |               | Forecast         | Actual           | Favorable<br>(Unfavorable) |              | Forecast           | Actual             | Favorable<br>(Unfavorable) |               |
|  |                    |                    | Variance                   | Percent       |                  |                  | Variance                   | Percent      |                    |                    | Variance                   | Percent       |
| <b>Revenue</b>   |                    |                    |                            |               |                  |                  |                            |              |                    |                    |                            |               |
| Farebox Revenue  | \$207.412          | \$206.618          | (\$0.795)                  | (0.4)         | \$0.000          | \$0.000          | \$0.000                    | -            | \$207.412          | \$206.618          | (\$0.795)                  | (0.4)         |
| Vehicle Toll Revenue   | 0.000              | 0.000              | 0.000                      | -             | 0.000            | 0.000            | 0.000                      | -            | 0.000              | 0.000              | 0.000                      | -             |
| Other Operating Revenue  | 517.409            | 529.546            | 12.137                     | 2.3           | 0.000            | 0.000            | 0.000                      | -            | 517.409            | 529.546            | 12.137                     | 2.3           |
| Capital & Other Reimbursements   | 0.000              | 0.000              | 0.000                      | -             | 282.393          | 296.527          | 14.134                     | 5.0          | 282.393            | 296.527            | 14.134                     | 5.0           |
| <b>Total Revenue</b>   | <b>\$724.821</b>   | <b>\$736.163</b>   | <b>\$11.343</b>            | <b>1.6</b>    | <b>\$282.393</b> | <b>\$296.527</b> | <b>\$14.134</b>            | <b>5.0</b>   | <b>\$1,007.213</b> | <b>\$1,032.690</b> | <b>\$25.477</b>            | <b>2.5</b>    |
| <b>Expenses</b>  |                    |                    |                            |               |                  |                  |                            |              |                    |                    |                            |               |
| <i>Labor:</i>  |                    |                    |                            |               |                  |                  |                            |              |                    |                    |                            |               |
| Payroll  | \$394.290          | \$371.445          | \$22.845                   | 5.8           | \$90.377         | \$93.154         | (\$2.777)                  | (3.1)        | \$484.666          | \$464.599          | \$20.068                   | 4.1           |
| Overtime   | 90.223             | 76.413             | 13.810                     | 15.3          | 45.024           | 43.980           | 1.044                      | 2.3          | 135.247            | 120.394            | 14.853                     | 11.0          |
| Health and Welfare   | 83.964             | 76.387             | 7.577                      | 9.0           | 20.250           | 22.263           | (2.013)                    | (9.9)        | 104.214            | 98.650             | 5.564                      | 5.3           |
| OPEB Current Payment   | 46.855             | 41.226             | 5.629                      | 12.0          | 0.000            | 0.000            | 0.000                      | -            | 46.855             | 41.226             | 5.629                      | 12.0          |
| Pensions   | 96.016             | 100.623            | (4.608)                    | (4.8)         | 29.127           | 25.020           | 4.108                      | 14.1         | 125.143            | 125.643            | (0.500)                    | (0.4)         |
| Other Fringe Benefits  | 117.289            | 110.014            | 7.275                      | 6.2           | 21.041           | 23.731           | (2.690)                    | (12.8)       | 138.330            | 133.745            | 4.585                      | 3.3           |
| Reimbursable Overhead  | (18.959)           | (34.552)           | 15.594                     | 82.3          | 18.959           | 34.552           | (15.594)                   | (82.3)       | 0.000              | 0.000              | 0.000                      | -             |
| <b>Total Labor Expenses</b>  | <b>\$809.677</b>   | <b>\$741.556</b>   | <b>\$68.122</b>            | <b>8.4</b>    | <b>\$224.777</b> | <b>\$242.701</b> | <b>(\$17.923)</b>          | <b>(8.0)</b> | <b>\$1,034.455</b> | <b>\$984.256</b>   | <b>\$50.198</b>            | <b>4.9</b>    |
| <i>Non-Labor:</i>  |                    |                    |                            |               |                  |                  |                            |              |                    |                    |                            |               |
| Electric Power   | \$54.720           | \$51.994           | \$2.726                    | 5.0           | \$0.179          | \$0.180          | (\$0.001)                  | (0.7)        | \$54.899           | \$52.174           | \$2.725                    | 5.0           |
| Fuel   | 11.507             | 10.312             | 1.195                      | 10.4          | 0.000            | 0.000            | 0.000                      | -            | 11.507             | \$10.312           | 1.195                      | 10.4          |
| Insurance  | 14.539             | 14.081             | 0.458                      | 3.1           | 5.558            | 4.677            | 0.880                      | 15.8         | 20.096             | \$18.758           | 1.338                      | 6.7           |
| Claims   | 3.128              | 2.638              | 0.490                      | 15.7          | 0.000            | 0.000            | 0.000                      | -            | 3.128              | \$2.638            | 0.490                      | 15.7          |
| Paratransit Service Contracts  | 0.000              | 0.000              | 0.000                      | -             | 0.000            | 0.000            | 0.000                      | -            | 0.000              | \$0.000            | 0.000                      | -             |
| Maintenance and Other Operating Contracts                                      | 49.983             | 43.794             | 6.189                      | 12.4          | 10.964           | 14.075           | (3.111)                    | (28.4)       | 60.947             | \$57.869           | 3.078                      | 5.1           |
| Professional Service Contracts   | 32.687             | 29.290             | 3.397                      | 10.4          | 1.055            | 2.881            | (1.826)                    | *            | 33.742             | \$32.171           | 1.571                      | 4.7           |
| Materials & Supplies   | 97.069             | 58.906             | 38.163                     | 39.3          | 39.467           | 31.369           | 8.098                      | 20.5         | 136.536            | \$90.275           | 46.261                     | 33.9          |
| Other Business Expenses  | 7.901              | 8.588              | (0.687)                    | (8.7)         | 0.392            | 0.644            | (0.252)                    | (64.1)       | 8.294              | \$9.232            | (0.938)                    | (11.3)        |
| <b>Total Non-Labor Expenses</b>  | <b>\$271.534</b>   | <b>\$219.603</b>   | <b>\$51.930</b>            | <b>19.1</b>   | <b>\$57.615</b>  | <b>\$53.826</b>  | <b>\$3.789</b>             | <b>6.6</b>   | <b>\$329.149</b>   | <b>\$273.430</b>   | <b>\$55.719</b>            | <b>16.9</b>   |
| Other Expense Adjustments  |                    |                    |                            |               |                  |                  |                            |              |                    |                    |                            |               |
| Other  | \$0.000            | \$0.000            | \$0.000                    | -             | \$0.000          | \$0.000          | \$0.000                    | -            | 0.000              | \$0.000            | \$0.000                    | -             |
| <b>Total Other Expense Adjustments</b>   | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>             | <b>-</b>      | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>-</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>             | <b>-</b>      |
| <b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b> | <b>\$1,081.211</b> | <b>\$961.159</b>   | <b>\$120.052</b>           | <b>11.1</b>   | <b>\$282.393</b> | <b>\$296.527</b> | <b>(\$14.134)</b>          | <b>(5.0)</b> | <b>\$1,363.604</b> | <b>\$1,257.686</b> | <b>\$105.918</b>           | <b>7.8</b>    |
| Depreciation   | \$274.751          | \$282.272          | (7.522)                    | (2.7)         | \$0.000          | \$0.000          | \$0.000                    | -            | \$274.751          | \$282.272          | (\$7.522)                  | (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  | 1.333              | 2.424              | (1.091)                    | (81.8)        | 0.000            | 0.000            | 0.000                      | -            | 1.333              | 2.424              | (1.091)                    | (81.8)        |
| <b>Total Expenses</b>  | <b>\$1,357.295</b> | <b>\$1,245.855</b> | <b>\$111.440</b>           | <b>8.2</b>    | <b>\$282.393</b> | <b>\$296.527</b> | <b>(\$14.134)</b>          | <b>(5.0)</b> | <b>\$1,639.688</b> | <b>\$1,542.382</b> | <b>\$97.306</b>            | <b>5.9</b>    |
| <b>Net Surplus/(Deficit)</b>   | <b>(\$632.474)</b> | <b>(\$509.692)</b> | <b>\$122.783</b>           | <b>19.4</b>   | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>-</b>     | <b>(\$632.474)</b> | <b>(\$509.692)</b> | <b>\$122.783</b>           | <b>19.4</b>   |
| <i>Cash Conversion Adjustments</i>   |                    |                    |                            |               |                  |                  |                            |              |                    |                    |                            |               |
| Depreciation   | \$274.751          | \$282.272          | \$7.522                    | 2.7           | \$0.000          | \$0.000          | \$0.000                    | -            | 274.751            | \$282.272          | \$7.522                    | 2.7           |
| Operating/Capital  | (7.858)            | (5.414)            | 2.443                      | 31.1          | 0.000            | 0.000            | 0.000                      | -            | (7.858)            | (5.414)            | 2.443                      | 31.1          |
| Other Cash Adjustments   | 7.298              | (34.398)           | (41.696)                   | *             | 0.000            | 0.000            | 0.000                      | -            | 7.298              | (34.398)           | (41.696)                   | *             |
| <b>Total Cash Conversion Adjustments</b>                                       | <b>\$274.191</b>   | <b>\$242.460</b>   | <b>(\$31.731)</b>          | <b>(11.6)</b> | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>-</b>     | <b>\$274.191</b>   | <b>\$242.460</b>   | <b>(\$31.731)</b>          | <b>(11.6)</b> |
| <b>Net Cash Surplus/(Deficit)</b>  | <b>(\$358.283)</b> | <b>(\$267.231)</b> | <b>\$91.051</b>            | <b>25.4</b>   | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>0.0</b>   | <b>(\$358.283)</b> | <b>(\$267.231)</b> | <b>\$91.051</b>            | <b>25.4</b>   |

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results. 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. | August 2020                       |        | Reason for Variance  | Year-to-Date August 2020          |       | Reason for Variance  |
|-------------------------------------|----------------------|-----------------------------------|--------|--|-----------------------------------|-------|--|
|                                     |                      | Favorable/ (Unfavorable) Variance |        |  | Favorable/ (Unfavorable) Variance |       |  |
|                                     |                      | \$                                | %      |  | \$                                | %     |  |
| <b>Revenue</b>                      |                      |                                   |        |  |                                   |       |  |
| Farebox Revenue                     | Non Reimb.           | (4.009)                           | (21.2) | Lower ridership \$(3.501), and lower yield per passenger \$(0.508).  | (0.795)                           | (0.4) | Lower yield per passenger \$(0.919), partially offset by higher ridership \$0.124.   |
| Other Operating Revenue             | Non Reimb.           | 25.465                            | 76.4   | Primarily due to the timing of and higher CARES Act receipts.  | 12.137                            | 2.3   | Primarily due to higher CARES Act receipts and the timing of rental revenue.   |
| Capital & Other Reimbursements      | Reimb.               | (3.624)                           | (10.0) | Timing of capital project activity and interagency reimbursements.   | 14.134                            | 5.0   | Timing of capital project activity and interagency reimbursements.   |
| <b>Expenses</b>                     |                      |                                   |        |  |                                   |       |  |
| Payroll                             | Non Reimb.           | 4.634                             | 8.8    | Primarily vacant positions.  | 22.845                            | 5.8   | Primarily vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.                               |
|                                     | Reimb.               | 0.587                             | 5.3    | Primarily due to timing of project activity.   | (2.777)                           | (3.1) | Primarily due to timing of project activity.   |
| Overtime                            | Non Reimb.           | 1.165                             | 9.5    | Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage and unscheduled service, partially offset by higher weather-related overtime. | 13.810                            | 15.3  | Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage and unscheduled service, partially offset by higher weather-related overtime. |
|                                     | Reimb.               | 1.101                             | 18.2   | Primarily lower capital activity.  | 1.044                             | 2.3   | Primarily lower capital activity.  |
| Health and Welfare                  | Non Reimb.           | 1.249                             | 11.2   | Vacant positions.  | 7.577                             | 9.0   | Vacant positions.  |
|                                     | Reimb.               | (0.064)                           | (2.6)  | Primarily due to timing of project activity.   | (2.013)                           | (9.9) | Primarily due to timing of project activity.   |
| OPEB Current Payment                | Non Reimb.           | 1.231                             | 19.8   | Fewer retirees/beneficiaries.  | 5.629                             | 12.0  | 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. | August 2020                       |        | Reason for Variance   | Year-to-Date August 2020          |        | Reason for Variance   |
|-------------------------------------|----------------------|-----------------------------------|--------|---|-----------------------------------|--------|---|
|                                     |                      | Favorable/ (Unfavorable) Variance |        |   | Favorable/ (Unfavorable) Variance |        |   |
|                                     |                      | \$                                | %      |   | \$                                | %      |   |
| Pensions                            | Non Reimb.           | (1.670)                           | (14.3) | Due to the timing of a Covid-19 death benefit and an under-estimation of the non-reimbursable pension allocation which offsets an over-estimation of the reimbursable pension allocation. | (4.608)                           | (4.8)  | Due to the timing of a Covid-19 death benefit and an under-estimation of the non-reimbursable pension allocation which offsets an over-estimation of the reimbursable pension allocation. |
|                                     | Reimb.               | 1.170                             | 29.3   | Due to the over-estimation of the reimbursable pension allocation which offsets an under-estimation of the non-reimbursable pension allocation.   | 4.108                             | 14.1   | Due to the over-estimation of the reimbursable pension allocation which offsets an under-estimation of the non-reimbursable pension allocation.   |
| Other Fringe Benefits               | Non Reimb.           | 0.967                             | 7.5    | Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.  | 7.275                             | 6.2    | Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.  |
|                                     | Reimb.               | (0.160)                           | (6.4)  | Primarily due to timing of project activity.  | (2.690)                           | (12.8) | Primarily due to timing of project activity.  |
| Reimbursable Overhead               | Non Reimb.           | 3.118                             | *      | Primarily due to timing of project activity.  | 15.594                            | 82.3   | Primarily due to timing of project activity.  |
|                                     | Reimb.               | (3.118)                           | *      | Primarily due to timing of project activity.  | (15.594)                          | (82.3) | Primarily due to timing of project activity.  |
| Electric Power                      | Non Reimb.           | (0.363)                           | (4.8)  | Higher rates, partially offset by lower consumption.  | 2.726                             | 5.0    | Primarily due to lower consumption and rates.   |
|                                     | Reimb.               | (0.003)                           | (12.6) |   | (0.001)                           | (0.7)  |   |
| Fuel                                | Non Reimb.           | 0.461                             | 28.8   | Lower rates.  | 1.195                             | 10.4   | Lower rates.  |
| Insurance                           | Non Reimb.           | 0.205                             | 11.1   | Lower property and liability insurance.   | 0.458                             | 3.1    | Lower property and liability insurance.   |
|                                     | Reimb.               | 0.267                             | 35.6   | Force Account Insurance associated with project activity.   | 0.880                             | 15.8   | Force Account Insurance associated with project activity.   |
| Claims                              | Non Reimb.           | (0.176)                           | (55.6) | Timing of claims payments.  | 0.490                             | 15.7   | 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. | August 2020                       |        | Reason for Variance   | Year-to-Date August 2020          |        | Reason for Variance   |
|---|----------------------|-----------------------------------|--------|---|-----------------------------------|--------|---|
|   |                      | Favorable/ (Unfavorable) Variance |        |   | Favorable/ (Unfavorable) Variance |        |   |
|   |                      | \$                                | %      |   | \$                                | %      |   |
| Maintenance & Other Operating Contracts | Non Reimb.           | 0.678                             | 9.3    | Primarily lower hazardous waste clean-up, equipment & real estate rentals and maintenance & repair activities, partially offset by the timing of payments for security system maintenance and higher waste maintenance. | 6.189                             | 12.4   | Primarily lower non-revenue vehicle repairs, 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, security services and HVAC maintenance. |
|   | Reimb.               | 0.304                             | 21.1   | Primarily due to timing of project activity.  | (3.111)                           | (28.4) | Primarily due to timing of project activity.  |
| Professional Service Contracts          | Non Reimb.           | 1.618                             | 34.3   | Primarily the timing of payments for precision laser railhead testing, data communication network technical support and hardware installation, rail inspection invoices, and rolling stock decommissioning.             | 3.397                             | 10.4   | Primarily due to the timing of MTA Chargebacks, rolling stock decommissioning, corporate communication contracts and engineering consultant services, partially offset by the timing of payments for data communication network technical support and hardware installation and legal fees.             |
|   | Reimb.               | (0.449)                           | *      | Primarily due to timing of project activity.  | (1.826)                           | *      | Primarily due to timing of project activity.  |
| Materials & Supplies                    | Non Reimb.           | 11.709                            | 64.7   | Primarily timing of modifications and RCM activity for revenue fleet and lower running repairs.   | 38.163                            | 39.3   | Primarily timing of modifications and RCM activity for revenue fleet and right of way material.   |
|   | Reimb.               | 4.007                             | 59.7   | Primarily due to timing of project activity.  | 8.098                             | 20.5   | Primarily due to timing of project activity.  |
| Other Business Expenses                 | Non Reimb.           | 0.260                             | 29.3   | Primarily lower office supplies, travel meetings & conventions and other miscellaneous expenses.  | (0.687)                           | (8.7)  | Primarily timing of bad debt, partially offset by lower office supplies, travel meetings & conventions, credit/debit card fees and other miscellaneous expenses.  |
|   | Reimb.               | (0.019)                           | (55.6) | Primarily due to timing of project activity.  | (0.252)                           | (64.1) | Primarily due to timing of project activity.  |
| Depreciation                            | Non Reimb.           | (7.910)                           | (23.3) | Based on certain capital assets being fully depreciated.  | (7.522)                           | (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                         |                            |                   |                  |              |                            |                    |                  |               |
| August 2020  |                            |                   |                  |              |                            |                    |                  |               |
| (\$ in millions)                                       |                            |                   |                  |              |                            |                    |                  |               |
|  | Month                      |                   |                  |              | Year-to-Date               |                    |                  |               |
|  | Forecast                   | Actual            | Variance         | Percent      | Forecast                   | Actual             | Variance         | Percent       |
|  | Favorable<br>(Unfavorable) |                   |                  |              | Favorable<br>(Unfavorable) |                    |                  |               |
| <b>Receipts</b>  |                            |                   |                  |              |                            |                    |                  |               |
| Farebox Revenue  | \$19.246                   | \$15.059          | (\$4.187)        | (21.8)       | \$211.084                  | \$212.022          | \$0.938          | 0.4           |
| Vehicle Toll Revenue                                   | 0.000                      | 0.000             | 0.000            | -            | 0.000                      | 0.000              | 0.000            | -             |
| Other Operating Revenue                                | 31.950                     | 57.205            | 25.255           | 79.0         | 516.856                    | 528.462            | 11.606           | 2.2           |
| Capital & Other Reimbursements                         | 41.778                     | 34.099            | (7.680)          | (18.4)       | 263.998                    | 260.308            | (3.690)          | (1.4)         |
| <b>Total Receipts</b>                                  | <b>\$92.974</b>            | <b>\$106.363</b>  | <b>\$13.389</b>  | <b>14.4</b>  | <b>\$991.938</b>           | <b>\$1,000.792</b> | <b>\$8.853</b>   | <b>0.9</b>    |
| <b>Expenditures</b>                                    |                            |                   |                  |              |                            |                    |                  |               |
| <i>Labor:</i>  |                            |                   |                  |              |                            |                    |                  |               |
| Payroll  | \$55.434                   | \$49.640          | \$5.794          | 10.5         | \$464.997                  | \$443.603          | \$21.394         | 4.6           |
| Overtime   | 17.554                     | 14.975            | 2.579            | 14.7         | 133.197                    | 117.189            | 16.008           | 12.0          |
| Health and Welfare                                     | 13.648                     | 11.807            | 1.841            | 13.5         | 101.961                    | 95.721             | 6.240            | 6.1           |
| OPEB Current Payment                                   | 6.206                      | 5.435             | 0.771            | 12.4         | 46.279                     | 41.482             | 4.797            | 10.4          |
| Pensions   | 15.643                     | 15.615            | 0.028            | 0.2          | 124.462                    | 123.130            | 1.332            | 1.1           |
| Other Fringe Benefits                                  | 16.092                     | 3.075             | 13.017           | 80.9         | 137.537                    | 76.397             | 61.140           | 44.5          |
| GASB   | 0.000                      | 0.000             | 0.000            | -            | 0.000                      | 0.000              | 0.000            | -             |
| Reimbursable Overhead                                  | 0.000                      | 0.000             | 0.000            | -            | 0.000                      | 0.000              | 0.000            | -             |
| <b>Total Labor Expenditures</b>                        | <b>\$124.577</b>           | <b>\$100.547</b>  | <b>\$24.030</b>  | <b>19.3</b>  | <b>\$1,008.433</b>         | <b>\$897.522</b>   | <b>\$110.911</b> | <b>11.0</b>   |
| <i>Non-Labor:</i>                                      |                            |                   |                  |              |                            |                    |                  |               |
| Electric Power   | \$7.537                    | \$12.128          | (\$4.591)        | (60.9)       | \$58.330                   | \$54.680           | \$3.650          | 6.3           |
| Fuel   | 1.634                      | 1.263             | 0.371            | 22.7         | 12.037                     | 11.200             | 0.837            | 7.0           |
| Insurance  | 5.022                      | 7.363             | (2.341)          | (46.6)       | 17.788                     | 18.090             | (0.302)          | (1.7)         |
| Claims   | 0.090                      | 0.186             | (0.096)          | *            | 1.225                      | 1.570              | (0.345)          | (28.1)        |
| Paratransit Service Contracts                          | 0.000                      | 0.000             | 0.000            | -            | 0.000                      | 0.000              | 0.000            | -             |
| Maintenance and Other Operating Contracts              | 8.824                      | 9.609             | (0.785)          | (8.9)        | 64.164                     | 63.814             | 0.350            | 0.5           |
| Professional Service Contracts                         | 5.381                      | 2.251             | 3.130            | 58.2         | 27.804                     | 22.901             | 4.903            | 17.6          |
| Materials & Supplies                                   | 18.666                     | 14.904            | 3.762            | 20.2         | 146.033                    | 135.837            | 10.196           | 7.0           |
| Other Business Expenses                                | 1.203                      | 0.964             | 0.239            | 19.9         | 10.515                     | 9.614              | 0.901            | 8.6           |
| <b>Total Non-Labor Expenditures</b>                    | <b>\$48.357</b>            | <b>\$48.667</b>   | <b>(\$0.310)</b> | <b>(0.6)</b> | <b>\$337.896</b>           | <b>\$317.706</b>   | <b>\$20.190</b>  | <b>6.0</b>    |
| <i>Other Expenditure Adjustments:</i>                  |                            |                   |                  |              |                            |                    |                  |               |
| Other  | \$0.278                    | \$0.172           | \$0.106          | 38.3         | \$3.892                    | \$4.481            | (\$0.589)        | (15.1)        |
| <b>Total Other Expenditure Adjustments</b>             | <b>\$0.278</b>             | <b>\$0.172</b>    | <b>\$0.106</b>   | <b>38.3</b>  | <b>\$3.892</b>             | <b>\$4.481</b>     | <b>(\$0.589)</b> | <b>(15.1)</b> |
| <b>Total Expenditures</b>                              | <b>\$173.212</b>           | <b>\$149.385</b>  | <b>\$23.827</b>  | <b>13.8</b>  | <b>\$1,350.221</b>         | <b>\$1,219.708</b> | <b>\$130.513</b> | <b>9.7</b>    |
| Cash Timing and Availability Adjustment                | 0.000                      | (10.966)          | (10.966)         | -            | 0.000                      | (48.315)           | (48.315)         | -             |
| <b>Net Cash Deficit<br/>(excludes opening balance)</b> | <b>(\$80.238)</b>          | <b>(\$53.989)</b> | <b>\$26.249</b>  | <b>32.7</b>  | <b>(\$358.283)</b>         | <b>(\$267.231)</b> | <b>\$91.051</b>  | <b>25.4</b>   |
| <b>Subsidies</b>                                       |                            |                   |                  |              |                            |                    |                  |               |
| MTA  | 80.238                     | 0.611             | (79.627)         | (99.2)       | 469.286                    | 447.118            | (22.167)         | (4.7)         |

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 | August 2020                       |        |   | Year-to-Date as of August 2020    |       |   |
|-------------------------------------|-----------------------------------|--------|---|-----------------------------------|-------|---|
|                                     | Favorable/ (Unfavorable) Variance |        | Reason for Variance   | Favorable/ (Unfavorable) Variance |       | Reason for Variance   |
|                                     | \$                                | %      |   | \$                                | %     |   |
| <b>Receipts</b>                     |                                   |        |   |                                   |       |   |
| Farebox Revenue                     | (4.187)                           | (21.8) | Lower ridership (3.501), lower yields \$(0.508), lower MetroCard/AirTrain sales \$(0.160) and lower advance sales impact \$(0.018).   | 0.938                             | 0.4   | Higher advance sales impact \$1.954 and higher ridership \$0.124 and lower yields \$(0.919) and lower MetroCard/AirTrain sales \$(0.221).                                   |
| Other Operating Revenue             | 25.255                            | 79.0   | Primarily due to the timing of and higher FTA CARES funds.  | 11.606                            | 2.2   | Primarily due to higher FTA CARES funds and the timing of rental revenue.   |
| Capital and Other Reimbursements    | (7.680)                           | (18.4) | Timing of activity and reimbursement for capital and other reimbursements.  | (3.690)                           | (1.4) | Timing of activity and reimbursement for capital and other reimbursements.  |
| <b>Expenditures</b>                 |                                   |        |   |                                   |       |   |
| <b>Labor:</b>                       |                                   |        |   |                                   |       |   |
| Payroll                             | 5.794                             | 10.5   | Primarily due to vacant positions.  | 21.394                            | 4.6   | Primarily due to vacant positions and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts.                                   |
| Overtime                            | 2.579                             | 14.7   | Primarily due to lower programmatic/routine maintenance, project overtime, vacancy/absentee coverage and unscheduled service, partially offset by weather-related overtime. | 16.008                            | 12.0  | Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage, unscheduled service and project overtime, partially offset by weather-related overtime. |
| Health and Welfare                  | 1.841                             | 13.5   | Primarily due to vacant positions and intercompany reimbursements.  | 6.240                             | 6.1   | Primarily due to vacant positions and intercompany reimbursements.  |
| OPEB Current Payment                | 0.771                             | 12.4   | Primarily due to fewer retirees/beneficiaries.  | 4.797                             | 10.4  | Primarily due to fewer retirees/beneficiaries.  |
| Pensions                            | 0.028                             | 0.2    | Due to intercompany reimbursements, partially offset by the timing of a Covid-19 death benefit.   | 1.332                             | 1.1   | Due to intercompany reimbursements, partially offset by the timing of a Covid-19 death benefit.   |

**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       | August 2020                       |        |  | Year-to-Date as of August 2020    |        |  |
|---|-----------------------------------|--------|--|-----------------------------------|--------|--|
|   | Favorable/ (Unfavorable) Variance |        | Reason for Variance  | Favorable/ (Unfavorable) Variance |        | Reason for Variance  |
|   | \$                                | %      |  | \$                                | %      |  |
| Other Fringe Benefits                     | 13.017                            | 80.9   | Primarily due to lower Railroad Retirement Tax which reflects the deferral of the employer portion of payroll taxes due to the CARES act, partially offset by the timing of FELA payments. | 61.140                            | 44.5   | Primarily due to lower Railroad Retirement Tax which reflects the deferral of the employer portion of payroll taxes due to the CARES act, intercompany reimbursements and the timing of FELA payments, partially offset by higher meal payments. |
| Non-Labor:                                |                                   |        |  |                                   |        |  |
| Electric Power                            | (4.591)                           | (60.9) | Primarily due to the timing of payments and higher rates, partially offset by lower consumption.   | 3.650                             | 6.3    | Primarily due to lower consumption and rates.  |
| Fuel                                      | 0.371                             | 22.7   | Primarily due to lower rates.  | 0.837                             | 7.0    | Primarily due to lower rates, partially offset by the timing of payments.  |
| Insurance                                 | (2.341)                           | (46.6) | Timing of insurance premium payments.  | (0.302)                           | (1.7)  | Timing of insurance premium payments.  |
| Claims                                    | (0.096)                           | *      | Timing of payments for claims.   | (0.345)                           | (28.1) | Timing of payments for claims.   |
| Maintenance and Other Operating Contracts | (0.785)                           | (8.9)  | Timing of payments.  | 0.350                             | 0.5    | Timing of payments.  |
| Professional Service Contracts            | 3.130                             | 58.2   | Primarily due to the timing of MTA Chargeback payments, which includes a prior year MTA RE Chargeback credit.  | 4.903                             | 17.6   | Primarily due to timing of payments for MTA Chargeback and other consultant contracts.   |
| Materials and Supplies                    | 3.762                             | 20.2   | Primarily the timing of program, production plan, and operating funded capital material and supplies.  | 10.196                            | 7.0    | 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<br>or Expense Category | August 2020                             |      |  | Year-to-Date as of August 2020          |        |  |
|--|---|------|--|---|--------|--|
|  | Favorable/<br>(Unfavorable)<br>Variance |      | Reason<br>for Variance   | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance   |
|  | \$                                      | %    |  | \$                                      | %      |  |
| Other Business Expenses                | 0.239                                   | 19.9 | Primarily lower office supplies, travel meetings & conventions and other miscellaneous expenses. | 0.901                                   | 8.6    | Primarily lower office supplies, miscellaneous expenses and travel meetings & conventions. |
| Other Expenditure Adjustments          | 0.106                                   | 38.3 | Lower MetroCard/AirTrain pass through payments.  | (0.589)                                 | (15.1) | 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)**

**August 2020**

(\$ in millions)

|   | Month            |                   |                            |               | Year-to-Date      |                   |                            |               |
|---|------------------|-------------------|----------------------------|---------------|-------------------|-------------------|----------------------------|---------------|
|   | Forecast         | Actual            | Favorable<br>(Unfavorable) |               | Forecast          | Actual            | Favorable<br>(Unfavorable) |               |
|   |                  |                   | Variance                   | Percent       |                   |                   | Variance                   | Percent       |
| <b>Receipts</b>                               |                  |                   |                            |               |                   |                   |                            |               |
| Farebox Revenue                               | \$0.378          | \$0.199           | (\$0.178)                  | (47.2)        | \$3.672           | \$5.404           | \$1.732                    | 47.2          |
| Vehicle Toll Revenue                          | 0.000            | 0.000             | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| Other Operating Revenue                       | (1.402)          | (1.611)           | (0.210)                    | (15.0)        | (0.553)           | (1.084)           | (0.531)                    | (96.2)        |
| Capital & Other Reimbursements                | 5.680            | 1.624             | (4.056)                    | (71.4)        | (18.394)          | (36.219)          | (17.824)                   | (96.9)        |
| <b>Total Receipts</b>                         | <b>\$4.656</b>   | <b>\$0.212</b>    | <b>(\$4.444)</b>           | <b>(95.4)</b> | <b>(\$15.275)</b> | <b>(\$31.899)</b> | <b>(\$16.624)</b>          | <b>*</b>      |
| <b>Expenditures</b>                           |                  |                   |                            |               |                   |                   |                            |               |
| <i>Labor:</i>                                 |                  |                   |                            |               |                   |                   |                            |               |
| Payroll                                       | \$8.094          | \$8.667           | \$0.573                    | 7.1           | \$19.669          | \$20.995          | \$1.326                    | 6.7           |
| Overtime                                      | 0.743            | 1.056             | 0.312                      | 42.0          | 2.050             | 3.205             | 1.155                      | 56.4          |
| Health and Welfare                            | 0.000            | 0.656             | 0.656                      | *             | 2.253             | 2.929             | 0.676                      | 30.0          |
| OPEB Current Payment                          | (0.000)          | (0.460)           | (0.460)                    | *             | 0.576             | (0.256)           | (0.831)                    | *             |
| Pensions                                      | (0.000)          | 0.528             | 0.528                      | *             | 0.681             | 2.513             | 1.832                      | *             |
| Other Fringe Benefits                         | (0.747)          | 11.464            | 12.211                     | *             | 0.793             | 57.348            | 56.555                     | *             |
| GASB  | 0.000            | 0.000             | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| Reimbursable Overhead                         | 0.000            | 0.000             | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| <b>Total Labor Expenditures</b>               | <b>\$8.090</b>   | <b>\$21.911</b>   | <b>\$13.820</b>            | <b>*</b>      | <b>\$26.022</b>   | <b>\$86.735</b>   | <b>\$60.713</b>            | <b>*</b>      |
| <i>Non-Labor:</i>                             |                  |                   |                            |               |                   |                   |                            |               |
| Electric Power                                | (\$0.000)        | (\$4.225)         | (\$4.225)                  | *             | (\$3.431)         | (\$2.506)         | \$0.925                    | 27.0          |
| Fuel  | (0.035)          | (0.125)           | (0.090)                    | *             | (0.530)           | (0.888)           | (0.358)                    | (67.5)        |
| Insurance                                     | (2.426)          | (5.238)           | (2.813)                    | *             | 2.308             | 0.668             | (1.640)                    | (71.1)        |
| Claims  | 0.227            | 0.307             | 0.080                      | 35.4          | 1.903             | 1.068             | (0.835)                    | (43.9)        |
| Paratransit Service Contracts                 | 0.000            | 0.000             | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| Maintenance and Other Operating Contracts     | (0.120)          | (1.888)           | (1.767)                    | *             | (3.217)           | (5.945)           | (2.728)                    | (84.8)        |
| Professional Service Contracts                | (0.380)          | 1.582             | 1.961                      | *             | 5.938             | 9.270             | 3.332                      | 56.1          |
| Materials & Supplies                          | 6.132            | (5.821)           | (11.953)                   | *             | (9.497)           | (45.562)          | (36.065)                   | *             |
| Other Business Expenses                       | (0.283)          | (0.285)           | (0.002)                    | (0.7)         | (2.221)           | (0.382)           | 1.840                      | 82.8          |
| <b>Total Non-Labor Expenditures</b>           | <b>\$3.115</b>   | <b>(\$15.694)</b> | <b>(\$18.808)</b>          | <b>*</b>      | <b>(\$8.747)</b>  | <b>(\$44.276)</b> | <b>(\$35.529)</b>          | <b>*</b>      |
| <i>Other Expenditure Adjustments:</i>         |                  |                   |                            |               |                   |                   |                            |               |
| Other   | (\$0.278)        | (\$0.172)         | \$0.106                    | 38.3          | (\$3.892)         | (\$4.481)         | (\$0.589)                  | (15.1)        |
| <b>Total Other Expenditure Adjustments</b>    | <b>(\$0.278)</b> | <b>(\$0.172)</b>  | <b>\$0.106</b>             | <b>38.3</b>   | <b>(\$3.892)</b>  | <b>(\$4.481)</b>  | <b>(\$0.589)</b>           | <b>(15.1)</b> |
| <b>Total Expenditures before Depreciation</b> | <b>\$10.927</b>  | <b>\$6.046</b>    | <b>(\$4.881)</b>           | <b>(44.7)</b> | <b>\$13.383</b>   | <b>\$37.977</b>   | <b>\$24.595</b>            | <b>*</b>      |
| Depreciation Adjustment                       | \$33.924         | \$41.834          | \$7.910                    | 23.3          | \$274.751         | \$282.272         | \$7.522                    | 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           | 1.333             | 2.424             | 1.091                      | 81.8          |
| <b>Total Expenditures</b>                     | <b>\$45.018</b>  | <b>\$48.046</b>   | <b>\$3.029</b>             | <b>6.7</b>    | <b>\$289.467</b>  | <b>\$322.674</b>  | <b>\$33.207</b>            | <b>11.5</b>   |
| Cash Timing and Availability Adjustment       | 0.000            | (10.966)          | (10.966)                   | -             | 0.000             | (48.315)          | (48.315)                   | -             |
| <b>Total Cash Conversion Adjustments</b>      | <b>\$49.673</b>  | <b>\$37.293</b>   | <b>(\$12.381)</b>          | <b>(24.9)</b> | <b>\$274.191</b>  | <b>\$242.460</b>  | <b>(\$31.731)</b>          | <b>(11.6)</b> |

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.

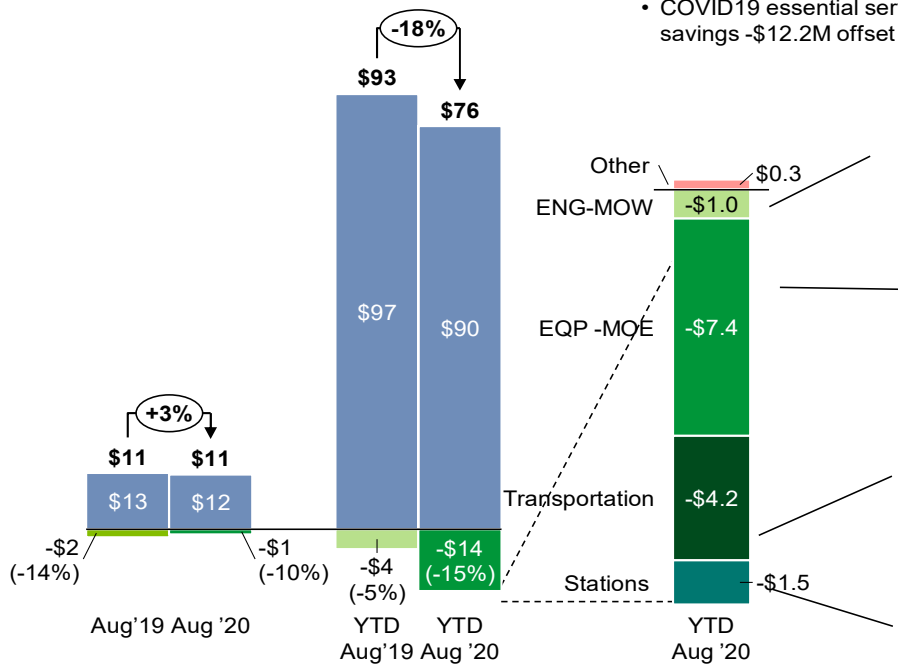
# LIRR – Non-Reimbursable Overtime Variance

## August 2020 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Mid-Year Forecast FY \$147M



## Overview

- Overall decrease of -\$16.5M or -18% compared to YTD August 2019
- -\$13.8M or -15% 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 -\$5.9M: (COVID19 indirect overtime savings -\$12.2M offset by COVID19 cleaning expenses \$6.3M).

Underrun of -\$1.0M driven by -\$3.8M lower maintenance (LIRR Forward impacts and tightened management) offset by \$1.7M accrual timing/wage differences, \$0.7M weather and \$0.3M vacancy/absentee coverage.

Underrun of -\$7.4M driven by -\$4.2M vacancy/absentee coverage due to the efficient implementation of the COVID19 essential service plan, -\$4.8M lower maintenance due to the efficient implementation of the COVID19 essential service plan offset by \$0.9M related to COVID19 cleaning efforts. \$0.5M accrual timing/wage differences, \$0.1M weather.

Underrun of -\$4.2M driven by -\$2.1M vacancy/absentee coverage related to fewer tours as a result of the efficient management of the COVID19 essential service plan, -\$1.9M unscheduled savings impacted by COVID19 service reductions and improved service reliability, -\$0.4M scheduled service (less Train & Engine hours) and \$0.1M weather.

Underrun of -\$1.5M driven by -\$1.6M as a result of efficient management of COVID19 cleaning efforts, -\$0.2M vacancy/absentee coverage related to COVID19 offset by \$0.2M accrual timing/wage differences.

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

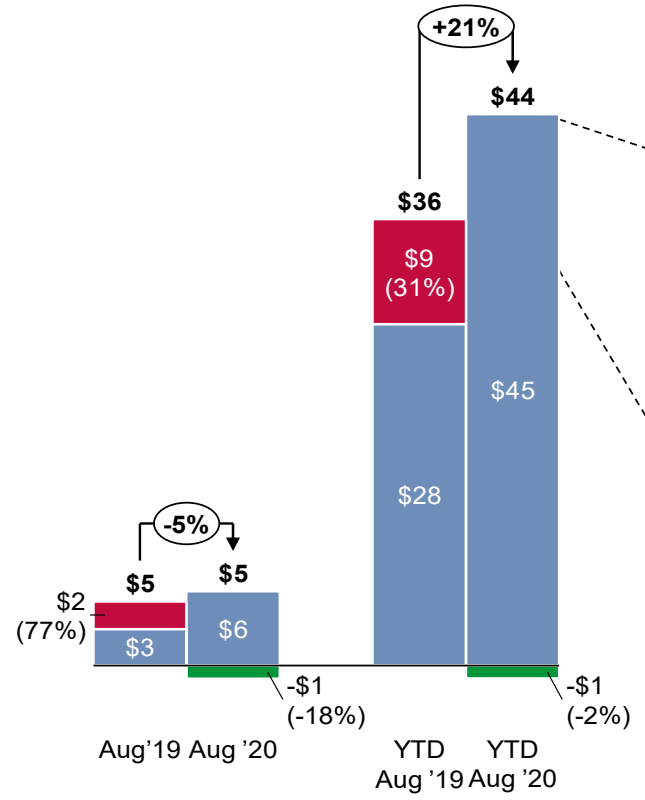
# LIRR – Reimbursable Overtime Variance

## August 2020 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Mid-Year Forecast FY \$64M

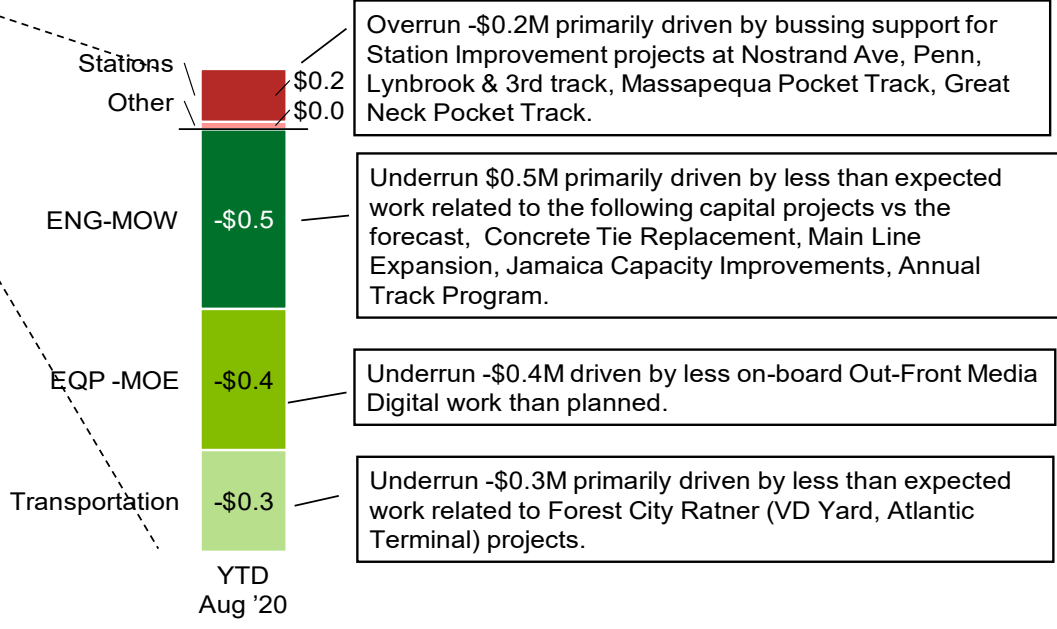


## Overview

- Overall increase of \$7.5M or 21% compared to YTD August 2019
- \$1.0M below 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 -\$0.2M primarily driven by bussing support for Station Improvement projects at Nostrand Ave, Penn, Lynbrook & 3rd track, Massapequa Pocket Track, Great Neck Pocket Track.

Underrun \$0.5M primarily driven by less than expected work related to the following capital projects vs the forecast, Concrete Tie Replacement, Main Line Expansion, Jamaica Capacity Improvements, Annual Track Program.

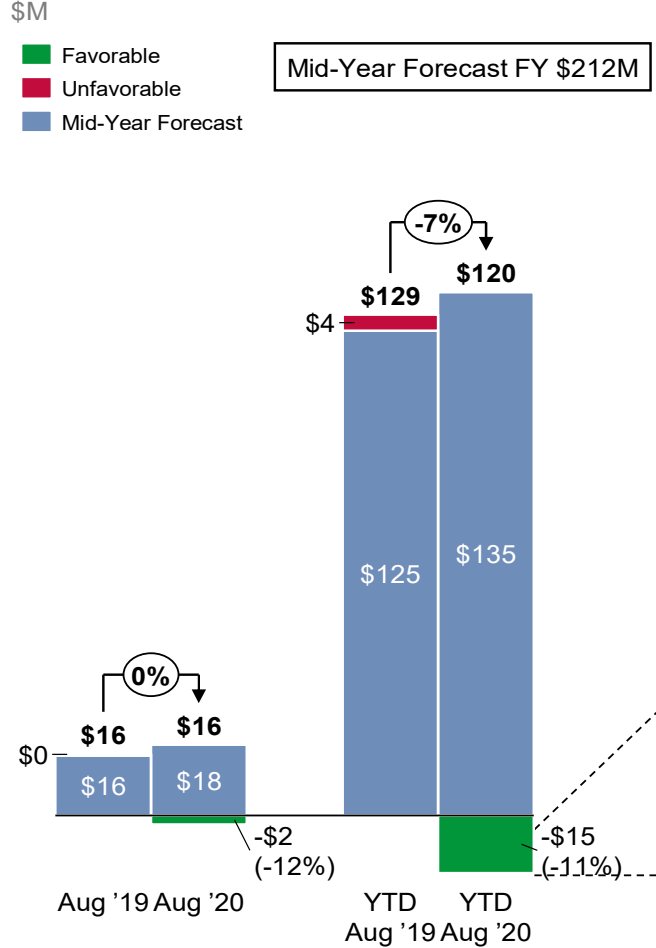
Underrun -\$0.4M driven by less on-board Out-Front Media Digital work than planned.

Underrun -\$0.3M primarily driven by less than expected work related to Forest City Ratner (VD Yard, Atlantic Terminal) projects.

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

# LIRR – Total Overtime Variance

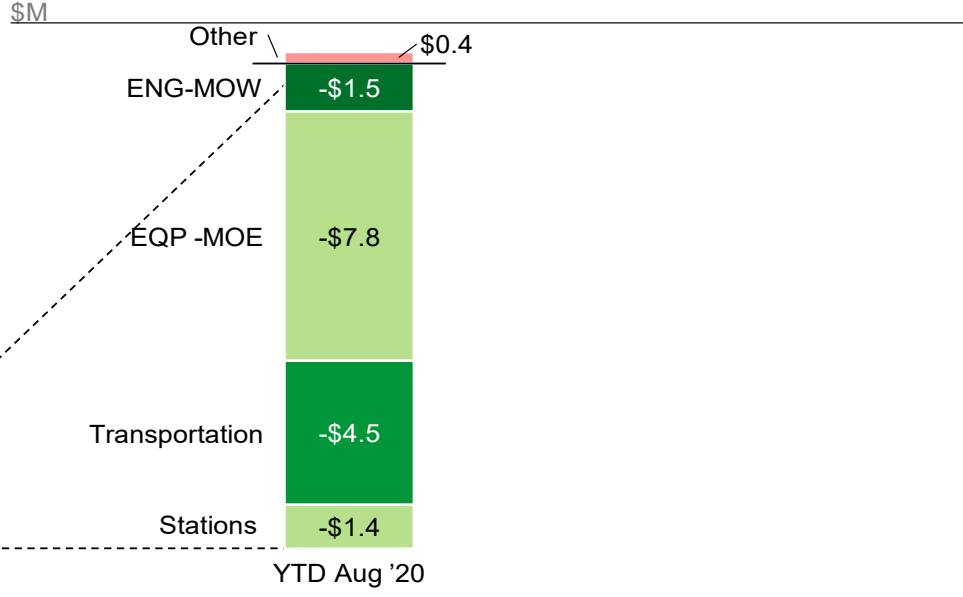
## August 2020 and YTD Mid-Year Forecast vs. variance



## Overview

- Overall decrease of -\$9.1M or -8% compared to YTD August 2019
- -\$14.8M or -11% below 2020 mid-year forecast
- Non Reimbursable underrun of -\$13.8M
- Reimbursable overrun of \$1.0M
- 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 -\$5.9M: (COVID19 indirect overtime savings -\$12.2M offset by COVID19 cleaning expenses \$6.3M).

## YTD variance by division



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

**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 AUGUST 2020**

|  | <b>Forecast</b> | <b>Actual</b> | <b>Favorable/<br/>(Unfavorable)<br/>Variance</b> |
|--|-----------------|---------------|--|
| <b>Administration</b>                      |                 |               |  |
| Executive VP                               | 1               | 1             | 0  |
| Enterprise Asset Management                | 7               | 5             | 2  |
| Sr. Vice President - Engineering           | 2               | 1             | 1  |
| Labor Relations                            | 17              | 16            | 1  |
| Procurement & Logistics (excl. Stores)     | 72              | 57            | 15   |
| 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              | 66            | 4  |
| Gen. Counsel & Secretary                   | 30              | 26            | 4  |
| Diversity Management                       | 3               | 3             | 0  |
| Security                                   | 15              | 11            | 4  |
| System Safety                              | 46              | 39            | 7  |
| Training                                   | 69              | 66            | 3  |
| Service Planning                           | 30              | 27            | 3  |
| Rolling Stock Programs                     | 17              | 9             | 8  |
| Sr Vice President - Operations             | 2               | 1             | 1  |
| <b>Total Administration</b>                | <b>509</b>      | <b>445</b>    | <b>64</b>  |
| <b>Operations</b>                          |                 |               |  |
| Transportation Services - Train Operations | 2,389           | 2,321         | 68   |
| Customer Services                          | 329             | 313           | 16   |
| <b>Total Operations</b>                    | <b>2,718</b>    | <b>2,634</b>  | <b>84</b>  |
| <b>Maintenance</b>                         |                 |               |  |
| Engineering                                | 2,077           | 1,970         | 107  |
| Equipment                                  | 2,140           | 2,079         | 61   |
| Procurement (Stores)                       | 95              | 99            | (4)  |
| <b>Total Maintenance</b>                   | <b>4,312</b>    | <b>4,148</b>  | <b>164</b>                                       |
| <b>Engineering/Capital</b>                 |                 |               |  |
| Department of Program Management           | 152             | 119           | 33   |
| Special Projects                           | 63              | 50            | 13   |
| Positive Train Control                     | 14              | 14            | 0  |
| <b>Total Engineering/Capital</b>           | <b>229</b>      | <b>183</b>    | <b>46</b>  |
| <b>Baseline Total Positions</b>            | <b>7,767</b>    | <b>7,410</b>  | <b>357</b>                                       |
| <i>Non-Reimbursable</i>                    | <b>6,406</b>    | <b>6,204</b>  | <b>202</b>                                       |
| <i>Reimbursable</i>                        | <b>1,361</b>    | <b>1,206</b>  | <b>156</b>                                       |
| <b>Total Full-Time</b>                     | <b>7,767</b>    | <b>7,410</b>  | <b>357</b>                                       |
| <b>Total Full-Time-Equivalents</b>         |                 |               |  |

Note: Totals may not add due to rounding

**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 AUGUST 2020**

|                                   | <b>Forecast</b> | <b>Actual</b> | <b>Favorable/<br/>(Unfavorable)<br/>Variance</b> |
|-----------------------------------|-----------------|---------------|--|
| <b>Administration</b>             |                 |               |  |
| Managers/Supervisors              | 271             | 243           | 28   |
| Professional, Technical, Clerical | 134             | 93            | 41   |
| Operational Hourlies              | 104             | 109           | (5)  |
| <b>Total Administration</b>       | <b>509</b>      | <b>445</b>    | <b>64</b>  |
| <b>Operations</b>                 |                 |               |  |
| Managers/Supervisors              | 335             | 300           | 35   |
| Professional, Technical, Clerical | 109             | 102           | 7  |
| Operational Hourlies              | 2,274           | 2,232         | 42   |
| <b>Total Operations</b>           | <b>2,718</b>    | <b>2,634</b>  | <b>84</b>  |
| <b>Maintenance</b>                |                 |               |  |
| Managers/Supervisors              | 911             | 766           | 145  |
| Professional, Technical, Clerical | 308             | 251           | 57   |
| Operational Hourlies              | 3,093           | 3,131         | (38)   |
| <b>Total Maintenance</b>          | <b>4,312</b>    | <b>4,148</b>  | <b>164</b>                                       |
| <b>Engineering/Capital</b>        |                 |               |  |
| Managers/Supervisors              | 160             | 139           | 21   |
| Professional, Technical, Clerical | 69              | 44            | 25   |
| Operational Hourlies              | 0               | 0             | 0  |
| <b>Total Engineering/Capital</b>  | <b>229</b>      | <b>183</b>    | <b>46</b>  |
| <b>Total Positions</b>            |                 |               |  |
| Managers/Supervisors              | 1,677           | 1,448         | 229  |
| Professional, Technical, Clerical | 620             | 490           | 130  |
| Operational Hourlies              | 5,471           | 5,472         | (1)  |
| <b>Total Positions</b>            | <b>7,767</b>    | <b>7,410</b>  | <b>357</b>                                       |

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 AUGUST 2020**

| Explanation of Variances  |
|---|
| <b>NON-REIMBURSABLE POSITIONS</b> - Favorable 202 positions due to vacancies in Train Operations, Maintenance of Equipment, Stations, Project Management and other administrative departments, partially offset by Engineering workforce working on maintenance activity instead of capital project activity. |
| <b>REIMBURSABLE POSITIONS</b> - Favorable 156 positions primarily due to reduced project activity in Engineering, Project Management, Special Projects, Procurement & Logistics and other administrative departments, partially offset by increased project activity in Train Operations.                     |



**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST**  
**RIDERSHIP**  
(In Millions)

|                       | AUGUST 2020  |                |                   |                |               |                   | AUGUST YEAR TO DATE 2020 |                |                   |               |                |                   |                 |               |
|-----------------------|--------------|----------------|-------------------|----------------|---------------|-------------------|--------------------------|----------------|-------------------|---------------|----------------|-------------------|-----------------|---------------|
|                       | Month        |                |                   | Variance       |               |                   | YTD                      |                |                   | Variance      |                |                   |                 |               |
|                       | Mid Year     | Actual<br>2020 | Adjusted*<br>2019 | Mid Year       |               | Adjusted*<br>2019 | Mid Year                 | Actual<br>2020 | Adjusted*<br>2019 | Mid Year      |                | Adjusted*<br>2019 |                 |               |
|                       |              |                |                   | #              | %             | #                 | %                        |                |                   |               | #              | %                 |                 |               |
| <b>RIDERSHIP</b>      |              |                |                   |                |               |                   |                          |                |                   |               |                |                   |                 |               |
| Monthly               | 1.023        | 0.485          | 3.662             | (0.538)        | -52.6%        | (3.177)           | -86.8%                   | 11.696         | 11.023            | 32.154        | (0.673)        | -5.8%             | (21.130)        | -65.7%        |
| Weekly                | 0.078        | 0.053          | 0.269             | (0.024)        | -31.4%        | (0.215)           | -80.2%                   | 0.664          | 0.646             | 1.672         | (0.017)        | -2.6%             | (1.026)         | -61.4%        |
| Total Commutation     | <b>1.101</b> | <b>0.538</b>   | <b>3.930</b>      | <b>(0.563)</b> | <b>-51.1%</b> | <b>(3.392)</b>    | <b>-86.3%</b>            | <b>12.360</b>  | <b>11.669</b>     | <b>33.826</b> | <b>(0.690)</b> | <b>-5.6%</b>      | <b>(22.156)</b> | <b>-65.5%</b> |
| One-Way Full Fare     | 0.269        | 0.154          | 0.976             | (0.115)        | -42.7%        | (0.821)           | -84.2%                   | 2.501          | 2.405             | 6.768         | (0.097)        | -3.9%             | (4.363)         | -64.5%        |
| One-Way Off-Peak      | 0.495        | 0.672          | 1.848             | 0.177          | 35.8%         | (1.176)           | -63.6%                   | 4.613          | 5.126             | 12.506        | 0.514          | 11.1%             | (7.379)         | -59.0%        |
| All Other             | 0.280        | 0.382          | 1.020             | 0.102          | 36.4%         | (0.638)           | -62.5%                   | 2.850          | 3.136             | 7.511         | 0.287          | 10.1%             | (4.375)         | -58.2%        |
| Total Non-Commutation | <b>1.045</b> | <b>1.209</b>   | <b>3.844</b>      | <b>0.164</b>   | <b>15.7%</b>  | <b>(2.635)</b>    | <b>-68.5%</b>            | <b>9.964</b>   | <b>10.668</b>     | <b>26.785</b> | <b>0.704</b>   | <b>7.1%</b>       | <b>(16.118)</b> | <b>-60.2%</b> |
| Total                 | <b>2.145</b> | <b>1.747</b>   | <b>7.774</b>      | <b>(0.398)</b> | <b>-18.6%</b> | <b>(6.027)</b>    | <b>-77.5%</b>            | <b>22.324</b>  | <b>22.337</b>     | <b>60.611</b> | <b>0.013</b>   | <b>0.1%</b>       | <b>(38.274)</b> | <b>-63.1%</b> |

\*Prior year adjusted to reflect current year calendar.

Please note: 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  
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST  
MONTHLY PERFORMANCE INDICATORS  
August 2020**

|  | <b>MONTH</b>           |   |                        | <b>VARIANCE</b>         |                     |
|--|------------------------|---|------------------------|-------------------------|---------------------|
|  | <b>Actual<br/>2020</b> | <b>Forecast <sup>(5)</sup><br/>2020</b> | <b>Actual<br/>2019</b> | <b>vs.<br/>Forecast</b> | <b>vs.<br/>2019</b> |
| Farebox Operating Ratio                    |                        |   |                        |                         |                     |
| Standard <sup>(1)</sup>                    | 12.0%                  | 12.7%                                   | 54.5%                  | -0.7%                   | -42.5%              |
| Adjusted <sup>(2)(4)</sup>                 | 15.0%                  | 15.0%                                   | 62.3%                  | 0.0%                    | -47.3%              |
| Cost Per Passenger                         |                        |   |                        |                         |                     |
| Standard <sup>(1)</sup>                    | \$70.97                | \$69.51                                 | \$15.82                | (\$1.46)                | (\$55.15)           |
| Adjusted <sup>(2)</sup>                    | \$65.59                | \$64.81                                 | \$14.74                | (\$0.78)                | (\$50.85)           |
| Passenger Revenue/Passenger <sup>(3)</sup> | \$8.50                 | \$8.79                                  | \$8.62                 | (\$0.29)                | (\$0.12)            |
|  | <b>YEAR-TO-DATE</b>    |   |                        | <b>VARIANCE</b>         |                     |
|  | <b>Actual<br/>2020</b> | <b>Forecast<br/>2020</b>                | <b>Actual<br/>2019</b> | <b>vs.<br/>Forecast</b> | <b>vs.<br/>2019</b> |
| Farebox Operating Ratio                    |                        |   |                        |                         |                     |
| Standard <sup>(1)</sup>                    | 21.4%                  | 19.0%                                   | 50.3%                  | 2.4%                    | -28.9%              |
| Adjusted <sup>(2)(4)</sup>                 | 25.6%                  | 22.2%                                   | 56.9%                  | 3.4%                    | -31.3%              |
| Cost Per Passenger                         |                        |   |                        |                         |                     |
| Standard <sup>(1)</sup>                    | \$43.27                | \$48.79                                 | \$16.70                | \$5.52                  | (\$26.57)           |
| Adjusted <sup>(2)</sup>                    | \$39.93                | \$45.25                                 | \$15.56                | \$5.32                  | (\$24.37)           |
| Passenger Revenue/Passenger <sup>(3)</sup> | \$9.25                 | \$9.29                                  | \$8.39                 | (\$0.04)                | \$0.86              |

(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.



# Long Island Rail Road

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## *Financial Report Highlights*

*July 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.

### **July YTD 2020 Highlights**

- Total revenue of \$926.5 million was \$7.6 million higher than the Forecast. This was primarily due to the timing of reimbursements for capital activity and higher farebox revenue, partially offset by the timing of receipts from the CARES Act.
- Through July 2020 ridership was 20.6 million, which was (61.0)% below 2019 (adjusted for the same number of work days) and 2.0% above the Mid-Year Forecast. Commutation ridership of 11.1 million was (62.8)% below 2019 and (1.1)% below the Mid-Year Forecast. Non-Commutation ridership of 9.5 million was (58.8)% below 2019 and 6.0% above the Forecast. As a result, farebox revenue of \$191.8 million was \$3.2 million higher than the Forecast.
- Total expenses before non-cash liability adjustments of \$1,102.3 million were \$77.2 million or 6.5% favorable to the Forecast. The primary drivers of this favorable variance are vacant positions and associated fringe costs, the timing of material usage, and lower OPEB current and traction power, partially offset by higher FELA indemnity reserves.

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

| <b><u>Category (\$ in Millions)</u></b>                  | <b><u>Forecast</u></b> | <b><u>Actual</u></b> | <b><u>Variance</u></b> |
|--|------------------------|----------------------|------------------------|
| <b>Total Revenue</b>                                     | \$918.9                | \$926.5              | \$7.6                  |
| <b>Total Expenses Before Non-Cash Liabilities</b>        | 1,179.5                | 1,102.3              | 77.2                   |
| <b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b> | <b>(\$260.6)</b>       | <b>(\$175.7)</b>     | <b>\$84.9</b>          |
| <b>Other Non-Cash Liabilities</b>                        | 242.0                  | 242.7                | (0.7)                  |
| <b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>  | <b>(\$502.6)</b>       | <b>(\$418.4)</b>     | <b>\$84.2</b>          |
| <b>Cash Adjustments</b>                                  | 224.5                  | 205.2                | (19.4)                 |
| <b>Net Cash Surplus/(Deficit)</b>                        | <b>(\$278.0)</b>       | <b>(\$213.2)</b>     | <b>\$64.8</b>          |

**Mark Young**  
Vice President, Management and Finance



# Long Island Rail Road

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## *Financial Report Highlights*

### **NON-REIMBURSABLE SUMMARY**

July YTD operating results were favorable by \$84.2 or 16.7% lower than the Forecast.

Non-Reimbursable revenues through July were \$(10.1) unfavorable to the Forecast. Other Operating Revenue was unfavorable to Forecast due to the timing of receipts from the CARES Act, partially offset by the timing of rental revenue. Farebox Revenue was favorable as a result of higher ridership. Total Non-Reimbursable expenses were \$94.3 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, the timing of materials and maintenance and other operating contracts, and lower OPEB current and electric expenses, partially offset by higher FELA indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$17.8 higher than the Forecast due to timing of capital and other reimbursements.

### **REVENUE/RIDERSHIP**

Year-to-date **Total Revenues** (including Capital and Other Reimbursements) of \$926.5 were \$7.6 or 0.8% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$3.2 favorable to the Forecast due to higher ridership. Ridership through July was 20.6 million. This was (61.0)% lower than 2019 (adjusted for same number of calendar work days) and 2.0% higher than the Forecast.
- **Y-T-D Other Operating Revenues** were \$(13.3) unfavorable to the Forecast due to the timing of receipts from the CARES Act, partially offset by the timing of rental revenue.
- **Y-T-D Capital and Other Reimbursements** were \$17.8 favorable due to timing of capital activity and interagency reimbursements.

### **EXPENSES**

Year-to-date **Total Expenses** (including depreciation and other) of \$1,345.0 were favorable to the Forecast by \$76.5 or 5.4%.

**Labor Expenses**, \$40.0 favorable Y-T-D.

- **Payroll**, \$14.8 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$12.6 favorable Y-T-D (primarily lower maintenance, vacancy/absentee coverage and scheduled/unscheduled service).
- **Health & Welfare**, \$4.4 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$4.4 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$3.8 favorable Y-T-D (primarily lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves).

**Non-Labor Expenses**, \$37.2 favorable Y-T-D.

- **Electric Power**, \$3.1 favorable Y-T-D (lower consumption and rates).
- **Fuel**, \$0.7 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$0.9 favorable Y-T-D (lower force account and liability insurance)



# Long Island Rail Road

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## *Financial Report Highlights*

- **Claims**, \$0.7 favorable Y-T-D (timing of claims)
- **Maintenance and Other Operating Contracts**, \$2.1 favorable Y-T-D (primarily lower non-revenue vehicle repairs, real estate rentals, joint facility maintenance and the timing of maintenance and other operating contracts, partially offset by higher project related activity).
- **Professional Services**, \$0.4 favorable Y-T-D (primarily the timing of MTA Chargebacks, corporate communication contracts and rolling stock decommissioning, partially offset by higher project activity and the timing of data communication support and installation, laser railhead testing and legal fees).
- **Materials and Supplies**, \$30.5 favorable Y-T-D (primarily timing of fleet maintenance and right of way initiatives and capital project material).
- **Other Business Expenses**, \$(1.2) unfavorable Y-T-D (primarily the timing of bad debt, partially offset by lower credit/debit card fees, office supplies and travel).

**Depreciation and Other**, \$(0.7) unfavorable Y-T-D.

### **CASH DEFICIT SUMMARY**

The Cash Deficit through July of \$213.2 was \$64.8 favorable to the Forecast due to lower expenditures, higher farebox revenue and the timing of capital and other reimbursements, partially offset by the timing of receipts from the CARES Act.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 22.8%, 2.7 percentage points above the Forecast resulting from lower expenses.
- The July Adjusted Farebox Operating Ratio was 27.1%, which is above the Forecast due lower expenses.
- The July Adjusted Cost per Passenger was \$37.75, which is lower than the Forecast due to lower expenses.
- The July Revenue per Passenger was \$9.31, 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**  
**JULY 2020**  
(\$ in millions)

|  | Nonreimbursable   |                   |                            |               | Reimbursable     |                 |                            |              | Total             |                   |                            |               |
|--|-------------------|-------------------|----------------------------|---------------|------------------|-----------------|----------------------------|--------------|-------------------|-------------------|----------------------------|---------------|
|  | Forecast          | Actual            | Favorable<br>(Unfavorable) |               | Forecast         | Actual          | Favorable<br>(Unfavorable) |              | Forecast          | Actual            | Favorable<br>(Unfavorable) |               |
|  |                   |                   | Variance                   | Percent       |                  |                 | Variance                   | Percent      |                   |                   | Variance                   | Percent       |
| <b>Revenue</b>   |                   |                   |                            |               |                  |                 |                            |              |                   |                   |                            |               |
| Farebox Revenue  | \$10.494          | \$13.666          | \$3.172                    | 30.2          | \$0.000          | \$0.000         | \$0.000                    | -            | \$10.494          | \$13.666          | \$3.172                    | 30.2          |
| Vehicle Toll Revenue   | 0.000             | 0.000             | 0.000                      | -             | 0.000            | 0.000           | 0.000                      | -            | 0.000             | 0.000             | 0.000                      | -             |
| Other Operating Revenue  | 106.874           | 104.646           | (2.228)                    | (2.1)         | 0.000            | 0.000           | 0.000                      | -            | 106.874           | 104.646           | (2.228)                    | (2.1)         |
| Capital & Other Reimbursements   | 0.000             | 0.000             | 0.000                      | -             | 36.978           | 37.950          | 0.972                      | 2.6          | 36.978            | 37.950            | 0.972                      | 2.6           |
| <b>Total Revenue</b>   | <b>\$117.368</b>  | <b>\$118.312</b>  | <b>\$0.944</b>             | <b>0.8</b>    | <b>\$36.978</b>  | <b>\$37.950</b> | <b>\$0.972</b>             | <b>2.6</b>   | <b>\$154.346</b>  | <b>\$156.262</b>  | <b>\$1.916</b>             | <b>1.2</b>    |
| <b>Expenses</b>  |                   |                   |                            |               |                  |                 |                            |              |                   |                   |                            |               |
| <i>Labor:</i>  |                   |                   |                            |               |                  |                 |                            |              |                   |                   |                            |               |
| Payroll  | \$57.297          | \$53.185          | \$4.112                    | 7.2           | \$11.215         | \$11.474        | (\$0.259)                  | (2.3)        | \$68.512          | \$64.659          | \$3.852                    | 5.6           |
| Overtime   | 13.232            | 10.563            | 2.669                      | 20.2          | 6.016            | 4.948           | 1.068                      | 17.8         | 19.248            | 15.511            | 3.737                      | 19.4          |
| Health and Welfare   | 11.163            | 9.208             | 1.954                      | 17.5          | 2.474            | 2.759           | (0.285)                    | (11.5)       | 13.636            | 11.967            | 1.669                      | 12.2          |
| OPEB Current Payment   | 6.206             | 5.178             | 1.028                      | 16.6          | 0.000            | 0.000           | 0.000                      | -            | 6.206             | 5.178             | 1.028                      | 16.6          |
| Pensions   | 11.624            | 12.572            | (0.948)                    | (8.2)         | 4.019            | 3.071           | 0.948                      | 23.6         | 15.643            | 15.643            | 0.000                      | 0.0           |
| Other Fringe Benefits  | 14.110            | 12.991            | 1.119                      | 7.9           | 2.530            | 2.927           | (0.397)                    | (15.7)       | 16.640            | 15.918            | 0.722                      | 4.3           |
| Reimbursable Overhead  | (0.784)           | (4.124)           | 3.339                      | *             | 0.784            | 4.124           | (3.339)                    | *            | 0.000             | 0.000             | 0.000                      | -             |
| <b>Total Labor Expenses</b>  | <b>\$112.847</b>  | <b>\$99.574</b>   | <b>\$13.273</b>            | <b>11.8</b>   | <b>\$27.037</b>  | <b>\$29.302</b> | <b>(\$2.265)</b>           | <b>(8.4)</b> | <b>\$139.885</b>  | <b>\$128.876</b>  | <b>\$11.009</b>            | <b>7.9</b>    |
| <i>Non-Labor:</i>  |                   |                   |                            |               |                  |                 |                            |              |                   |                   |                            |               |
| Electric Power   | \$8.131           | \$7.271           | \$0.860                    | 10.6          | \$0.026          | \$0.029         | (\$0.003)                  | (9.9)        | \$8.157           | \$7.300           | \$0.858                    | 10.5          |
| Fuel   | 1.558             | 0.942             | 0.616                      | 39.5          | 0.000            | 0.000           | 0.000                      | -            | 1.558             | 0.942             | 0.616                      | 39.5          |
| Insurance  | 1.845             | 1.857             | (0.012)                    | (0.6)         | 0.761            | 0.564           | 0.197                      | 25.8         | 2.607             | 2.422             | 0.185                      | 7.1           |
| Claims   | 0.269             | 0.375             | (0.106)                    | (39.4)        | 0.000            | 0.000           | 0.000                      | -            | 0.269             | 0.375             | (0.106)                    | (39.4)        |
| 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                                      | 6.694             | 5.037             | 1.657                      | 24.8          | 1.890            | 1.952           | (0.062)                    | (3.3)        | 8.584             | 6.989             | 1.595                      | 18.6          |
| Professional Service Contracts   | 3.758             | 5.208             | (1.450)                    | (38.6)        | 0.114            | 0.203           | (0.090)                    | (78.9)       | 3.872             | 5.412             | (1.540)                    | (39.8)        |
| Materials & Supplies   | 14.828            | 7.464             | 7.363                      | 49.7          | 7.116            | 5.809           | 1.307                      | 18.4         | 21.943            | 13.273            | 8.670                      | 39.5          |
| Other Business Expenses  | 0.878             | 0.797             | 0.081                      | 9.2           | 0.034            | 0.090           | (0.056)                    | *            | 0.912             | 0.888             | 0.024                      | 2.7           |
| <b>Total Non-Labor Expenses</b>  | <b>\$37.961</b>   | <b>\$28.952</b>   | <b>\$9.010</b>             | <b>23.7</b>   | <b>\$9.941</b>   | <b>\$8.648</b>  | <b>\$1.293</b>             | <b>13.0</b>  | <b>\$47.902</b>   | <b>\$37.599</b>   | <b>\$10.303</b>            | <b>21.5</b>   |
| <i>Other Expense Adjustments:</i>  |                   |                   |                            |               |                  |                 |                            |              |                   |                   |                            |               |
| Other  | \$0.000           | \$0.000           | \$0.000                    | -             | \$0.000          | \$0.000         | \$0.000                    | -            | \$0.000           | \$0.000           | \$0.000                    | -             |
| <b>Total Other Expense Adjustments</b>   | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>             | <b>-</b>      | <b>\$0.000</b>   | <b>\$0.000</b>  | <b>\$0.000</b>             | <b>-</b>     | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>             | <b>-</b>      |
| <b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b> | <b>\$150.809</b>  | <b>\$128.526</b>  | <b>\$22.283</b>            | <b>14.8</b>   | <b>\$36.978</b>  | <b>\$37.950</b> | <b>(\$0.972)</b>           | <b>(2.6)</b> | <b>\$187.787</b>  | <b>\$166.476</b>  | <b>\$21.311</b>            | <b>11.3</b>   |
| Depreciation   | \$33.924          | \$33.762          | \$0.162                    | 0.5           | \$0.000          | \$0.000         | \$0.000                    | -            | \$33.924          | \$33.762          | \$0.162                    | 0.5           |
| GASB 75 OPEB Expense Adjustment  | 0.000             | 0.000             | 0.000                      | -             | 0.000            | 0.000           | 0.000                      | -            | 0.000             | 0.000             | 0.000                      | -             |
| GASB 68 Pension Expense Adjustment   | 0.000             | 0.000             | 0.000                      | -             | 0.000            | 0.000           | 0.000                      | -            | 0.000             | 0.000             | 0.000                      | -             |
| Environmental Remediation  | 0.167             | 0.167             | 0.000                      | 0.0           | 0.000            | 0.000           | 0.000                      | -            | 0.167             | 0.167             | 0.000                      | 0.0           |
| <b>Total Expenses</b>  | <b>\$184.899</b>  | <b>\$162.455</b>  | <b>\$22.445</b>            | <b>12.1</b>   | <b>\$36.978</b>  | <b>\$37.950</b> | <b>(\$0.972)</b>           | <b>(2.6)</b> | <b>\$221.878</b>  | <b>\$200.405</b>  | <b>\$21.473</b>            | <b>9.7</b>    |
| <b>Net Surplus/(Deficit)</b>   | <b>(\$67.532)</b> | <b>(\$44.143)</b> | <b>\$23.389</b>            | <b>34.6</b>   | <b>(\$0.000)</b> | <b>\$0.000</b>  | <b>\$0.000</b>             | <b>-</b>     | <b>(\$67.532)</b> | <b>(\$44.143)</b> | <b>\$23.389</b>            | <b>34.6</b>   |
| <i>Cash Conversion Adjustments</i>   |                   |                   |                            |               |                  |                 |                            |              |                   |                   |                            |               |
| Depreciation   | \$33.924          | \$33.762          | (\$0.162)                  | (0.5)         | \$0.000          | \$0.000         | \$0.000                    | -            | 33.924            | \$33.762          | (\$0.162)                  | (0.5)         |
| Operating/Capital  | (2.339)           | (1.725)           | 0.614                      | 26.3          | 0.000            | 0.000           | 0.000                      | -            | (2.339)           | (1.725)           | 0.614                      | 26.3          |
| Other Cash Adjustments   | 1.850             | (12.849)          | (14.699)                   | *             | 0.000            | 0.000           | 0.000                      | -            | 1.850             | (12.849)          | (14.699)                   | *             |
| <b>Total Cash Conversion Adjustments</b>                                       | <b>\$33.434</b>   | <b>\$19.188</b>   | <b>(\$14.246)</b>          | <b>(42.6)</b> | <b>0.000</b>     | <b>\$0.000</b>  | <b>\$0.000</b>             | <b>-</b>     | <b>\$33.434</b>   | <b>\$19.188</b>   | <b>(\$14.246)</b>          | <b>(42.6)</b> |
| <b>Net Cash Surplus/(Deficit)</b>  | <b>(\$34.097)</b> | <b>(\$24.955)</b> | <b>\$9.142</b>             | <b>26.8</b>   | <b>(\$0.000)</b> | <b>\$0.000</b>  | <b>\$0.000</b>             | <b>0.0</b>   | <b>(\$34.097)</b> | <b>(\$24.955)</b> | <b>\$9.142</b>             | <b>26.8</b>   |

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

|  | Nonreimbursable    |                    |                            |              | Reimbursable     |                  |                            |              | Total              |                    |                            |              |
|--|--------------------|--------------------|----------------------------|--------------|------------------|------------------|----------------------------|--------------|--------------------|--------------------|----------------------------|--------------|
|  | Forecast           | Actual             | Favorable<br>(Unfavorable) |              | Forecast         | Actual           | Favorable<br>(Unfavorable) |              | Forecast           | Actual             | Favorable<br>(Unfavorable) |              |
|  |                    |                    | Variance                   | Percent      |                  |                  | Variance                   | Percent      |                    |                    | Variance                   | Percent      |
| <b>Revenue</b>   |                    |                    |                            |              |                  |                  |                            |              |                    |                    |                            |              |
| Farebox Revenue  | \$188.544          | \$191.758          | \$3.214                    | 1.7          | \$0.000          | \$0.000          | \$0.000                    | -            | \$188.544          | \$191.758          | \$3.214                    | 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  | 484.057            | 470.729            | (13.328)                   | (2.8)        | 0.000            | 0.000            | 0.000                      | -            | 484.057            | 470.729            | (13.328)                   | (2.8)        |
| Capital & Other Reimbursements   | 0.000              | 0.000              | 0.000                      | -            | 246.294          | 264.052          | 17.758                     | 7.2          | 246.294            | 264.052            | 17.758                     | 7.2          |
| <b>Total Revenue</b>   | <b>\$672.601</b>   | <b>\$662.487</b>   | <b>(\$10.113)</b>          | <b>(1.5)</b> | <b>\$246.294</b> | <b>\$264.052</b> | <b>\$17.758</b>            | <b>7.2</b>   | <b>\$918.895</b>   | <b>\$926.540</b>   | <b>\$7.645</b>             | <b>0.8</b>   |
| <b>Expenses</b>  |                    |                    |                            |              |                  |                  |                            |              |                    |                    |                            |              |
| <i>Labor:</i>  |                    |                    |                            |              |                  |                  |                            |              |                    |                    |                            |              |
| Payroll  | \$341.834          | \$323.624          | \$18.211                   | 5.3          | \$79.304         | \$82.668         | (\$3.364)                  | (4.2)        | \$421.138          | \$406.292          | \$14.846                   | 3.5          |
| Overtime   | 77.977             | 65.333             | 12.645                     | 16.2         | 38.972           | 39.029           | (0.058)                    | (0.1)        | 116.949            | 104.362            | 12.587                     | 10.8         |
| Health and Welfare   | 72.770             | 66.442             | 6.328                      | 8.7          | 17.795           | 19.745           | (1.950)                    | (11.0)       | 90.566             | 86.187             | 4.379                      | 4.8          |
| OPEB Current Payment   | 40.649             | 36.251             | 4.398                      | 10.8         | 0.000            | 0.000            | 0.000                      | -            | 40.649             | 36.251             | 4.398                      | 10.8         |
| Pensions   | 84.361             | 87.299             | (2.937)                    | (3.5)        | 25.139           | 22.202           | 2.937                      | 11.7         | 109.500            | 109.500            | 0.000                      | 0.0          |
| Other Fringe Benefits  | 104.454            | 98.146             | 6.309                      | 6.0          | 18.531           | 21.061           | (2.530)                    | (13.7)       | 122.985            | 119.206            | 3.778                      | 3.1          |
| Reimbursable Overhead  | (18.191)           | (30.667)           | 12.476                     | 68.6         | 18.191           | 30.667           | (12.476)                   | (68.6)       | 0.000              | 0.000              | 0.000                      | -            |
| <b>Total Labor Expenses</b>  | <b>\$703.856</b>   | <b>\$646.427</b>   | <b>\$57.429</b>            | <b>8.2</b>   | <b>\$197.932</b> | <b>\$215.372</b> | <b>(\$17.440)</b>          | <b>(8.8)</b> | <b>\$901.787</b>   | <b>\$861.799</b>   | <b>\$39.988</b>            | <b>4.4</b>   |
| <i>Non-Labor:</i>  |                    |                    |                            |              |                  |                  |                            |              |                    |                    |                            |              |
| Electric Power   | \$47.209           | \$44.120           | \$3.089                    | 6.5          | \$0.153          | \$0.151          | \$0.002                    | 1.3          | \$47.362           | \$44.271           | \$3.091                    | 6.5          |
| Fuel   | 9.908              | 9.175              | 0.734                      | 7.4          | 0.000            | 0.000            | 0.000                      | -            | 9.908              | \$9.175            | 0.734                      | 7.4          |
| Insurance  | 12.693             | 12.440             | 0.253                      | 2.0          | 4.807            | 4.193            | 0.613                      | 12.8         | 17.500             | \$16.634           | 0.866                      | 4.9          |
| Claims   | 2.811              | 2.145              | 0.666                      | 23.7         | 0.000            | 0.000            | 0.000                      | -            | 2.811              | \$2.145            | 0.666                      | 23.7         |
| Paratransit Service Contracts  | 0.000              | 0.000              | 0.000                      | -            | 0.000            | 0.000            | 0.000                      | -            | 0.000              | \$0.000            | 0.000                      | -            |
| Maintenance and Other Operating Contracts                                      | 42.719             | 37.207             | 5.511                      | 12.9         | 9.525            | 12.940           | (3.415)                    | (35.9)       | 52.243             | \$50.147           | 2.096                      | 4.0          |
| Professional Service Contracts   | 27.976             | 26.197             | 1.779                      | 6.4          | 0.765            | 2.142            | (1.377)                    | *            | 28.741             | \$28.339           | 0.402                      | 1.4          |
| Materials & Supplies   | 78.983             | 52.528             | 26.454                     | 33.5         | 32.755           | 28.664           | 4.091                      | 12.5         | 111.738            | \$81.192           | 30.546                     | 27.3         |
| Other Business Expenses  | 7.015              | 7.962              | (0.947)                    | (13.5)       | 0.358            | 0.591            | (0.233)                    | (64.9)       | 7.374              | \$8.553            | (1.179)                    | (16.0)       |
| <b>Total Non-Labor Expenses</b>  | <b>\$229.315</b>   | <b>\$191.776</b>   | <b>\$37.539</b>            | <b>16.4</b>  | <b>\$48.363</b>  | <b>\$48.681</b>  | <b>(\$0.318)</b>           | <b>(0.7)</b> | <b>\$277.677</b>   | <b>\$240.456</b>   | <b>\$37.221</b>            | <b>13.4</b>  |
| Other Expense Adjustments  |                    |                    |                            |              |                  |                  |                            |              |                    |                    |                            |              |
| Other  | \$0.000            | \$0.000            | \$0.000                    | -            | \$0.000          | \$0.000          | \$0.000                    | -            | 0.000              | \$0.000            | \$0.000                    | -            |
| <b>Total Other Expense Adjustments</b>   | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>             | <b>-</b>     | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>-</b>     | <b>\$0.000</b>     | <b>\$0.000</b>     | <b>\$0.000</b>             | <b>-</b>     |
| <b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b> | <b>\$933.170</b>   | <b>\$838.203</b>   | <b>\$94.968</b>            | <b>10.2</b>  | <b>\$246.294</b> | <b>\$264.052</b> | <b>(\$17.758)</b>          | <b>(7.2)</b> | <b>\$1,179.465</b> | <b>\$1,102.255</b> | <b>\$77.210</b>            | <b>6.5</b>   |
| Depreciation   | \$240.827          | \$240.438          | 0.389                      | 0.2          | \$0.000          | \$0.000          | \$0.000                    | -            | \$240.827          | \$240.438          | \$0.389                    | 0.2          |
| GASB 75 OPEB Expense Adjustment  | 0.000              | 0.000              | 0.000                      | -            | 0.000            | 0.000            | 0.000                      | -            | 0.000              | 0.000              | 0.000                      | -            |
| GASB 68 Pension Expense Adjustment   | 0.000              | 0.000              | 0.000                      | -            | 0.000            | 0.000            | 0.000                      | -            | 0.000              | 0.000              | 0.000                      | -            |
| Environmental Remediation  | 1.167              | 2.257              | (1.091)                    | (93.5)       | 0.000            | 0.000            | 0.000                      | -            | 1.167              | 2.257              | (1.091)                    | (93.5)       |
| <b>Total Expenses</b>  | <b>\$1,175.164</b> | <b>\$1,080.898</b> | <b>\$94.266</b>            | <b>8.0</b>   | <b>\$246.294</b> | <b>\$264.052</b> | <b>(\$17.758)</b>          | <b>(7.2)</b> | <b>\$1,421.458</b> | <b>\$1,344.951</b> | <b>\$76.508</b>            | <b>5.4</b>   |
| <b>Net Surplus/(Deficit)</b>   | <b>(\$502.563)</b> | <b>(\$418.411)</b> | <b>\$84.152</b>            | <b>16.7</b>  | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>-</b>     | <b>(\$502.563)</b> | <b>(\$418.411)</b> | <b>\$84.152</b>            | <b>16.7</b>  |
| <i>Cash Conversion Adjustments</i>   |                    |                    |                            |              |                  |                  |                            |              |                    |                    |                            |              |
| Depreciation   | \$240.827          | \$240.438          | (\$0.389)                  | (0.2)        | \$0.000          | \$0.000          | \$0.000                    | -            | 240.827            | \$240.438          | (\$0.389)                  | (0.2)        |
| Operating/Capital  | (6.770)            | (4.361)            | 2.409                      | 35.6         | 0.000            | 0.000            | 0.000                      | -            | (6.770)            | (4.361)            | 2.409                      | 35.6         |
| Other Cash Adjustments   | (9.539)            | (30.909)           | (21.371)                   | *            | 0.000            | 0.000            | 0.000                      | -            | (9.539)            | (30.909)           | (21.371)                   | *            |
| <b>Total Cash Conversion Adjustments</b>                                       | <b>\$224.518</b>   | <b>\$205.168</b>   | <b>(\$19.350)</b>          | <b>(8.6)</b> | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>-</b>     | <b>\$224.518</b>   | <b>\$205.168</b>   | <b>(\$19.350)</b>          | <b>(8.6)</b> |
| <b>Net Cash Surplus/(Deficit)</b>  | <b>(\$278.045)</b> | <b>(\$213.243)</b> | <b>\$64.802</b>            | <b>23.3</b>  | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>0.0</b>   | <b>(\$278.045)</b> | <b>(\$213.243)</b> | <b>\$64.802</b>            | <b>23.3</b>  |

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

| July 2020                           |                      |                                   |        | Year-to-Date July 2020  |                                   |        |   |
|-------------------------------------|----------------------|-----------------------------------|--------|---|-----------------------------------|--------|---|
| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | Favorable/ (Unfavorable) Variance |        | Reason for Variance   | Favorable/ (Unfavorable) Variance |        | Reason for Variance   |
|                                     |                      | \$                                | %      |   | \$                                | %      |   |
| <b>Revenue</b>                      |                      |                                   |        |   |                                   |        |   |
| Farebox Revenue                     | Non Reimb.           | 3.172                             | 30.2   | Higher ridership \$3.519, partially offset by lower yield per passenger \$(0.347).  | 3.214                             | 1.7    | Higher ridership \$3.845, partially offset by lower yield per passenger \$(0.631).                                    |
| Other Operating Revenue             | Non Reimb.           | (2.228)                           | (2.1)  | Primarily due to the timing of CARES Act receipts, partially offset by the timing of rental revenue.                                | (13.328)                          | (2.8)  | Primarily due to the timing of CARES Act receipts, partially offset by the timing of rental revenue.                  |
| Capital & Other Reimbursements      | Reimb.               | 0.972                             | 2.6    | Timing of capital project activity and interagency reimbursements.  | 17.758                            | 7.2    | Timing of capital project activity and interagency reimbursements.  |
| <b>Expenses</b>                     |                      |                                   |        |   |                                   |        |   |
| Payroll                             | Non Reimb.           | 4.112                             | 7.2    | Primarily vacant positions.   | 18.211                            | 5.3    | Primarily vacant positions and higher sick pay law claim credits.   |
|                                     | Reimb.               | (0.259)                           | (2.3)  | Primarily due to timing of project activity.  | (3.364)                           | (4.2)  | Primarily due to timing of project activity.  |
| Overtime                            | Non Reimb.           | 2.669                             | 20.2   | Primarily due to lower programmatic/routine maintenance and vacancy/absentee coverage, partially offset by unscheduled maintenance. | 12.645                            | 16.2   | Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service. |
|                                     | Reimb.               | 1.068                             | 17.8   | Primarily lower capital activity.   | (0.058)                           | (0.1)  |   |
| Health and Welfare                  | Non Reimb.           | 1.954                             | 17.5   | Vacant positions.   | 6.328                             | 8.7    | Vacant positions.   |
|                                     | Reimb.               | (0.285)                           | (11.5) | Primarily due to timing of project activity.  | (1.950)                           | (11.0) | Primarily due to timing of project activity.  |
| OPEB Current Payment                | Non Reimb.           | 1.028                             | 16.6   | Fewer retirees/beneficiaries.   | 4.398                             | 10.8   | 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. | July 2020                         |        | Reason for Variance   | Year-to-Date July 2020            |        | Reason for Variance   |
|-------------------------------------|----------------------|-----------------------------------|--------|---|-----------------------------------|--------|---|
|                                     |                      | Favorable/ (Unfavorable) Variance |        |   | Favorable/ (Unfavorable) Variance |        |   |
|                                     |                      | \$                                | %      |   | \$                                | %      |   |
| Pensions                            | Non Reimb.           | (0.948)                           | (8.2)  | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated. | (2.937)                           | (3.5)  | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated. |
|                                     | Reimb.               | 0.948                             | 23.6   | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated. | 2.937                             | 11.7   | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated. |
| Other Fringe Benefits               | Non Reimb.           | 1.119                             | 7.9    | Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.                                | 6.309                             | 6.0    | Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.                                |
|                                     | Reimb.               | (0.397)                           | (15.7) | Primarily due to timing of project activity.  | (2.530)                           | (13.7) | Primarily due to timing of project activity.  |
| Reimbursable Overhead               | Non Reimb.           | 3.339                             | *      | Primarily due to timing of project activity.  | 12.476                            | 68.6   | Primarily due to timing of project activity.  |
|                                     | Reimb.               | (3.339)                           | *      | Primarily due to timing of project activity.  | (12.476)                          | (68.6) | Primarily due to timing of project activity.  |
| Electric Power                      | Non Reimb.           | 0.860                             | 10.6   | Primarily due to lower consumption, partially offset by higher rates.   | 3.089                             | 6.5    | Primarily due to lower consumption and rates.   |
|                                     | Reimb.               | (0.003)                           | (9.9)  |   | 0.002                             | 1.3    |   |
| Fuel                                | Non Reimb.           | 0.616                             | 39.5   | Lower rates.  | 0.734                             | 7.4    | Lower rates and consumption .   |
| Insurance                           | Non Reimb.           | (0.012)                           | (0.6)  | Higher liability insurance, partially offset by lower property insurance.   | 0.253                             | 2.0    | Lower liability and property insurance.   |
|                                     | Reimb.               | 0.197                             | 25.8   | Force Account Insurance associated with project activity.   | 0.613                             | 12.8   | Force Account Insurance associated with project activity.   |
| Claims                              | Non Reimb.           | (0.106)                           | (39.4) | Timing of claims payments.  | 0.666                             | 23.7   | 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. | July 2020                         |        | Reason for Variance  | Year-to-Date July 2020            |        | Reason for Variance   |
|---|----------------------|-----------------------------------|--------|--|-----------------------------------|--------|---|
|   |                      | Favorable/ (Unfavorable) Variance |        |  | Favorable/ (Unfavorable) Variance |        |   |
|   |                      | \$                                | %      |  | \$                                | %      |   |
| Maintenance & Other Operating Contracts | Non Reimb.           | 1.657                             | 24.8   | Primarily lower non-revenue vehicle repairs and the timing of TVM maintenance, janitorial expenses, maintenance and other operating contracts, partially offset by the timing of payments for the revised Train Operations Center (TOC) and Terminal Management Center (TMC) Layout at Grand Central Terminal. | 5.511                             | 12.9   | Primarily lower non-revenue vehicle repairs, real estate rentals, joint facility maintenance, and the timing of maintenance and other operating contracts, partially offset by higher project related equipment/vehicle rentals and security services.                                    |
|   | Reimb.               | (0.062)                           | (3.3)  | Primarily due to timing of project activity.   | (3.415)                           | (35.9) | Primarily due to timing of project activity.  |
| Professional Service Contracts          | Non Reimb.           | (1.450)                           | (38.6) | Primarily the timing of payments for data communication network technical support and hardware installation, precision laser railhead testing, and higher rail inspections and legal services, partially offset by the timing of rolling stock decommissioning and corporate communication contracts.          | 1.779                             | 6.4    | Primarily due to the timing of MTA Chargebacks, corporate communication contracts, rolling stock decommissioning, partially offset by the timing of payments for data communication network technical support and hardware installation, precision laser railhead testing and legal fees. |
|   | Reimb.               | (0.090)                           | (78.9) | Primarily due to timing of project activity.   | (1.377)                           | *      | Primarily due to timing of project activity.  |
| Materials & Supplies                    | Non Reimb.           | 7.363                             | 49.7   | Primarily timing of modifications and RCM activity for revenue fleet and lower running repairs.  | 26.454                            | 33.5   | Primarily timing of modifications and RCM activity for revenue fleet and right of way material.   |
|   | Reimb.               | 1.307                             | 18.4   | Primarily due to timing of project activity.   | 4.091                             | 12.5   | Primarily due to timing of project activity.  |
| Other Business Expenses                 | Non Reimb.           | 0.081                             | 9.2    | Primarily higher restitution on property damage and less travel meetings & conventions, office supplies and other miscellaneous expenses, partially offset by timing of bad debt.  | (0.947)                           | (13.5) | Primarily timing of bad debt, partially offset by lower credit/debit card fees, office supplies and other miscellaneous expenses, and less travel meetings & conventions.   |
|   | Reimb.               | (0.056)                           | *      | Primarily due to timing of project activity.   | (0.233)                           | (64.9) | Primarily due to timing of project activity.  |
| Depreciation                            | Non Reimb.           | 0.162                             | 0.5    | Based on certain capital assets being fully depreciated.   | 0.389                             | 0.2    | 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                         |                            |                   |                 |             |                            |                    |                  |               |
| July 2020  |                            |                   |                 |             |                            |                    |                  |               |
| (\$ in millions)                                       |                            |                   |                 |             |                            |                    |                  |               |
|  | Month                      |                   |                 |             | Year-to-Date               |                    |                  |               |
|  | Forecast                   | Actual            | Variance        | Percent     | Forecast                   | Actual             | Variance         | Percent       |
|  | Favorable<br>(Unfavorable) |                   |                 |             | Favorable<br>(Unfavorable) |                    |                  |               |
| <b>Receipts</b>  |                            |                   |                 |             |                            |                    |                  |               |
| Farebox Revenue  | \$10.704                   | \$14.325          | \$3.621         | 33.8        | \$191.838                  | \$196.963          | \$5.125          | 2.7           |
| Vehicle Toll Revenue                                   | 0.000                      | 0.000             | 0.000           | -           | 0.000                      | 0.000              | 0.000            | -             |
| Other Operating Revenue                                | 105.621                    | 103.574           | (2.047)         | (1.9)       | 484.906                    | 471.257            | (13.649)         | (2.8)         |
| Capital & Other Reimbursements                         | 39.554                     | 42.036            | 2.482           | 6.3         | 222.220                    | 226.210            | 3.989            | 1.8           |
| <b>Total Receipts</b>                                  | <b>\$155.879</b>           | <b>\$159.935</b>  | <b>\$4.057</b>  | <b>2.6</b>  | <b>\$898.964</b>           | <b>\$894.429</b>   | <b>(\$4.535)</b> | <b>(0.5)</b>  |
| <b>Expenditures</b>                                    |                            |                   |                 |             |                            |                    |                  |               |
| <i>Labor:</i>  |                            |                   |                 |             |                            |                    |                  |               |
| Payroll  | \$68.733                   | \$63.270          | \$5.463         | 7.9         | \$409.563                  | \$393.964          | \$15.599         | 3.8           |
| Overtime   | 22.496                     | 17.421            | 5.075           | 22.6        | 115.643                    | 102.213            | 13.430           | 11.6          |
| Health and Welfare                                     | 13.636                     | 23.746            | (10.110)        | (74.1)      | 88.313                     | 83.914             | 4.399            | 5.0           |
| OPEB Current Payment                                   | 6.206                      | 9.154             | (2.948)         | (47.5)      | 40.073                     | 36.047             | 4.026            | 10.0          |
| Pensions   | 15.643                     | 15.401            | 0.242           | 1.5         | 108.819                    | 107.515            | 1.304            | 1.2           |
| Other Fringe Benefits                                  | 19.739                     | 3.732             | 16.007          | 81.1        | 121.445                    | 73.322             | 48.123           | 39.6          |
| GASB   | 0.000                      | 0.000             | 0.000           | -           | 0.000                      | 0.000              | 0.000            | -             |
| Reimbursable Overhead                                  | 0.000                      | 0.000             | 0.000           | -           | 0.000                      | 0.000              | 0.000            | -             |
| <b>Total Labor Expenditures</b>                        | <b>\$146.453</b>           | <b>\$132.723</b>  | <b>\$13.730</b> | <b>9.4</b>  | <b>\$883.856</b>           | <b>\$796.975</b>   | <b>\$86.881</b>  | <b>9.8</b>    |
| <i>Non-Labor:</i>                                      |                            |                   |                 |             |                            |                    |                  |               |
| Electric Power   | \$8.157                    | \$3.312           | \$4.845         | 59.4        | \$50.793                   | \$42.552           | \$8.241          | 16.2          |
| Fuel   | 1.594                      | 0.972             | 0.622           | 39.1        | 10.403                     | 9.937              | 0.466            | 4.5           |
| Insurance  | 0.476                      | 0.043             | 0.433           | 91.0        | 12.766                     | 10.728             | 2.038            | 16.0          |
| Claims   | 0.042                      | 0.272             | (0.230)         | *           | 1.135                      | 1.384              | (0.249)          | (21.9)        |
| Paratransit Service Contracts                          | 0.000                      | 0.000             | 0.000           | -           | 0.000                      | 0.000              | 0.000            | -             |
| Maintenance and Other Operating Contracts              | 8.788                      | 8.880             | (0.092)         | (1.0)       | 55.340                     | 54.205             | 1.135            | 2.1           |
| Professional Service Contracts                         | 2.999                      | 1.351             | 1.648           | 55.0        | 22.423                     | 20.650             | 1.773            | 7.9           |
| Materials & Supplies                                   | 20.162                     | 20.782            | (0.620)         | (3.1)       | 127.367                    | 120.933            | 6.434            | 5.1           |
| Other Business Expenses                                | 1.195                      | 0.904             | 0.291           | 24.4        | 9.312                      | 8.650              | 0.662            | 7.1           |
| <b>Total Non-Labor Expenditures</b>                    | <b>\$43.413</b>            | <b>\$36.514</b>   | <b>\$6.899</b>  | <b>15.9</b> | <b>\$289.539</b>           | <b>\$269.039</b>   | <b>\$20.500</b>  | <b>7.1</b>    |
| <i>Other Expenditure Adjustments:</i>                  |                            |                   |                 |             |                            |                    |                  |               |
| Other  | \$0.110                    | \$0.109           | \$0.001         | 0.6         | \$3.614                    | \$4.309            | (\$0.695)        | (19.2)        |
| <b>Total Other Expenditure Adjustments</b>             | <b>\$0.110</b>             | <b>\$0.109</b>    | <b>\$0.001</b>  | <b>0.6</b>  | <b>\$3.614</b>             | <b>\$4.309</b>     | <b>(\$0.695)</b> | <b>(19.2)</b> |
| <b>Total Expenditures</b>                              | <b>\$189.976</b>           | <b>\$169.347</b>  | <b>\$20.629</b> | <b>10.9</b> | <b>\$1,177.009</b>         | <b>\$1,070.323</b> | <b>\$106.686</b> | <b>9.1</b>    |
| Cash Timing and Availability Adjustment                | 0.000                      | (15.544)          | (15.544)        | -           | 0.000                      | (37.349)           | (37.349)         | -             |
| <b>Net Cash Deficit<br/>(excludes opening balance)</b> | <b>(\$34.097)</b>          | <b>(\$24.955)</b> | <b>\$9.142</b>  | <b>26.8</b> | <b>(\$278.045)</b>         | <b>(\$213.243)</b> | <b>\$64.802</b>  | <b>23.3</b>   |
| <b>Subsidies</b>                                       |                            |                   |                 |             |                            |                    |                  |               |
| MTA  | 34.097                     | 0.423             | (33.675)        | (98.8)      | 389.048                    | 446.508            | 57.460           | 14.8          |

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**  
(\$ in millions)

Table 5

| Generic Revenue<br>or Expense Category | July 2020                               |        |  | Year-to-Date as of July 2020            |       |  |
|--|---|--------|--|---|-------|--|
|  | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance   | Favorable/<br>(Unfavorable)<br>Variance |       | Reason<br>for Variance   |
|  | \$                                      | %      |  | \$                                      | %     |  |
| <b>Receipts</b>                        |   |        |  |   |       |  |
| Farebox Revenue                        | 3.621                                   | 33.8   | Higher ridership 3.519 and higher advance sales impact \$0.487, partially offset by lower yields \$(0.347) and lower MetroCard/AirTrain sales \$(0.038). | 5.125                                   | 2.7   | Higher ridership \$3.845 and higher advance sales impact \$1.971, partially offset by lower yields \$(0.631) and lower MetroCard/AirTrain sales \$(0.060). |
| Other Operating Revenue                | (2.047)                                 | (1.9)  | Primarily due to the timing of FTA CARES funds, partially offset by the timing of rental revenue.  | (13.649)                                | (2.8) | Primarily due to the timing of FTA CARES funds, partially offset by the timing of rental revenue.  |
| Capital and Other Reimbursements       | 2.482                                   | 6.3    | Timing of activity and reimbursement for capital and other reimbursements.   | 3.989                                   | 1.8   | Timing of activity and reimbursement for capital and other reimbursements.   |
| <b>Expenditures</b>                    |   |        |  |   |       |  |
| Labor:                                 |   |        |  |   |       |  |
| Payroll                                | 5.463                                   | 7.9    | Primarily due to vacant positions.   | 15.599                                  | 3.8   | Primarily due to vacant positions and higher sick pay law claim credits.   |
| Overtime                               | 5.075                                   | 22.6   | Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage and project overtime, partially offset by unscheduled maintenance.    | 13.430                                  | 11.6  | Primarily due to programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service.  |
| Health and Welfare                     | (10.110)                                | (74.1) | Primarily due to timing of NYSHIP payments, partially offset by vacant positions and intercompany reimbursements.  | 4.399                                   | 5.0   | Primarily due to vacant positions and intercompany reimbursements.   |
| OPEB Current Payment                   | (2.948)                                 | (47.5) | Primarily due to the timing of NYSHIP payments, partially offset by fewer retirees/beneficiaries.  | 4.026                                   | 10.0  | 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**  
(\$ in millions)

Table 5

| Generic Revenue or Expense Category       | July 2020                         |       |   | Year-to-Date as of July 2020      |        |  |
|---|-----------------------------------|-------|---|-----------------------------------|--------|--|
|   | Favorable/ (Unfavorable) Variance |       | Reason for Variance   | Favorable/ (Unfavorable) Variance |        | Reason for Variance  |
|   | \$                                | %     |   | \$                                | %      |  |
| Pensions                                  | 0.242                             | 1.5   | Due to intercompany reimbursements.   | 1.304                             | 1.2    | Due to intercompany reimbursements.  |
| Other Fringe Benefits                     | 16.007                            | 81.1  | Primarily due to lower Railroad Retirement Tax which reflects the deferral of the employer portion of payroll taxes due to the CARES act. | 48.123                            | 39.6   | Primarily due to lower Railroad Retirement Tax which reflects the deferral of the employer portion of payroll taxes due to the CARES act, intercompany reimbursements and the timing of FELA payments. |
| Non-Labor:                                |                                   |       |   |                                   |        |  |
| Electric Power                            | 4.845                             | 59.4  | Primarily due to the timing of payments and lower consumption, partially offset by higher rates.  | 8.241                             | 16.2   | Primarily due to the timing of payments, lower consumption and rates.  |
| Fuel                                      | 0.622                             | 39.1  | Primarily due to lower rates.   | 0.466                             | 4.5    | Primarily due to lower consumption and rates, partially offset by the timing of payments.  |
| Insurance                                 | 0.433                             | 91.0  | Timing of insurance premium payments.   | 2.038                             | 16.0   | Timing of insurance premium payments.  |
| Claims                                    | (0.230)                           | *     | Timing of payments for claims.  | (0.249)                           | (21.9) | Timing of payments for claims.   |
| Maintenance and Other Operating Contracts | (0.092)                           | (1.0) | Timing of payments.   | 1.135                             | 2.1    | Timing of payments.  |
| Professional Service Contracts            | 1.648                             | 55.0  | Primarily due to timing of MTA Chargeback payments.   | 1.773                             | 7.9    | Primarily due to timing of payments for MTA Chargeback and other consultant contracts.   |
| Materials and Supplies                    | (0.620)                           | (3.1) | Primarily the timing of program, production plan, and operating funded capital material and supplies.                                     | 6.434                             | 5.1    | 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**  
 (\$ in millions)

**Table 5**

| Generic Revenue<br>or Expense Category | July 2020                               |      |  | Year-to-Date as of July 2020            |        |  |
|--|---|------|--|---|--------|--|
|  | Favorable/<br>(Unfavorable)<br>Variance |      | Reason<br>for Variance   | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance   |
|  | \$                                      | %    |  | \$                                      | %      |  |
| Other Business Expenses                | 0.291                                   | 24.4 | Primarily higher restitution of property damages, lower travel meetings & conventions, office supplies and other miscellaneous expenses. | 0.662                                   | 7.1    | Primarily lower office supplies, miscellaneous expenses and travel meetings & conventions. |
| Other Expenditure Adjustments          | 0.001                                   | 0.6  | Lower MetroCard/AirTrain pass through payments.  | (0.695)                                 | (19.2) | 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)**  
**July 2020**

(\$ in millions)

|   | Month            |                  |                            |               | Year-to-Date      |                   |                            |               |
|---|------------------|------------------|----------------------------|---------------|-------------------|-------------------|----------------------------|---------------|
|   | Forecast         | Actual           | Favorable<br>(Unfavorable) |               | Forecast          | Actual            | Favorable<br>(Unfavorable) |               |
|   |                  |                  | Variance                   | Percent       |                   |                   | Variance                   | Percent       |
| <b>Receipts</b>                               |                  |                  |                            |               |                   |                   |                            |               |
| Farebox Revenue                               | \$0.210          | \$0.659          | \$0.449                    | *             | \$3.294           | \$5.205           | \$1.911                    | 58.0          |
| Vehicle Toll Revenue                          | 0.000            | 0.000            | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| Other Operating Revenue                       | (1.253)          | (1.071)          | 0.182                      | 14.5          | 0.849             | 0.527             | (0.322)                    | (37.9)        |
| Capital & Other Reimbursements                | 2.575            | 4.086            | 1.511                      | 58.7          | (24.074)          | (37.843)          | (13.769)                   | (57.2)        |
| <b>Total Receipts</b>                         | <b>\$1.533</b>   | <b>\$3.674</b>   | <b>\$2.141</b>             | <b>*</b>      | <b>(\$19.931)</b> | <b>(\$32.111)</b> | <b>(\$12.180)</b>          | <b>(61.1)</b> |
| <b>Expenditures</b>                           |                  |                  |                            |               |                   |                   |                            |               |
| <i>Labor:</i>                                 |                  |                  |                            |               |                   |                   |                            |               |
| Payroll                                       | (\$0.221)        | \$1.389          | \$1.611                    | *             | \$11.575          | \$12.328          | \$0.753                    | 6.5           |
| Overtime                                      | (3.248)          | (1.910)          | 1.338                      | 41.2          | 1.306             | 2.149             | 0.843                      | 64.5          |
| Health and Welfare                            | 0.000            | (11.779)         | (11.779)                   | *             | 2.253             | 2.273             | 0.020                      | 0.9           |
| OPEB Current Payment                          | (0.000)          | (3.976)          | (3.976)                    | *             | 0.576             | 0.204             | (0.372)                    | (64.6)        |
| Pensions                                      | (0.000)          | 0.242            | 0.242                      | *             | 0.681             | 1.985             | 1.304                      | *             |
| Other Fringe Benefits                         | (3.099)          | 12.186           | 15.285                     | *             | 1.540             | 45.885            | 44.345                     | *             |
| GASB  | 0.000            | 0.000            | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| Reimbursable Overhead                         | 0.000            | 0.000            | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| <b>Total Labor Expenditures</b>               | <b>(\$6.568)</b> | <b>(\$3.847)</b> | <b>\$2.721</b>             | <b>41.4</b>   | <b>\$17.931</b>   | <b>\$64.824</b>   | <b>\$46.893</b>            | <b>*</b>      |
| <i>Non-Labor:</i>                             |                  |                  |                            |               |                   |                   |                            |               |
| Electric Power                                | \$0.000          | \$3.987          | \$3.987                    | *             | (\$3.431)         | \$1.720           | \$5.151                    | *             |
| Fuel  | (0.036)          | (0.030)          | 0.006                      | 17.7          | (0.495)           | (0.762)           | (0.268)                    | (54.1)        |
| Insurance                                     | 2.131            | 2.379            | 0.248                      | 11.7          | 4.734             | 5.906             | 1.172                      | 24.8          |
| Claims  | 0.227            | 0.103            | (0.124)                    | (54.5)        | 1.676             | 0.761             | (0.915)                    | (54.6)        |
| Paratransit Service Contracts                 | 0.000            | 0.000            | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| Maintenance and Other Operating Contracts     | (0.204)          | (1.891)          | (1.687)                    | *             | (3.097)           | (4.058)           | (0.961)                    | (31.0)        |
| Professional Service Contracts                | 0.873            | 4.061            | 3.188                      | *             | 6.318             | 7.688             | 1.371                      | 21.7          |
| Materials & Supplies                          | 1.781            | (7.509)          | (9.290)                    | *             | (15.629)          | (39.741)          | (24.112)                   | *             |
| Other Business Expenses                       | (0.283)          | (0.016)          | 0.267                      | 94.4          | (1.938)           | (0.097)           | 1.842                      | 95.0          |
| <b>Total Non-Labor Expenditures</b>           | <b>\$4.489</b>   | <b>\$1.085</b>   | <b>(\$3.404)</b>           | <b>(75.8)</b> | <b>(\$11.862)</b> | <b>(\$28.583)</b> | <b>(\$16.721)</b>          | <b>*</b>      |
| <i>Other Expenditure Adjustments:</i>         |                  |                  |                            |               |                   |                   |                            |               |
| Other   | (\$0.110)        | (\$0.109)        | \$0.001                    | 0.6           | (\$3.614)         | (\$4.309)         | (\$0.695)                  | (19.2)        |
| <b>Total Other Expenditure Adjustments</b>    | <b>(\$0.110)</b> | <b>(\$0.109)</b> | <b>\$0.001</b>             | <b>0.6</b>    | <b>(\$3.614)</b>  | <b>(\$4.309)</b>  | <b>(\$0.695)</b>           | <b>(19.2)</b> |
| <b>Total Expenditures before Depreciation</b> | <b>(\$2.189)</b> | <b>(\$2.871)</b> | <b>(\$0.682)</b>           | <b>(31.2)</b> | <b>\$2.456</b>    | <b>\$31.932</b>   | <b>\$29.476</b>            | <b>*</b>      |
| Depreciation Adjustment                       | \$33.924         | \$33.762         | (\$0.162)                  | (0.5)         | \$240.827         | \$240.438         | (\$0.389)                  | (0.2)         |
| 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           | 1.167             | 2.257             | 1.091                      | 93.5          |
| <b>Total Expenditures</b>                     | <b>\$31.902</b>  | <b>\$31.058</b>  | <b>(\$0.844)</b>           | <b>(2.6)</b>  | <b>\$244.449</b>  | <b>\$274.627</b>  | <b>\$30.178</b>            | <b>12.3</b>   |
| Cash Timing and Availability Adjustment       | 0.000            | (15.544)         | (15.544)                   | -             | 0.000             | (37.349)          | (37.349)                   | -             |
| <b>Total Cash Conversion Adjustments</b>      | <b>\$33.434</b>  | <b>\$19.188</b>  | <b>(\$14.246)</b>          | <b>(42.6)</b> | <b>\$224.518</b>  | <b>\$205.168</b>  | <b>(\$19.350)</b>          | <b>(8.6)</b>  |

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.



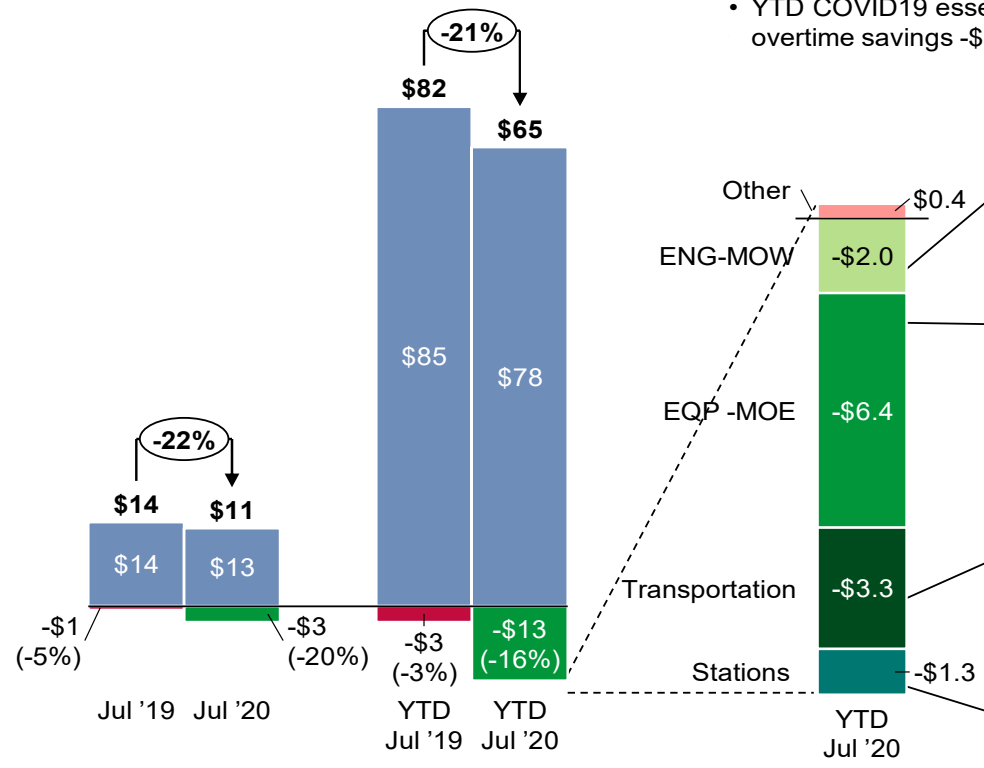
# LIRR – Non-Reimbursable Overtime Variance

## July 2020 and YTD Mid-Year Forecast vs. variance

\$M

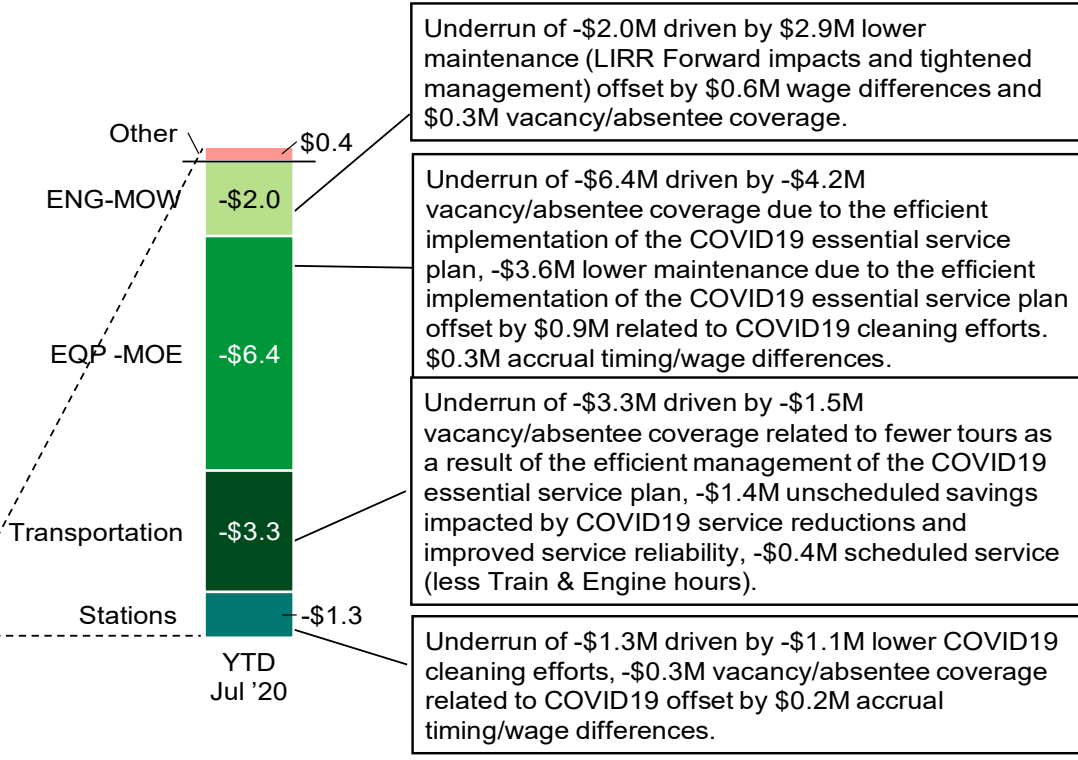
- Favorable
- Unfavorable
- Mid-Year Forecast

Mid-Year Forecast FY \$147M



## Overview

- Overall decrease of -\$16.9M or -21% compared to YTD July 2019
- -\$12.7M 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.
- YTD COVID19 essential service plan savings -\$5.4M: (COVID19 indirect overtime savings -\$11.0M offset by COVID19 cleaning expenses \$5.6M).



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

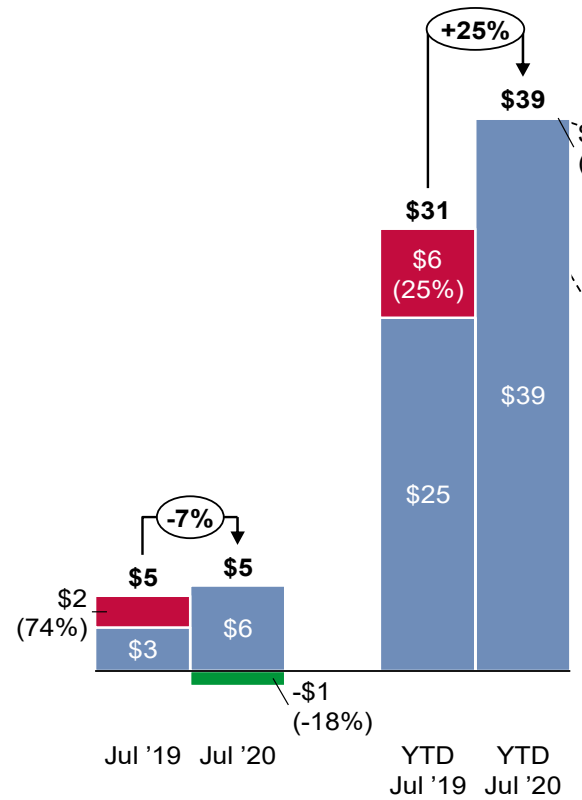
# LIRR – Reimbursable Overtime Variance

## July 2020 and YTD Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Mid-Year Forecast FY \$64M

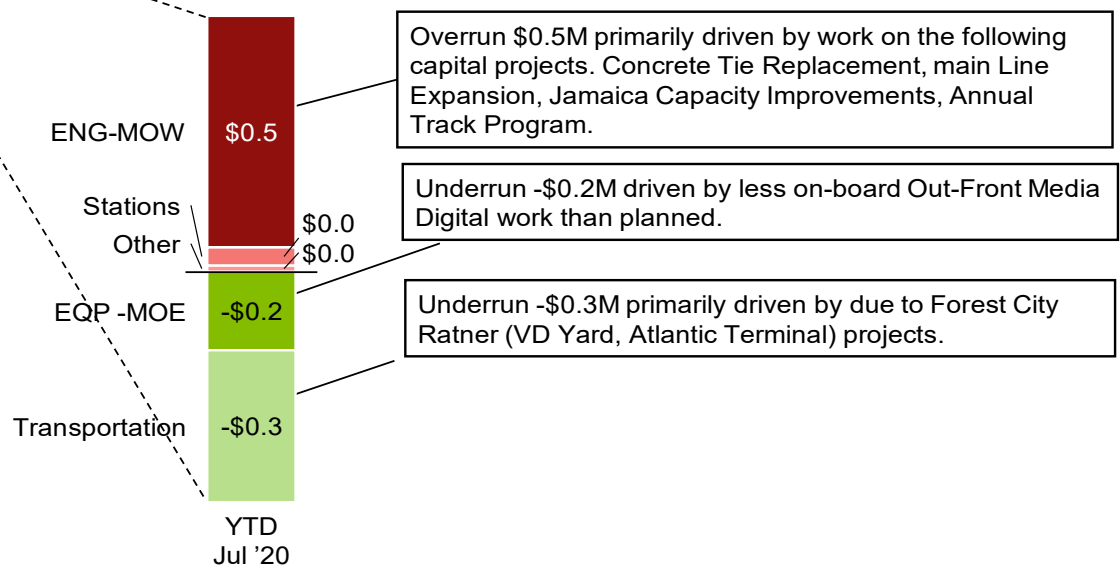


## Overview

- Overall increase of \$7.8M or 25% compared to YTD July 2019
- \$0.1M 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 \$0.5M primarily driven by work on the following capital projects. Concrete Tie Replacement, main Line Expansion, Jamaica Capacity Improvements, Annual Track Program.

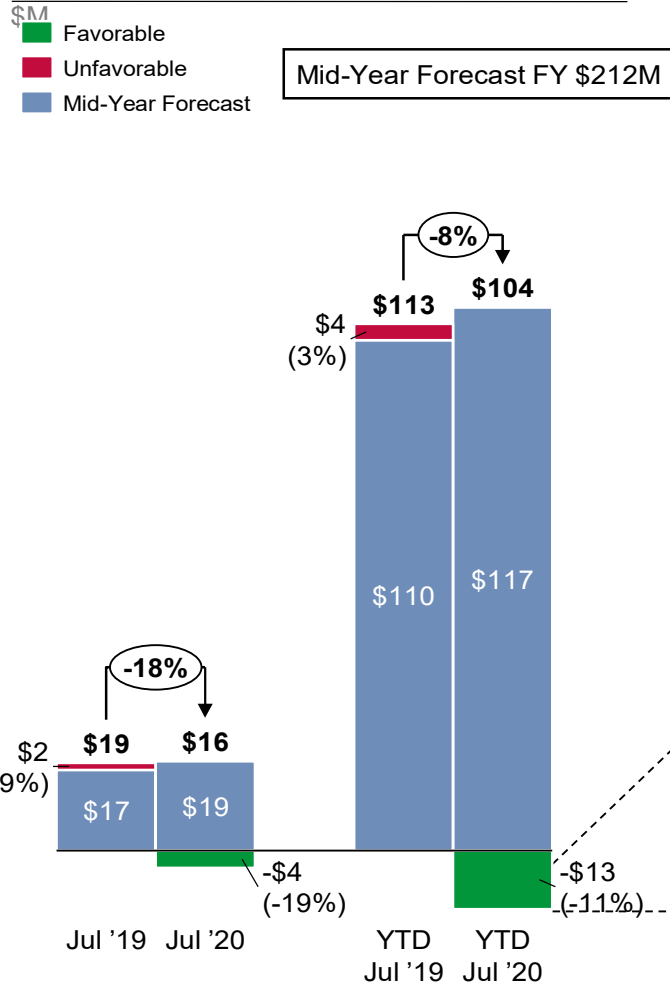
Underrun -\$0.2M driven by less on-board Out-Front Media Digital work than planned.

Underrun -\$0.3M primarily driven by due to Forest City Ratner (VD Yard, Atlantic Terminal) projects.

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

# LIRR – Total Overtime Variance

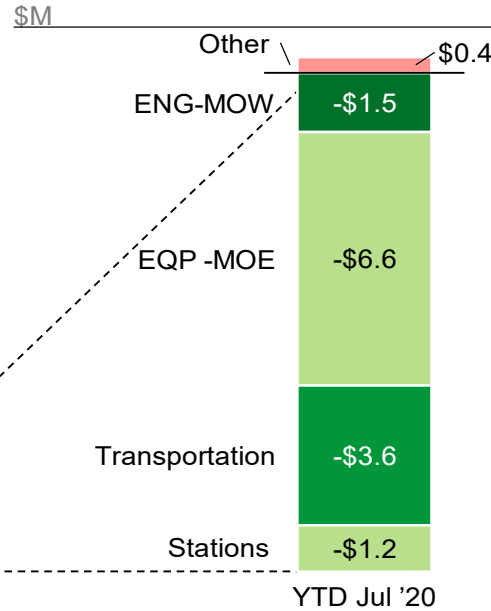
## July 2020 and YTD Mid-Year Forecast vs. variance



## Overview

- Overall decrease of  $-\$9.1\text{M}$  or  $-8\%$  compared to YTD July 2019
- $-\$12.6\text{M}$  or  $-4\%$  below 2020 mid-year forecast
- Non Reimbursable underrun of  $-\$12.7\text{M}$
- Reimbursable overrun of  $\$0.1\text{M}$
- 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.
- YTD COVID19 essential service plan savings  $-\$5.4\text{M}$ : (COVID19 indirect overtime savings  $-\$11.0\text{M}$  offset by COVID19 direct overtime-cleaning expenses  $\$5.6\text{M}$ ).

## YTD variance by division



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

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 JULY 2020

|  | Forecast     | Actual       | Favorable/<br>(Unfavorable)<br>Variance |
|--|--------------|--------------|---|
| <b>Administration</b>                      |              |              |   |
| Executive VP                               | 1            | 1            | 0                                       |
| Enterprise Asset Management                | 7            | 5            | 2                                       |
| Sr. Vice President - Engineering           | 2            | 1            | 1                                       |
| Labor Relations                            | 17           | 16           | 1                                       |
| Procurement & Logistics (excl. Stores)     | 72           | 58           | 14                                      |
| 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           | 27           | 3                                       |
| Diversity Management                       | 3            | 3            | 0                                       |
| Security                                   | 15           | 11           | 4                                       |
| System Safety                              | 46           | 39           | 7                                       |
| Training                                   | 69           | 66           | 3                                       |
| Service Planning                           | 30           | 27           | 3                                       |
| Rolling Stock Programs                     | 17           | 9            | 8                                       |
| Sr Vice President - Operations             | 2            | 1            | 1                                       |
| <b>Total Administration</b>                | <b>509</b>   | <b>446</b>   | <b>63</b>                               |
| <b>Operations</b>                          |              |              |   |
| Transportation Services - Train Operations | 2,390        | 2,328        | 62                                      |
| Customer Services                          | 327          | 316          | 11                                      |
| <b>Total Operations</b>                    | <b>2,717</b> | <b>2,644</b> | <b>73</b>                               |
| <b>Maintenance</b>                         |              |              |   |
| Engineering                                | 2,078        | 1,979        | 99                                      |
| Equipment                                  | 2,133        | 2,095        | 38                                      |
| Procurement (Stores)                       | 95           | 99           | (4)                                     |
| <b>Total Maintenance</b>                   | <b>4,306</b> | <b>4,173</b> | <b>133</b>                              |
| <b>Engineering/Capital</b>                 |              |              |   |
| Department of Program Management           | 152          | 120          | 32                                      |
| Special Projects                           | 63           | 51           | 12                                      |
| Positive Train Control                     | 14           | 14           | 0                                       |
| <b>Total Engineering/Capital</b>           | <b>229</b>   | <b>185</b>   | <b>44</b>                               |
| <b>Baseline Total Positions</b>            | <b>7,761</b> | <b>7,448</b> | <b>313</b>                              |
| <i>Non-Reimbursable</i>                    | <b>6,376</b> | <b>6,132</b> | <b>244</b>                              |
| <i>Reimbursable</i>                        | <b>1,384</b> | <b>1,316</b> | <b>69</b>                               |
| <b>Total Full-Time</b>                     | <b>7,761</b> | <b>7,448</b> | <b>313</b>                              |
| <b>Total Full-Time-Equivalents</b>         |              |              |   |

Note: Totals may not add due to rounding

**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 JULY 2020**

|                                   | <b>Forecast</b> | <b>Actual</b> | <b>Favorable/<br/>(Unfavorable)<br/>Variance</b> |
|-----------------------------------|-----------------|---------------|--|
| <b>Administration</b>             |                 |               |  |
| Managers/Supervisors              | 271             | 243           | 28   |
| Professional, Technical, Clerical | 134             | 94            | 40   |
| Operational Hourlies              | 104             | 109           | (5)  |
| <b>Total Administration</b>       | <b>509</b>      | <b>446</b>    | <b>63</b>  |
| <b>Operations</b>                 |                 |               |  |
| Managers/Supervisors              | 334             | 300           | 34   |
| Professional, Technical, Clerical | 109             | 103           | 6  |
| Operational Hourlies              | 2,274           | 2,241         | 33   |
| <b>Total Operations</b>           | <b>2,717</b>    | <b>2,644</b>  | <b>73</b>  |
| <b>Maintenance</b>                |                 |               |  |
| Managers/Supervisors              | 911             | 776           | 135  |
| Professional, Technical, Clerical | 297             | 251           | 46   |
| Operational Hourlies              | 3,098           | 3,146         | (48)   |
| <b>Total Maintenance</b>          | <b>4,306</b>    | <b>4,173</b>  | <b>133</b>                                       |
| <b>Engineering/Capital</b>        |                 |               |  |
| Managers/Supervisors              | 160             | 141           | 19   |
| Professional, Technical, Clerical | 69              | 44            | 25   |
| Operational Hourlies              | 0               | 0             | 0  |
| <b>Total Engineering/Capital</b>  | <b>229</b>      | <b>185</b>    | <b>44</b>  |
| <b>Total Positions</b>            |                 |               |  |
| Managers/Supervisors              | 1,676           | 1,460         | 216  |
| Professional, Technical, Clerical | 609             | 492           | 117  |
| Operational Hourlies              | 5,476           | 5,496         | (20)   |
| <b>Total Positions</b>            | <b>7,761</b>    | <b>7,448</b>  | <b>313</b>                                       |

**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 JULY 2020**

| Explanation of Variances  |
|---|
| <b>NON-REIMBURSABLE POSITIONS</b> - Favorable 244 positions due to vacancies in Train Operations, Maintenance of Equipment, Stations, Project Management and other administrative departments, partially offset by Engineering workforce working on maintenance activity instead of capital project activity. |
| <b>REIMBURSABLE POSITIONS</b> - Favorable 69 positions primarily due to reduced project activity in Engineering, Project Management, Special Projects, Procurement & Logistics and other administrative departments, partially offset by increased project activity in Train Operations.                      |

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2020 MID YEAR**  
**RIDERSHIP**  
(In Millions)

|                       | JULY 2020    |              |              |                |               |                |               | JULY YEAR TO DATE 2020 |               |               |                |              |                 |               |
|-----------------------|--------------|--------------|--------------|----------------|---------------|----------------|---------------|------------------------|---------------|---------------|----------------|--------------|-----------------|---------------|
|                       | Month        |              |              | Variance       |               |                |               | YTD                    |               |               | Variance       |              |                 |               |
|                       |              | Actual       | Adjusted*    |                |               | Adjusted*      |               |                        | Actual        | Adjusted*     |                |              | Adjusted*       |               |
|                       | Mid Year     | 2020         | 2019         | Mid Year       |               | 2019           | %             | Mid Year               | 2020          | 2019          | Mid Year       |              | 2019            | %             |
| <b>RIDERSHIP</b>      |              |              |              | <b>#</b>       | <b>%</b>      | <b>#</b>       | <b>%</b>      |                        |               |               | <b>#</b>       | <b>%</b>     | <b>#</b>        | <b>%</b>      |
| Monthly               | 0.598        | 0.463        | 4.003        | (0.135)        | -22.5%        | (3.539)        | -88.4%        | 10.673                 | 10.538        | 28.492        | (0.135)        | -1.3%        | (17.954)        | -63.0%        |
| Weekly                | 0.039        | 0.046        | 0.235        | 0.007          | 18.0%         | (0.188)        | -80.2%        | 0.586                  | 0.593         | 1.404         | 0.007          | 1.2%         | (0.811)         | -57.8%        |
| Total Commutation     | <b>0.637</b> | <b>0.510</b> | <b>4.238</b> | <b>(0.128)</b> | <b>-20.0%</b> | <b>(3.728)</b> | <b>-88.0%</b> | <b>11.259</b>          | <b>11.131</b> | <b>29.896</b> | <b>(0.128)</b> | <b>-1.1%</b> | <b>(18.764)</b> | <b>-62.8%</b> |
| One-Way Full Fare     | 0.139        | 0.157        | 0.944        | 0.018          | 13.2%         | (0.786)        | -83.3%        | 2.232                  | 2.250         | 5.793         | 0.018          | 0.8%         | (3.542)         | -61.2%        |
| One-Way Off-Peak      | 0.280        | 0.612        | 1.793        | 0.332          | 118.4%        | (1.181)        | -65.8%        | 4.118                  | 4.454         | 10.657        | 0.336          | 8.2%         | (6.203)         | -58.2%        |
| All Other             | 0.157        | 0.342        | 1.016        | 0.184          | 117.3%        | (0.675)        | -66.4%        | 2.570                  | 2.754         | 6.491         | 0.184          | 7.2%         | (3.737)         | -57.6%        |
| Total Non-Commutation | <b>0.577</b> | <b>1.112</b> | <b>3.753</b> | <b>0.535</b>   | <b>92.7%</b>  | <b>(2.642)</b> | <b>-70.4%</b> | <b>8.919</b>           | <b>9.459</b>  | <b>22.941</b> | <b>0.539</b>   | <b>6.0%</b>  | <b>(13.483)</b> | <b>-58.8%</b> |
| Total                 | <b>1.214</b> | <b>1.621</b> | <b>7.991</b> | <b>0.407</b>   | <b>33.5%</b>  | <b>(6.370)</b> | <b>-79.7%</b> | <b>20.178</b>          | <b>20.590</b> | <b>52.837</b> | <b>0.411</b>   | <b>2.0%</b>  | <b>(32.247)</b> | <b>-61.0%</b> |

\*Prior year adjusted to reflect current year calendar.

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

|  | <b>MONTH</b>           |   |                        | <b>VARIANCE</b>         |                     |
|--|------------------------|---|------------------------|-------------------------|---------------------|
|  | <b>Actual<br/>2020</b> | <b>Forecast <sup>(5)</sup><br/>2020</b> | <b>Actual<br/>2019</b> | <b>vs.<br/>Forecast</b> | <b>vs.<br/>2019</b> |
| Farebox Operating Ratio                    |                        |   |                        |                         |                     |
| Standard <sup>(1)</sup>                    | 10.5%                  | 6.9%                                    | 53.6%                  | 3.6%                    | -43.1%              |
| Adjusted <sup>(2)(4)</sup>                 | 13.6%                  | 8.6%                                    | 60.4%                  | 5.0%                    | -46.8%              |
| Cost Per Passenger                         |                        |   |                        |                         |                     |
| Standard <sup>(1)</sup>                    | \$80.33                | \$126.13                                | \$16.13                | \$45.80                 | (\$64.20)           |
| Adjusted <sup>(2)</sup>                    | \$74.56                | \$117.83                                | \$15.07                | \$43.27                 | (\$59.49)           |
| Passenger Revenue/Passenger <sup>(3)</sup> | \$8.43                 | \$8.64                                  | \$8.64                 | (\$0.21)                | (\$0.21)            |
|  | <b>YEAR-TO-DATE</b>    |   |                        | <b>VARIANCE</b>         |                     |
|  | <b>Actual<br/>2020</b> | <b>Forecast<br/>2020</b>                | <b>Actual<br/>2019</b> | <b>vs.<br/>Forecast</b> | <b>vs.<br/>2019</b> |
| Farebox Operating Ratio                    |                        |   |                        |                         |                     |
| Standard <sup>(1)</sup>                    | 22.8%                  | 20.1%                                   | 49.7%                  | 2.7%                    | -26.9%              |
| Adjusted <sup>(2)(4)</sup>                 | 27.1%                  | 23.3%                                   | 56.1%                  | 3.8%                    | -29.0%              |
| Cost Per Passenger                         |                        |   |                        |                         |                     |
| Standard <sup>(1)</sup>                    | \$40.92                | \$46.58                                 | \$16.83                | \$5.66                  | (\$24.09)           |
| Adjusted <sup>(2)</sup>                    | \$37.75                | \$43.18                                 | \$15.68                | \$5.43                  | (\$22.07)           |
| Passenger Revenue/Passenger <sup>(3)</sup> | \$9.31                 | \$9.34                                  | \$8.36                 | (\$0.03)                | \$0.95              |

(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.





# Long Island Rail Road

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## Ridership Report Highlights

### August 2020 vs. 2019

- Total ridership decreased -77.5% compared to August 2019 (1,747,284 in August 2020 vs. 7,774,200 in August 2019).
- Commutation ridership decreased -86.3% compared to August 2019
- Non-Commutation ridership decreased -68.5% compared to August 2019
- The August 2020 ridership loss is attributed to the impact of COVID-19.

### 2020 vs. 2019 YTD

- Total YTD ridership is -63.1% below 2019 and +0.1% above the Mid-Year Forecast
- YTD Commutation ridership is -65.5% below 2019
- YTD Non-Commutation ridership is -60.2% below 2019

*Mark Young*

Vice President

Management & Finance and Chief Financial Officer

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**August 2020**

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

**EXECUTIVE SUMMARY**

**August Ridership and Revenue (millions)**

|                           | August<br>2020 | % Change<br>vs. 2020 |
|---------------------------|----------------|----------------------|
| Total Rail Ridership      | 1.747          | -77.5% ▼             |
| Commutation Ridership     | 0.538          | -86.3% ▼             |
| Non-Commutation Ridership | 1.209          | -68.5% ▼             |
| Rail Revenue              | \$14.9         | -78.2% ▼             |

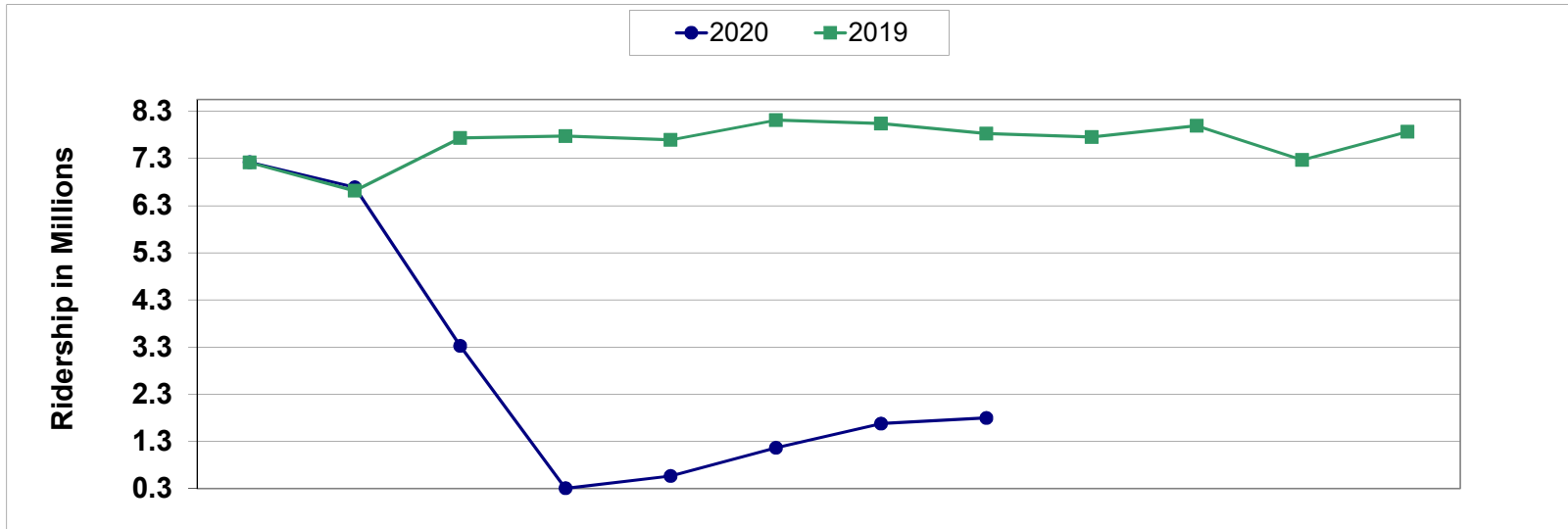
**Year-to-Date through August Prelim. Ridership and Revenue (millions)**

|                           | August<br>2020 | % Change<br>vs. 2020 | Comparison<br>to Mid Year |
|---------------------------|----------------|----------------------|---------------------------|
| Total Rail Ridership      | 22.337         | -63.1% ▼             | 0.1% ▲                    |
| Commutation Ridership     | 11.669         | -65.5% ▼             | -5.6% ▼                   |
| Non-Commutation Ridership | 10.668         | -60.2% ▼             | 7.1% ▲                    |
| Rail Revenue              | \$206.6        | -59.3% ▼             | -0.4% ▼                   |

Please Note: Ridership is based on ticket sales data.

# August RIDERSHIP

- August Total Ridership was -77.5% below '19 and -18.6% below 2020 Mid Year.

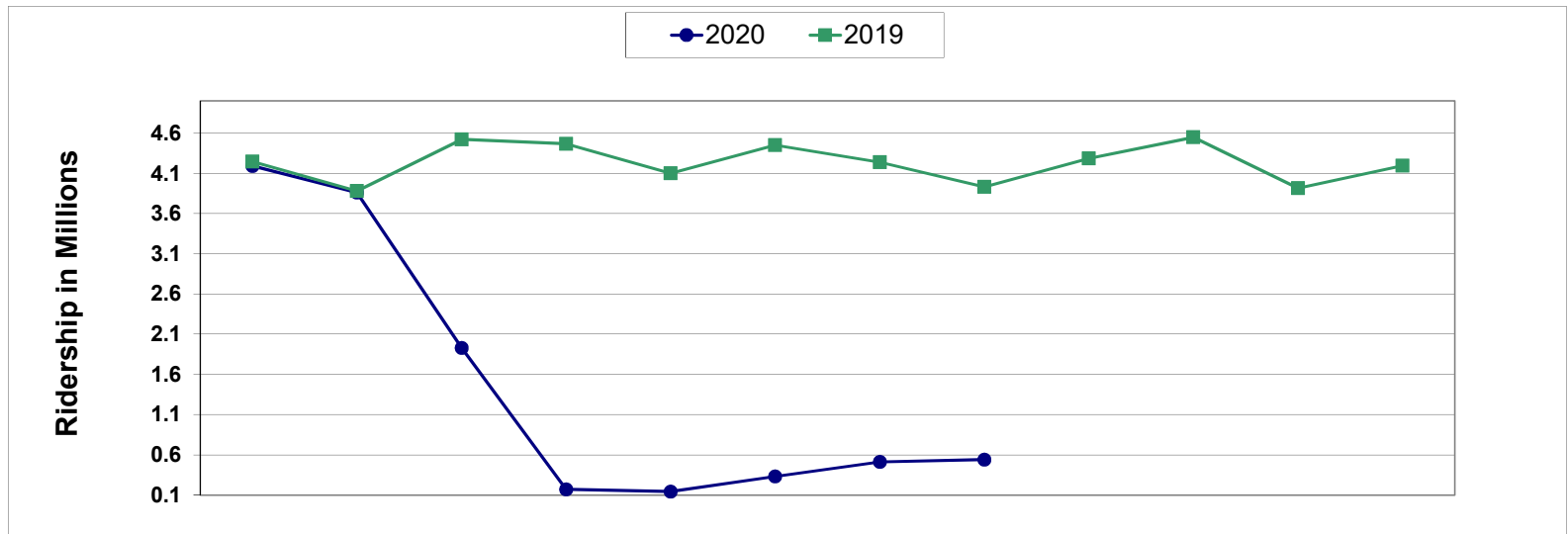


|                 | Jan  | Feb  | Mar    | Apr    | May    | Jun    | Jul    | Aug    | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|------|------|--------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 7.2  | 6.6  | 3.3    | 0.3    | 0.5    | 1.1    | 1.6    | 1.7    |     |     |     |     | 22.3        |
| <b>2019</b>     | 7.2  | 6.6  | 7.7    | 7.7    | 7.6    | 8.1    | 8.0    | 7.8    | 7.7 | 7.9 | 7.2 | 7.8 | 60.6        |
| <b>PCT CHG.</b> | 0.1% | 1.1% | -57.4% | -96.7% | -93.3% | -86.2% | -79.7% | -77.5% |     |     |     |     | -63.1%      |

Please Note: Ridership is based on ticket sales data.

## August COMMUTATION RIDERSHIP

- August Commutation Ridership was -86.3% below '19 and -51.1 % below 2020 Mid Year.

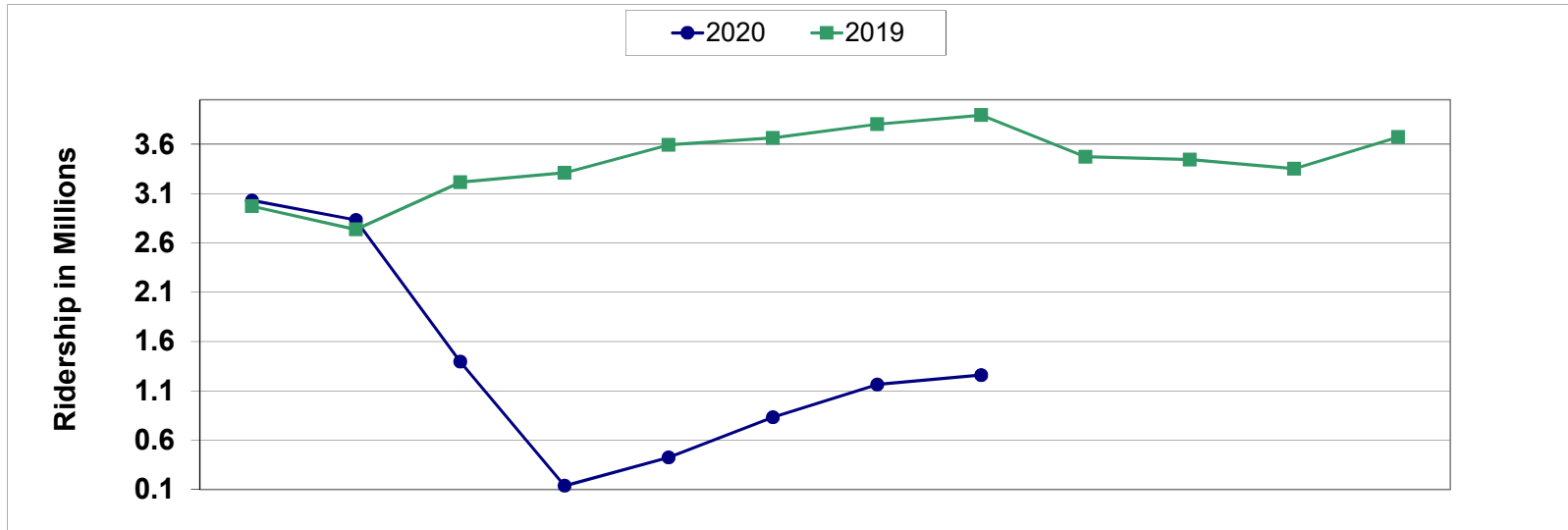


|                 | Jan   | Feb   | Mar    | Apr    | May    | Jun    | Jul    | Aug    | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|-------|--------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 4.2   | 3.9   | 1.9    | 0.2    | 0.1    | 0.3    | 0.5    | 0.5    |     |     |     |     | 11.7        |
| <b>2019</b>     | 4.2   | 3.9   | 4.5    | 4.5    | 4.1    | 4.4    | 4.2    | 3.9    | 4.3 | 4.5 | 3.9 | 4.2 | 33.8        |
| <b>PCT CHG.</b> | -1.2% | -0.5% | -57.3% | -96.2% | -96.5% | -92.6% | -88.0% | -86.3% |     |     |     |     | -65.5%      |

Please Note: Ridership is based on ticket sales data.

## August NON-COMMUTATION RIDERSHIP

- August Non-Commutation Ridership was -68.5% below '19 and 15.7% above 2020 Mid Year.

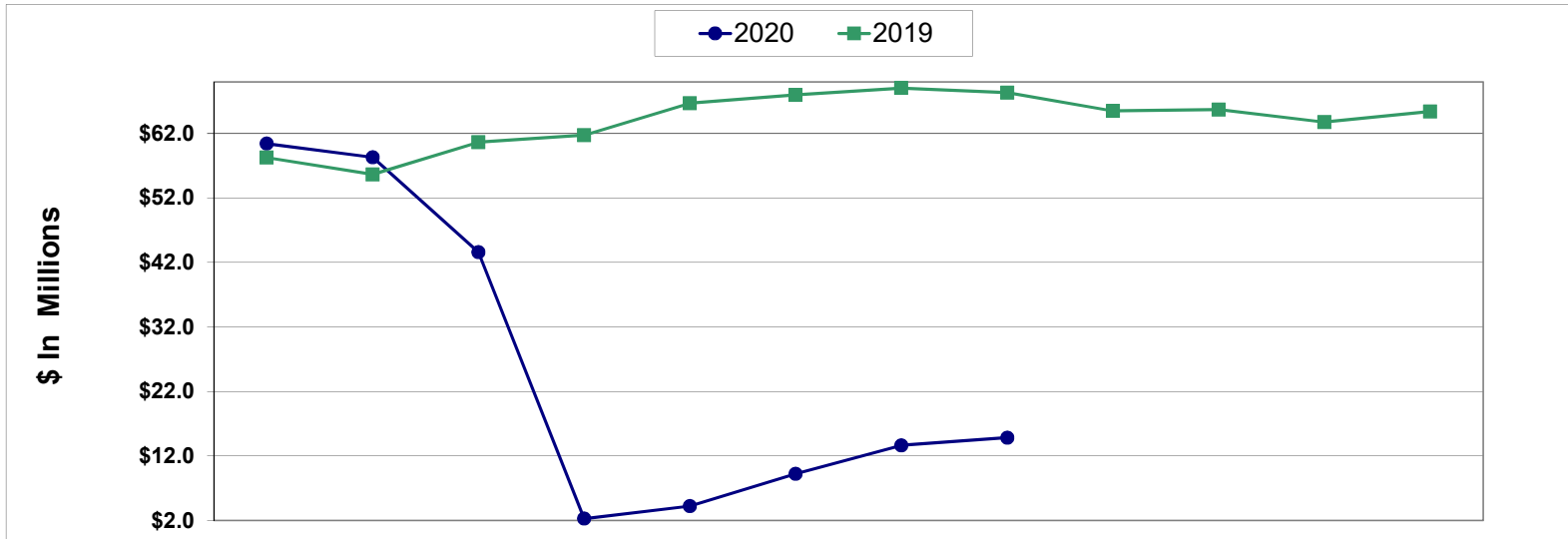


|                 | Jan  | Feb  | Mar    | Apr    | May    | Jun    | Jul    | Aug    | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|------|------|--------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 3.0  | 2.8  | 1.3    | 0.1    | 0.4    | 0.8    | 1.1    | 1.2    |     |     |     |     | 10.7        |
| <b>2019</b>     | 2.9  | 2.7  | 3.2    | 3.3    | 3.5    | 3.6    | 3.8    | 3.8    | 3.4 | 3.4 | 3.3 | 3.6 | 26.8        |
| <b>PCT CHG.</b> | 2.0% | 3.5% | -57.5% | -97.4% | -89.4% | -78.4% | -70.4% | -68.5% |     |     |     |     | -60.2%      |

Please Note: Ridership is based on ticket sales data.

# August REVENUE

- August Total Revenue was -78.2% below '19 and -12.2% below 2020 Budget.



|          | 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 |        |        |        |        | \$206.6     |
| 2019     | \$58.3 | \$55.7 | \$60.7 | \$61.7 | \$66.7 | \$68.0 | \$69.1 | \$68.3 | \$65.5 | \$65.7 | \$63.8 | \$65.4 | \$508.3     |
| PCT CHG. | 3.7%   | 4.8%   | -28.2% | -96.3% | -93.7% | -86.4% | -80.2% | -78.2% |        |        |        |        | -59.3%      |

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

Please Note: Ridership is based on ticket sales data.

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

| TICKET TYPE/SERVICE       | August<br>2020   | *August<br>2019  | CHANGE VS. 2019    |               |
|---------------------------|------------------|------------------|--------------------|---------------|
|                           |                  |                  | NUMBER             | PERCENT       |
| COMMUTATION RIDERSHIP     | 538,303          | 3,930,260        | (3,391,957)        | -86.3%        |
| NON-COMMUTATION RIDERSHIP | 1,208,981        | 3,843,940        | (2,634,959)        | -68.5%        |
| <b>TOTAL RIDERSHIP</b>    | <b>1,747,284</b> | <b>7,774,200</b> | <b>(6,026,916)</b> | <b>-77.5%</b> |

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

| TICKET TYPE/SERVICE       | August<br>2020    | *August<br>2019   | CHANGE VS. 2019     |               |
|---------------------------|-------------------|-------------------|---------------------|---------------|
|                           |                   |                   | NUMBER              | PERCENT       |
| COMMUTATION RIDERSHIP     | 11,669,484        | 33,825,774        | (22,156,290)        | -65.5%        |
| NON-COMMUTATION RIDERSHIP | 10,667,545        | 26,785,108        | (16,117,563)        | -60.2%        |
| <b>TOTAL RIDERSHIP</b>    | <b>22,337,029</b> | <b>60,610,882</b> | <b>(38,273,853)</b> | <b>-63.1%</b> |

\* 2019 ridership numbers were adjusted using 2020 factors.

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

| REVENUE                 | August<br>2020      | August<br>2019      | CHANGE VS. 2019       |               |
|-------------------------|---------------------|---------------------|-----------------------|---------------|
|                         |                     |                     | AMOUNT                | PERCENT       |
| COMMUTATION REVENUE     | \$4,299,883         | \$30,104,582        | (\$25,804,699)        | -85.7%        |
| NON-COMMUTATION REVENUE | \$10,559,739        | \$38,193,336        | (\$27,633,597)        | -72.4%        |
| <b>TOTAL REVENUE</b>    | <b>\$14,859,622</b> | <b>\$68,297,918</b> | <b>(\$53,438,296)</b> | <b>-78.2%</b> |

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

| REVENUE                 | August<br>2020       | August<br>2019       | CHANGE VS. 2019        |               |
|-------------------------|----------------------|----------------------|------------------------|---------------|
|                         |                      |                      | AMOUNT                 | PERCENT       |
| COMMUTATION REVENUE     | \$108,590,418        | \$251,981,443        | (\$143,391,025)        | -56.9%        |
| NON-COMMUTATION REVENUE | \$98,027,353         | \$256,284,395        | (\$158,257,042)        | -61.8%        |
| <b>TOTAL REVENUE</b>    | <b>\$206,617,771</b> | <b>\$508,265,838</b> | <b>(\$301,648,067)</b> | <b>-59.3%</b> |





# Long Island Rail Road

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## Ridership Report Highlights

### July 2020 vs. 2019

- Total ridership decreased -79.7% compared to July 2019 (1,621,375 in July 2020 vs. 7,990,885 in July 2019).
- Commutation ridership decreased -88.0% compared to July 2019
- Non-Commutation ridership decreased -70.4% compared to July 2019
- The July 2020 ridership loss is attributed to the impact of COVID-19.

### 2020 vs. 2019 YTD

- Total YTD ridership is -61.0% below 2019 and -60.9% below Budget
- YTD Commutation ridership is -62.8% below 2019
- YTD Non-Commutation ridership is -58.8% below 2019

*Mark Young*

Vice President

Management & Finance and Chief Financial Officer

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**July 2020**

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

**EXECUTIVE SUMMARY**

**July Ridership and Revenue (millions)**

|                           | July<br>2020 | % Change<br>vs. 2020 |
|---------------------------|--------------|----------------------|
| Total Rail Ridership      | 1.621        | -79.7% ▼             |
| Commutation Ridership     | 0.510        | -88.0% ▼             |
| Non-Commutation Ridership | 1.112        | -70.4% ▼             |
| Rail Revenue              | \$13.7       | -80.2% ▼             |

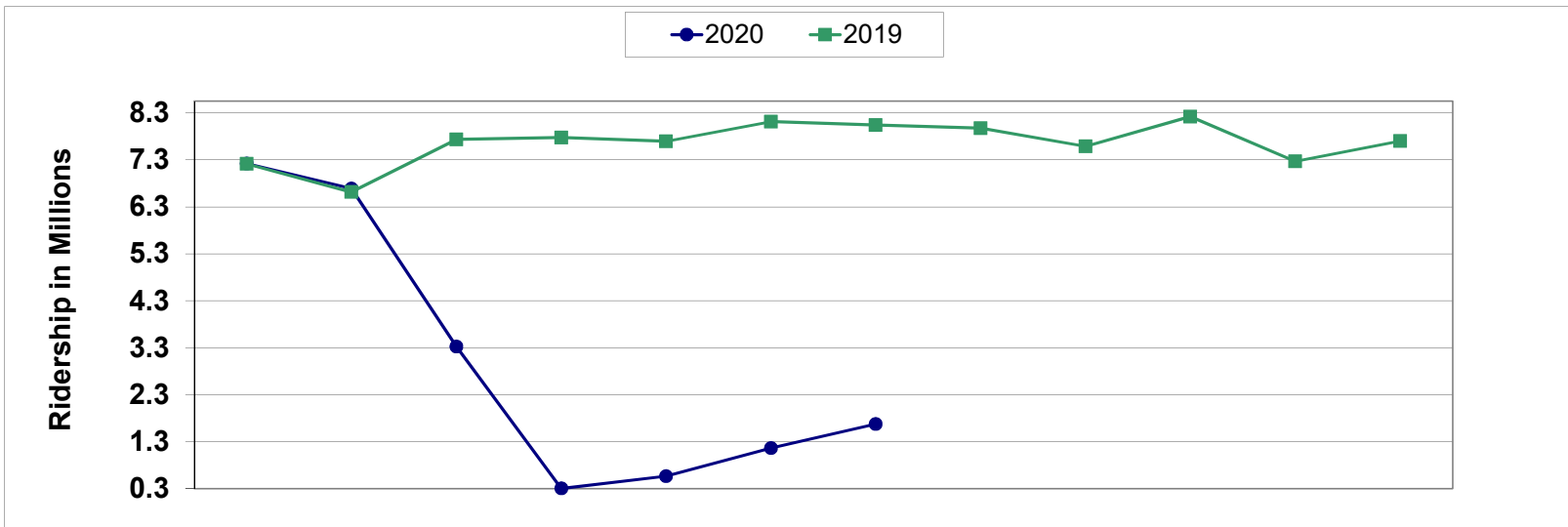
**Year-to-Date through July Prelim. Ridership and Revenue (millions)**

|                           | July<br>2020 | % Change<br>vs. 2020 | Comparison<br>to Budget |
|---------------------------|--------------|----------------------|-------------------------|
| Total Rail Ridership      | 20.590       | -61.0% ▼             | -60.9% ▼                |
| Commutation Ridership     | 11.131       | -62.8% ▼             | -62.7% ▼                |
| Non-Commutation Ridership | 9.459        | -58.8% ▼             | -58.6% ▼                |
| Rail Revenue              | \$191.8      | -56.4% ▼             | -57.0% ▼                |

Please Note: Ridership is based on ticket sales data.

# July RIDERSHIP

- July Total Ridership was -79.7% below '19 and -80.0% below 2020 Budget.

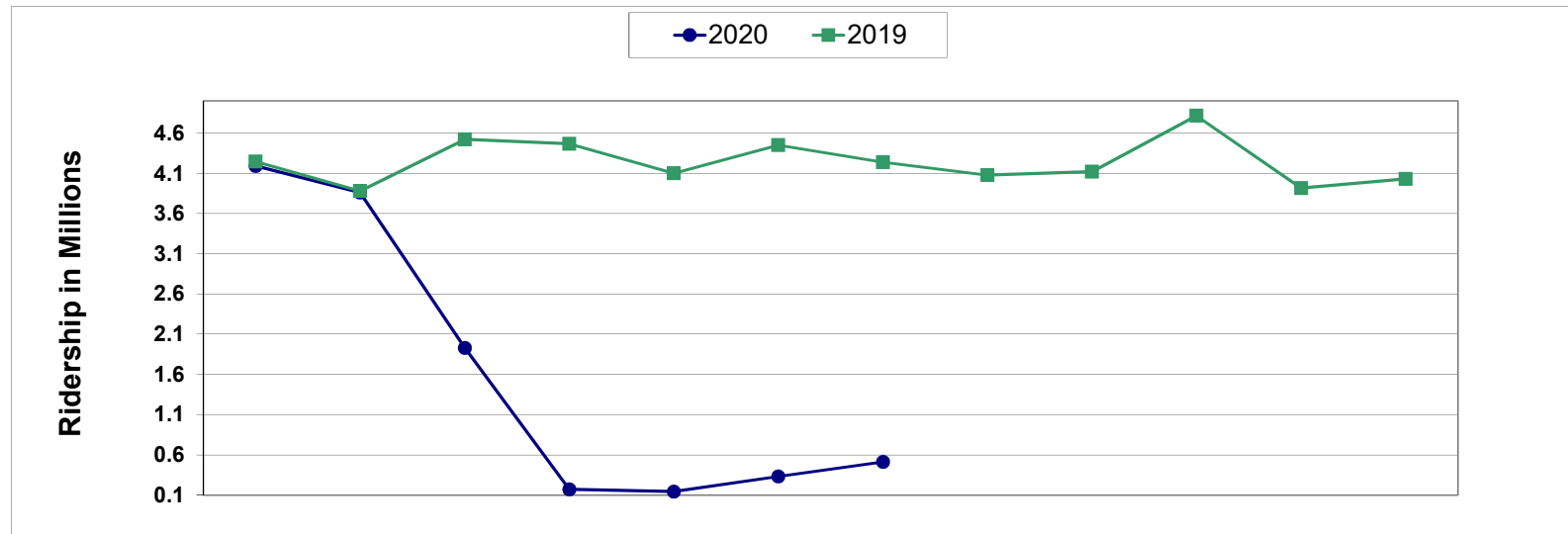


|                 | Jan  | Feb  | Mar    | Apr    | May    | Jun    | Jul    | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|------|------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 7.2  | 6.6  | 3.3    | 0.3    | 0.5    | 1.1    | 1.6    |     |     |     |     |     | 20.6        |
| <b>2019</b>     | 7.2  | 6.6  | 7.7    | 7.7    | 7.6    | 8.1    | 8.0    | 7.9 | 7.5 | 8.2 | 7.2 | 7.6 | 52.8        |
| <b>PCT CHG.</b> | 0.1% | 1.1% | -57.4% | -96.7% | -93.3% | -86.2% | -79.7% |     |     |     |     |     | -61.0%      |

Please Note: Ridership is based on ticket sales data.

## July COMMUTATION RIDERSHIP

- July Commutation Ridership was -88.0% below '19 and -88.0 % below 2020 Budget.

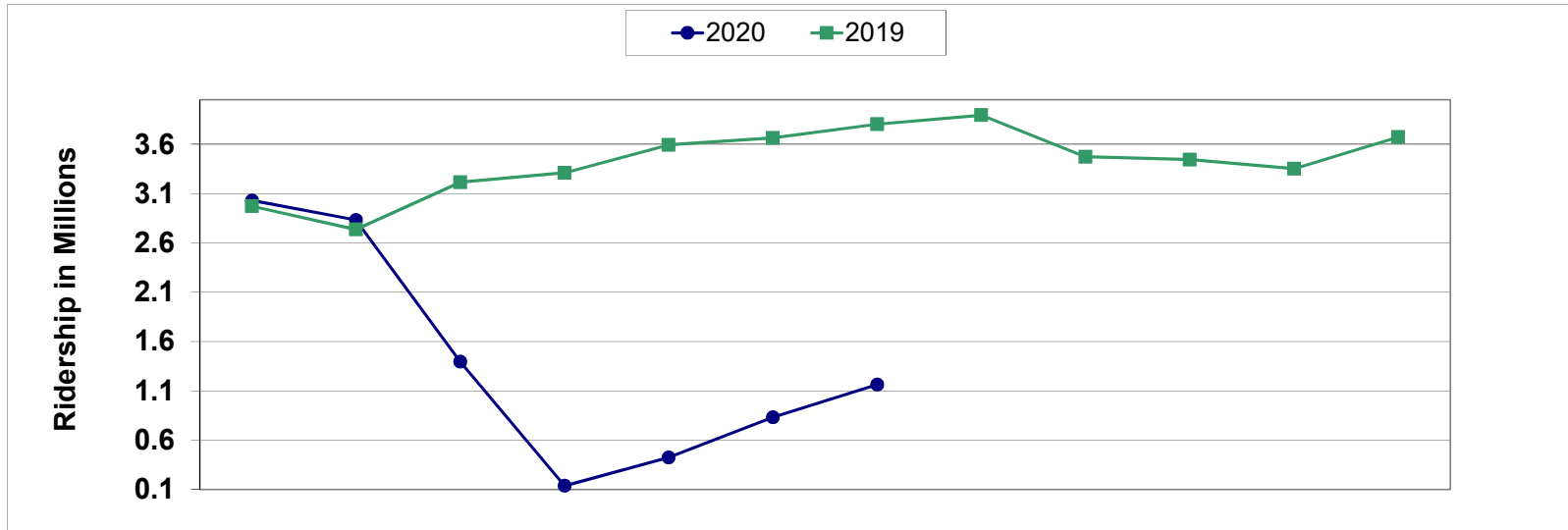


|                 | Jan   | Feb   | Mar    | Apr    | May    | Jun    | Jul    | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|-------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 4.2   | 3.9   | 1.9    | 0.2    | 0.1    | 0.3    | 0.5    |     |     |     |     |     | 11.1        |
| <b>2019</b>     | 4.2   | 3.9   | 4.5    | 4.5    | 4.1    | 4.4    | 4.2    | 4.1 | 4.1 | 4.8 | 3.9 | 4.0 | 29.9        |
| <b>PCT CHG.</b> | -1.2% | -0.5% | -57.3% | -96.2% | -96.5% | -92.6% | -88.0% |     |     |     |     |     | -62.8%      |

Please Note: Ridership is based on ticket sales data.

## July NON-COMMUTATION RIDERSHIP

- July Non-Commutation Ridership was -70.4% below '19 and -71.1% below 2020 Budget.

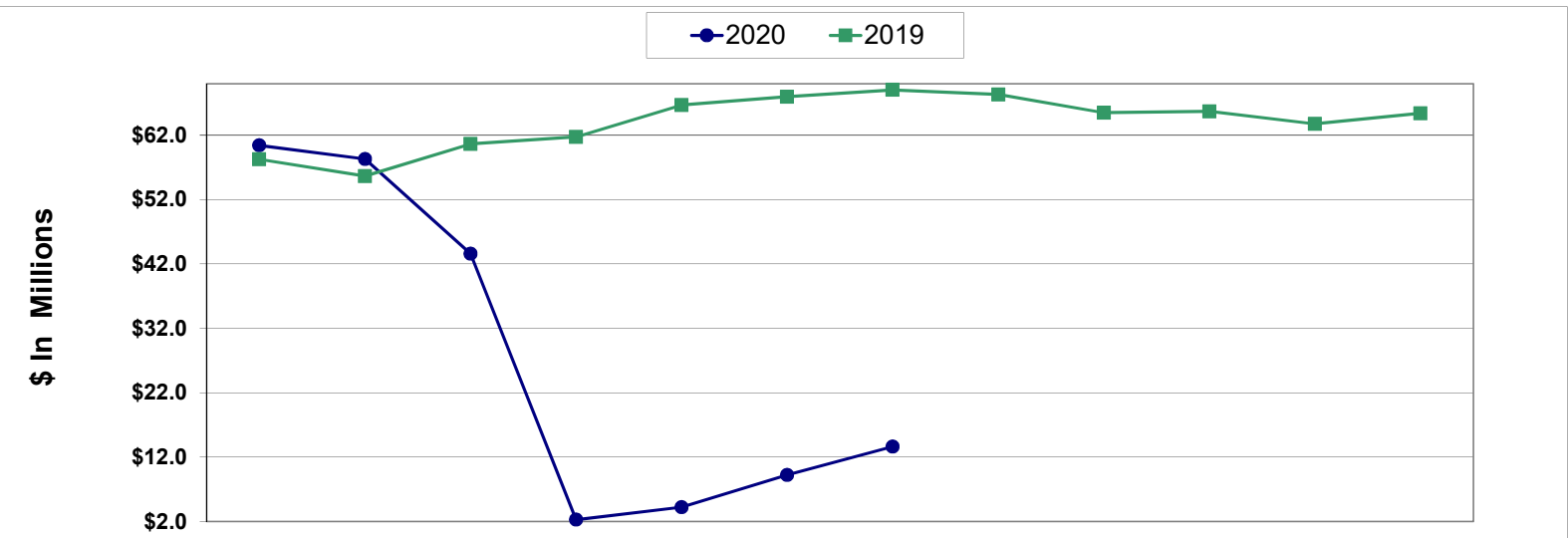


|                 | Jan  | Feb  | Mar    | Apr    | May    | Jun    | Jul    | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|------|------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 3.0  | 2.8  | 1.3    | 0.1    | 0.4    | 0.8    | 1.1    |     |     |     |     |     | 9.5         |
| <b>2019</b>     | 2.9  | 2.7  | 3.2    | 3.3    | 3.5    | 3.6    | 3.8    | 3.8 | 3.4 | 3.4 | 3.3 | 3.6 | 22.9        |
| <b>PCT CHG.</b> | 2.0% | 3.5% | -57.5% | -97.4% | -89.4% | -78.4% | -70.4% |     |     |     |     |     | -58.8%      |

Please Note: Ridership is based on ticket sales data.

# July REVENUE

• July Total Revenue was -80.2% below '19 and -80.5% below 2020 Budget.



|          | 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 |        |        |        |        |        | \$191.8     |
| 2019     | \$58.3 | \$55.7 | \$60.7 | \$61.7 | \$66.7 | \$68.0 | \$69.1 | \$68.3 | \$65.5 | \$65.7 | \$63.8 | \$65.4 | \$440.0     |
| PCT CHG. | 3.7%   | 4.8%   | -28.2% | -96.3% | -93.7% | -86.4% | -80.2% |        |        |        |        |        | -56.4%      |

\*Fare increase was implemented in April 2019.

Please Note: Ridership is based on ticket sales data.

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

| TICKET TYPE/SERVICE       | July<br>2020     | *July<br>2019    | CHANGE VS. 2019    |               |
|---------------------------|------------------|------------------|--------------------|---------------|
|                           |                  |                  | NUMBER             | PERCENT       |
| COMMUTATION RIDERSHIP     | 509,805          | 4,237,505        | (3,727,700)        | -88.0%        |
| NON-COMMUTATION RIDERSHIP | 1,111,570        | 3,753,380        | (2,641,810)        | -70.4%        |
| <b>TOTAL RIDERSHIP</b>    | <b>1,621,375</b> | <b>7,990,885</b> | <b>(6,369,510)</b> | <b>-79.7%</b> |

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

| TICKET TYPE/SERVICE       | July<br>2020      | *July<br>2019     | CHANGE VS. 2019     |               |
|---------------------------|-------------------|-------------------|---------------------|---------------|
|                           |                   |                   | NUMBER              | PERCENT       |
| COMMUTATION RIDERSHIP     | 11,131,181        | 29,895,515        | (18,764,333)        | -62.8%        |
| NON-COMMUTATION RIDERSHIP | 9,458,564         | 22,941,168        | (13,482,604)        | -58.8%        |
| <b>TOTAL RIDERSHIP</b>    | <b>20,589,745</b> | <b>52,836,683</b> | <b>(32,246,937)</b> | <b>-61.0%</b> |

\* 2019 ridership numbers were adjusted using 2020 factors.

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

| REVENUE                 | July<br>2020        | July<br>2019        | CHANGE VS. 2019       |               |
|-------------------------|---------------------|---------------------|-----------------------|---------------|
|                         |                     |                     | AMOUNT                | PERCENT       |
| COMMUTATION REVENUE     | \$3,988,651         | \$31,225,977        | (\$27,237,325)        | -87.2%        |
| NON-COMMUTATION REVENUE | \$9,677,295         | \$37,824,172        | (\$28,146,877)        | -74.4%        |
| <b>TOTAL REVENUE</b>    | <b>\$13,665,946</b> | <b>\$69,050,148</b> | <b>(\$55,384,202)</b> | <b>-80.2%</b> |

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

| REVENUE                 | July<br>2020         | July<br>2019         | CHANGE VS. 2019        |               |
|-------------------------|----------------------|----------------------|------------------------|---------------|
|                         |                      |                      | AMOUNT                 | PERCENT       |
| COMMUTATION REVENUE     | \$104,290,535        | \$221,876,861        | (\$117,586,326)        | -53.0%        |
| NON-COMMUTATION REVENUE | \$87,467,614         | \$218,091,060        | (\$130,623,445)        | -59.9%        |
| <b>TOTAL REVENUE</b>    | <b>\$191,758,149</b> | <b>\$439,967,921</b> | <b>(\$248,209,771)</b> | <b>-56.4%</b> |





**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

**LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS  
JULY & AUGUST 2020**

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**L70204VV: LYNBROOK STATION IMPROVEMENTS**

**Milestone: Beneficial Use**

Project Budget: \$9.64M

Renovation of Lynbrook Station platforms is substantially complete. Lynbrook has two high-level center island platforms located on a viaduct. Rehabilitation included improvements to both high-level center island platforms. Renovation work included replacement of the two platform waiting rooms with a new stainless steel and glass architectural treatment, translucent barrel roof, new heating, new benches, and USB charging stations; replacement of the platform canopy with a new translucent canopy and storefronts at the platform stair and elevator enclosures; installation of CCTV cameras, painting of elevator towers, vestibules, and west end stairs; platform repair and coating; new LED light poles and light fixtures; painting of the track side rail, and replacement of signage. This project is part of the LIRR's initiatives to enhance customer experience through improvements to the appearance and function of station elements.

**L70401BU: BRIDGE PAINTING**

**Milestone: Mentor Contract Completion [\$2.5M]**

Project Budget: \$14.69M

The Mentor Contract Package 4B for Bridge Painting on the 48th Avenue Bridge in Woodside, Queens, is substantially complete. This contract is one of several Mentor contracts addressing bridge painting at various locations as part of the LIRR's efforts to preserve the railroad's infrastructure and support asset maintenance.

**EL0303ZH: EMERGENCY MANAGEMENT EQUIPMENT MITIGATION**

**Milestone: Contract Award \$7,659,654**

Project Budget: \$30.00M

A contract for the construction, testing, and delivery of a Mobile Substation was awarded to Myers Controlled Power, LLC for \$7,659,654.00. The Mobile Substation will have five separate trailers designed to interconnect to provide power to feed the 750VDC traction power system. Each section will be preconfigured so that the furnished cables interface with each section by modular plug connections to operate as a fully mobile substation on trailers. This Mobile Substation is part of the LIRR's efforts to purchase Emergency Management Equipment to improve the railroad's ability to prepare and recover from future extreme weather events. This will allow the LIRR to be better prepared for emergency situations and will help minimize service disruptions due to power and communication failures along the right of way. Emergency Management Equipment will be utilized system wide, but especially in areas which are prone to flooding as well as at major yards and towers, which play a vital role in train operations.

**SMALL BUSINESS DEVELOPMENT PROGRAM**

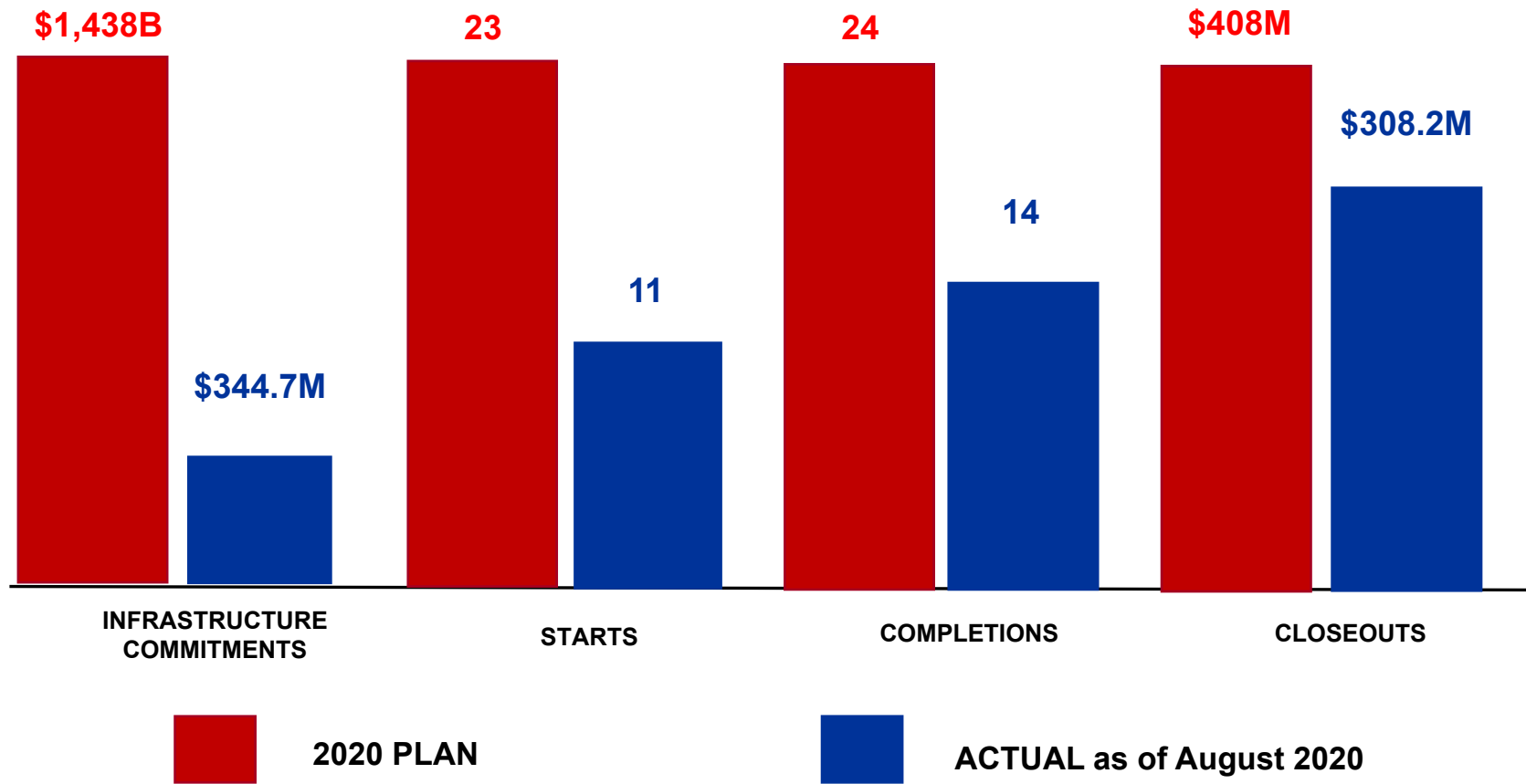
One new contract awarded this period:

- Ronkonkoma Garage Package 4 NE Stair Tower Rehabilitation awarded for \$686,932.

One contract completed this period:

- Bridge Painting Package 4B completed in July [see above for details].

# 2020 LIRR Capital Program Goals



# Operations Report

**John Kesich**

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

## August 2020 Highlights: Operations Report

August service delivery operated above goal at 95.7% with YTD 3.2% better than in 2019.

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

On 8/4 Hurricane Isaias forced in a system wide shutdown of service. Strong winds downed multiple trees causing significant damage on the New Haven and Harlem Lines where service was disrupted for several days until repairs could be completed.

### **Hudson Line – 96.9%**

46 trains (2.0%) cancelled or terminated

### **Harlem Line – 95.6%**

59 trains (1.6%) cancelled or terminated

### **New Haven Line – 95.2%**

88 trains (3.1%) cancelled or terminated

### **Consist Compliance: 100%**

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

**West of Hudson Service** operated below goal at 91.0% with YTD at 94.8%.

Due to Covid-19 service levels have been reduced.

**Pascack Valley – 91.0%**                      **YTD: 96.0%**

**Port Jervis – 91.0%**                      **YTD: 93.0%**

### **Cancelled Trains**

71 - (4.5%) PVL: 48, PJL: 23

### **Equipment Performance**

Fleet Availability was good during August.

Fleet MDBF in April operated above goal at 334,394 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    | August         | YTD thru August | August         | YTD thru August |              |
| <b>On Time Performance</b><br><i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>    | <b>System</b>   | <b>Overall</b>        | <b>93.0%</b>   | <b>95.7%</b>   | <b>97.8%</b>    | <b>93.1%</b>   | <b>94.6%</b>    |              |
|   |   | AM Peak               | 93.0%          |                | 96.6%           | 94.0%          | 93.1%           |              |
|   |   | AM Reverse Peak       | 93.0%          |                | 97.8%           | 94.7%          | 95.4%           |              |
|   |   | PM Peak               | 93.0%          |                | 98.2%           | 92.3%          | 93.9%           |              |
|   |   | <b>Total Peak</b>     | <b>93.0%</b>   |                | <b>97.5%</b>    | <b>93.4%</b>   | <b>93.8%</b>    |              |
|   |   | Off Peak Weekday      | 93.0%          | 94.6%          | 97.5%           | 92.1%          | 93.9%           |              |
|   |   | Weekend               | 93.0%          | 99.1%          | 98.9%           | 94.8%          | 97.2%           |              |
|   |   | <b>Hudson Line</b>    | <b>Overall</b> | <b>93.0%</b>   | <b>96.9%</b>    | <b>98.3%</b>   | <b>94.6%</b>    | <b>95.1%</b> |
|   |   | AM Peak               | 93.0%          |                | 96.2%           | 95.5%          | 93.0%           |              |
|   |   | AM Reverse Peak       | 93.0%          |                | 98.2%           | 93.8%          | 94.7%           |              |
|   |   | PM Peak               | 93.0%          |                | 98.8%           | 95.8%          | 96.2%           |              |
|   |   | <b>Total Peak</b>     | <b>93.0%</b>   |                | <b>97.5%</b>    | <b>95.4%</b>   | <b>94.5%</b>    |              |
|   |   | Off Peak Weekday      | 93.0%          | 96.6%          | 98.3%           | 93.6%          | 94.8%           |              |
|   |   | Weekend               | 93.0%          | 97.7%          | 98.9%           | 95.2%          | 96.7%           |              |
|   |   | <b>Harlem Line</b>    | <b>Overall</b> | <b>93.0%</b>   | <b>95.6%</b>    | <b>97.6%</b>   | <b>95.6%</b>    | <b>96.0%</b> |
|   |   | AM Peak               | 93.0%          |                | 96.9%           | 94.6%          | 94.3%           |              |
|   |   | AM Reverse Peak       | 93.0%          |                | 96.8%           | 94.3%          | 95.5%           |              |
|   |   | PM Peak               | 93.0%          |                | 97.9%           | 93.3%          | 94.0%           |              |
|   |   | <b>Total Peak</b>     | <b>93.0%</b>   |                | <b>97.2%</b>    | <b>94.0%</b>   | <b>94.4%</b>    |              |
|   |   | Off Peak Weekday      | 93.0%          | 94.7%          | 97.0%           | 96.6%          | 96.2%           |              |
|   |   | Weekend               | 93.0%          | 99.4%          | 99.3%           | 96.7%          | 98.5%           |              |
|   | <b>New Haven Line</b>   | <b>Overall</b>        | <b>93.0%</b>   | <b>95.2%</b>   | <b>97.7%</b>    | <b>90.4%</b>   | <b>93.2%</b>    |              |
|   | AM Peak   | 93.0%                 |                | 96.7%          | 92.7%           | 92.2%          |                 |              |
|   | AM Reverse Peak   | 93.0%                 |                | 98.6%          | 95.5%           | 95.7%          |                 |              |
|   | PM Peak   | 93.0%                 |                | 98.2%          | 89.2%           | 92.3%          |                 |              |
|   | <b>Total Peak</b>   | <b>93.0%</b>          |                | <b>97.6%</b>   | <b>91.7%</b>    | <b>92.8%</b>   |                 |              |
|   | Off Peak Weekday  | 93.0%                 | 93.5%          | 97.3%          | 88.1%           | 91.9%          |                 |              |
|   | Weekend   | 93.0%                 | 99.7%          | 98.6%          | 93.2%           | 96.6%          |                 |              |
| <b>Operating Statistics</b>   | <b>Trains Scheduled</b>   |                       | <b>12,484</b>  | <b>113,297</b> | <b>19,874</b>   | <b>154,178</b> |                 |              |
|   | <b>Avg. Delay per Late Train (min)</b><br><small>excluding trains cancelled or terminated</small> |                       | 17.3           | 13.6           | 13.7            | 12.7           |                 |              |
|   | <b>Trains Over 15 min. Late</b><br><small>excluding trains cancelled or terminated</small>        |                       | 2,300          | 129            | 555             | 321            |                 |              |
|   | <b>Trains Canceled</b>  |                       | 230            | 163            | 205             | 11             |                 |              |
|   | <b>Trains Terminated</b>  |                       | 230            | 30             | 106             | 37             |                 |              |
|   | <b>Percent of Scheduled Trips Completed</b>   |                       | 99.8%          | 98.5%          | 99.7%           | 99.8%          |                 |              |
| <b>Consist Compliance</b>   | <b>System</b>   | <b>Overall</b>        | <b>99.0%</b>   | <b>100.0%</b>  | <b>99.9%</b>    | <b>99.7%</b>   | <b>99.4%</b>    |              |
| <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i> |   | AM Peak               | 98.0%          |                | 99.2%           | 99.5%          | 98.6%           |              |
|   |   | AM Reverse Peak       | 99.5%          |                | 99.9%           | 100.0%         | 100.0%          |              |
|   |   | PM Peak               | 98.0%          |                | 99.8%           | 99.4%          | 98.8%           |              |
|   |   | <b>Total Peak</b>     | <b>98.0%</b>   |                | <b>99.5%</b>    | <b>99.5%</b>   | <b>98.9%</b>    |              |
|   |   | Off Peak Weekday      | 99.5%          | 100.0%         | 99.9%           | 99.8%          | 99.8%           |              |
|   |   | Weekend               | 99.5%          | 100.0%         | 99.9%           | 99.9%          | 99.7%           |              |
|   |   | <b>Hudson Line</b>    | AM Peak        | 99.0%          |                 | 99.7%          | 100.0%          | 99.9%        |
|   |   | PM Peak               | 99.0%          |                | 100.0%          | 100.0%         | 99.9%           |              |
|   |   | <b>Harlem Line</b>    | AM Peak        | 98.0%          |                 | 99.6%          | 99.7%           | 99.1%        |
|   |   | PM Peak               | 98.0%          |                | 99.7%           | 99.6%          | 99.1%           |              |
|   |   | <b>New Haven Line</b> | AM Peak        | 97.0%          |                 | 98.4%          | 98.8%           | 97.2%        |
|   |   | PM Peak               | 97.0%          |                | 99.7%           | 98.7%          | 97.8%           |              |

**SYSTEM Category of Delay**

| Delay Minutes /<br>Delay Threshold | % Total | July | 2020 Data |                    | 2019 Data |                    | YTD 2020<br>Vs 2019 |
|------------------------------------|---------|------|-----------|--------------------|-----------|--------------------|---------------------|
|                                    |         |      | August    | YTD thru<br>August | August    | YTD thru<br>August |                     |
| <b>Engineering (Scheduled)</b>     | 5.3%    | 54   | 52        | 254                | 427       | 1,342              | -1,088              |
| <b>Engineering (Unscheduled)</b>   | 15.9%   | 47   | 155       | 1,184              | 756       | 4,595              | -3,410              |
| <b>Maintenance of Equipment</b>    | 10.5%   | 86   | 102       | 993                | 456       | 2,709              | -1,716              |
| <b>Transportation</b>              | 3.8%    | 15   | 37        | 198                | 64        | 486                | -289                |
| <b>Capital Projects</b>            | 0.2%    | 18   | 2         | 167                | 142       | 1,073              | -906                |
| <b>Weather and Environmental</b>   | 54.3%   | 97   | 530       | 977                | 873       | 1,941              | -964                |
| <b>Police</b>                      | 8.9%    | 16   | 87        | 577                | 128       | 1,182              | -605                |
| <b>Customers</b>                   | 0.7%    | 7    | 7         | 124                | 117       | 824                | -701                |
| <b>Other</b>                       | 0.4%    | 85   | 4         | 456                | 41        | 2,821              | -2,366              |
| <b>3rd Party Operations</b>        | 0.0%    | 0    | 0         | 4                  | 2         | 35                 | -31                 |
| <b>TOTAL</b>                       | 100.0%  | 423  | 976       | 4,932              | 3,005     | 17,006             | -12,074             |
| <b>HUDSON LINE</b>                 | % Total | July | August    | YTD thru<br>August | August    | YTD thru<br>August | YTD 2020<br>Vs 2019 |
| Engineering (Scheduled)            | 10.6%   | 7    | 15        | 66                 | 117       | 357                | -291                |
| Engineering (Unscheduled)          | 10.6%   | 4    | 15        | 133                | 142       | 719                | -586                |
| Maintenance of Equipment           | 26.8%   | 8    | 38        | 258                | 133       | 618                | -360                |
| Transportation                     | 2.1%    | 1    | 3         | 36                 | 11        | 64                 | -28                 |
| Capital Projects                   | 0.0%    | 9    | 0         | 38                 | 52        | 388                | -350                |
| Weather and Environmental          | 19.0%   | 2    | 27        | 79                 | 5         | 363                | -284                |
| Police                             | 27.5%   | 8    | 39        | 150                | 22        | 224                | -74                 |
| Customers                          | 1.4%    | 0    | 2         | 35                 | 40        | 222                | -187                |
| Other                              | 2.1%    | 4    | 3         | 131                | 3         | 814                | -683                |
| 3rd Party Operations               | 0.0%    | 0    | 0         | 0                  | 0         | 0                  | 0                   |
| <b>TOTAL</b>                       | 100.0%  | 43   | 142       | 926                | 525       | 3,769              | -2,843              |
| <b>HARLEM LINE</b>                 | % Total | July | August    | YTD thru<br>August | August    | YTD thru<br>August | YTD 2020<br>Vs 2019 |
| Engineering (Scheduled)            | 13.9%   | 42   | 28        | 119                | 81        | 220                | -101                |
| Engineering (Unscheduled)          | 2.5%    | 9    | 5         | 408                | 141       | 1,099              | -691                |
| Maintenance of Equipment           | 10.4%   | 30   | 21        | 255                | 86        | 702                | -447                |
| Transportation                     | 4.5%    | 6    | 9         | 81                 | 10        | 120                | -39                 |
| Capital Projects                   | 0.5%    | 5    | 1         | 79                 | 22        | 102                | -23                 |
| Weather and Environmental          | 59.2%   | 31   | 119       | 248                | 131       | 399                | -151                |
| Police                             | 8.0%    | 2    | 16        | 176                | 28        | 293                | -117                |
| Customers                          | 1.0%    | 1    | 2         | 38                 | 26        | 187                | -149                |
| Other                              | 0.0%    | 76   | 0         | 161                | 4         | 787                | -626                |
| 3rd Party Operations               | 0.0%    | 0    | 0         | 0                  | 0         | 0                  | 0                   |
| <b>TOTAL</b>                       | 100.0%  | 202  | 201       | 1,565              | 529       | 3,909              | -2,344              |
| <b>NEW HAVEN LINE</b>              | % Total | July | August    | YTD thru<br>August | August    | YTD thru<br>August | YTD 2020<br>Vs 2019 |
| Engineering (Scheduled)            | 1.4%    | 6    | 9         | 69                 | 228       | 764                | -695                |
| Engineering (Unscheduled)          | 21.4%   | 34   | 135       | 644                | 473       | 2,773              | -2,129              |
| Maintenance of Equipment           | 6.0%    | 47   | 38        | 460                | 142       | 1,049              | -589                |
| Transportation                     | 4.1%    | 8    | 26        | 81                 | 44        | 301                | -220                |
| Capital Projects                   | 0.2%    | 4    | 1         | 50                 | 67        | 581                | -531                |
| Weather and Environmental          | 61.0%   | 64   | 384       | 650                | 738       | 1,178              | -528                |
| Police                             | 5.1%    | 7    | 32        | 246                | 76        | 661                | -415                |
| Customers                          | 0.5%    | 5    | 3         | 44                 | 50        | 394                | -350                |
| Other                              | 0.3%    | 5    | 2         | 163                | 34        | 1,214              | -1,051              |
| 3rd Party Operations               | 0.0%    | 0    | 0         | 0                  | 0         | 1                  | -1                  |
| <b>TOTAL</b>                       | 100.0%  | 180  | 630       | 2,407              | 1,852     | 8,916              | -6,509              |

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

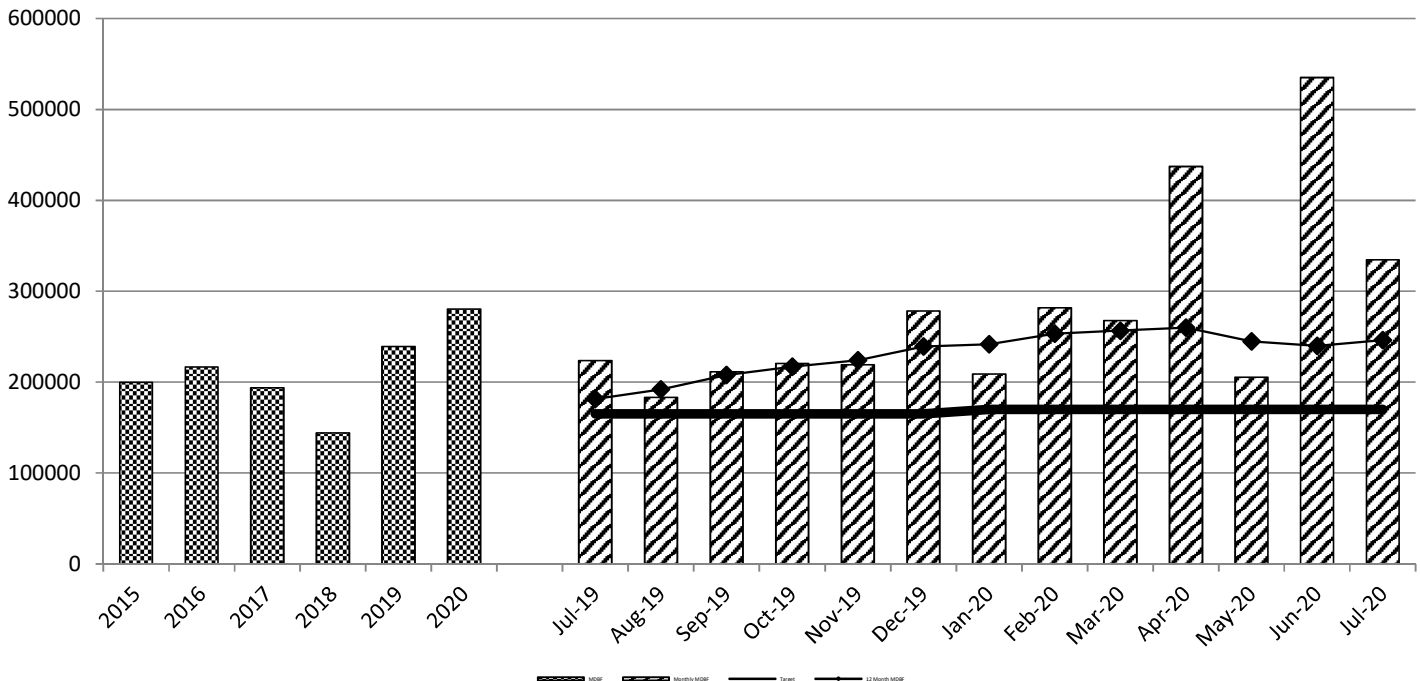
| Date                   | Day | DESCRIPTION OF EVENT                                   | Number of Late Trains |   |   |            |   |   |         |   |   |          |    |    |         |   |     |       |      |      |
|------------------------|-----|--|-----------------------|---|---|------------|---|---|---------|---|---|----------|----|----|---------|---|-----|-------|------|------|
|                        |     |  | 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 |
| 08/04                  | Tue | Service disruption by Hurricane Isaias.                | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 1        | 15 | 13 | 0       | 0 | 0   | 1     | 155  | 13   |
| 08/05                  | Wed | Residual delays due to Hurricane Isaias on August 4th. | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 55       | 0  | 0  | 0       | 0 | 0   | 55    | 0    | 0    |
| 08/06                  | Thu | Residual delays due to Hurricane Isaias.               | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 39       | 0  | 0  | 0       | 0 | 0   | 39    | 0    | 0    |
| 08/07                  | Fri | Residual delays due to Hurricane Isaias.               | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 57       | 3  | 3  | 0       | 0 | 0   | 57    | 3    | 3    |
| 08/08                  | Sat | Residual delays due to Hurricane Isaias.               | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 0        | 0  | 0  | 38      | 0 | 0   | 38    | 0    | 0    |
| 08/09                  | Sun | Residual delays due to Hurricane Isaias.               | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 0        | 0  | 0  | 37      | 0 | 0   | 37    | 0    | 0    |
| 08/10                  | Mon | Residual delays due to Hurricane Isaias.               | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 16       | 0  | 0  | 0       | 0 | 0   | 16    | 0    | 0    |
| 08/11                  | Tue | Residual delays due to Hurricane Isaias.               | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 14       | 0  | 0  | 0       | 0 | 0   | 14    | 0    | 0    |
| 08/12                  | Wed | Residual delays due to Hurricane Isaias.               | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 30       | 0  | 0  | 0       | 0 | 0   | 30    | 0    | 0    |
| 08/13                  | Thu | Residual delays due to Hurricane Isaias.               | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 62       | 0  | 0  | 0       | 0 | 0   | 62    | 0    | 0    |
| 08/14                  | Fri | Residual delays due to Hurricane Isaias.               | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 18       | 0  | 0  | 0       | 0 | 0   | 18    | 0    | 0    |
| <b>TOTAL FOR MONTH</b> |     |  | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 292###   | 16 | 75 | 0       | 0 | 367 | 158   | 16   |      |
| <b>541</b>             |     |  |                       |   |   |            |   |   |         |   |   |          |    |    |         |   |     |       |      |      |



|                                       | Equip-ment Type | Total Fleet Size | 2020 Data         |                  |                      |                             |                           | 2019 Data                         |                  |                             |                           |
|---------------------------------------|-----------------|------------------|-------------------|------------------|----------------------|-----------------------------|---------------------------|-----------------------------------|------------------|-----------------------------|---------------------------|
|                                       |                 |                  | MDBF Goal (miles) | Jul MDBF (miles) | Primary Failure Goal | Jul No. of Primary Failures | YTD MDBF thru Jul (miles) | 12 month MDBF Rolling Avg (miles) | Jul MDBF (miles) | Jul No. of Primary Failures | YTD MDBF thru Jul (miles) |
| <b>Mean Distance Between Failures</b> | M8              | 405              | 285,000           | 794,152          | 9                    | 2                           | 431,685                   | 395,833                           | 658,097          | 4                           | 367,978                   |
|                                       | M3              | 138              | 80,000            | 181,504          | 4                    | 1                           | 135,152                   | 92,369                            | 64,872           | 5                           | 98,141                    |
|                                       | M7              | 334              | 335,000           | 1,407,723        | 6                    | 1                           | 573,161                   | 482,257                           | 403,971          | 5                           | 332,897                   |
|                                       | Coach           | 207              | 205,000           | 505,880          | 8                    | 2                           | 328,291                   | 255,383                           | 373,574          | 4                           | 386,734                   |
|                                       | P-32            | 31               | 21,000            | 26,966           | 9                    | 5                           | 38,574                    | 36,829                            | 21,620           | 9                           | 40,655                    |
|                                       | BL-20           | 12               | 13,000            | 11,501           | 4                    | 2                           | 16,275                    | 20,009                            | 15,237           | 3                           | 39,909                    |
|                                       | <b>Fleet</b>    | <b>1127</b>      | <b>170,000</b>    | <b>334,394</b>   | <b>40</b>            | <b>13</b>                   | <b>280,238</b>            | <b>246,112</b>                    | <b>223,706</b>   | <b>30</b>                   | <b>256,705</b>            |
|                                       | M8              |                  | 285,000           | 794,152          | 9                    | 2                           | 431,685                   | 395,833                           | 658,097          | 4                           | 367,978                   |
| M3/7                                  |                 | 232,000          | 794,614           | 10               | 2                    | 432,373                     | 318,926                   | 234,422                           | 10               | 248,532                     |                           |
| Diesel/Coach                          |                 | 85,000           | 129,954           | 21               | 9                    | 142,689                     | 131,059                   | 108,412                           | 16               | 180,870                     |                           |

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

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



| <b>West of Hudson Performance Summary</b>  |   |                         | <b>2020 Data</b> |               |                 | <b>2019 Data</b> |                 |              |
|--|---|-------------------------|------------------|---------------|-----------------|------------------|-----------------|--------------|
|  |   |                         | Annual Goal      | August        | YTD thru August | August           | YTD thru August |              |
| <b>On Time Performance</b><br><i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | <b>West of Hudson Total</b>   | <b>Overall</b>          | <b>93.0%</b>     | <b>91.0%</b>  | <b>94.8%</b>    | <b>88.5%</b>     | <b>90.0%</b>    |              |
|  |   | AM Peak                 | 93.0%            | 90.6%         | 93.8%           | 93.0%            | 91.3%           |              |
|  |   | PM Peak                 | 93.0%            | 93.2%         | 94.0%           | 95.4%            | 92.2%           |              |
|  |   | <b>Total Peak</b>       | <b>93.0%</b>     | <b>91.9%</b>  | <b>93.9%</b>    | <b>94.2%</b>     | <b>91.8%</b>    |              |
|  |   | Off Peak Weekday        | 93.0%            | 92.1%         | 94.7%           | 83.0%            | 87.6%           |              |
|  |   | Weekend                 | 93.0%            | 88.9%         | 95.6%           | 88.6%            | 92.2%           |              |
|  |   | <b>Pascack Line</b>     | <b>Overall</b>   | <b>93.0%</b>  | <b>91.0%</b>    | <b>96.0%</b>     | <b>94.8%</b>    | <b>94.6%</b> |
|  |   | AM Peak                 | 93.0%            | 92.9%         | 95.9%           | 97.4%            | 96.1%           |              |
|  |   | PM Peak                 | 93.0%            | 93.7%         | 94.8%           | 95.5%            | 94.5%           |              |
|  |   | <b>Total Peak</b>       | <b>93.0%</b>     | <b>93.3%</b>  | <b>95.3%</b>    | <b>96.4%</b>     | <b>95.3%</b>    |              |
|  |   | Off Peak Weekday        | 93.0%            | 91.7%         | 96.0%           | 94.1%            | 94.1%           |              |
|  |   | Weekend                 | 93.0%            | 88.6%         | 96.5%           | 87.8%            | 94.4%           |              |
|  |   | <b>Port Jervis Line</b> | <b>Overall</b>   | <b>93.0%</b>  | <b>91.0%</b>    | <b>93.0%</b>     | <b>83.0%</b>    | <b>84.4%</b> |
|  |   | AM Peak                 | 93.0%            | 88.0%         | 91.4%           | 87.9%            | 85.7%           |              |
|  |   | PM Peak                 | 93.0%            | 92.6%         | 93.0%           | 95.4%            | 89.5%           |              |
|  |   | <b>Total Peak</b>       | <b>93.0%</b>     | <b>90.3%</b>  | <b>92.2%</b>    | <b>91.6%</b>     | <b>87.6%</b>    |              |
|  |   | Off Peak Weekday        | 93.0%            | 92.6%         | 92.8%           | 73.9%            | 79.8%           |              |
|  | Weekend   | 93.0%                   | 89.6%            | 94.0%         | 88.9%           | 89.2%            |                 |              |
| <b>Operating Statistics</b>  | <b>Trains Scheduled</b>   |                         | <b>1,595</b>     | <b>11,588</b> | <b>1,348</b>    | <b>12,480</b>    |                 |              |
|  | <b>Avg. Delay per Late Train (min)</b><br><small>excluding trains cancelled or terminated</small> |                         | 18.9             | 21.2          | 16.5            | 21.9             |                 |              |
|  | <b>Trains Over 15 min. Late</b><br><small>excluding trains cancelled or terminated</small>        | 300                     | 31               | 233           | 52              | 525              |                 |              |
|  | <b>Trains Canceled</b>  | 60                      | 71               | 121           | 12              | 105              |                 |              |
|  | <b>Trains Terminated</b>  | 60                      | 4                | 37            | 4               | 39               |                 |              |
|  | <b>Percent of Scheduled Trips Completed</b>   | 99.4%                   | 95.3%            | 98.6%         | 98.8%           | 98.8%            |                 |              |
| <b>Consist Compliance*</b><br><i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>                | <b>System - AM</b>  |                         | <b>99.0%</b>     | <b>96.5%</b>  | <b>99.0%</b>    | <b>98.3%</b>     | <b>98.9%</b>    |              |
|  | Pascack Valley - AM   |                         | 99.0%            | 97.6%         | 99.1%           | 98.5%            | 98.8%           |              |
|  | Port Jervis - AM  |                         | 99.0%            | 95.3%         | 98.9%           | 98.0%            | 99.0%           |              |

\*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 |   |
| 08/04                  | Tue | Service Disruption due to Hurricane Isaias.                                   | 0                     | 0 | 0 | 0       | 13 | 0 | 0        | 19 | 2 | 0       | 0  | 0 | 0         | 32        | 2 |
| 08/05                  | Wed | Residual delays due to Hurricane Isaias on August 4th.                        | 0                     | 0 | 0 | 0       | 0  | 0 | 0        | 0  | 0 | 1       | 27 | 0 | 1         | 27        | 0 |
| 08/07                  | Fri | PVL: Train 2114 was cancelled account had a Epic Fault on Cab Car and no HEP. | 0                     | 0 | 0 | 0       | 0  | 0 | 0        | 0  | 0 | 5       | 1  | 0 | 5         | 1         | 0 |
| 08/10                  | Mon | PVL: Delays and cancellations account tree account tracks at Montvale.        | 3                     | 4 | 0 | 0       | 0  | 0 | 1        | 0  | 0 | 0       | 0  | 0 | 4         | 4         | 0 |
| <b>TOTAL FOR MONTH</b> |     |   | 3                     | 4 | 0 | 0       | 13 | 0 | 1        | 19 | 2 | 6       | 28 | 0 | 10        | 64        | 2 |
|                        |     |   |                       |   |   |         |    |   |          |    |   |         |    |   | <b>76</b> |           |   |

**AUGUST 2020 STANDEE REPORT**
**East of Hudson**

|                                       |                           |                  | <b>AUG<br/>2019</b> | <b>YTD<br/>2019</b> | <b>AUG<br/>2020</b> | <b>YTD<br/>2020</b> |
|---------------------------------------|---------------------------|------------------|---------------------|---------------------|---------------------|---------------------|
| <b>Daily Average</b>                  | <b>Hudson Line</b>        | Program Standees | 0                   | 0                   | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 0                   | 1                   | 0                   | 3                   |
| <b>Total Standees</b>                 |                           |                  | <b>0</b>            | <b>1</b>            | <b>0</b>            | <b>3</b>            |
| <b>AM Peak</b>                        | <b>Harlem Line</b>        | Program Standees | 31                  | 4                   | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 8                   | 18                  | 0                   | 4                   |
| <b>Total Standees</b>                 |                           |                  | <b>39</b>           | <b>21</b>           | <b>0</b>            | <b>4</b>            |
|                                       | <b>New Haven<br/>Line</b> | Program Standees | 24                  | 3                   | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 28                  | 65                  | 0                   | 15                  |
| <b>Total Standees</b>                 |                           |                  | <b>52</b>           | <b>68</b>           | <b>0</b>            | <b>15</b>           |
| <b>EAST OF HUDSON TOTAL - AM PEAK</b> |                           |                  | <b>91</b>           | <b>91</b>           | <b>0</b>            | <b>21</b>           |
| <b>Daily Average</b>                  | <b>Hudson Line</b>        | Program Standees | 0                   | 0                   | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 0                   | 0                   | 0                   | 0                   |
| <b>Total Standees</b>                 |                           |                  | <b>0</b>            | <b>0</b>            | <b>0</b>            | <b>0</b>            |
| <b>PM Peak</b>                        | <b>Harlem Line</b>        | Program Standees | 0                   | 0                   | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 2                   | 7                   | 0                   | 0                   |
| <b>Total Standees</b>                 |                           |                  | <b>2</b>            | <b>7</b>            | <b>0</b>            | <b>0</b>            |
|                                       | <b>New Haven<br/>Line</b> | Program Standees | 140                 | 18                  | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 39                  | 66                  | 0                   | 2                   |
| <b>Total Standees</b>                 |                           |                  | <b>179</b>          | <b>84</b>           | <b>0</b>            | <b>2</b>            |
| <b>EAST OF HUDSON TOTAL - PM PEAK</b> |                           |                  | <b>181</b>          | <b>92</b>           | <b>0</b>            | <b>2</b>            |

**West of Hudson**

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

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

**Definitions**

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

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

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

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

Operations Planning and Analysis/jc

## ELEVATOR AND ESCALATOR OPERATING REPORT

### FOR MONTH OF August 2020

| Elevator Availability  | 2020   |              | 2019    |              |
|------------------------|--------|--------------|---------|--------------|
|                        | August | Year to Date | August  | Year to Date |
| Grand Central Terminal | 96.02% | 98.49%       | 87.31%  | 86.14%       |
| Harlem                 | 99.96% | 99.50%       | 99.85%  | 99.83%       |
| Hudson                 | 98.90% | 99.39%       | 99.81%  | 99.81%       |
| New Haven              | 99.90% | 98.64%       | 100.00% | 99.90%       |
| Overall Average        | 98.70% | 99.01%       | 96.74%  | 96.42%       |

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

| Escalator Availability | 2020    |              | 2019    |              |
|------------------------|---------|--------------|---------|--------------|
|                        | August  | Year to Date | August  | Year to Date |
| Grand Central Terminal | 99.70%  | 99.93%       | 100.00% | 83.76%       |
| White Plains           | 100.00% | 100.00%      | 100.00% | 100.00%      |
| Overall Average        | 99.85%  | 99.96%       | 100.00% | 91.88%       |

*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.*

# Operations Report

**John Kesich**

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

## **July 2020 Highlights: Operations Report**

July service delivery operated above goal at 98.3% with YTD 3.3% better than in 2019.

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

### **Hudson Line – 98.9%**

3 trains (0.1%) cancelled or terminated

### **Harlem Line – 97.8%**

6 trains (0.2%) cancelled or terminated

### **New Haven Line – 98.4%**

10 train (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 at goal at 93.0%.

Due to Covid-19 service levels have been reduced.

**Pascack Valley – 94.9% YTD: 96.8%**

**Port Jervis – 90.3% YTD: 93.3%**

### **Cancelled Trains**

13 - (0.8%) PVL: 5, PJJ: 8

### **Equipment Performance**

Fleet Availability was good during July.

Fleet MDBF in April operated above goal at 535,018 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       | July          | YTD thru July  | July          | YTD thru July  |              |
| <b>On Time Performance</b><br><i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>    | <b>System</b>   | <b>Overall</b>        | <b>93.0%</b>      | <b>98.3%</b>  | <b>98.1%</b>   | <b>92.4%</b>  | <b>94.8%</b>   |              |
|   |   | AM Peak               | 93.0%             |               | 96.6%          | 91.2%         | 93.0%          |              |
|   |   | AM Reverse Peak       | 93.0%             |               | 97.8%          | 92.9%         | 95.5%          |              |
|   |   | PM Peak               | 93.0%             |               | 98.2%          | 89.8%         | 94.2%          |              |
|   |   | <b>Total Peak</b>     | <b>93.0%</b>      |               | <b>97.5%</b>   | <b>90.9%</b>  | <b>93.8%</b>   |              |
|   |   | Off Peak Weekday      | 93.0%             | 98.2%         | 97.9%          | 91.7%         | 94.2%          |              |
|   |   | Weekend               | 93.0%             | 98.9%         | 98.9%          | 96.6%         | 97.5%          |              |
|   |   | <b>Hudson Line</b>    | <b>Overall</b>    | <b>93.0%</b>  | <b>98.9%</b>   | <b>98.5%</b>  | <b>93.6%</b>   | <b>95.2%</b> |
|   |   |                       | AM Peak           | 93.0%         |                | 96.2%         | 94.2%          | 92.6%        |
|   |   |                       | AM Reverse Peak   | 93.0%         |                | 98.2%         | 94.2%          | 94.9%        |
|   |   |                       | PM Peak           | 93.0%         |                | 98.8%         | 91.7%          | 96.3%        |
|   |   |                       | <b>Total Peak</b> | <b>93.0%</b>  |                | <b>97.5%</b>  | <b>93.1%</b>   | <b>94.4%</b> |
|   |   |                       | Off Peak Weekday  | 93.0%         | 98.9%          | 98.6%         | 93.6%          | 95.0%        |
|   |   |                       | Weekend           | 93.0%         | 99.1%          | 99.0%         | 94.5%          | 97.0%        |
|   |   | <b>Harlem Line</b>    | <b>Overall</b>    | <b>93.0%</b>  | <b>97.8%</b>   | <b>97.8%</b>  | <b>94.2%</b>   | <b>96.0%</b> |
|   |   |                       | AM Peak           | 93.0%         |                | 96.9%         | 90.9%          | 94.2%        |
|   |   |                       | AM Reverse Peak   | 93.0%         |                | 96.8%         | 90.9%          | 95.7%        |
|   |   |                       | PM Peak           | 93.0%         |                | 97.9%         | 90.1%          | 94.1%        |
|   |   |                       | <b>Total Peak</b> | <b>93.0%</b>  |                | <b>97.2%</b>  | <b>90.6%</b>   | <b>94.4%</b> |
|   |   |                       | Off Peak Weekday  | 93.0%         | 97.3%          | 97.4%         | 95.4%          | 96.1%        |
|   |   |                       | Weekend           | 93.0%         | 99.5%          | 99.3%         | 98.9%          | 98.8%        |
|   |   | <b>New Haven Line</b> | <b>Overall</b>    | <b>93.0%</b>  | <b>98.4%</b>   | <b>98.0%</b>  | <b>90.3%</b>   | <b>93.7%</b> |
|   |   |                       | AM Peak           | 93.0%         |                | 96.7%         | 89.5%          | 92.2%        |
|   |   |                       | AM Reverse Peak   | 93.0%         |                | 98.6%         | 94.2%          | 95.7%        |
|   |   |                       | PM Peak           | 93.0%         |                | 98.2%         | 88.2%          | 92.8%        |
|   |   |                       | <b>Total Peak</b> | <b>93.0%</b>  |                | <b>97.6%</b>  | <b>89.7%</b>   | <b>93.0%</b> |
|   |   |                       | Off Peak Weekday  | 93.0%         | 98.4%          | 98.0%         | 87.9%          | 92.5%        |
|   |   | Weekend               | 93.0%             | 98.4%         | 98.5%          | 96.3%         | 97.0%          |              |
| <b>Operating Statistics</b>   | <b>Trains Scheduled</b>   |                       |                   | <b>12,842</b> | <b>100,813</b> | <b>19,712</b> | <b>134,304</b> |              |
|   | <b>Avg. Delay per Late Train (min)</b><br><small>excluding trains cancelled or terminated</small> |                       |                   | 13.0          | 12.9           | 12.8          | 12.5           |              |
|   | <b>Trains Over 15 min. Late</b><br><small>excluding trains cancelled or terminated</small>        |                       | 2,300             | 40            | 426            | 321           | 1,345          |              |
|   | <b>Trains Canceled</b>  |                       | 230               | 11            | 42             | 16            | 139            |              |
|   | <b>Trains Terminated</b>  |                       | 230               | 8             | 76             | 21            | 138            |              |
|   | <b>Percent of Scheduled Trips Completed</b>   |                       | 99.8%             | 99.9%         | 99.9%          | 99.8%         | 99.8%          |              |
| <b>Consist Compliance</b>   | <b>System</b>   | <b>Overall</b>        | <b>99.0%</b>      | <b>100.0%</b> | <b>99.9%</b>   | <b>99.5%</b>  | <b>99.4%</b>   |              |
| <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i> |   | AM Peak               | 98.0%             |               | 99.2%          | 98.8%         | 98.6%          |              |
|   |   | AM Reverse Peak       | 99.5%             |               | 100.0%         | 100.0%        | 100.0%         |              |
|   |   | PM Peak               | 98.0%             |               | 99.8%          | 99.0%         | 98.9%          |              |
|   |   | <b>Total Peak</b>     | <b>98.0%</b>      |               | <b>99.5%</b>   | <b>99.0%</b>  | <b>98.9%</b>   |              |
|   |   | Off Peak Weekday      | 99.5%             | 100.0%        | 99.9%          | 99.8%         | 99.8%          |              |
|   |   | Weekend               | 99.5%             | 100.0%        | 100.0%         | 99.7%         | 99.7%          |              |
|   |   | <b>Hudson Line</b>    |                   |               |                |               |                |              |
|   |   |                       | AM Peak           | 99.0%         |                | 99.7%         | 99.9%          | 99.9%        |
|   |   |                       | PM Peak           | 99.0%         |                | 100.0%        | 99.9%          | 99.9%        |
|   |   | <b>Harlem Line</b>    |                   |               |                |               |                |              |
|   |   |                       | AM Peak           | 98.0%         |                | 99.6%         | 98.8%          | 99.0%        |
|   |   |                       | PM Peak           | 98.0%         |                | 99.7%         | 99.4%          | 99.0%        |
|   |   | <b>New Haven Line</b> |                   |               |                |               |                |              |
|   |   |                       | AM Peak           | 97.0%         |                | 98.4%         | 97.9%          | 97.4%        |
|   |   |                       | PM Peak           | 97.0%         |                | 99.7%         | 97.9%          | 98.1%        |



**SYSTEM Category of Delay**

| Delay Minutes /<br>Delay Threshold | % Total | June | 2020 Data |                  | 2019 Data |                  | YTD 2020<br>Vs 2019 |
|------------------------------------|---------|------|-----------|------------------|-----------|------------------|---------------------|
|                                    |         |      | July      | YTD thru<br>July | July      | YTD thru<br>July |                     |
| <b>Engineering (Scheduled)</b>     | 12.8%   | 28   | 54        | 203              | 249       | 915              | -712                |
| <b>Engineering (Unscheduled)</b>   | 11.0%   | 147  | 47        | 1,029            | 941       | 3,839            | -2,809              |
| <b>Maintenance of Equipment</b>    | 20.2%   | 62   | 86        | 891              | 460       | 2,252            | -1,362              |
| <b>Transportation</b>              | 3.5%    | 19   | 15        | 160              | 50        | 422              | -262                |
| <b>Capital Projects</b>            | 4.2%    | 72   | 18        | 165              | 173       | 931              | -767                |
| <b>Weather and Environmental</b>   | 22.9%   | 48   | 97        | 447              | 616       | 1,068            | -621                |
| <b>Police</b>                      | 3.8%    | 53   | 16        | 490              | 186       | 1,054            | -563                |
| <b>Customers</b>                   | 1.5%    | 11   | 7         | 117              | 133       | 707              | -591                |
| <b>Other</b>                       | 20.0%   | 15   | 85        | 451              | 308       | 2,781            | -2,329              |
| <b>3rd Party Operations</b>        | 0.0%    | 0    | 0         | 4                | 4         | 33               | -29                 |
| <b>TOTAL</b>                       | 100.0%  | 455  | 423       | 3,956            | 3,121     | 14,001           | -10,045             |
| <b>HUDSON LINE</b>                 | % Total | June | July      | YTD thru<br>July | July      | YTD thru<br>July | YTD 2020<br>Vs 2019 |
| Engineering (Scheduled)            | 16.3%   | 6    | 7         | 51               | 65        | 239              | -188                |
| Engineering (Unscheduled)          | 9.3%    | 2    | 4         | 117              | 56        | 577              | -460                |
| Maintenance of Equipment           | 18.6%   | 20   | 8         | 220              | 81        | 485              | -265                |
| Transportation                     | 2.3%    | 4    | 1         | 33               | 6         | 52               | -19                 |
| Capital Projects                   | 20.9%   | 9    | 9         | 38               | 61        | 336              | -298                |
| Weather and Environmental          | 4.7%    | 7    | 2         | 52               | 260       | 358              | -306                |
| Police                             | 18.6%   | 8    | 8         | 112              | 42        | 203              | -91                 |
| Customers                          | 0.0%    | 3    | 0         | 33               | 54        | 182              | -149                |
| Other                              | 9.3%    | 0    | 4         | 128              | 62        | 811              | -683                |
| 3rd Party Operations               | 0.0%    | 0    | 0         | 0                | 0         | 0                | 0                   |
| <b>TOTAL</b>                       | 100.0%  | 59   | 43        | 784              | 687       | 3,243            | -2,459              |
| <b>HARLEM LINE</b>                 | % Total | June | July      | YTD thru<br>July | July      | YTD thru<br>July | YTD 2020<br>Vs 2019 |
| Engineering (Scheduled)            | 20.8%   | 20   | 42        | 91               | 55        | 139              | -48                 |
| Engineering (Unscheduled)          | 4.5%    | 83   | 9         | 403              | 232       | 958              | -555                |
| Maintenance of Equipment           | 14.9%   | 37   | 30        | 234              | 155       | 616              | -382                |
| Transportation                     | 3.0%    | 9    | 6         | 72               | 9         | 110              | -38                 |
| Capital Projects                   | 2.5%    | 41   | 5         | 78               | 5         | 80               | -2                  |
| Weather and Environmental          | 15.3%   | 32   | 31        | 128              | 81        | 268              | -140                |
| Police                             | 1.0%    | 28   | 2         | 160              | 51        | 266              | -106                |
| Customers                          | 0.5%    | 4    | 1         | 36               | 26        | 161              | -125                |
| Other                              | 37.6%   | 2    | 76        | 161              | 92        | 783              | -622                |
| 3rd Party Operations               | 0.0%    | 0    | 0         | 0                | 0         | 0                | 0                   |
| <b>TOTAL</b>                       | 100.0%  | 256  | 202       | 1,363            | 706       | 3,381            | -2,018              |
| <b>NEW HAVEN LINE</b>              | % Total | June | July      | YTD thru<br>July | July      | YTD thru<br>July | YTD 2020<br>Vs 2019 |
| Engineering (Scheduled)            | 3.3%    | 1    | 6         | 60               | 129       | 535              | -475                |
| Engineering (Unscheduled)          | 18.9%   | 62   | 34        | 509              | 653       | 2,300            | -1,791              |
| Maintenance of Equipment           | 26.1%   | 6    | 47        | 421              | 172       | 908              | -487                |
| Transportation                     | 4.4%    | 7    | 8         | 55               | 36        | 257              | -202                |
| Capital Projects                   | 2.2%    | 22   | 4         | 49               | 105       | 514              | -465                |
| Weather and Environmental          | 35.6%   | 9    | 64        | 266              | 275       | 441              | -175                |
| Police                             | 3.9%    | 17   | 7         | 214              | 93        | 585              | -371                |
| Customers                          | 2.8%    | 4    | 5         | 42               | 54        | 345              | -303                |
| Other                              | 2.8%    | 12   | 5         | 162              | 154       | 1,180            | -1,018              |
| 3rd Party Operations               | 0.0%    | 0    | 0         | 0                | 0         | 1                | -1                  |
| <b>TOTAL</b>                       | 100.0%  | 140  | 180       | 1,778            | 1,671     | 7,066            | -5,288              |

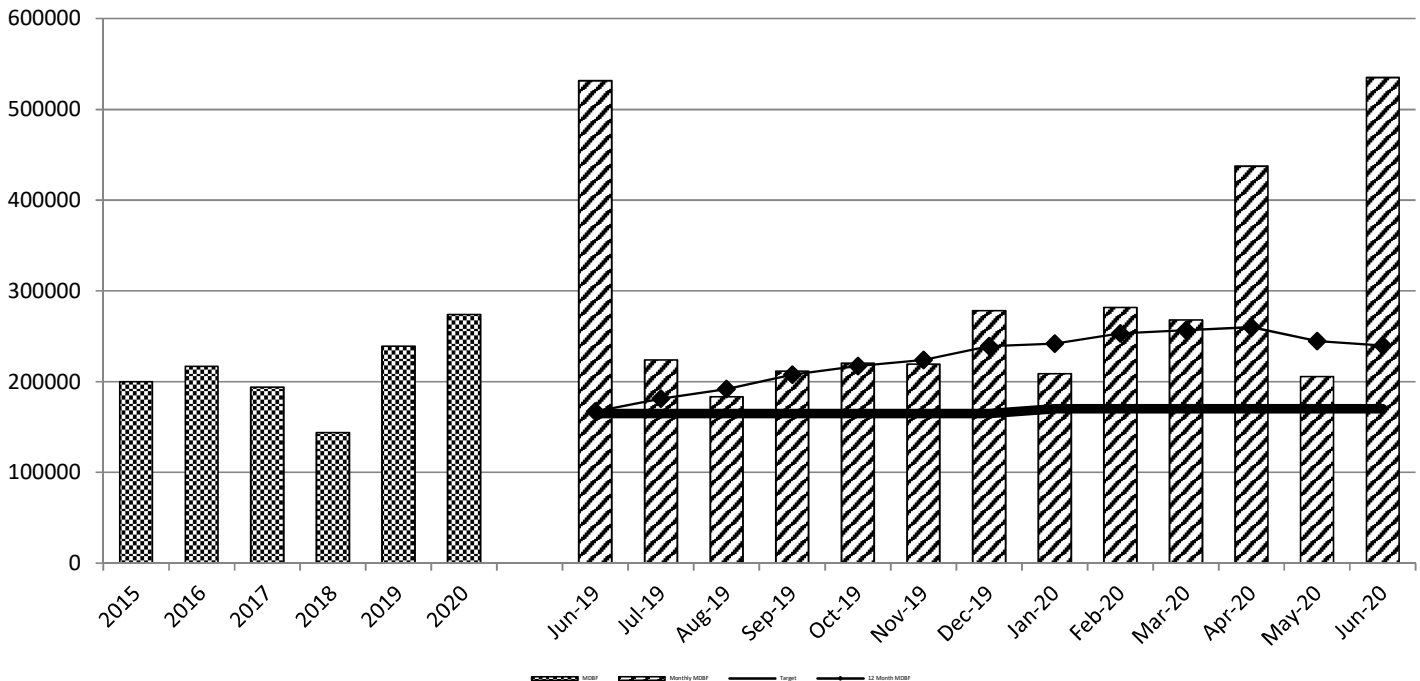
**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

| Date                   | Day | DESCRIPTION OF EVENT  | Number of Late Trains |   |   |            |   |   |         |   |   |         |   |   |       |      |      |    |   |   |
|------------------------|-----|---|-----------------------|---|---|------------|---|---|---------|---|---|---------|---|---|-------|------|------|----|---|---|
|                        |     |   | AM Peak               |   |   | AM Reverse |   |   | PM Peak |   |   | Weekend |   |   | TOTAL |      |      |    |   |   |
|                        |     |   | L                     | C | T | L          | C | T | L       | C | T | L       | C | T | Late  | Cxld | Term |    |   |   |
| 07/02                  | Thu | Train 9548 struck debris and was disabled north of Crestwood Station. | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 13      | 2 | 1 | 0     | 0    | 0    | 13 | 2 | 1 |
| 07/10                  | Fri | Tree down on New Canaan Branch due to Storm.                          | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 6       | 4 | 0 | 0     | 0    | 0    | 6  | 4 | 0 |
| 07/10                  | Fri | Tree down south of Woodlawn Station due to Storm.                     | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 15      | 0 | 0 | 0     | 0    | 0    | 15 | 0 | 0 |
| <b>TOTAL FOR MONTH</b> |     |   | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 34      | 6 | 1 | 0     | 0    | 0    | 34 | 6 | 1 |
|                        |     |   |                       |   |   |            |   |   |         |   |   |         |   |   | 41    |      |      |    |   |   |

|                                       | 2020 Data       |                  |                   |                  |                      |                             |                           |                                   | 2019 Data        |                             |                           |
|---------------------------------------|-----------------|------------------|-------------------|------------------|----------------------|-----------------------------|---------------------------|-----------------------------------|------------------|-----------------------------|---------------------------|
|                                       | Equip-ment Type | Total Fleet Size | MDBF Goal (miles) | Jun MDBF (miles) | Primary Failure Goal | Jun No. of Primary Failures | YTD MDBF thru Jun (miles) | 12 month MDBF Rolling Avg (miles) | Jun MDBF (miles) | Jun No. of Primary Failures | YTD MDBF thru Jun (miles) |
| <b>Mean Distance Between Failures</b> | M8              | 405              | 285,000           | 1,333,393        | 9                    | 1                           | 405,795                   | 399,545                           | 1,272,543        | 2                           | 342,190                   |
|                                       | M3              | 138              | 80,000            | 106,470          | 4                    | 0                           | 129,358                   | 85,894                            | 154,890          | 2                           | 107,383                   |
|                                       | M7              | 334              | 335,000           | 419,057          | 6                    | 3                           | 526,797                   | 454,238                           | 477,943          | 4                           | 323,026                   |
|                                       | Coach           | 207              | 205,000           | 909,009          | 8                    | 0                           | 312,147                   | 254,920                           | 693,089          | 2                           | 389,127                   |
|                                       | P-32            | 31               | 21,000            | 41,125           | 9                    | 3                           | 41,213                    | 35,319                            | 178,930          | 1                           | 48,104                    |
|                                       | BL-20           | 12               | 13,000            | 15,703           | 4                    | 0                           | 17,143                    | 20,138                            | 45,360           | 1                           | 58,412                    |
|                                       | <b>Fleet</b>    | <b>1127</b>      | <b>170,000</b>    | <b>535,018</b>   | <b>40</b>            | <b>7</b>                    | <b>273,779</b>            | <b>239,837</b>                    | <b>531,426</b>   | <b>12</b>                   | <b>263,394</b>            |
|                                       | M8              |                  | 285,000           | 1,333,393        | 9                    | 1                           | 405,795                   | 399,545                           | 1,272,543        | 2                           | 342,190                   |
| M3/7                                  |                 | 232,000          | 454,547           | 10               | 3                    | 404,508                     | 297,018                   | 370,259                           | 6                | 251,145                     |                           |
| Diesel/Coach                          |                 | 85,000           | 349,363           | 21               | 3                    | 144,772                     | 128,542                   | 402,617                           | 4                | 204,530                     |                           |

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

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



| <b>West of Hudson Performance Summary</b>  |   |                         | <b>2020 Data</b> |              |               | <b>2019 Data</b> |               |              |
|--|---|-------------------------|------------------|--------------|---------------|------------------|---------------|--------------|
|  |   |                         | Annual Goal      | July         | YTD thru July | July             | YTD thru July |              |
| <b>On Time Performance</b><br><i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | <b>West of Hudson Total</b>   | <b>Overall</b>          | <b>93.0%</b>     | <b>93.0%</b> | <b>95.3%</b>  | <b>80.7%</b>     | <b>90.2%</b>  |              |
|  |   | AM Peak                 | 93.0%            | 92.7%        | 94.6%         | 88.5%            | 91.1%         |              |
|  |   | PM Peak                 | 93.0%            | 90.0%        | 94.2%         | 87.0%            | 91.7%         |              |
|  |   | <b>Total Peak</b>       | <b>93.0%</b>     | <b>91.3%</b> | <b>94.4%</b>  | <b>87.8%</b>     | <b>91.4%</b>  |              |
|  |   | Off Peak Weekday        | 93.0%            | 90.9%        | 95.0%         | 72.8%            | 88.1%         |              |
|  |   | Weekend                 | 93.0%            | 98.4%        | 96.7%         | 84.7%            | 92.5%         |              |
|  |   | <b>Pascack Line</b>     | <b>Overall</b>   | <b>93.0%</b> | <b>94.9%</b>  | <b>96.8%</b>     | <b>91.8%</b>  | <b>94.6%</b> |
|  |   | AM Peak                 | 93.0%            | 97.1%        | 96.6%         | 95.5%            | 95.9%         |              |
|  |   | PM Peak                 | 93.0%            | 91.4%        | 95.0%         | 91.6%            | 94.4%         |              |
|  |   | <b>Total Peak</b>       | <b>93.0%</b>     | <b>94.3%</b> | <b>95.8%</b>  | <b>93.5%</b>     | <b>95.1%</b>  |              |
|  |   | Off Peak Weekday        | 93.0%            | 92.3%        | 96.5%         | 88.5%            | 94.1%         |              |
|  |   | Weekend                 | 93.0%            | 99.6%        | 97.9%         | 98.0%            | 94.6%         |              |
|  |   | <b>Port Jervis Line</b> | <b>Overall</b>   | <b>93.0%</b> | <b>90.3%</b>  | <b>93.3%</b>     | <b>71.3%</b>  | <b>84.6%</b> |
|  |   | AM Peak                 | 93.0%            | 87.5%        | 92.2%         | 80.3%            | 85.4%         |              |
|  |   | PM Peak                 | 93.0%            | 88.3%        | 93.1%         | 81.7%            | 88.6%         |              |
|  |   | <b>Total Peak</b>       | <b>93.0%</b>     | <b>87.9%</b> | <b>92.7%</b>  | <b>81.0%</b>     | <b>87.0%</b>  |              |
|  |   | Off Peak Weekday        | 93.0%            | 89.0%        | 92.8%         | 60.3%            | 80.6%         |              |
|  | Weekend   | 93.0%                   | 96.3%            | 94.7%        | 79.5%         | 89.3%            |               |              |
| <b>Operating Statistics</b>  | <b>Trains Scheduled</b>   |                         | <b>1,648</b>     | <b>9,993</b> | <b>1,340</b>  | <b>11,132</b>    |               |              |
|  | <b>Avg. Delay per Late Train (min)</b><br><small>excluding trains cancelled or terminated</small> |                         | 18.5             | 21.6         | 23.6          | 22.7             |               |              |
|  | <b>Trains Over 15 min. Late</b><br><small>excluding trains cancelled or terminated</small>        | 300                     | 45               | 202          | 151           | 473              |               |              |
|  | <b>Trains Canceled</b>  | 60                      | 13               | 50           | 14            | 93               |               |              |
|  | <b>Trains Terminated</b>  | 60                      | 4                | 33           | 6             | 35               |               |              |
|  | <b>Percent of Scheduled Trips Completed</b>   | 99.4%                   | 99.0%            | 99.2%        | 98.5%         | 98.9%            |               |              |
| <b>Consist Compliance*</b><br><i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>                | <b>System - AM</b>  |                         | <b>99.0%</b>     | <b>97.9%</b> | <b>99.4%</b>  | <b>98.6%</b>     | <b>99.0%</b>  |              |
|  | Pascack Valley - AM   |                         | 99.0%            | 97.1%        | 99.4%         | 98.7%            | 98.8%         |              |
|  | Port Jervis - AM  |                         | 99.0%            | 98.7%        | 99.5%         | 98.5%            | 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 |
| 07/06                  | Mon | TRAIN 43 WAS TERMINATED AT SECAUCUS ACCOUNT MECHANICAL PROBLEMS WITH ENGINE 4901. | 0                     | 1 | 0 | 0       | 1 | 0 | 2        | 0 | 1 | 0         | 0 | 0 | 2     | 2    | 1    |
| 07/08                  | Wed | ENGINE 4027 OF TRAIN 1607 HAD ATC-PTC FAILURE AT NEW BRIDGE LANDING.              | 0                     | 1 | 0 | 0       | 0 | 0 | 8        | 1 | 0 | 0         | 0 | 0 | 8     | 2    | 0    |
| 07/21                  | Tue | CONGESTION ACCOUNT BROKEN I-JOINT.  | 0                     | 0 | 0 | 6       | 0 | 0 | 0        | 0 | 0 | 0         | 0 | 0 | 6     | 0    | 0    |
| <b>TOTAL FOR MONTH</b> |     |   | 0                     | 2 | 0 | 6       | 1 | 0 | 10       | 1 | 1 | 0         | 0 | 0 | 16    | 4    | 1    |
|                        |     |   |                       |   |   |         |   |   |          |   |   | <b>21</b> |   |   |       |      |      |

**JULY 2020 STANDEE REPORT**
**East of Hudson**

|                                       |                           |                  | <b>JUL<br/>2019</b> | <b>YTD<br/>2019</b> | <b>JUL<br/>2020</b> | <b>YTD<br/>2020</b> |
|---------------------------------------|---------------------------|------------------|---------------------|---------------------|---------------------|---------------------|
| <b>Daily Average</b>                  | <b>Hudson Line</b>        | Program Standees | 0                   | 0                   | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 0                   | 2                   | 0                   | 3                   |
| <b>Total Standees</b>                 |                           |                  | <b>0</b>            | <b>2</b>            | <b>0</b>            | <b>3</b>            |
| <b>AM Peak</b>                        | <b>Harlem Line</b>        | Program Standees | 31                  | 4                   | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 30                  | 19                  | 0                   | 5                   |
| <b>Total Standees</b>                 |                           |                  | <b>61</b>           | <b>23</b>           | <b>0</b>            | <b>5</b>            |
|                                       | <b>New Haven<br/>Line</b> | Program Standees | 24                  | 3                   | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 56                  | 70                  | 0                   | 17                  |
| <b>Total Standees</b>                 |                           |                  | <b>80</b>           | <b>73</b>           | <b>0</b>            | <b>17</b>           |
| <b>EAST OF HUDSON TOTAL - AM PEAK</b> |                           |                  | <b>141</b>          | <b>98</b>           | <b>0</b>            | <b>24</b>           |
| <b>Daily Average</b>                  | <b>Hudson Line</b>        | Program Standees | 0                   | 0                   | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 2                   | 1                   | 0                   | 0                   |
| <b>Total Standees</b>                 |                           |                  | <b>2</b>            | <b>1</b>            | <b>0</b>            | <b>0</b>            |
| <b>PM Peak</b>                        | <b>Harlem Line</b>        | Program Standees | 0                   | 0                   | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 2                   | 8                   | 0                   | 0                   |
| <b>Total Standees</b>                 |                           |                  | <b>2</b>            | <b>8</b>            | <b>0</b>            | <b>0</b>            |
|                                       | <b>New Haven<br/>Line</b> | Program Standees | 140                 | 20                  | 0                   | 0                   |
|                                       |                           | Add'l Standees   | 66                  | 70                  | 0                   | 2                   |
| <b>Total Standees</b>                 |                           |                  | <b>206</b>          | <b>90</b>           | <b>0</b>            | <b>2</b>            |
| <b>EAST OF HUDSON TOTAL - PM PEAK</b> |                           |                  | <b>210</b>          | <b>99</b>           | <b>0</b>            | <b>3</b>            |

**West of Hudson**

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

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

**Definitions**

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

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

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

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

Operations Planning and Analysis/jc

## ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF July 2020

| Elevator Availability  | 2020    |              | 2019    |              |
|------------------------|---------|--------------|---------|--------------|
|                        | July    | Year to Date | July    | Year to Date |
| Grand Central Terminal | 100.00% | 98.81%       | 87.13%  | 85.97%       |
| Harlem                 | 100.00% | 99.44%       | 99.45%  | 99.83%       |
| Hudson                 | 98.94%  | 99.46%       | 99.94%  | 99.81%       |
| New Haven              | 99.92%  | 98.46%       | 100.00% | 99.89%       |
| Overall Average        | 99.72%  | 99.04%       | 96.63%  | 96.38%       |

*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 August 2020. T-18 T-19 estimated Return To Service (RTS) is September 2020.*

| Escalator Availability | 2020    |              | 2019    |              |
|------------------------|---------|--------------|---------|--------------|
|                        | July    | Year to Date | July    | Year to Date |
| Grand Central Terminal | 100.00% | 99.94%       | 96.75%  | 81.60%       |
| White Plains           | 100.00% | 100.00%      | 100.00% | 100.00%      |
| Overall Average        | 100.00% | 99.97%       | 98.38%  | 90.80%       |

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



**Metro-North Railroad**

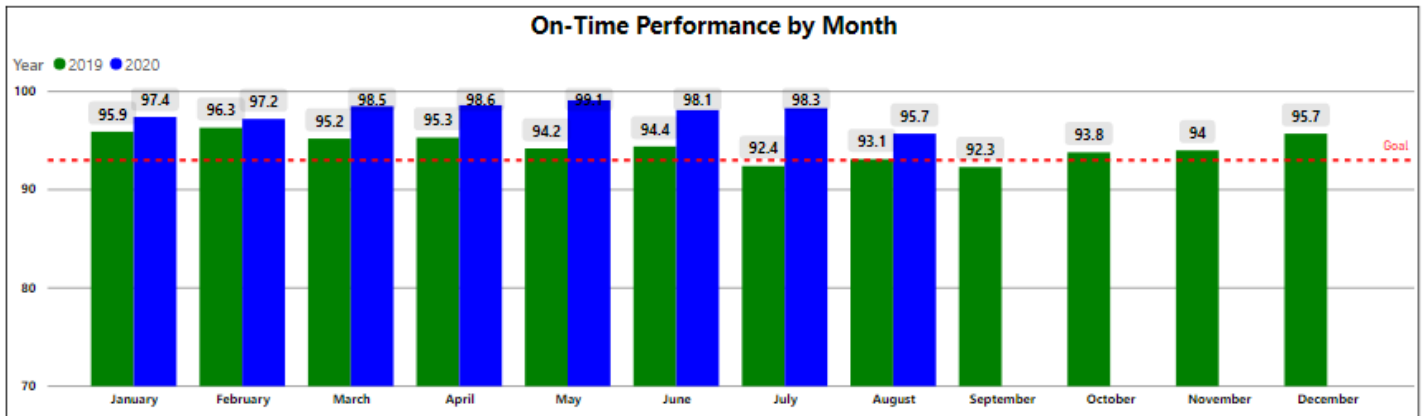
# **Performance Metrics Report**



## On-Time Performance

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

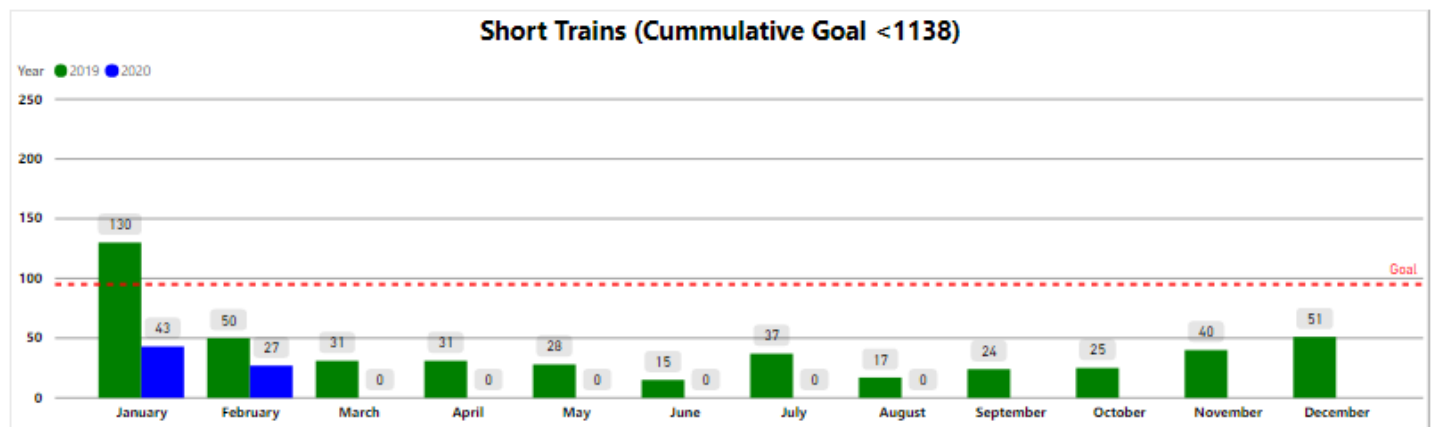
|       | 2020   |       | 2019   |       |
|-------|--------|-------|--------|-------|
| Goal  | August | YTD   | August | YTD   |
| 93.0% | 95.7%  | 97.8% | 93.1%  | 94.6% |



## Short Trains

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

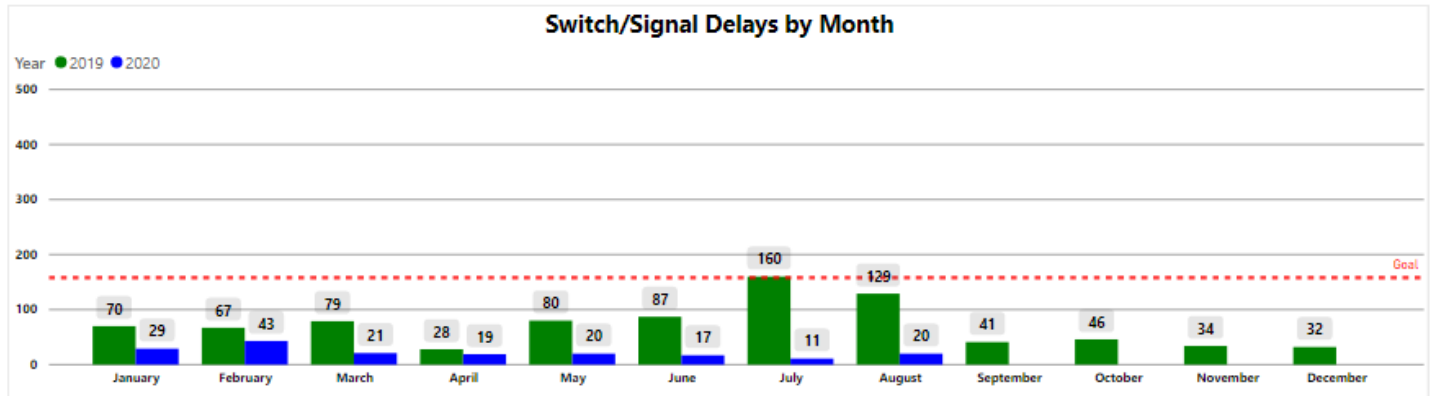
|      | 2020   |     | 2019   |     |
|------|--------|-----|--------|-----|
| Goal | August | YTD | August | YTD |
| 1138 | 0      | 70  | 17     | 339 |



## Switch/Signal Delays

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

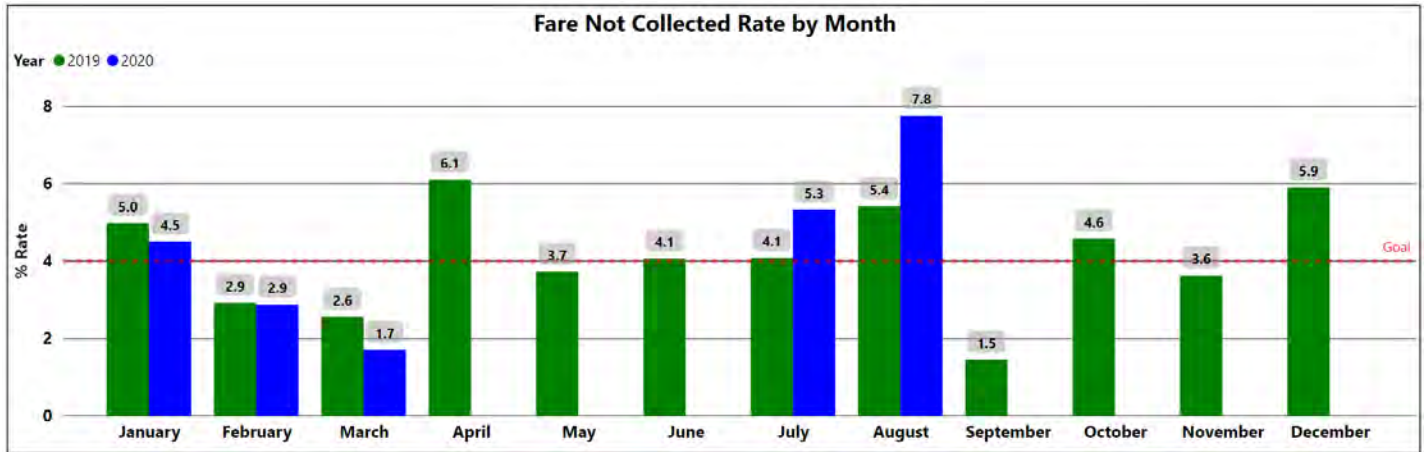
|      | 2020   |     | 2019   |      |
|------|--------|-----|--------|------|
| Goal | August | YTD | August | YTD  |
| 1896 | 36     | 374 | 296    | 1442 |



## Fare Not Collected Rate

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

|      | 2020 |      | 2019 |      |
|------|------|------|------|------|
| Goal | Aug  | YTD  | Aug  | YTD  |
| 4.0% | 7.8% | 4.3% | 5.4% | 4.5% |

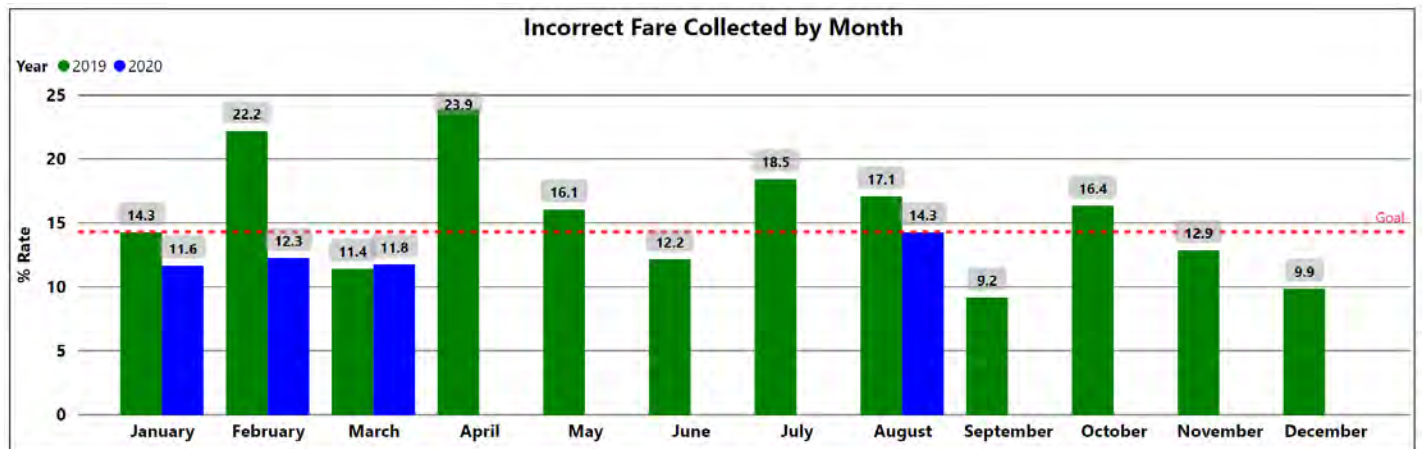


- Due to coronavirus pandemic, MTA Audit suspended their onboard fare collection efforts in March and tracking of both Fare Not Collected and Incorrect Fare Collected has halted.

## 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  | Aug   | YTD   | Aug   | YTD   |
| 14.3% | 14.3% | 12.1% | 17.1% | 17.3% |

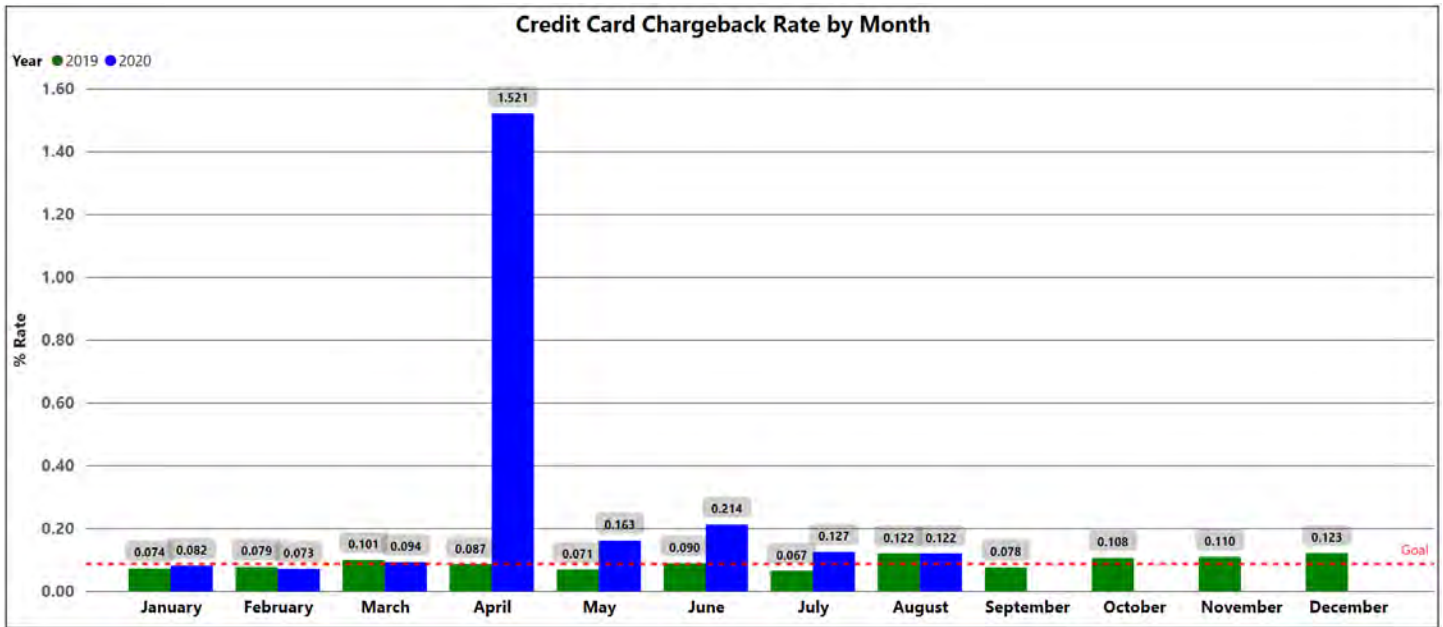


- Due to coronavirus pandemic, MTA Audit suspended their onboard fare collection efforts in March and tracking of both Fare Not Collected and Incorrect Fare Collected has halted.

## Credit Card Chargeback Rate

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

|        | 2020   |        | 2019   |        |
|--------|--------|--------|--------|--------|
| Goal   | Aug    | YTD    | Aug    | YTD    |
| 0.088% | 0.122% | 0.103% | 0.122% | 0.087% |



- 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.

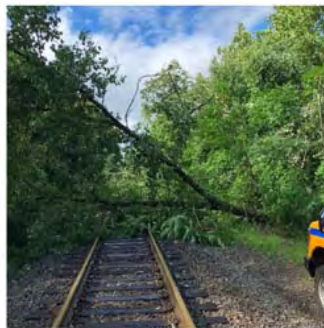


# Metro-North Railroad

## Finance Report

**Steven Weiss**

Executive Director, Management & Forecast



*Metro-North crews worked vigorously to remove downed trees from the right-of-way and repair track infrastructure damage caused by Tropical Storm Isaias. Full pre-Tropical Storm Isaias was restored by the morning of August 10<sup>th</sup>.*





# Metro-North Railroad

## August 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 Midyear Forecast (forecast) and key financial performance indicators.

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

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

- Ridership of 20.6 million, which includes East of Hudson ridership of 20.1 million and West of Hudson ridership of 0.5 million, was 2.0% unfavorable vs. forecast. Consequently, farebox revenue of \$191.6 million was \$6.4 million lower than forecast.
- Total revenue of \$533.2 million was \$28.8 million or 5.7% 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 for the May, June, and July.
- Total expenses of \$840.8 million were \$54.2 million or 6.1% 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) August 2020 are presented in the table below and compared to the Midyear Forecast.

**MTA Metro-North Railroad**  
**August 2020 Year-to-Date Results**  
(\$ in Millions)

|   | <u>Mid-Year<br/>Forecast</u> | <u>Actual</u>    | Fav/(Unfav)<br><u>\$ Var</u> | Variance<br><u>% Var</u> |
|---|------------------------------|------------------|------------------------------|--------------------------|
| <b>Total Revenue</b>  | <b>\$504.3</b>               | <b>\$533.2</b>   | <b>\$28.8</b>                | <b>5.7%</b>              |
| <b>Total Expenses before Non-Cash Liability Adjs.</b>       | <b>895.0</b>                 | <b>840.8</b>     | <b>54.2</b>                  | <b>6.1%</b>              |
| <b>Operating Surplus/(Deficit)</b>                          | <b>(390.6)</b>               | <b>(307.6)</b>   | <b>83.1</b>                  | <b>21.3%</b>             |
| <i>Other Non-Cash Liabilities</i>                           | <i>163.4</i>                 | <i>160.4</i>     | <i>3.1</i>                   | <i>1.9%</i>              |
| <b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.</b> | <b>(554.1)</b>               | <b>(467.9)</b>   | <b>86.1</b>                  | <b>15.5%</b>             |
| <i>Cash Adjustments</i>                                     | <i>149.2</i>                 | <i>167.8</i>     | <i>18.6</i>                  | <i>12.5%</i>             |
| <b>Net Cash Surplus/(Deficit)</b>                           | <b>(\$404.9)</b>             | <b>(\$300.2)</b> | <b>\$104.7</b>               | <b>25.9%</b>             |

**Steven Weiss**

# Executive Director, Management & Forecast

## **NON-REIMBURSABLE and REIMBURSABLE SUMMARY**

August 2020 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$467.9 million was \$86.1 million or 15.5% favorable vs. the forecast.

Major drivers of the August 2020 YTD favorable result of \$86.1 million include higher Non-Reimbursable Revenues of \$28.8 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. In addition Non-Reimbursable Expenses were favorable by \$57.3 million mainly due to lower labor costs, the timing of rolling stock maintenance events and material usage, and lower contractual, consulting and engineering services.

August 2020 YTD Reimbursable Expenses of \$216.2 million were \$15.4 million unfavorable vs. the forecast primarily due to the timing of several capital projects including the Waterbury Branch Cab Signal Project and the Connecticut Track Program.

## **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD results were \$6.4 million lower vs. the forecast primarily due to lower ridership due to Tropical Storm Isaias and a weaker recovery in East of Hudson Ridership.
  - YTD Ridership of 20.6 million was 2.0% unfavorable vs. the forecast and 64.2% unfavorable vs. YTD 2019.
- **Other Operating Revenue** – YTD was \$35.2 million favorable vs. the forecast primarily due to the CARES Act Reimbursement noted above.
- **Capital and Other Reimbursements** – YTD was \$15.4 million or 7.7% favorable vs. the forecast primarily due to scheduling and timing changes noted above.

## **TOTAL EXPENSES (Non-Reimbursable and Reimbursable)**

**Total Expenses** – YTD expenses of \$1,217.3 million were \$41.9 million or 3.3% favorable vs. the forecast.

**Labor Expenses (including fringes and overhead recoveries)** of \$746.3 million YTD were \$22.7 million favorable vs. the forecast.

- **Payroll** – YTD was \$2.4 million favorable vs. the forecast, which primarily reflects hiring and attrition savings.
- **Overtime** – YTD was \$8.3 million favorable vs. the forecast primarily due to reduced train and engine crew overtime resulting from the implementation of revised schedules effective in June in addition to increased train and engine employee availability, combined with staggered shift maintenance coverage.

**Non-Labor Expenses** of \$310.7 million YTD were \$16.1 million favorable vs. the forecast.

- **Electric Power** – YTD results were \$0.9 million unfavorable vs. the forecast primarily due to higher rates.
- **Fuel** – YTD expenses were \$0.8 million unfavorable vs. the forecast primarily due to higher rates.
- **Maintenance & Other Operating Contracts** – YTD was \$12.7 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 as well as infrastructure repairs.

- **Professional Services** – YTD was \$5.0 million favorable vs. the forecast due to lower than anticipated Non-Reimbursable expenses for consulting and engineering services partially offset by the timing of Reimbursable project activity primarily related to the transfer of Maybrook Trailway costs from Operating Capital to Reimbursable Capital partially offset by the Connecticut Positive Train Control, and Oil Circuit Breaker Replacement Projects.
- **Materials & Supplies** – YTD was \$3.4 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, lower various inventory adjustments, as well as the timing of COVID-19 extraordinary cleaning supplies for stations and rolling stock.
- **Other Business Expenses** – YTD was \$4.2 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 \$3.1 million favorable vs. the YTD forecast primarily due to lower environmental remediation due to the timing of reimbursable projects requiring remediation, as well as lower GASB 68 expense, which reflects adjustments to account for MNR's net pension liability.

### **CASH DEFICIT SUMMARY**

August YTD Net Cash Deficit of \$300.2 million was \$104.7 million or 25.9% favorable to the forecast. This is mainly due to the timing of payments in several expenditure categories and the higher CARES Act reimbursement.

### **FINANCIAL PERFORMANCE MEASURES**

- Adjusted Farebox Operating Ratio of 29.0% was 1.5 percentage points favorable vs. the forecast.
- Adjusted Cost per Passenger of \$39.53 was \$1.75 favorable vs. the forecast.
- Revenue per Passenger of \$9.32 was \$0.11 unfavorable vs. the forecast.



**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**AUGUST 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      |
| <b>Revenue</b>  |                   |                         |                 |             |                   |                         |                  |               |                   |                         |                  |              |
| Farebox Revenue                                       | \$17.821          | \$11.071                | (\$6.750)       | (37.9)      | \$0.000           | \$0.000                 | \$0.000          | -             | \$17.821          | \$11.071                | (\$6.750)        | (37.9)       |
| Vehicle Toll Revenue                                  | 0.000             | 0.000                   | 0.000           | -           | 0.000             | 0.000                   | 0.000            | -             | 0.000             | 0.000                   | 0.000            | -            |
| Other Operating Revenue                               | 19.363            | 32.458                  | 13.095          | 67.6        | 0.000             | 0.000                   | 0.000            | -             | 19.363            | 32.458                  | 13.095           | 67.6         |
| <i>Capital &amp; Other Reimbursements:</i>            |                   |                         |                 |             |                   |                         |                  |               |                   |                         |                  |              |
| MTA   | 0.000             | 0.000                   | 0.000           | -           | 11.623            | 11.901                  | 0.278            | 2.4           | 11.623            | 11.901                  | 0.278            | 2.4          |
| CDOT  | 0.000             | 0.000                   | 0.000           | -           | 17.422            | 11.655                  | (5.767)          | (33.1)        | 17.422            | 11.655                  | (5.767)          | (33.1)       |
| Other   | 0.000             | 0.000                   | 0.000           | -           | 3.005             | 2.012                   | (0.993)          | (33.0)        | 3.005             | 2.012                   | (0.993)          | (33.0)       |
| Total Capital and Other Reimbursements                | 0.000             | 0.000                   | 0.000           | -           | 32.050            | 25.568                  | (6.482)          | (20.2)        | 32.050            | 25.568                  | (6.482)          | (20.2)       |
| <b>Total Revenue</b>                                  | <b>\$37.184</b>   | <b>\$43.530</b>         | <b>\$6.346</b>  | <b>17.1</b> | <b>\$32.050</b>   | <b>\$25.568</b>         | <b>(\$6.482)</b> | <b>(20.2)</b> | <b>\$69.234</b>   | <b>\$69.098</b>         | <b>(\$0.137)</b> | <b>(0.2)</b> |
| <b>Expenses</b>                                       |                   |                         |                 |             |                   |                         |                  |               |                   |                         |                  |              |
| <i>Labor:</i>   |                   |                         |                 |             |                   |                         |                  |               |                   |                         |                  |              |
| Payroll   | \$44.039          | \$42.654                | \$1.385         | 3.1         | \$4.616           | \$4.132                 | \$0.484          | 10.5          | \$48.655          | \$46.786                | \$1.869          | 3.8          |
| Overtime  | 8.465             | 6.145                   | 2.319           | 27.4        | 2.385             | 2.103                   | 0.282            | 11.8          | 10.850            | 8.248                   | 2.602            | 24.0         |
| Health and Welfare                                    | 9.406             | 8.510                   | 0.896           | 9.5         | 1.571             | 1.375                   | 0.195            | 12.4          | 10.977            | 9.885                   | 1.091            | 9.9          |
| OPEB Current Payment                                  | 3.287             | 3.229                   | 0.058           | 1.8         | 0.000             | 0.000                   | 0.000            | -             | 3.287             | 3.229                   | 0.058            | 1.8          |
| Pensions  | 10.857            | 9.835                   | 1.023           | 9.4         | 1.244             | 1.113                   | 0.131            | 10.5          | 12.101            | 10.948                  | 1.154            | 9.5          |
| Other Fringe Benefits                                 | 10.598            | 9.166                   | 1.432           | 13.5        | 1.183             | 1.059                   | 0.124            | 10.5          | 11.781            | 10.225                  | 1.556            | 13.2         |
| Reimbursable Overhead                                 | (6.592)           | (6.110)                 | (0.481)         | (7.3)       | 6.263             | 5.992                   | 0.271            | 4.3           | (0.329)           | (0.118)                 | (0.211)          | (64.1)       |
| <b>Total Labor</b>                                    | <b>\$80.061</b>   | <b>\$73.429</b>         | <b>\$6.632</b>  | <b>8.3</b>  | <b>\$17.261</b>   | <b>\$15.774</b>         | <b>\$1.487</b>   | <b>8.6</b>    | <b>\$97.322</b>   | <b>\$89.203</b>         | <b>\$8.119</b>   | <b>8.3</b>   |
| <i>Non-Labor:</i>                                     |                   |                         |                 |             |                   |                         |                  |               |                   |                         |                  |              |
| Electric Power  | \$4.423           | \$5.014                 | (\$0.591)       | (13.4)      | \$0.000           | \$0.000                 | \$0.000          | -             | \$4.423           | \$5.014                 | (\$0.591)        | (13.4)       |
| Fuel  | 0.681             | 0.907                   | (0.227)         | (33.3)      | 0.000             | 0.000                   | 0.000            | -             | 0.681             | 0.907                   | (0.227)          | (33.3)       |
| Insurance   | 1.402             | 1.211                   | 0.191           | 13.6        | 0.000             | 0.207                   | (0.207)          | -             | 1.402             | 1.419                   | (0.016)          | (1.2)        |
| Claims  | 0.112             | 0.095                   | 0.017           | 15.2        | 0.000             | 0.000                   | 0.000            | -             | 0.112             | 0.095                   | 0.017            | 15.2         |
| Paratransit Service Contracts                         | 0.000             | 0.000                   | 0.000           | -           | 0.000             | 0.000                   | 0.000            | -             | 0.000             | 0.000                   | 0.000            | -            |
| Maintenance and Other Operating Contracts             | 9.925             | 9.190                   | 0.735           | 7.4         | 5.457             | 3.201                   | 2.256            | 41.3          | 15.383            | 12.391                  | 2.991            | 19.4         |
| Professional Service Contracts                        | 3.965             | 2.878                   | 1.087           | 27.4        | 4.509             | 3.720                   | 0.789            | 17.5          | 8.474             | 6.598                   | 1.876            | 22.1         |
| Materials & Supplies                                  | 9.632             | 7.530                   | 2.102           | 21.8        | 4.815             | 2.637                   | 2.178            | 45.2          | 14.447            | 10.167                  | 4.280            | 29.6         |
| Other Business Expenses                               | 1.651             | (1.325)                 | 2.976           | *           | 0.008             | 0.029                   | (0.021)          | *             | 1.659             | (1.296)                 | 2.954            | *            |
| <b>Total Non-Labor</b>                                | <b>\$31.790</b>   | <b>\$25.501</b>         | <b>\$6.290</b>  | <b>19.8</b> | <b>\$14.789</b>   | <b>\$9.794</b>          | <b>\$4.995</b>   | <b>33.8</b>   | <b>\$46.579</b>   | <b>\$35.295</b>         | <b>\$11.285</b>  | <b>24.2</b>  |
| <i>Other Adjustments:</i>                             |                   |                         |                 |             |                   |                         |                  |               |                   |                         |                  |              |
| Other   | 0.000             | 0.000                   | 0.000           | -           | 0.000             | 0.000                   | 0.000            | -             | 0.000             | 0.000                   | 0.000            | -            |
| <b>Total Other Adjustments</b>                        | <b>\$0.000</b>    | <b>\$0.000</b>          | <b>\$0.000</b>  | <b>-</b>    | <b>\$0.000</b>    | <b>\$0.000</b>          | <b>\$0.000</b>   | <b>-</b>      | <b>\$0.000</b>    | <b>\$0.000</b>          | <b>\$0.000</b>   | <b>-</b>     |
| <b>Total Expenses before Non-Cash Liability Adjs.</b> | <b>\$111.851</b>  | <b>\$98.929</b>         | <b>\$12.922</b> | <b>11.6</b> | <b>\$32.050</b>   | <b>\$25.568</b>         | <b>\$6.482</b>   | <b>20.2</b>   | <b>\$143.901</b>  | <b>\$124.497</b>        | <b>\$19.404</b>  | <b>13.5</b>  |
| Depreciation  | 20.485            | 19.918                  | 0.568           | 2.8         | 0.000             | 0.000                   | 0.000            | -             | 20.485            | 19.918                  | 0.568            | 2.8          |
| 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             | (0.039)                 | 0.488           | *           | 0.000             | 0.000                   | 0.000            | -             | 0.449             | (0.039)                 | 0.488            | *            |
| GASB75 Adjustment                                     | 0.000             | 0.000                   | 0.000           | -           | 0.000             | 0.000                   | 0.000            | -             | 0.000             | 0.000                   | 0.000            | -            |
| <b>Total Expenses</b>                                 | <b>\$132.785</b>  | <b>\$118.808</b>        | <b>\$13.977</b> | <b>10.5</b> | <b>\$32.050</b>   | <b>\$25.568</b>         | <b>\$6.482</b>   | <b>20.2</b>   | <b>\$164.835</b>  | <b>\$144.376</b>        | <b>\$20.459</b>  | <b>12.4</b>  |
| <b>Net Surplus/(Deficit)</b>                          | <b>(\$95.601)</b> | <b>(\$75.279)</b>       | <b>\$20.323</b> | <b>21.3</b> | <b>\$0.000</b>    | <b>\$0.000</b>          | <b>\$0.000</b>   | <b>-</b>      | <b>(\$95.601)</b> | <b>(\$75.279)</b>       | <b>\$20.323</b>  | <b>21.3</b>  |
| <i>Cash Conversion Adjustments:</i>                   |                   |                         |                 |             |                   |                         |                  |               |                   |                         |                  |              |
| Depreciation  | 20.485            | 19.918                  | (0.568)         | (2.8)       | 0.000             | 0.000                   | 0.000            | -             | 20.485            | 19.918                  | (0.568)          | (2.8)        |
| Operating/Capital                                     | (4.866)           | (2.660)                 | 2.206           | 45.3        | 0.000             | 0.000                   | 0.000            | -             | (4.866)           | (2.660)                 | 2.206            | 45.3         |
| Other Cash Adjustments                                | 5.853             | 33.652                  | 27.799          | *           | 0.000             | 0.000                   | 0.000            | -             | 5.853             | 33.652                  | 27.799           | *            |
| <b>Total Cash Conversion Adjustments</b>              | <b>\$21.472</b>   | <b>\$50.910</b>         | <b>\$29.438</b> | <b>*</b>    | <b>\$0.000</b>    | <b>\$0.000</b>          | <b>\$0.000</b>   | <b>-</b>      | <b>\$21.472</b>   | <b>\$50.910</b>         | <b>\$29.438</b>  | <b>*</b>     |
| <b>Net Cash Surplus/(Deficit)</b>                     | <b>(\$74.130)</b> | <b>(\$24.369)</b>       | <b>\$49.761</b> | <b>67.1</b> | <b>\$0.000</b>    | <b>\$0.000</b>          | <b>\$0.000</b>   | <b>-</b>      | <b>(\$74.130)</b> | <b>(\$24.369)</b>       | <b>\$49.761</b>  | <b>67.1</b>  |

**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**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**AUGUST YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I - B

|   | Nonreimbursable      |                            |                  |             | Reimbursable         |                            |                   |              | Total                |                            |                  |             |
|---|----------------------|----------------------------|------------------|-------------|----------------------|----------------------------|-------------------|--------------|----------------------|----------------------------|------------------|-------------|
|   | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                  |             | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                   |              | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                  |             |
|   |                      | Actual                     | Variance         | Percent     |                      | Actual                     | Variance          | Percent      |                      | Actual                     | Variance         | Percent     |
| <b>Revenue</b>  |                      |                            |                  |             |                      |                            |                   |              |                      |                            |                  |             |
| Farebox Revenue                                       | \$197.969            | \$191.565                  | (\$6.404)        | (3.2)       | \$0.000              | \$0.000                    | \$0.000           | -            | \$197.969            | \$191.565                  | (\$6.404)        | (3.2)       |
| Vehicle Toll Revenue                                  | 0.000                | 0.000                      | 0.000            | -           | 0.000                | 0.000                      | 0.000             | -            | 0.000                | 0.000                      | 0.000            | -           |
| Other Operating Revenue                               | 306.380              | 341.600                    | 35.220           | 11.5        | 0.000                | 0.000                      | 0.000             | -            | 306.380              | 341.600                    | 35.220           | 11.5        |
| <i>Capital &amp; Other Reimbursements:</i>            |                      |                            |                  |             |                      |                            |                   |              |                      |                            |                  |             |
| MTA   | 0.000                | 0.000                      | 0.000            | -           | 78.164               | 79.323                     | 1.159             | 1.5          | 78.164               | 79.323                     | 1.159            | 1.5         |
| CDOT  | 0.000                | 0.000                      | 0.000            | -           | 94.248               | 107.770                    | 13.521            | 14.3         | 94.248               | 107.770                    | 13.521           | 14.3        |
| Other   | 0.000                | 0.000                      | 0.000            | -           | 28.420               | 29.124                     | 0.705             | 2.5          | 28.420               | 29.124                     | 0.705            | 2.5         |
| Total Capital and Other Reimbursements                | 0.000                | 0.000                      | 0.000            | -           | 200.832              | 216.217                    | 15.385            | 7.7          | 200.832              | 216.217                    | 15.385           | 7.7         |
| <b>Total Revenue/Receipts</b>                         | <b>\$504.349</b>     | <b>\$533.166</b>           | <b>\$28.816</b>  | <b>5.7</b>  | <b>\$200.832</b>     | <b>\$216.217</b>           | <b>\$15.385</b>   | <b>7.7</b>   | <b>\$705.181</b>     | <b>\$749.382</b>           | <b>\$44.201</b>  | <b>6.3</b>  |
| <b>Expenses</b>                                       |                      |                            |                  |             |                      |                            |                   |              |                      |                            |                  |             |
| <i>Labor:</i>   |                      |                            |                  |             |                      |                            |                   |              |                      |                            |                  |             |
| Payroll   | \$359.339            | \$356.718                  | \$2.620          | 0.7         | \$31.968             | \$32.235                   | (\$0.267)         | (0.8)        | \$391.307            | \$388.953                  | \$2.354          | 0.6         |
| Overtime  | 64.524               | 54.325                     | 10.199           | 15.8        | 16.260               | 18.195                     | (1.935)           | (11.9)       | 80.784               | 72.520                     | 8.264            | 10.2        |
| Health and Welfare                                    | 75.738               | 75.028                     | 0.710            | 0.9         | 10.752               | 10.995                     | (0.243)           | (2.3)        | 86.490               | 86.022                     | 0.467            | 0.5         |
| OPEB Current Payment                                  | 26.852               | 26.659                     | 0.193            | 0.7         | 0.000                | 0.000                      | 0.000             | -            | 26.852               | 26.659                     | 0.193            | 0.7         |
| Pensions  | 84.779               | 80.513                     | 4.266            | 5.0         | 8.351                | 8.363                      | (0.012)           | (0.1)        | 93.130               | 88.877                     | 4.254            | 4.6         |
| Other Fringe Benefits                                 | 84.269               | 77.015                     | 7.254            | 8.6         | 8.137                | 8.387                      | (0.250)           | (3.1)        | 92.406               | 85.403                     | 7.004            | 7.6         |
| Reimbursable Overhead                                 | (43.904)             | (48.803)                   | 4.899            | 11.2        | 41.952               | 46.661                     | (4.710)           | (11.2)       | (1.953)              | (2.142)                    | 0.189            | 9.7         |
| <b>Total Labor</b>                                    | <b>\$651.596</b>     | <b>\$621.455</b>           | <b>\$30.141</b>  | <b>4.6</b>  | <b>\$117.420</b>     | <b>\$124.837</b>           | <b>(\$7.417)</b>  | <b>(6.3)</b> | <b>\$769.016</b>     | <b>\$746.292</b>           | <b>\$22.724</b>  | <b>3.0</b>  |
| <i>Non-Labor:</i>                                     |                      |                            |                  |             |                      |                            |                   |              |                      |                            |                  |             |
| Electric Power  | \$36.924             | \$37.770                   | (\$0.847)        | (2.3)       | (\$0.097)            | (\$0.040)                  | (\$0.057)         | (59.1)       | \$36.827             | \$37.731                   | (\$0.904)        | (2.5)       |
| Fuel  | 7.571                | 8.384                      | (0.813)          | (10.7)      | 0.000                | 0.000                      | 0.000             | -            | 7.571                | 8.384                      | (0.813)          | (10.7)      |
| Insurance   | 11.175               | 11.110                     | 0.065            | 0.6         | 0.313                | 1.550                      | (1.237)           | *            | 11.488               | 12.660                     | (1.172)          | (10.2)      |
| Claims  | 0.684                | 0.095                      | 0.590            | 86.2        | 0.000                | (0.005)                    | 0.005             | -            | 0.684                | 0.090                      | 0.595            | 86.9        |
| 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             | 75.356               | 71.439                     | 3.917            | 5.2         | 22.976               | 14.241                     | 8.735             | 38.0         | 98.332               | 85.680                     | 12.652           | 12.9        |
| Professional Service Contracts                        | 26.266               | 20.707                     | 5.559            | 21.2        | 34.241               | 34.817                     | (0.576)           | (1.7)        | 60.506               | 55.524                     | 4.982            | 8.2         |
| Materials & Supplies                                  | 70.863               | 59.615                     | 11.247           | 15.9        | 25.879               | 40.564                     | (14.685)          | (56.7)       | 96.742               | 100.179                    | (3.437)          | (3.6)       |
| Other Business Expenses                               | 14.551               | 10.174                     | 4.376            | 30.1        | 0.100                | 0.253                      | (0.153)           | *            | 14.651               | 10.427                     | 4.224            | 28.8        |
| <b>Total Non-Labor</b>                                | <b>\$243.389</b>     | <b>\$219.295</b>           | <b>\$24.094</b>  | <b>9.9</b>  | <b>\$83.412</b>      | <b>\$91.380</b>            | <b>(\$7.968)</b>  | <b>(9.6)</b> | <b>\$326.802</b>     | <b>\$310.675</b>           | <b>\$16.127</b>  | <b>4.9</b>  |
| <i>Other Adjustments</i>                              |                      |                            |                  |             |                      |                            |                   |              |                      |                            |                  |             |
| Other   | 0.000                | 0.000                      | 0.000            | -           | 0.000                | 0.000                      | 0.000             | -            | 0.000                | 0.000                      | 0.000            | -           |
| <b>Total Other Adjustments</b>                        | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>   | <b>-</b>    | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>    | <b>-</b>     | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>   | <b>-</b>    |
| <b>Total Expenses before Non-Cash Liability Adjs.</b> | <b>\$894.986</b>     | <b>\$840.751</b>           | <b>\$54.235</b>  | <b>6.1</b>  | <b>\$200.832</b>     | <b>\$216.217</b>           | <b>(\$15.385)</b> | <b>(7.7)</b> | <b>\$1,095.818</b>   | <b>\$1,056.967</b>         | <b>\$38.850</b>  | <b>3.5</b>  |
| Depreciation  | 164.415              | 163.741                    | 0.674            | 0.4         | 0.000                | 0.000                      | 0.000             | -            | 164.415              | 163.741                    | 0.674            | 0.4         |
| OPEB Obligation                                       | 0.000                | 0.000                      | 0.000            | -           | 0.000                | 0.000                      | 0.000             | -            | 0.000                | 0.000                      | 0.000            | -           |
| GASB68 Pension Adjustment                             | (1.910)              | (3.066)                    | 1.156            | 60.5        | 0.000                | 0.000                      | 0.000             | -            | (1.910)              | (3.066)                    | 1.156            | 60.5        |
| Environmental Remediation                             | 2.206                | 0.674                      | 1.531            | 69.4        | 0.000                | 0.000                      | 0.000             | -            | 2.206                | 0.674                      | 1.531            | 69.4        |
| GASB75 Adjustment                                     | (1.277)              | (0.995)                    | (0.282)          | (22.1)      | 0.000                | 0.000                      | 0.000             | -            | (1.277)              | (0.995)                    | (0.282)          | (22.1)      |
| <b>Total Expenses</b>                                 | <b>\$1,058.419</b>   | <b>\$1,001.105</b>         | <b>\$57.314</b>  | <b>5.4</b>  | <b>\$200.832</b>     | <b>\$216.217</b>           | <b>(\$15.385)</b> | <b>(7.7)</b> | <b>\$1,259.251</b>   | <b>\$1,217.322</b>         | <b>\$41.929</b>  | <b>3.3</b>  |
| <b>Net Surplus/(Deficit)</b>                          | <b>(\$554.070)</b>   | <b>(\$467.939)</b>         | <b>\$86.130</b>  | <b>15.5</b> | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>    | <b>-</b>     | <b>(\$554.070)</b>   | <b>(\$467.939)</b>         | <b>\$86.130</b>  | <b>15.5</b> |
| <i>Cash Conversion Adjustments:</i>                   |                      |                            |                  |             |                      |                            |                   |              |                      |                            |                  |             |
| Depreciation  | 164.415              | 163.741                    | (0.674)          | (0.4)       | 0.000                | 0.000                      | 0.000             | -            | 164.415              | 163.741                    | (0.674)          | (0.4)       |
| Operating/Capital                                     | (17.853)             | (17.545)                   | 0.308            | 1.7         | 0.000                | 0.000                      | 0.000             | -            | (17.853)             | (17.545)                   | 0.308            | 1.7         |
| Other Cash Adjustments                                | 2.596                | 21.561                     | 18.965           | *           | 0.000                | 0.000                      | 0.000             | -            | 2.596                | 21.561                     | 18.965           | *           |
| <b>Total Cash Conversion Adjustments</b>              | <b>\$149.158</b>     | <b>\$167.756</b>           | <b>\$18.599</b>  | <b>12.5</b> | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>    | <b>-</b>     | <b>\$149.158</b>     | <b>\$167.756</b>           | <b>\$18.599</b>  | <b>12.5</b> |
| <b>Net Cash Surplus/(Deficit)</b>                     | <b>(\$404.912)</b>   | <b>(\$300.183)</b>         | <b>\$104.729</b> | <b>25.9</b> | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>    | <b>-</b>     | <b>(\$404.912)</b>   | <b>(\$300.183)</b>         | <b>\$104.729</b> | <b>25.9</b> |

**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  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS  
 JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST  
 August 2020  
 (\$ in millions)

| Generic Revenue<br>or Expense Category | Non Reimb.<br>or Reimb. | Current Month vs. Mid-Year Forecast |         |   |                         | Year to Date vs. Mid-Year Forecast |  |  |  |
|--|-------------------------|-------------------------------------|---------|---|-------------------------|------------------------------------|--|--|--|
|  |                         | Variance<br>Fav (Unfav)             |         | Reason for Variance   | Variance<br>Fav (Unfav) |                                    | Reason for Variance  |  |  |
|  |                         | \$                                  | %       |   | \$                      | %                                  |  |  |  |
| FAREBOX REVENUE                        | Non-Reimb               | (\$6.750)                           | (37.9%) | Reflects lower ridership due to Tropical Storm Isaias and a weaker recovery in East of Hudson ridership due to the COVID-19 Pandemic.   | (\$6.404)               | (3.2%)                             | Reflects lower ridership due to Tropical Storm Isaias and a weaker recovery in East of Hudson ridership due to the COVID-19 Pandemic.  |  |  |
| OTHER OPERATING REVENUE                | Non-Reimb               | \$13.095                            | *       | 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 for July.                           | \$35.220                | *                                  | 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                   | (\$6.482)                           | (20.2%) | Lower reimbursements reflect scheduling and timing changes in capital project expenditures.   | \$15.385                | 7.7%                               | Higher reimbursements reflect scheduling and timing changes in capital project expenditures.   |  |  |
| PAYROLL                                | Non-Reimb               | \$1.385                             | 3.1%    | The net impact of staff hiring and attrition partially offset by the timing of retiree payouts and the reallocation of capital forces to operations coverage due to the rescheduling of capital projects. | \$2.620                 | 0.7%                               |  |  |  |
|  | Reimb                   | \$0.484                             | 10.5%   | Primarily reflects lower activity on the Cyclical Track Program, Positive Train Control, Catenary Replacement and Overhead Bridge Program Projects.   | (\$0.267)               | (0.8%)                             |  |  |  |
| OVERTIME                               | Non-Reimb               | \$2.319                             | 27.4%   | See overtime charts.  | \$10.199                | 15.8%                              | See overtime charts.   |  |  |
|  | Reimb                   | \$0.282                             | 11.8%   | See overtime charts.  | (\$1.935)               | (11.9%)                            | See overtime charts.   |  |  |
| HEALTH AND WELFARE                     | Non-Reimb               | \$0.896                             | 9.5%    | Primarily reflects lower labor costs combined with lower than forecasted rates.   | \$0.710                 | 0.9%                               |  |  |  |
|  | Reimb                   | \$0.195                             | 12.4%   | Primarily reflects lower activity on the Cyclical Track Program and Positive Train Control Project.   | (\$0.243)               | (2.3%)                             |  |  |  |
| PENSIONS                               | Non-Reimb               | \$1.023                             | 9.4%    | Primarily reflects lower labor costs and rates than forecasted partially offset by the timing of payments for COVID-19 Death Benefits.  | \$4.266                 | 5.0%                               | Primarily reflects lower labor costs and rates than forecasted partially offset by the timing of payments for COVID-19 Death Benefits.   |  |  |
|  | Reimb                   | \$0.131                             | 10.5%   | Primarily reflects lower activity on the Cyclical Track Program, Positive Train Control and Catenary Replacement Projects.  | (\$0.012)               | (0.1%)                             |  |  |  |
| OTHER FRINGE BENEFITS                  | Non-Reimb               | \$1.432                             | 13.5%   | Primarily reflects a lower employee claim provision as well as lower labor costs than forecasted.   | \$7.254                 | 8.6%                               | Primarily reflects a lower employee claim provision as well as lower labor costs than forecasted partially offset by higher other employee reimbursements.                                   |  |  |
|  | Reimb                   | \$0.124                             | 10.5%   | Primarily reflects lower activity on the Cyclical Track Program and Positive Train Control Project.   | (\$0.250)               | (3.1%)                             |  |  |  |

MTA METRO-NORTH RAILROAD  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
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 JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST  
 August 2020  
 (\$ in millions)

| Generic Revenue<br>or Expense Category       | Non Reimb.<br>or Reimb. | Current Month vs. Mid-Year Forecast |         |   | Year to Date vs. Mid-Year Forecast |         |   |
|--|-------------------------|-------------------------------------|---------|---|------------------------------------|---------|---|
|  |                         | Variance<br>Fav (Unfav)             |         | Reason for Variance   | Variance<br>Fav (Unfav)            |         | Reason for Variance   |
|  |                         | \$                                  | %       |   | \$                                 | %       |   |
| REIMBURSABLE OVERHEAD                        | Non-Reimb               | (\$0.481)                           | (7.3%)  | The non-reimbursable and reimbursable variances reflect lower activity for several projects.  | \$4.899                            | 11.2%   | The non-reimbursable and reimbursable variances reflect higher activity for several projects.   |
|  | Reimb                   | \$0.271                             | 4.3%    |   | (\$4.710)                          | (11.2%) |   |
| ELECTRIC POWER                               | Non-Reimb               | (\$0.591)                           | (13.4%) | Higher than anticipated usage on all lines as well as higher non-traction power rates.  | (\$0.847)                          | (2.3%)  |   |
| FUEL   | Non-Reimb               | (\$0.227)                           | (33.3%) | Higher than anticipated rates on all lines.   | (\$0.813)                          | (10.7%) | Higher than anticipated rates on all lines.   |
| INSURANCE                                    | Non-Reimb               | \$0.191                             | 13.6%   | Primarily reflects lower than forecasted premiums.  | \$0.065                            | 0.6%    | Primarily reflects higher activity on the Connecticut Track Program, Mainline/High Speed Turnout Replacement, Cyclical Track Program, 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.                |
|  | Reimb                   | (\$0.207)                           | *       | Primarily reflects higher activity on the Connecticut Track Program, Mainline/High Speed Turnout Replacement Project and Cyclical Track Program.  | (\$1.237)                          | *       |   |
| CLAIMS                                       | Non-Reimb               | \$0.017                             | 15.2%   | Reflects a lower passenger claims provision than forecasted.  | \$0.590                            | 86.2%   | Reflects a lower passenger claims provision than forecasted.  |
| MAINTENANCE AND OTHER<br>OPERATING CONTRACTS | Non-Reimb               | \$0.735                             | 7.4%    | Reflects timing of BL-20 locomotive overhauls and infrastructure repair costs.  | \$3.917                            | 5.2%    | Reflects timing of infrastructure repair costs, 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 lower expenses for miscellaneous maintenance and operating contracts.   |
|  | Reimb                   | \$2.256                             | 41.3%   | Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk, Catenary Replacement, Maybrook Trailway (actuals are reflected in Professional Services), Rehabilitation of Stamford Bridge, GCT Leaks Remediation and Grade Crossing Renewal Projects partially offset by higher activity on the Waterbury Branch Cab Signal Project and Connecticut Track Program. | \$8.735                            | 38.0%   | 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 and S-23 Bridge Program Projects as well as an unfavorable variance due to the transfer of ferry expenses noted above. |
| PROFESSIONAL SERVICE<br>CONTRACTS            | Non-Reimb               | \$1.087                             | 27.4%   | Lower than anticipated consulting and engineering services.   | \$5.559                            | 21.2%   | Lower than anticipated consulting and engineering services.   |
|  | Reimb                   | \$0.789                             | 17.5%   | Reflects lower activity on the Positive Train Control (CT) Project.   | (\$0.576)                          | (1.7%)  |   |

MTA METRO-NORTH RAILROAD  
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 August 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   |
|                                     |                      | \$                                  | %     |   | \$                                 | %       |   |
| MATERIALS AND SUPPLIES              | Non-Reimb            | \$2.102                             | 21.8% | Primarily due the 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.  | \$11.247                           | 15.9%   | Primarily due to timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule, and the timing of cleaning and disinfection supplies expense partially offset by the net impact of adjustments for obsolete material reserves and other inventory adjustments.      |
|                                     | Reimb                | \$2.178                             | 45.2% | Reflects lower activity on the Waterbury Branch Cab Signal Project, Connecticut Track Program and GCT/ESA Trash Facility Projects partially offset by higher activity on the Cyclical Track Program and Mainline/High Speed Turnout Replacement Project.  | (\$14.685)                         | (56.7%) | Reflects higher activity on the Waterbury Branch Cab Signal, Power Infrastructure Restoration, Saga Bridge Repairs, Cyclical Track Program, Mainline High Speed Turnouts Replacement, GCT Turnouts-Switch Renewal and Connecticut Track Program Projects partially offset by lower activity on the Harmon Shop Replacement. |
| OTHER BUSINESS EXPENSES             | Non-Reimb            | \$2.976                             | *     | Primarily due to lower subsidy payments to New Jersey Transit reflecting credits for June through early July service reductions.  | \$4.376                            | 30.1%   | Primarily due to lower subsidy payments to New Jersey Transit reflecting credits for March through early July service reductions and lower credit card fees partially offset by lower Amtrak recoveries and the timing of Norfolk Southern recoveries.  |
|                                     | Reimb                | (\$0.021)                           | *     | Reflects higher activity on the Design of Railway C&S Systems, Universal Interlock CP243, Waterbury Branch Cab Signal, Power Infrastructure Restoration Projects and the Connecticut Track Program.   | (\$0.153)                          | *       | Primarily reflects higher activity on the GCT PAVIS (Public Address/Visual Information System) System, Waterbury Branch Cab Signal, Positive Train Control, Universal Interlock CP243, Power Infrastructure Restoration and Customer Communication at Stations Projects.  |
| GASB68 PENSION ADJUSTMENT           | Non-Reimb            | \$0.000                             | *     |   | \$1.156                            | 60.5%   | Reflects adjustments to account for MNR's net pension liability.  |
| ENVIRONMENTAL REMEDIATION           | Non-Reimb            | \$0.488                             | *     | Reflects timing of projects requiring remediation.  | \$1.531                            | 69.4%   | Reflects timing of projects requiring remediation.  |
| GASB75 ADJUSTMENT                   | Non-Reimb            | \$0.000                             | *     |   | (\$0.282)                          | (22.1%) | Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.  |
| OPERATING CAPITAL                   | Non-Reimb            | \$2.206                             | 45.3% | Primarily reflects timing for the following projects: Replacement of the GCT Escalators, Track Geometry Car, Enhancement of the Security Camera Monitor System, GCT Air Handling Units/Glycol Cooling, Upper Harlem Pole Replacement and Graybar Passage Improvement partially offset by the Vehicle Replacement Program. | \$0.308                            | 1.7%    |   |

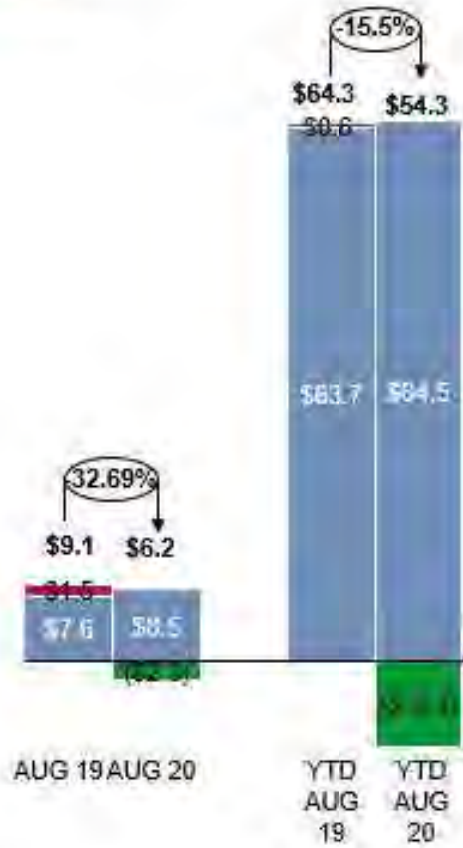
\* Variance exceeds 100%.

# METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

August 2020 and YTD mid-year forecast vs. variance

- Favorable
- Unfavorable
- Budget

Annual mid-year forecast: \$93.2M

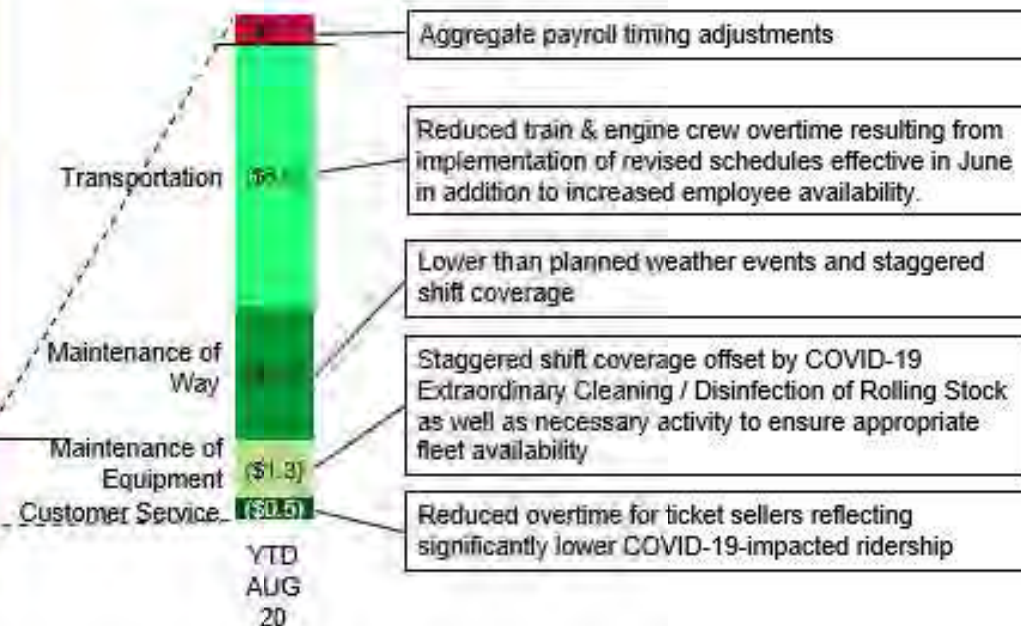


## Overview

- Overall decrease of \$9.9M or 15.5% compared to YTD August 2019
- 15.8% 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 \$15.7M of total \$54.3M; Connecticut's share of YTD Variance is \$3.3M of the \$10.2M

## YTD variance by division

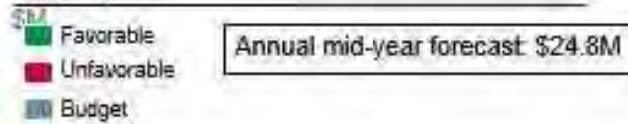
(\$10.2M), (15.8%)



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

# METRO-NORTH RAILROAD – Reimbursable Overtime Variance

August 2020 and YTD mid-year forecast vs. variance

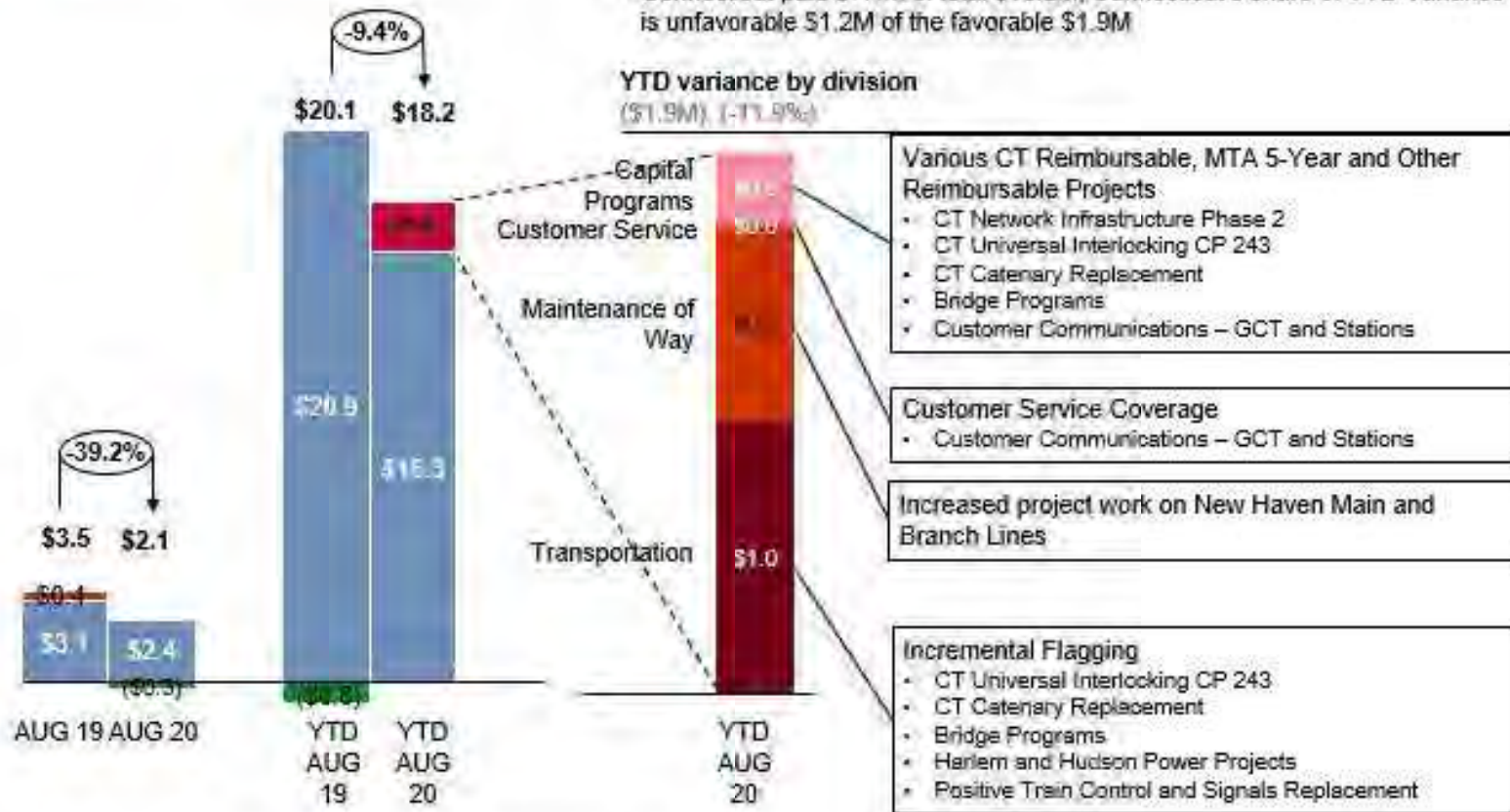


## Overview

- Overall decrease of \$1.9M or 9.4% compared to YTD August 2019
- 11.9% 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 \$7.4M of total \$18.2M, Connecticut's share of YTD Variance is unfavorable \$1.2M of the favorable \$1.9M

## YTD variance by division

(\$1.9M) (-11.9%)

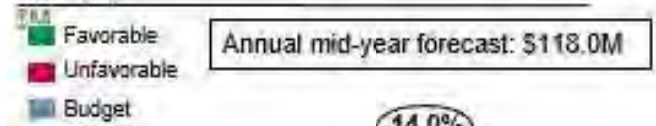


Source: 2020 Mid-Year Forecast; General Ledger actuals for actual overtime spending.



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

August 2020 and YTD mid-year forecast vs. variance

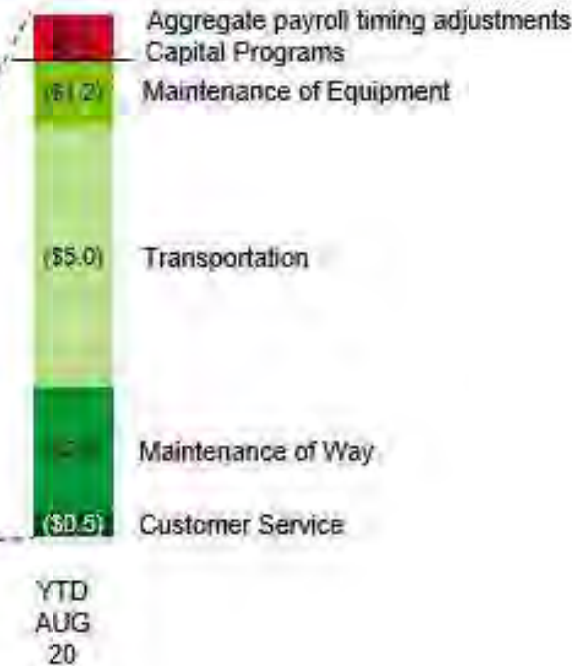


## Overview

- Overall decrease of \$11.8M or 14.0% compared to YTD August 2019
- 10.2% 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 \$23.2M of total \$72.5M; Connecticut's share of YTD Variance is a favorable \$2.2M of the overall favorable \$8.3M

## YTD variance by division

(\$8.3M) (10.2%)



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

|  | AUGUST 2020          |                   |                            |               | Year-to-Date         |                    |                            |             |
|--|----------------------|-------------------|----------------------------|---------------|----------------------|--------------------|----------------------------|-------------|
|  | Mid-Year<br>Forecast | Actual            | Favorable<br>(Unfavorable) |               | Mid-Year<br>Forecast | Actual             | Favorable<br>(Unfavorable) |             |
|  |                      |                   | Variance                   | Percent       |                      |                    | Variance                   | Percent     |
| <b>Receipts</b>  |                      |                   |                            |               |                      |                    |                            |             |
| Farebox Revenue  | \$18.320             | \$10.527          | (\$7.793)                  | (42.5)        | \$196.756            | \$188.635          | (\$8.121)                  | (4.1)       |
| Vehicle Toll Revenue                                     | 0.000                | 0.000             | 0.000                      | -             | 0.000                | 0.000              | 0.000                      | -           |
| Other Operating Revenue                                  | 22.841               | 35.893            | 13.052                     | 57.1          | 331.449              | 356.375            | 24.926                     | 7.5         |
| <i>Capital &amp; Other Reimbursements:</i>               |                      |                   |                            |               |                      |                    |                            |             |
| MTA  | 8.730                | 18.049            | 9.319                      | *             | 83.434               | 86.567             | 3.133                      | 3.8         |
| CDOT   | 17.422               | 28.166            | 10.744                     | 61.7          | 96.222               | 117.883            | 21.661                     | 22.5        |
| Other  | 3.005                | 4.336             | 1.331                      | 44.3          | 27.890               | 23.402             | (4.488)                    | (16.1)      |
| Total Capital and Other Reimbursements                   | 29.157               | 50.551            | 21.394                     | 73.4          | 207.546              | 227.852            | 20.306                     | 9.8         |
| <b>Total Receipts</b>                                    | <b>\$70.317</b>      | <b>\$96.971</b>   | <b>\$26.654</b>            | <b>37.9</b>   | <b>\$735.751</b>     | <b>\$772.862</b>   | <b>\$37.111</b>            | <b>5.0</b>  |
| <b>Expenditures</b>                                      |                      |                   |                            |               |                      |                    |                            |             |
| <i>Labor:</i>  |                      |                   |                            |               |                      |                    |                            |             |
| Payroll  | \$46.162             | \$43.137          | \$3.025                    | 6.6           | \$396.980            | \$390.577          | \$6.403                    | 1.6         |
| Overtime   | 10.504               | 7.642             | 2.862                      | 27.2          | 84.157               | 74.793             | 9.364                      | 11.1        |
| Health and Welfare                                       | 11.966               | 11.012            | 0.954                      | 8.0           | 94.245               | 94.732             | (0.487)                    | (0.5)       |
| OPEB Current Payment                                     | 3.287                | 3.479             | (0.192)                    | (5.8)         | 27.265               | 26.916             | 0.349                      | 1.3         |
| Pensions   | 12.131               | 13.235            | (1.104)                    | (9.1)         | 92.961               | 89.798             | 3.163                      | 3.4         |
| Other Fringe Benefits                                    | 10.907               | 0.813             | 10.094                     | 92.5          | 96.717               | 55.434             | 41.283                     | 42.7        |
| 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                      | -           |
| <b>Total Labor</b>                                       | <b>\$94.956</b>      | <b>\$79.318</b>   | <b>\$15.638</b>            | <b>16.5</b>   | <b>\$792.324</b>     | <b>\$732.250</b>   | <b>\$60.074</b>            | <b>7.6</b>  |
| <i>Non-Labor:</i>  |                      |                   |                            |               |                      |                    |                            |             |
| Electric Power   | \$4.580              | \$5.964           | (\$1.384)                  | (30.2)        | \$38.991             | \$43.167           | (\$4.176)                  | (10.7)      |
| Fuel   | 0.631                | 0.576             | 0.055                      | 8.7           | 8.078                | 9.079              | (1.001)                    | (12.4)      |
| Insurance  | 0.900                | (0.208)           | 1.108                      | *             | 6.487                | 6.512              | (0.025)                    | (0.4)       |
| Claims   | 0.399                | 0.150             | 0.249                      | 62.4          | 1.404                | 0.573              | 0.831                      | 59.2        |
| Paratransit Service Contracts                            | 0.000                | 0.000             | 0.000                      | -             | 0.000                | 0.000              | 0.000                      | -           |
| Maintenance and Other Operating Contracts                | 15.540               | 8.247             | 7.293                      | 46.9          | 103.555              | 83.790             | 19.765                     | 19.1        |
| Professional Service Contracts                           | 7.253                | 8.211             | (0.958)                    | (13.2)        | 42.650               | 32.208             | 10.442                     | 24.5        |
| Materials & Supplies                                     | 15.282               | 15.451            | (0.169)                    | (1.1)         | 111.048              | 138.519            | (27.471)                   | (24.7)      |
| Other Business Expenditures                              | 4.906                | 3.631             | 1.275                      | 26.0          | 36.125               | 26.947             | 9.178                      | 25.4        |
| <b>Total Non-Labor</b>                                   | <b>\$49.491</b>      | <b>\$42.022</b>   | <b>\$7.469</b>             | <b>15.1</b>   | <b>\$348.339</b>     | <b>\$340.795</b>   | <b>\$7.544</b>             | <b>2.2</b>  |
| <i>Other Adjustments:</i>                                |                      |                   |                            |               |                      |                    |                            |             |
| Other  | 0.000                | 0.000             | 0.000                      | -             | 0.000                | 0.000              | 0.000                      | -           |
| <b>Total Other Adjustments</b>                           | <b>\$0.000</b>       | <b>\$0.000</b>    | <b>\$0.000</b>             | <b>-</b>      | <b>\$0.000</b>       | <b>\$0.000</b>     | <b>\$0.000</b>             | <b>-</b>    |
| <b>Total Expenditures</b>                                | <b>\$144.447</b>     | <b>\$121.340</b>  | <b>\$23.107</b>            | <b>16.0</b>   | <b>\$1,140.663</b>   | <b>\$1,073.045</b> | <b>\$67.618</b>            | <b>5.9</b>  |
| <b>Net Cash Deficit ( excludes Opening Cash Balance)</b> | <b>(\$74.130)</b>    | <b>(\$24.369)</b> | <b>\$49.761</b>            | <b>67.1</b>   | <b>(\$404.912)</b>   | <b>(\$300.183)</b> | <b>\$104.729</b>           | <b>25.9</b> |
| <b>Subsidies</b>   |                      |                   |                            |               |                      |                    |                            |             |
| MTA  | 43.772               | 0.000             | (43.772)                   | (100.0)       | 291.621              | 288.461            | (3.160)                    | (1.1)       |
| CDOT   | 30.358               | 33.560            | 3.202                      | 10.5          | 161.828              | 176.242            | 14.414                     | 8.9         |
| <b>Total Subsidies</b>                                   | <b>\$74.130</b>      | <b>\$33.560</b>   | <b>(\$40.570)</b>          | <b>(54.7)</b> | <b>\$453.449</b>     | <b>\$464.703</b>   | <b>\$11.254</b>            | <b>2.5</b>  |
| <b>Cash Timing and Availability Adjustment</b>           | <b>\$0.000</b>       | <b>(\$6.067)</b>  | <b>(\$6.067)</b>           | <b>-</b>      | <b>\$7.596</b>       | <b>(\$24.622)</b>  | <b>(\$32.218)</b>          | <b>*</b>    |

**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

-- 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 | August Month vs Mid-Year Forecast |         |  | Year-to-Date as of August 31, 2020 vs. Mid-Year Forecast |         |  |
|-------------------------------------|-----------------------------------|---------|--|--|---------|--|
|                                     | Variance Fav (Unfav)              |         | Reason for Variance  | Variance Fav (Unfav)                                     |         | Reason for Variance  |
|                                     | \$                                | %       |  | \$   | %       |  |
| FARE REVENUE                        | (7.793)                           | (42.5%) | Reflects lower ridership due to Tropical Storm Isaias and a weaker recovery in East of Hudson ridership due to the COVID-19 pandemic.  | (8.121)  | (4.1%)  | Reflects lower ridership due to Tropical Storm Isaias and a weaker recovery in East of Hudson ridership due to the COVID-19 pandemic.  |
| OTHER OPERATING REVENUE             | 13.052                            | 57.1%   | 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. | 24.926   | 7.5%    | 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 COVID-19 pandemic.          |
| CAPITAL AND OTHER REIMBURSEMENTS:   |                                   |         |  |  |         |  |
| MTA                                 | 9.319                             | *       | Primarily reflects timing of cash receipts.  | 3.133  | 3.8%    | Primarily reflects timing of cash receipts.  |
| CDOT                                | 10.744                            | 61.7%   | Primarily reflects higher cash receipts than forecasted partially offset by lower capital related project activity.  | 21.661   | 22.5%   | Primarily reflects higher capital related project activity and cash receipts than forecasted.  |
| OTHER                               | 1.331                             | 44.3%   | Primarily reflects higher reimbursable related project activity partially offset by lower cash receipts than forecasted.   | (4.488)  | (16.1%) | Primarily reflects lower cash receipts than forecasted partially offset by higher reimbursable related project activity.   |
| PAYROLL                             | 3.025                             | 6.6%    | Primarily reflects the net impact of staff hiring & attrition and the timing of RWA payments partially offset by inter-agency payroll.   | 6.403  | 1.6%    |  |
| OVERTIME                            | 2.862                             | 27.2%   | Primarily reflects reduced train & engine crew overtime resulting from implementation of revised schedules effective in June partially offset by higher overtime due to Tropical Storm Isaias.             | 9.364  | 11.1%   | 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                    | 0.954                             | 8.0%    | Primarily reflects timing of premium payments for dental & vision insurance.   | (0.487)  | (0.5%)  |  |
| OPEB CURRENT PAYMENT                | (0.192)                           | (5.8%)  | Primarily reflects the timing of payments for health insurance premiums for retirees.  | 0.349  | 1.3%    |  |
| PENSIONS                            | (1.104)                           | (9.1%)  | Primarily reflects timing of payments for COVID-19 Death Benefits.   | 3.163  | 3.4%    | Primarily reflects lower labor costs and rates than forecasted partially offset by timing of payments for COVID-19 Death Benefits.   |
| OTHER FRINGE BENEFITS               | 10.094                            | 92.5%   | Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act combined with lower employee claim payments.   | 41.283   | 42.7%   | Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act combined with lower employee claim payments.   |
| ELECTRIC POWER                      | (1.384)                           | (30.2%) | Primarily reflects timing of payments combined with higher rates and usage than forecasted.  | (4.176)  | (10.7%) | Primarily reflects timing of payments and higher rates than forecasted partially offset by lower usage as a result of MNR's reduced service schedule.  |
| FUEL                                | 0.055                             | 8.7%    | Primarily reflects timing of payments partially offset by higher rates.  | (1.001)  | (12.4%) | Primarily reflects higher rates than forecasted combined with timing of payments.  |

**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     | August Month vs Mid-Year Forecast |          |  | Year-to-Date as of August 31, 2020 vs. Mid-Year Forecast |         |  |
|---|-----------------------------------|----------|--|--|---------|--|
|   | Variance Fav (Unfav)              |          | Reason for Variance  | Variance Fav (Unfav)                                     |         | Reason for Variance  |
|   | \$                                | %        |  | \$   | %       |  |
| INSURANCE                               | 1.108                             | *        | Reflects reimbursement from MTA for Force Account premiums.  | (0.025)  | (0.4%)  |  |
| CLAIMS                                  | 0.249                             | 62.4%    | Primarily reflects lower payments for passenger injury settlements.  | 0.831  | 59.2%   | Primarily reflects lower payments for passenger injury settlements.  |
| MAINTENANCE & OTHER OPERATING CONTRACTS | 7.293                             | 46.9%    | Primarily reflects the timing of Capital Projects (Signal Replacement - Greenwich to South Norwalk, GCT Escalator Replacement, Catenary C1A & C2 Replacement, Enhanced Security Camera Monitor, Connecticut Track Program and Maybrook Trailway (actuals are reflected in Professional Services)) combined with timing of BL-20 locomotive overhauls, Real Estate Management Services and infrastructure repair costs. | 19.765   | 19.1%   | Primarily reflects timing of payments for MTA Police Services, Capital Projects (Signal Replacement - Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services) and Catenary C1A & C2 Replacement), infrastructure repair costs and lower expenses for miscellaneous maintenance and operating contracts. |
| PROFESSIONAL SERVICE CONTRACTS          | (0.958)                           | (13.2%)  | Primarily reflects the timing of payments of engineering services for Capital Projects (Positive Train Control) partially offset by lower than anticipated consulting and other engineering services.  | 10.442   | 24.5%   | Primarily reflects the timing of engineering services for Capital Projects (Sasco Creek Traction Power Supply Station, Connecticut Positive Train Control, Oil Circuit Breaker Replacement and GCT Leaks Remediation NYSDOT Share) as well as lower than anticipated consulting and other engineering services.                                |
| MATERIALS & SUPPLIES                    | (0.169)                           | (1.1%)   |  | (27.471)   | (24.7%) | Primarily reflects the timing of materials placed into inventory combined with the timing of Capital Projects (Waterbury Branch Cab Signal Project).   |
| OTHER BUSINESS EXPENSES                 | 1.275                             | 26.0%    | Primarily reflects lower payments to New Jersey Transit reflecting credits for service reductions and lower miscellaneous expenses partially offset by Capital Projects (Maybrook Trailway which is offset in Other Capital Reimbursements above).   | 9.178  | 25.4%   | Primarily reflects lower payments to New Jersey Transit reflecting credits for service reductions and lower miscellaneous expenses partially offset by Capital Projects (Maybrook Trailway which is offset in Other Capital Reimbursements above).   |
| MTA SUBSIDY RECEIPTS                    | (43.772)                          | (100.0%) | Primarily reflects lower cash deficit combined with higher CDOT subsidy partially offset by available cash balance.  | (3.160)  | (1.1%)  |  |
| CDOT SUBSIDY RECEIPTS                   | 3.202                             | 10.5%    | Primarily reflects higher CDOT share of estimated deficit than forecasted.   | 14.414   | 8.9%    | 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.  |

\* Variance exceeds 100%

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

|   | AUGUST 2020          |                            |                  |             | Year-to-Date         |                            |                  |               |
|---|----------------------|----------------------------|------------------|-------------|----------------------|----------------------------|------------------|---------------|
|   | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                  |             | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                  |               |
|   |                      | Actual                     | Variance         | Percent     |                      | Actual                     | Variance         | Percent       |
| <b>Receipts</b>   |                      |                            |                  |             |                      |                            |                  |               |
| Farebox Revenue   | \$0.498              | (\$0.544)                  | (\$1.043)        | *           | (\$1.214)            | (\$2.930)                  | (\$1.717)        | *             |
| Vehicle Toll Revenue                                      | 0.000                | 0.000                      | 0.000            | -           | 0.000                | 0.000                      | 0.000            | -             |
| Other Operating Revenue                                   | 3.478                | 3.435                      | (0.043)          | (1.2)       | 25.069               | 14.775                     | (10.295)         | (41.1)        |
| <i>Capital &amp; Other Reimbursements:</i>                |                      |                            |                  |             |                      |                            |                  |               |
| MTA   | (2.893)              | 6.148                      | 9.042            | *           | 5.270                | 7.244                      | 1.975            | 37.5          |
| CDOT  | 0.000                | 16.511                     | 16.511           | -           | 1.974                | 10.113                     | 8.139            | *             |
| Other   | 0.000                | 2.324                      | 2.324            | -           | (0.529)              | (5.722)                    | (5.193)          | *             |
| Total Capital and Other Reimbursements                    | (2.893)              | 24.983                     | 27.876           | *           | 6.714                | 11.635                     | 4.921            | 73.3          |
| <b>Total Revenue/Receipts</b>                             | <b>\$1.083</b>       | <b>\$27.873</b>            | <b>\$26.790</b>  | <b>*</b>    | <b>\$30.570</b>      | <b>\$23.480</b>            | <b>(\$7.090)</b> | <b>(23.2)</b> |
| <b>Expenditures</b>                                       |                      |                            |                  |             |                      |                            |                  |               |
| <i>Labor:</i>   |                      |                            |                  |             |                      |                            |                  |               |
| Payroll   | \$2.493              | \$3.649                    | \$1.156          | 46.4        | (\$5.673)            | (\$1.624)                  | \$4.050          | 71.4          |
| Overtime  | 0.346                | 0.606                      | 0.260            | 75.0        | (3.373)              | (2.273)                    | 1.100            | 32.6          |
| Health and Welfare  | (0.989)              | (1.127)                    | (0.137)          | (13.9)      | (7.755)              | (8.710)                    | (0.954)          | (12.3)        |
| OPEB Current Payment                                      | 0.000                | (0.250)                    | 0.000            |             | (0.413)              | (0.257)                    | 0.156            | 37.8          |
| Pensions  | (0.029)              | (2.287)                    | (2.258)          | *           | 0.170                | (0.921)                    | (1.091)          | *             |
| Other Fringe Benefits                                     | 0.874                | 9.412                      | 8.538            | *           | (4.311)              | 29.969                     | 34.279           | *             |
| GASB Account  | 0.000                | 0.000                      | 0.000            | -           | 0.000                | 0.000                      | 0.000            | -             |
| Reimbursable Overhead                                     | (0.329)              | (0.118)                    | 0.211            | 64.1        | (1.953)              | (2.142)                    | (0.189)          | (9.7)         |
| <b>Total Labor</b>  | <b>\$2.366</b>       | <b>\$9.885</b>             | <b>\$7.519</b>   | <b>*</b>    | <b>(\$23.308)</b>    | <b>\$14.042</b>            | <b>\$37.350</b>  | <b>*</b>      |
| <i>Non-Labor:</i>   |                      |                            |                  |             |                      |                            |                  |               |
| Electric Power  | (\$0.157)            | (\$0.950)                  | (\$0.793)        | *           | (\$2.164)            | (\$5.436)                  | (\$3.272)        | *             |
| Fuel  | 0.050                | 0.331                      | 0.281            | *           | (0.507)              | (0.695)                    | (0.188)          | (37.0)        |
| Insurance   | 0.502                | 1.627                      | 1.124            | *           | 5.001                | 6.148                      | 1.147            | 22.9          |
| Claims  | (0.287)              | (0.055)                    | 0.232            | 80.7        | (0.720)              | (0.483)                    | 0.237            | 32.9          |
| Paratransit Service Contracts                             | 0.000                | 0.000                      | 0.000            | -           | 0.000                | 0.000                      | 0.000            | -             |
| Maintenance and Other Operating Contracts                 | (0.158)              | 4.144                      | 4.302            | *           | (5.222)              | 1.890                      | 7.113            | *             |
| Professional Service Contracts                            | 1.221                | (1.613)                    | (2.834)          | *           | 17.856               | 23.316                     | 5.460            | 30.6          |
| Materials & Supplies                                      | (0.836)              | (5.284)                    | (4.449)          | *           | (14.306)             | (38.340)                   | (24.034)         | *             |
| Other Business Expenses                                   | (3.247)              | (4.927)                    | (1.680)          | (51.7)      | (21.474)             | (16.520)                   | 4.954            | 23.1          |
| <b>Total Non-Labor</b>                                    | <b>(\$2.911)</b>     | <b>(\$6.727)</b>           | <b>(\$3.816)</b> | <b>*</b>    | <b>(\$21.538)</b>    | <b>(\$30.120)</b>          | <b>(\$8.582)</b> | <b>(39.8)</b> |
| <i>Other Adjustments:</i>                                 |                      |                            |                  |             |                      |                            |                  |               |
| Other   | 0.000                | 0.000                      | 0.000            | -           | 0.000                | 0.000                      | 0.000            | -             |
| <b>Total Other Adjustments</b>                            | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>   | <b>-</b>    | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>   | <b>-</b>      |
| <b>Total Expenditures before Non-Cash Liability Adjs.</b> | <b>(\$0.546)</b>     | <b>\$3.157</b>             | <b>\$3.703</b>   | <b>*</b>    | <b>(\$44.846)</b>    | <b>(\$16.078)</b>          | <b>\$28.768</b>  | <b>64.1</b>   |
| Depreciation  | 20.485               | 19.918                     | (0.568)          | (2.8)       | 164.415              | 163.741                    | (0.674)          | (0.4)         |
| OPEB Obligation   | 0.000                | 0.000                      | 0.000            | -           | 0.000                | 0.000                      | 0.000            | -             |
| GASB68 Pension Adjustment                                 | 0.000                | 0.000                      | 0.000            | -           | (1.910)              | (3.066)                    | (1.156)          | 60.5          |
| Environmental Remediation                                 | 0.449                | (0.039)                    | (0.488)          | *           | 2.206                | 0.674                      | (1.531)          | 69.4          |
| GASB75 Adjustment   | 0.000                | 0.000                      | 0.000            | -           | (1.277)              | (0.995)                    | 0.282            | (22.1)        |
| <b>Total Expenditures Adjustments</b>                     | <b>\$20.388</b>      | <b>\$23.036</b>            | <b>\$2.648</b>   | <b>13.0</b> | <b>\$118.588</b>     | <b>\$144.277</b>           | <b>\$25.689</b>  | <b>21.7</b>   |
| <b>Total Cash Conversion Adjustments</b>                  | <b>\$21.472</b>      | <b>\$50.910</b>            | <b>\$29.438</b>  | <b>*</b>    | <b>\$149.158</b>     | <b>\$167.756</b>           | <b>\$18.599</b>  | <b>12.5</b>   |

**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  
AUGUST 2020  
(in millions)**

|  | MONTH             |                     |                     | VARIANCE<br>Fav/(Unfav) |               |                     |                   | YTD                 |                     |                   | VARIANCE<br>Fav/(Unfav) |              |                    |               |
|--|-------------------|---------------------|---------------------|-------------------------|---------------|---------------------|-------------------|---------------------|---------------------|-------------------|-------------------------|--------------|--------------------|---------------|
|  | MID-YEAR FORECAST |                     | 2019 <sup>(A)</sup> | MID-YEAR FORECAST       |               | 2019                | MID-YEAR FORECAST |                     | 2019 <sup>(A)</sup> | MID-YEAR FORECAST |                         | 2019         |                    |               |
|  | 2020              | 2019 <sup>(A)</sup> | 2020                | 2019                    | 2020          | 2019 <sup>(A)</sup> | 2020              | 2019 <sup>(A)</sup> | 2020                | 2019              |                         |              |                    |               |
| <b>FAREBOX REVENUE</b>                       |                   |                     |                     |                         |               |                     |                   |                     |                     |                   |                         |              |                    |               |
| <i>Harlem Line - Commutation</i>             | 2.453             | 0.921               | 9.000               | (1.532)                 | -62.4%        | (8.079)             | -89.8%            | 33.511              | 31.571              | 75.136            | (1.940)                 | -5.8%        | (43.565)           | -58.0%        |
| <i>Harlem Line - Non-Commutation</i>         | 2.519             | 2.020               | 9.258               | (0.499)                 | -19.8%        | (7.239)             | -78.2%            | 24.837              | 24.880              | 67.373            | 0.044                   | 0.2%         | (42.493)           | -63.1%        |
| <b>TOTAL HARLEM LINE</b>                     | <b>\$4.971</b>    | <b>\$2.941</b>      | <b>\$18.258</b>     | <b>(\$2.031)</b>        | <b>-40.8%</b> | <b>(\$15.317)</b>   | <b>-83.9%</b>     | <b>\$58.347</b>     | <b>\$56.451</b>     | <b>\$142.509</b>  | <b>(\$1.896)</b>        | <b>-3.3%</b> | <b>(\$86.058)</b>  | <b>-60.4%</b> |
| <i>Hudson Line - Commutation</i>             | 1.637             | 0.687               | 5.981               | (0.950)                 | -58.0%        | (5.294)             | -88.5%            | 22.392              | 21.235              | 50.075            | (1.157)                 | -5.2%        | (28.840)           | -57.6%        |
| <i>Hudson Line - Non-Commutation</i>         | 2.469             | 2.351               | 8.606               | (0.119)                 | -4.8%         | (6.256)             | -72.7%            | 21.864              | 22.414              | 59.163            | 0.549                   | 2.5%         | (36.749)           | -62.1%        |
| <b>TOTAL HUDSON LINE</b>                     | <b>\$4.106</b>    | <b>\$3.038</b>      | <b>\$14.587</b>     | <b>(\$1.069)</b>        | <b>-26.0%</b> | <b>(\$11.549)</b>   | <b>-79.2%</b>     | <b>\$44.257</b>     | <b>\$43.649</b>     | <b>\$109.238</b>  | <b>(\$0.608)</b>        | <b>-1.4%</b> | <b>(\$65.590)</b>  | <b>-60.0%</b> |
| <i>New Haven Line - Commutation</i>          | 3.425             | 1.105               | 12.506              | (2.320)                 | -67.7%        | (11.401)            | -91.2%            | 45.502              | 42.321              | 105.381           | (3.181)                 | -7.0%        | (63.060)           | -59.8%        |
| <i>New Haven Line - Non-Commutation</i>      | 4.951             | 3.516               | 17.907              | (1.436)                 | -29.0%        | (14.391)            | -80.4%            | 45.862              | 44.951              | 130.255           | (0.911)                 | -2.0%        | (85.304)           | -65.5%        |
| <b>TOTAL NEW HAVEN LINE</b>                  | <b>\$8.377</b>    | <b>\$4.621</b>      | <b>\$30.413</b>     | <b>(\$3.755)</b>        | <b>-44.8%</b> | <b>(\$25.792)</b>   | <b>-84.8%</b>     | <b>\$91.364</b>     | <b>\$87.272</b>     | <b>\$235.636</b>  | <b>(\$4.092)</b>        | <b>-4.5%</b> | <b>(\$148.364)</b> | <b>-63.0%</b> |
| <b>All Lines - Commutation</b>               | <b>7.515</b>      | <b>2.714</b>        | <b>27.487</b>       | <b>(4.801)</b>          | <b>-63.9%</b> | <b>(24.773)</b>     | <b>-90.1%</b>     | <b>101.405</b>      | <b>95.127</b>       | <b>230.592</b>    | <b>(6.278)</b>          | <b>-6.2%</b> | <b>(135.465)</b>   | <b>-58.7%</b> |
| <b>All Lines - Non-Commutation</b>           | <b>9.939</b>      | <b>7.886</b>        | <b>35.771</b>       | <b>(2.053)</b>          | <b>-20.7%</b> | <b>(27.885)</b>     | <b>-78.0%</b>     | <b>92.562</b>       | <b>92.245</b>       | <b>256.791</b>    | <b>(0.318)</b>          | <b>-0.3%</b> | <b>(164.546)</b>   | <b>-64.1%</b> |
| <b>TOTAL EAST OF HUDSON LINES</b>            | <b>\$17.454</b>   | <b>\$10.600</b>     | <b>\$63.258</b>     | <b>(\$6.855)</b>        | <b>-39.3%</b> | <b>(\$52.658)</b>   | <b>-83.2%</b>     | <b>\$193.968</b>    | <b>\$187.372</b>    | <b>\$487.383</b>  | <b>(\$6.596)</b>        | <b>-3.4%</b> | <b>(\$300.012)</b> | <b>-61.6%</b> |
| West of Hudson <sup>(B)</sup>                | <u>\$0.367</u>    | <u>\$0.472</u>      | <u>\$1.622</u>      | <u>\$0.105</u>          | <u>28.6%</u>  | <u>(\$1.150)</u>    | <u>-70.9%</u>     | <u>\$4.002</u>      | <u>\$4.193</u>      | <u>\$9.900</u>    | <u>0.192</u>            | <u>4.8%</u>  | <u>(5.707)</u>     | <u>-57.6%</u> |
| <b>TOTAL FAREBOX REVENUE</b>                 | <b>\$17.821</b>   | <b>\$11.071</b>     | <b>\$64.880</b>     | <b>(\$6.750)</b>        | <b>-37.9%</b> | <b>(\$53.808)</b>   | <b>-82.9%</b>     | <b>\$197.969</b>    | <b>\$191.565</b>    | <b>\$497.283</b>  | <b>(\$6.404)</b>        | <b>-3.2%</b> | <b>(\$305.718)</b> | <b>-61.5%</b> |
| <b>RIDERSHIP</b>                             |                   |                     |                     |                         |               |                     |                   |                     |                     |                   |                         |              |                    |               |
| <i>Harlem Line - Commutation</i>             | 0.350             | 0.157               | 1.272               | (0.193)                 | -55.1%        | (1.115)             | -87.6%            | 4.004               | 3.776               | 11.026            | (0.229)                 | -5.7%        | (7.250)            | -65.8%        |
| <i>Harlem Line - Non-Commutation</i>         | 0.266             | 0.269               | 0.935               | 0.003                   | 1.1%          | (0.666)             | -71.2%            | 2.739               | 2.852               | 7.136             | 0.113                   | 4.1%         | (4.283)            | -60.0%        |
| <b>TOTAL HARLEM LINE</b>                     | <b>0.616</b>      | <b>0.426</b>        | <b>2.208</b>        | <b>(0.190)</b>          | <b>-30.8%</b> | <b>(1.781)</b>      | <b>-80.7%</b>     | <b>6.744</b>        | <b>6.628</b>        | <b>18.161</b>     | <b>(0.116)</b>          | <b>-1.7%</b> | <b>(11.533)</b>    | <b>-63.5%</b> |
| <i>Hudson Line - Commutation</i>             | 0.203             | 0.094               | 0.737               | (0.109)                 | -53.8%        | (0.643)             | -87.3%            | 2.289               | 2.158               | 6.333             | (0.131)                 | -5.7%        | (4.175)            | -65.9%        |
| <i>Hudson Line - Non-Commutation</i>         | 0.209             | 0.221               | 0.736               | 0.011                   | 5.5%          | (0.515)             | -70.0%            | 1.907               | 1.999               | 5.172             | 0.092                   | 4.8%         | (3.174)            | -61.4%        |
| <b>TOTAL HUDSON LINE</b>                     | <b>0.412</b>      | <b>0.314</b>        | <b>1.472</b>        | <b>(0.097)</b>          | <b>-23.7%</b> | <b>(1.158)</b>      | <b>-78.7%</b>     | <b>4.195</b>        | <b>4.157</b>        | <b>11.505</b>     | <b>(0.039)</b>          | <b>-0.9%</b> | <b>(7.348)</b>     | <b>-63.9%</b> |
| <i>New Haven Line - Commutation</i>          | 0.465             | 0.184               | 1.697               | (0.282)                 | -60.5%        | (1.513)             | -89.2%            | 5.170               | 4.799               | 14.645            | (0.372)                 | -7.2%        | (9.846)            | -67.2%        |
| <i>New Haven Line - Non-Commutation</i>      | 0.459             | 0.412               | 1.647               | (0.047)                 | -10.2%        | (1.234)             | -75.0%            | 4.438               | 4.531               | 12.098            | 0.093                   | 2.1%         | (7.567)            | -62.6%        |
| <b>TOTAL NEW HAVEN LINE</b>                  | <b>0.925</b>      | <b>0.596</b>        | <b>3.343</b>        | <b>(0.329)</b>          | <b>-35.5%</b> | <b>(2.747)</b>      | <b>-82.2%</b>     | <b>9.608</b>        | <b>9.329</b>        | <b>26.743</b>     | <b>(0.279)</b>          | <b>-2.9%</b> | <b>(17.413)</b>    | <b>-65.1%</b> |
| <b>Total Ridership East of Hudson</b>        |                   |                     |                     |                         |               |                     |                   |                     |                     |                   |                         |              |                    |               |
| <b>All Lines - Commutation</b>               | <b>1.018</b>      | <b>0.435</b>        | <b>3.706</b>        | <b>(0.583)</b>          | <b>-57.3%</b> | <b>(3.271)</b>      | <b>-88.3%</b>     | <b>11.463</b>       | <b>10.732</b>       | <b>32.003</b>     | <b>(0.731)</b>          | <b>-6.4%</b> | <b>(21.271)</b>    | <b>-66.5%</b> |
| <b>All Lines - Non-Commutation</b>           | <b>0.935</b>      | <b>0.902</b>        | <b>3.318</b>        | <b>(0.032)</b>          | <b>-3.5%</b>  | <b>(2.415)</b>      | <b>-72.8%</b>     | <b>9.084</b>        | <b>9.382</b>        | <b>24.406</b>     | <b>0.298</b>            | <b>3.3%</b>  | <b>(15.024)</b>    | <b>-61.6%</b> |
| <b>TOTAL EAST OF HUDSON LINES</b>            | <b>1.953</b>      | <b>1.337</b>        | <b>7.023</b>        | <b>(0.616)</b>          | <b>-31.5%</b> | <b>(5.686)</b>      | <b>-81.0%</b>     | <b>20.547</b>       | <b>20.114</b>       | <b>56.409</b>     | <b>(0.433)</b>          | <b>-2.1%</b> | <b>(36.295)</b>    | <b>-64.3%</b> |
| West of Hudson <sup>(B)</sup>                | <u>0.039</u>      | <u>0.047</u>        | <u>0.130</u>        | <u>0.007</u>            | <u>18.8%</u>  | <u>(0.083)</u>      | <u>-63.9%</u>     | <u>0.447</u>        | <u>0.451</u>        | <u>1.079</u>      | <u>0.004</u>            | <u>0.8%</u>  | <u>(0.629)</u>     | <u>-58.2%</u> |
| <b>TOTAL EAST &amp; WEST OF HUDSON LINES</b> | <b>1.992</b>      | <b>1.384</b>        | <b>7.153</b>        | <b>(0.608)</b>          | <b>-30.5%</b> | <b>(5.769)</b>      | <b>-80.7%</b>     | <b>20.994</b>       | <b>20.565</b>       | <b>57.489</b>     | <b>(0.429)</b>          | <b>-2.0%</b> | <b>(36.924)</b>    | <b>-64.2%</b> |

- 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.

<sup>(A)</sup> 2019 Ridership figures have been restated to simulate the 2020 calendar.

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

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

| <u>Department</u>   | <u>MID-YEAR<br/>FORECAST</u> | <u>Actual</u> | <u>Favorable<br/>(Unfavorable)<br/>Variance</u> | <u>Notes</u> |
|---|------------------------------|---------------|---|--------------|
| <b>Administration</b>   |                              |               |   |              |
| President   | 3                            | 3             | -   |              |
| Labor Relations   | 12                           | 10            | 2   |              |
| Safety  | 53                           | 51            | 2   |              |
| Security  | 18                           | 18            | 0   |              |
| Office of the Executive VP                                      | 7                            | 7             | 0   |              |
| 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                           | 77            | 1   |              |
| Employee Relations & Diversity                                  | 4                            | 4             | -   |              |
| VP Planning   | 2                            | 2             | -   |              |
| Operations Planning & Analysis                                  | 20                           | 19            | 1   |              |
| Capital Planning & Programming                                  | 10                           | 10            | -   |              |
| Long Range Planning   | 5                            | 5             | -   |              |
| VP Finance & Info Systems                                       | -                            | -             | -   |              |
| Controller  | 66                           | 66            | 0   |              |
| Budget  | 17                           | 16            | 1   |              |
| Procurement & Material Mgmt                                     | 21                           | 21            | 0   |              |
| <b>Total Administration</b>                                     | <b>431</b>                   | <b>420</b>    | <b>11</b>                                       |              |
| <b>Operations</b>   |                              |               |   |              |
| Operations Support  | 65                           | 62            | 3   |              |
| Rolling Stock & EAM   | 9                            | 14            | (5)   | C            |
| Transportation  | 1,678                        | 1,628         | 50  | A, B         |
| Customer Service  | 379                          | 370           | 9   | A            |
| Metro-North West  | 28                           | 32            | (4)   |              |
| <b>Total Operations</b>   | <b>2,159</b>                 | <b>2,106</b>  | <b>53</b>                                       |              |
| <b>Maintenance</b>  |                              |               |   |              |
| Maintenance of Equipment  | 1,601                        | 1,565         | 36  | A            |
| Maintenance of Way  | 2,115                        | 2,096         | 19  | A, B, C      |
| Procurement & Material Mgmt                                     | 113                          | 113           | 0   |              |
| <b>Total Maintenance</b>  | <b>3,829</b>                 | <b>3,773</b>  | <b>56</b>                                       |              |
| <b>Engineering/Capital</b>                                      |                              |               |   |              |
| Construction Management   | 29                           | 19            | 10  | C            |
| Engineering & Design  | 83                           | 56            | 27  | A, C         |
| <b>Total Engineering/Capital</b>                                | <b>112</b>                   | <b>75</b>     | <b>37</b>                                       |              |
| <b>Total Positions</b>  | <b>6,531</b>                 | <b>6,374</b>  | <b>157</b>                                      |              |
| <b>Non-Reimbursable</b>   | <b>5,754</b>                 | <b>5,758</b>  | <b>(4)</b>                                      |              |
| <b>Reimbursable</b>   | <b>777</b>                   | <b>616</b>    | <b>161</b>                                      |              |
| <b>Total Full-Time</b>  | <b>6,530</b>                 | <b>6,373</b>  | <b>157</b>                                      |              |
| <b>Total Full-Time-Equivalents<br/>(of part-time positions)</b> | <b>1</b>                     | <b>1</b>      | <b>-</b>  |              |

**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.

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

| FUNCTION/OCCUPATION               | MID-YEAR<br>FORECAST | Actual       | Favorable<br>(Unfavorable)<br>Variance |
|-----------------------------------|----------------------|--------------|--|
| <b>Administration</b>             |                      |              |  |
| Managers/Supervisors              | 147                  | 146          | 1                                      |
| Professional, Technical, Clerical | 284                  | 274          | 10                                     |
| Operational Hourlies              | -                    | -            | -                                      |
| <b>Total Administration</b>       | <b>431</b>           | <b>420</b>   | <b>11</b>                              |
| <b>Operations</b>                 |                      |              |  |
| Managers/Supervisors              | 242                  | 245          | (3)                                    |
| Professional, Technical, Clerical | 219                  | 260          | (41)                                   |
| Operational Hourlies              | 1,698                | 1,602        | 96                                     |
| <b>Total Operations</b>           | <b>2,159</b>         | <b>2,106</b> | <b>53</b>                              |
| <b>Maintenance</b>                |                      |              |  |
| Managers/Supervisors              | 635                  | 626          | 9                                      |
| Professional, Technical, Clerical | 458                  | 469          | (11)                                   |
| Operational Hourlies              | 2,736                | 2,678        | 58                                     |
| <b>Total Maintenance</b>          | <b>3,829</b>         | <b>3,773</b> | <b>56</b>                              |
| <b>Engineering/Capital</b>        |                      |              |  |
| Managers/Supervisors              | 38                   | 27           | 11                                     |
| Professional, Technical, Clerical | 74                   | 48           | 26                                     |
| Operational Hourlies              | -                    | -            | -                                      |
| <b>Total Engineering/Capital</b>  | <b>112</b>           | <b>75</b>    | <b>37</b>                              |
| <b>Total Positions</b>            |                      |              |  |
| Managers/Supervisors              | 1,062                | 1,044        | 18                                     |
| Professional, Technical, Clerical | 1,035                | 1,051        | (16)                                   |
| Operational Hourlies              | 4,434                | 4,280        | 154                                    |
| <b>Total Positions</b>            | <b>6,531</b>         | <b>6,374</b> | <b>157</b>                             |

**MTA METRO-NORTH RAILROAD  
2020 MID-YEAR FORECAST VS. ACTUALS  
August 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                      | 420           | 11                                      |  |
| Operations   | 2,159                    | 2,106         | 53                                      | Primarily reflects higher attrition than planned and unpaid LOA (Leave of Absence) positions   |
| Maintenance  | 3,829                    | 3,773         | 56                                      | Primarily reflects higher attrition than planned, unpaid LOA (Leave of Absence) positions and transfers of Engineering/Capital positions |
| Engineering / Capital                                  | 112                      | 75            | 37                                      | Primarily reflects higher attrition than planned and transfers of Engineering/Capital positions  |
| <b>Total Agency-wide Headcount</b>                     | <b>6,531</b>             | <b>6,374</b>  | <b>157</b>                              |  |
| Non-Reimbursable                                       | 5,754                    | 5,758         | (4)                                     |  |
| Reimbursable   | 777                      | 616           | 161                                     |  |



**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST**  
**MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>**  
**AUGUST 2020**

|                             | MONTH       |         |         | VARIANCE  |           |
|-----------------------------|-------------|---------|---------|-----------|-----------|
|                             | Fav/(Unfav) |         |         |           |           |
|                             | MYF         | 2020    | 2019    | MYF       | 2019      |
| Farebox Operating Ratio     |             |         |         |           |           |
| Standard <sup>(B)</sup>     | 15.8%       | 11.3%   | 55.1%   | -4.5%     | -43.8%    |
| Adjusted <sup>(C)</sup>     | 19.3%       | 16.5%   | 61.6%   | -2.8%     | -45.1%    |
| Cost per Passenger          |             |         |         |           |           |
| Standard <sup>(B)</sup>     | \$56.71     | \$70.70 | \$16.14 | (\$13.99) | (\$54.56) |
| Adjusted <sup>(C)</sup>     | \$55.94     | \$69.95 | \$15.76 | (\$14.01) | (\$54.19) |
| Passenger Revenue/Passenger | \$8.95      | \$8.00  | \$8.89  | (\$0.94)  | (\$0.89)  |

|                             | YEAR-TO-DATE |         |         | VARIANCE |           |
|-----------------------------|--------------|---------|---------|----------|-----------|
|                             | Fav/(Unfav)  |         |         |          |           |
|                             | MYF          | 2020    | 2019    | MYF      | 2019      |
| Farebox Operating Ratio     |              |         |         |          |           |
| Standard <sup>(B)</sup>     | 22.4%        | 23.1%   | 56.2%   | 0.7%     | -33.2%    |
| Adjusted <sup>(C)</sup>     | 27.5%        | 29.0%   | 63.2%   | 1.5%     | -34.2%    |
| Cost per Passenger          |              |         |         |          |           |
| Standard <sup>(B)</sup>     | \$42.08      | \$40.35 | \$15.41 | \$1.72   | (\$24.95) |
| Adjusted <sup>(C)</sup>     | \$41.29      | \$39.53 | \$14.99 | \$1.75   | (\$24.54) |
| Passenger Revenue/Passenger | \$9.43       | \$9.32  | \$8.66  | (\$0.11) | \$0.65    |

(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.



# Metro-North Railroad

## Finance Report

**Steven Weiss**

Executive Director, Management & Forecast



*On Monday, June 22, Metro-North increased service on the Hudson, Harlem and New Haven Lines. The increase in service was in response to an incremental increase in ridership since Phase 1 of reopening was announced in New York State.*



# Metro-North Railroad

## July 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 Midyear Forecast (forecast) and key financial performance indicators.

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

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

- Ridership of 19.2 million, which includes East of Hudson ridership of 18.8 million and West of Hudson ridership of 0.4 million, was 0.9% favorable vs. forecast. Consequently, farebox revenue of \$180.5 million was \$0.3 million higher than forecast.
- Total revenue of \$489.6 million was \$22.5 million or 4.8% 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 for the May and June.
- Total expenses of \$741.8 million were \$41.3 million or 5.3% 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) July 2020 are presented in the table below and compared to the Midyear Forecast.

**MTA Metro-North Railroad**  
**July 2020 Year-to-Date Results**  
(\$ in Millions)

|   | <u>Mid-Year<br/>Forecast</u> | <u>Actual</u> | <u>Fav/(Unfav)<br/>\$ Var</u> | <u>Variance<br/>% Var</u> |
|---|------------------------------|---------------|-------------------------------|---------------------------|
| <b>Total Revenue</b>  | \$467.2                      | \$489.6       | \$22.5                        | 4.8%                      |
| <b>Total Expenses before Non-Cash Liability Adjs.</b>       | 783.1                        | 741.8         | 41.3                          | 5.3%                      |
| <b>Operating Surplus/(Deficit)</b>                          | (316.0)                      | (252.2)       | 63.8                          | 20.2%                     |
| <i>Other Non-Cash Liabilities</i>                           | 142.5                        | 140.5         | 2.0                           | 1.4%                      |
| <b>Net Surplus/(Deficit) after Non-Cash Liability Adjs.</b> | (458.5)                      | (392.7)       | 65.8                          | 14.4%                     |
| <i>Cash Adjustments</i>                                     | 127.7                        | 116.8         | (10.8)                        | -8.5%                     |
| <b>Net Cash Surplus/(Deficit)</b>                           | (\$330.8)                    | (\$275.8)     | \$55.0                        | 16.6%                     |

**Steven Weiss**

Executive Director, Management & Forecast

## **NON-REIMBURSABLE and REIMBURSABLE SUMMARY**

July 2020 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$392.7 million was \$65.8 million or 14.4% favorable vs. the forecast.

Major drivers of the July 2020 YTD favorable result of \$65.8 million include higher Non-Reimbursable Revenues of \$22.5 million, primarily driven by higher receipts from the CARES Act due to a greater than projected New York State share of operating losses for May and June. In addition Non-Reimbursable Expenses were favorable by \$43.3 million mainly due to lower labor costs, the timing of rolling stock maintenance events and material usage, and lower contractual, consulting and engineering services.

July 2020 YTD Reimbursable Expenses of \$190.6 million were \$21.9 million unfavorable vs. the forecast primarily due to the timing of several capital projects including the Waterbury Branch Cab Signal Project and the Connecticut Track Program.

### **REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD results were \$0.3 million higher vs. the forecast.
  - YTD Ridership of 19.2 million was 0.9% favorable vs. the forecast and 61.9% unfavorable vs. YTD 2019.
- **Other Operating Revenue** – YTD was \$22.1 million favorable vs. the forecast primarily due to the CARES Act Reimbursement.
- **Capital and Other Reimbursements** – YTD was \$21.9 million or 13.0% favorable vs. the forecast primarily due to scheduling and timing changes noted above.

### **TOTAL EXPENSES (Non-Reimbursable and Reimbursable)**

**Total Expenses** – YTD expenses of \$1,072.9 million were \$21.5 million or 2.0% favorable vs. the forecast.

**Labor Expenses (including fringes and overhead recoveries)** of \$657.1 million YTD were \$14.6 million favorable vs. the forecast.

- **Payroll** – YTD was \$0.5 million favorable vs. the forecast, which primarily reflects hiring and attrition savings.
- **Overtime** – YTD was \$5.7 million favorable vs. the forecast primarily due to reduced train and engine crew overtime resulting from the implementation of revised schedules effective in June in addition to increased train and engine employee availability, combined with staggered shift maintenance coverage.

**Non-Labor Expenses** of \$275.4 million YTD were \$4.8 million favorable vs. the forecast.

- **Electric Power** – YTD results were \$0.3 million unfavorable vs. the forecast primarily due to higher rates partially offset by lower usage as a result of the Reduced Service Plan.
- **Fuel** – YTD expenses were \$0.6 million unfavorable vs. the forecast primarily due to higher rates partially offset by lower usage as a result of the Reduced Service Plan.
- **Maintenance & Other Operating Contracts** – YTD was \$9.7 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 as well as infrastructure repairs.

- **Professional Services** – YTD was \$3.1 million favorable vs. the forecast due to lower than anticipated Non-Reimbursable expenses for consulting and engineering services partially offset by the timing of Reimbursable project activity primarily related to the transfer of Maybrook Trailway costs from Operating Capital to Reimbursable Capital partially offset by the Oil Circuit Breaker Replacement Project.
- **Materials & Supplies** – YTD was \$7.7 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, lower various inventory adjustments and infrastructure repairs, as well as the timing of COVID-19 extraordinary cleaning supplies for stations and rolling stock.
- **Other Business Expenses** – YTD was \$1.3 million favorable vs. the forecast primarily due to lower subsidy payments to New Jersey Transit reflecting credits for March through May service reductions.

**Depreciation and Other Non-Cash Liability Adjustments** were \$2.0 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**

July YTD Net Cash Deficit of \$392.7 million was \$65.8 million or 14.4% favorable to the forecast. This is mainly due to the timing of payments in several expenditure categories and the higher CARES Act reimbursement for the months of May and June.

### **FINANCIAL PERFORMANCE MEASURES**

- Adjusted Farebox Operating Ratio of 30.7% was 1.9 percentage points favorable vs. the forecast.
- Adjusted Cost per Passenger of \$37.37 was \$2.39 favorable vs. the forecast.
- Revenue per Passenger of \$9.41 was \$0.7 unfavorable vs. the forecast.

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

SCHEDULE I - A

|   | Nonreimbursable      |                            |                 |             | Reimbursable         |                            |                  |               | Total                |                            |                  |              |
|---|----------------------|----------------------------|-----------------|-------------|----------------------|----------------------------|------------------|---------------|----------------------|----------------------------|------------------|--------------|
|   | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                 |             | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                  |               | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                  |              |
|   |                      | Actual                     | Variance        | Percent     |                      | Actual                     | Variance         | Percent       |                      | Actual                     | Variance         | Percent      |
| <b>Revenue</b>  |                      |                            |                 |             |                      |                            |                  |               |                      |                            |                  |              |
| Farebox Revenue                                       | \$9.974              | \$10.120                   | \$0.146         | 1.5         | \$0.000              | \$0.000                    | \$0.000          | -             | \$9.974              | \$10.120                   | \$0.146          | 1.5          |
| Vehicle Toll Revenue                                  | 0.000                | 0.000                      | 0.000           | -           | 0.000                | 0.000                      | 0.000            | -             | 0.000                | 0.000                      | 0.000            | -            |
| Other Operating Revenue                               | 59.183               | 74.005                     | 14.822          | 25.0        | 0.000                | 0.000                      | 0.000            | -             | 59.183               | 74.005                     | 14.822           | 25.0         |
| <i>Capital &amp; Other Reimbursements:</i>            |                      |                            |                 |             |                      |                            |                  |               |                      |                            |                  |              |
| MTA   | 0.000                | 0.000                      | 0.000           | -           | 12.249               | 11.235                     | (1.013)          | (8.3)         | 12.249               | 11.235                     | (1.013)          | (8.3)        |
| CDOT  | 0.000                | 0.000                      | 0.000           | -           | 17.785               | 24.304                     | 6.520            | 36.7          | 17.785               | 24.304                     | 6.520            | 36.7         |
| Other   | 0.000                | 0.000                      | 0.000           | -           | 3.125                | 3.361                      | 0.236            | 7.6           | 3.125                | 3.361                      | 0.236            | 7.6          |
| Total Capital and Other Reimbursements                | 0.000                | 0.000                      | 0.000           | -           | 33.159               | 38.901                     | 5.743            | 17.3          | 33.159               | 38.901                     | 5.743            | 17.3         |
| <b>Total Revenue</b>                                  | <b>\$69.157</b>      | <b>\$84.125</b>            | <b>\$14.968</b> | <b>21.6</b> | <b>\$33.159</b>      | <b>\$38.901</b>            | <b>\$5.743</b>   | <b>17.3</b>   | <b>\$102.316</b>     | <b>\$123.026</b>           | <b>\$20.710</b>  | <b>20.2</b>  |
| <b>Expenses</b>                                       |                      |                            |                 |             |                      |                            |                  |               |                      |                            |                  |              |
| <i>Labor:</i>   |                      |                            |                 |             |                      |                            |                  |               |                      |                            |                  |              |
| Payroll   | \$47.343             | \$46.718                   | \$0.624         | 1.3         | \$4.847              | \$5.148                    | (\$0.300)        | (6.2)         | \$52.190             | \$51.866                   | \$0.324          | 0.6          |
| Overtime  | 9.020                | 6.251                      | 2.769           | 30.7        | 2.598                | 2.907                      | (0.310)          | (11.9)        | 11.618               | 9.158                      | 2.460            | 21.2         |
| Health and Welfare                                    | 10.360               | 9.551                      | 0.809           | 7.8         | 1.667                | 1.767                      | (0.100)          | (6.0)         | 12.027               | 11.318                     | 0.709            | 5.9          |
| OPEB Current Payment                                  | 3.287                | 3.222                      | 0.065           | 2.0         | 0.000                | 0.000                      | 0.000            | -             | 3.287                | 3.222                      | 0.065            | 2.0          |
| Pensions  | 11.587               | 10.227                     | 1.360           | 11.7        | 1.318                | 1.421                      | (0.103)          | (7.8)         | 12.906               | 11.648                     | 1.257            | 9.7          |
| Other Fringe Benefits                                 | 11.307               | 9.821                      | 1.486           | 13.1        | 1.254                | 1.362                      | (0.107)          | (8.6)         | 12.562               | 11.183                     | 1.379            | 11.0         |
| Reimbursable Overhead                                 | (7.005)              | (8.229)                    | 1.223           | 17.5        | 6.628                | 7.809                      | (1.181)          | (17.8)        | (0.378)              | (0.419)                    | 0.042            | 11.0         |
| <b>Total Labor</b>                                    | <b>\$85.898</b>      | <b>\$77.562</b>            | <b>\$8.337</b>  | <b>9.7</b>  | <b>\$18.312</b>      | <b>\$20.413</b>            | <b>(\$2.101)</b> | <b>(11.5)</b> | <b>\$104.210</b>     | <b>\$97.975</b>            | <b>\$6.235</b>   | <b>6.0</b>   |
| <i>Non-Labor:</i>                                     |                      |                            |                 |             |                      |                            |                  |               |                      |                            |                  |              |
| Electric Power  | \$4.088              | \$5.627                    | (\$1.539)       | (37.7)      | \$0.000              | \$0.057                    | (\$0.057)        | -             | \$4.088              | \$5.684                    | (\$1.597)        | (39.1)       |
| Fuel  | 0.666                | 0.908                      | (0.242)         | (36.3)      | 0.000                | 0.000                      | 0.000            | -             | 0.666                | 0.908                      | (0.242)          | (36.3)       |
| Insurance   | 1.437                | 1.578                      | (0.140)         | (9.8)       | 0.000                | 0.271                      | (0.271)          | -             | 1.437                | 1.849                      | (0.412)          | (28.6)       |
| Claims  | 0.117                | 0.001                      | 0.115           | 98.8        | 0.000                | 0.000                      | 0.000            | -             | 0.117                | 0.001                      | 0.115            | 98.8         |
| 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             | 9.869                | 8.785                      | 1.084           | 11.0        | 5.402                | 1.388                      | 4.015            | 74.3          | 15.271               | 10.173                     | 5.098            | 33.4         |
| Professional Service Contracts                        | 3.402                | 2.591                      | 0.811           | 23.8        | 4.429                | 2.115                      | 2.314            | 52.2          | 7.831                | 4.706                      | 3.125            | 39.9         |
| Materials & Supplies                                  | 9.539                | 7.287                      | 2.252           | 23.6        | 5.007                | 14.637                     | (9.630)          | *             | 14.546               | 21.924                     | (7.379)          | (50.7)       |
| Other Business Expenses                               | 0.969                | (0.031)                    | 0.999           | *           | 0.008                | 0.019                      | (0.011)          | *             | 0.977                | (0.011)                    | 0.988            | *            |
| <b>Total Non-Labor</b>                                | <b>\$30.086</b>      | <b>\$26.747</b>            | <b>\$3.340</b>  | <b>11.1</b> | <b>\$14.846</b>      | <b>\$18.488</b>            | <b>(\$3.641)</b> | <b>(24.5)</b> | <b>\$44.933</b>      | <b>\$45.234</b>            | <b>(\$0.302)</b> | <b>(0.7)</b> |
| <i>Other Adjustments:</i>                             |                      |                            |                 |             |                      |                            |                  |               |                      |                            |                  |              |
| Other   | 0.000                | 0.000                      | 0.000           | -           | 0.000                | 0.000                      | 0.000            | -             | 0.000                | 0.000                      | 0.000            | -            |
| <b>Total Other Adjustments</b>                        | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>  | <b>-</b>    | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>   | <b>-</b>      | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>   | <b>-</b>     |
| <b>Total Expenses before Non-Cash Liability Adjs.</b> | <b>\$115.985</b>     | <b>\$104.308</b>           | <b>\$11.676</b> | <b>10.1</b> | <b>\$33.159</b>      | <b>\$38.901</b>            | <b>(\$5.743)</b> | <b>(17.3)</b> | <b>\$149.143</b>     | <b>\$143.209</b>           | <b>\$5.934</b>   | <b>4.0</b>   |
| Depreciation  | 20.485               | 20.009                     | 0.476           | 2.3         | 0.000                | 0.000                      | 0.000            | -             | 20.485               | 20.009                     | 0.476            | 2.3          |
| 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                | 0.302                      | 0.147           | 32.7        | 0.000                | 0.000                      | 0.000            | -             | 0.449                | 0.302                      | 0.147            | 32.7         |
| GASB75 Adjustment                                     | 0.000                | 0.000                      | 0.000           | -           | 0.000                | 0.000                      | 0.000            | -             | 0.000                | 0.000                      | 0.000            | -            |
| <b>Total Expenses</b>                                 | <b>\$136.919</b>     | <b>\$124.619</b>           | <b>\$12.299</b> | <b>9.0</b>  | <b>\$33.159</b>      | <b>\$38.901</b>            | <b>(\$5.743)</b> | <b>(17.3)</b> | <b>\$170.077</b>     | <b>\$163.520</b>           | <b>\$6.557</b>   | <b>3.9</b>   |
| <b>Net Surplus/(Deficit)</b>                          | <b>(\$67.761)</b>    | <b>(\$40.495)</b>          | <b>\$27.267</b> | <b>40.2</b> | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>(\$0.000)</b> | <b>-</b>      | <b>(\$67.761)</b>    | <b>(\$40.495)</b>          | <b>\$27.267</b>  | <b>40.2</b>  |
| <i>Cash Conversion Adjustments:</i>                   |                      |                            |                 |             |                      |                            |                  |               |                      |                            |                  |              |
| Depreciation  | 20.485               | 20.009                     | (0.476)         | (2.3)       | 0.000                | 0.000                      | 0.000            | -             | 20.485               | 20.009                     | (0.476)          | (2.3)        |
| Operating/Capital                                     | (6.218)              | (3.793)                    | 2.425           | 39.0        | 0.000                | 0.000                      | 0.000            | -             | (6.218)              | (3.793)                    | 2.425            | 39.0         |
| Other Cash Adjustments                                | (5.598)              | 1.800                      | 7.398           | *           | 0.000                | 0.000                      | 0.000            | -             | (5.598)              | 1.800                      | 7.398            | *            |
| <b>Total Cash Conversion Adjustments</b>              | <b>\$8.669</b>       | <b>\$18.017</b>            | <b>\$9.347</b>  | <b>*</b>    | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>   | <b>-</b>      | <b>\$8.669</b>       | <b>\$18.017</b>            | <b>\$9.347</b>   | <b>*</b>     |
| <b>Net Cash Surplus/(Deficit)</b>                     | <b>(\$59.092)</b>    | <b>(\$22.478)</b>          | <b>\$36.614</b> | <b>62.0</b> | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>(\$0.000)</b> | <b>-</b>      | <b>(\$59.092)</b>    | <b>(\$22.478)</b>          | <b>\$36.614</b>  | <b>62.0</b>  |

**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**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I - B

|   | Nonreimbursable      |                            |                   |              | Reimbursable         |                            |                   |               | Total                |                            |                   |              |
|---|----------------------|----------------------------|-------------------|--------------|----------------------|----------------------------|-------------------|---------------|----------------------|----------------------------|-------------------|--------------|
|   | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                   |              | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                   |               | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                   |              |
|   |                      | Actual                     | Variance          | Percent      |                      | Actual                     | Variance          | Percent       |                      | Actual                     | Variance          | Percent      |
| <b>Revenue</b>  |                      |                            |                   |              |                      |                            |                   |               |                      |                            |                   |              |
| Farebox Revenue                                       | \$180.148            | \$180.494                  | \$0.346           | 0.2          | \$0.000              | \$0.000                    | \$0.000           | -             | \$180.148            | \$180.494                  | \$0.346           | 0.2          |
| Vehicle Toll Revenue                                  | 0.000                | 0.000                      | 0.000             | -            | 0.000                | 0.000                      | 0.000             | -             | 0.000                | 0.000                      | 0.000             | -            |
| Other Operating Revenue                               | 287.017              | 309.142                    | 22.125            | 7.7          | 0.000                | 0.000                      | 0.000             | -             | 287.017              | 309.142                    | 22.125            | 7.7          |
| <i>Capital &amp; Other Reimbursements:</i>            |                      |                            |                   |              |                      |                            |                   |               |                      |                            |                   |              |
| MTA   | 0.000                | 0.000                      | 0.000             | -            | 66.541               | 67.422                     | 0.881             | 1.3           | 66.541               | 67.422                     | 0.881             | 1.3          |
| CDOT  | 0.000                | 0.000                      | 0.000             | -            | 76.826               | 96.114                     | 19.289            | 25.1          | 76.826               | 96.114                     | 19.289            | 25.1         |
| Other   | 0.000                | 0.000                      | 0.000             | -            | 25.415               | 27.112                     | 1.697             | 6.7           | 25.415               | 27.112                     | 1.697             | 6.7          |
| Total Capital and Other Reimbursements                | 0.000                | 0.000                      | 0.000             | -            | 168.782              | 190.649                    | 21.867            | 13.0          | 168.782              | 190.649                    | 21.867            | 13.0         |
| <b>Total Revenue/Receipts</b>                         | <b>\$467.165</b>     | <b>\$489.636</b>           | <b>\$22.471</b>   | <b>4.8</b>   | <b>\$168.782</b>     | <b>\$190.649</b>           | <b>\$21.867</b>   | <b>13.0</b>   | <b>\$635.947</b>     | <b>\$680.285</b>           | <b>\$44.338</b>   | <b>7.0</b>   |
| <b>Expenses</b>                                       |                      |                            |                   |              |                      |                            |                   |               |                      |                            |                   |              |
| <i>Labor:</i>   |                      |                            |                   |              |                      |                            |                   |               |                      |                            |                   |              |
| Payroll   | \$315.299            | \$314.064                  | \$1.235           | 0.4          | \$27.352             | \$28.102                   | (\$0.750)         | (2.7)         | \$342.651            | \$342.167                  | \$0.485           | 0.1          |
| Overtime  | 56.059               | 48.180                     | 7.880             | 14.1         | 13.875               | 16.093                     | (2.218)           | (16.0)        | 69.934               | 64.272                     | 5.662             | 8.1          |
| Health and Welfare                                    | 66.332               | 66.518                     | (0.185)           | (0.3)        | 9.181                | 9.620                      | (0.439)           | (4.8)         | 75.513               | 76.137                     | (0.624)           | (0.8)        |
| OPEB Current Payment                                  | 23.565               | 23.431                     | 0.134             | 0.6          | 0.000                | 0.000                      | 0.000             | -             | 23.565               | 23.431                     | 0.134             | 0.6          |
| Pensions  | 73.922               | 70.679                     | 3.243             | 4.4          | 7.107                | 7.250                      | (0.143)           | (2.0)         | 81.029               | 77.929                     | 3.100             | 3.8          |
| Other Fringe Benefits                                 | 73.671               | 67.849                     | 5.822             | 7.9          | 6.954                | 7.329                      | (0.374)           | (5.4)         | 80.625               | 75.178                     | 5.448             | 6.8          |
| Reimbursable Overhead                                 | (37.313)             | (42.693)                   | 5.381             | 14.4         | 35.689               | 40.669                     | (4.980)           | (14.0)        | (1.624)              | (2.024)                    | 0.400             | 24.6         |
| <b>Total Labor</b>                                    | <b>\$571.535</b>     | <b>\$548.026</b>           | <b>\$23.509</b>   | <b>4.1</b>   | <b>\$100.159</b>     | <b>\$109.063</b>           | <b>(\$8.904)</b>  | <b>(8.9)</b>  | <b>\$671.694</b>     | <b>\$657.089</b>           | <b>\$14.604</b>   | <b>2.2</b>   |
| <i>Non-Labor:</i>                                     |                      |                            |                   |              |                      |                            |                   |               |                      |                            |                   |              |
| Electric Power  | \$32.501             | \$32.756                   | (\$0.255)         | (0.8)        | (\$0.097)            | (\$0.040)                  | (\$0.057)         | (59.1)        | \$32.404             | \$32.717                   | (\$0.313)         | (1.0)        |
| Fuel  | 6.890                | 7.477                      | (0.587)           | (8.5)        | 0.000                | 0.000                      | 0.000             | -             | 6.890                | 7.477                      | (0.587)           | (8.5)        |
| Insurance   | 9.773                | 9.899                      | (0.126)           | (1.3)        | 0.313                | 1.343                      | (1.029)           | *             | 10.086               | 11.242                     | (1.156)           | (11.5)       |
| Claims  | 0.573                | 0.000                      | 0.573             | 100.0        | 0.000                | (0.005)                    | 0.005             | -             | 0.573                | (0.005)                    | 0.578             | *            |
| 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             | 65.431               | 62.248                     | 3.182             | 4.9          | 17.519               | 11.040                     | 6.478             | 37.0          | 82.949               | 73.289                     | 9.661             | 11.6         |
| Professional Service Contracts                        | 22.301               | 17.829                     | 4.472             | 20.1         | 29.732               | 31.097                     | (1.365)           | (4.6)         | 52.032               | 48.926                     | 3.106             | 6.0          |
| Materials & Supplies                                  | 61.231               | 52.085                     | 9.145             | 14.9         | 21.064               | 37.927                     | (16.863)          | (80.1)        | 82.295               | 90.013                     | (7.717)           | (9.4)        |
| Other Business Expenses                               | 12.900               | 11.500                     | 1.401             | 10.9         | 0.092                | 0.223                      | (0.131)           | *             | 12.992               | 11.723                     | 1.269             | 9.8          |
| <b>Total Non-Labor</b>                                | <b>\$211.599</b>     | <b>\$193.795</b>           | <b>\$17.804</b>   | <b>8.4</b>   | <b>\$68.623</b>      | <b>\$81.586</b>            | <b>(\$12.962)</b> | <b>(18.9)</b> | <b>\$280.222</b>     | <b>\$275.380</b>           | <b>\$4.842</b>    | <b>1.7</b>   |
| <i>Other Adjustments</i>                              |                      |                            |                   |              |                      |                            |                   |               |                      |                            |                   |              |
| Other   | 0.000                | 0.000                      | 0.000             | -            | 0.000                | 0.000                      | 0.000             | -             | 0.000                | 0.000                      | 0.000             | -            |
| <b>Total Other Adjustments</b>                        | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>    | <b>-</b>     | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>    | <b>-</b>      | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>    | <b>-</b>     |
| <b>Total Expenses before Non-Cash Liability Adjs.</b> | <b>\$783.134</b>     | <b>\$741.821</b>           | <b>\$41.313</b>   | <b>5.3</b>   | <b>\$168.782</b>     | <b>\$190.649</b>           | <b>(\$21.867)</b> | <b>(13.0)</b> | <b>\$951.916</b>     | <b>\$932.470</b>           | <b>\$19.446</b>   | <b>2.0</b>   |
| Depreciation  | 143.929              | 143.823                    | 0.106             | 0.1          | 0.000                | 0.000                      | 0.000             | -             | 143.929              | 143.823                    | 0.106             | 0.1          |
| OPEB Obligation                                       | 0.000                | 0.000                      | 0.000             | -            | 0.000                | 0.000                      | 0.000             | -             | 0.000                | 0.000                      | 0.000             | -            |
| GASB68 Pension Adjustment                             | (1.910)              | (3.066)                    | 1.156             | 60.5         | 0.000                | 0.000                      | 0.000             | -             | (1.910)              | (3.066)                    | 1.156             | 60.5         |
| Environmental Remediation                             | 1.757                | 0.713                      | 1.044             | 59.4         | 0.000                | 0.000                      | 0.000             | -             | 1.757                | 0.713                      | 1.044             | 59.4         |
| GASB75 Adjustment                                     | (1.277)              | (0.995)                    | (0.282)           | (22.1)       | 0.000                | 0.000                      | 0.000             | -             | (1.277)              | (0.995)                    | (0.282)           | (22.1)       |
| <b>Total Expenses</b>                                 | <b>\$925.634</b>     | <b>\$882.297</b>           | <b>\$43.337</b>   | <b>4.7</b>   | <b>\$168.782</b>     | <b>\$190.649</b>           | <b>(\$21.867)</b> | <b>(13.0)</b> | <b>\$1,094.415</b>   | <b>\$1,072.945</b>         | <b>\$21.470</b>   | <b>2.0</b>   |
| <b>Net Surplus/(Deficit)</b>                          | <b>(\$458.468)</b>   | <b>(\$392.661)</b>         | <b>\$65.808</b>   | <b>14.4</b>  | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>(\$0.000)</b>  | <b>-</b>      | <b>(\$458.468)</b>   | <b>(\$392.661)</b>         | <b>\$65.808</b>   | <b>14.4</b>  |
| <i>Cash Conversion Adjustments:</i>                   |                      |                            |                   |              |                      |                            |                   |               |                      |                            |                   |              |
| Depreciation  | 143.929              | 143.823                    | (0.106)           | (0.1)        | 0.000                | 0.000                      | 0.000             | -             | 143.929              | 143.823                    | (0.106)           | (0.1)        |
| Operating/Capital                                     | (12.986)             | (14.885)                   | (1.899)           | (14.6)       | 0.000                | 0.000                      | 0.000             | -             | (12.986)             | (14.885)                   | (1.899)           | (14.6)       |
| Other Cash Adjustments                                | (3.257)              | (12.091)                   | (8.834)           | *            | 0.000                | 0.000                      | 0.000             | -             | (3.257)              | (12.091)                   | (8.834)           | *            |
| <b>Total Cash Conversion Adjustments</b>              | <b>\$127.686</b>     | <b>\$116.847</b>           | <b>(\$10.839)</b> | <b>(8.5)</b> | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>    | <b>-</b>      | <b>\$127.686</b>     | <b>\$116.847</b>           | <b>(\$10.839)</b> | <b>(8.5)</b> |
| <b>Net Cash Surplus/(Deficit)</b>                     | <b>(\$330.782)</b>   | <b>(\$275.814)</b>         | <b>\$54.968</b>   | <b>16.6</b>  | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>(\$0.000)</b>  | <b>-</b>      | <b>(\$330.782)</b>   | <b>(\$275.814)</b>         | <b>\$54.968</b>   | <b>16.6</b>  |

**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  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS  
 JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST  
 July 2020  
 (\$ in millions)

| Generic Revenue<br>or Expense Category | Non Reimb.<br>or Reimb. | Current Month vs. Mid-Year Forecast |         |   |                         | Year to Date vs. Mid-Year Forecast |  |  |  |
|--|-------------------------|-------------------------------------|---------|---|-------------------------|------------------------------------|--|--|--|
|  |                         | Variance<br>Fav (Unfav)             |         | Reason for Variance   | Variance<br>Fav (Unfav) |                                    | Reason for Variance  |  |  |
|  |                         | \$                                  | %       |   | \$                      | %                                  |  |  |  |
| OTHER OPERATING REVENUE                | Non-Reimb               | \$14.822                            | *       | 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 for June.               | \$22.125                | *                                  | 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 for May and June.  |  |  |
| CAPITAL AND OTHER REIMBURSEMENTS       | Reimb                   | \$5.743                             | 17.3%   | Higher reimbursements reflect scheduling and timing changes in capital project expenditures.  | \$21.867                | 13.0%                              | Higher reimbursements reflect scheduling and timing changes in capital project expenditures.   |  |  |
| PAYROLL                                | Reimb                   | (\$0.300)                           | (6.2%)  | Primarily reflects higher activity on the Connecticut Track Program and the Mainline/High Speed Turnout Replacement Project partially offset by lower activity on the Cyclical Track Program. | (\$0.750)               | (2.7%)                             |  |  |  |
| OVERTIME                               | Non-Reimb               | \$2.769                             | 30.7%   | See overtime charts.  | \$7.880                 | 14.1%                              | See overtime charts.   |  |  |
|  | Reimb                   | (\$0.310)                           | (11.9%) | See overtime charts.  | (\$2.218)               | (16.0%)                            | See overtime charts.   |  |  |
| HEALTH AND WELFARE                     | Non-Reimb               | \$0.809                             | 7.8%    | Primarily reflects lower labor costs combined with lower than forecasted rates.   | (\$0.185)               | (0.3%)                             |  |  |  |
|  | Reimb                   | (\$0.100)                           | (6.0%)  | Primarily reflects higher activity on the Mainline/High Speed Turnout Replacement Project and the Connecticut Track Program partially offset by lower activity on the Cyclical Track Program. | (\$0.439)               | (4.8%)                             |  |  |  |
| PENSIONS                               | Non-Reimb               | \$1.360                             | 11.7%   | Primarily reflects lower labor costs combined with lower than forecasted rates.   | \$3.243                 | 4.4%                               | Primarily reflects lower labor costs combined with lower than forecasted rates.  |  |  |
|  | Reimb                   | (\$0.103)                           | (7.8%)  | Primarily reflects higher activity on the Mainline/High Speed Turnout Replacement Project.  | (\$0.143)               | (2.0%)                             |  |  |  |
| OTHER FRINGE BENEFITS                  | Non-Reimb               | \$1.486                             | 13.1%   | Primarily reflects a lower employee claim provision as well as lower labor costs than forecasted.   | \$5.822                 | 7.9%                               | Primarily reflects a lower employee claim provision as well as lower labor costs than forecasted partially offset by higher other employee reimbursements.   |  |  |
|  | Reimb                   | (\$0.107)                           | (8.6%)  | Primarily reflects higher activity on the Mainline/High Speed Turnout Replacement Project.  | (\$0.374)               | (5.4%)                             | Primarily reflects higher activity on the Connecticut Track Program, Mainline/High Speed Turnout Replacement, Waterbury Branch Cab Signal and Positive Train Control (CT) Projects partially offset by lower activity on the Cyclical Track Program. |  |  |



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

| Generic Revenue<br>or Expense Category       | Non Reimb.<br>or Reimb. | Current Month vs. Mid-Year Forecast |         |  | Year to Date vs. Mid-Year Forecast |         |   |
|--|-------------------------|-------------------------------------|---------|--|------------------------------------|---------|---|
|  |                         | Variance<br>Fav (Unfav)             |         | Reason for Variance  | Variance<br>Fav (Unfav)            |         | Reason for Variance   |
|  |                         | \$                                  | %       |  | \$                                 | %       |   |
| REIMBURSABLE OVERHEAD                        | Non-Reimb               | \$1,223                             | 17.5%   | The non-reimbursable and reimbursable variances reflect higher activity for several projects.  | \$5,381                            | 14.4%   | The non-reimbursable and reimbursable variances reflect higher activity for several projects.   |
|  | Reimb                   | (\$1,181)                           | (17.8%) |  | (\$4,980)                          | (14.0%) |   |
| ELECTRIC POWER                               | Non-Reimb               | (\$1,539)                           | (37.7%) | Primarily due to higher than forecasted rates.   | (\$0,255)                          | (0.8%)  |   |
| FUEL   | Non-Reimb               | (\$0,242)                           | (36.3%) | Primarily due to higher than forecasted rates.   | (\$0,587)                          | (8.5%)  | Primarily due to higher than forecasted rates.  |
| INSURANCE                                    | Non-Reimb               | (\$0,140)                           | (9.8%)  | Primarily reflects higher than forecasted premiums.  | (\$0,126)                          | (1.3%)  | Primarily reflects higher activity on the Connecticut Track Program, Mainline/High Speed Turnout Replacement, Cyclical Track Program, Waterbury Branch Cab Signal, Power Infrastructure Restoration, Catenary Replacement and Positive Train Control Projects.  |
|  | Reimb                   | (\$0,271)                           | *       | Primarily reflects higher activity on the Connecticut Track Program, Mainline/High Speed Turnout Replacement Project and Cyclical Track Program.                             | (\$1,029)                          | *       |   |
| CLAIMS                                       | Non-Reimb               | \$0,115                             | 98.8%   | Reflects a lower passenger claims provision than forecasted.   | \$0,573                            | 100.0%  | Reflects a lower passenger claims provision than forecasted.  |
| MAINTENANCE AND OTHER<br>OPERATING CONTRACTS | Non-Reimb               | \$1,084                             | 11.0%   | Reflects timing of BL-20 locomotive overhauls, infrastructure repair costs, and COVID-19 extraordinary cleaning of stations and rolling stock.                               | \$3,182                            | 4.9%    | Reflects lower activity primarily due to timing and billing of the work for the Signal Replacement from Greenwich to South Norwalk, Maybrook Trailway, Catenary Replacement, GCT Leaks Remediation Projects and the Connecticut Track Program partially offset by an unfavorable variance due to the transfer of prior year ferry expenses. |
|  | Reimb                   | \$4,015                             | 74.3%   | Primarily reflects lower activity on the Signal Replacement from Greenwich to South Norwalk, Catenary Replacement, Connecticut Track Program and Maybrook Trailway Projects. | \$6,478                            | 37.0%   |   |
| PROFESSIONAL SERVICE<br>CONTRACTS            | Non-Reimb               | \$0,811                             | 23.8%   | Lower than anticipated consulting and engineering services.  | \$4,472                            | 20.1%   | Lower than anticipated consulting and engineering services.   |
|  | Reimb                   | \$2,314                             | 52.2%   | Reflects lower activity on the Positive Train Control (CT) Project partially offset by the transfer of costs on the Maybrook Trailway.                                       | (\$1,365)                          | (4.6%)  |   |

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

| Generic Revenue<br>or Expense Category | Non Reimb.<br>or Reimb. | Current Month vs. Mid-Year Forecast |       |  |                         | Year to Date vs. Mid-Year Forecast |   |  |  |
|--|-------------------------|-------------------------------------|-------|--|-------------------------|------------------------------------|---|--|--|
|  |                         | Variance<br>Fav (Unfav)             |       | Reason for Variance  | Variance<br>Fav (Unfav) |                                    | Reason for Variance   |  |  |
|  |                         | \$                                  | %     |  | \$                      | %                                  |   |  |  |
| MATERIALS AND SUPPLIES                 | Non-Reimb               | \$2,252                             | 23.6% | Primarily due the 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.   | \$9,145                 | 14.9%                              | Primarily due to timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule, timing of cleaning and disinfection supplies expense, and lower infrastructure repairs partially offset by the net impact of adjustments for obsolete material reserves and other inventory adjustments.  |  |  |
|  | Reimb                   | (\$9,630)                           | *     | Reflects higher activity on the Waterbury Branch Cab Signal Project and the Connecticut Track Program partially offset by lower activity on the Mainline/GCT/Yards Turnouts Replacement and GCT/ESA Trash Facility Projects.   | (\$16,863)              | (80.1%)                            | Reflects higher activity on the Waterbury Branch Cab Signal, Connecticut Track Program, Saga Bridge Repairs, Power Infrastructure Restoration, GCT Turnouts-Switch Renewal, Mainline/High Speed Turnout Replacement Projects and Cyclical Track Program partially offset by lower activity on the Harmon Shop Replacement and Mainline/GCT/Yards Turnouts Replacement Projects.   |  |  |
| OTHER BUSINESS EXPENSES                | Non-Reimb               | \$0,999                             | *     | Primarily due to lower subsidy payments to New Jersey Transit reflecting credits for March through May service reductions partially offset by the timing of CSX reimbursements and lower Amtrak recoveries.  | \$1,401                 | 10.9%                              | Primarily due to lower subsidy payments to New Jersey Transit reflecting credits for March through May service reductions and lower credit card fees partially offset by lower Amtrak recoveries and the timing of Norfolk Southern recoveries.   |  |  |
|  | Reimb                   | (\$0,011)                           | *     | Reflects higher activity on the Waterbury Branch Cab Signal Project and the Connecticut Track Program.   | (\$0,131)               | *                                  | Primarily reflects higher activity on the GCT PA/VIS (Public Address/Visual Information System) System, Positive Train Control and Waterbury Branch Cab Signal Projects.  |  |  |
| GASB68 PENSION ADJUSTMENT              | Non-Reimb               | \$0,000                             | *     | Reflects adjustments to account for MNR's net pension liability.   | \$1,156                 | 60.5%                              | Reflects adjustments to account for MNR's net pension liability.  |  |  |
| ENVIRONMENTAL REMEDIATION              | Non-Reimb               | \$0,147                             | 32.7% | Reflects timing of projects requiring remediation.   | \$1,044                 | 59.4%                              | Reflects timing of projects requiring remediation.  |  |  |
| GASB75 ADJUSTMENT                      | Non-Reimb               | \$0,000                             | *     | Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.   | (\$0,282)               | (22.1%)                            | Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.  |  |  |
| OPERATING CAPITAL                      | Non-Reimb               | \$2,425                             | 39.0% | Primarily reflects timing for the following projects: Track Geometry Car, Replacement of the GCT Escalators, Upper Harlem Pole Replacement and GCT Air Handling Units/Glycol Cooling partially offset by the Vehicle Replacement Program and Operations Control Center Desk Replacement. | (\$1,899)               | (14.6%)                            | Primarily reflects timing for the following projects: Replacement of the GCT Escalators, Enhancement of the Security Camera Monitor System, Vehicle Replacement Program, Radio Systems Analysis, Operations Control Center Desk Replacement, Park Avenue Viaduct and Replacement of the Operations Control Center Display partially offset by Graybar Post Construction, Cameras-Audio for Non-M8 Fleet, GCT Air Handling Units/Glycol Cooling, Power Control SCADA Upgrade and Track Geometry Car. |  |  |

\* Variance exceeds 100%.

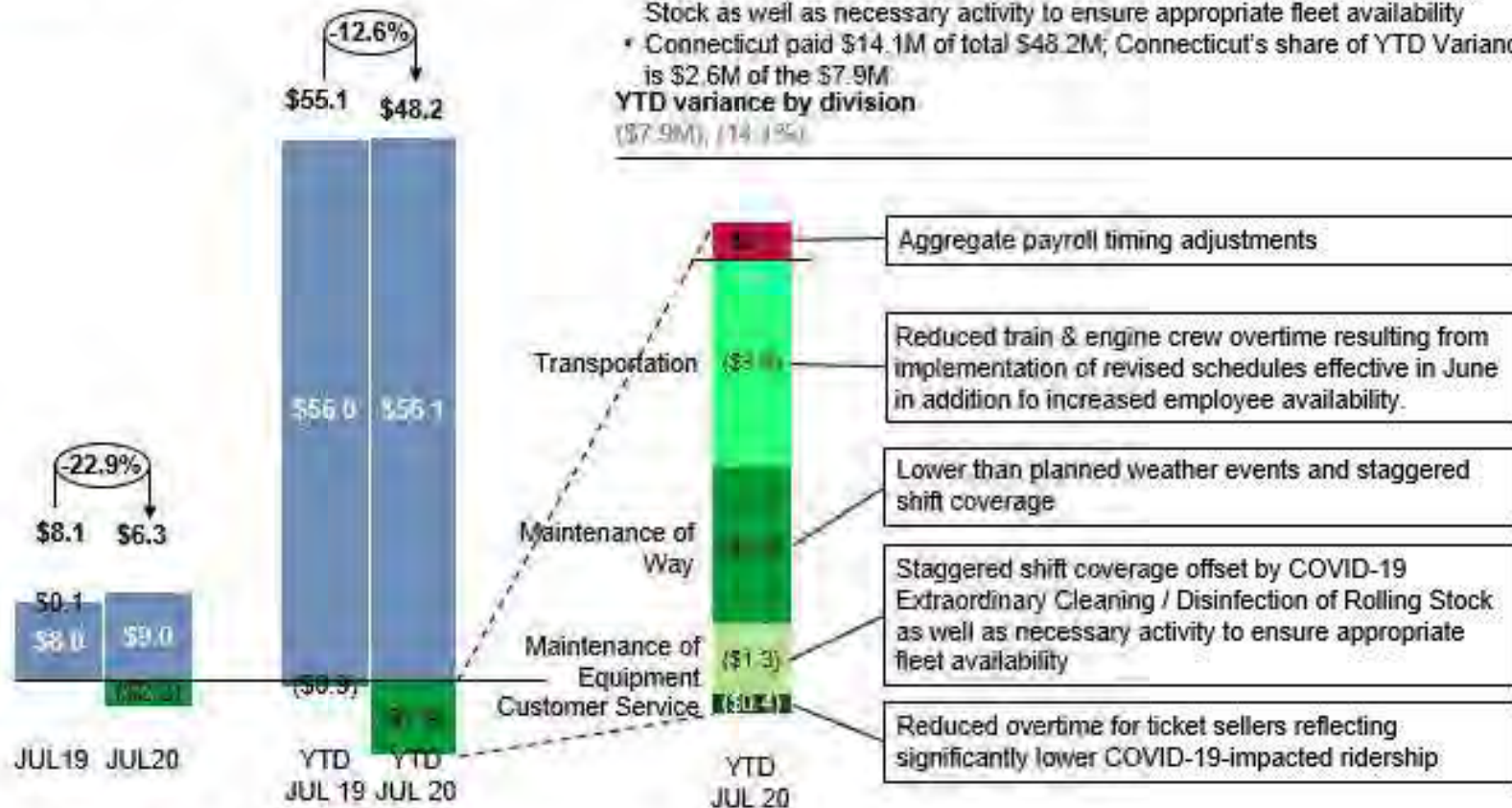
# METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

July 2020 and YTD mid-year forecast vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual mid-year forecast: \$93.2M



## Overview

- Overall decrease of \$7.0M or 12.6% compared to YTD July 2019
- 14.1% 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 Stations and Rolling Stock as well as necessary activity to ensure appropriate fleet availability
- Connecticut paid \$14.1M of total \$48.2M; Connecticut's share of YTD Variance is \$2.6M of the \$7.9M

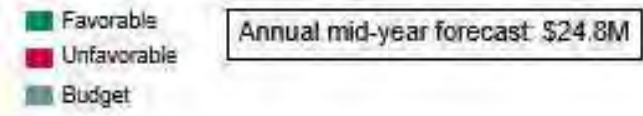
## YTD variance by division

(\$7.9M), (14.1%)

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

# METRO-NORTH RAILROAD – Reimbursable Overtime Variance

July 2020 and YTD mid-year forecast vs. variance  
\$M

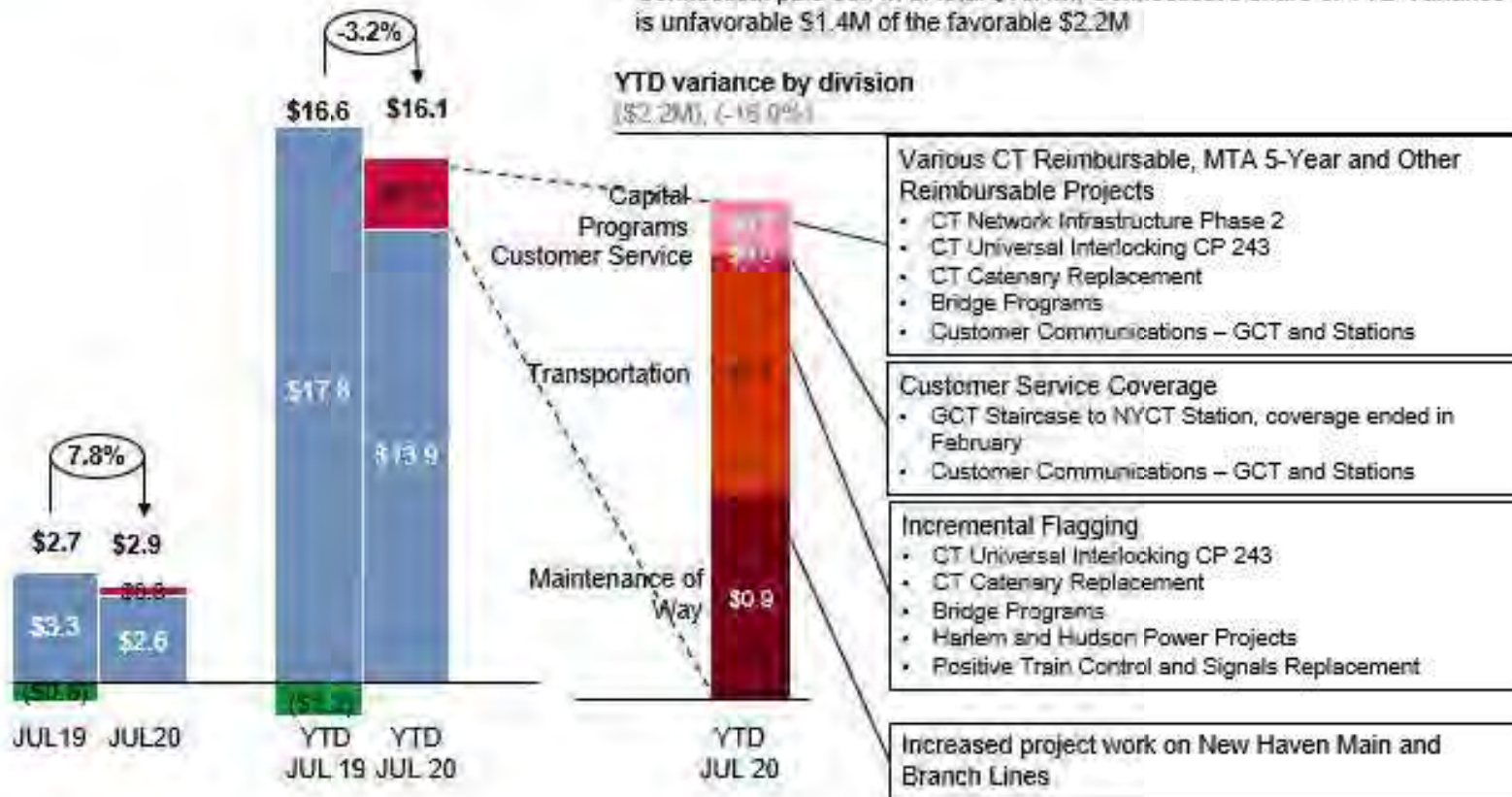


### Overview

- Overall decrease of \$0.5M or 3.2% compared to YTD July 2019
- 16.0% 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 \$6.7M of total \$16.1M; Connecticut's share of YTD Variance is unfavorable \$1.4M of the favorable \$2.2M

### YTD variance by division

(\$2.2M), (-13.0%)



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

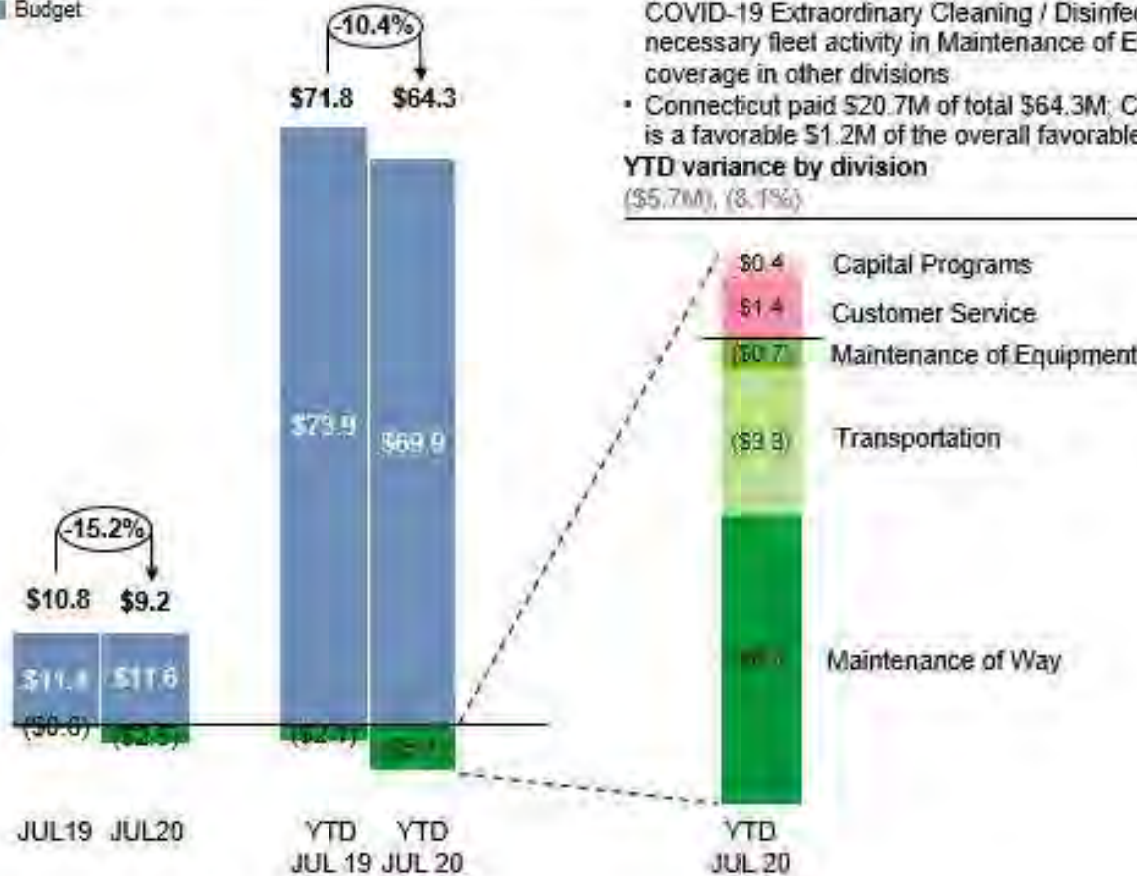


# METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

July 2020 and YTD mid-year forecast vs. variance  
\$M

■ Favorable  
■ Unfavorable  
■ Budget

Annual mid-year forecast: \$118.0M



## Overview

- Overall decrease of \$7.5M or 10.4% compared to YTD June 2019
- 8.1% 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 \$20.7M of total \$64.3M; Connecticut's share of YTD Variance is a favorable \$1.2M of the overall favorable \$5.7M

## YTD variance by division

(\$5.7M), (8.1%)

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

|  | JULY 2020            |                   |                            |             | Year-to-Date         |                    |                            |             |
|--|----------------------|-------------------|----------------------------|-------------|----------------------|--------------------|----------------------------|-------------|
|  | Mid-Year<br>Forecast | Actual            | Favorable<br>(Unfavorable) |             | Mid-Year<br>Forecast | Actual             | Favorable<br>(Unfavorable) |             |
|  |                      |                   | Variance                   | Percent     |                      |                    | Variance                   | Percent     |
| <b>Receipts</b>  |                      |                   |                            |             |                      |                    |                            |             |
| Farebox Revenue  | \$10.624             | \$9.493           | (\$1.131)                  | (10.6)      | \$178.436            | \$178.108          | (\$0.328)                  | (0.2)       |
| Vehicle Toll Revenue                                     | 0.000                | 0.000             | 0.000                      | -           | 0.000                | 0.000              | 0.000                      | -           |
| Other Operating Revenue                                  | 62.442               | 75.195            | 12.753                     | 20.4        | 308.609              | 320.482            | 11.873                     | 3.8         |
| <i>Capital &amp; Other Reimbursements:</i>               |                      |                   |                            |             |                      |                    |                            |             |
| MTA  | 10.941               | 7.831             | (3.110)                    | (28.4)      | 74.704               | 68.518             | (6.186)                    | (8.3)       |
| CDOT   | 17.785               | 32.902            | 15.117                     | 85.0        | 78.800               | 89.717             | 10.917                     | 13.9        |
| Other  | 3.125                | 3.936             | 0.811                      | 25.9        | 24.885               | 19.066             | (5.819)                    | (23.4)      |
| Total Capital and Other Reimbursements                   | 31.852               | 44.669            | 12.817                     | 40.2        | 178.389              | 177.301            | (1.088)                    | (0.6)       |
| <b>Total Receipts</b>                                    | <b>\$104.917</b>     | <b>\$129.357</b>  | <b>\$24.440</b>            | <b>23.3</b> | <b>\$665.434</b>     | <b>\$675.891</b>   | <b>\$10.457</b>            | <b>1.6</b>  |
| <b>Expenditures</b>                                      |                      |                   |                            |             |                      |                    |                            |             |
| <i>Labor:</i>  |                      |                   |                            |             |                      |                    |                            |             |
| Payroll  | \$56.529             | \$53.783          | \$2.746                    | 4.9         | \$350.818            | \$347.440          | \$3.378                    | 1.0         |
| Overtime   | 12.865               | 9.966             | 2.899                      | 22.5        | 73.653               | 67.151             | 6.502                      | 8.8         |
| Health and Welfare                                       | 13.097               | 19.994            | (6.897)                    | (52.7)      | 82.279               | 83.720             | (1.441)                    | (1.8)       |
| OPEB Current Payment                                     | 3.287                | 5.817             | (2.530)                    | (77.0)      | 23.978               | 23.437             | 0.541                      | 2.3         |
| Pensions   | 12.944               | 12.779            | 0.165                      | 1.3         | 80.830               | 76.563             | 4.267                      | 5.3         |
| Other Fringe Benefits                                    | 13.447               | 1.395             | 12.052                     | 89.6        | 85.810               | 54.621             | 31.189                     | 36.3        |
| GASB Account   | 0.000                | 0.000             | 0.000                      | -           | 0.000                | 0.000              | 0.000                      | -           |
| Reimbursable Overhead                                    | 0.000                | 0.000             | 0.000                      | -           | 0.000                | 0.000              | 0.000                      | -           |
| <b>Total Labor</b>                                       | <b>\$112.169</b>     | <b>\$103.734</b>  | <b>\$8.435</b>             | <b>7.5</b>  | <b>\$697.368</b>     | <b>\$652.932</b>   | <b>\$44.436</b>            | <b>6.4</b>  |
| <i>Non-Labor:</i>  |                      |                   |                            |             |                      |                    |                            |             |
| Electric Power   | \$4.245              | \$4.313           | (\$0.068)                  | (1.6)       | \$34.411             | \$37.203           | (\$2.792)                  | (8.1)       |
| Fuel   | 0.616                | 0.834             | (0.218)                    | (35.4)      | 7.447                | 8.503              | (1.056)                    | (14.2)      |
| Insurance  | 1.781                | 0.000             | 1.781                      | 100.0       | 5.587                | 6.720              | (1.133)                    | (20.3)      |
| Claims   | 0.404                | 0.044             | 0.360                      | 89.1        | 1.006                | 0.423              | 0.583                      | 57.9        |
| Paratransit Service Contracts                            | 0.000                | 0.000             | 0.000                      | -           | 0.000                | 0.000              | 0.000                      | -           |
| Maintenance and Other Operating Contracts                | 15.677               | 10.032            | 5.645                      | 36.0        | 88.014               | 75.543             | 12.471                     | 14.2        |
| Professional Service Contracts                           | 6.876                | 4.399             | 2.477                      | 36.0        | 35.398               | 23.997             | 11.401                     | 32.2        |
| Materials & Supplies                                     | 17.056               | 21.323            | (4.267)                    | (25.0)      | 95.766               | 123.068            | (27.302)                   | (28.5)      |
| Other Business Expenditures                              | 5.188                | 7.156             | (1.968)                    | (37.9)      | 31.219               | 23.316             | 7.903                      | 25.3        |
| <b>Total Non-Labor</b>                                   | <b>\$51.841</b>      | <b>\$48.101</b>   | <b>\$3.740</b>             | <b>7.2</b>  | <b>\$298.849</b>     | <b>\$298.773</b>   | <b>\$0.076</b>             | <b>0.0</b>  |
| <i>Other Adjustments:</i>                                |                      |                   |                            |             |                      |                    |                            |             |
| Other  | 0.000                | 0.000             | 0.000                      | -           | 0.000                | 0.000              | 0.000                      | -           |
| <b>Total Other Adjustments</b>                           | <b>\$0.000</b>       | <b>\$0.000</b>    | <b>\$0.000</b>             | <b>-</b>    | <b>\$0.000</b>       | <b>\$0.000</b>     | <b>\$0.000</b>             | <b>-</b>    |
| <b>Total Expenditures</b>                                | <b>\$164.010</b>     | <b>\$151.835</b>  | <b>\$12.175</b>            | <b>7.4</b>  | <b>\$996.216</b>     | <b>\$951.705</b>   | <b>\$44.511</b>            | <b>4.5</b>  |
| <b>Net Cash Deficit ( excludes Opening Cash Balance)</b> | <b>(\$59.092)</b>    | <b>(\$22.478)</b> | <b>\$36.614</b>            | <b>62.0</b> | <b>(\$330.782)</b>   | <b>(\$275.814)</b> | <b>\$54.968</b>            | <b>16.6</b> |
| <b>Subsidies</b>   |                      |                   |                            |             |                      |                    |                            |             |
| MTA  | 28.612               | 4.465             | (24.147)                   | (84.4)      | 247.849              | 288.461            | 40.612                     | 16.4        |
| CDOT   | 30.481               | 59.641            | 29.160                     | 95.7        | 131.471              | 142.682            | 11.211                     | 8.5         |
| <b>Total Subsidies</b>                                   | <b>\$59.092</b>      | <b>\$64.106</b>   | <b>\$5.014</b>             | <b>8.5</b>  | <b>\$379.320</b>     | <b>\$431.143</b>   | <b>\$51.823</b>            | <b>13.7</b> |
| <b>Cash Timing and Availability Adjustment</b>           | <b>\$0.000</b>       | <b>(\$8.880)</b>  | <b>(\$8.880)</b>           | <b>-</b>    | <b>\$7.596</b>       | <b>(\$18.555)</b>  | <b>(\$26.151)</b>          | <b>*</b>    |

**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

-- 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 | July Month vs Mid-Year Forecast |         |   | Year-to-Date as of July 31, 2020 vs. Mid-Year Forecast |         |  |
|-------------------------------------|---------------------------------|---------|---|--|---------|--|
|                                     | Variance Fav (Unfav)            |         | Reason for Variance   | Variance Fav (Unfav)                                   |         | Reason for Variance  |
|                                     | \$                              | %       |   | \$   | %       |  |
| FARE REVENUE                        | (1.131)                         | (10.6%) | Primarily reflects cash in transit partially offset by higher than forecasted non-commutation ridership.  | (0.328)  | (0.2%)  |  |
| OTHER OPERATING REVENUE             | 12.753                          | 20.4%   | 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 miscellaneous revenues and Amtrak reimbursements. | 11.873   | 3.8%    | 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 revenues due to COVID-19 pandemic.   |
| CAPITAL AND OTHER REIMBURSEMENTS:   |                                 |         |   |  |         |  |
| MTA                                 | (3.110)                         | (28.4%) | Primarily reflects lower cash receipts than forecasted.   | (6.186)  | (8.3%)  |  |
| CDOT                                | 15.117                          | 85.0%   | Primarily reflects higher cash receipts than forecasted combined with higher capital related project activity.  | 10.917   | 13.9%   |  |
| OTHER                               | 0.811                           | 25.9%   | Primarily reflects higher reimbursable related project activity partially offset by lower cash receipts than forecasted.  | (5.819)  | (23.4%) |  |
| PAYROLL                             | 2.746                           | 4.9%    | Primarily reflects the net impact of staff hiring & attrition, the timing of RWA payments and the remittance payments for the employee portion of withheld income taxes partially offset by inter-agency payroll.   | 3.378  | 1.0%    |  |
| OVERTIME                            | 2.899                           | 22.5%   | Primarily reflects reduced train & engine crew overtime resulting from implementation of revised schedules effective in June and lower infrastructure repair work.  | 6.502  | 8.8%    | 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 Capital Projects (Connecticut Track Program, Turnouts Mainline High Speed and Waterbury Branch Cab Signal Projects). |
| HEALTH & WELFARE                    | (6.897)                         | (52.7%) | Primarily reflects the timing of payments for health insurance premiums.  | (1.441)  | (1.8%)  |  |
| OPEB CURRENT PAYMENT                | (2.530)                         | (77.0%) | Primarily reflects the timing of payments for health insurance premiums for retirees.   | 0.541  | 2.3%    |  |
| PENSIONS                            | 0.165                           | 1.3%    |   | 4.267  | 5.3%    | Primarily reflects lower labor costs and forecasted rates combined with timing of payments.  |
| OTHER FRINGE BENEFITS               | 12.052                          | 89.6%   | Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act combined with lower employee claim payments.  | 31.189   | 36.3%   | Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act combined with lower employee claim payments.   |
| ELECTRIC POWER                      | (0.068)                         | (1.6%)  |   | (2.792)  | (8.1%)  | Primarily reflects timing of payments and higher rates than forecasted partially offset by lower usage as a result of MNR's reduced service schedule.  |

**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)

| Generic Receipt or Expense Category     | \$ Detail                       |         |   | \$ Detail  |         |   |
|---|---------------------------------|---------|---|--|---------|---|
|   | July Month vs Mid-Year Forecast |         |   | Year-to-Date as of July 31, 2020 vs. Mid-Year Forecast |         |   |
|   | Variance Fav (Unfav)            |         | Reason for Variance   | Variance Fav (Unfav)                                   |         | Reason for Variance   |
| \$                                      | %                               | \$      |   | %  |         |   |
| FUEL                                    | (0.218)                         | (35.4%) | Primarily reflects higher rates than forecasted partially offset by lower usage as a result of MNR's reduced service schedule.  | (1.056)  | (14.2%) | Primarily reflects timing of payments combined with higher rates than forecasted partially offset by lower usage as a result of MNR's reduced service schedule.   |
| INSURANCE                               | 1.781                           | 100.0%  | Reflects timing of payments for insurance premiums.   | (1.133)  | (20.3%) | Primarily reflects the timing of Force Account premium payments.  |
| CLAIMS                                  | 0.360                           | 89.1%   | Primarily reflects lower payments for passenger injury settlements.   | 0.583  | 57.9%   | Primarily reflects lower payments for passenger injury settlements.   |
| MAINTENANCE & OTHER OPERATING CONTRACTS | 5.645                           | 36.0%   | Primarily reflects the timing of Capital Projects (Signal Replacement - Greenwich to South Norwalk, GCT Escalator Replacement, Catenary C1A & C2 Replacement, Maybrook Trailway (actuals are reflected in Professional Services) and Connecticut Track Program) combined with the timing of BL-20 locomotive overhauls and infrastructure repair costs. | 12.471   | 14.2%   | Primarily reflects timing of payments for MTA Police Services, infrastructure repair costs and lower expenses for miscellaneous maintenance and operating contracts.  |
| PROFESSIONAL SERVICE CONTRACTS          | 2.477                           | 36.0%   | Primarily reflects the timing of engineering services for Capital Projects (Connecticut Positive Train Control) as well as lower than anticipated consulting and other engineering services.  | 11.401   | 32.2%   | Primarily reflects the timing of engineering services for Capital Projects (Sasco Creek Traction Power Supply Station, Oil Circuit Breaker Replacement, GCT Leaks Remediation NYSDOT Share and Connecticut Positive Train Control) as well as lower than anticipated consulting and other engineering services. |
| MATERIALS & SUPPLIES                    | (4.267)                         | (25.0%) | Primarily reflects the timing of Capital Projects (Waterbury Branch Cab Signal and C-32 Track Program).   | (27.302)   | (28.5%) | Primarily reflects the timing of materials placed into inventory combined with the timing of Capital Projects (Waterbury Branch Cab Signal Project).  |
| OTHER BUSINESS EXPENSES                 | (1.968)                         | (37.9%) | Primarily reflects the timing of Capital Projects (Maybrook Trailway which is offset in Other Capital Reimbursements above) partially offset by lower miscellaneous expenses.   | 7.903  | 25.3%   | Primarily reflects timing of payments for New Jersey Transit Subsidy and lower miscellaneous expenses.  |
| MTA SUBSIDY RECEIPTS                    | (24.147)                        | (84.4%) | Primarily reflects lower cash deficit combined with higher CDOT subsidy partially offset by available cash balance.   | 40.612   | 16.4%   | Primarily reflects available cash balance partially offset by lower cash deficit and higher CDOT subsidy.   |
| CDOT SUBSIDY RECEIPTS                   | 29.160                          | 95.7%   | Reflects timing of receipt of August subsidy in July.   | 11.211   | 8.5%    | 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.   |

\* Variance exceeds 100%



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

|   | JULY 2020            |                            |                |             | Year-to-Date         |                            |                   |               |
|---|----------------------|----------------------------|----------------|-------------|----------------------|----------------------------|-------------------|---------------|
|   | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                |             | Mid-Year<br>Forecast | Favorable<br>(Unfavorable) |                   |               |
|   |                      | Actual                     | Variance       | Percent     |                      | Actual                     | Variance          | Percent       |
| <b>Receipts</b>   |                      |                            |                |             |                      |                            |                   |               |
| Farebox Revenue   | \$0.650              | (\$0.627)                  | (\$1.277)      | *           | (\$1.712)            | (\$2.386)                  | (\$0.674)         | (39.4)        |
| Vehicle Toll Revenue                                      | 0.000                | 0.000                      | 0.000          | -           | 0.000                | 0.000                      | 0.000             | -             |
| Other Operating Revenue                                   | 3.259                | 1.190                      | (2.069)        | (63.5)      | 21.591               | 11.340                     | (10.252)          | (47.5)        |
| <i>Capital &amp; Other Reimbursements:</i>                |                      |                            |                |             |                      |                            |                   |               |
| MTA   | (1.307)              | (3.404)                    | (2.097)        | *           | 8.163                | 1.096                      | (7.067)           | (86.6)        |
| CDOT  | 0.000                | 8.598                      | 8.598          | -           | 1.974                | (6.397)                    | (8.371)           | *             |
| Other   | 0.000                | 0.575                      | 0.575          | -           | (0.529)              | (8.046)                    | (7.517)           | *             |
| Total Capital and Other Reimbursements                    | (1.307)              | 5.768                      | 7.075          | *           | 9.607                | (13.348)                   | (22.955)          | *             |
| <b>Total Revenue/Receipts</b>                             | <b>\$2.602</b>       | <b>\$6.331</b>             | <b>\$3.729</b> | <b>*</b>    | <b>\$29.487</b>      | <b>(\$4.394)</b>           | <b>(\$33.880)</b> | <b>*</b>      |
| <b>Expenditures</b>                                       |                      |                            |                |             |                      |                            |                   |               |
| <i>Labor:</i>   |                      |                            |                |             |                      |                            |                   |               |
| Payroll   | (\$4.339)            | (\$1.917)                  | \$2.422        | 55.8        | (\$8.166)            | (\$5.273)                  | \$2.893           | 35.4          |
| Overtime  | (1.247)              | (0.808)                    | 0.439          | 35.2        | (3.719)              | (2.879)                    | 0.840             | 22.6          |
| Health and Welfare  | (1.070)              | (8.676)                    | (7.606)        | *           | (6.766)              | (7.583)                    | (0.817)           | (12.1)        |
| OPEB Current Payment                                      | 0.000                | (2.595)                    | 0.000          | -           | (0.413)              | (0.006)                    | 0.407             | 98.4          |
| Pensions  | (0.039)              | (1.131)                    | (1.092)        | *           | 0.199                | 1.366                      | 1.167             | *             |
| Other Fringe Benefits                                     | (0.885)              | 9.788                      | 10.673         | *           | (5.185)              | 20.557                     | 25.741            | *             |
| GASB Account  | 0.000                | 0.000                      | 0.000          | -           | 0.000                | 0.000                      | 0.000             | -             |
| Reimbursable Overhead                                     | (0.378)              | (0.419)                    | (0.042)        | (11.0)      | (1.624)              | (2.024)                    | (0.400)           | (24.6)        |
| <b>Total Labor</b>  | <b>(\$7.958)</b>     | <b>(\$5.759)</b>           | <b>\$2.199</b> | <b>27.6</b> | <b>(\$25.674)</b>    | <b>\$4.157</b>             | <b>\$29.831</b>   | <b>*</b>      |
| <i>Non-Labor:</i>   |                      |                            |                |             |                      |                            |                   |               |
| Electric Power  | (\$0.157)            | \$1.371                    | \$1.528        | *           | (\$2.007)            | (\$4.486)                  | (\$2.479)         | *             |
| Fuel  | 0.050                | 0.074                      | 0.024          | 47.8        | (0.557)              | (1.026)                    | (0.469)           | (84.2)        |
| Insurance   | (0.344)              | 1.849                      | 2.192          | *           | 4.499                | 4.522                      | 0.023             | 0.5           |
| Claims  | (0.287)              | (0.043)                    | 0.244          | 85.2        | (0.433)              | (0.428)                    | 0.005             | 1.2           |
| Paratransit Service Contracts                             | 0.000                | 0.000                      | 0.000          | -           | 0.000                | 0.000                      | 0.000             | -             |
| Maintenance and Other Operating Contracts                 | (0.405)              | 0.141                      | 0.546          | *           | (5.065)              | (2.254)                    | 2.810             | 55.5          |
| Professional Service Contracts                            | 0.955                | 0.307                      | (0.648)        | (67.9)      | 16.635               | 24.929                     | 8.294             | 49.9          |
| Materials & Supplies                                      | (2.510)              | 0.601                      | 3.112          | *           | (13.471)             | (33.055)                   | (19.585)          | *             |
| Other Business Expenses                                   | (4.211)              | (7.167)                    | (2.957)        | (70.2)      | (18.227)             | (11.593)                   | 6.634             | 36.4          |
| <b>Total Non-Labor</b>                                    | <b>(\$6.908)</b>     | <b>(\$2.867)</b>           | <b>\$4.042</b> | <b>58.5</b> | <b>(\$18.626)</b>    | <b>(\$23.393)</b>          | <b>(\$4.766)</b>  | <b>(25.6)</b> |
| <i>Other Adjustments:</i>                                 |                      |                            |                |             |                      |                            |                   |               |
| Other   | 0.000                | 0.000                      | 0.000          | -           | 0.000                | 0.000                      | 0.000             | -             |
| <b>Total Other Adjustments</b>                            | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b> | <b>-</b>    | <b>\$0.000</b>       | <b>\$0.000</b>             | <b>\$0.000</b>    | <b>-</b>      |
| <b>Total Expenditures before Non-Cash Liability Adjs.</b> | <b>(\$14.866)</b>    | <b>(\$8.626)</b>           | <b>\$6.241</b> | <b>42.0</b> | <b>(\$44.300)</b>    | <b>(\$19.235)</b>          | <b>\$25.065</b>   | <b>56.6</b>   |
| Depreciation  | 20.485               | 20.009                     | (0.476)        | (2.3)       | 143.929              | 143.823                    | (0.106)           | (0.1)         |
| OPEB Obligation   | 0.000                | 0.000                      | 0.000          | -           | 0.000                | 0.000                      | 0.000             | -             |
| GASB68 Pension Adjustment                                 | 0.000                | 0.000                      | 0.000          | -           | (1.910)              | (3.066)                    | (1.156)           | 60.5          |
| Environmental Remediation                                 | 0.449                | 0.302                      | (0.147)        | (32.7)      | 1.757                | 0.713                      | (1.044)           | 59.4          |
| GASB75 Adjustment   | 0.000                | 0.000                      | 0.000          | -           | (1.277)              | (0.995)                    | 0.282             | (22.1)        |
| <b>Total Expenditures Adjustments</b>                     | <b>\$6.068</b>       | <b>\$11.685</b>            | <b>\$5.618</b> | <b>92.6</b> | <b>\$98.199</b>      | <b>\$121.240</b>           | <b>\$23.041</b>   | <b>23.5</b>   |
| <b>Total Cash Conversion Adjustments</b>                  | <b>\$8.669</b>       | <b>\$18.017</b>            | <b>\$9.347</b> | <b>*</b>    | <b>\$127.686</b>     | <b>\$116.847</b>           | <b>(\$10.839)</b> | <b>(8.5)</b>  |

**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  
JULY 2020  
(in millions)**

|                                   | MONTH                |          |                     | VARIANCE<br>Fav/(Unfav) |        |            |        | YTD                  |           |                     | VARIANCE<br>Fav/(Unfav) |       |             |        |
|-----------------------------------|----------------------|----------|---------------------|-------------------------|--------|------------|--------|----------------------|-----------|---------------------|-------------------------|-------|-------------|--------|
|                                   | MID-YEAR<br>FORECAST | 2020     | 2019 <sup>(A)</sup> | MID-YEAR<br>FORECAST    | 2019   |            |        | MID-YEAR<br>FORECAST | 2020      | 2019 <sup>(A)</sup> | MID-YEAR<br>FORECAST    | 2019  |             |        |
| <b>FAREBOX REVENUE</b>            |                      |          |                     |                         |        |            |        |                      |           |                     |                         |       |             |        |
| Harlem Line - Commutation         | 1.417                | 1.009    | 9.500               | (0.408)                 | -28.8% | (8.491)    | -89.4% | 31.058               | 30.649    | 66.136              | (0.408)                 | -1.3% | (35.487)    | -53.7% |
| Harlem Line - Non-Commutation     | 1.394                | 1.937    | 9.462               | 0.543                   | 38.9%  | (7.525)    | -79.5% | 22.318               | 22.861    | 58.115              | 0.543                   | 2.4%  | (35.254)    | -60.7% |
| TOTAL HARLEM LINE                 | \$2.811              | \$2.945  | \$18.962            | \$0.134                 | 4.8%   | (\$16.016) | -84.5% | \$53.376             | \$53.510  | \$124.251           | \$0.134                 | 0.3%  | (\$70.741)  | -56.9% |
| Hudson Line - Commutation         | 0.931                | 0.723    | 6.219               | (0.208)                 | -22.3% | (5.496)    | -88.4% | 20.756               | 20.548    | 44.095              | (0.208)                 | -1.0% | (23.547)    | -53.4% |
| Hudson Line - Non-Commutation     | 1.351                | 2.019    | 8.593               | 0.668                   | 49.5%  | (6.573)    | -76.5% | 19.395               | 20.063    | 50.557              | 0.668                   | 3.4%  | (30.494)    | -60.3% |
| TOTAL HUDSON LINE                 | \$2.282              | \$2.743  | \$14.812            | \$0.461                 | 20.2%  | (\$12.070) | -81.5% | \$40.150             | \$40.611  | \$94.652            | \$0.461                 | 1.1%  | (\$54.040)  | -57.1% |
| New Haven Line - Commutation      | 1.975                | 1.114    | 13.190              | (0.861)                 | -43.6% | (12.075)   | -91.6% | 42.077               | 41.216    | 92.875              | (0.861)                 | -2.0% | (51.659)    | -55.6% |
| New Haven Line - Non-Commutation  | 2.707                | 3.197    | 17.954              | 0.490                   | 18.1%  | (14.757)   | -82.2% | 40.910               | 41.435    | 112.348             | 0.525                   | 1.3%  | (70.913)    | -63.1% |
| TOTAL NEW HAVEN LINE              | \$4.683              | \$4.312  | \$31.144            | (\$0.371)               | -7.9%  | (\$26.832) | -86.2% | \$82.987             | \$82.651  | \$205.223           | (\$0.336)               | -0.4% | (\$122.572) | -59.7% |
| All Lines - Commutation           | 4.323                | 2.846    | 28.909              | (1.477)                 | -34.2% | (26.063)   | -90.2% | 93.890               | 92.413    | 203.105             | (1.477)                 | -1.6% | (110.692)   | -54.5% |
| All Lines - Non-Commutation       | 5.453                | 7.153    | 36.009              | 1.701                   | 31.2%  | (28.856)   | -80.1% | 82.623               | 84.359    | 221.020             | 1.736                   | 2.1%  | (136.661)   | -61.8% |
| TOTAL EAST OF HUDSON LINES        | \$9.776              | \$9.999  | \$64.918            | \$0.224                 | 2.3%   | (\$54.918) | -84.6% | \$176.513            | \$176.772 | \$424.125           | \$0.259                 | 0.1%  | (\$247.353) | -58.3% |
| West of Hudson <sup>(B)</sup>     | \$0.199              | \$0.121  | \$1.338             | (\$0.078)               | -39.3% | (\$1.218)  | -91.0% | \$3.635              | \$3.722   | \$8.278             | 0.087                   | 2.4%  | (4.557)     | -55.0% |
| TOTAL FAREBOX REVENUE             | \$9.974              | \$10.120 | \$66.256            | \$0.146                 | 1.5%   | (\$56.136) | -84.7% | \$180.148            | \$180.494 | \$432.404           | \$0.346                 | 0.2%  | (\$251.910) | -58.3% |
| <b>RIDERSHIP</b>                  |                      |          |                     |                         |        |            |        |                      |           |                     |                         |       |             |        |
| Harlem Line - Commutation         | 0.209                | 0.173    | 1.394               | (0.036)                 | -17.2% | (1.221)    | -87.6% | 3.655                | 3.619     | 9.754               | (0.036)                 | -1.0% | (6.135)     | -62.9% |
| Harlem Line - Non-Commutation     | 0.147                | 0.257    | 0.947               | 0.110                   | 74.8%  | (0.690)    | -72.9% | 2.473                | 2.583     | 6.200               | 0.110                   | 4.4%  | (3.617)     | -58.3% |
| TOTAL HARLEM LINE                 | 0.356                | 0.430    | 2.341               | 0.074                   | 20.8%  | (1.911)    | -81.6% | 6.128                | 6.202     | 15.954              | 0.074                   | 1.2%  | (9.752)     | -61.1% |
| Hudson Line - Commutation         | 0.119                | 0.097    | 0.796               | (0.022)                 | -18.4% | (0.699)    | -87.8% | 2.086                | 2.064     | 5.596               | (0.022)                 | -1.1% | (3.532)     | -63.1% |
| Hudson Line - Non-Commutation     | 0.114                | 0.195    | 0.736               | 0.081                   | 70.6%  | (0.541)    | -73.5% | 1.698                | 1.778     | 4.437               | 0.081                   | 4.8%  | (2.658)     | -59.9% |
| TOTAL HUDSON LINE                 | 0.234                | 0.293    | 1.532               | 0.059                   | 25.2%  | (1.240)    | -80.9% | 3.784                | 3.843     | 10.033              | 0.059                   | 1.6%  | (6.190)     | -61.7% |
| New Haven Line - Commutation      | 0.278                | 0.188    | 1.857               | (0.090)                 | -32.4% | (1.669)    | -89.9% | 4.705                | 4.615     | 12.948              | (0.090)                 | -1.9% | (8.333)     | -64.4% |
| New Haven Line - Non-Commutation  | 0.251                | 0.391    | 1.649               | 0.140                   | 55.8%  | (1.258)    | -76.3% | 3.978                | 4.118     | 10.451              | 0.140                   | 3.5%  | (6.333)     | -60.6% |
| TOTAL NEW HAVEN LINE              | 0.529                | 0.579    | 3.505               | 0.050                   | 9.5%   | (2.927)    | -83.5% | 8.683                | 8.733     | 23.400              | 0.050                   | 0.6%  | (14.666)    | -62.7% |
| Total Ridership East of Hudson    | 0.606                | 0.459    | 4.047               | (0.148)                 | -24.4% | (3.589)    | -88.7% | 10.446               | 10.298    | 28.298              | (0.148)                 | -1.4% | (18.000)    | -63.6% |
| All Lines - Commutation           | 0.512                | 0.343    | 3.332               | 0.331                   | 64.6%  | (2.489)    | -74.7% | 8.149                | 8.480     | 21.089              | 0.331                   | 4.1%  | (12.609)    | -59.8% |
| All Lines - Non-Commutation       | 1.118                | 1.301    | 7.379               | 0.183                   | 16.4%  | (6.078)    | -82.4% | 18.595               | 18.777    | 49.386              | 0.183                   | 1.0%  | (30.609)    | -62.0% |
| TOTAL EAST OF HUDSON LINES        | 0.022                | 0.014    | 0.143               | (0.008)                 | -36.0% | (0.129)    | -90.2% | 0.408                | 0.404     | 0.950               | (0.004)                 | -0.9% | (0.546)     | -57.5% |
| West of Hudson <sup>(B)</sup>     | 1.140                | 1.315    | 7.522               | 0.175                   | 15.4%  | (6.206)    | -82.5% | 19.002               | 19.181    | 50.336              | 0.179                   | 0.9%  | (31.155)    | -61.9% |
| TOTAL EAST & WEST OF HUDSON LINES | 1.140                | 1.315    | 7.522               | 0.175                   | 15.4%  | (6.206)    | -82.5% | 19.002               | 19.181    | 50.336              | 0.179                   | 0.9%  | (31.155)    | -61.9% |

-- 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.

<sup>(A)</sup> 2019 Ridership figures have been restated to simulate the 2020 calendar.

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

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

| <u>Department</u>   | <u>MID-YEAR<br/>FORECAST</u> | <u>Actual</u> | <u>Favorable<br/>(Unfavorable)<br/>Variance</u> | <u>Notes</u> |
|---|------------------------------|---------------|---|--------------|
| <b>Administration</b>   |                              |               |   |              |
| President   | 3                            | 3             | -   |              |
| Labor Relations   | 12                           | 10            | 2   |              |
| Safety  | 53                           | 51            | 2   |              |
| Security  | 18                           | 18            | 0   |              |
| Office of the Executive VP                                      | 7                            | 7             | 0   |              |
| Corporate & Public Affairs                                      | 15                           | 15            | -   |              |
| Customer Service  | 47                           | 49            | (2)   |              |
| Legal   | 10                           | 10            | -   |              |
| Claims  | 6                            | 6             | 0   |              |
| Human Resources   | 37                           | 36            | 1   |              |
| Training  | 78                           | 77            | 1   |              |
| Employee Relations & Diversity                                  | 4                            | 4             | -   |              |
| VP Planning   | 2                            | 2             | -   |              |
| Operations Planning & Analysis                                  | 20                           | 19            | 1   |              |
| Capital Planning & Programming                                  | 10                           | 10            | -   |              |
| Long Range Planning   | 5                            | 5             | -   |              |
| VP Finance & Info Systems                                       | -                            | -             | -   |              |
| Controller  | 66                           | 67            | (1)   |              |
| Budget  | 17                           | 16            | 1   |              |
| Procurement & Material Mgmt                                     | 21                           | 21            | 0   |              |
| <b>Total Administration</b>                                     | <b>431</b>                   | <b>425</b>    | <b>6</b>  |              |
| <b>Operations</b>   |                              |               |   |              |
| Operations Support  | 65                           | 63            | 2   |              |
| Rolling Stock & EAM   | 9                            | 15            | (6)   | C            |
| Transportation  | 1,678                        | 1,646         | 32  | A            |
| Customer Service  | 379                          | 373           | 6   |              |
| Metro-North West  | 28                           | 33            | (5)   |              |
| <b>Total Operations</b>   | <b>2,159</b>                 | <b>2,130</b>  | <b>29</b>                                       |              |
| <b>Maintenance</b>  |                              |               |   |              |
| Maintenance of Equipment  | 1,601                        | 1,578         | 23  | A            |
| Maintenance of Way  | 2,115                        | 2,095         | 20  | A, B, C      |
| Procurement & Material Mgmt                                     | 113                          | 113           | 0   |              |
| <b>Total Maintenance</b>  | <b>3,829</b>                 | <b>3,786</b>  | <b>43</b>                                       |              |
| <b>Engineering/Capital</b>                                      |                              |               |   |              |
| Construction Management   | 29                           | 24            | 5   | C            |
| Engineering & Design  | 83                           | 64            | 19  | A, C         |
| <b>Total Engineering/Capital</b>                                | <b>112</b>                   | <b>88</b>     | <b>24</b>                                       |              |
| <b>Total Positions</b>  | <b>6,531</b>                 | <b>6,429</b>  | <b>102</b>                                      |              |
| <b>Non-Reimbursable</b>   | <b>5,766</b>                 | <b>5,755</b>  | <b>11</b>                                       |              |
| <b>Reimbursable</b>   | <b>765</b>                   | <b>674</b>    | <b>91</b>                                       |              |
| <b>Total Full-Time</b>  | <b>6,530</b>                 | <b>6,428</b>  | <b>102</b>                                      |              |
| <b>Total Full-Time-Equivalents<br/>(of part-time positions)</b> | <b>1</b>                     | <b>1</b>      | <b>-</b>  |              |

**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.

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

| FUNCTION/OCCUPATION               | MID-YEAR<br>FORECAST | Actual       | Favorable<br>(Unfavorable)<br>Variance |
|-----------------------------------|----------------------|--------------|--|
| <b>Administration</b>             |                      |              |  |
| Managers/Supervisors              | 147                  | 148          | (1)                                    |
| Professional, Technical, Clerical | 284                  | 278          | 6                                      |
| Operational Hourlies              | -                    | -            | -                                      |
| <b>Total Administration</b>       | <b>431</b>           | <b>425</b>   | <b>6</b>                               |
| <b>Operations</b>                 |                      |              |  |
| Managers/Supervisors              | 242                  | 246          | (4)                                    |
| Professional, Technical, Clerical | 219                  | 259          | (40)                                   |
| Operational Hourlies              | 1,698                | 1,625        | 73                                     |
| <b>Total Operations</b>           | <b>2,159</b>         | <b>2,130</b> | <b>29</b>                              |
| <b>Maintenance</b>                |                      |              |  |
| Managers/Supervisors              | 635                  | 629          | 6                                      |
| Professional, Technical, Clerical | 458                  | 461          | (3)                                    |
| Operational Hourlies              | 2,736                | 2,696        | 40                                     |
| <b>Total Maintenance</b>          | <b>3,829</b>         | <b>3,786</b> | <b>43</b>                              |
| <b>Engineering/Capital</b>        |                      |              |  |
| Managers/Supervisors              | 38                   | 29           | 9                                      |
| Professional, Technical, Clerical | 74                   | 59           | 15                                     |
| Operational Hourlies              | -                    | -            | -                                      |
| <b>Total Engineering/Capital</b>  | <b>112</b>           | <b>88</b>    | <b>24</b>                              |
| <b>Total Positions</b>            |                      |              |  |
| Managers/Supervisors              | 1,062                | 1,051        | 11                                     |
| Professional, Technical, Clerical | 1,035                | 1,056        | (21)                                   |
| Operational Hourlies              | 4,434                | 4,321        | 113                                    |
| <b>Total Positions</b>            | <b>6,531</b>         | <b>6,429</b> | <b>102</b>                             |

**MTA METRO-NORTH RAILROAD  
2020 MID-YEAR FORECAST VS. ACTUALS  
July 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                      | 425           | 6                                       |   |
| Operations   | 2,159                    | 2,130         | 29                                      | Primarily reflects higher attrition than planned and transfer of Engineering/Capital positions                        |
| Maintenance  | 3,829                    | 3,786         | 43                                      | Primarily reflects higher attrition than planned, unpaid LOA positions, and transfer of Engineering/Capital positions |
| Engineering / Capital                                  | 112                      | 88            | 24                                      | Primarily reflects higher attrition than planned and transfer of Engineering/Capital positions                        |
| <b>Total Agency-wide Headcount</b>                     | <b>6,531</b>             | <b>6,429</b>  | <b>102</b>                              |   |
| Non-Reimbursable                                       | 5,766                    | 5,755         | 11                                      |   |
| Reimbursable   | 765                      | 674           | 91                                      |   |

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST**  
**MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>**  
**JULY 2020**

|                             | MONTH        |         |         | VARIANCE |           |
|-----------------------------|--------------|---------|---------|----------|-----------|
|                             | Fav/(Unfav)  |         |         |          |           |
|                             | MYF          | 2020    | 2019    | MYF      | 2019      |
| Farebox Operating Ratio     |              |         |         |          |           |
| Standard <sup>(B)</sup>     | 8.4%         | 9.7%    | 56.9%   | 1.2%     | -47.2%    |
| Adjusted <sup>(C)</sup>     | 12.1%        | 14.3%   | 63.3%   | 2.2%     | -49.1%    |
| Cost per Passenger          |              |         |         |          |           |
| Standard <sup>(B)</sup>     | \$103.87     | \$79.56 | \$15.43 | \$24.32  | (\$64.13) |
| Adjusted <sup>(C)</sup>     | \$103.83     | \$78.98 | \$15.06 | \$24.85  | (\$63.92) |
| Passenger Revenue/Passenger | \$8.75       | \$7.69  | \$8.78  | (\$1.05) | (\$1.08)  |
|                             | YEAR-TO-DATE |         |         | VARIANCE |           |
|                             | Fav/(Unfav)  |         |         |          |           |
|                             | MYF          | 2020    | 2019    | MYF      | 2019      |
| Farebox Operating Ratio     |              |         |         |          |           |
| Standard <sup>(B)</sup>     | 23.4%        | 24.7%   | 56.4%   | 1.3%     | -31.8%    |
| Adjusted <sup>(C)</sup>     | 28.8%        | 30.7%   | 63.4%   | 1.9%     | -32.8%    |
| Cost per Passenger          |              |         |         |          |           |
| Standard <sup>(B)</sup>     | \$40.54      | \$38.16 | \$15.30 | \$2.38   | (\$22.86) |
| Adjusted <sup>(C)</sup>     | \$39.76      | \$37.37 | \$14.88 | \$2.39   | (\$22.48) |
| Passenger Revenue/Passenger | \$9.48       | \$9.41  | \$8.63  | (\$0.07) | \$0.78    |

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

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

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

# Ridership Report

**Michael Shiffer**

Vice President, Planning



The Hudson Line as the sun sets in late August.

*Photo courtesy of Linda Morris*



# Metro-North Railroad

## **September 2020 Highlights: Ridership Report**

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

### **August 2020 vs. 2019**

Large decreases in August ridership was attributed to the Covid-19 Pandemic and Tropical Storm Isaias (August 4th) where all three lines were suspended due to downed trees, signal failures, downed power lines, and third rail damage. Major service disruptions from the storm lasted up to five days until full restoration of service. Portions of the Outer NHL and Upper Harlem Line had no service for 3 weekdays and 2 weekend days, with some service adjustments on all lines. This had an impact on lowering ridership.

- East of Hudson ridership decreased 81.0% vs. August 2019 and 31.5% vs. Forecast
- East of Hudson Commutation ridership decreased 88.3%
- East of Hudson Non-Commutation ridership decreased 72.8%
- East of Hudson ridership by line:
  - Hudson Line ridership decreased 78.7%
  - Harlem Line ridership decreased 80.7%
  - New Haven Line ridership decreased 82.2%

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

**Michael Shiffer**  
Vice President  
Planning



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

**RIDERSHIP SUMMARY**

**August Ridership and Revenue (millions)**

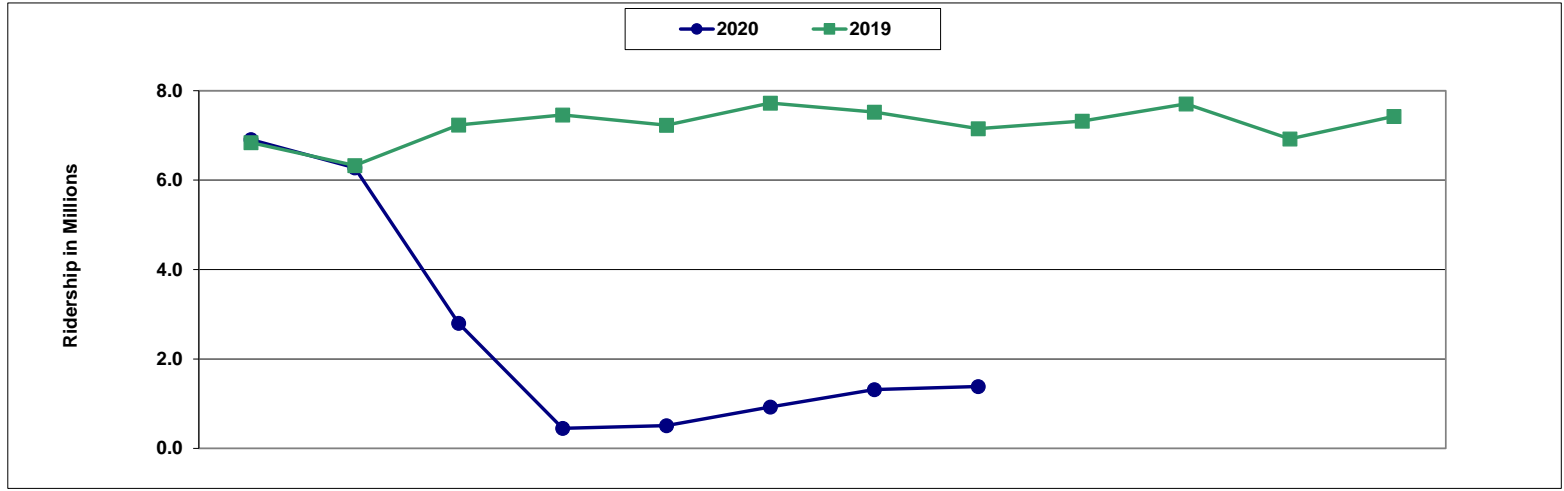
|                              | August<br>2020 | % Change vs.<br>2019 |
|------------------------------|----------------|----------------------|
| Total Rail Ridership         | 1.884          | -80.7% ▼             |
| Commutation Ridership        | 0.443          | -88.3% ▼             |
| Non-Commutation Ridership    | 0.941          | -72.2% ▼             |
| Connecting Service Ridership | 0.003          | -93.1% ▼             |
| Total MNR System Ridership   | 1.887          | -80.7% ▼             |
| Rail Revenue                 | \$11.071       | -82.9% ▼             |

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

|                              | YTD<br>2020 | % Change vs.<br>2019 | Comparison to<br>Forecast |
|------------------------------|-------------|----------------------|---------------------------|
| Total Rail Ridership         | 20.565      | -64.2% ▼             | -2.0% ▼                   |
| Commutation Ridership        | 10.987      | -66.3% ▼             | -6.3% ▼                   |
| Non-Commutation Ridership    | 9.578       | -61.5% ▼             | 3.4% ▲                    |
| Connecting Service Ridership | 0.128       | -68.3% ▼             | 0.2% ▲                    |
| Total MNR System Ridership   | 20.693      | -64.3% ▼             | -2.0 ▼                    |
| Rail Revenue                 | \$191.6     | -61.5% ▼             | -3.2% ▼                   |

**AUGUST RAIL RIDERSHIP (1)**

• August's Total Rail Ridership was 80.7% below 2019 and 30.5% below forecast.

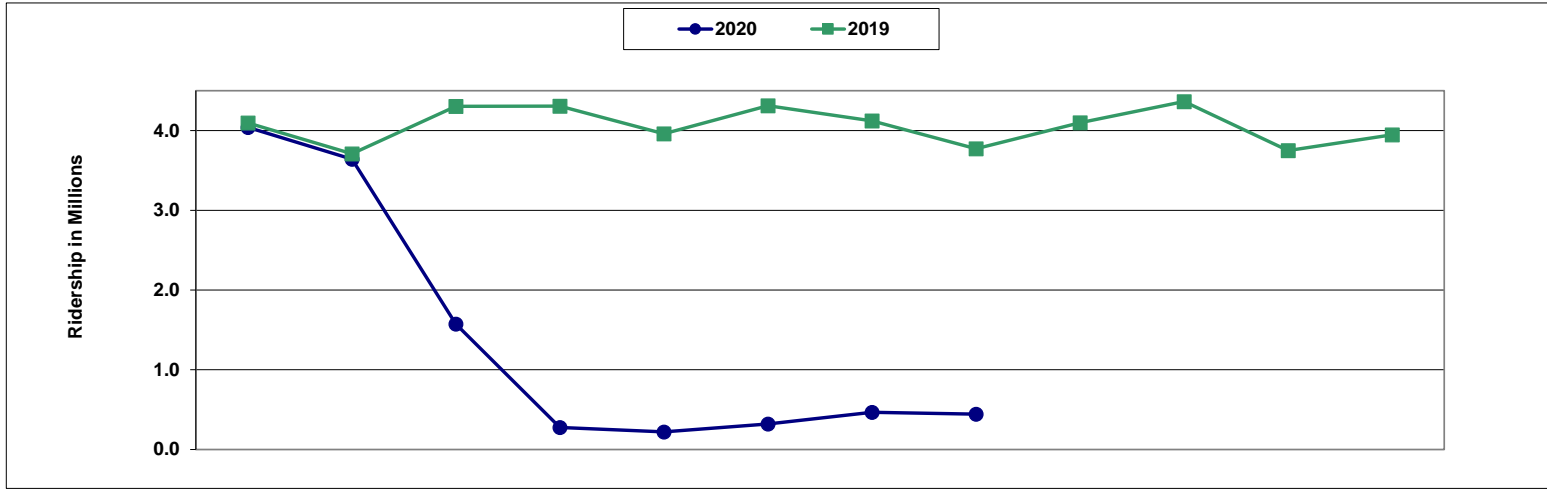


|                 | Jan  | Feb   | Mar    | Apr    | May    | Jun    | Jul    | Aug    | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|------|-------|--------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 6.9  | 6.3   | 2.8    | 0.4    | 0.5    | 0.9    | 1.3    | 1.4    |     |     |     |     | 20.6        |
| <b>2019</b>     | 6.8  | 6.3   | 7.2    | 7.5    | 7.2    | 7.7    | 7.5    | 7.2    | 7.3 | 7.7 | 6.9 | 7.4 | 57.5        |
| <b>PCT CHG.</b> | 1.0% | -0.8% | -61.3% | -94.0% | -92.9% | -88.0% | -82.5% | -80.7% |     |     |     |     | -64.2%      |

1) Includes East and West of Hudson.

**AUGUST RAIL COMMUTATION RIDERSHIP (1)**

• August's Rail Commutation Ridership was 88.3% below 2019 and 57.3% below forecast.

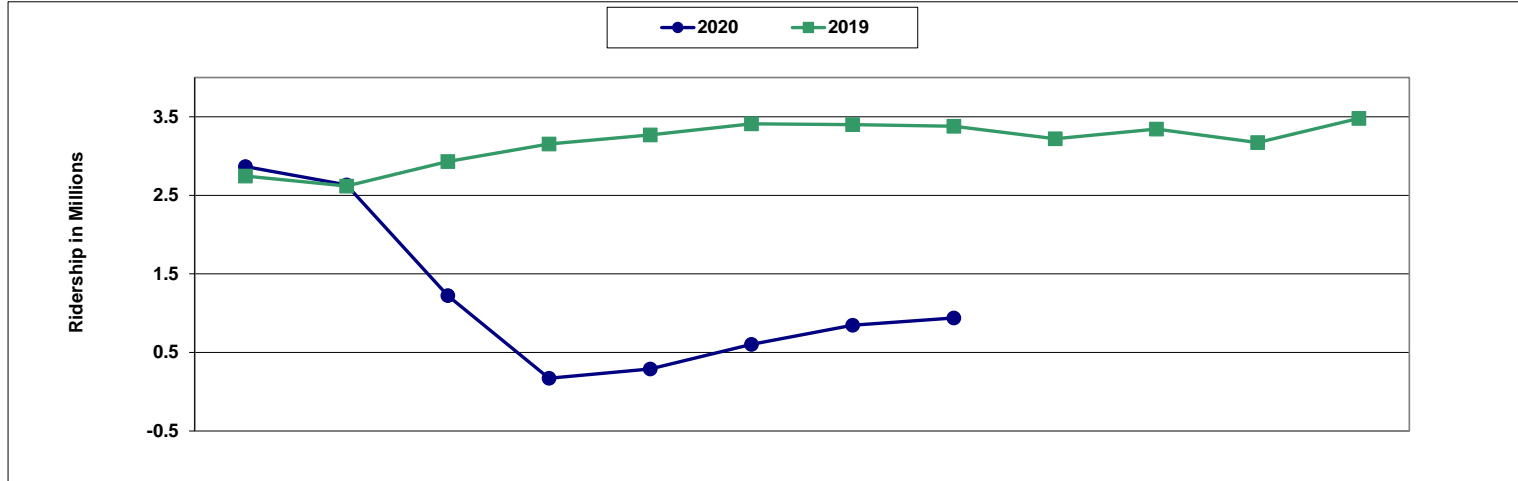


|                 | Jan   | Feb   | Mar    | Apr    | May    | Jun    | Jul    | Aug    | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|-------|--------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 4.0   | 3.6   | 1.6    | 0.3    | 0.2    | 0.3    | 0.5    | 0.4    |     |     |     |     | 11.0        |
| <b>2019</b>     | 4.1   | 3.7   | 4.3    | 4.3    | 4.0    | 4.3    | 4.1    | 3.8    | 4.1 | 4.4 | 3.8 | 3.9 | 32.6        |
| <b>PCT CHG.</b> | -1.4% | -1.8% | -63.4% | -93.6% | -94.4% | -92.6% | -88.7% | -88.3% |     |     |     |     | -66.3%      |

1) Includes East and West of Hudson.

**AUGUST RAIL NON-COMMUTATION RIDERSHIP (1)**

• August's Rail Non-Commutation Ridership was 72.2% below 2019 and 1.4% below forecast.

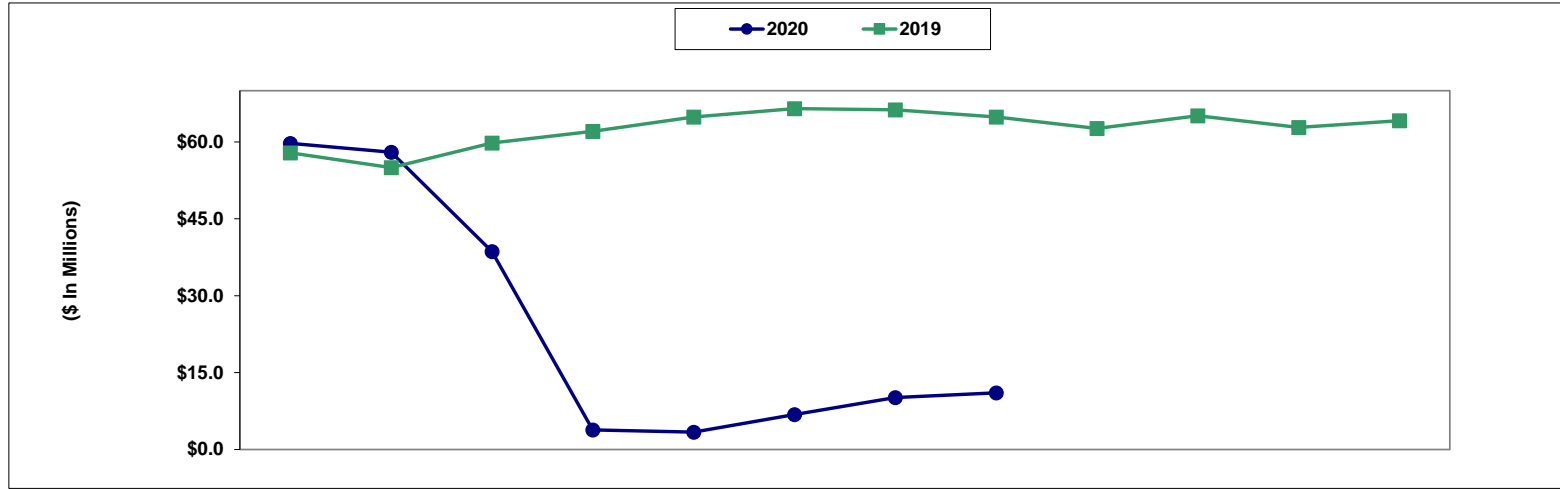


|                 | Jan  | Feb  | Mar    | Apr    | May    | Jun    | Jul    | Aug    | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|------|------|--------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 2.9  | 2.6  | 1.2    | 0.2    | 0.3    | 0.6    | 0.8    | 0.9    |     |     |     |     | 9.6         |
| <b>2019</b>     | 2.7  | 2.6  | 2.9    | 3.2    | 3.3    | 3.4    | 3.4    | 3.4    | 3.2 | 3.3 | 3.2 | 3.5 | 24.9        |
| <b>PCT CHG.</b> | 4.4% | 0.5% | -58.2% | -94.6% | -91.1% | -82.3% | -75.1% | -72.2% |     |     |     |     | -61.5%      |

1) Includes East and West of Hudson.

**AUGUST RAIL REVENUE (1)**

• August's Total Rail Revenue was 82.9% below 2019 and 37.9% below forecast.



|                 | Jan    | Feb    | Mar    | Apr    | May    | Jun    | Jul    | Aug    | Sep    | Oct    | Nov    | Dec    | Y-T-D Total |
|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------|
| <b>2020</b>     | \$59.7 | \$58.0 | \$38.6 | \$3.8  | \$3.4  | \$6.8  | \$10.1 | \$11.1 |        |        |        |        | \$191.6     |
| <b>2019</b>     | \$57.9 | \$55.0 | \$59.8 | \$62.1 | \$64.9 | \$66.5 | \$66.3 | \$64.9 | \$62.6 | \$65.1 | \$62.8 | \$64.1 | \$497.3     |
| <b>PCT CHG.</b> | 3.2%   | 5.4%   | -35.4% | -93.8% | -94.8% | -89.8% | -84.7% | -82.9% |        |        |        |        | -61.5%      |

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
AUGUST 2020

| TICKET TYPE/SERVICE                         | AUGUST           | AUGUST           | VARIANCE VS.     |               | AUGUST           | CHANGE FROM 2019   |               |
|---|------------------|------------------|------------------|---------------|------------------|--------------------|---------------|
|   | 2020             | 2020             | FORECAST         |               | 2019             |                    |               |
|   | ACTUAL           | FORECAST         | AMOUNT           | PERCENT       | RESTATE(1)       | AMOUNT             | PERCENT       |
| <b>RAIL COMMUTATION RIDERSHIP</b>           |                  |                  |                  |               |                  |                    |               |
| East of Hudson                              | 434,552          | 1,017,815        | (583,263)        | -57.3%        | 3,705,696        | (3,271,144)        | -88.3%        |
| West of Hudson                              | 8,804            | 20,457           | (11,653)         | -57.0%        | 67,831           | (59,027)           | -87.0%        |
| <b>Total Rail Commutation Ridership</b>     | <b>443,356</b>   | <b>1,038,272</b> | <b>(594,916)</b> | <b>-57.3%</b> | <b>3,773,527</b> | <b>(3,330,171)</b> | <b>-88.3%</b> |
| <b>RAIL NON-COMMUTATION RIDERSHIP</b>       |                  |                  |                  |               |                  |                    |               |
| East of Hudson                              | 902,286          | 934,719          | (32,433)         | -3.5%         | 3,317,536        | (2,415,250)        | -72.8%        |
| West of Hudson                              | 38,063           | 18,995           | 19,068           | 100.4%        | 62,016           | (23,953)           | -38.6%        |
| <b>Total Rail Non-Commutation Ridership</b> | <b>940,349</b>   | <b>953,714</b>   | <b>(13,365)</b>  | <b>-1.4%</b>  | <b>3,379,552</b> | <b>(2,439,203)</b> | <b>-72.2%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                 |                  |                  |                  |               |                  |                    |               |
| East of Hudson                              | 1,336,838        | 1,952,534        | (615,696)        | -31.5%        | 7,023,232        | (5,686,394)        | -81.0%        |
| West of Hudson (2)                          | 46,867           | 39,452           | 7,415            | 18.8%         | 129,847          | (82,980)           | -63.9%        |
| <b>TOTAL RAIL RIDERSHIP</b>                 | <b>1,383,705</b> | <b>1,991,986</b> | <b>(608,281)</b> | <b>-30.5%</b> | <b>7,153,079</b> | <b>(5,769,374)</b> | <b>-80.7%</b> |
| <b>CONNECTING SERVICES RIDERSHIP (3)</b>    | <b>3,289</b>     | <b>3,068</b>     | <b>222</b>       | <b>7.2%</b>   | <b>47,940</b>    | <b>(44,651)</b>    | <b>-93.1%</b> |
| <b>TOTAL MNR SYSTEM RIDERSHIP</b>           | <b>1,386,994</b> | <b>1,995,053</b> | <b>(608,060)</b> | <b>-30.5%</b> | <b>7,201,019</b> | <b>(5,814,025)</b> | <b>-80.7%</b> |

Notes:

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

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

| TICKET TYPE/SERVICE                         | 2020<br>YTD<br>ACTUAL | 2020<br>YTD<br>FORECAST | VARIANCE VS.<br>FORECAST |              | 2019<br>YTD<br>RESTATE <sup>(1)</sup> | CHANGE FROM 2019    |               |
|---|-----------------------|-------------------------|--------------------------|--------------|---------------------------------------|---------------------|---------------|
|   |                       |                         | AMOUNT                   | PERCENT      |                                       | AMOUNT              | PERCENT       |
| <b>RAIL COMMUTATION RIDERSHIP</b>           |                       |                         |                          |              |                                       |                     |               |
| East of Hudson                              | 10,732,295            | 11,463,413              | (731,119)                | -6.4%        | 32,003,326                            | (21,271,031)        | -66.5%        |
| West of Hudson                              | 254,315               | 267,918                 | (13,603)                 | -5.1%        | 578,279                               | (323,964)           | -56.0%        |
| <b>Total Rail Commutation Ridership</b>     | <b>10,986,610</b>     | <b>11,731,331</b>       | <b>(744,722)</b>         | <b>-6.3%</b> | <b>32,581,605</b>                     | <b>(21,594,995)</b> | <b>-66.3%</b> |
| <b>RAIL NON-COMMUTATION RIDERSHIP</b>       |                       |                         |                          |              |                                       |                     |               |
| East of Hudson                              | 9,381,849             | 9,083,490               | 298,359                  | 3.3%         | 24,406,135                            | (15,024,286)        | -61.6%        |
| West of Hudson                              | 196,399               | 179,124                 | 17,275                   | 9.6%         | 501,134                               | (304,735)           | -60.8%        |
| <b>Total Rail Non-Commutation Ridership</b> | <b>9,578,248</b>      | <b>9,262,614</b>        | <b>315,634</b>           | <b>3.4%</b>  | <b>24,907,269</b>                     | <b>(15,329,021)</b> | <b>-61.5%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                 |                       |                         |                          |              |                                       |                     |               |
| East of Hudson                              | 20,114,144            | 20,546,903              | (432,760)                | -2.1%        | 56,409,461                            | (36,295,317)        | -64.3%        |
| West of Hudson                              | 450,714               | 447,042                 | 3,672                    | 0.8%         | 1,079,413                             | (628,699)           | -58.2%        |
| <b>TOTAL RAIL RIDERSHIP</b>                 | <b>20,564,858</b>     | <b>20,993,945</b>       | <b>(429,088)</b>         | <b>-2.0%</b> | <b>57,488,874</b>                     | <b>(36,924,016)</b> | <b>-64.2%</b> |
| <b>CONNECTING SERVICES RIDERSHIP (2)</b>    | <b>128,390</b>        | <b>128,169</b>          | <b>222</b>               | <b>0.2%</b>  | <b>405,101</b>                        | <b>(276,711)</b>    | <b>-68.3%</b> |
| <b>TOTAL MNR SYSTEM RIDERSHIP</b>           | <b>20,693,248</b>     | <b>21,122,114</b>       | <b>(428,866)</b>         | <b>-2.0%</b> | <b>57,893,975</b>                     | <b>(37,200,727)</b> | <b>-64.3%</b> |

Notes:

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

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

| LINE   | AUGUST<br>2020   | AUGUST<br>2019   | CHANGE FROM 2019   |               |
|--|------------------|------------------|--------------------|---------------|
|  | ACTUAL           | RESTATED (1)     | AMOUNT             | PERCENT       |
| <b>EAST OF HUDSON</b>  |                  |                  |                    |               |
| Harlem Line  | 426,425          | 2,207,549        | (1,781,124)        | -80.7%        |
| Hudson Line  | 314,183          | 1,472,496        | (1,158,313)        | -78.7%        |
| New Haven Line   | 596,229          | 3,343,187        | (2,746,958)        | -82.2%        |
| <b>Total East of Hudson</b>                                    | <b>1,336,838</b> | <b>7,023,232</b> | <b>(5,686,394)</b> | <b>-81.0%</b> |
| <b>WEST OF HUDSON</b>  |                  |                  |                    |               |
| Port Jervis Line   | 31,961           | 80,963           | (49,002)           | -60.5%        |
| Pascack Valley Line  | 14,906           | 48,884           | (33,978)           | -69.5%        |
| <b>Total West of Hudson (2)</b>                                | <b>46,867</b>    | <b>129,847</b>   | <b>(82,980)</b>    | <b>-63.9%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                                    | <b>1,383,705</b> | <b>7,153,079</b> | <b>(5,769,374)</b> | <b>-80.7%</b> |
| <b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b> |                  |                  |                    |               |
| Hudson Rail Link   | 3,289            | 30,074           | (26,785)           | -89.1%        |
| Haverstraw-Ossining Ferry                                      | 0                | 11,722           | (11,722)           | -100.0%       |
| Newburgh-Beacon Ferry  | 0                | 6,144            | (6,144)            | -100.0%       |
| <b>Total Connecting Services (3)</b>                           | <b>3,289</b>     | <b>47,940</b>    | <b>(44,651)</b>    | <b>-93.1%</b> |
| <b>TOTAL MNR SYSTEM</b>  | <b>1,386,994</b> | <b>7,201,019</b> | <b>(5,814,025)</b> | <b>-80.7%</b> |

Notes:

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



MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE  
2020 YEAR-TO-DATE

| TICKET TYPE/SERVICE  | 2020              | 2019                | CHANGE FROM 2019    |               |
|--|-------------------|---------------------|---------------------|---------------|
|  | YTD<br>ACTUAL     | YTD<br>RESTATED (1) | AMOUNT              | PERCENT       |
| <b>EAST OF HUDSON</b>  |                   |                     |                     |               |
| Harlem Line  | 6,628,067         | 18,161,482          | (11,533,415)        | -63.5%        |
| Hudson Line  | 4,156,764         | 11,505,229          | (7,348,465)         | -63.9%        |
| New Haven Line   | 9,329,312         | 26,742,750          | (17,413,438)        | -65.1%        |
| <b>Total East of Hudson</b>                                    | <b>20,114,144</b> | <b>56,409,461</b>   | <b>(36,295,317)</b> | <b>-64.3%</b> |
| <b>WEST OF HUDSON</b>  |                   |                     |                     |               |
| Port Jervis Line   | 268,776           | 632,165             | (363,389)           | -57.5%        |
| Pascack Valley Line  | 181,938           | 447,248             | (265,310)           | -59.3%        |
| <b>Total West of Hudson</b>                                    | <b>450,714</b>    | <b>1,079,413</b>    | <b>(628,699)</b>    | <b>-58.2%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                                    | <b>20,564,858</b> | <b>57,488,874</b>   | <b>(36,924,016)</b> | <b>-64.2%</b> |
| <b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b> |                   |                     |                     |               |
| Hudson Rail Link   | 92,815            | 274,164             | (181,349)           | -66.1%        |
| Haverstraw-Ossining Ferry                                      | 24,046            | 89,697              | (65,651)            | -73.2%        |
| Newburgh-Beacon Ferry  | 11,529            | 41,240              | (29,711)            | -72.0%        |
| <b>Total Connecting Services</b>                               | <b>128,390</b>    | <b>405,101</b>      | <b>(276,711)</b>    | <b>-68.3%</b> |
| <b>TOTAL MNR SYSTEM</b>  | <b>20,693,248</b> | <b>57,893,975</b>   | <b>(37,200,727)</b> | <b>-64.3%</b> |

Notes:

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

# Ridership Report

**Michael Shiffer**

Vice President, Planning



Metro-North train heading south to Grand Central Terminal.

*Photo courtesy of Linda Morris*



# Metro-North Railroad

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## August 2020 Highlights: Ridership Report

(Note: July West of Hudson ridership is preliminary)

### July 2020 vs. 2019

- Large decreases in July ridership continues to be attributed to the Covid-19 epidemic.
  - East of Hudson ridership decreased 82.4% vs. July 2019 and 16.4% vs. Forecast
  - East of Hudson Commutation ridership decreased 88.7%
  - East of Hudson Non-Commutation ridership decreased 74.7%
- East of Hudson ridership by line:
  - Hudson Line ridership decreased 80.9%
  - Harlem Line ridership decreased 81.6%
  - New Haven Line ridership decreased 83.5%

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

**Michael Shiffer**  
Vice President  
Planning

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

**RIDERSHIP SUMMARY**

**July Ridership and Revenue (millions)**

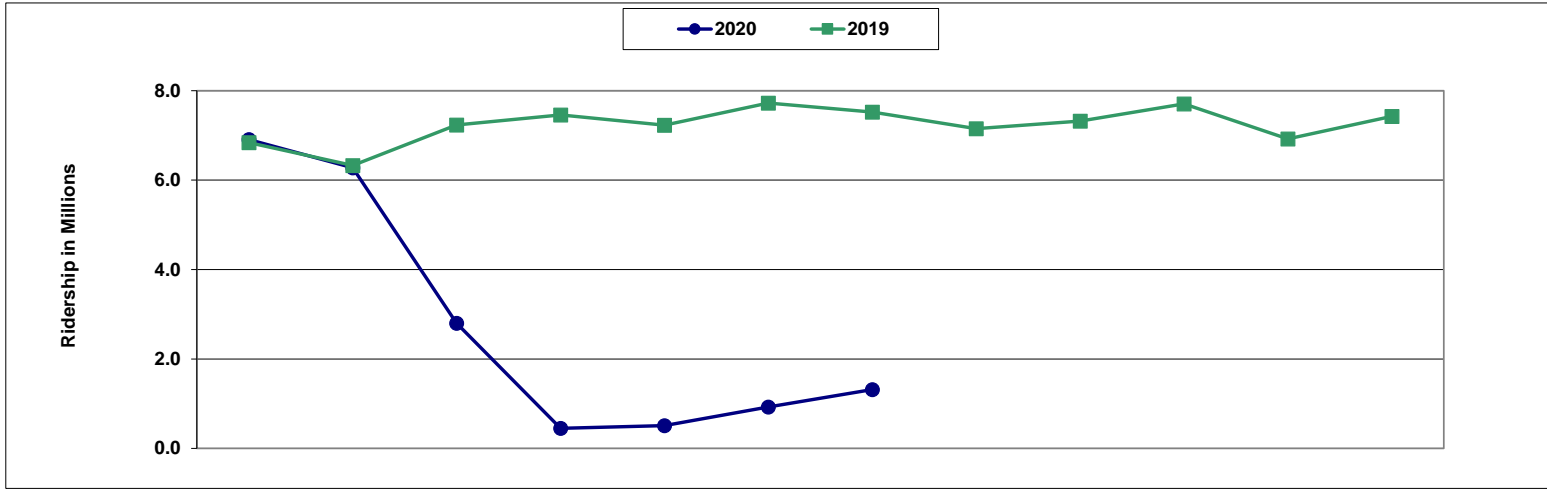
|                              | July<br>2020 | % Change vs.<br>2019 |
|------------------------------|--------------|----------------------|
| Total Rail Ridership         | 1.315        | -82.5% ▼             |
| Commutation Ridership        | 0.468        | -88.7% ▼             |
| Non-Commutation Ridership    | 0.847        | -75.1% ▼             |
| Connecting Service Ridership | 0.003        | -93.9% ▼             |
| Total MNR System Ridership   | 1.318        | -82.6% ▼             |
| Rail Revenue                 | \$10.120     | -84.7% ▼             |

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

|                              | YTD<br>2020 | % Change vs.<br>2019 | Comparison to<br>Forecast |
|------------------------------|-------------|----------------------|---------------------------|
| Total Rail Ridership         | 19.181      | -61.9% ▼             | 0.9% ▲                    |
| Commutation Ridership        | 10.543      | -63.4% ▼             | -1.4% ▼                   |
| Non-Commutation Ridership    | 8.638       | -59.9% ▼             | 4.0% ▲                    |
| Connecting Service Ridership | 0.125       | -65.0% ▼             | 0.0% ●                    |
| Total MNR System Ridership   | 19.306      | -61.9% ▼             | 0.9% ▲                    |
| Rail Revenue                 | \$180.5     | -58.3% ▼             | 0.2% ▲                    |

**JULY RAIL RIDERSHIP (1)**

• July's Total Rail Ridership was 82.5% below 2019 and 15.4% above forecast.

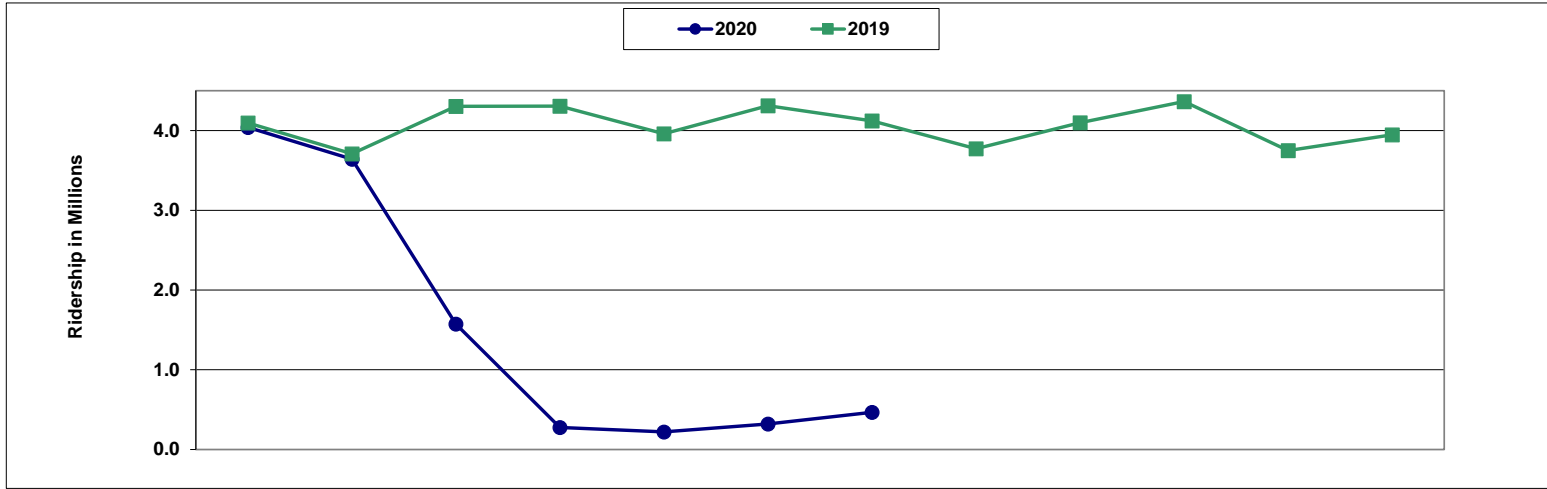


|                 | Jan  | Feb   | Mar    | Apr    | May    | Jun    | Jul    | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|------|-------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 6.9  | 6.3   | 2.8    | 0.4    | 0.5    | 0.9    | 1.3    |     |     |     |     |     | 19.2        |
| <b>2019</b>     | 6.8  | 6.3   | 7.2    | 7.5    | 7.2    | 7.7    | 7.5    | 7.2 | 7.3 | 7.7 | 6.9 | 7.4 | 50.3        |
| <b>PCT CHG.</b> | 1.0% | -0.8% | -61.3% | -94.0% | -92.9% | -88.0% | -82.5% |     |     |     |     |     | -61.9%      |

1) Includes East and West of Hudson.

**JULY RAIL COMMUTATION RIDERSHIP (1)**

• July's Rail Commutation Ridership was 88.7% below 2019 and 24.3% below forecast.

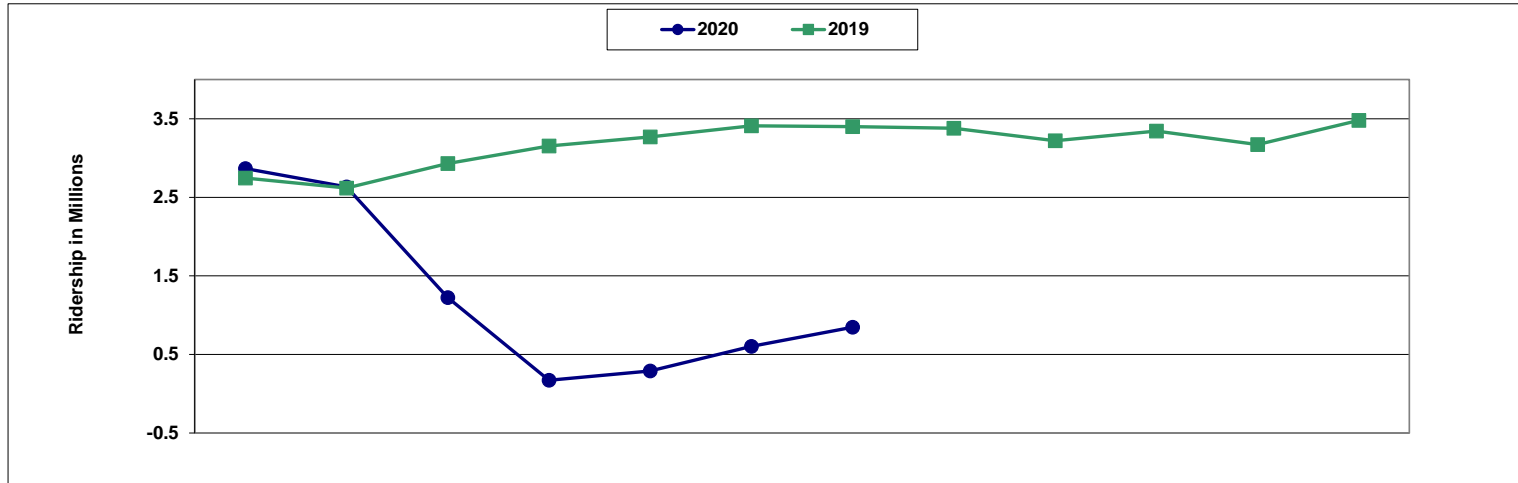


|                 | Jan   | Feb   | Mar    | Apr    | May    | Jun    | Jul    | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|-------|-------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 4.0   | 3.6   | 1.6    | 0.3    | 0.2    | 0.3    | 0.5    |     |     |     |     |     | 10.5        |
| <b>2019</b>     | 4.1   | 3.7   | 4.3    | 4.3    | 4.0    | 4.3    | 4.1    | 3.8 | 4.1 | 4.4 | 3.8 | 3.9 | 28.8        |
| <b>PCT CHG.</b> | -1.4% | -1.8% | -63.4% | -93.6% | -94.4% | -92.6% | -88.7% |     |     |     |     |     | -63.4%      |

1) Includes East and West of Hudson.

**JULY RAIL NON-COMMUTATION RIDERSHIP (1)**

• July's Rail Non-Commutation Ridership was 75.1% below 2019 and 62.3% above forecast.

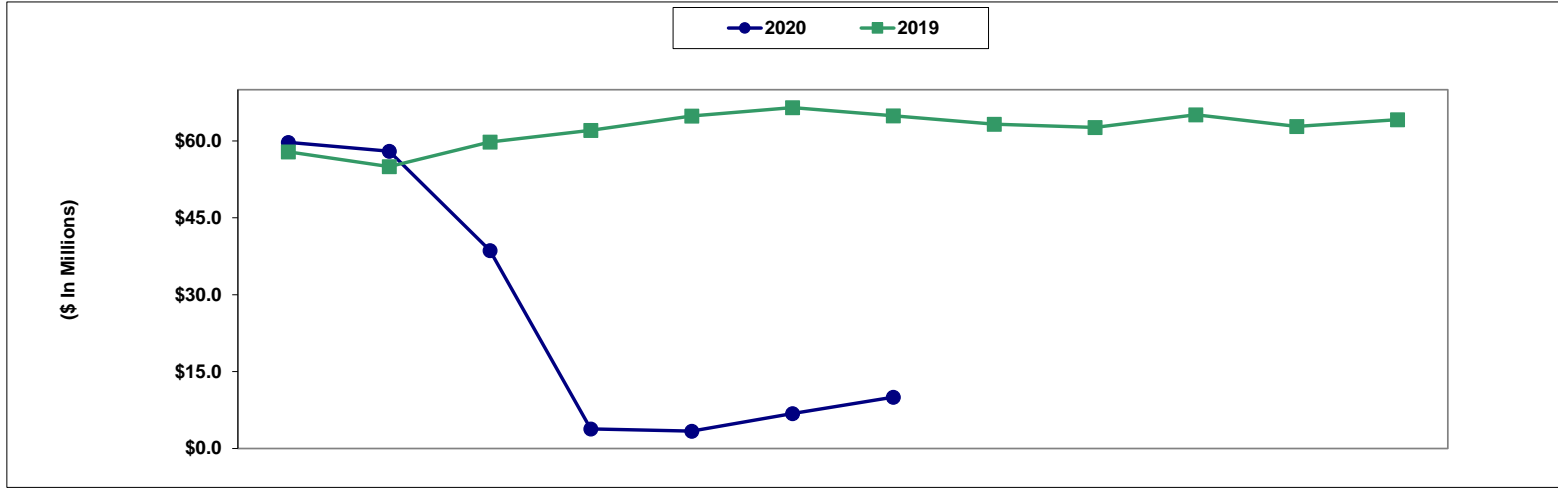


|                 | Jan  | Feb  | Mar    | Apr    | May    | Jun    | Jul    | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|-----------------|------|------|--------|--------|--------|--------|--------|-----|-----|-----|-----|-----|-------------|
| <b>2020</b>     | 2.9  | 2.6  | 1.2    | 0.2    | 0.3    | 0.6    | 0.8    |     |     |     |     |     | 8.6         |
| <b>2019</b>     | 2.7  | 2.6  | 2.9    | 3.2    | 3.3    | 3.4    | 3.4    | 3.4 | 3.2 | 3.3 | 3.2 | 3.5 | 21.5        |
| <b>PCT CHG.</b> | 4.4% | 0.5% | -58.2% | -94.6% | -91.1% | -82.3% | -75.1% |     |     |     |     |     | -59.9%      |

1) Includes East and West of Hudson.

**JULY RAIL REVENUE (1)**

• July's Total Rail Revenue was 84.7% below 2019 and 1.5% above forecast.



|                 | Jan    | Feb    | Mar    | Apr    | May    | Jun    | Jul    | Aug    | Sep    | Oct    | Nov    | Dec    | Y-T-D Total |
|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------|
| <b>2020</b>     | \$59.7 | \$58.0 | \$38.6 | \$3.8  | \$3.4  | \$6.8  | \$10.0 |        |        |        |        |        | \$180.4     |
| <b>2019</b>     | \$57.9 | \$55.0 | \$59.8 | \$62.1 | \$64.9 | \$66.5 | \$64.9 | \$63.3 | \$62.6 | \$65.1 | \$62.8 | \$64.1 | \$431.1     |
| <b>PCT CHG.</b> | 3.2%   | 5.4%   | -35.4% | -93.8% | -94.8% | -89.8% | -84.6% |        |        |        |        |        | -58.2%      |

1) Includes East and West of Hudson.



MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
JULY 2020

| TICKET TYPE/SERVICE                         | JULY             | JULY             | VARIANCE VS.     |               | JULY                   | CHANGE FROM 2019   |               |
|---|------------------|------------------|------------------|---------------|------------------------|--------------------|---------------|
|   | 2020             | 2020             | FORECAST         |               | 2019                   |                    |               |
|   | ACTUAL           | FORECAST         | AMOUNT           | PERCENT       | RESTATE <sup>(1)</sup> | AMOUNT             | PERCENT       |
| <b>RAIL COMMUTATION RIDERSHIP</b>           |                  |                  |                  |               |                        |                    |               |
| East of Hudson                              | 458,531          | 606,384          | (147,853)        | -24.4%        | 4,047,394              | (3,588,863)        | -88.7%        |
| West of Hudson                              | 9,221            | 11,546           | (2,325)          | -20.1%        | 74,367                 | (65,146)           | -87.6%        |
| <b>Total Rail Commutation Ridership</b>     | <b>467,752</b>   | <b>617,930</b>   | <b>(150,178)</b> | <b>-24.3%</b> | <b>4,121,761</b>       | <b>(3,654,009)</b> | <b>-88.7%</b> |
| <b>RAIL NON-COMMUTATION RIDERSHIP</b>       |                  |                  |                  |               |                        |                    |               |
| East of Hudson                              | 842,893          | 512,103          | 330,790          | 64.6%         | 3,331,599              | (2,488,706)        | -74.7%        |
| West of Hudson                              | 4,771            | 10,320           | (5,549)          | -53.8%        | 68,383                 | (63,612)           | -93.0%        |
| <b>Total Rail Non-Commutation Ridership</b> | <b>847,664</b>   | <b>522,423</b>   | <b>325,241</b>   | <b>62.3%</b>  | <b>3,399,982</b>       | <b>(2,552,318)</b> | <b>-75.1%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                 |                  |                  |                  |               |                        |                    |               |
| East of Hudson                              | 1,301,424        | 1,118,487        | 182,937          | 16.4%         | 7,378,993              | (6,077,569)        | -82.4%        |
| West of Hudson (2)                          | 13,992           | 21,866           | (7,874)          | -36.0%        | 142,750                | (128,758)          | -90.2%        |
| <b>TOTAL RAIL RIDERSHIP</b>                 | <b>1,315,416</b> | <b>1,140,353</b> | <b>175,063</b>   | <b>15.4%</b>  | <b>7,521,743</b>       | <b>(6,206,327)</b> | <b>-82.5%</b> |
| <b>CONNECTING SERVICES RIDERSHIP (3)</b>    | <b>3,207</b>     | <b>3,207</b>     | <b>0</b>         | <b>0.0%</b>   | <b>52,290</b>          | <b>(49,083)</b>    | <b>-93.9%</b> |
| <b>TOTAL MNR SYSTEM RIDERSHIP</b>           | <b>1,318,623</b> | <b>1,143,560</b> | <b>175,063</b>   | <b>15.3%</b>  | <b>7,574,033</b>       | <b>(6,255,410)</b> | <b>-82.6%</b> |

Notes:

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

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

| TICKET TYPE/SERVICE                         | 2020<br>YTD<br>ACTUAL | 2020<br>YTD<br>FORECAST | VARIANCE VS.<br>FORECAST |              | 2019<br>YTD<br>RESTATE (1) | CHANGE FROM 2019    |               |
|---|-----------------------|-------------------------|--------------------------|--------------|----------------------------|---------------------|---------------|
|   |                       |                         | AMOUNT                   | PERCENT      |                            | AMOUNT              | PERCENT       |
| <b>RAIL COMMUTATION RIDERSHIP</b>           |                       |                         |                          |              |                            |                     |               |
| East of Hudson                              | 10,297,743            | 10,445,598              | (147,856)                | -1.4%        | 28,297,630                 | (17,999,887)        | -63.6%        |
| West of Hudson                              | 245,511               | 247,461                 | (1,950)                  | -0.8%        | 510,448                    | (264,937)           | -51.9%        |
| <b>Total Rail Commutation Ridership</b>     | <b>10,543,254</b>     | <b>10,693,059</b>       | <b>(149,806)</b>         | <b>-1.4%</b> | <b>28,808,078</b>          | <b>(18,264,824)</b> | <b>-63.4%</b> |
| <b>RAIL NON-COMMUTATION RIDERSHIP</b>       |                       |                         |                          |              |                            |                     |               |
| East of Hudson                              | 8,479,563             | 8,148,771               | 330,792                  | 4.1%         | 21,088,599                 | (12,609,036)        | -59.8%        |
| West of Hudson                              | 158,336               | 160,129                 | (1,793)                  | -1.1%        | 439,118                    | (280,782)           | -63.9%        |
| <b>Total Rail Non-Commutation Ridership</b> | <b>8,637,899</b>      | <b>8,308,900</b>        | <b>328,999</b>           | <b>4.0%</b>  | <b>21,527,717</b>          | <b>(12,889,818)</b> | <b>-59.9%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                 |                       |                         |                          |              |                            |                     |               |
| East of Hudson                              | 18,777,306            | 18,594,369              | 182,936                  | 1.0%         | 49,386,229                 | (30,608,923)        | -62.0%        |
| West of Hudson                              | 403,847               | 407,590                 | (3,743)                  | -0.9%        | 949,566                    | (545,719)           | -57.5%        |
| <b>TOTAL RAIL RIDERSHIP</b>                 | <b>19,181,153</b>     | <b>19,001,959</b>       | <b>179,193</b>           | <b>0.9%</b>  | <b>50,335,795</b>          | <b>(31,154,642)</b> | <b>-61.9%</b> |
| <b>CONNECTING SERVICES RIDERSHIP (2)</b>    | <b>125,101</b>        | <b>125,101</b>          | <b>0</b>                 | <b>0.0%</b>  | <b>357,161</b>             | <b>(232,060)</b>    | <b>-65.0%</b> |
| <b>TOTAL MNR SYSTEM RIDERSHIP</b>           | <b>19,306,254</b>     | <b>19,127,060</b>       | <b>179,193</b>           | <b>0.9%</b>  | <b>50,692,956</b>          | <b>(31,386,702)</b> | <b>-61.9%</b> |

Notes:

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

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

| LINE   | JULY<br>2020     | JULY<br>2019     | CHANGE FROM 2019   |               |
|--|------------------|------------------|--------------------|---------------|
|  | ACTUAL           | RESTATED (1)     | AMOUNT             | PERCENT       |
| <b>EAST OF HUDSON</b>  |                  |                  |                    |               |
| Harlem Line  | 430,221          | 2,341,310        | (1,911,089)        | -81.6%        |
| Hudson Line  | 292,573          | 1,532,186        | (1,239,613)        | -80.9%        |
| New Haven Line   | 578,630          | 3,505,497        | (2,926,867)        | -83.5%        |
| <b>Total East of Hudson</b>                                    | <b>1,301,424</b> | <b>7,378,993</b> | <b>(6,077,569)</b> | <b>-82.4%</b> |
| <b>WEST OF HUDSON</b>  |                  |                  |                    |               |
| Port Jervis Line   | 9,476            | 87,053           | (77,577)           | -89.1%        |
| Pascack Valley Line  | 4,516            | 55,697           | (51,181)           | -91.9%        |
| <b>Total West of Hudson (2)</b>                                | <b>13,992</b>    | <b>142,750</b>   | <b>(128,758)</b>   | <b>-90.2%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                                    | <b>1,315,416</b> | <b>7,521,743</b> | <b>(6,206,327)</b> | <b>-82.5%</b> |
| <b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b> |                  |                  |                    |               |
| Hudson Rail Link   | 3,207            | 33,088           | (29,881)           | -90.3%        |
| Haverstraw-Ossining Ferry                                      | 0                | 12,660           | (12,660)           | -100.0%       |
| Newburgh-Beacon Ferry  | 0                | 6,542            | (6,542)            | -100.0%       |
| <b>Total Connecting Services (3)</b>                           | <b>3,207</b>     | <b>52,290</b>    | <b>(49,083)</b>    | <b>-93.9%</b> |
| <b>TOTAL MNR SYSTEM</b>  | <b>1,318,623</b> | <b>7,574,033</b> | <b>(6,255,410)</b> | <b>-82.6%</b> |

Notes:

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

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE  
2020 YEAR-TO-DATE

| TICKET TYPE/SERVICE  | 2020              | 2019                | CHANGE FROM 2019    |               |
|--|-------------------|---------------------|---------------------|---------------|
|  | YTD<br>ACTUAL     | YTD<br>RESTATED (1) | AMOUNT              | PERCENT       |
| <b>EAST OF HUDSON</b>  |                   |                     |                     |               |
| Harlem Line  | 6,201,642         | 15,953,933          | (9,752,291)         | -61.1%        |
| Hudson Line  | 3,842,581         | 10,032,733          | (6,190,152)         | -61.7%        |
| New Haven Line   | 8,733,083         | 23,399,563          | (14,666,480)        | -62.7%        |
| <b>Total East of Hudson</b>                                    | <b>18,777,306</b> | <b>49,386,229</b>   | <b>(30,608,923)</b> | <b>-62.0%</b> |
| <b>WEST OF HUDSON</b>  |                   |                     |                     |               |
| Port Jervis Line   | 236,815           | 551,202             | (314,387)           | -57.0%        |
| Pascack Valley Line  | 167,032           | 398,364             | (231,332)           | -58.1%        |
| <b>Total West of Hudson</b>                                    | <b>403,847</b>    | <b>949,566</b>      | <b>(545,719)</b>    | <b>-57.5%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                                    | <b>19,181,153</b> | <b>50,335,795</b>   | <b>(31,154,642)</b> | <b>-61.9%</b> |
| <b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b> |                   |                     |                     |               |
| Hudson Rail Link   | 89,526            | 244,090             | (154,564)           | -63.3%        |
| Haverstraw-Ossining Ferry                                      | 24,046            | 77,975              | (53,929)            | -69.2%        |
| Newburgh-Beacon Ferry  | 11,529            | 35,096              | (23,567)            | -67.2%        |
| <b>Total Connecting Services</b>                               | <b>125,101</b>    | <b>357,161</b>      | <b>(232,060)</b>    | <b>-65.0%</b> |
| <b>TOTAL MNR SYSTEM</b>  | <b>19,306,254</b> | <b>50,692,956</b>   | <b>(31,386,702)</b> | <b>-61.9%</b> |

Notes:

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



# Metro-North Railroad

## August 2020 Highlights: Capital Program Status Report



### **Station Improvement Initiatives**

Yonkers Station – Application of Final Coat of Paint at the Main Entrance Canopy

### **Ziona Rubin**

Acting Vice President  
Capital Programs



# Metro-North Railroad

## August 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 August, Metro-North awarded project tasks totaling \$27 million including the Harlem River Lift Bridge Construction project. Metro-North had no substantial completions scheduled for the month of August. Metro-North had closeouts totaling 10.2 million including the Prospect Hill Bridge.

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

(\$ in Millions)

|                         | <u>Annual<br/>Planned</u> | <u>Planned<br/>thru 8/31</u> | <u>Achieved<br/>thru 8/31</u> | <u>%<br/>thru 8/31</u> |
|-------------------------|---------------------------|------------------------------|-------------------------------|------------------------|
| Design Awards*          | \$19                      | \$9.9                        | \$0                           | 0%                     |
| Construction Awards*    | \$286                     | \$52.4                       | \$25.9                        | 49%                    |
| Substantial Completions | \$313.4                   | \$25.6                       | \$5.5                         | 21%                    |
| Closeouts*              | \$61.5                    | \$19.3                       | \$25.2                        | 131%                   |

\*Does not include support costs

**Ziona Rubin**  
Acting Vice President  
Capital Programs

**CAPITAL PROGRAM**

**HIGHLIGHTS**

**August 2020**

**CONTRACT AWARDS:**

**M7030203 Undergrade Bridge Rehabilitation & M7030209 Harlem River Lift Bridge**

**Milestone: Contract Award \$22,389,371**

This Contract was awarded in August 2020 for the Harlem River Lift Bridge fender construction, pier rehabilitation, superstructure and north approach span repairs.

**PROJECT COMPLETIONS:**

No project substantial completions in August 2020.

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

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

- Completed replacement of 96 new gate boards at GCT, including installation and testing, out of a total of 96 gate boards. PA/VIS system is operating and providing information to all Big Boards, new gate boards, new employee monitors and arrival/departure displays recently installed on the main and dining concourses. System monitoring and back-up head end system testing and integration is on-going.
- Completed construction of the Customer Service Equipment Room 7C and the GCT cable plant, installation of speakers, amplifiers and other PA/VIS equipment at various locations in GCT and replacement of all sheet metal enclosures in the 45<sup>th</sup> Street, 47<sup>th</sup> Street passages and the east & west spines. Continued testing and commissioning of fire suppression system at Track 117 and North End PA rooms. Coordination of work between CSI and East Side Access is on-going in the 47<sup>th</sup> Street Passageway at the 48<sup>th</sup> Street and Park Ave entry.

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

The CSI project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at 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 four out of five groups of stations that include: first group (Mt. Vernon East, Larchmont, Pelham, Riverdale and North White Plains IT room); second group (Harlem-125<sup>th</sup> Street, Rye, Harrison and New Rochelle); third group (Mamaroneck, Port Chester, Melrose and Tremont); fourth group (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown) and group 5A (Poughkeepsie). Design development continues for group 5B of stations (Harriman and Nanuet).

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

100% design for facility enhancements including video, access control, elevator & escalator management and security systems has been submitted. Review by Metro-North is on-going.

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

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



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

- Port Chester, Riverdale, Harlem-125<sup>th</sup> Street and Crestwood stations are complete.
- White Plains Station – Completed installation of the new utility runs to the main entrance, installation of elevator pit and footings, and installation of new ceiling. Continued concrete repair under the main and side platforms. Commenced installation of new utility connectors, entrance canopy at the main entrance, mechanical, and electrical to the elevator and precast side platform planks (heated). All station improvements are scheduled for completion in December 2020.

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

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

- CP19 to CP35 (Phase 1) - Achieved substantial completion in May 2019.
- CP5 to CP19 (Phase 2) - Continued installation of trough, duct bank and conduits for C&S, signal power, snow melters and sectionalizing switches as well as manhole; transformers at different elevated platforms; under track crossing conduits tie-ins; signal power pull boxes; continuity jumper work; positive feeders and cable pulling. Continued installation of steel reinforcement and concrete for platform footings and columns at elevated platform and performing site survey and punch list repairs.

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

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

- Tarrytown – Continued the inspection of the substation transformers and rectifiers. Substation energization/burn-in-time and short circuit testing are pending the completion of energization and system cut-over of Riverdale Substation. This substation is scheduled for completion in October 2020.
- Croton-Harmon – Continued the inspection of the substation transformers and rectifiers; the positive and negative bus torque and the torque at the splice joints of the substation transformers and rectifiers. 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 Riverdale Substation. This substation is scheduled for completion in January 2021.
- Riverdale – Completed the necessary corrective repairs of the transformers, rectifiers and duct bus. Load testing of the rectifier relays, short circuit testing, test train and the

substation system cut-over are on-going. This substation is scheduled for completion in September 2020.

- The Brewster Substation (under Project M6050103) – Continued the inspection of the substation transformers and rectifiers; the positive and negative bus torque and the torque at the splice joints of the substation transformers and rectifiers. SCADA testing, and the cut-over process, commissioning/testing and energization of substation PCR are pending energization and completion of system cut-over of Riverdale Substation. This substation is scheduled for completion in November 2020.

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

- Subsystem designs are being finalized. Software enhancements continue. Factory Acceptance Testing (FAT) for sub-system level software for On-Board version S5 and Office version 3.7 have been completed. Completed site update and regression testing using System Baseline 3.5.
- 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.
- Primary Control Center at Grand Central Terminal (back office) has been fully developed and is operational.
- Continued 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%) of track are in full PTC protection.
- Submitted revised safety plan to the FRA in May 2020. 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 and Spuyten Duyvil, Bronx, NY boundaries with Amtrak. Interoperability discussions with Amtrak on New Rochelle, NY and New Haven, CT boundaries and installation continue.

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

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

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

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

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

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

