



Metropolitan Transportation Authority

Joint Long Island and Metro-North Committees Meeting

June 2020

Members

K. Law

S. Metzger

D. Mack

R. Herman

N. Brown

R. Glucksman

R. Linn

V. Tessitore

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

Wednesday, 6/24/2020

10:00 AM - 5:00 PM ET

2 Broadway
20th Floor Board Room
New York, NY

1. Public Comments Period

2. Summary of Actions

LIRR Summary of Actions

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MNR Summary of Actions

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MTA C&D Summary of Actions

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3. Approval of Minutes - May 20, 2020

Minutes - Page 8

4. 2020 Work Plans

LIRR 2020 Work Plan

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MNR 2020 Work Plan

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5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

LIRR Report

- **LIRR Safety Report**

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MNR Report

- **MNR Safety Report**

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MTA C&D Report (None)

MTA Police Report

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6. AGENCY INFORMATION ITEMS

Joint Information Items

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

- **July Timetable Change & Special Programs**
July Timetable Change and Special Programs - Page 58

MNR Information Items

- **Progress on Way Ahead Strategic Plan**
Progress on Way Ahead Strategic Plan - Page 62

7. PROCUREMENTS

LIRR Procurements

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

MNR Procurements

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- **MNR Non-Competitive**
MNR Non-Competitive - Page 78
- **MNR Competitive**
MNR Competitive - Page 81
- **MNR Ratifications - None**

MTA C&D Procurements

MTA C&D Procurements - Page 83

- **C&D Non-Competitive (None)**
- **C&D Competitive (None)**
- **C&D Ratifications**
C&D Ratifications - Page 87

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

LIRR Reports

- **LIRR Operations Report**
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- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 101
- **LIRR Finance Report**
LIRR Finance Report - Page 104

- **LIRR Ridership Report**
LIRR Ridership Report - Page 148
- **LIRR Capital Program Report**
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MNR Reports

- **MNR Operations Report**
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- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 169
- **MNR Finance Report**
MNR Finance Report - Page 172
- **MNR Ridership Report**
MNR Ridership Report - Page 214
- **MNR Capital Program Report**
MNR Capital Program Report - Page 225

Long Island Railroad
Committee Actions and Presentations
Summary for June 2020

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement – LIRR	Myers Controlled Power, LLC	\$7,659,654.00 (\$5,430,168.00 Base Work, \$959,195.00 Option #1 Work and \$1,270,291.00 Option #2 Work)	The LIRR requests MTA Board approval to award a contract to Myers Controlled Power, LLC in the amount of \$7,659,654.00 (\$5,430,168.00 Base Work, \$959,195.00 Option #1 Work and \$1,270,291.00 Option #2 Work) for the construction, testing and delivery of a mobile substation. The Mobile Substation shall consist of three separate trailers designed to interconnect to provide 34.5KV AC power to feed 750VDC traction power system. Each section shall be pre-configured as "plug and play" where the furnished cables interface with each section by modular plug connections to operate as a fully mobile substation on trailers

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

Responsible Department	Vendor Name	Total Amount	Summary of action
Metro-North Procurement & Material Management	Albatros North America Inc. (d/b/a SepsaMedha North America)	\$6,500,000 (not-to-exceed)	OEM Purchase Agreement of Auxiliary Power Parts, Components, and Assemblies
Metro-North Procurement & Material Management	WDF, Inc.	\$2,740,000 (not-to-exceed)	Construction of Grand Central Terminal B-Hall 7B Training Facility

MTA Construction & Development
Committee Actions and Presentations
Summary for June 2020

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement – C&D	Tutor Perini Corporation	Modification No. 334 \$6,671,000 Modification No. 353 \$5,018,255 Modification No. 340 \$4,557,900 Modification No. 269 \$1,572,500	In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA Construction and Development requests that the Board ratify four contract modifications that arise from the decision, made after this Contract was awarded, to consolidate the Information Technology functions of the various MTA agencies into a single MTA Corporate IT entity.
Procurement – C&D	E-J Electric Installation Co.	\$ 3,100,000	In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA Construction and Development requests that the Board ratify a contract modification to accelerate the equipment installation and local testing of the traction power substations and adjust the Contract Milestones.

Minutes of the Joint MNR/LIRR Committee Meeting
June 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 May 20, 2020, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Capital Program Oversight Committee;
- Audit;
- Diversity; and
- First Mutual Transportation Assurance Company.

To see a summary of the meeting and the actions taken by the Joint MNR/LIRR Committee, please refer to the May 20, 2020 Board minutes in the June Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/june-2020>.

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2020 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
MTA Capital Construction Report	MTA Capital Construction
MTA Police Report	MTA Police
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP – Operations
Performance Metrics Report	President/Senior Staff
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>June 2020</u>	
Track Work Programs	Service Planning
LIRR/MNR PTC Project Update	President
<u>July 2020</u>	
Penn Station Retail Development	MTA Real Estate
September Timetable Change & Trackwork Programs	Service Planning
PTC Status Report	Engineering
<u>September 2020</u>	
2021 Preliminary Budget (Public Comment)	Management & Budget
2020 Mid-Year Forecast	Service Planning
Fall Trackwork Programs	Engineering
PTC Status Report	Administration/Diversity
Diversity/EEO Report – 2 nd Quarter 2020	
<u>October 2020</u>	
2021 Preliminary Budget (Public Comment)	President
LIRR/MNR PTC Project Update	Service Planning
November Timetable Change & Trackwork Programs	
<u>November 2020</u>	
East Side Access Support Projects Update	President/Sr. Staff
Holiday Service & Trackwork Programs	Service Planning
PTC Status Report	Engineering
Review of Committee Charter	Committee Chair & Members

December 2020

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

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

January 2021

Approval of 2021 Committee Work Plan
PTC Status Report
Winter Trackwork Programs

Committee Chair & Members
Engineering
Service Planning

February 2021

Adopted Budget/Financial Plan 2021
2020 Annual Operating Results
Diversity/EEO Report – 4th 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
Engineering
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 – 1st Q 2021
PTC Status Report

Management & Budget
Service Planning
Administration/Diversity
Engineering

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2020 Work Plan

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

President's Report

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

Safety Report

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

Capital Construction Report

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

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Operations Report

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

Financial Report

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

Ridership Report

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

Capital Program Report

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

II. SPECIFIC AGENDA ITEMS

JUNE 2020

Project Update on PTC

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

Track Work Programs

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

JULY 2020

Penn Station Retail Development

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

PTC Status Report

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

Environmental Audit Report

The Committee will be briefed on the results of the 2017 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

September Timetable & Trackwork Programs

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

SEPTEMBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2020 Mid-Year Forecast

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

Diversity & EEO Report– 2nd Quarter 2019

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

PTC Status Report

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

OCTOBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

Project Update on PTC

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

NOVEMBER 2020

Review Committee Charter

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

East Side Access Support Projects Update

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

Holiday Schedule

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

PTC Status Report

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

DECEMBER 2020

Diversity & EEO Report– 3rd Quarter 2020

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

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

2021 Final Proposed Budget

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

Proposed 2021 Committee Work Plan

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

Project Update on PTC

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

JANUARY 2021

Approval of 2021 Committee Work Plan

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

PTC Status Report

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

FEBRUARY 2021

Adopted Budget/Financial Plan 2021

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

2020 Annual Operating Results

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

Project Update on PTC

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

Diversity & EEO Report– 4th Quarter 2020

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

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

MARCH 2021

Annual Elevator/Escalator Report

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

Spring Trackwork Programs

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

Customer Satisfaction Survey Report

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

2020 Annual Ridership Report

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

PTC Status Report

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

APRIL 2021

Project Update on PTC

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

MAY 2021

Final Review of 2020 Operating Results

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

Summer Trackwork Programs

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

Diversity & EEO Report– 1st Quarter 2021

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

PTC Status Report

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

2020 Metro-North Railroad Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chairs & Members
2020 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>June 2020</u>	
LIRR/MNR PTC Project Update	President
Progress on Way Ahead Strategic Plan	Strategic Initiatives
<u>July 2020</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
<u>September 2020</u>	
2021 Preliminary Budget (Public Comment)	Finance
2020 Mid-Year Forecast	Finance
2020 Fall Schedule Change	Operations Planning & Analysis
PTC Status Report	Engineering
Diversity/EEO Report – 2 nd Quarter 2020	Diversity and EEO
<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
<u>November 2020</u>	
Review of Committee Charter	Committee Chair & Members
PTC Status Report	Engineering
Progress on Way Ahead Strategic Plan	Strategic Initiatives

December 2020

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

Finance
Committee Chairs & Members
Diversity and EEO
President

January 2021

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

Committee Chairs & Members
Engineering
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 – 1st Quarter 2021

Finance
Engineering
Engineering
Diversity and EEO

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2019 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

JUNE 2020

LIRR/MNR PTC Project Update

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

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 2020

Grand Central Terminal Retail Development

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

Track Program Quarterly Update

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

PTC Status Report

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

SEPTEMBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

2020 Mid-Year Forecast

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

2020 Fall Schedule Change

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

PTC Status Report

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

Diversity & EEO Report– 2nd Quarter 2020

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

OCTOBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

LIRR/MNR PTC Project Update

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

Track Program Quarterly Update

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

Holiday Schedule

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

NOVEMBER 2020

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

PTC Status Report

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

Progress on Way Ahead Strategic Plan

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

DECEMBER 2020

2021 Final Proposed Budget

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

2021 Proposed Committee Work Plan

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

Diversity & EEO Report– 3rd Quarter 2020

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

LIRR/MNR PTC Project Update

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

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– 4th Quarter 2020

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

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– 1st Quarter 2021

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



Long Island Rail Road

Safety Report Highlights



SAFETY ALONG THE TRACKS

WEARING FACE COVERINGS ON TRAINS AND AT STATIONS

Create a Safety Face Covering / Message and have it featured on the MTA Website and Social Media!

Contest begins June 8th and ends June 22nd



Rules:

To enter, submit original mask artwork / graphics or PSA with the theme of "Wearing Face Coverings on Trains and at Stations."

Contest is open to students K-12.

One entry per person.

Submission should be on an 8 1/2 x 11 document.

Entries must be e-mailed to tracks@lirr.org using "Wearing Face Coverings on Trains and at Stations Contest" in the subject line and must include your full name, age, email address, and a daytime phone number including area code.

- Contest runs Monday, June 8 - Monday, June 22, 2020. Up to 5 winners will be selected and winners will be announced on Wednesday, July 8, 2020.
- Contestant winners will have their original entries / PSAs posted to the MTA Website and announced via Social Media.

See Reverse for Full Contest Rules



Long Island Rail Road

To reinforce the importance of wearing face coverings when riding the Long Island Rail Road, we are sponsoring a contest for Kindergarten through Grade 12 students. We invite students to submit their designs through our TRACKS Program at tracks@lirr.org. Five winners will be selected. We will use these winning entries to highlight via social media and on the MTA Website the importance of wearing face coverings in accordance with New York State Executive Orders 202.17 and 202.18.

Face coverings and social distancing are also the focus of our employee SAFER Campaign. SAFER is an acronym for Situational Awareness for Efficient Railroading. Managers and employees are engaging in conversations regarding the new requirements for social distancing and wearing a face covering if unable to maintain six feet of distance when performing tasks. In addition to educating employees about the requirements, hazards, and personal protective equipment available to them, we are engaging in conversations with employees to better understand their safety experiences. We want to understand why employees may not be complying to better focus our resources on individual and/or systemic interventions. By engaging with employees, we remain focused on our goal to transform from a culture of safety compliance to a culture of commitment to the core value of safety.

In support of International Level Crossing Safety Awareness Day, staff from the Long Island Rail Road and the MTA Police Department are hosting Operation Lifesaver events on June 11th. Staff will be at Bethpage Station and crossings from 6:30 am to 9:00 am and at Deer Park Station and crossing from 3:00 pm to 6:00 pm. Also, starting on June 15th we are piloting the TRACKS program virtually. Age appropriate classes will be hosted via Webex. Dates and registration will be advertised on MTA.info as well as through social media.

For the reporting period ending April 2020, the average Reportable Customer Injury Rate was 3.0 injuries per million customers as compared to 2.10 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 increased from 2.93 injuries per 200,000 hours worked 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

April Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	May 2017 - April 2018	May 2018 - April 2019	May 2019 - April 2020		
FRA Reportable Customer Accident Rate per Million Customers	2.58	2.10	3.00		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.44	2.93	3.24		
	2019		2020		
	April	Year to Date	April	Year to Date	
Grade Crossing Incidents ¹	0	3*	0	2	
Mainline FRA Reportable Train Derailments	0	0	0	0	
Mainline FRA Reportable Train Collisions	0	0	0	0	

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

* One event resulted in 2 FRA required reports.

Leading Indicators				
Focus on Safety Training	2019		2020	
	April	Year to Date	April	Year to Date
First Responders Trained	153	492	0	174
Employee Safety Training Courses	123	392	6	245
Employees Trained	950	4,501	69	2,884
Employee Safety Training Hours	22,492	95,549	2,520	53,185
Customer and Community: Focus on Grade Crossings	April	Year to Date	April	Year to Date
Broken Gates	11	38	9	33
MTA Police Details	160	527	7	136
Summons	178	737	18	619
Warnings	66	224	6	193
Arrests	2	4	0	0
Community Education and Outreach	9,211	34,418	0	21,464
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		780	93
	C3 Cab		23	100
	C3 Trailer		104	94
	DE/DM		38	84
	E-15		4	27

Definitions:

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

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

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

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

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

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

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

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

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

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

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT
FOR THE MONTH OF MAY 2020**

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

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

Definitions:

Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, slip/trip/fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** is defined as when customers are removed from an elevator with special tools or training. These events require intervention but not necessarily involve a customer injury.



Metro-North Railroad



Temperature Screening – Grand Central Terminal

Justin R. Vonashek
Vice President
Office of System Safety



Safety Highlights:

As New York State begins to reopen, Metro-North is steadily preparing for the safe return of its customers. The following are various initiatives MNR has implemented for the health and safety of our employees and customers:

- Promoting social distancing and good hygiene
- Requiring a face covering for those traveling on MNR trains
- Providing enhanced cleaning at all Metro-North stations and rolling stock
- Disinfecting and sanitizing employee facilities
- Established employee temperature check stations
- Established COVID-19 Antibody Testing for employees
- Distribution of personal protective equipment to employees (masks/face coverings, face shields, gloves, personal thermometers, hand sanitizer, etc.)

Metro-North's 2020 second quarter Safety Focus Week, scheduled for the week of June 22nd, will be presented in a virtual and digital platform to promote the safety of our employees while supporting social distancing measures. This quarter's topics include Staying Safe during COVID-19, Staying Safety Focused, reducing workplace injuries, and Driving Safety.

For the current 12-month period (May 2019 – April 2020) versus the previous 12-month period (May 2018 – April 2019), lost time injuries per 200,000 working hours were reduced by 21.9%.

For the current 12-month period (May 2019 – April 2020) the customer reportable injury rate per one million customer rates decreased by 1.0% versus the previous 12-month period (May 2018 – April 2019).

Justin R. Vonashek
Vice President
Office of System Safety

April 2020 Safety Report

Performance				
Performance Indicator	12-Month Average			
	May 2017 -April 2018	May 2018 -April 2019	May 2019 -April 2020	
FRA Reportable Customer Accident Rate per Million Customers	1.00	1.01	0.99	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.92	2.37	1.85	
	2019		2020	
	April	Year to Date	April	Year to Date
Grade Crossing Incidents ¹	0	1	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2019		2020	
	April	Year to Date	April	Year to Date
First Responders Trained	335	629	0	815
Employee Safety Training Courses	164	235	46	233
Employees Trained	1,178	3,690	298	3,008
Employee Safety Training Hours	16,855	95,496	2,085	80,012
Customer and Community: Focus on Grade Crossings	2019		2020	
	April	Year to Date	April	Year to Date
Broken Gates	2	5	2	8
MTA Police Details	86	299	2	115
Summons	44	209	2	220
Warnings	9	38	1	43
Community Education and Outreach	8,225	30,240	947	21,822
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,084	1,084	100.00%	

Definitions:

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

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

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

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

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

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

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

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

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

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



POLICE REPORT



Long Island Rail Road

May 2020 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (2 vs 7) for the month of May compared to the same period last year.
- Year to date Long Island Rail Road is down 5 crimes (27 vs 32).
- There were zero (0) Hate Crimes on Long Island Rail Road for the month of May.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

May 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	0	2	-2	-100%
Burglary	0	0	0	0%
Grand Larceny	1	4	-3	-75%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	7	-5	-71%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	4	4	100%
Felony Assault	4	6	-2	-33%
Burglary	3	3	0	0%
Grand Larceny	12	18	-6	-33%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	27	32	-5	-16%



Metro-North Railroad

May 2020 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (6 vs 9) for the month of May compared to the same period last year.
- Year to date Metro-North Railroad is down 22 crimes (22 vs 44).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of May.

Joseph P. McGrann
Chief of Police



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

May 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	1	0	0%
Burglary	2	0	2	100%
Grand Larceny	2	7	-5	-71%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	6	9	-3	-33%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	4	1	25%
Felony Assault	3	8	-5	-63%
Burglary	3	5	-2	-40%
Grand Larceny	11	24	-13	-54%
Grand Larceny Auto	0	3	-3	-100%
Total Major Felonies	22	44	-22	-50%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

May 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	3	-1	-33%
Felony Assault	1	3	-2	-67%
Burglary	2	0	2	100%
Grand Larceny	3	11	-8	-73%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	17	-9	-53%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	14	10	4	40%
Felony Assault	7	15	-8	-53%
Burglary	6	8	-2	-25%
Grand Larceny	23	43	-20	-47%
Grand Larceny Auto	0	4	-4	-100%
Total Major Felonies	50	80	-30	-38%

INDEX CRIME REPORT
Per Day Average
May 2020

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	1	1	0
Fel. Assault	1	0	1	0
Burglary	2	0	2	0
Grand Larceny	3	1	2	0
GLA	0	0	0	0
Total	8	2	6	0
Crimes Per Day	0.26	0.06	0.19	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2020 to 5/31/2020

Arrest Classification	Total Arrests	
	2020	2019
Robbery	13	9
Felony Assault	9	17
Burglary	1	8
Grand Larceny	9	28
Grand Larceny Auto	0	2
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	3	13
Assault-Misdemeanor	10	36
Breach of Peace	4	9
Child Endangerment	2	2
Criminal Contempt	6	7
Criminal Impersonation	1	6
Criminal Mischief	20	20
Criminal Possession Stolen Property	6	3
Criminal Tampering	0	1
Criminal Trespass	19	29
Disorderly Conduct	1	0
Drug Offenses	29	101
DUI Offenses	2	3
Falsely Reporting an Incident	2	5
Forgery	13	17
Fraudulent Accosting	0	6
Graffiti	16	15
Identity Theft	0	1
Issue a Bad Check	0	2
Menacing	3	7
Obstruct Government	2	5
Petit Larceny	29	115
Public Lewdness	6	14
Reckless Endangerment	3	3
Resisting Arrest	12	28
Sex Offenses	3	8
Stalking	1	1
Theft of Services	45	120
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	1	2
Warrant Arrest	17	38
Weapons Offenses	2	2
Unauthorized Use Vehicle	0	1
Total Arrests	293	688



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - May 2020)

Motivation	2020	2019	Diff	% Change
Asian	0	0	0	0 %
Black	1	5	-4	-80 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	0	0	0 %
Muslim	0	0	0	0 %
Other	0	0	0	0 %
Anti-Semitic	4	5	-1	-20 %
Sexual Orientation	0	1	-1	-100 %
White	1	0	1	0 %
Motivation Total	6	11	-5	-45 %

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	0	1	-1	-100 %
Felony Assault	1	1	0	0 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	1	-1	-100 %
Criminal Mischief #4	5	8	-3	-37 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	6	11	-5	-45 %



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

Joint MNR/LIRR Committee Meeting PTC Project Update

June 24, 2020



LIRR/MNR Overall PTC Project Status

Schedule

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

MNR has 202 route miles in full PTC functionality (82%)

LIRR has 223.3 route miles in full PTC functionality (73.2%).

Budget

\$1.086B Current Budget
LIRR and MNR require \$41M and \$32M, respectively to complete their PTC projects.



LIRR Project Update

ERSD

- Segments in RSD/ERSD: 223.3 miles

On-board OBC Software updates

- 89% of Rolling Stock Units (RSU)s are updated with OBC S7D (ERSD version)
- All NYAR vehicles qualified to operate in PTC

Software Testing

- Integrated FAT System Baseline 3.8 was completed in May.
 - HMAC successfully FAT tested; Will be field tested in July and implemented in August.
 - STS-STIS interface FAT resulted in 7 variances and will be corrected in System Baseline 3.9. This has no impacts to meet the deadline.
- System Baseline 3.9 which will include other operational improvements will be released in September.



LIRR Project Update (continued)

Field Installation & Testing

- Atlantic – Transponder installations and testing completed. ERSD on target for June.
- Valley – New map update pending in June with ERSD target in July.
- Main Line - Installations and programming in progress to support final testing. ERSD target is July however Third Track segment is in jeopardy of slipping to August due to additional Third Track design and field work.
- Jamaica – Transponder installations and programming in progress to support final testing. ERSD planned in October.
- Harold - Transponder installations and programming in progress to support final testing. ERSD planned in October.

Safety Plan

- Weekly discussions with FRA are scheduled to address their review comments. Conditional approval of LIRR Safety Plan expected in August.



LIRR Project Update (continued)

LIRR interoperability with Amtrak

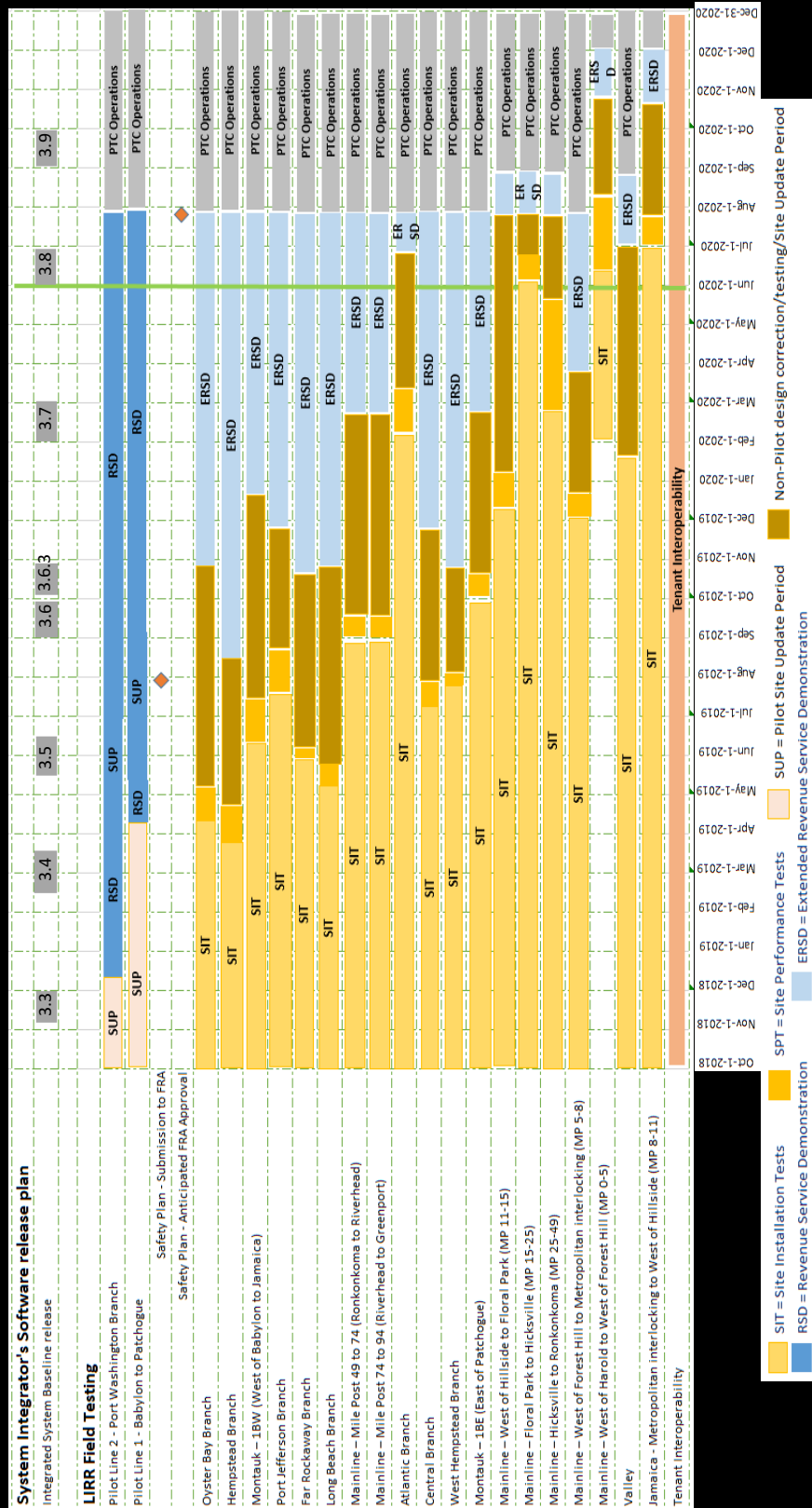
- A detailed schedule and action items list are reviewed during weekly meetings with Amtrak. Work remains on-schedule.
- Design modifications to LIRR WIUs by Siemens in progress to support Amtrak's b2b mitigation plan for deadline compliance.
- LIRR trains are approved to operate on Amtrak territory with the exception of M9s pending qualification in July.

Amtrak interoperability with LIRR

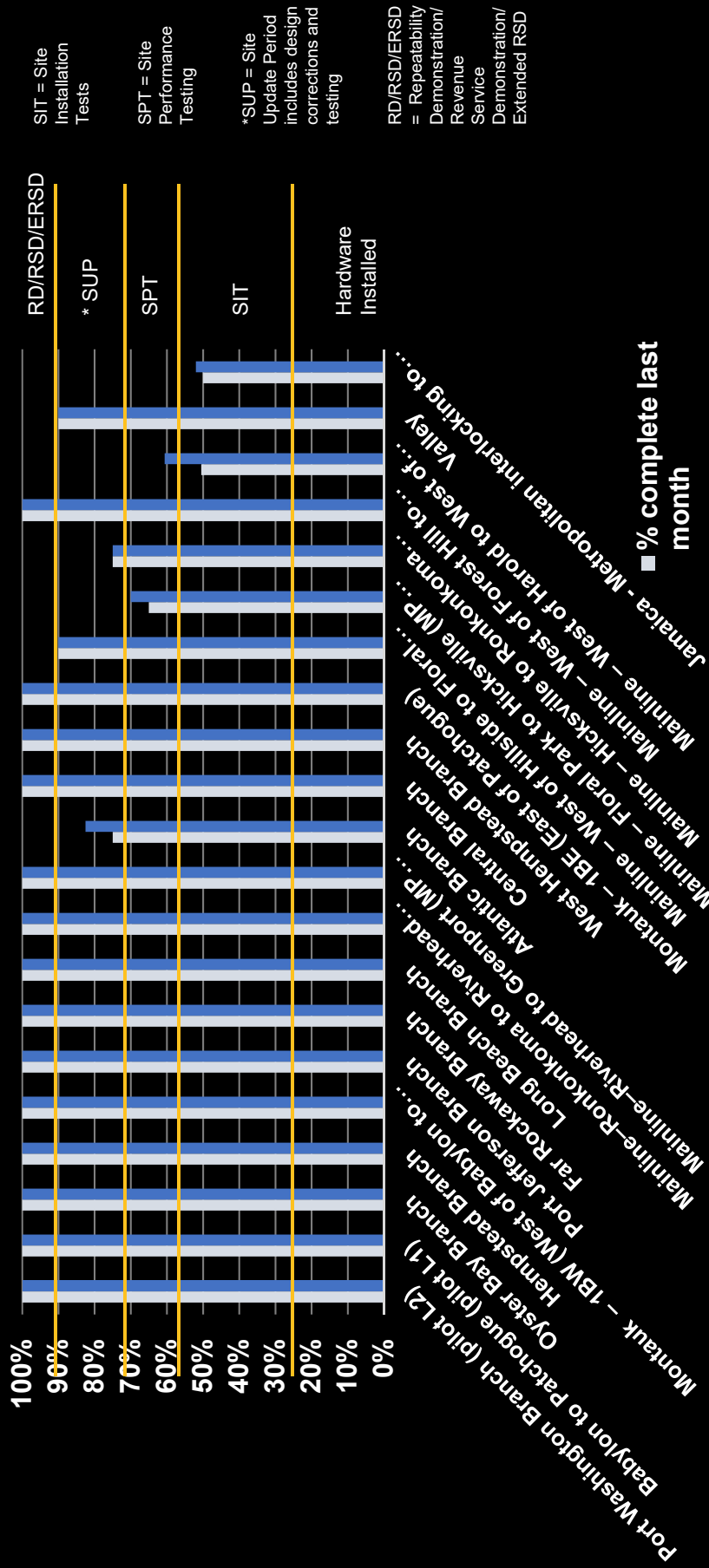
- LIRR back-to-back Specifications to serve as baseline for Amtrak OBC revisions.
- May 2021 is targeted date for Siemens to provide software release to Amtrak/Burns for testing.
- Joint Amtrak/LIRR White Paper for b2b Mitigation under review by FRA and will be appended to each Railroads' Safety Plans.
- 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
<ul style="list-style-type: none"> ● Green (Current) ● Green (Previous) 	<p>Delivery and implementation of System Software for PTC Security & STS-STS interface for Interoperability Baseline 3.8</p>	<p>Issues:</p> <ul style="list-style-type: none"> • Timely delivery of System Software Release 3.8 is required for implementation of PTC security requirements and the STS-STS safety server interface for FRA compliance and interoperability with Amtrak. <p>Monthly Update:</p> <ul style="list-style-type: none"> • HMAC FAT successfully completed at end of May and will be deployed in the field in August after field testing. • STS-STS interface testing resulted in 7 variances and corrections will be implemented in System Baseline 3.9. <p>Drivers:</p> <ul style="list-style-type: none"> • Changes to MTA's design for PTC security was required to meet Amtrak's standard for interoperability on NEC. • Deployment is dependent upon installation of SIM card installations for remote deployment of the security keys to all trains. <p>Mitigations:</p> <ul style="list-style-type: none"> • More extensive testing of HMAC prior to system integration. • MTA have an operational workaround for FRA review/approval should interface fail to be operational at end of 2020. • SI to delay the delivery of System Baseline 3.8 from May to June to compress the schedule. <p>Potential Impacts:</p> <ul style="list-style-type: none"> • Without remote deployment will take more time to update trains. • MTA will need to implement an operational mitigation if interface not available.
<ul style="list-style-type: none"> ● Red ● Yellow ● Green 	<p>Date Needed</p> <p>Jun 2020 (LIRR)</p> <p>3rd Qtr (MNR)</p>	



Key Milestones and Issues (LIRR & MNR)

Status	Activity	Issues
<ul style="list-style-type: none"> ● Yellow ● Yellow (Previous) 	<p>Delivery of material, installations, designs, testing activities are being impacted by COVID-19</p> <p>Date Needed</p> <p>Per CPM Schedule</p>	<p>Issues:</p> <ul style="list-style-type: none"> COVID-19 has had a negative impact on various project activities which jeopardizes Railroad's ability to meet interim project milestones. <p>Monthly Update:</p> <ul style="list-style-type: none"> Any delays due to COVID-19 have not impacted the critical path. Both Railroad & SI PTC engineering personnel continue to telecommute which has had a minor impact to employee productivity levels. BT FAT Lab testing being remotely witnessed by LIRR. Following CDC guidelines, social distancing, wearing masks, regular sanitization of test trains, and limiting personnel in locomotive cabs to protect joint field personnel. Material delivery of transponders have kept abreast with project schedule but delays for those required for ESA and spares. <p>Drivers:</p> <ul style="list-style-type: none"> The FRA has not given any indication that there will be an extension to the PTC deadline due to COVID-19. <p>Potential Impacts:</p> <ul style="list-style-type: none"> Continued delays to interim milestones increases likelihood of missing PTC deadline.

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



LIRR PTC ERSD Timeline and Look-ahead

Jun 2020

Atlantic (previously May)

Delivery of System Software Baseline 3.8 (previously May) (includes HMAC only)

July 2020

Valley (previously May)

Mainline – Mile Post 11 to 15 (West of Hillside to Floral Park) (previously Mar for MP 10-15)

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

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

August 2020

Conditional approval of Safety Plan

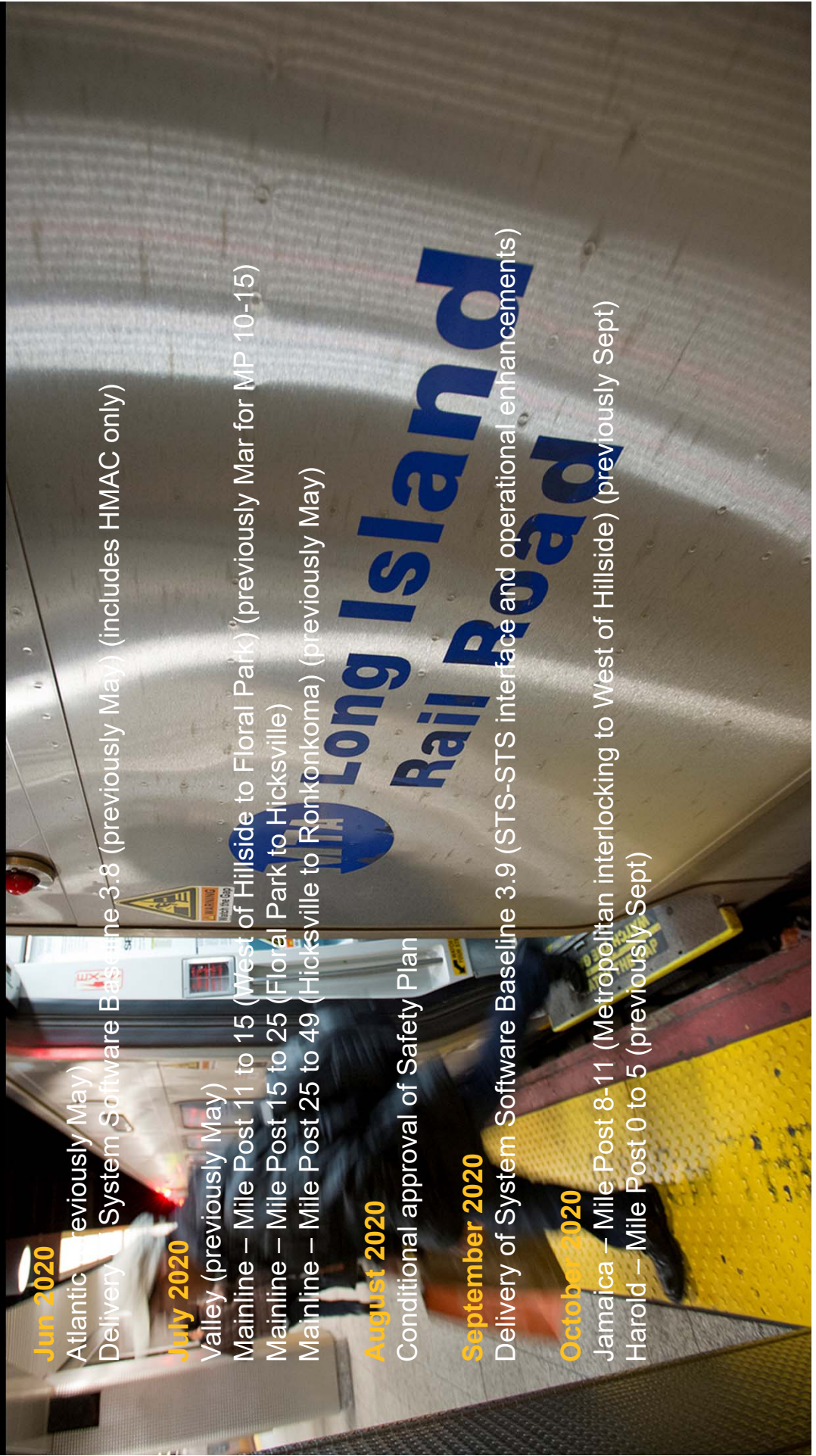
September 2020

Delivery of System Software Baseline 3.9 (STS-STIS interface and operational enhancements)

October 2020

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

Harold – Mile Post 0 to 5 (previously Sept)



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 (Placed in ERSD on May 9th 2020)

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

PTC Implementation Summary:

- Total route miles in full PTC – 202/244.3 miles (82%)
- Over 81,000 Revenue Trains ran in full PTC mode from August 2019 – May 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 12th 2020.

Field Installation & Testing

- Completed Transponder Site Installation Testing (SIT) on the NHL (CP255 – CP274)
 - Site Performance Testing (SPT) is scheduled to start June 15th 2020
- Completed Transponder migration from CSE to full PTC on the NHL (CP230 – CP255)
 - Started Transponder Site Installation Testing (SIT) on June 8th 2020
- Continue to mitigate technical and operational issues

Amtrak Boundary Installation & Commissioning

- Poughkeepsie – Completed and commissioned December 5th 2019
- Spuyten Duyvil - Completed and commissioned May 28th 2020
- New Rochelle – Installation completed, Testing to commence end of June with commissioning in July 2020
- New Haven - Design completed, installation ongoing with commissioning scheduled for August 2020
- STS-STIS Interface – Factory testing ongoing with commissioning scheduled by Sept of 2020



MNR M8 Project Update

Current Project Status

- Completed field engineering testing of first OBC software release (Alpha I) with good test results.
- Commenced commissioning of Mobile Communications Package (MCP) on M8 Fleet – 80% completed
- Gap Analysis – Mitigation and Interoperability efforts continue
- Final Engineering SW was released on May 27th for field testing. Alpha II is now identified as Beta I.
- Upgraded hardware ATC/ACSES Mechanisms began delivery to NH for fleet retrofit week of June 1

Upcoming Milestones

- Beta I software with complete PTC functionality scheduled for field testing week of June 8th 2020
- Bombardier Wayside Integration PTC testing of M8 to commence week of June 29th 2020
- Continued replacement of upgraded ATC/ACSES hardware on M8 fleet
- Complete M8 Fleet MCP commissioning by July 2020
- M8 Safety Certification expected in Sept 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.
- Wayside WIU configuration and testing was completed
- Wayside Communications configuration and testing is ongoing
- Host/Tenant discussions are ongoing between MNR and NJT

Upcoming Milestones

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

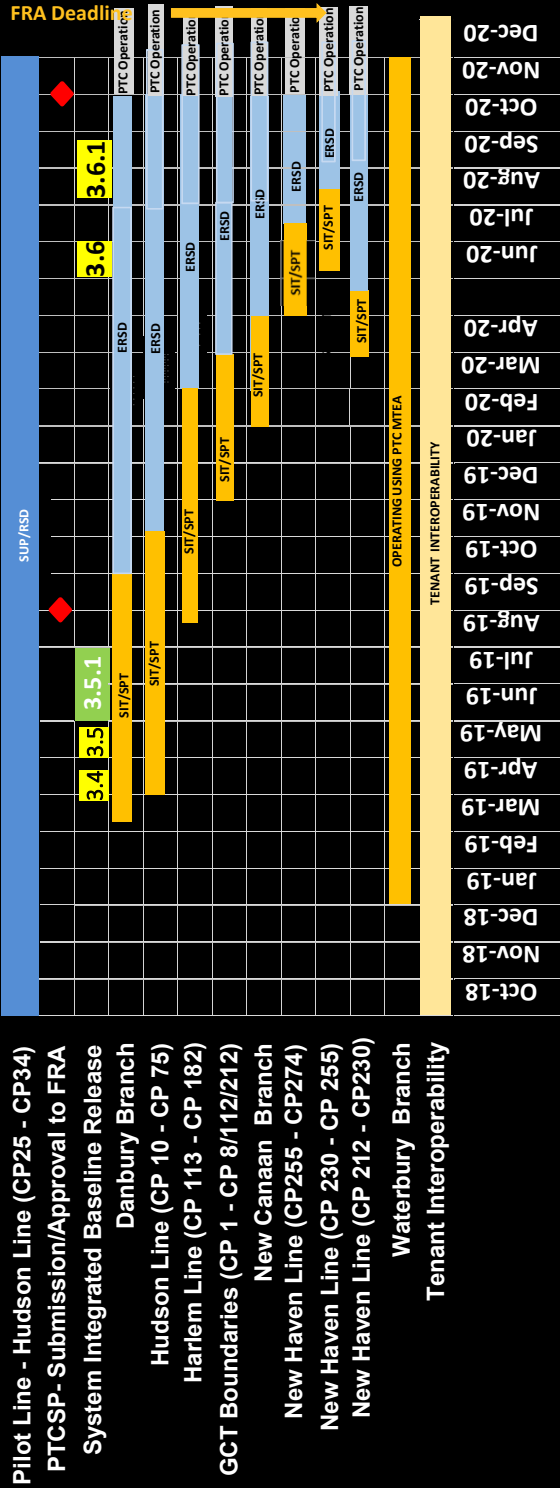
- Transponder configuration and installation testing is to commence late June 2020
- Communications configuration and installation testing to be completed by July 2020
- Onboard, Office and Functional Qualification testing is expected in 4th Q 2020.
- NJT to complete RSD runs on its Pilot Line before expanding ERSD on Port Jervis Line in 4th Q 2020.

Pascack Valley Line

- NJT completed PTC Wayside (Transponder, WIU and Radio Case) installations and testing.
- Onboard, Office and Functional Qualification testing is expected in 3rd Q with ERSD in 4th Q 2020.



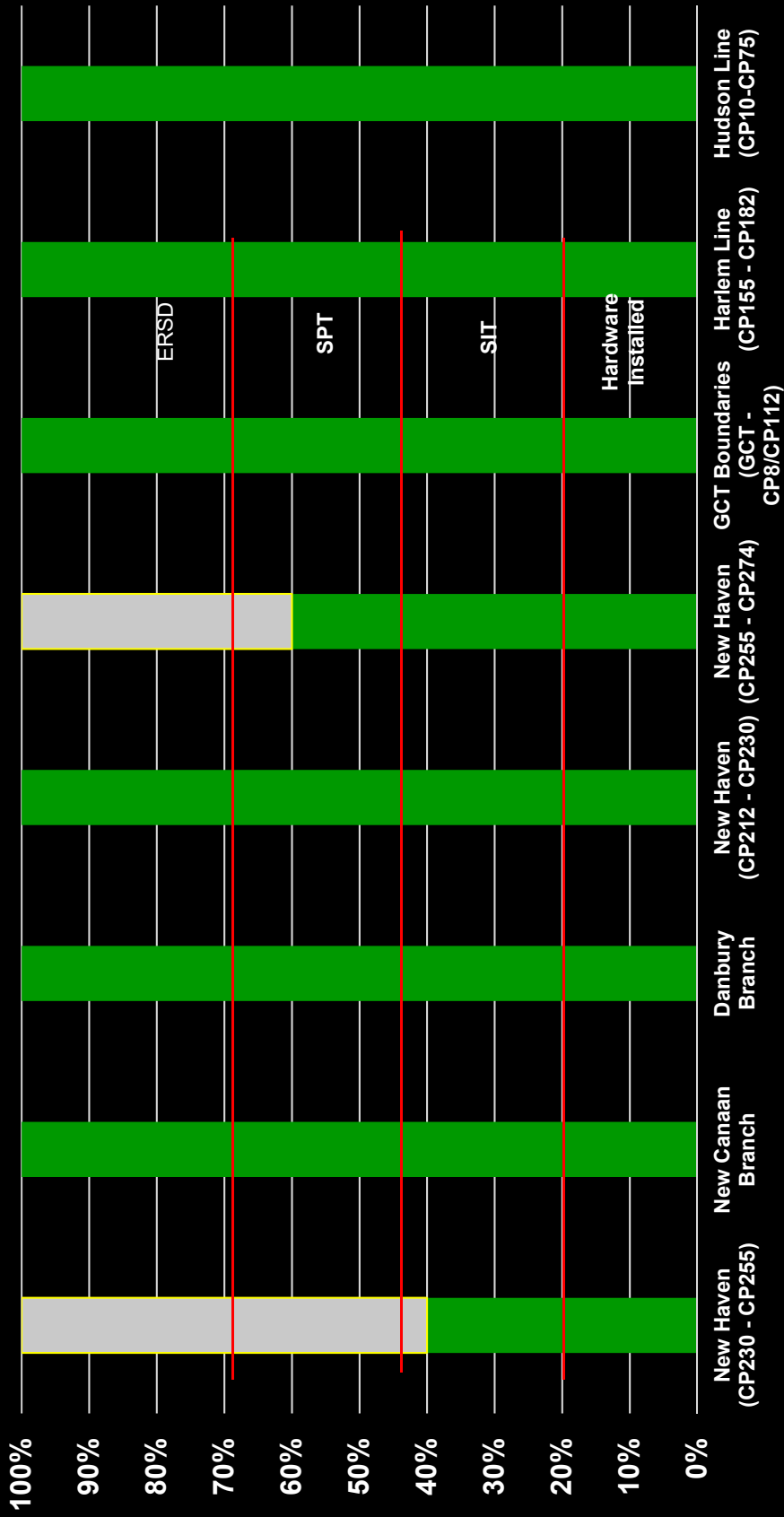
MNR Schedule and Sequence



SIT - Site Installation Testing/SUP - Site Update Period/RSO - 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



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

■ % complete ■ Remaining



Key Milestones and Issues (MNR Only)

Status	Activity	Issues
<p> Green (Current)</p> <p> Yellow (Previous)</p>	<p>Integration for the M8 OBC into the MNR Wayside</p>	<p>Issues:</p> <ul style="list-style-type: none"> • Commence M8 Fleet Hardware and Software Upgrade for full PTC Operability • Complete Gap analysis, design and implement mitigating measures • Complete M8 OBC Qualification and Integration Testing in MNR / BT Wayside Environment <p>Monthly Update:</p> <ul style="list-style-type: none"> • Weekly Progress Meetings between MNR/Kawasaki/Alstom • Testing of final Engineering Release of full PTC functional Software – Week of June 8th 2020 • Continued OBC Software development and finalization of upgraded hardware to begin fleet upgrade <p>Drivers:</p> <ul style="list-style-type: none"> • Hardware Component production/availability for upgrade of OBC • Complete SLR Review/Update, SI M8 SPT test Procedure, and Gap Analysis • Complete and provide MNR wayside PTC design information for use in definition of M8 OBC testing <p>Mitigations:</p> <ul style="list-style-type: none"> • Complete design for mitigations defined in the Gap analysis and implement into wayside environment • Define most effective means for PTC hardware and software upgrade of the 190 M8 pairs to include upgrade of the additional 33 M8 pairs being delivered in 2020 <p>Potential Impacts:</p> <ul style="list-style-type: none"> • Potential risk of not completing entire M8 fleet with both hardware and software PTC upgrades
	<p>Date Needed</p> <p>June 2020</p>	



MNR PTC ERSD Timeline

December 2019

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

January 2020

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

March 2020

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

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





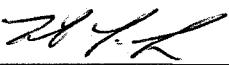


Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



Subject JULY TIMETABLE CHANGE & SPECIAL PROGRAMS						Date May 28, 2020			
Departments SR. VICE PRESIDENT – OPERATIONS (ACTING)						Vendor Name			
Department Head Names R. FREE						Contract Number			
Department Head Signature 						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MTA Joint Committee & Board Meeting	6/24/20				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 beginning July 13, 2020, through September 7, 2020.

Projects supported during this timetable include Port Washington Branch Concrete Tie Installation. Continuing projects include PTC installation on the Atlantic Branch, DOT Atlantic Avenue repairs on the Atlantic Branch, Main Line Expansion, West Side Yard Overbuild, Long Beach Hurricane Sandy Restoration, Mid Suffolk Yard Construction and East Side Access.

Additionally, track work programs during June and July will support the Main Line Third Track Project.

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 the possibility of extending the Essential Service Plan Program currently in effect.

JULY 13 TIMETABLE CHANGE

Construction Activities

- **Port Washington Branch, Woodside to Mets Willets Point – Concrete Tie Installation & Rail Replacement –** One of two main tracks will be out of service around the clock between Woodside and Mets Willets Point for installation of concrete ties and replacement of rail. Installing the new concrete ties on the Port Washington Branch will offer greater reliability versus traditional wooden ties, and a longer lifespan, thus reducing the need for future outages.
- **Temporary Service Adjustments:** With one of two main tracks out of service, schedule adjustments will occur on both weekdays and weekends. On weekdays, during the AM Peak period, two trains on the Port Washington Branch

will be cancelled, and one train on the Babylon Branch will be cancelled. During the PM Peak period, one Port Washington Branch train will be cancelled and combined with another, and one Hempstead train will be diverted to Atlantic Terminal. In addition, two reverse PM peak trains, and one train just prior to the PM peak will also be cancelled. To support this outage, off peak Port Washington Branch service will be reduced to hourly during the midday, weekday period. On weekends, service will be reduced during the overnight period.

TRACKWORK PROGRAMS

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

- **Main Line Expansion Project – Glen Cove Road Bridge Replacement** – On the weekend of June 27-28, both Main Tracks of the Main Line between Mineola and Hicksville will be out of service for a period of approximately 48 hours to support the replacement of the Glen Cove Road Bridge in Carle Place as part of the Main Line Expansion Project.
- **Temporary Service Adjustments:**
 - Eastbound, hourly MU service will operate between Penn Station and Mineola, and two-hourly Oyster Bay Branch diesel service will operate between Jamaica 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 and 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, hourly electric MU service will operate between Mineola and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and Jamaica. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
 - *Extra trains have been added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
 - *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, Hempstead, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*
 - *Bus service will also be provided between Mineola and Hicksville.*
- **Main Line Expansion Project – New Hyde Park Road 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 New Hyde Park Road grade crossing for 48 hours on the weekend of July 11th and 12th. 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.
- **Temporary Service Adjustments:**
 - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between Mineola and Oyster Bay. For Eastbound customers from western terminals

traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.

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

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

IMPACT ON FUNDING

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

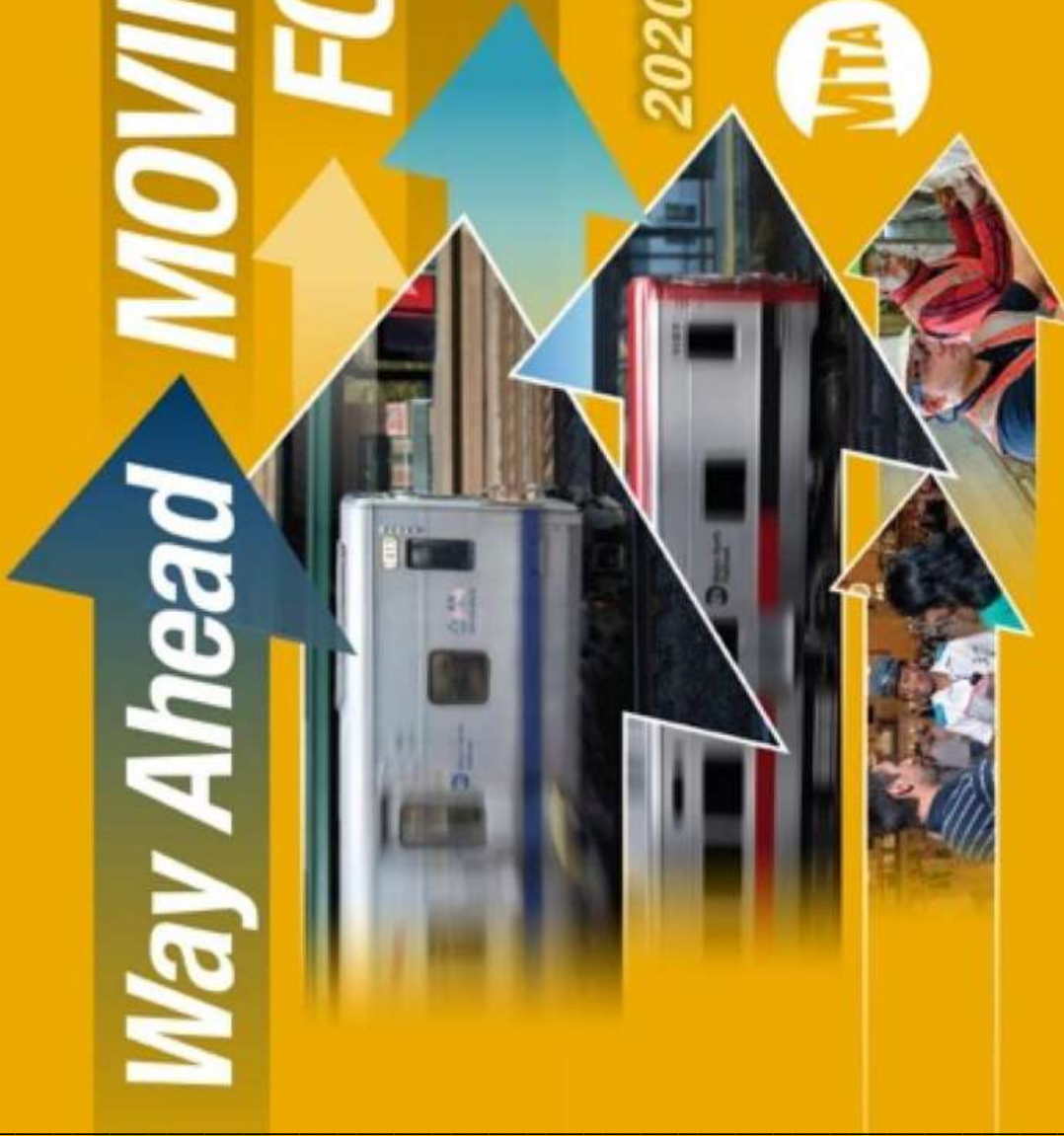
June 2020

Way Ahead **MOVING** **FORWARD** **TOGETHER**

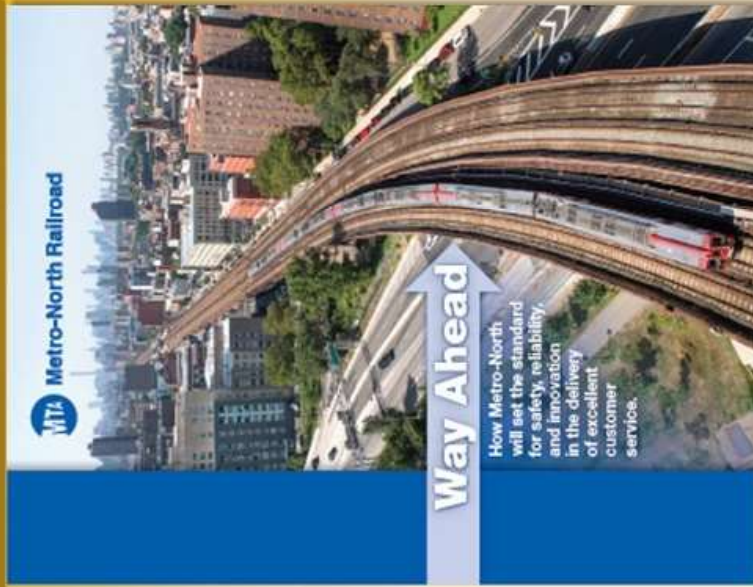
2020 Mid-Year Accomplishments



Metro-North Railroad



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



see the plan at mta.info/mnr

We are realizing this vision through the following strategies:

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

Way Ahead

June 2020 – Mid-Year Way Ahead Accomplishments

Introduction

MTA Metro-North Railroad's *Way Ahead*, launched in October 2018, is a roadmap for the railroad's future that details actions to enhance safety, service, infrastructure, communications, and transform customers' day-to-day commuting experience. *Way Ahead* is a proactive response to Metro-North's growing ridership, changing demographics and the evolving needs of customers.

Way Ahead lays the foundation for the continued growth and vitality of the railroad. Since Metro-North was formed in 1983, ridership has boomed from just over 41 million customers a year, primarily to and from "9-to-5" jobs in New York City, to an all-time high of 86.5 million customers in 2017. In addition to higher ridership numbers, with reverse commuting and customers taking trips at all hours of the day and night, the system is being used much differently than it was back in the early days of Metro-North.

But *Way Ahead* was launched before COVID-19 dramatically changed ridership patterns. During the worst of the pandemic, Metro-North carried only 3% of its normal weekday ridership. As the region starts to recover, Metro-North is only carrying approximately 10% of its normal weekday ridership. And it is unclear when and if Metro-North will ever see the ridership that it had before the pandemic, and once customers start to return in greater numbers, whether they will be riding the same trains with the same frequency.

Even before the pandemic, our customers' expectations were evolving. And now, as they start to return to the system, our customers expect more and better communication. Through *Way Ahead*, Metro-North will make improvements to how the railroad communicates with its customers in every way possible - social media, on the train, on platforms, and through other avenues, like the MYmta app. And we are in the process developing and implementing new tools to help customers decide when to travel, by giving them information about which trains are more or less crowded. And Metro-North will continue practices implemented during the pandemic to ensure that our trains and stations are disinfected, and, like the rest of the MTA agencies, Metro-North is exploring new technologies for disinfecting our system and keeping our customers safe.

At today's Metro-North, both before COVID-19 and now as we recover from the pandemic, nothing is more important than the safety and security of our customers and employees, and safety drives all *Way Ahead* actions. Since 2013, Metro-North has significantly upgraded its infrastructure, reinvigorated its cyclical track maintenance program, and bought new technology to help identify track defects. Metro-North invested heavily in its Safety Department and developed programs like confidential close call reporting and sleep apnea screening to foster a strong safety culture among our employees. *Way Ahead* builds upon this momentum with new safety initiatives.

Way Ahead is our roadmap to continue to provide the best possible service to our customers. Its vision is clear, to set the standard for safety, reliability and innovation in the delivery of excellent customer service. More than ever, as we recover from the COVID-19 pandemic, *Way Ahead* provides the basis for welcoming our customers back into a system that is safe and secure. Guided by our past experiences, we look forward to developing an even stronger Metro-North for the future.

When we launched, the Committee requested that Metro-North provide a progress report twice a year on *Way Ahead*, as part of the Committee Work Plan.

Below we are happy to report on Metro-North's Mid-Year Accomplishments in implementing our *Way Ahead* strategic plan to continue to transform the railroad.

Safety

- In March 2020, Metro-North Railroad achieved full implementation of **Positive Train Control (PTC)** on the Hudson and Harlem Lines. The enhanced safety technology coverage includes all trains along the Hudson Line's 74 miles from Grand Central Terminal to Poughkeepsie and the Harlem Line's 82 miles from Grand Central Terminal to Wassaic. And currently on the New Haven Line we have full PTC functionality from Grand Central Terminal to Greenwich, Connecticut as well as the New Canaan and Danbury Branches. Field work and testing continues, with the focus on the remaining section between Greenwich and New Haven. Interoperability with Amtrak and CSX freight has also been achieved between Marble Hill and Poughkeepsie and on the Danbury Branch. As of May 2020 MNR's total route miles in full PTC is 202 miles out of 244, representing 82%.
- In March, we performed the last cut-in segment for the **new signal system on the Port Jervis Line**. The new signal system is now in fully operational on the Port Jervis Line and is needed to support PTC implementation.
- **Enhanced Grade Crossings** by completing an upgrade to Hudson Avenue Crossing in Peekskill, adding an additional six (6) lights to provide better sight line to all roads leading to the crossing. We also added additional warning bells and advanced the time they ring to allow for more warning. Additional fencing was added to guide pedestrians from going around the gates. Completed grade crossing renewal work at Jay Street in Bedford, including advance work for future pedestrian crossing and safety enhancement project in cooperation with NYSDOT.
- Expanded suicide prevention training program, **Question, Persuade, Refer (QPR) Gatekeeper Training**, beyond our Customer Service and Stations front line employees to also train Office of System Safety, Transportation and Maintenance of Way personnel – totaling 485 employees.
- Extensively used of a new **Employee Notification System** for COVID-19 related safety messages which are sent to all employees via text messages and email.
- Started the rollout of our **Rapid Deploy Video Surveillance Enhancement** initiative, by installing cloud-based Security Camera Pods and Help Point Kiosks at six stations: Katonah, Mt. Kisco, Bedford Hills, Valhalla, Pleasantville and Chappaqua. The Help Points connect customers directly to MTA Police in emergency situations. These new systems provide increased safety and security for customers and additional video capabilities for MNR security and operations, including the ability to assess platform crowding conditions during times of operational incidents. Additional stations are planned to come online later this summer.
- MNR continued to see positive trends in reducing **Employee Lost Time Injuries**. For the current 12-month period (May 2019 – April 2020) versus the previous 12-month period (May 2018 – April 2019), lost time injuries per 200,000 working hours were reduced by 21.9%.

Customer Service

- Expanded our **Customer Service Station Ambassador Pilot Program on June 11th** by redeploying Ticket Sellers to be Station Ambassadors. 75 station ambassadors are deployed across 30 stations, on platforms and in terminals to monitor ridership, assist with loading and customer information.
 - On the Hudson Line, Ambassadors are located at Yonkers, Tarrytown, Ossining, Cortlandt, Peekskill, Beacon and Poughkeepsie in addition to Croton Harmon.
 - On the Harlem Line, Ambassadors are now stationed at Fordham, Mt. Vernon West, Crestwood, Scarsdale, White Plains, North White Plains, Mt. Kisco and Southeast in addition to Harlem 125th Street.
 - And on the New Haven Line, Ambassadors are located at Mt. Vernon East, New Rochelle, Harrison, Rye, Port Chester, Greenwich, South Norwalk, and Westport in addition to Stamford.
- Continued to focus on improving the **Customer Experience** by delivering hand sanitizer stations to all NY State passenger stations. CTDOT will soon distribute sanitizer at Connecticut passenger stations as well.
- **Implemented unprecedented 24/7 cleaning and disinfecting** across train cars and at stations. All train cars are sanitized at least once a day and all station touch points continue to be disinfected at least twice daily.

Communications

- Completed installation of all **96 departure boards** in Grand Central Terminal which have increased messaging capabilities and complement the new state-of-the-art “big boards” on the main concourse.
- Installed a total of 349 Advertising Screens, 162 Track Information Screens and 47 MNR Agency Message Screens at Metro-North passenger stations, including within Grand Central Terminal.

Infrastructure

- Continued to expand our **SMARTRACK Program** in which crews are undertaking critical infrastructure work by strategically shutting down continuous segments of track, giving multiple work groups uninterrupted access to maintain and improve the system. We took advantage of COVID-19 related reduced service levels to provide extended work access to multiple work sites across our territory including:
 - Expedited work to complete switch renewals and bridge timbers replacements as well as bridge work at multiple locations.
 - Completed Grand Central Terminal track rehabilitation at multiple track locations. Cleaned and addressed miscellaneous track conditions in GCT’s Lower Level Tracks.
 - Completed Ultrasonic Rail Testing in Poughkeepsie and Harmon track subdivisions and Springdale in record time.
 - Expedited Harlem River Lift Bridge Miter and Expansion Joint Installations to complete a total of 120 steel tie installations to replace existing timber ties and to support the new joint assemblies.
 - Installed Cortlandt Station temporary platform to support future track outages for other projects.
 - Completed tie replacement, crossing renewal, bridge timber replacement, cycle surfacing and/or signal work.
- Began Port Jervis Station Improvements this spring that will make this the first station along the Port Jervis Line to have a high-level platform in place for easier boarding and new permanent ramp for an improved ADA experience.
- In March, began prep work for replacement of two New Haven line railroad spans over Willet Avenue and Highland Street in Port Chester.
- In May, MNR completed the replacement of two railroad bridges in Patterson that carry Harlem Line trains.
- Also, in May, began demolition of the Third Avenue Bridge, one of six bridges Metro-North Railroad is replacing across the New Haven Line in downtown Mount Vernon. New girders, or support beams, will be erected and installed for the new bridge in December. The Sixth Avenue Bridge and the 10th Avenue Bridge, are currently being rebuilt, and are expected to reopen in 2020 and 2021 respectively.
- Upgraded our Center Door Coaches by replacing the vestibule flooring, with now over 1/3 of coaches in this fleet completed.

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

- Complete the installation of Positive Train Control in 2020.
- Take delivery of more M-8 railcars on the New Haven line in 2020.
- Complete White Plains station renovation and improvements to Port Jervis station.
- Expand marketing of MTA eTix to increase the number of customers using contactless fares electronically through the MTA app.
- Install Help Points and security cameras at additional stations.
- Develop tools to enable customers to monitor crowded conditions on trains so that they can plan their travel accordingly.

LONG ISLAND RAIL ROAD

PROCUREMENTS


FOR

BOARD ACTION

June 24, 2020



Staff Summary

Subject: Request for Authorization to Award Various Procurements						Date June 24, 2020			
Department Procurement and Logistics									
Department Head Name Richard A. Mack, Acting Chief Procurement and Logistics Officer									
Department Head Signature									
Board Action						Internal Approvals			
Order	To	Date	Approva	Info	Other	Order	Approval	Order	Approval
1	MTA Joint Committee and Board	June 24, 2020				X	President 		

PURPOSE:

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

DISCUSSION:

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>	None	

LIRR 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	1	\$7,659,654.00
SUBTOTAL:	1	\$7,659,654.00

LIRR proposes to award Ratifications in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
	None	
TOTAL:	1	\$7,659,654.00

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.

JUNE 2020

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

1. **Myers Controlled Power, LLC** **\$7,659,654.00** *Staff Summary Attached*
Competitive RFP **(\$5,430,168.00 Base Work;**
Contract No. 170452R **\$959,195.00 Option #1 Work;**
 and \$1,270,291.00 Option #2 Work)

LIRR requests MTA Board approval to award a contract to Myers Controlled Power, LLC in the amount of \$7,659,654.00 (\$5,430,168.00 Base Work, \$959,195.00 Option #1 Work and \$1,270,291.00 Option #2 Work) for the construction, testing and delivery of a mobile substation. The Mobile Substation shall consist of three separate trailers designed to interconnect to provide 34.5KV AC power to feed 750VDC traction power system. Each section shall be pre-configured as "plug and play" where the furnished cables interface with each section by modular plug connections to operate as a fully mobile substation on trailers.

The base work includes the construction, testing and delivery of an AC Switchgear trailer, Rectifier Transformer trailer and a Rectifier and DC Switchgear trailer. The option work includes an additional Rectifier Transformer trailer and an additional AC switchgear trailer.

On Monday October 29, 2012, The New York region suffered the devastating effects of Superstorm Sandy. While the most severe damage and impacts to MTA LIRR resulted from flooding of the East River Tunnels, West Side Storage Yard, Long Island City Yard, and the Long Beach Branch, portions of the Far Rockaway Branch and Shea Yard sustained damage from localized flooding, and a number of other LIRR facilities sustained damage from high winds and impacts from wind-borne debris.

The primary objective of this project is to purchase Emergency Management Equipment to improve LIRR preparedness and post-event recovery from future extreme weather events. This will allow LIRR to be better prepared for emergency situations and will help to minimize service disruptions due to power and communication failures along the right of way. This 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.

Staff Summary



Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Richard Mack Department Head Signature & Date					
Division & Division Head Name: Department of Program Management, Paul Dietlin Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MTA Joint Committee and Board	June 24, 2020			
Internal Approvals					
Order	Approval	Order	Approval		
4	President <i>PD</i>	1	Acting Sr. VP/Operations		
3	VP, General Counsel & Sec'y				
2	VP & CFO				

SUMMARY INFORMATION	
Vendor Name Myers Controlled Power, LLC	Contract Number 170452R
Description Construction, Testing and Delivery of a Mobile Substation	
Total Amount \$7,659,654.00 (\$5,430,168.00 Base Work, \$959,195.00 Option #1 Work and \$1,270,291.00 Option #2 Work)	
Contract Term (including Options, if any) 635 Days	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board approval to award a contract to Myers Controlled Power, LLC in the amount of \$7,659,654.00 (\$5,430,168.00 Base Work, \$959,195.00 Option #1 Work and \$1,270,291.00 Option #2 Work) for the construction, testing and delivery of a mobile substation. The Mobile Substation shall consist of three separate trailers designed to interconnect to provide 34.5KV AC power to feed 750VDC traction power system. Each section shall be pre-configured as "plug and play" where the furnished cables interface with each section by modular plug connections to operate as a fully mobile substation on trailers.

The base work includes the construction, testing and delivery of an AC Switchgear trailer, Rectifier Transformer trailer and a Rectifier and DC Switchgear trailer. The option work includes an additional Rectifier Transformer trailer and an additional AC switchgear trailer.

II. DISCUSSION:

On Monday October 29, 2012, The New York region suffered the devastating effects of Superstorm Sandy. While the most severe damage and impacts to MTA LIRR resulted from flooding of the East River Tunnels, West Side Storage Yard, Long Island City Yard, and the Long Beach Branch, portions of the Far Rockaway Branch and Shea Yard sustained damage from localized flooding, and a number of other LIRR facilities sustained damage from high winds and impacts from wind-borne debris.

The primary objective of this project is to purchase Emergency Management Equipment to improve LIRR preparedness and post-event recovery from future extreme weather events. This will allow LIRR to be better prepared for emergency situations and will help to minimize service disruptions due to power and communication failures along the right of way. This 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.

Staff Summary



The November 2013 Board authorized LIRR to use the competitive Request for Proposal (RFP) process without obtaining pre-approval to use the RFP process, when utilizing Federal Superstorm Sandy relief funds. In December 2019, the RFP was advertised in the New York State Contract Reporter, New York Post and on MTA's website. In addition, the RFP package was sent directly to sixteen firms known to have experience with the type of work required for this project.

On February 21, 2020, LIRR received three proposals in response to the RFP from the following firms: Myers Controlled Power LLC (Myers), Power Resources International Inc. and Siemens Corporation. A Technical Evaluation Committee (TEC) assessed each firm's technical proposal against the technical evaluation criteria set forth in the RFP, which consisted of technical approach; demonstrated ability to meet schedule; and project team including key personnel. Evaluations were performed based on the TEC's final technical scoring, cost and diversity scores. Based upon these evaluations, Myers was identified as the top ranked proposer as its technical proposal met, and in a number of cases exceeded the RFP requirements. In addition, Myers' price was significantly less than the prices identified by the other two proposers in their cost proposals. Myers was invited to submit a Best And Final Offer (BAFO), which was received on May 4, 2020. LIRR Estimating reviewed the cost proposal and BAFO submitted by Myers and concluded that their price is fair and reasonable.

LIRR also conducted a responsibility review of Myers in April 2020 and no adverse information was found. Accordingly, Myers is considered a responsive and responsible vendor for the proposed contract.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) has established 4% DBE goals for this project. The contract will not be awarded until Myers' DBE plan has been approved by DDCR.

IV. IMPACT ON FUNDING:

This Contract will be funded with monies from Federal Superstorm Sandy relief funds, which includes certain funding from the Federal Transit Administration (FTA).

V. ALTERNATIVES:

None recommended. A new solicitation is unlikely to result in better pricing and will prolong LIRR's ability to purchase this mobile substation.

VI. RECOMMENDATION:

It is recommended that the MTA Board approve the award of Contract No. 170452R to Myers Controlled Power, LLC. in the amount of \$7,659,654.00 for the construction, testing and delivery of a mobile substation.



Metro-North Railroad

Procurements

Subject Request for Authorization to Award Various Procurements

Department Procurement and Material Management

Department Head Name
Anthony Gardner, Sr. Director

Department Head Signature

Project Manager Name

Date
June 8, 2020

Vendor Name
Various

Contract Number
Various

Contract Manager Name
Various

Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	N/A			
2	MTA Board Mtg.	6-24-20			

Internal Approvals			
	Approval		Approval
X	President	X	Executive Director Management & Budget
X	Executive Vice President	X	V.P. Capital Programs
X	Sr. V.P. Operations		
X	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:

Schedules Requiring Two-Thirds Vote (or more, where noted)	# of Actions	\$ Amount
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$6,500,000
• Albatros North America, Inc. (d/b/a SepsaMedha North America)		\$6,500,000
Schedules Requiring Majority Vote	NONE	
SUB TOTAL:	1	\$6,500,000

MNR proposes to award competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>		
Schedule I: Modifications to Purchase and Public Work Contracts	1	\$2,740,000
• WDF, Inc. \$2,740,000		
SUB TOTAL:	1	\$2,740,000

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>		
	<u>NONE</u>	
SUB TOTAL:		
TOTAL:	2	\$9,240,000

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.

JUNE 2020

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

(Staff Summaries required for all items greater than: \$100K; \$250K Other Non-Competitive)

1. **Albatros North America, Inc. \$6,500,000 (not-to-exceed) Staff Summary Attached**
(d/b/a SepsaMedha North America)

Metro-North Railroad, on behalf of itself and Long Island Rail Road ("the Railroads"), requests Board approval to award a four-year contract (two-year base with two-year option) to the firm Albatros North America, Inc. (d/b/a SepsaMedha North America) ("SEPSA") in the not-to-exceed amount of \$6,500,000 (MNR \$3,500,000 / LIRR \$3,000,000) for the purchase of auxiliary power system parts, on-board cameras, components, assemblies and repairable items which reside on Metro-North's M-3, M-7 and M-8 electric railcars and coach railcars and LIRR's M-7 electric railcars.

SEPSA is the Original Equipment Manufacturer (OEM) and sole material supplier for the systems, parts and components for its proprietary railcar auxiliary power systems that will be provided under this purchase agreement. No other vendors have access to SEPSA's proprietary designs, specifications, and drawings for these systems or material. SEPSA will supply, on an as-needed basis, complete systems, parts, other equipment, technical support and repair services as required. Based on a comparative price analysis to the previous prices paid, Metro-North was able to negotiate fixed pricing for the base two-year period with an allowance for an economic price adjustment if the additional two-year option is elected. This was to accommodate the nominal increasing cost of predominate material.

Utilizing a joint procurement approach for this contract combines the buying power of the two railroads to achieve most favorable uniform pricing and better supply chain management. This contract assures the Railroads that the OEMs will continue to maintain their tooling and manufacturing capabilities necessary to produce the parts, which are not available from any other sources.

This procurement is to be funded by each Railroad's Operating Budget.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: A

Vendor Name (& Location) Albatros North America Inc. (d/b/a SepsaMedha North America) Ballston SPA, NY 12020
Description OEM Purchase Agreement of Auxiliary Power Parts, Components, and Assemblies
Contract Term (including Options, if any) Four Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: OEM Sole Source

Contract Number 280483	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$6,500,000 (not-to-exceed)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Anthony Gardner <i>AG</i>	
Contract Manager: Marisa Barone	

Discussion:

Metro-North Railroad, on behalf of itself and Long Island Rail Road ("the Railroads"), requests Board approval to award a four-year contract (two-year base with two-year option) to the firm Albatros North America, Inc. (d/b/a SepsaMedha North America) ("SEPSA") in the not-to-exceed amount of \$6,500,000 (MNR \$3,500,000 / LIRR \$3,000,000) for the purchase of auxiliary power system parts, on-board cameras, components, assemblies and repairable items which reside on Metro-North's M-3, M-7 and M-8 electric railcars and coach railcars and LIRR's M-7 electric railcars.

Under this purchase agreement, both Metro-North and Long Island Rail Road will continue to support their Life Cycle Maintenance (LCM) and Reliability Centered Maintenance (RCM) programs, which maintain high car reliability, improve customer service through on-time performance, and ensure parts replacement at prescribed intervals. This contract will provide the Railroads the support they require through ongoing maintenance, repair and upgrades on each fleet's auxiliary power systems as well as allow for the alternative material in the event that material becomes obsolete.

SEPSA is the Original Equipment Manufacturer (OEM) and sole material supplier for the systems, parts and components for its proprietary railcar auxiliary power systems that will be provided under this purchase agreement. No other vendors have access to SEPSA's proprietary designs, specifications, and drawings for these systems or material. SEPSA will supply, on an as-needed basis, complete systems, parts, other equipment, technical support and repair services as required. Based on a comparative price analysis to the previous prices paid, Metro-North was able to negotiate fixed pricing for the base two-year period with an allowance for an economic price adjustment if the additional two-year option is elected. This was to accommodate the nominal increasing cost of predominate material.

Utilizing a joint procurement approach for this contract combines the buying power of the two railroads to achieve most favorable uniform pricing and better supply chain management. This contract assures the Railroads that the OEMs will continue to maintain their tooling and manufacturing capabilities necessary to produce the parts, which are not available from any other sources.

In requesting Board authorization, Metro-North has complied with the public advertisement requirements of PAL § 1265-a (3) and PAL § 1265- a (4) (b) and with the MTA All-General Contract Procurement Guidelines for the procurement of sole source items. An advertisement notice was placed in the New York State Contract Reporter, the New York Post, Daily Challenge and El Diario and posted on the Metro-North website, which did not yield interest from other sources.

Metro-North completed a responsibility review of Albatros North America Inc. (d/b/a SepsaMedha North America)

as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

This procurement is to be funded by each Railroad's Operating Budget.

JUNE 2020

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

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)

1. WDF, Inc. \$2,740,000 (not-to-exceed) Staff Summary Attached
Construction of Grand Central Terminal B-Hall 7B Training Facility

Approval is requested for a contract modification, in the negotiated not-to-exceed amount of \$2,740,000, under the current competitively solicited contract awarded in January 2018, to the firm WDF, Inc. (WDF) for the installation of Heating Ventilation Air Conditioning (HVAC) equipment for cooling spaces critical to Metro-North's operations within Grand Central Terminal (GCT). This contract modification is of high importance and will ensure provision of necessary cooling and air conditioning for spaces and heat-sensitive equipment critical to the operation of the Railroad.

The work includes installation of two Air Handling Units, and six Glycol Cooling Units at the roof level of GCT, as well as the replacement of two nonfunctioning Multi-stack Chiller Units on the 5th floor with related infrastructure repairs and material. These new units will replace the existing equipment, which operated well beyond its life.

WDF specializes in mechanical and HVAC work and has demonstrated competency in the work it has performed thus far. Based on the design and detailed engineer's cost estimate, Metro-North negotiated a fair and reasonable cost with WDF for this contract modification, which will proceed and conclude with the completion of the 7B Training Facility. It is in the public's best interest in terms of efficiency, cost savings, and impact to schedule to approve a contract modification for the fair and reasonable negotiated not-to-exceed amount of \$2,740,000.

This contract modification, in the amount of \$2,740,000, is to be funded by the Metro-North Operating Budget.

Schedule I: Modifications to Purchase and Public Works Contracts

<p>Item 1</p> <p>Vendor Name (& Location) WDF, Inc. Yonkers, NY</p> <p>Description Construction of Grand Central Terminal B-Hall 7B Training Facility</p> <p>Contract Term (including Options, if any) 24 Months</p> <p>Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Procurement <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive</p> <p>Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:</p> <p>Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:</p> <p>Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Anthony Gardner, Sr. Director <i>AM</i></p>	<table border="1"> <tr> <td>Contract Number</td> <td>AWO/Modification #</td> </tr> <tr> <td>1000078750</td> <td>80</td> </tr> <tr> <td colspan="2">Original Amount: \$13,111,000</td> </tr> <tr> <td colspan="2">Prior Modifications: \$ 5,409,914</td> </tr> <tr> <td colspan="2">Prior Budgetary Increases: \$</td> </tr> <tr> <td colspan="2">Current Amount: \$18,520,914</td> </tr> <tr> <td>This Request:</td> <td>\$2,740,000 (not-to-exceed)</td> </tr> <tr> <td>% of This Request to Current Amount:</td> <td>15%</td> </tr> <tr> <td>% of Modifications (including This Request) to Original Amount:</td> <td>62%</td> </tr> </table>	Contract Number	AWO/Modification #	1000078750	80	Original Amount: \$13,111,000		Prior Modifications: \$ 5,409,914		Prior Budgetary Increases: \$		Current Amount: \$18,520,914		This Request:	\$2,740,000 (not-to-exceed)	% of This Request to Current Amount:	15%	% of Modifications (including This Request) to Original Amount:	62%
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Discussion:

Approval is requested for a contract modification, in the negotiated not-to-exceed amount of \$2,740,000, under the current competitively solicited contract awarded in January 2018, to the firm WDF, Inc. (WDF) for the installation of Heating Ventilation Air Conditioning (HVAC) equipment for cooling spaces critical to Metro-North's operations within Grand Central Terminal (GCT). This contract modification is of high importance and will ensure provision of necessary cooling and air conditioning for spaces and heat-sensitive equipment critical to the operation of the Railroad.

The work includes installation of two Air Handling Units, and six Glycol Cooling Units at the roof level of GCT, as well as the replacement of two nonfunctioning Multi-stack Chiller Units on the 5th floor with related infrastructure repairs and material. These new units will replace the existing equipment, which operated well beyond its life.

Prior contract modifications were due to required work to address GCT fire/life safety code-compliance and state-of-good repair deficiencies discovered after the completion of the initial demolition work and field conditions encountered during construction. This included the removal of an existing 40-foot tall terracotta mechanical shaft above the celestial ceiling, determined to be in an unsafe condition, and rerouting of grease ducts that serve revenue-generating restaurants in the dining concourse. Further, the Metro-North Fire Brigade determined that additional work be performed to enable easier access to the existing grease ducts for proper cleaning and maintenance.

WDF specializes in mechanical and HVAC work and has demonstrated competency in the work it has performed thus far. Based on the design and detailed engineer's cost estimate, Metro-North negotiated a fair and reasonable cost with WDF for this contract modification, which will proceed and conclude with the completion of the 7B Training Facility. It is in the public's best interest in terms of efficiency, cost savings, and impact to schedule to approve a contract modification for the fair and reasonable negotiated not-to-exceed amount of \$2,740,000.

Metro-North completed a responsibility review of WDF, Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

This contract modification, in the amount of \$2,740,000, is to be funded by the Metro-North Operating Budget.

**PROCUREMENT PACKAGE
June 2020**



The picture above depicts the layout and installation of tunnel lights in one of the approach structures in Queens. The work is being performed under the CS179 contract.

PROCUREMENT

The Procurement Agenda this month includes five procurement actions for a proposed expenditure of \$20.92M.

Staff Summary

Subject		Request for Authorization to Award Procurements			
Department		Contracts			
Department Head Name David K. Cannon					
Department Head Signature <i>David K. Cannon</i>					
Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR MNR Joint Committee	6/24/2020	X		
2	Board	6/24/2020	X		

Date: June 22, 2020			
Internal Approvals			
	Approval		Approval
X	Executive Vice President & General Counsel	X	President
X	Deputy Chief Development Officer, Development		

PURPOSE:

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

DISCUSSION:

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule K - Ratification of Completed Procurement Actions	5	\$20,919,655
TOTAL	5	\$20,919,655

Budget Impact:

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

Recommendation:

That the ratifications 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.

JUNE 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)

1 – 4.	Tutor Perini Corporation Contract No. CS179 Modification No. 334 Modification No. 353 Modification No. 340 Modification No. 269	\$6,671,000 \$5,018,255 \$4,557,900 \$1,572,500	<u><i>Staff Summary Attached</i></u> ↓ ↓ ↓ ↓
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In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA Construction and Development requests that the Board ratify four contract modifications that arise from the decision, made after this Contract was awarded, to consolidate the Information Technology functions of the various MTA agencies into a single MTA Corporate IT entity.

5.	E-J Electric Installation Co. Contract No. CS084 Modification No. 32	\$ 3,100,000	<u><i>Staff Summary Attached</i></u>
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In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA Construction and Development requests that the Board ratify a contract modification to accelerate the equipment installation and local testing of the traction power substations and adjust the Contract Milestones.

Schedule K: Ratification of Completed Procurement

Actions Item Numbers 1 - 4

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	
Description Systems Facilities Package No. 1	
Contract Term (including Options, if any) 75 Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, R. Troup.	

Contract Number	AWO/Modification #s
CS179	269, 334, 340 & 353
Original Amount:	\$ 333,588,000
Prior Modifications:	\$ 140,252,899
Exercised Options:	\$ 216,800,001
Current Amount:	\$ 690,640,900
This Request	\$ 17,819,655
% of This Request to Current Amount:	3%
% of Modifications (including This Request) to Original Amount:	47%

Discussion:

Contract CS179 provides the systems for the East Side Access (“ESA”) project, including the fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA Construction & Development (“C&D”) requests that the Board ratify the following contract modifications.

Each of these modifications arise from the decision, made after this Contract was awarded, to consolidate the Information Technology (“IT”) functions of the various MTA agencies into a single MTA Corporate IT (“MTA IT”). As a result, many of the IT functions originally designed to be carried out by Long Island Railroad (“LIRR”) IT, and the interfaces designed to coordinate between ESA IT functions and LIRR IT, must be reconfigured and reprogrammed to add functions to the ESA IT system that were to be provided by LIRR IT and to interface and coordinate with the new MTA IT. In addition, as discussed below, various upgrades and security issues that have arisen since this Contract was designed and awarded are addressed by these Modifications as well.

Funding for these modifications will initially be drawn from ESA’s Contract contingency. However, because these types of Corporate IT and LIRR specific changes were not intended to be paid for from the ESA budget, the expectation is that the ESA contingency will be replenished from other sources within MTA’s Capital Program.

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

Modification No. 334 - \$6,671,000

This is a unilateral contract modification to change the programming and design of the centralized traffic control system (“CTC”) and public address and variable message sign system (“PAVMS”).

The LIRR Train Information Monitoring and Control System (“TIMACS”) functionality was originally intended to be the responsibility of LIRR IT. This function now must be transferred to the MTA IT Network, requiring a change in the interface

between the CTC, PAVMS and TIMACS systems from a direct serial interface to a secure intermediary broker arrangement, which involves significant additional programming effort. In addition, the CS179 Contract Documents specified use of TIMACS II programming. The TIMACS system was subsequently upgraded to TIMACS III, requiring a redesign and upgrade of the interface between CTC and TIMACS. Further, MTA IT has implemented a system wide Corporate IT network upgrade and migration to a virtual cloud-based architecture, requiring further changes to the Contractor's work. To avoid potential delay to the Contract Schedule, the C&D President approved retroactive memos directing the Contractor to proceed with this work up to the not to exceed amount of \$4.5 Million

The Contractor's proposal for this work was in the amount of \$6,770,527 and the parties agreed to \$6,671,700 for the direct cost of all work under this Modification, which is deemed to be fair and reasonable.

The Contractor also has asked for Excusable Delay to Substantial Completion, which C&D believes is not warranted. As the Contractor has not adequately substantiated its claim of impact to the contract schedule, C&D seeks approval to issue a unilateral modification at the value of the negotiated direct costs for the Contractor to complete all work required to implement this change and without any recognition of Excusable Delay or reservation for Contractor's time claim.

Modification No. 353 - \$5,018,255.

This is a unilateral modification to implement significant changes to the Project's networking infrastructure and revised ESA network security architecture to conform with LIRR Office of Security ("OoS") standards.

As with the communication functions discussed above, the consolidation of IT functions into MTA IT necessitates significant changes to the security system infrastructure and programming to transfer security functions that originally resided on the ESA Security network to the MTA IT network. The LIRR has also requested a number of revisions to the security network design that were not part of the original security design approved by LIRR.

Under the design originally approved by LIRR, workstations in Grand Central Terminal ("GCT") utilized by the MTA Police, LIRR facility operations and LIRR transportation, among other departments, are provided direct access to the LIRR security network, which allowed both viewing images from closed circuit television ("CCTV") cameras and control over their operation. Although viewing images from the CCTV cameras is critical to the work of LIRR train dispatchers, the OoS believes that giving all personnel the capability to control the operation of the cameras compromises the integrity and security of the LIRR security network. LIRR requested that the security network architecture be changed to allow view-only access to cameras.

Additionally, the current design provides for workstations in GCT with the capability to control and manage Access Control devices, such as card readers and door locks, and a badging station in the Terminal Management Center for issuing access cards and ID badges. LIRR requested that these functions be removed from the GCT workstations and Terminal Management Center so that Access Control devices and issuance of ID Badges is controlled exclusively at the LIRR's security control node at the Jamaica Control Center.

Finally, as discussed below, Modification No. 340 will implement changes to facilitate data exchange between ESA's Backbone Communication System and the newly developed MTA IT network. As a result, a number of functions that previously resided on the LIRR security network, such as the Access and Control system, will now reside on the MTA IT network. To allow the LIRR security network to access these functions, as part of this Modification to the Security Network, the Contractor must implement network architecture changes and provide network firewalls, to preserve the security of each network.

To avoid delay to the Contract Schedule, the President authorized retroactive memos directing the Contractor to proceed with the full scope of work up to a Not-To-Exceed value of \$4,000,000.

The Contractor's proposal for this work was in the amount of \$6,708,567 and the parties agreed to \$5,018,255 for the direct cost of all work under this Modification, which is deemed to be fair and reasonable.

The Contractor also has asked for Excusable Delay to Substantial Completion, which C&D believes is not warranted. As the Contractor has not adequately substantiated its claim of impact to the contract schedule, C&D seeks approval to issue a unilateral modification at the value of the negotiated direct costs for the Contractor to complete all work required to implement this change and without any recognition of Excusable Delay or reservation for Contractor's time claim.

Modification No. 340 - \$4,557,900

This is a unilateral modification to provide the networking infrastructure, programming, and testing that are necessary for communications and data exchange between the Project's Backbone Communication System and the MTA IT network.

As a result of the MTA IT consolidation, several core enterprise-wide applications used by LIRR, such as administrative and revenue applications, will now reside on the MTA IT network. Under this modification, the Contractor will install additional equipment, perform additional programming, and provide detailed design document updates, system configuration, and testing to establish a new connection between the ESA Project and the MTA IT network. This will allow integration of the following systems and facilities with LIRR operations:

- Ticket Selling System
- LIRR Passenger Information Displays (LIRR Message board, Solari, signs and LIRR Marketing)
- Third Party interfaces
- Kronos Clocks
- Non-Control Room PC's & Printers/Copiers (Email, print/file share, network resources, applications, systems, etc.)
- Telephones for all the user departments at ESA
- Corporate Wi-Fi
- PCI Compliance for the Ticket Selling System
- Access Control
- Internet access
- TIMACS
- Video Conferencing

To avoid delay to the Contract Schedule, the President authorized retroactive memos directing the Contractor to proceed with the work up to a Not-To-Exceed value of \$2,000,000.

The Contractor's proposal was in the amount of \$5,505,531 and the parties agreed to \$4,557,900 for the direct cost of all work under this Modification, which is deemed to be fair and reasonable.

The Contractor also has asked for Excusable Delay to Substantial Completion, which the C&D believes is not warranted. As the Contractor has not adequately substantiated its claim of impact to the contract schedule, C&D seeks approval to issue a unilateral modification at the value of the negotiated direct costs for the Contractor to complete all work required to implement this change and without any recognition of Excusable Delay or reservation for Contractor's time claim.

Modification No. 269 - \$1,572,500

This bilateral contract modification is to add new Main Display Panels ("MDPs") and MTA IT workstations in the Terminal Operations Center ("TOC"), Terminal Management Center ("TMC") and Incident Control Center ("ICC"), make associated changes to the software of the existing network management systems, and revise the room layouts of these centers.

As originally designed, personnel in the TOC, TMC and ICC with access to CCTV displays would also have access the security network, even if they did not have appropriate security clearance. The LIRR Office of Security requested a change to allow CCTV to be provided over the MTA IT network to non-security authorized personnel and to remove their access to the security network. As a result of this requested change, a new display panel is required in each of the TOC, TMC, and ICC.

To facilitate the integration of the MTA IT network with LIRR operations, under this Modification, the Contractor will also revise room layouts and furnish and install new workstations, including additional computers and monitors and upgrades to existing computers, perform additional programming testing and revise existing documentation and design drawings.

This Modification also provides for the relocation of workstations in the ICC at the 50th Street Facility. This issue has been marked as a potential design error or omission and is being pursued with the designer of record.

To avoid delay to the Contract Schedule, the President approved a retroactive memo directing the Contractor to proceed with the full scope of work up to a Not-To-Exceed value of \$400,000.

The Contractor's proposal was in the amount of \$1,947,551 and the parties agreed to \$1,572,500 for the costs of all work under this Modification, which is deemed to be fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions

Item No. 5

Vendor Name (& Location) E-J Electric Installation Co. (Long Island City, NY)	Contract Number CS084	AWO/Modification # 32
Description Traction Power Systems Package No. 4	Original Amount: \$ 71,248,884	
Contract Term (including Options, if any) 52 Months	Prior Modifications: \$ 13,540,814	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Exercised Options: \$ -0-	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$ 84,789,698	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request \$ 3,100,000	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount: 4%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, R. Troup.	% of Modifications (including This Request) to Original Amount: 4%	

Discussion:

Contract CS084 provides the Traction Power System for the East Side Access Project. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTA Construction and Development (“C&D”) requests that the Board ratify a contract modification to accelerate the equipment installation and local testing of the traction power substations and adjust the Contract Milestones.

In order to overcome delays in completing the rooms that will house the traction power substations, this Modification will accelerate equipment installation and local testing of the substations and align the completion of that work with the current CM007 Construction Phasing Plan for completion of the track work and the December 30, 2020 commencement date for Integrated Systems Testing (“IST”) by the CS179 Contractor. This Modification will also extend the Substantial Completion date of the Contract from December 2, 2019 to May 4, 2021, recognizing an Excusable Delay of 519 calendar days associated with the late turnover of the rooms to the CS084 Contractor. A determination regarding the Contractor’s entitlement to Compensable Delay is pending review by C&D and will, if necessary, be addressed in a subsequent Modification.

The delayed turnover of rooms to the CS084 Contractor was principally the result of water infiltration issues arising under the CS179 Contract. MTA is pursuing this issue with the CS179 Contractor.

The Contractor’s proposal for the full scope of the acceleration effort was in the amount of \$4,799,006 and the parties agreed to \$3,100,000 for the costs of all work under this Modification, which is deemed to be fair and reasonable.

To avoid delay to the Contract Schedule, the President authorized a retroactive modification, and on June 4, 2020 the Contractor was directed to proceed with the work up to a Not-To-Exceed value of \$500,000.

In connection with previous contracts awarded, E-J Electric Installation Company (“E-J”) was found to be responsible, notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Managing Director in consultation with the MTA General Counsel in August 2018. No new significant adverse information has been found relating to E-J. Therefore, E-J has been determined to be responsible.



Long Island Rail Road

May 2020 Performance Summary

Robert Free, Acting Senior Vice President – Operations



The New York Mets graciously donated 100,000 cloth masks to the MTA to help keep our workforce healthy. The masks, in the Mets colors of blue and orange that read "New York Tough," are being distributed to workers at all MTA agencies, including the LIRR.



Long Island Rail Road

May 2020 Performance Summary

Highlights

The Essential Service Plan ran throughout May 2020. This plan does not provide PEAK service; therefore Consist Compliance, Standee, and PEAK OTP data is not reportable for this time period.

On-Time Performance (OTP) for the month of May closed at **98.5%**, which is above the monthly goal of 94%.

2020 year-to-date OTP was **95.7%**, which is an increase of **1.8** percentage points as compared to last year.

Cancelled/Terminated trains are down **369** 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 May.

Nine out of the eleven branches on the Long Island Rail Road operated at or above goal year to date.

Delays

We did not incur any events that resulted in ten or more delays throughout the month of May.

Consist Compliance

Consist Compliance data is not reportable for this time period.

Equipment Performance

The LIRR fleet MDBF operated at **385,767** in April and exceeded the goal. It also performed better, year to date, than the same period last year.

Performance Summary

Performance Summary	System	Overall	2020 Data			2019 Data	
			Annual	YTD thru		YTD thru	
			Goal	May	May	May	May
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>		Overall	94.0%	98.5%	95.7%	94.8%	93.9%
	*	AM Peak		0.0%	92.2%	96.4%	91.6%
	*	PM Peak		0.0%	92.1%	91.1%	92.1%
	*	Total Peak		0.0%	92.2%	93.9%	91.8%
		Off Peak Weekday		98.2%	96.2%	94.6%	93.8%
		Weekend		99.1%	96.9%	96.4%	96.8%
	Babylon Branch	Overall	93.9%	99.2%	95.9%	95.8%	94.4%
	*	AM Peak		0.0%	92.5%	97.9%	93.3%
	*	PM Peak		0.0%	92.7%	92.0%	91.2%
	*	Total Peak		0.0%	92.6%	95.2%	92.3%
		Off Peak Weekday		99.1%	97.2%	95.7%	94.6%
	Weekend		99.6%	96.0%	96.9%	97.4%	
Far Rockaway Branch	Overall	96.6%	99.6%	97.9%	97.3%	97.0%	
*	AM Peak		0.0%	94.8%	96.1%	92.2%	
*	PM Peak		0.0%	96.7%	98.5%	97.8%	
*	Total Peak		0.0%	95.7%	97.2%	94.8%	
	Off Peak Weekday		99.7%	98.1%	96.6%	97.0%	
	Weekend		99.4%	98.7%	99.0%	99.3%	
Huntington Branch	Overall	92.5%	98.5%	95.0%	94.6%	92.1%	
*	AM Peak		0.0%	92.1%	97.6%	90.6%	
*	PM Peak		0.0%	84.8%	84.4%	87.3%	
*	Total Peak		0.0%	88.7%	91.4%	89.0%	
	Off Peak Weekday		97.9%	95.9%	93.9%	90.5%	
	Weekend		99.7%	96.7%	98.5%	97.2%	
Hempstead Branch	Overall	96.5%	99.1%	95.9%	94.3%	94.2%	
*	AM Peak		0.0%	94.7%	96.8%	93.9%	
*	PM Peak		0.0%	85.6%	88.4%	89.8%	
*	Total Peak		0.0%	90.4%	92.8%	92.0%	
	Off Peak Weekday		99.1%	96.4%	93.9%	94.4%	
	Weekend		99.2%	97.7%	96.5%	96.1%	
Long Beach Branch	Overall	95.9%	99.1%	95.3%	95.7%	95.6%	
	AM Peak		0.0%	93.6%	95.5%	93.6%	
*	PM Peak		0.0%	92.0%	95.5%	95.9%	
*	Total Peak		0.0%	92.8%	95.5%	94.7%	
*	Peak Weekday		99.0%	95.4%	96.1%	96.2%	
	Weekend		99.2%	96.7%	94.9%	95.6%	
Montauk Branch	Overall	90.8%	97.4%	94.8%	90.5%	91.4%	
*	AM Peak		0.0%	87.9%	96.6%	87.7%	
*	PM Peak		0.0%	94.9%	90.1%	91.4%	
*	Total Peak		0.0%	91.2%	93.5%	89.5%	
	Off Peak Weekday		97.3%	96.7%	92.9%	91.4%	
	Weekend		97.6%	92.8%	83.4%	93.2%	
Oyster Bay Branch	Overall	94.1%	97.0%	95.9%	95.9%	94.5%	
*	AM Peak		0.0%	92.9%	99.4%	92.7%	
*	PM Peak		0.0%	92.8%	90.9%	90.7%	
*	Total Peak		0.0%	92.8%	95.5%	91.8%	
	Off Peak Weekday		96.2%	96.2%	94.4%	94.5%	
	Weekend		98.5%	98.1%	100.0%	98.4%	

Performance Summary		2020 Data			2019 Data	
		Annual	YTD thru		YTD thru	
		Goal	May	May	May	May
Port Jefferson Branch	Overall	90.9%	98.5%	92.5%	90.2%	89.9%
*	AM Peak		0.0%	89.4%	93.8%	88.6%
*	PM Peak		0.0%	87.1%	83.1%	87.7%
*	Total Peak		0.0%	88.3%	88.8%	88.2%
	Off Peak Weekday		97.8%	91.8%	89.0%	89.2%
	Weekend		100.0%	97.3%	94.4%	93.7%
Port Washington Branch	Overall	95.3%	97.6%	97.3%	95.0%	94.6%
*	AM Peak		0.0%	94.4%	96.7%	94.0%
*	PM Peak		0.0%	95.8%	92.6%	93.3%
*	Total Peak		0.0%	95.1%	94.6%	93.6%
	Off Peak Weekday		97.4%	97.3%	93.6%	93.5%
	Weekend		98.0%	98.7%	98.5%	98.0%
Ronkonkoma Branch	Overall	91.6%	98.2%	94.1%	94.5%	92.4%
*	AM Peak		0.0%	89.1%	93.5%	87.0%
*	PM Peak		0.0%	93.2%	89.7%	93.2%
*	Total Peak		0.0%	90.9%	91.8%	89.7%
	Off Peak Weekday		97.7%	94.2%	94.7%	92.6%
	Weekend		99.2%	96.9%	97.9%	96.2%
West Hempstead Branch	Overall	95.8%	98.8%	96.6%	97.7%	96.9%
*	AM Peak		0.0%	92.3%	93.6%	90.2%
*	PM Peak		0.0%	95.6%	96.2%	96.4%
*	Total Peak		0.0%	94.1%	95.0%	93.6%
	Off Peak Weekday		98.3%	97.0%	98.8%	98.1%
	Weekend		100.0%	98.3%	98.8%	98.9%
Operating Statistics	Trains Scheduled		16,224	93,006	21,393	102,469
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.5	-11.2	-10.2	-11.4
	Trains Over 15 min. Late excluding trains canceled or terminated		41	553	94	836
	Trains Canceled		11	151	43	356
	Trains Terminated		5	105	56	269
	Percent of Scheduled Trips Completed		99.9%	99.7%	99.5%	99.4%
Consist Compliance (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				
	*	PM Peak				
	*	Total Peak				

***Please note: The Essential Service Plan ran throughout May 2020. This plan does not provide PEAK service, therefore PEAK OTP, Consist Compliance, and Standee data is not reportable for this time period.**

System Categories Of Delay	% Total	2020	2020 Data		2019 Data		YTD 2020 Vs 2019
		Apr	May	YTD Thru May	May	YTD Thru May	
Engineering (Scheduled)	6.7%	13	16	221	52	184	37
Engineering (Unscheduled)	20.5%	57	49	673	152	1,092	(419)
Maintenance of Equipment	13.4%	25	32	388	107	630	(242)
Transportation	5.0%	15	12	186	17	117	69
Capital Projects	13.8%	31	33	385	76	310	75
Weather and Environmental	1.7%	61	4	209	38	440	(231)
Police	15.1%	35	36	428	100	928	(500)
Customers	7.1%	13	17	814	327	1,387	(573)
Special Events	1.3%	-	3	33	86	185	(152)
Other	10.5%	18	25	328	131	420	(92)
3rd Party Operations	5.0%	3	12	345	24	526	(181)
Total	100.0%	271	239	4,010	1,110	6,219	(2,209)

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
		<i>None</i>												
TOTAL FOR MONTH			0	0	0	0	0	0	0	0	0	0	0	0
												0		

Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - APRIL 2020

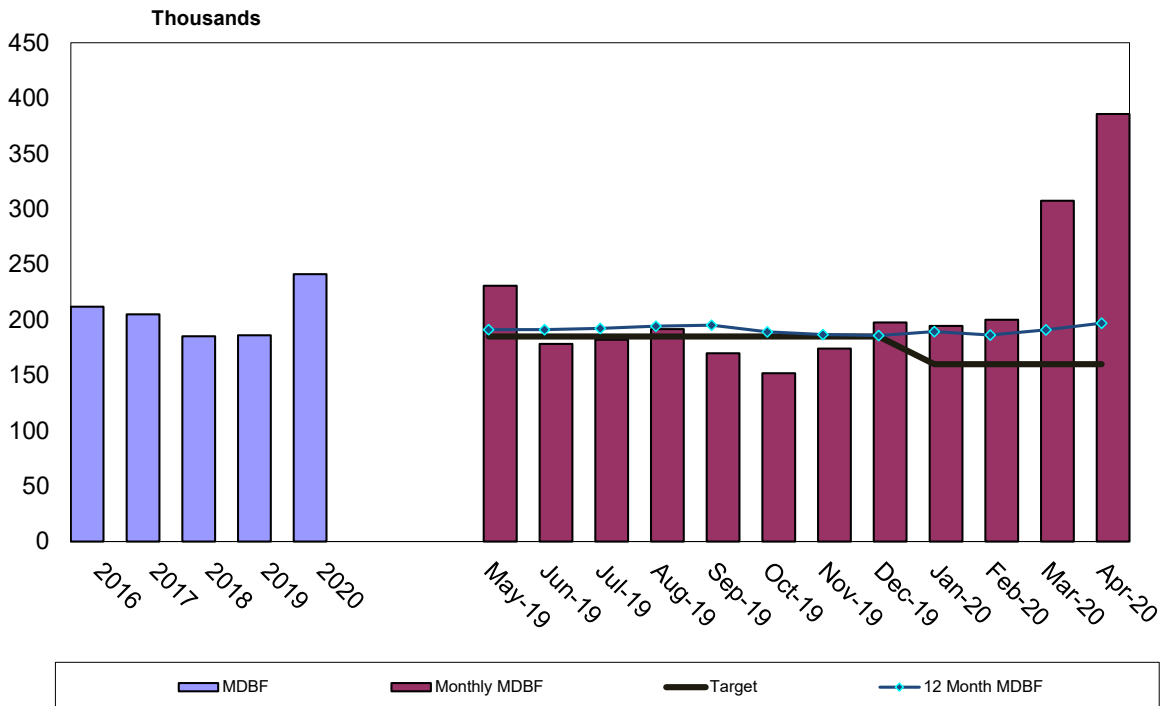
	Equipment Type	Total Fleet Owned	2020 Data					2019 Data		
			MDBF Goal (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)	12 month Rolling Avg MDBF (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)
Mean Distance Between Failures	M-3	142	60,000		0	71,064	67,646	55,639	11	55,214
	M-7	836	360,000	414,553	8	441,045	394,082	394,977	13	436,493
	M-9	40	180,000		0	215,489	233,197	-	-	-
	C-3	134	103,000	434,209	0	199,654	151,017	89,857	8	102,224
	DE	24	19,000	68,079	0	28,317	19,811	26,984	3	37,545
	DM	21	19,000	19,482	2	32,020	25,801	40,378	2	23,369
	Diesel	179	51,000	270,626	2	96,711	72,565	67,736	13	70,080
	Fleet	1,197	160,000	385,767	10	241,211	197,017	179,116	37	193,462

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 C3 and DE fleets had no primary failures in April 2020, actual miles are shown on the chart above.

Note: M3 and M9 fleets weren't utilized in service in April 2020 due to COVID-19 Essential Service schedule.

ALL FLEETS Mean Distance Between Failure 2016 - 2020



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

Elevator Availability		2020		2019	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	99.4%	99.3%	98.9%	99.3%
	Far Rockaway Branch	99.5%	99.5%	99.3%	98.2%
	Hempstead Branch	99.6%	99.6%	98.9%	99.4%
	Long Beach Branch	99.7%	99.6%	99.6%	99.5%
	Port Jefferson Branch	98.1%	98.6%	99.6%	98.6%
	Port Washington Branch	99.2%	99.5%	97.9%	99.0%
	Ronkonkoma Branch	99.5%	98.1%	99.5%	99.3%
	City Terminal Branch	99.6%	98.9%	99.0%	98.0%
	Overall Average	99.3%	98.7%	99.1%	98.9%

Escalator Availability		2020		2019	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	98.5%	98.6%	97.9%	97.5%
	Far Rockaway Branch	99.2%	98.1%	98.7%	98.9%
	Hempstead Branch	98.8%	99.0%	99.4%	99.0%
	Long Beach Branch	96.9%	91.5%	98.7%	98.1%
	Port Jefferson Branch	95.7%	98.1%	97.0%	98.1%
	City Terminal Branch	92.1%	94.1%	98.1%	97.0%
	Overall Average	95.1%	96.4%	98.0%	97.4%

Long Island Rail Road Performance Metrics Report

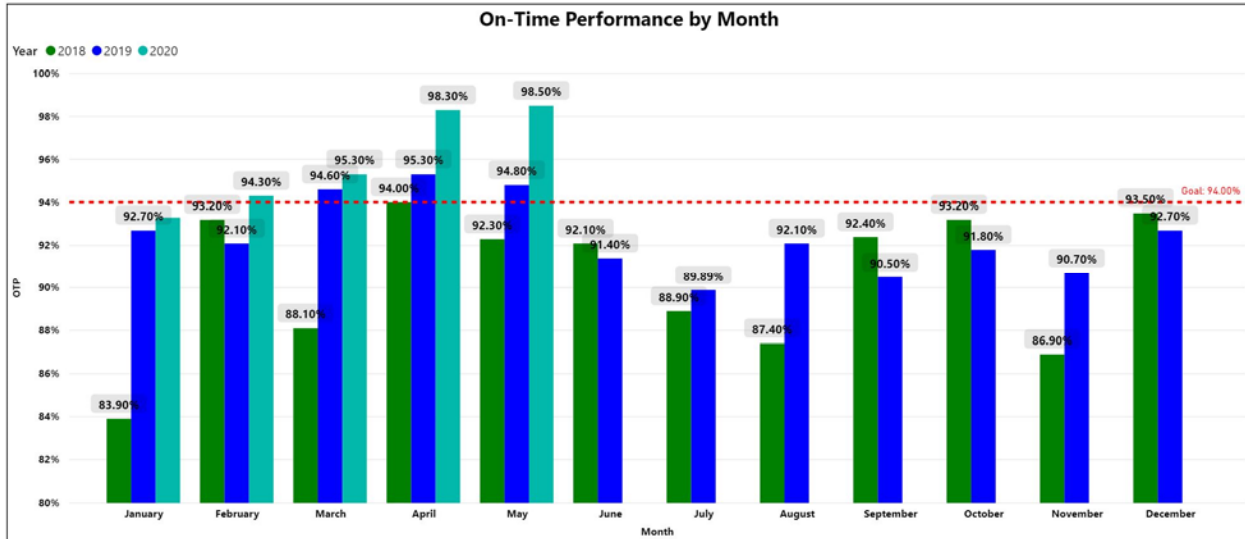


The LIRR's performance metrics are being affected by the impacts of the COVID 19 pandemic. That being said, the LIRR has shown significant improvement in all three operational metrics. MTA Audit Services suspended its fare collection audits in March.

On Time Performance

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

Goal	2020		2019	
	May	YTD	May	YTD
94.0%	98.5%	95.7%	94.8%	93.9%

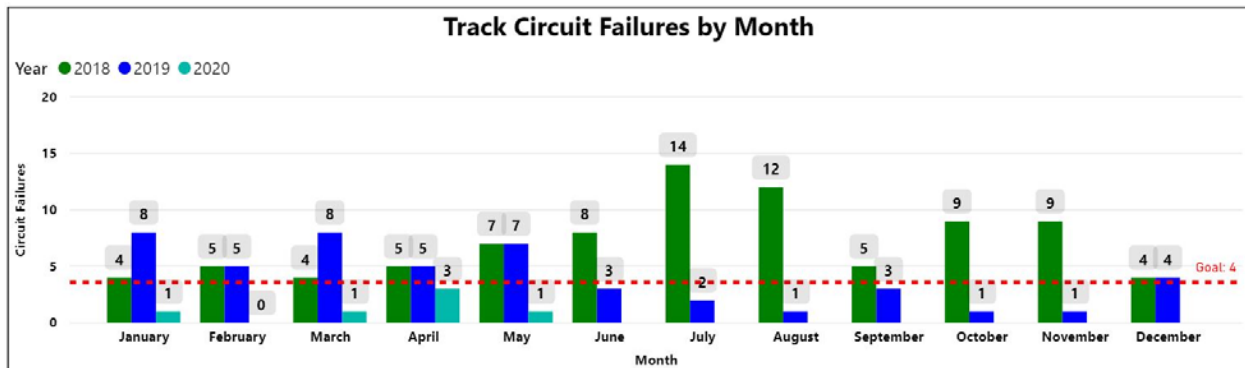


- OTP for May 2020 was 98.5%, which was a significant increase from May 2019's OTP of 94.8%. This increase is directly related to the reduction in service under the Essential Service Plan.

Number of Track Circuit Failures

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

Goal	2020		2019	
	May	YTD	May	YTD
44	1	6	7	33

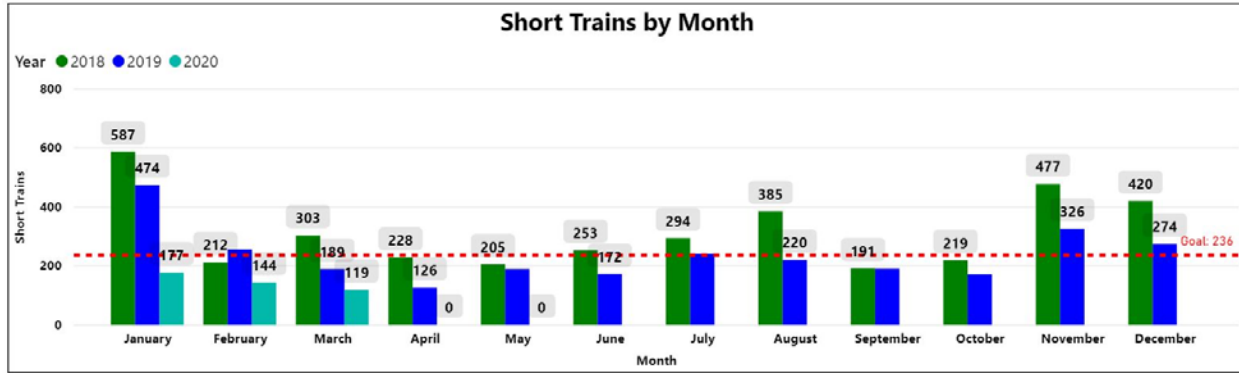


- In May 2020, the LIRR experienced 1 track circuit failure that caused at least 1 delay. In May 2019, the LIRR experienced 7 such failures. Year to date, the LIRR has reduced these failures by 27, from 33 in 2019 to 6 this year, which is a reduction of over 82%.

Number of Short Trains

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

Goal	2020		2019	
	May*	YTD	May	YTD
2,828 annually	0	440	189	1,234



- In May 2020, the LIRR reported 0 short trains, compared with 189 short trains in May 2019. It must be noted that on March 26th, with the adoption of the Essential Service Plan, the LIRR eliminated peak service trains, which is what short trains count. With no peak trains, the LIRR has no corresponding short train data.



Long Island Rail Road

Financial Report Highlights

May 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 Adopted Budget and key financial performance indicators.

May YTD 2020 Highlights

- Total revenue of \$621.1 million was \$150.4 million higher than the budget. This was primarily due to the receipt of FTA CARES funds and the timing of reimbursements for capital activity, partially offset by lower farebox revenue as a result of Covid-19.
- Through May 2020 ridership was 17.9 million, which was (51.5)% below 2019 (adjusted for the same number of work days) and (51.0)% below the budget. Commutation ridership of 10.3 million was (51.5)% below 2019 and (51.3)% below the budget. Non-Commutation ridership of 7.6 million was (51.4)% below 2019 and (50.7)% below the budget. This reduced ridership was a direct result of the Covid-19 pandemic. Consequently, farebox revenue of \$168.8 million was \$(137.9) million lower than the budget.
- Total expenses before non-cash liability adjustments of \$767.6 million were \$104.7 million or 12.0% favorable to the budget. The primary drivers of this favorable variance are the timing of material usage and maintenance and other operating contracts, vacant positions and associated fringe costs and lower traction power and OPEB current, partially offset by higher FELA indemnity reserves, capital project overtime and Covid-19 cleaning efforts.

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

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$470.7	\$621.1	\$150.4
Total Expenses Before Non-Cash Liabilities	872.3	767.6	104.7
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$401.6)	(\$146.5)	\$255.2
Other Non-Cash Liabilities	166.3	172.6	(6.3)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$567.9)	(\$319.0)	\$248.9
Cash Adjustments	116.0	123.3	7.2
Net Cash Surplus/(Deficit)	(\$451.9)	(\$195.8)	\$256.1

Mark Young
Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

May YTD operating results were favorable by \$248.9 or 43.8% lower than the budget.

Non-Reimbursable revenues through May were \$123.3 favorable to the budget. Other Operating Revenue was favorable to budget due to the receipt of FTA CARES funds. Farebox Revenue was unfavorable as a result of lower ridership due to Covid-19. Total Non-Reimbursable expenses were \$125.6 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 electric and OPEB current expenses, partially offset by higher FELA indemnity reserves and cleaning efforts for Covid-19.

YTD capital and other reimbursable expenditures (and reimbursements) were \$27.1 higher than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date **Total Revenues** (including Capital and Other Reimbursements) of \$621.1 were \$150.4 or 32.0% favorable to the budget.

- **Y-T-D Farebox Revenues** were \$(137.9) unfavorable to the budget due to lower ridership as a result of Covid-19. Ridership through May was 17.9 million. This was (51.5)% lower than 2019 (adjusted for same number of calendar work days) and (51.0)% lower than the budget.
- **Y-T-D Other Operating Revenues** were \$261.2 favorable to the budget due to the receipt of FTA CARES funds, partially offset by lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$27.1 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date **Total Expenses** (including depreciation and other) of \$940.1 were favorable to the budget by \$98.4 or 9.5%.

Labor Expenses, \$43.4 favorable Y-T-D.

- **Payroll**, \$24.2 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$6.7 favorable Y-T-D (primarily lower weather-related overtime, maintenance and vacancy/absentee coverage, partially offset by higher capital project activity and higher Covid-19 cleaning efforts).
- **Health & Welfare**, \$5.9 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$4.9 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$1.7 favorable Y-T-D (primarily lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves).

Non-Labor Expenses, \$61.4 favorable Y-T-D.

- **Electric Power**, \$6.5 favorable Y-T-D (lower rates and consumption).
- **Fuel**, \$1.4 favorable Y-T-D (lower consumption and rates).



Long Island Rail Road

Financial Report Highlights

- **Insurance**, \$1.8 favorable Y-T-D (lower force account and liability insurance)
- **Maintenance and Other Operating Contracts**, \$3.9 favorable Y-T-D (primarily lower joint facility maintenance and real estate rentals, and the timing of maintenance and other operating contracts, partially offset by Covid-19 third party cleaning efforts).
- **Professional Services**, \$(1.2) unfavorable Y-T-D (primarily the timing of consultant contracts for technical scope of work for future ESA maintenance contracts and higher project activity, partially offset by the timing of rolling stock decommissioning, track inspections, MTA Chargebacks and communication contracts).
- **Materials and Supplies**, \$45.5 favorable Y-T-D (primarily timing of fleet maintenance and right of way initiatives and capital project material).
- **Other Business Expenses**, \$3.2 favorable Y-T-D (primarily lower credit/debit card fees and the timing of bad debt).

Depreciation and Other, \$(6.3) unfavorable Y-T-D depreciation.

CASH DEFICIT SUMMARY

The Cash Deficit through May of \$195.8 was \$256.1 favorable to the budget due to the receipt of FTA CARES funds, the timing of capital and other reimbursements and lower expenditures, partially offset by lower farebox revenue.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 28.5%, 13.6 percentage points below the budget resulting from the impacts of Covid-19.
- The May Adjusted Farebox Operating Ratio was 33.1%, which is below the budget due to the impacts of Covid-19.
- The May Adjusted Cost per Passenger was \$30.52, which is higher than the budget due to lower ridership as a result of Covid-19.
- The May Revenue per Passenger was \$9.46, which was above the budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
 ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 MAY 2020
 (\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Budget	Actual	Percent	Budget	Actual	Percent	Budget	Actual	Percent
Revenue									
Freight Revenue	\$66,110	\$4,227	(93.6)	\$0,000	\$0,000	-	\$66,110	\$4,227	(93.6)
Vehicle Toll Revenue	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Other Operating Revenue	2,972	265,588	*	0,000	0,000	-	2,972	265,588	*
Capital & Other Reimbursements	0,000	0,000	-	32,381	51,206	58.1	32,381	51,206	58.1
Total Revenue	\$69,082	\$269,815	290.6	\$32,381	\$51,206	58.1	\$101,463	\$321,021	216.4
Expenses									
Labor:									
Payroll	\$51,217	\$40,863	20.2	\$11,349	\$16,299	(43.6)	\$62,567	\$57,162	8.6
Overtime	11,132	4,068	63.5	4,997	7,105	(42.2)	16,129	11,173	30.7
Health and Welfare	11,160	8,762	21.5	2,403	3,753	(56.2)	13,563	12,516	7.7
OP&B Current Payment	6,206	5,183	16.5	0,000	0,000	-	6,206	5,183	16.5
Pensions	11,739	11,441	2.5	3,904	4,202	(7.6)	15,643	15,643	0.0
Other Fringe Benefits	14,373	10,730	25.4	2,457	4,015	(63.4)	16,831	14,744	12.4
Reimbursable Overhead	(0,791)	(5,947)	5.156	0,791	5,947	(6.156)	0,000	0,000	-
Total Labor Expenses	\$105,036	\$75,100	28.5	\$25,902	\$41,320	(69.5)	\$130,938	\$116,421	11.1
Non-Labor:									
Electric Power	\$7,060	\$4,263	39.6	\$0,021	\$0,019	6.3	\$7,081	\$4,283	39.5
Fuel	1,458	0,765	47.5	0,000	0,000	-	1,458	0,765	47.5
Insurance	1,929	1,785	7.4	0,895	0,720	19.6	2,824	2,505	11.3
Claims	0,329	0,127	61.4	0,000	0,000	-	0,329	0,127	61.4
Paratransit Service Contracts	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Maintenance and Other Operating Contracts	6,831	5,625	17.7	1,223	2,567	(51.4)	8,054	8,192	(1.7)
Professional Service Contracts	3,598	3,678	(2.2)	0,077	0,352	(78.1)	3,675	4,030	(9.6)
Materials & Supplies	14,426	3,662	74.6	4,230	6,109	(44.4)	18,656	9,771	47.6
Other Business Expenses	1,670	0,812	51.4	0,033	0,119	(68.8)	1,703	0,930	45.4
Total Non-Labor Expenses	\$37,301	\$20,717	44.5	\$6,479	\$9,885	(52.6)	\$43,780	\$30,602	30.1
Other Expense Adjustments:									
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$142,337	\$95,818	32.7	\$32,381	\$51,206	(58.1)	\$174,718	\$147,023	15.9
Depreciation	\$33,156	\$34,332	(3.5)	\$0,000	\$0,000	-	\$33,156	\$34,332	(3.5)
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	0.0	0,000	0,000	-	0,167	0,167	0.0
Total Expenses	\$175,659	\$130,316	25.8	\$32,381	\$51,206	(58.1)	\$208,041	\$181,522	12.7
Net Surplus/(Deficit)	(\$106,577)	\$139,499	246.076 *	\$0,000	\$0,000	-	(\$106,577)	\$139,499	246.076 *
Cash Conversion Adjustments									
Depreciation	\$33,156	\$34,332	3.5	\$0,000	\$0,000	-	\$33,156	\$34,332	3.5
Operating/Capital	(1,191)	(0,795)	33.3	0,000	0,000	-	(1,191)	(0,795)	33.3
Other Cash Adjustments	\$20,244	(\$3,248)	(\$23,493)	0,000	0,000	-	\$20,244	(\$3,248)	(\$23,493)
Total Cash Conversion Adjustments	(\$86,333)	\$136,250	222.583 *	\$0,000	\$0,000	-	(\$86,333)	\$136,250	222.583 *

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
 ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 MAY Year-To-Date
 (\$ in millions)

	Nonreimbursable			Reimbursable			Total								
	Budget	Favorable (Unfavorable)		Budget	Favorable (Unfavorable)		Budget	Favorable (Unfavorable)							
		Actual	Variance		Percent	Actual		Variance	Percent	Actual	Variance	Percent			
Revenue															
Facebook Revenue	\$306,716	\$168,833	(\$137,883)	(45.0)	\$0,000	\$0,000	\$0,000	\$0,000	\$168,833	(\$137,883)	(45.0)				
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	0,000	0,000	0,000	-				
Other Operating Revenue	13,554	274,728	261,174	*	0,000	0,000	0,000	0,000	274,728	261,174	*				
Capital & Other Reimbursements	0,000	0,000	0,000	-	150,405	177,541	18.0	150,405	177,541	27,136	18.0				
Total Revenue	\$320,270	\$443,561	\$123,292	38.5	\$150,405	\$177,541	18.0	\$150,405	\$621,102	\$150,428	32.0				
Expenses															
Labor:															
Payroll	\$254,822	\$228,877	\$25,946	10.2	\$55,075	\$56,808	(3.1)	\$55,075	\$285,685	\$24,213	7.8				
Overtime	58,564	44,231	14,333	24.5	19,834	27,476	(38.5)	19,834	78,398	6,692	8.5				
Health and Welfare	56,429	48,104	8,326	14.8	11,170	13,645	(22.2)	11,170	67,599	61,749	8.7				
OPEB Current Payment	31,028	26,109	4,919	15.9	0,000	0,000	0,000	0,000	31,028	4,919	15.9				
Pensions	60,067	62,859	(2,793)	(4.6)	18,148	15,355	15.4	18,148	78,215	0,000	0.0				
Other Fringe Benefits	74,758	69,946	4,812	6.4	11,422	14,559	(27.5)	11,422	86,180	1,675	1.9				
Reimbursable Overhead	(3,582)	(21,166)	17,584	*	3,582	21,166	(25.0)	3,582	0,000	0,000	0.0				
Total Labor Expenses	\$532,086	\$458,960	\$73,127	13.7	\$119,231	\$149,008	(25.0)	\$119,231	\$607,968	\$43,350	6.7				
Non-Labor:															
Electric Power	\$37,109	\$30,620	\$6,489	17.5	\$0,104	\$0,102	0.0	\$0,104	\$37,214	\$6,492	17.4				
Fuel	8,558	7,111	1,447	16.9	0,000	0,000	0.0	0,000	8,558	1,447	16.9				
Insurance	9,455	8,743	7,712	7.5	4,011	2,917	1.083	4,011	13,466	1,805	13.4				
Claims	1,835	1,615	0,220	12.0	0,000	0,000	0.0	0,000	1,835	0,220	12.0				
Paratransit Service Contracts	0,000	0,000	0,000	0.0	0,000	0,000	0.0	0,000	0,000	0,000	0.0				
Maintenance and Other Operating Contracts	33,630	26,699	6,930	20.6	8,857	8,888	(3.032)	8,857	39,486	3,899	9.9				
Professional Service Contracts	17,876	17,676	0,200	1.1	0,361	1,715	(1.354)	0,361	18,237	(1,154)	(6.3)				
Materials & Supplies	73,193	33,913	39,281	53.7	20,686	14,479	6.208	20,686	93,880	45,488	48.5				
Other Business Expenses	8,172	4,696	3,476	42.5	0,155	0,432	(0.278)	0,155	8,326	3,198	38.4				
Total Non-Labor Expenses	\$189,828	\$131,074	\$58,754	31.0	\$31,174	\$28,533	\$2,641	\$31,174	\$221,002	\$159,607	\$61,395	27.8			
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-				
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-				
Total Expenses before Depreciation & Other Post Employment Benefits	\$721,914	\$590,034	\$131,880	18.3	\$150,405	\$177,541	(18.0)	\$150,405	\$872,319	\$104,744	12.0				
Depreciation	\$165,419	\$171,660	(6,241)	(3.8)	\$0,000	\$0,000	0.0	\$0,000	\$171,660	(\$6,241)	(3.8)				
GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	0.0	0,000	0,000	0.0	0,000	0,000	0,000	0.0				
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0.0	0,000	0,000	0.0	0,000	0,000	0,000	0.0				
Environmental Remediation	0,833	0,914	(0,081)	(9.7)	0,000	0,000	0.0	0,000	0,833	0,914	(9.7)				
Total Expenses	\$888,167	\$762,608	\$125,559	14.1	\$150,405	\$177,541	(18.0)	\$150,405	\$940,149	\$98,423	9.5				
Net Surplus/(Deficit)	(\$567,897)	(\$319,047)	\$248,850	43.8	\$0,000	\$0,000	\$0,000	\$0,000	(\$567,897)	\$248,850	43.8				
Cash Conversion Adjustments															
Depreciation	\$165,419	\$171,660	\$6,241	3.8	\$0,000	\$0,000	0.0	\$0,000	\$171,660	\$6,241	3.8				
Operating/Capital	(6,754)	(1,862)	4,891	72.4	0,000	0,000	0.0	0,000	(6,754)	(1,862)	72.4				
Other Cash Adjustments	(42,634)	(46,524)	(3,890)	(9.1)	0,000	0,000	0.0	0,000	(42,634)	(3,890)	(9.1)				
Total Cash Conversion Adjustments	\$116,031	\$123,273	\$7,243	6.2	\$0,000	\$0,000	\$0,000	\$0,000	\$116,031	\$7,243	6.2				
Net Cash Surplus/(Deficit)	(\$451,866)	(\$195,773)	\$256,093	56.7	\$0,000	\$0,000	\$0,000	\$0,000	(\$451,866)	\$256,093	56.7				

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

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	May 2020		Year-to-Date May 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
		\$	%	\$	%	
Revenue						
Farebox Revenue	Non Reimb.	(61.883)	(93.6)	(137.883)	(45.0)	Lower ridership due to Covid-19.
Other Operating Revenue	Non Reimb.	262.617	*	261.174	*	Primarily due to FTA CARES Recovery and miscellaneous revenue, partially offset by lower advertising revenue.
Capital & Other Reimbursements	Reimb.	18.824	58.1	27.136	18.0	Timing of capital project activity and interagency reimbursements.
Expenses						
Payroll	Non Reimb.	10.355	20.2	25.946	10.2	Primarily vacant positions and higher sick pay law claim credits.
	Reimb.	(4.950)	(43.6)	(1.733)	(3.1)	Primarily due to timing of project activity.
Overtime	Non Reimb.	7.064	63.5	14.333	24.5	Primarily due to lower vacancy/absentee coverage, programmatic/routine maintenance and scheduled/unscheduled service, partially offset by higher Covid-19 cleaning efforts.
	Reimb.	(2.108)	(42.2)	(7.641)	(38.5)	Over-run mainly attributed to Concrete Tie Program.
Health and Welfare	Non Reimb.	2.398	21.5	8.326	14.8	Vacant positions.
	Reimb.	(1.350)	(56.2)	(2.475)	(22.2)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.022	16.5	4.919	15.9	Fewer retirees/beneficiaries.

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	May 2020		Reason for Variance	Year-to-Date May 2020		
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	0.298	2.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(2.793)	(4.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	(0.298)	(7.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	2.793	15.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	3.644	25.4	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.	4.812	6.4	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(1.557)	(63.4)	Primarily due to timing of project activity.	(3.137)	(27.5)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	5.156	*	Primarily due to timing of project activity.	17.584	*	Primarily due to timing of project activity.
	Reimb.	(5.156)	*	Primarily due to timing of project activity.	(17.584)	*	Primarily due to timing of project activity.
Electric Power	Non Reimb.	2.797	39.6	Primarily due to lower consumption and rates.	6.489	17.5	Primarily due to lower consumption and rates.
	Reimb.	0.001	6.3		0.003	2.8	
Fuel	Non Reimb.	0.693	47.5	Lower rates and lower consumption.	1.447	16.9	Lower consumption and rates.
Insurance	Non Reimb.	0.144	7.4	Lower liability insurance.	0.712	7.5	Lower liability insurance.
	Reimb.	0.175	19.6	Force Account Insurance associated with project activity.	1.093	27.3	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.202	61.4	Timing of claims payments.	0.220	12.0	Timing of claim payments.

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

		Year-to-Date May 2020				
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	May 2020		Favorable/ (Unfavorable) Variance		Reason for Variance
		Favorable/ (Unfavorable) Variance		\$	%	
		\$	%			
Maintenance & Other Operating Contracts	Non Reimb.	1.206	17.7	6.930	20.6	Primarily lower joint facility maintenance and real estate rentals, and timing of maintenance and other operating contracts, partially offset by Covid-19 third party cleaning efforts.
	Reimb.	(1.344)	*	(3.032)	(51.8)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	(0.080)	(2.2)	0.200	1.1	Primarily the timing of Phase 2 consultant contracts for technical scope of work for future ESA maintenance contracts, partially offset by the timing of MTA Chargebacks, rail inspections, rolling stock decommissioning and communication contracts.
	Reimb.	(0.275)	*	(1.354)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	10.764	74.6	39.281	53.7	Primarily timing of modifications and RCM activity for revenue fleet and right of way material.
	Reimb.	(1.879)	(44.4)	6.208	30.0	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.858	51.4	3.476	42.5	Primarily lower credit/debit card fees due to Covid-19, timing of bad debt, lower office supplies and travel meetings & conventions.
	Reimb.	(0.086)	*	(0.278)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(1.176)	(3.5)	(6.241)	(3.8)	Based on certain capital assets being fully depreciated.

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES May 2020 (\$ in millions)									
	Month			Year-to-Date			Favorable (Unfavorable)		
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Percent
Receipts									
Farebox Revenue	\$67,443	\$4,591	(\$62,852)	(93.2)	\$313,381	\$172,178	(\$141,203)	(45.1)	
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Other Operating Revenue	1,371	265,512	264,141	*	14,188	277,858	263,670	*	
Capital & Other Reimbursements	22,957	19,039	(3,918)	(17.1)	109,848	129,814	19,966	18.2	
Total Receipts	\$91,771	\$289,143	\$197,372	*	\$437,417	\$579,849	\$142,432	32.6	
Expenditures									
<i>Labor:</i>									
Payroll	\$60,912	\$55,671	\$5,241	8.6	\$309,927	\$278,815	\$31,112	10.0	
Overtime	17,204	10,812	6,392	37.2	81,957	72,268	9,689	11.8	
Health and Welfare	13,563	1,331	12,232	90.2	67,599	47,373	20,226	29.9	
OPEB Current Payment	6,206	1,438	4,768	76.8	31,030	21,695	9,335	30.1	
Pensions	15,643	15,598	0,045	0.3	78,215	76,785	1,430	1.8	
Other Fringe Benefits	20,132	4,381	15,751	78.2	89,694	67,879	21,815	24.3	
GASB	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Reimbursable Overhead	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Total Labor Expenditures	\$133,660	\$89,231	\$44,429	33.2	\$658,422	\$564,815	\$93,607	14.2	
<i>Non-Labor:</i>									
Electric Power	\$7,081	\$4,120	\$2,961	41.8	\$37,214	\$34,377	\$2,837	7.6	
Fuel	1,458	1,235	0,223	15.3	8,557	8,134	0,423	4.9	
Insurance	0,017	12,007	(11,990)	*	15,792	10,556	5,236	33.2	
Claims	0,102	(0,114)	0,216	*	0,701	0,971	(0,270)	(38.6)	
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Maintenance and Other Operating Contracts	8,054	8,726	(0,672)	(8.3)	39,486	38,206	1,280	3.2	
Professional Service Contracts	1,915	5,379	(3,464)	*	12,092	15,567	(3,475)	(28.7)	
Materials & Supplies	22,492	18,511	3,981	17.7	100,760	80,997	19,763	19.6	
Other Business Expenses	1,992	0,826	1,166	58.5	9,594	6,778	2,816	29.3	
Total Non-Labor Expenditures	\$43,111	\$50,690	(\$7,579)	(17.6)	\$224,196	\$195,586	\$28,610	12.8	
<i>Other Expenditure Adjustments:</i>									
Other	\$1,333	\$0,044	\$1,289	96.7	\$6,665	\$4,138	\$2,527	37.9	
Total Other Expenditure Adjustments	\$1,333	\$0,044	\$1,289	96.7	\$6,665	\$4,138	\$2,527	37.9	
Total Expenditures	\$178,104	\$139,965	\$38,139	21.4	\$889,283	\$764,539	\$124,744	14.0	
Cash Timing and Availability Adjustment	0,000	(12,927)	(12,927)	-	0,000	(11,084)	(11,084)	-	
Net Cash Deficit (excludes opening balance)	(\$86,333)	\$136,250	\$222,583	*	(\$451,866)	(\$195,773)	\$256,093	56.7	
Subsidies									
MTA	86,333	49,597	(36,736)	(42.6)	451,866	446,085	(5,781)	(1.3)	

Table 5

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

Generic Revenue or Expense Category	May 2020		Year-to-Date as of May 2020		Reason for Variance
	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
	\$	%	\$	%	
Receipts					
Farebox Revenue	(62.852)	(93.2)	(141.203)	(45.1)	Lower ridership due to Covid-19 \$(137.883) and lower MetroCard/AirTrain sales \$(1.361), partially offset by higher advance sales impact \$0.392.
Other Operating Revenue	264.141	*	263.670	*	Primarily due to the receipt of FTA CARES funds and the timing of freight revenue.
Capital and Other Reimbursements	(3.918)	(17.1)	19.966	18.2	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures					
Labor:					
Payroll	5.241	8.6	31.112	10.0	Primarily due to vacant positions and rates. sick pay law claim credits.
Overtime	6.392	37.2	9.689	11.8	Primarily due to lower vacancy/absentee coverage, programmatic/routine maintenance and scheduled/unscheduled service, partially offset by higher project overtime and Covid-19 cleaning efforts.
Health and Welfare	12.232	90.2	20.226	29.9	Primarily due to the timing of New York State Health Insurance Program (NYSHIP) payments and vacant positions.
OPEB Current Payment	4.768	76.8	9.335	30.1	Primarily due to the timing of NYSHIP payments and fewer retirees/beneficiaries.
Pensions	0.045	0.3	1.430	1.8	Due to intercompany reimbursements.

Table 5

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

Generic Revenue or Expense Category	May 2020				Year-to-Date as of May 2020			
	Favorable/ (Unfavorable) Variance		Reason for Variance		Favorable/ (Unfavorable) Variance		Reason for Variance	
	\$	%			\$	%		
Other Fringe Benefits	15.751	78.2	Primarily due to lower Railroad Retirement Tax which includes an FTA CARES deferral of May to Dec 2020 payments until 2021 and 2022.	21.815	24.3	Primarily due to lower Railroad Retirement Tax which includes an FTA CARES deferral of May to Dec 2020 payments until 2021 and 2022, and intercompany reimbursements.		
Non-Labor:								
Electric Power	2.961	41.8	Primarily due to lower consumption, lower rates and a prior period overpayment refund.	2.837	7.6	Primarily due to lower rates and consumption, partially offset by the timing of payments.		
Fuel	0.223	15.3	Primarily due to lower rates and consumption, partially offset by the timing of payments.	0.423	4.9	Primarily due to lower consumption and rates, partially offset by the timing of payments.		
Insurance	(11.990)	*	Timing of insurance premium payments.	5.236	33.2	Timing of insurance premium payments.		
Claims	0.216	*	Timing of payments for claims.	(0.270)	(38.6)	Timing of payments for claims.		
Maintenance and Other Operating Contracts	(0.672)	(8.3)	Timing of payments.	1.280	3.2	Timing of payments.		
Professional Service Contracts	(3.464)	*	Primarily due to timing of payments for Phase 2 of consultant contracts for technical scope of work for future ESA maintenance contracts and the timing of MTA Chargeback services.	(3.475)	(28.7)	Primarily due to timing of payments for consultant contracts for technical scope of work for future ESA maintenance contracts and other consulting services, partially offset by the timing of MTA Chargeback services.		
Materials and Supplies	3.981	17.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.	19.763	19.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.		

Table 5

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

Generic Revenue or Expense Category	May 2020		Year-to-Date as of May 2020		Reason for Variance
	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
	\$	%	\$	%	
Other Business Expenses	1.166	58.5	2.816	29.3	Primarily lower credit/debit card fees and employee expenses.
Other Expenditure Adjustments	1.289	96.7	2.527	37.9	Lower MetroCard/AirTrain pass through payments.

Table 6

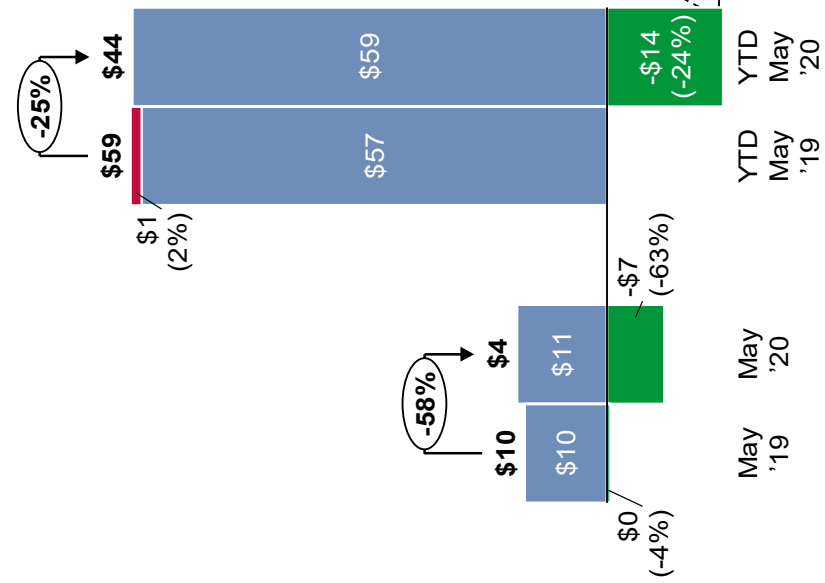
MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET CASH CONVERSION (CASH FLOW ADJUSTMENTS) May 2020 (\$ in millions)									
	Month			Year-to-Date					
	Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)			
			Percent			Percent			
Receipts									
Farebox Revenue	\$1,333	\$0,364	(\$0,968)	\$6,665	\$3,345	(\$3,320)			
Vehicle Toll Revenue	0,000	0,000	-	0,000	0,000	0,000			
Other Operating Revenue	(1,601)	(0,076)	1,525	0,634	3,129	2,495			
Capital & Other Reimbursements	(9,424)	(32,167)	(22,742)	(40,557)	(47,727)	(7,171)			
Total Receipts	(\$9,692)	(\$31,878)	(\$22,186)	(\$33,258)	(\$41,253)	(\$7,995)			
Expenditures									
<i>Labor:</i>									
Payroll	\$1,655	\$1,491	(\$0,164)	(\$0,030)	\$6,870	\$6,900			
Overtime	(1,075)	0,361	1,437	(3,559)	(0,561)	2,997			
Health and Welfare	(0,000)	11,185	11,185	0,000	14,375	14,375			
OPEB Current Payment	(0,000)	3,745	3,745	(0,002)	4,414	4,415			
Pensions	(0,000)	0,045	0,045	(0,000)	1,430	1,430			
Other Fringe Benefits	(3,301)	10,363	13,665	(3,514)	16,625	20,139			
GASB	0,000	0,000	0,000	0,000	0,000	0,000			
Reimbursable Overhead	0,000	0,000	0,000	0,000	0,000	0,000			
Total Labor Expenditures	(\$2,722)	\$27,190	\$29,912	(\$7,105)	\$43,152	\$50,257			
<i>Non-Labor:</i>									
Electric Power	\$0,000	\$0,163	\$0,163	(\$0,000)	(\$3,655)	(\$3,655)			
Fuel	0,000	(0,470)	(0,470)	0,001	(1,023)	(1,024)			
Insurance	2,807	(9,502)	(12,308)	(2,326)	1,105	3,431			
Claims	0,227	0,241	0,014	1,134	0,644	(0,490)			
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000			
Maintenance and Other Operating Contracts	(0,000)	(0,534)	(0,534)	0,000	(2,619)	(2,619)			
Professional Service Contracts	1,760	(1,349)	(3,110)	6,145	3,824	(2,321)			
Materials & Supplies	(3,836)	(8,741)	(4,905)	(6,880)	(32,605)	(25,725)			
Other Business Expenses	(0,289)	0,104	0,393	(1,268)	(1,650)	(0,382)			
Total Non-Labor Expenditures	\$0,669	(\$20,088)	(\$20,757)	(\$3,194)	(\$35,979)	(\$32,785)			
<i>Other Expenditure Adjustments:</i>									
Other	(\$1,333)	(\$0,044)	\$1,289	(\$6,665)	(\$4,138)	\$2,527			
Total Other Expenditure Adjustments	(\$1,333)	(\$0,044)	\$1,289	(\$6,665)	(\$4,138)	\$2,527			
Total Expenditures before Depreciation	(\$3,386)	\$7,058	\$10,444	(\$16,964)	\$3,036	\$20,000			
Depreciation Adjustment	\$33,156	\$34,332	\$1,176	\$165,419	\$171,660	\$6,241			
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	0,833	0,914	0,081			
Total Expenditures	\$29,937	\$41,556	\$11,620	\$149,288	\$175,610	\$26,321			
Cash Timing and Availability Adjustment	0,000	(12,927)	(12,927)	0,000	(11,084)	(11,084)			
Total Cash Conversion Adjustments	\$20,244	(\$3,248)	(\$23,493)	\$116,031	\$123,273	\$7,243			
			*			6.2			

LIRR – Non-Reimbursable Overtime Variance

May 2020 and YTD budget vs. variance

Annual budget: \$144M

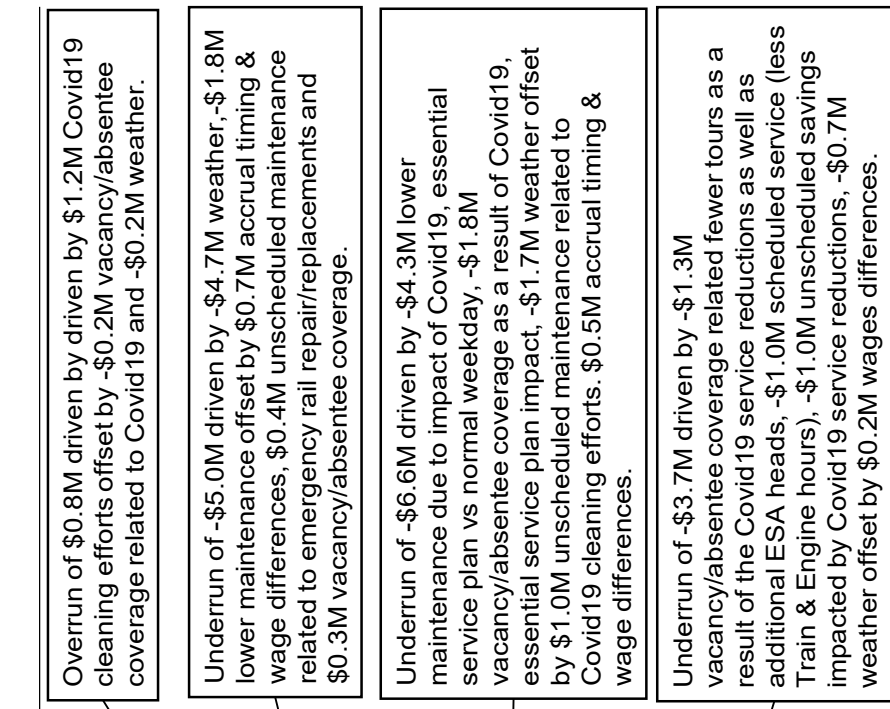
- Favorable
- Unfavorable
- Budget



Overview

- Overall decrease of -\$14.5M or -25% compared to YTD May 2019
- \$14.3M or -24% below 2020 budget
- YTD Covid19 essential service plan savings **-\$6.4M**: (Covid19 indirect overtime savings -\$8.6M offset by Covid19 direct overtime-cleaning expenses \$2.2M)

YTD variance by division



Overrun of \$0.8M driven by driven by \$1.2M Covid19 cleaning efforts offset by -\$0.2M vacancy/absentee coverage related to Covid19 and -\$0.2M weather.

Underrun of -\$5.0M driven by -\$4.7M weather, -\$1.8M lower maintenance offset by \$0.7M accrual timing & wage differences, \$0.4M unscheduled maintenance related to emergency rail repair/replacements and \$0.3M vacancy/absentee coverage.

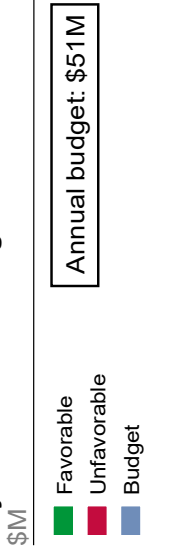
Underrun of -\$6.6M driven by -\$4.3M lower maintenance due to impact of Covid19, essential service plan vs normal weekday, -\$1.8M vacancy/absentee coverage as a result of Covid19, essential service plan impact, -\$1.7M weather offset by \$1.0M unscheduled maintenance related to Covid19 cleaning efforts. \$0.5M accrual timing & wage differences.

Underrun of -\$3.7M driven by -\$1.3M vacancy/absentee coverage related fewer tours as a result of the Covid19 service reductions as well as additional ESA heads, -\$1.0M scheduled service (less Train & Engine hours), -\$1.0M unscheduled savings impacted by Covid19 service reductions, -\$0.7M weather offset by \$0.2M wages differences.

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

LIRR – Reimbursable Overtime Variance

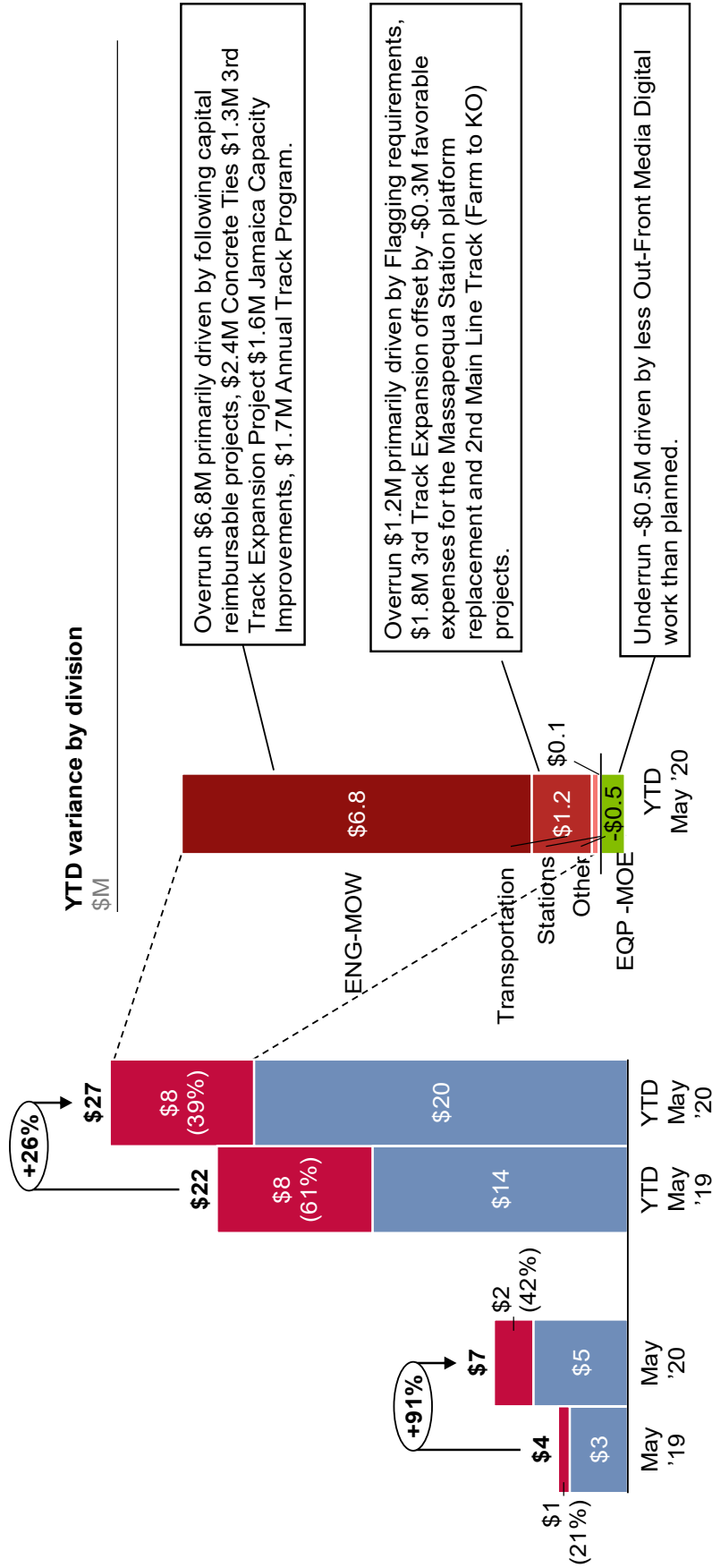
May 2020 and YTD budget vs. variance



Overview

- Overall increase of \$5.6M or 26% compared to YTD May 2019
- \$7.7M or 39% above 2020 budget.
- Favorable weather in YTD has enabled the LIRR to accelerate its capital work to earlier in the year than expected

Annual budget: \$51M



Overrun \$6.8M primarily driven by following capital reimbursable projects, \$2.4M Concrete Ties \$1.3M 3rd Track Expansion Project \$1.6M Jamaica Capacity Improvements, \$1.7M Annual Track Program.

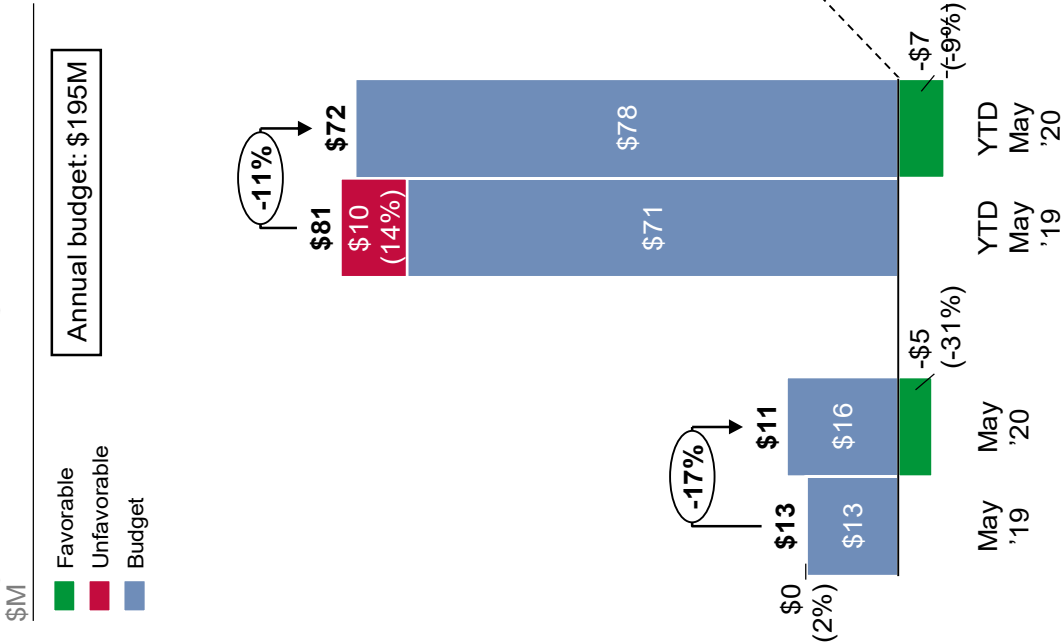
Overrun \$1.2M primarily driven by Flagging requirements, \$1.8M 3rd Track Expansion offset by -\$0.3M favorable expenses for the Massapequa Station platform replacement and 2nd Main Line Track (Farm to KO) projects.

Underrun -\$0.5M driven by less Out-Front Media Digital work than planned.

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

LIRR – Total Overtime Variance

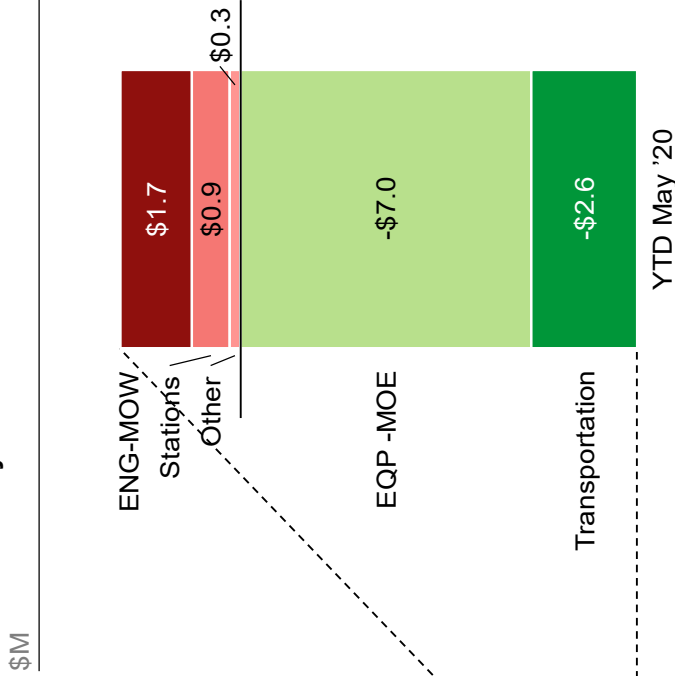
May 2020 and YTD budget vs. variance



Overview

- Overall decrease of \$8.8M or 11% compared to YTD May 2019
- -\$6.7M or -7% below 2020 budget
- Non Reimbursable underrun of -\$14.3M
- Reimbursable overrun of \$7.6M
- YTD Covid19 essential service plan savings **-\$6.4M**: (Covid19 indirect overtime savings -\$8.6M offset by Covid19 direct overtime-cleaning expenses \$2.2M)

YTD variance by division



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

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

	Budget	Actual	Variance	Favorable/ (Unfavorable)
Administration				
Executive VP	1	1		0
Enterprise Asset Management	7	5	2	2
Sr. Vice President - Engineering	2	1	1	1
Labor Relations	17	16	1	1
Procurement & Logistics (excl. Stores)	71	60	11	11
Human Resources	37	32	5	5
Sr. VP Administration	2	2		0
Strategic Investments	15	13	2	2
President	8	7	1	1
VP & CFO	2	2		0
Controller	44	42	2	2
Management & Budget	17	15	2	2
BPM, Controls & Compliance	4	4		0
Market Dev. & Public Affairs	70	66	4	4
Gen. Counsel & Secretary	30	29	1	1
Diversity Management	3	3		0
Security	15	11	4	4
System Safety	46	39	7	7
Training	69	66	3	3
Service Planning	30	27	3	3
Rolling Stock Programs	17	9	8	8
Sr. Vice President - Operations	2	1	1	1
Total Administration	509	451		58
Operations				
Transportation Services - Train Operations	2,376	2,347	29	29
Customer Services	314	319	(5)	(5)
Total Operations	2,691	2,666		25
Maintenance				
Engineering	2,070	1,991	79	79
Equipment	2,242	2,114	128	128
Procurement (Stores)	95	98	(3)	(3)
Total Maintenance	4,407	4,203		204
Engineering/Capital				
Department of Program Management	152	121	31	31
Special Projects	61	53	8	8
Positive Train Control	14	14		-
Total Engineering/Capital	227	188		39
Baseline Total Positions	7,834	7,508		326
<i>Non-Reimbursable</i>	<i>6,468</i>	<i>6,351</i>		<i>117</i>
<i>Reimbursable</i>	<i>1,366</i>	<i>1,157</i>		<i>209</i>
Total Full-Time	7,834	7,508		326
Total Full-Time-Equivalents				

Note: Totals may not add due to rounding

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

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	271	244	27
Professional, Technical, Clerical	134	100	34
Operational Hourlies	104	107	(3)
Total Administration	509	451	58
Operations			
Managers/Supervisors	332	305	27
Professional, Technical, Clerical	109	100	9
Operational Hourlies	2,250	2,261	(11)
Total Operations	2,691	2,666	25
Maintenance			
Managers/Supervisors	901	776	125
Professional, Technical, Clerical	304	256	48
Operational Hourlies	3,202	3,171	31
Total Maintenance	4,407	4,203	204
Engineering/Capital			
Managers/Supervisors	157	143	14
Professional, Technical, Clerical	70	45	25
Operational Hourlies	0	0	0
Total Engineering/Capital	227	188	39
Total Positions			
Managers/Supervisors	1,661	1,468	193
Professional, Technical, Clerical	617	501	116
Operational Hourlies	5,556	5,539	17
Total Positions	7,834	7,508	326

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

Explanation of Variances
<p>NON-REIMBURSABLE POSITIONS - Favorable 117 positions due to vacancies in Maintenance of Equipment, Train Operations and other administrative departments, partially offset by Engineering, Project Management and Special Projects reimbursable telecommuting positions charging to operating instead of reimbursable in error to be corrected in June.</p>
<p>REIMBURSABLE POSITIONS - Favorable 209 positions primarily due to reduced project activity in Engineering, Project Management and Special Projects and reimbursable telecommuting positions charging to operating instead of reimbursable in error in addition to vacancies in other administrative departments, partially offset by increased project activity in Train Operations.</p>

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

	MAY 2020						MAY YEAR TO DATE 2020					
	Month			Variance			YTD			Variance		
	Adopted Budget	Actual 2020	Adjusted* 2019	Adopted Budget	#	%	Adopted Budget	Actual 2020	Adjusted* 2019	Adopted Budget	#	%
RIDERSHIP												
Monthly	3,937	0.124	3,926	(3,813)	(3,813)	-96.8%	20,259	9,797	20,281	(10,463)	(10,484)	-51.7%
Weekly	0.176	0.018	0.175	(0.158)	(0.157)	-89.9%	0.872	0.494	0.927	(0.379)	(0.434)	-46.8%
Total Commutation	4,112	0.142	4,101	(3,970)	(3,959)	-96.5%	21,132	10,291	21,209	(10,841)	(10,918)	-51.5%
One-Way Full Fare	0.847	0.066	0.927	(0.781)	(0.861)	-92.2%	3,698	1,968	3,962	(1,729)	(1,994)	-50.3%
One-Way Off-Peak	1.653	0.193	1.648	(1,460)	(1,455)	-88.3%	7,169	3,432	7,167	(3,737)	(3,734)	-52.1%
All Other	0.982	0.115	0.969	(0.867)	(0.854)	-88.2%	4,463	2,164	4,445	(2,299)	(2,281)	-51.3%
Total Non-Commutation	3,482	0.374	3,544	(3,108)	(3,170)	-89.4%	15,330	7,565	15,574	(7,765)	(8,009)	-51.4%
Total	7,594	0.516	7,645	(7,078)	(7,129)	-93.3%	36,461	17,855	36,783	(18,606)	(18,927)	-51.5%

*Prior year adjusted to reflect current year calendar.

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

	MONTH		VARIANCE	
	Actual 2020	Adopted Budget	Actual 2019	vs. Budget 2019
Farebox Operating Ratio				
Standard ⁽¹⁾	4.4%	46.2%	50.6%	-41.8%
Adjusted ⁽²⁾⁽⁴⁾	7.6%	51.8%	56.7%	-44.2%
Cost Per Passenger				
Standard ⁽¹⁾	\$187.26	\$18.90	\$16.56	(\$168.36)
Adjusted ⁽²⁾	\$169.83	\$17.57	\$15.47	(\$152.26)
Passenger Revenue/Passenger ⁽³⁾	\$8.19	\$8.71	\$8.36	(\$0.52)
				(\$0.17)
	YEAR-TO-DATE		VARIANCE	
	Actual 2020	Adopted Budget	Actual 2019	vs. Budget 2019
Farebox Operating Ratio				
Standard ⁽¹⁾	28.5%	42.1%	48.2%	-13.6%
Adjusted ⁽²⁾⁽⁴⁾	33.1%	47.3%	54.5%	-14.2%
Cost Per Passenger				
Standard ⁽¹⁾	\$33.15	\$19.98	\$17.04	(\$13.17)
Adjusted ⁽²⁾	\$30.52	\$18.59	\$15.86	(\$11.93)
Passenger Revenue/Passenger ⁽³⁾	\$9.46	\$8.41	\$8.20	\$1.05
				\$1.26

(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.



Long Island Rail Road

Financial Report Highlights

April 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 Adopted Budget and key financial performance indicators.

April YTD 2020 Highlights

- Total revenue of \$300.1 million was \$(69.1) million lower than the budget. This was primarily due to lower farebox revenue as a result of Covid-19, partially offset by the timing of reimbursements for capital activity.
- Through April 2020 ridership was 17.3 million, which was (40.5)% below 2019 (adjusted for the same number of work days) and (39.9)% below the budget. Commutation ridership of 10.1 million was (40.7)% below 2019 and (40.4)% below the budget. Non-Commutation ridership of 7.2 million was (40.2)% below 2019 and (39.3)% below the budget. This reduced ridership was a direct result of the Covid-19 pandemic. Consequently, farebox revenue of \$164.6 million was \$(76.0) million lower than the budget.
- Total expenses before non-cash liability adjustments of \$620.6 million were \$77.0 million or 11.0% favorable to the budget. The primary drivers of this favorable variance are the timing of material usage, and maintenance and other operating contracts, vacant positions and associated fringe costs and lower OPEB current and traction power, partially offset by higher FELA indemnity reserves, capital project overtime and Covid-19 cleaning efforts.

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

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$369.2	\$300.1	(\$69.1)
Total Expenses Before Non-Cash Liabilities	697.6	620.6	77.0
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$328.4)	(\$320.5)	\$7.9
Other Non-Cash Liabilities	132.9	138.1	(5.1)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$461.3)	(\$458.5)	\$2.8
Cash Adjustments	95.8	126.5	30.7
Net Cash Surplus/(Deficit)	(\$365.5)	(\$332.0)	\$33.5

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

April YTD operating results were favorable by \$2.8 or 0.6% lower than the budget.

Non-Reimbursable revenues through April were \$(77.4) unfavorable to the budget. Farebox Revenue was unfavorable as a result of lower ridership due to Covid-19. Other Operating Revenues were unfavorable to budget due to the timing of advertising revenues. Total Non-Reimbursable expenses were \$80.2 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 and cleaning efforts for Covid-19.

YTD capital and other reimbursable expenditures (and reimbursements) were \$8.3 higher than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date **Total Revenues** (including Capital and Other Reimbursements) of \$300.1 were \$(69.1) or (18.7)% unfavorable to the budget.

- **Y-T-D Farebox Revenues** were \$(76.0) unfavorable to the budget due to lower ridership as a result of Covid-19. Ridership through April was 17.3 million. This was (40.5)% lower than 2019 (adjusted for same number of calendar work days) and (39.9)% lower than the budget.
- **Y-T-D Other Operating Revenues** were \$(1.4) unfavorable to the budget due to lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$8.3 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date **Total Expenses** (including depreciation and other) of \$758.6 were favorable to the budget by \$71.9 or 8.7%.

Labor Expenses, \$28.8 favorable Y-T-D.

- **Payroll**, \$18.8 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$1.7 favorable Y-T-D (primarily lower weather-related overtime, maintenance and vacancy/absentee coverage, partially offset by higher capital project activity and higher Covid-19 cleaning efforts).
- **Health & Welfare**, \$4.8 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$3.9 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(0.4) unfavorable Y-T-D (primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes).

Non-Labor Expenses, \$48.2 favorable Y-T-D.

- **Electric Power**, \$3.7 favorable Y-T-D (lower rates and consumption).
- **Fuel**, \$0.8 favorable Y-T-D (lower consumption, partially offset by higher rates).



Long Island Rail Road

Financial Report Highlights

- **Insurance**, \$1.5 favorable Y-T-D (lower force account and liability insurance)
- **Maintenance and Other Operating Contracts**, \$4.0 favorable Y-T-D (primarily lower joint facility maintenance and real estate rentals, and the timing of maintenance and other operating contracts, partially offset by Covid-19 third party cleaning efforts).
- **Professional Services**, \$(0.8) unfavorable Y-T-D (primarily the timing of consultant contracts for technical scope of work for future ESA maintenance contracts, partially offset by the timing of rolling stock decommissioning and communication contracts).
- **Materials and Supplies**, \$36.6 favorable Y-T-D (primarily timing of fleet maintenance and right of way initiatives and capital project material).
- **Other Business Expenses**, \$2.4 favorable Y-T-D (primarily lower credit/debit card fees and the timing of bad debt).

Depreciation and Other, \$(5.1) unfavorable Y-T-D depreciation.

CASH DEFICIT SUMMARY

The Cash Deficit through April of \$332.0 was \$33.5 favorable to the budget due to lower expenditures and the timing of capital and other reimbursements, partially offset by lower farebox revenue.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 33.2%, 7.9 percentage points below the budget resulting from the impacts of Covid-19.
- The April Adjusted Farebox Operating Ratio was 38.0%, which is below the budget due to the impacts of Covid-19.
- The April Adjusted Cost per Passenger was \$26.37, which is higher than the budget due to the impact of Covid-19.
- The April Revenue per Passenger was \$9.49, which was above the budget.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Freight Revenue	\$60.874	\$2,299	(\$58,574)	(96.2)	\$0.000	\$0.000	\$0.000	-	\$60.874	\$2,299	(\$58,574)	(96.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.806	2,165	(0,640)	(22.8)	0.000	0.000	0.000	-	2,806	2,165	(0,640)	(22.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	33.776	30,057	(3,719)	(11.0)	33,776	30,057	(3,719)	(11.0)
Total Revenue	\$63.679	\$4,464	(\$59,215)	(93.0)	\$33.776	\$30,057	(\$3,719)	(11.0)	\$97,455	\$34,521	(\$62,934)	(64.6)
Expenses												
Labor:												
Payroll	\$53,518	\$50,823	\$2,695	5.0	\$11,431	\$8,109	\$3,321	29.1	\$64,948	\$58,933	\$6,016	9.3
Overtime	10,644	4,577	6,067	57.0	5,169	5,707	(0,538)	(10.4)	15,813	10,284	5,529	35.0
Health and Welfare	11,143	9,906	1,237	11.1	2,431	2,237	0,193	8.0	13,573	12,143	1,430	10.5
OP&B Current Payment	6,206	5,100	1,106	17.8	0.000	0.000	0.000	-	6,206	5,100	1,106	17.8
Pensions	11,694	13,152	(1,458)	(12.5)	3,949	2,491	1,458	36.9	15,643	15,643	0.000	0.0
Other Fringe Benefits	14,863	9,160	5,704	38.4	2,486	2,384	0,102	4.1	17,349	11,543	5,805	33.5
Reimbursable Overhead	(0,891)	(3,254)	2,363	*	0,891	3,254	(2,363)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$107,176	\$89,463	\$17,713	16.5	\$26,356	\$24,182	\$2,173	8.2	\$133,532	\$113,646	\$19,886	14.9
Non-Labor:												
Electric Power	\$6,790	\$5,798	\$0,991	14.6	\$0,022	\$0,022	(0.000)	(1.2)	\$6,812	\$5,821	\$0,991	14.6
Fuel	1,625	0,962	0,663	40.8	0.000	0.000	0.000	-	1,625	0,962	0,663	40.8
Insurance	1,897	1,678	0,219	11.5	0,914	0,553	0,361	39.5	2,811	2,231	0,580	20.6
Claims	0.379	(0.199)	0.578	*	0.000	0.000	0.000	-	0.379	(0.199)	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	6,691	6,040	0,650	9.7	1,220	2,457	(1,237)	*	7,911	8,498	(0,587)	(7.4)
Professional Service Contracts	3,660	2,031	1,629	44.5	0,078	0,982	(0,904)	*	3,738	3,013	0,724	19.4
Materials & Supplies	15,034	4,799	10,234	68.1	5,152	1,764	3,388	65.8	20,186	6,563	13,622	67.5
Other Business Expenses	1,612	0,576	1,036	64.3	0,034	0,096	(0,062)	*	1,645	0,672	0,974	59.2
Total Non-Labor Expenses	\$37,686	\$21,686	\$16,001	42.5	\$7,420	\$5,875	\$1,546	20.8	\$45,107	\$27,560	\$17,546	38.9
Other Expense Adjustments:												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$144,863	\$111,149	\$33,713	23.3	\$33,776	\$30,057	\$3,719	11.0	\$178,639	\$141,206	\$37,433	21.0
Depreciation	\$33,133	\$34,332	(\$1,199)	(3.6)	\$0.000	\$0.000	\$0.000	-	\$33,133	\$34,332	(\$1,199)	(3.6)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
Total Expenses	\$178,163	\$145,648	\$32,515	18.3	\$33,776	\$30,057	\$3,719	11.0	\$211,939	\$175,705	\$36,234	17.1
Net Surplus/(Deficit)	(\$114,483)	(\$141,183)	(\$26,700)	(23.3)	\$0.000	\$0.000	\$0.000	-	(\$114,483)	(\$141,183)	(\$26,700)	(23.3)
Cash Conversion Adjustments												
Depreciation	\$33,133	\$34,332	\$1,199	3.6	\$0.000	\$0.000	\$0.000	-	33,133	\$34,332	\$1,199	3.6
Operating/Capital	(2,028)	(0,683)	1,346	66.3	0.000	0.000	0.000	-	(2,028)	(0,683)	1,346	66.3
Other Cash Adjustments	\$13,208	\$14,886	\$1,677	12.7	0.000	0.000	0.000	-	\$13,208	\$14,886	\$1,677	12.7
Total Cash Conversion Adjustments	\$44,313	\$48,535	\$4,222	9.5	0.000	0.000	0.000	-	\$44,313	\$48,535	\$4,222	9.5
Net Cash Surplus/(Deficit)	(\$101,275)	(\$126,298)	(\$25,023)	(24.7)	\$0.000	\$0.000	\$0.000	-	(\$101,275)	(\$126,298)	(\$25,023)	(24.7)

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

TABLE 2

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

	Nonreimbursable			Reimbursable			Total						
	Budget	Favorable (Unfavorable)		Budget	Favorable (Unfavorable)		Budget	Favorable (Unfavorable)					
		Actual	Variance		Percent	Actual		Variance	Percent	Actual	Variance	Percent	
Revenue													
Freight Revenue	\$240,606	\$164,606	(\$76,000)	(31.6)	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$164,606	(\$76,000)	(31.6)	
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	0,000	0,000	0,000	0,000	-	
Other Operating Revenue	10,582	9,140	(1,442)	(13.6)	0,000	0,000	0,000	0,000	0,000	9,140	(1,442)	(13.6)	
Capital & Other Reimbursements	0,000	0,000	0,000	-	118,023	126,335	8,312	7.0	118,023	126,335	8,312	7.0	
Total Revenue	\$251,188	\$173,746	(\$77,442)	(30.8)	\$118,023	\$126,335	\$8,312	7.0	\$369,211	\$300,081	(\$69,130)	(18.7)	
Expenses													
Labor:													
Payroll	\$203,605	\$188,014	\$15,591	7.7	\$43,725	\$40,509	\$3,216	7.4	\$247,330	\$228,523	\$18,807	7.6	
Overtime	47,432	40,162	7,269	15.3	14,837	20,371	(5,533)	(37.3)	62,269	60,533	1,736	2.8	
Health and Welfare	45,269	39,342	5,928	13.1	8,767	9,891	(1,123)	(12.8)	54,036	49,233	4,803	8.9	
OPER Current Payment	24,823	20,926	3,897	15.7	0,000	0,000	0,000	0.0	24,823	20,926	3,897	15.7	
Pensions	48,328	51,418	(3,090)	(6.4)	14,244	11,153	3,090	21.7	62,572	62,572	0,000	0.0	
Other Fringe Benefits	60,384	59,216	1,168	1.9	8,965	10,544	(1,579)	(17.6)	69,349	69,760	(411)	(0.6)	
Reimbursable Overhead	(2,791)	(15,219)	12,428	-	2,791	15,219	(12,428)	-	0,000	0,000	0,000	0.0	
Total Labor Expenses	\$427,051	\$383,859	\$43,192	10.1	\$93,328	\$107,668	(\$14,359)	(15.4)	\$620,379	\$491,547	\$28,833	5.5	
Non-Labor:													
Electric Power	\$30,049	\$26,357	\$3,692	12.3	\$0,084	\$0,082	\$0,002	1.9	\$30,133	\$26,439	\$3,694	12.3	
Fuel	7,099	6,346	754	10.6	0,000	0,000	0,000	0.0	7,099	\$6,346	754	10.6	
Insurance	7,526	6,956	569	7.5	3,116	2,197	918	29.5	10,642	\$9,156	1,486	14.0	
Claims	1,506	1,489	17	1.1	0,000	0,000	0,000	0.0	1,506	\$1,489	17	1.1	
Paratransit Service Contracts	0,000	0,000	0,000	0.0	0,000	0,000	0,000	0.0	0,000	0,000	0,000	0.0	
Maintenance and Other Operating Contracts	26,799	21,074	5,724	21.4	4,634	6,322	(1,688)	(36.4)	31,432	\$27,396	4,037	12.8	
Professional Service Contracts	14,278	13,998	280	2.0	0,284	1,363	(1,079)	*	14,562	\$15,361	(799)	(5.5)	
Materials & Supplies	58,768	30,251	28,517	48.5	16,456	8,370	8,086	49.1	75,224	\$38,621	36,603	48.7	
Other Business Expenses	6,502	3,884	2,617	40.3	0,122	0,314	(0,192)	*	6,623	\$4,198	2,425	36.6	
Total Non-Labor Expenses	\$152,527	\$110,357	\$42,170	27.6	\$24,695	\$18,648	\$6,047	24.5	\$177,222	\$129,005	\$48,217	27.2	
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	
Total Expenses before Depreciation & Other Post Employment Benefits	\$579,578	\$494,216	\$85,361	14.7	\$118,023	\$126,335	(\$8,312)	(7.0)	\$697,601	\$620,552	\$77,049	11.0	
Depreciation	\$132,263	\$137,328	(\$5,065)	(3.8)	\$0,000	\$0,000	\$0,000	-	\$132,263	\$137,328	(\$5,065)	(3.8)	
GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	0.0	0,000	0,000	0,000	0.0	
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	0.0	0,000	0,000	0,000	0.0	
Environmental Remediation	0,667	0,748	(0,081)	(12.1)	0,000	0,000	0,000	-	0,667	0,748	(0,081)	(12.1)	
Total Expenses	\$712,507	\$632,292	\$80,216	11.3	\$118,023	\$126,335	(\$8,312)	(7.0)	\$830,531	\$758,627	\$71,904	8.7	
Net Surplus/(Deficit)	(\$461,320)	(\$458,546)	\$2,774	0.6	\$0,000	\$0,000	\$0,000	-	(\$461,320)	(\$458,546)	\$2,774	0.6	
Cash Conversion Adjustments													
Depreciation	\$132,263	\$137,328	\$5,065	3.8	\$0,000	\$0,000	\$0,000	-	132,263	\$137,328	\$5,065	3.8	
Operating/Capital	(5,563)	(1,068)	4,495	80.8	0,000	0,000	0,000	-	(5,563)	(1,068)	4,495	80.8	
Other Cash Adjustments	(30,913)	(9,738)	21,175	68.5	0,000	0,000	0,000	-	(30,913)	(9,738)	21,175	68.5	
Total Cash Conversion Adjustments	\$95,787	\$126,522	\$30,735	32.1	\$0,000	\$0,000	\$0,000	-	\$95,787	\$126,522	\$30,735	32.1	
Net Cash Surplus/(Deficit)	(\$365,533)	(\$332,024)	\$33,509	9.2	\$0,000	\$0,000	\$0,000	-	(\$365,533)	(\$332,024)	\$33,509	9.2	

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

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

		April 2020			Year-to-Date April 2020		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(58,574)	(96.2)	Lower ridership due to Covid-19.	(76,000)	(31.6)	Lower ridership due to Covid-19.
Other Operating Revenue	Non Reimb.	(0,640)	(22.8)	Primarily due to the timing of rental and advertising revenue.	(1,442)	(13.6)	Primarily due to the timing of advertising revenue.
Capital & Other Reimbursements	Reimb.	(3,719)	(11.0)	Timing of capital project activity and interagency reimbursements.	8,312	7.0	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	2,695	5.0	Primarily vacant positions.	15,591	7.7	Primarily vacant positions and higher sick pay law claim credits.
	Reimb.	3,321	29.1	Primarily due to timing of project activity.	3,216	7.4	Primarily due to timing of project activity.
Overtime	Non Reimb.	6,067	57.0	Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by higher Covid-19 cleaning efforts.	7,269	15.3	Primarily due to lower weather-related overtime, maintenance and vacancy/absentee coverage, partially offset by higher Covid-19 cleaning efforts.
	Reimb.	(0,538)	(10.4)	Over-run attributed to 3rd Track expansion.	(5,533)	(37.3)	Over-run mainly attributed to 3rd Track expansion, Jamaica Capacity Improvements, Annual Track Program.
Health and Welfare	Non Reimb.	1,237	11.1	Vacant positions.	5,928	13.1	Vacant positions.
	Reimb.	0,193	8.0	Primarily due to timing of project activity.	(1,125)	(12.8)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1,106	17.8	Fewer retirees/beneficiaries.	3,897	15.7	Fewer retirees/beneficiaries.

TABLE 3

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	April 2020		Year-to-Date April 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
		\$	%	\$	%	
Pensions	Non Reimb.	(1,458)	(12.5)	(3,090)	(6.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	1,458	36.9	3,090	21.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	5,704	38.4	1,168	1.9	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	0,102	4.1	(1,579)	(17.6)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	2,363	*	12,428	*	Primarily due to timing of project activity.
	Reimb.	(2,363)	*	(12,428)	*	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0,991	14.6	3,692	12.3	Primarily due to lower rates and consumption.
	Reimb.	(0,000)	(1.2)	0,002	1.9	
Fuel	Non Reimb.	0,663	40.8	0,754	10.6	Lower consumption, partially offset by higher rates.
Insurance	Non Reimb.	0,219	11.5	0,568	7.5	Lower liability insurance.
	Reimb.	0,361	39.5	0,918	29.5	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0,578	*	0,018	1.2	Timing of claim payments.

TABLE 3

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

		April 2020				Year-to-Date April 2020			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Maintenance & Other Operating Contracts	Non Reimb.	0.650	9.7	Primarily lower joint facility maintenance and the timing of maintenance and other operating contracts, partially offset by Covid-19 third party cleaning efforts.	5.724	21.4	Primarily lower joint facility maintenance and real estate rentals, and timing of maintenance and other operating contracts, partially offset by Covid-19 third party cleaning efforts.		
	Reimb.	(1.237)	*	Primarily due to timing of project activity.	(1.688)	(36.4)	Primarily due to timing of project activity.		
Professional Service Contracts	Non Reimb.	1.629	44.5	Primarily due to prior period accrual reversals, delayed right of way communication contracts and the timing of rolling stock decommissioning and other professional services.	0.280	2.0	Primarily due to the timing of rolling stock decommissioning and communication contracts, partially offset by the timing of consultant contracts for technical scope of work for future ESA maintenance contracts.		
	Reimb.	(0.904)	*	Primarily due to timing of project activity.	(1.079)	*	Primarily due to timing of project activity.		
Materials & Supplies	Non Reimb.	10.234	68.1	Primarily timing of modifications and RCM activity for revenue fleet and right of way material.	28.517	48.5	Primarily timing of modifications and RCM activity for revenue fleet and right of way material.		
	Reimb.	3.388	65.8	Primarily due to timing of project activity.	8.086	49.1	Primarily due to timing of project activity.		
Other Business Expenses	Non Reimb.	1.036	64.3	Primarily lower credit/debit card fees due to Covid-19, office supplies and print & stationery supplies.	2.617	40.3	Primarily lower credit/debit card fees due to Covid-19, timing of bad debt, lower office supplies and miscellaneous expenses.		
	Reimb.	(0.062)	*	Primarily due to timing of project activity.	(0.192)	*	Primarily due to timing of project activity.		
Depreciation	Non Reimb.	(1.199)	(3.6)	Based on certain capital assets being fully depreciated.	(5.065)	(3.8)	Based on certain capital assets being fully depreciated.		

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES April 2020 (\$ in millions)									
	Month			Year-to-Date			Favorable (Unfavorable)		
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Percent
Receipts									
Farebox Revenue	\$62.207	\$3.989	(\$58.218)	(93.6)	\$245.938	\$167.587	(\$78.351)	(31.9)	
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Other Operating Revenue	1.205	8.371	7.166	*	12.817	12.345	(0.472)	(3.7)	
Capital & Other Reimbursements	21.756	17.730	(4.026)	(18.5)	86.891	110.775	23.884	27.5	
Total Receipts	\$85.168	\$30.090	(\$55.078)	(64.7)	\$345.646	\$290.707	(\$54.939)	(15.9)	
Expenditures									
<i>Labor:</i>									
Payroll	\$68.430	\$56.774	\$11.656	17.0	\$249.015	\$223.144	\$25.871	10.4	
Overtime	18.487	13.945	4.542	24.6	64.753	61.456	3.297	5.1	
Health and Welfare	13.573	11.206	2.367	17.4	54.036	46.042	7.994	14.8	
OPEB Current Payment	6.206	5.005	1.201	19.3	24.824	20.257	4.567	18.4	
Pensions	15.643	15.152	0.491	3.1	62.572	61.187	1.385	2.2	
Other Fringe Benefits	17.808	16.347	1.461	8.2	69.562	63.498	6.064	8.7	
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Total Labor Expenditures	\$140.147	\$118.429	\$21.718	15.5	\$524.762	\$475.584	\$49.178	9.4	
<i>Non-Labor:</i>									
Electric Power	\$6.812	\$7.045	(\$0.233)	(3.4)	\$30.133	\$30.257	(\$0.124)	(0.4)	
Fuel	1.625	1.197	0.428	26.3	7.099	6.899	0.200	2.8	
Insurance	5.519	0.000	5.519	100.0	15.775	(1.451)	17.226	*	
Claims	0.152	0.164	(0.012)	(8.0)	0.599	1.085	(0.486)	(81.2)	
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Maintenance and Other Operating Contracts	7.911	8.296	(0.385)	(4.9)	31.432	29.481	1.951	6.2	
Professional Service Contracts	1.977	2.245	(0.268)	(13.6)	10.177	10.187	(0.010)	(0.1)	
Materials & Supplies	19.033	17.249	1.784	9.4	78.268	62.485	15.783	20.2	
Other Business Expenses	1.934	1.213	0.721	37.3	7.602	5.952	1.650	21.7	
Total Non-Labor Expenditures	\$44.963	\$37.410	\$7.553	16.8	\$181.085	\$144.896	\$36.189	20.0	
<i>Other Expenditure Adjustments:</i>									
Other	\$1.333	\$0.423	\$0.910	68.3	\$5.332	\$4.093	\$1.239	23.2	
Total Other Expenditure Adjustments	\$1.333	\$0.423	\$0.910	68.3	\$5.332	\$4.093	\$1.239	23.2	
Total Expenditures	\$186.443	\$156.261	\$30.182	16.2	\$711.179	\$624.574	\$86.605	12.2	
Cash Timing and Availability Adjustment	0.000	(0.126)	(0.126)	-	0.000	1.843	1.843	-	
Net Cash Deficit (excludes opening balance)	(\$101.275)	(\$126.298)	(\$25.023)	(24.7)	(\$365.533)	(\$332.024)	\$33.509	9.2	
Subsidies									
MTA	101.275	88.038	(13.237)	(13.1)	365.533	396.487	30.954	8.5	

Table 5

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

Generic Revenue or Expense Category	April 2020			Year-to-Date as of April 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(58,218)	(93.6)	Lower ridership due to Covid-19 \$(58,574) and lower MetroCard/AirTrain sales \$(1,554), partially offset by higher advance sales impact \$1,910.	(78,351)	(31.9)	Lower ridership due to Covid-19 \$(76,000) and lower MetroCard/AirTrain sales \$(2,479), partially offset by higher advance sales impact \$0.128.
Other Operating Revenue	7,166	*	Primarily due to the timing of the annual PSEG power pole and wire rental payment.	(0,472)	(3.7)	Primarily due to the timing of freight revenue.
Capital and Other Reimbursements	(4,026)	(18.5)	Timing of activity and reimbursement for capital and other reimbursements.	23,884	27.5	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	11,656	17.0	Primarily due to vacant positions and rates.	25,871	10.4	Primarily due to vacant positions, rates and higher sick pay law claim credits.
Overtime	4,542	24.6	Primarily due to lower programmatic/routine maintenance, vacancy/absentee coverage and scheduled/unscheduled service, partially offset by higher project overtime and unscheduled maintenance.	3,297	5.1	Primarily due to lower weather-related overtime, programmatic/routine maintenance and vacancy/absentee coverage, partially offset by higher project overtime unscheduled maintenance.
Health and Welfare	2,367	17.4	Primarily due to vacant positions, and the timing of payments.	7,994	14.8	Primarily due to vacant positions, intercompany reimbursements and the timing of payments.
OPEB Current Payment	1,201	19.3	Primarily due to fewer retirees/beneficiaries and the timing of payments.	4,567	18.4	Primarily due to fewer retirees/beneficiaries and the timing of payments.
Pensions	0,491	3.1	Due to intercompany reimbursements.	1,385	2.2	Due to intercompany reimbursements.

Table 5

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

Generic Revenue or Expense Category	April 2020			Year-to-Date as of April 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.461	8.2	Primarily due to lower Railroad Retirement Tax, partially offset by the timing of FELA payments.	6.064	8.7	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements, partially offset by the timing of FELA payments and higher meal payments.
Non-Labor:						
Electric Power	(0.233)	(3.4)	Primarily due to an overpayment of wayside electricity, partially offset by lower rates and consumption.	(0.124)	(0.4)	Primarily due to the timing of payments and an overpayment of wayside electricity, partially offset by lower rates and consumption.
Fuel	0.428	26.3	Primarily due to the timing of payments, partially offset by lower rates and consumption.	0.200	2.8	Primarily due to the timing of payments and lower consumption, partially offset by higher rates.
Insurance	5.519	100.0	Timing of insurance premium payments.	17.226	*	Timing of insurance premium payments.
Claims	(0.012)	(8.0)	Timing of payments for claims.	(0.486)	(81.2)	Timing of payments for claims.
Maintenance and Other Operating Contracts	(0.385)	(4.9)	Timing of payments.	1.951	6.2	Timing of payments.
Professional Service Contracts	(0.268)	(13.6)	Primarily due to the timing of payments for consulting services.	(0.010)	(0.1)	Primarily due to timing of payments for consultant contracts for technical scope of work for future ESA maintenance contracts and other consulting services, partially offset by the timing of MTA Chargeback services.
Materials and Supplies	1.784	9.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.	15.783	20.2	Primarily the timing of program, production plan, and operating funded capital material and supplies.

Table 5

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

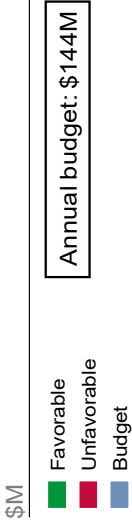
Generic Revenue or Expense Category	April 2020		Year-to-Date as of April 2020		Reason for Variance
	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
	\$	%	\$	%	
Other Business Expenses	0.721	37.3	1.650	21.7	Primarily lower credit/debit card fees.
Other Expenditure Adjustments	0.910	68.3	1.239	23.2	Primarily lower credit/debit card fees and the timing of office supplies and miscellaneous expenses.

Table 6

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET CASH CONVERSION (CASH FLOW ADJUSTMENTS) April 2020 (\$ in millions)									
	Month			Year-to-Date					
	Budget	Actual	Variance	Percent	Favorable (Unfavorable)	Budget	Actual	Variance	Percent
Receipts									
Farebox Revenue	\$1,333	\$1,690	\$0,357	26.7		\$5,332	\$2,981	(\$2,352)	(44.1)
Vehicle Toll Revenue	0,000	0,000	0,000	-		0,000	0,000	0,000	-
Other Operating Revenue	(1,601)	6,206	7,806	*		2,235	3,205	0,970	43.4
Capital & Other Reimbursements	(12,020)	(12,327)	(0,307)	(2.6)		(31,132)	(15,561)	15,572	50.0
Total Receipts	(\$12,287)	(\$4,431)	\$7,856	63.9		(\$23,565)	(\$9,375)	\$14,191	60.2
Expenditures									
<i>Labor:</i>									
Payroll	(\$3,482)	\$2,159	\$5,641	*		(\$1,685)	\$5,379	\$7,064	*
Overtime	(2,674)	(3,661)	(0,987)	(36.9)		(2,484)	(0,923)	1,561	62.8
Health and Welfare	0,000	0,937	0,937	*		0,000	3,191	3,190	*
OPEB Current Payment	(0,000)	0,094	0,095	*		(0,001)	0,669	0,670	*
Pensions	(0,000)	0,491	0,491	*		(0,000)	1,385	1,385	*
Other Fringe Benefits	(0,459)	(4,804)	(4,345)	*		(0,213)	6,262	6,475	*
GASB	0,000	0,000	0,000	-		0,000	0,000	0,000	-
Reimbursable Overhead	0,000	0,000	0,000	-		0,000	0,000	0,000	-
Total Labor Expenditures	(\$6,615)	(\$4,783)	\$1,832	27.7		(\$4,383)	\$15,962	\$20,345	*
<i>Non-Labor:</i>									
Electric Power	(\$0,000)	(\$1,225)	(\$1,224)	*		(\$0,000)	(\$3,818)	(\$3,818)	*
Fuel	0,000	(0,235)	(0,236)	*		0,000	(0,553)	(0,553)	*
Insurance	(2,708)	2,231	4,939	*		(5,133)	10,606	15,740	*
Claims	0,227	(0,364)	(0,590)	*		0,907	0,403	(0,504)	(55.6)
Paratransit Service Contracts	0,000	0,000	0,000	-		0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	(0,000)	0,202	0,202	*		0,000	(2,085)	(2,085)	*
Professional Service Contracts	1,761	0,768	(0,993)	(56.4)		4,385	5,174	0,789	18.0
Materials & Supplies	1,153	(10,685)	(11,838)	*		(3,044)	(23,864)	(20,820)	*
Other Business Expenses	(0,289)	(0,542)	(0,253)	(87.6)		(0,979)	(1,754)	(0,775)	(79.2)
Total Non-Labor Expenditures	\$0,144	(\$9,849)	(\$9,993)	*		(\$3,863)	(\$15,891)	(\$12,028)	*
<i>Other Expenditure Adjustments:</i>									
Other	(\$1,333)	(\$0,423)	\$0,910	68.3		(\$5,332)	(\$4,093)	\$1,239	23.2
Total Other Expenditure Adjustments	(\$1,333)	(\$0,423)	\$0,910	68.3		(\$5,332)	(\$4,093)	\$1,239	23.2
Total Expenditures before Depreciation	(\$7,804)	(\$15,055)	(\$7,251)	(92.9)		(\$13,578)	(\$4,022)	\$9,556	70.4
Depreciation Adjustment	\$33,133	\$34,332	\$1,199	3.6		\$132,263	\$137,328	\$5,065	3.8
GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	-		0,000	0,000	0,000	-
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	-		0,000	0,000	0,000	-
Environmental Remediation	0,167	0,167	0,000	0.0		0,667	0,748	0,081	12.1
Total Expenditures	\$25,496	\$19,443	(\$6,052)	(23.7)		\$119,352	\$134,053	\$14,701	12.3
Cash Timing and Availability Adjustment	0,000	(0,126)	(0,126)	-		0,000	1,843	1,843	-
Total Cash Conversion Adjustments	\$13,208	\$14,886	\$1,677	12.7		\$95,787	\$126,522	\$30,735	32.1

LIRR – Non-Reimbursable Overtime Variance

Apr 2020 and YTD budget vs. variance

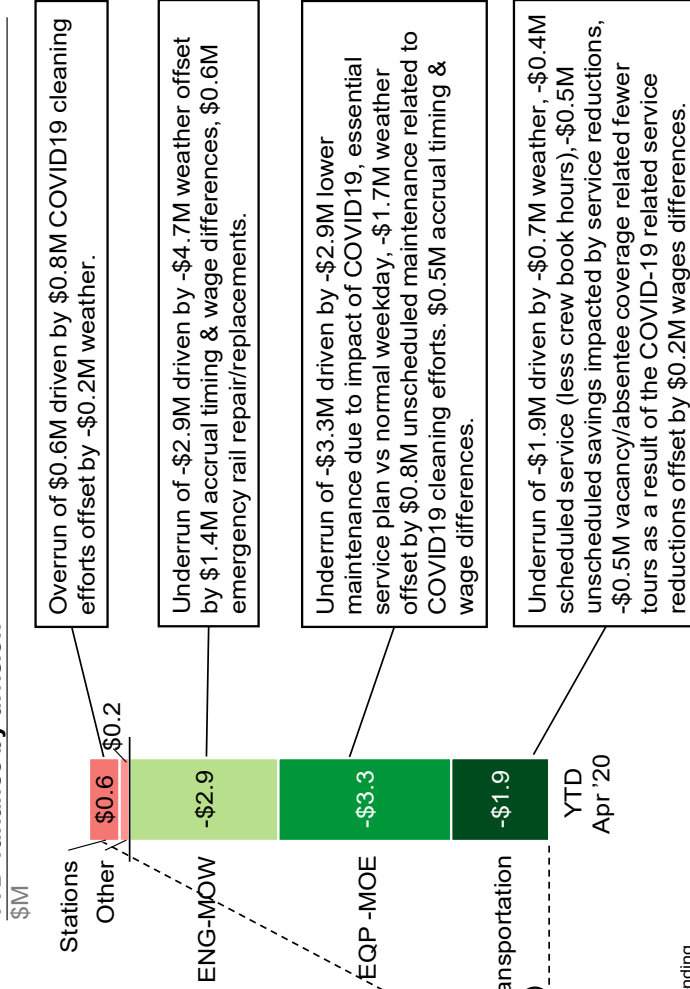


Overview

- Overall decrease of -\$9.4M or -18% compared to YTD April 2019
- -\$7.3M or -15% below 2020 budget

- EQP - MOE underrun of -\$3.3M
- ENG - MOW underrun of -\$2.9M
- Transportation underrun of -\$1.9M
- Stations overrun of \$0.6M

YTD variance by division



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

LIRR – Reimbursable Overtime Variance

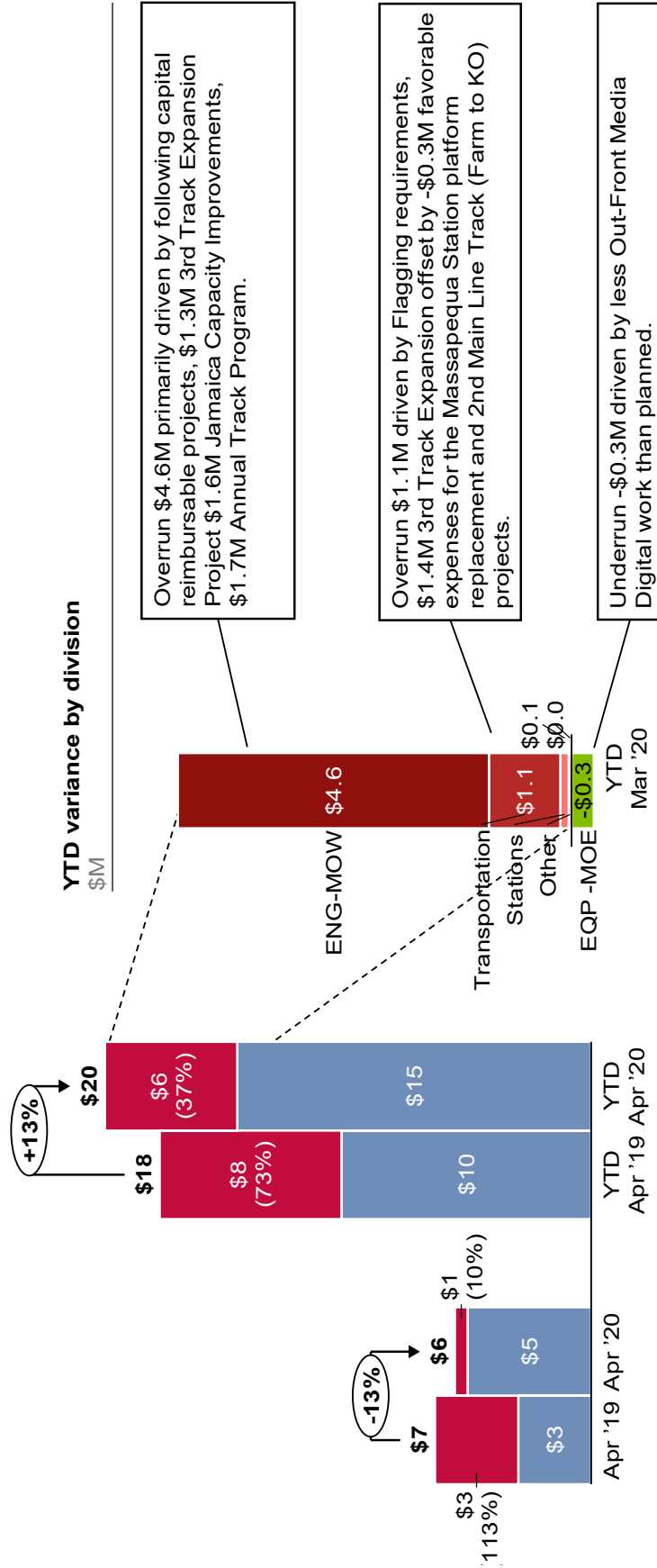
Apr 2020 and YTD budget vs. variance
\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$51M

Overview

- Overall increase of \$2.3M or 13% compared to YTD April 2019
- \$5.5M or 37% above 2020 budget.
- Favorable weather in YTD has enabled the LIRR to accelerate its capital work to earlier in the year than expected



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

LIRR – Total Overtime Variance

Apr 2020 and YTD budget vs. variance

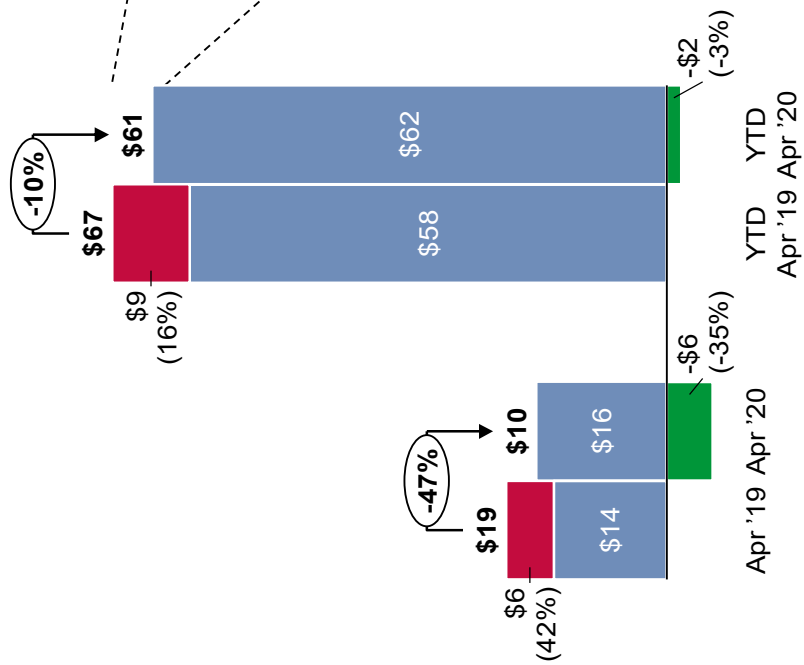
\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$195M

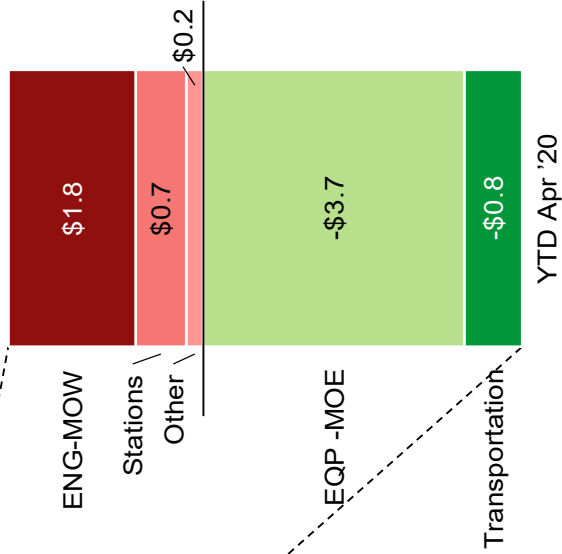
Overview

- Overall decrease of \$6.6M or 10% compared to YTD April 2019
- -\$1.7M or -3% below 2020 budget
- Non Reimbursable overrun of -\$7.3M
- Reimbursable overrun of \$5.6M



YTD variance by division

\$M



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

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

	Budget	Actual	Favorable/ (Unfavorable)	Variance
Administration				
Executive VP	1	1		0
Enterprise Asset Management	7	5		2
Sr. Vice President - Engineering	2	1		1
Labor Relations	17	16		1
Procurement & Logistics (excl. Stores)	71	60		11
Human Resources	37	32		5
Sr. VP Administration	2	2		0
Strategic Investments	15	13		2
President	8	7		1
VP & CFO	2	2		0
Controller	44	42		2
Management & Budget	17	14		3
BPM, Controls & Compliance	4	4		0
Market Dev. & Public Affairs	70	67		3
Gen. Counsel & Secretary	30	29		1
Diversity Management	3	3		0
Security	15	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
Total Administration	509	451		58
Operations				
Transportation Services - Train Operations	2,392	2,355		37
Customer Services	319	307		12
Total Operations	2,711	2,662		49
Maintenance				
Engineering	2,070	1,994		76
Equipment	2,230	2,117		113
Procurement (Stores)	95	98		(3)
Total Maintenance	4,395	4,209		186
Engineering/Capital				
Department of Program Management	152	121		31
Special Projects	61	53		8
Positive Train Control	14	15		(1)
Total Engineering/Capital	227	189		38
Baseline Total Positions	7,842	7,511		331
Non-Reimbursable	6,467	6,656		(189)
Reimbursable	1,375	856		520
Total Full-Time	7,842	7,511		331
Total Full-Time-Equivalents				

Note: Totals may not add due to rounding

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

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	271	244	27
Professional, Technical, Clerical	134	100	34
Operational Hourlies	104	107	(3)
Total Administration	509	451	58
Operations			
Managers/Supervisors	331	305	26
Professional, Technical, Clerical	108	100	8
Operational Hourlies	2,272	2,257	15
Total Operations	2,711	2,662	49
Maintenance			
Managers/Supervisors	901	778	123
Professional, Technical, Clerical	304	256	48
Operational Hourlies	3,190	3,175	15
Total Maintenance	4,395	4,209	186
Engineering/Capital			
Managers/Supervisors	157	144	13
Professional, Technical, Clerical	70	45	25
Operational Hourlies	0	0	0
Total Engineering/Capital	227	189	38
Total Positions			
Managers/Supervisors	1,660	1,471	189
Professional, Technical, Clerical	616	501	115
Operational Hourlies	5,566	5,539	27
Total Positions	7,842	7,511	331

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

Explanation of Variances
<p>NON-REIMBURSABLE POSITIONS - Unfavorable 189 positions due to Engineering workforce working on maintenance activity instead of capital project activity and reimbursable telecommuting positions charged to operating instead of reimbursable in error to be corrected in May. This is partially offset by vacancies in Maintenance of Equipment, Train Operations, Stations Department and other administrative departments.</p>
<p>REIMBURSABLE POSITIONS - Favorable 520 positions primarily due to reduced project activity in Engineering, reimbursable telecommuting positions charged to operating instead of reimbursable in error to be corrected in May, and vacancies in Project Management, Special Projects, Procurement and Logistics and other administrative departments, partially offset by increased project activity in Train Operations.</p>

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

	APRIL 2020						APRIL YEAR TO DATE 2020					
	Month			Variance			YTD			Variance		
	Adopted Budget**	Actual 2020	Adjusted* 2019	Adopted Budget**	#	%	Adopted Budget**	Actual 2020	Adjusted* 2019	Adopted Budget**	#	%
RIDERSHIP												
Monthly	4.223	0.162	4.260	(4.062)	(4.062)	-96.2%	(4.062)	9.673	16.355	(6.650)	(6.683)	-40.9%
Weekly	0.201	0.006	0.204	(0.194)	(0.194)	-96.9%	(0.194)	0.476	0.752	(0.221)	(0.276)	-36.7%
Total Commutation	4.424	0.168	4.464	(4.256)	(4.256)	-96.2%	(4.256)	10.149	17.107	(6.871)	(6.959)	-40.7%
One-Way Full Fare	0.771	0.018	0.823	(0.753)	(0.753)	-97.7%	(0.753)	1.902	3.035	(0.949)	(1.132)	-37.3%
One-Way Off-Peak	1.477	0.040	1.468	(1.437)	(1.437)	-97.3%	(1.437)	3.239	5.519	(2.276)	(2.280)	-41.3%
All Other	0.962	0.028	0.969	(0.934)	(0.934)	-97.1%	(0.934)	2.049	3.476	(1.432)	(1.427)	-41.1%
Total Non-Commutation	3.210	0.086	3.260	(3.124)	(3.124)	-97.3%	(3.124)	7.191	12.030	(4.657)	(4.839)	-40.2%
Total	7.633	0.254	7.724	(7.380)	(7.380)	-96.7%	(7.380)	17.339	29.137	(11.528)	(11.798)	-40.5%

*Prior year adjusted to reflect current year calendar.

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

	MONTH		VARIANCE	
	Actual 2020	Adopted Budget	Actual 2019	vs. Budget 2019
Farebox Operating Ratio				
Standard ⁽¹⁾	2.1%	41.4%	51.4%	-39.3%
Adjusted ⁽²⁾	4.4%	46.6%	55.9%	-42.2%
Cost Per Passenger				
Standard ⁽¹⁾	\$441.03	\$19.24	\$15.56	(\$425.47)
Adjusted ⁽²⁾	\$403.64	\$17.92	\$14.41	(\$385.72)
Passenger Revenue/Passenger ⁽³⁾	\$9.07	\$7.97	\$7.99	\$1.10
				\$1.08
	YEAR-TO-DATE		VARIANCE	
	Actual 2020	Adopted Budget	Actual 2019	vs. Budget 2019
Farebox Operating Ratio				
Standard ⁽¹⁾	33.2%	41.1%	47.5%	-7.9%
Adjusted ⁽²⁾	38.0%	46.2%	53.9%	-8.2%
Cost Per Passenger				
Standard ⁽¹⁾	\$28.56	\$20.27	\$17.18	(\$8.29)
Adjusted ⁽²⁾	\$26.37	\$18.85	\$15.97	(\$7.52)
Passenger Revenue/Passenger ⁽³⁾	\$9.49	\$8.33	\$8.16	\$1.16
				\$1.33

(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.



Long Island Rail Road

Ridership Report Highlights

May 2020 vs. 2019

- Total ridership decreased -93.3% compared to May 2019 (515,918 in May 2020 vs. 7,645,149 in May 2019).
- Commutation ridership decreased -96.5% compared to May 2019
- Non-Commutation ridership decreased -89.4% compared to May 2019
- The May 2020 ridership reflects essential-only travel. The ridership loss is attributed to the impact of COVID-19 travel restrictions.

2020 vs. 2019 YTD

- Total YTD ridership is -51.5% below 2019 and -51.0% below Budget
- YTD Commutation ridership is -51.5% below 2019
- YTD Non-Commutation ridership is -51.4% below 2019

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

May 2020

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

EXECUTIVE SUMMARY

May Ridership and Revenue (millions)

	May 2020	% Change vs. 2020
Total Rail Ridership	0.516	-93.3% ▼
Commutation Ridership	0.142	-96.5% ▼
Non-Commutation Ridership	0.374	-89.4% ▼
Rail Revenue	\$4.2	-93.7% ▼

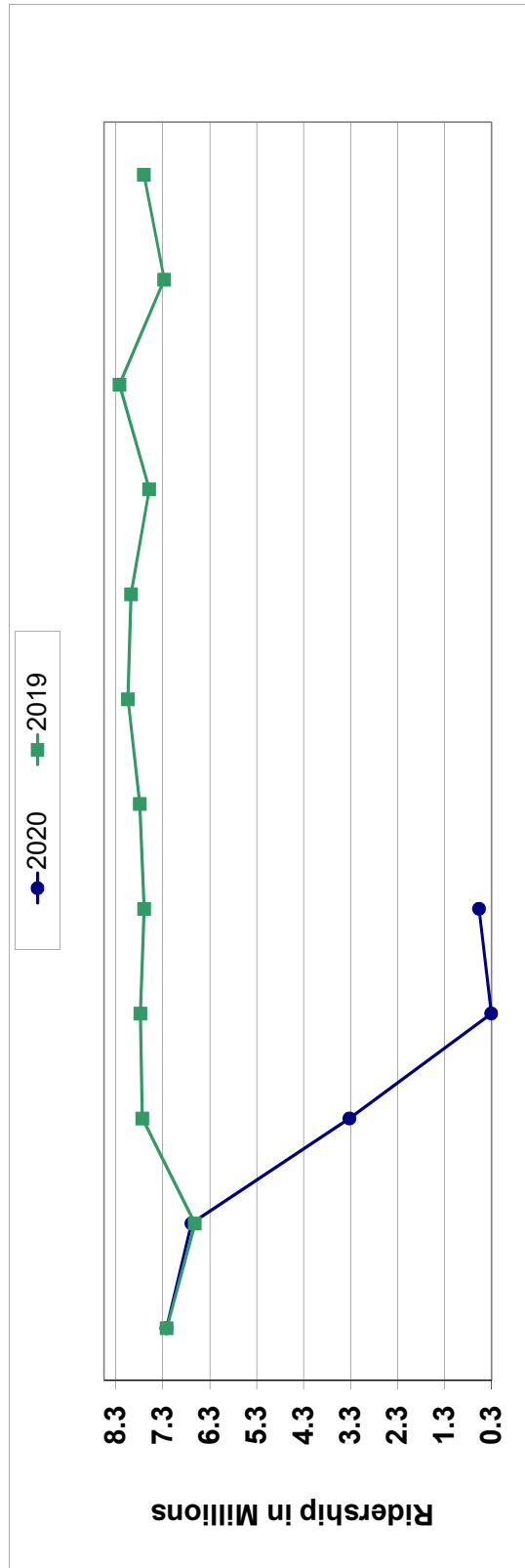
Year-to-Date through May Prelim. Ridership and Revenue (millions)

	May 2020	% Change vs. 2020	Comparison to Budget
Total Rail Ridership	17.855	-51.5% ▼	-51.0% ▼
Commutation Ridership	10.291	-51.5% ▼	-51.3% ▼
Non-Commutation Ridership	7.565	-51.4% ▼	-50.7% ▼
Rail Revenue	\$168.8	-44.3% ▼	-45.0% ▼

Please Note: Ridership is based on ticket sales data.

May RIDERSHIP

- May Total Ridership was -93.3% below '19 and -93.2% below 2020 Budget.

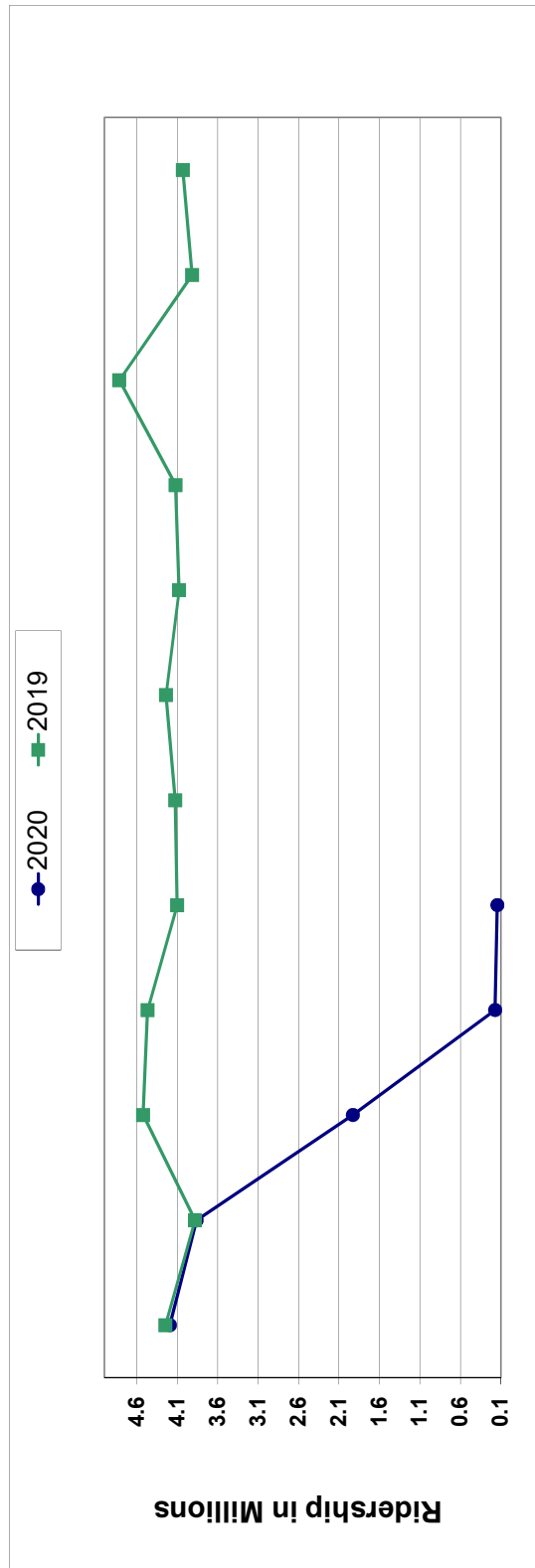


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	7.2	6.6	3.3	0.3	0.5								17.9
2019	7.2	6.6	7.7	7.7	7.6	7.7	8.0	7.9	7.5	8.2	7.2	7.6	36.8
PCT CHG.	0.1%	1.1%	-57.4%	-96.7%	-93.3%								-51.5%

Please Note: Ridership is based on ticket sales data.

May COMMUTATION RIDERSHIP

- May Commutation Ridership was -96.5% below '19 and -96.5 % below 2020 Budget.

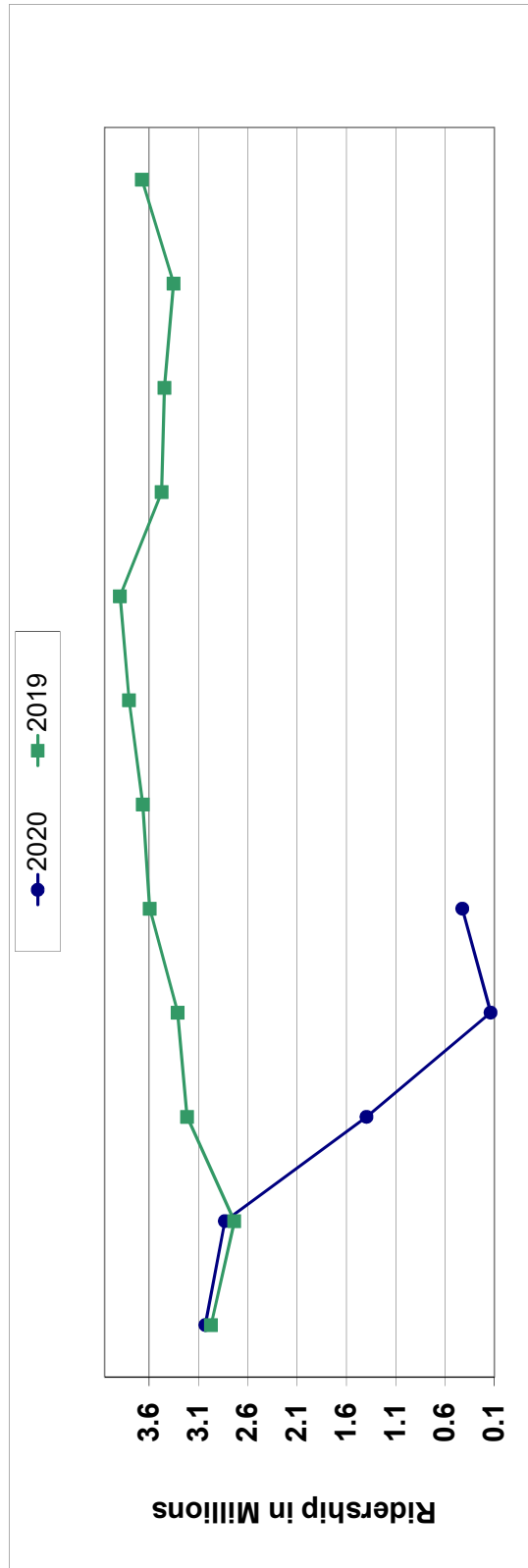


		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020		4.2	3.9	1.9	0.2	0.1								10.3
2019		4.2	3.9	4.5	4.5	4.1	4.1	4.2	4.1	4.1	4.8	3.9	4.0	21.2
PCT CHG.		-1.2%	-0.5%	-57.3%	-96.2%	-96.5%								-51.5%

Please Note: Ridership is based on ticket sales data.

May NON-COMMUTATION RIDERSHIP

- May Non-Commutation Ridership was -89.4% below '19 and -89.3% below 2020 Budget.

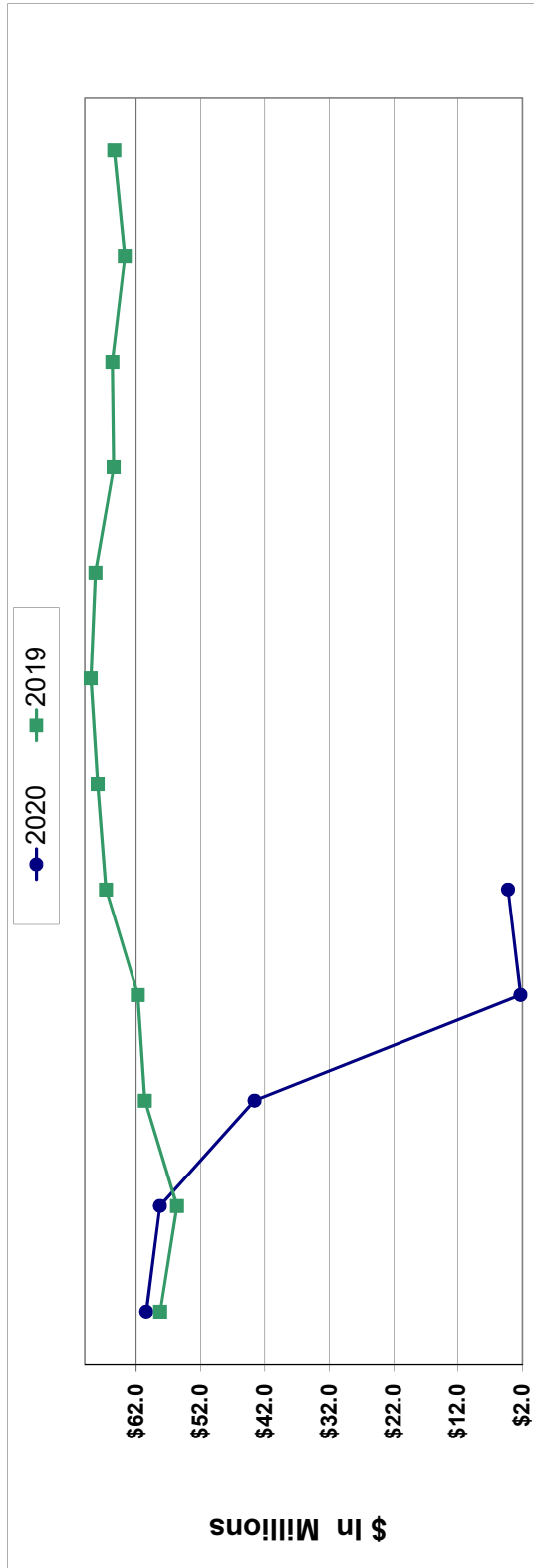


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	3.0	2.8	1.3	0.1	0.4								7.6
2019	2.9	2.7	3.2	3.3	3.5	3.6	3.8	3.8	3.4	3.4	3.3	3.6	15.6
PCT CHG.	2.0%	3.5%	-57.5%	-97.4%	-89.4%								-51.4%

Please Note: Ridership is based on ticket sales data.

May REVENUE

- May Total Revenue was -93.7% below '19 and -93.6% 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	\$23.3	\$4.2								\$168.8
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	\$302.9
PCT CHG.	3.7%	4.8%	-28.2%	-96.3%	-93.7%								-44.3%

*Fare increase was implemented in April 2019.

Please Note: Ridership is based on ticket sales data.

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

TICKET TYPE/SERVICE	May 2020	*May 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	142,013	4,101,116	(3,959,103)	-96.5%
NON-COMMUTATION RIDERSHIP	373,905	3,544,033	(3,170,128)	-89.4%
TOTAL RIDERSHIP	515,918	7,645,149	(7,129,231)	-93.3%

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

TICKET TYPE/SERVICE	May 2020	*May 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	10,290,577	21,208,585	(10,918,009)	-51.5%
NON-COMMUTATION RIDERSHIP	7,564,707	15,574,029	(8,009,322)	-51.4%
TOTAL RIDERSHIP	17,855,284	36,782,614	(18,927,331)	-51.5%

* 2019 ridership numbers were adjusted using 2020 factors.

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

REVENUE	May 2020	May 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$1,192,286	\$32,306,201	(\$31,113,915)	-96.3%
NON-COMMUTATION REVENUE	\$3,034,674	\$34,349,317	(\$31,314,643)	-91.2%
TOTAL REVENUE	\$4,226,960	\$66,655,518	(\$62,428,559)	-93.7%

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

REVENUE	May 2020	May 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$97,674,852	\$157,920,011	(\$60,245,159)	-38.1%
NON-COMMUTATION REVENUE	\$71,158,137	\$145,010,310	(\$73,852,173)	-50.9%
TOTAL REVENUE	\$168,832,989	\$302,930,320	(\$134,097,332)	-44.3%



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

L70204VZ: NEW ELMONT STATION

Milestone: Contract Award \$65,077,338

Project Budget: \$105.50M

A Design-Build contract was awarded to Judlau Contracting Inc for \$65,077,338 for the design and construction of a new station, Elmont, on the Main Line between Queens Village and Bellerose Stations, that will support the Belmont Park Redevelopment Project. Project work includes design and construction of all the elements required for the new Elmont Station: Installation of north and south side platforms; a pedestrian overpass; and all associated station elements including canopies, lighting, stairs/ramps, CCTV/Security equipment/rooms, audio visual display boards/signage, elevators and machine rooms. Major construction is expected to begin this summer.

The project will be done in two phases. Phase 1 of the project will build a new 8-car south platform on the LIRR's Main Line and improve the existing Belmont Spur and Wye, with completion anticipated in the fall of 2021. Phase 2 will build out the station to a full time LIRR station along with associated track, signal, and other infrastructure, with completion anticipated year-end 2022. In addition to serving Belmont Park racetrack and the New York Islanders hockey team's new arena, it is anticipated the Elmont Station will serve New York City-bound commuters as well. Currently, the racetrack is served by a part-time station to and from New York on race days only. The new full-time Elmont Station along the LIRR's Main Line, and the improvements to the Belmont Wye, will allow for enhanced special event and commuter service to the Belmont Development area and the surrounding communities.

L70204VH: RONKONKOMA PARKING GARAGE REHABILITATION [SBDP]

Milestone: Contract Award \$1,224,711

Project Budget: \$2.80M

On May 18th, the Notice of Award for a Mentor Contract for Ronkonkoma Parking Garage Rehabilitation Pkg #3 that will provide for replacement of the fire standpipe, fire alarm system, and 20 doors/frames throughout the Ronkonkoma garage, as well as replacement of 50 ft. of electric conduit, was issued to Energize Electrical Contracting Corp. This work is part of the LIRR's renewal efforts to the Ronkonkoma Parking Garage facility.

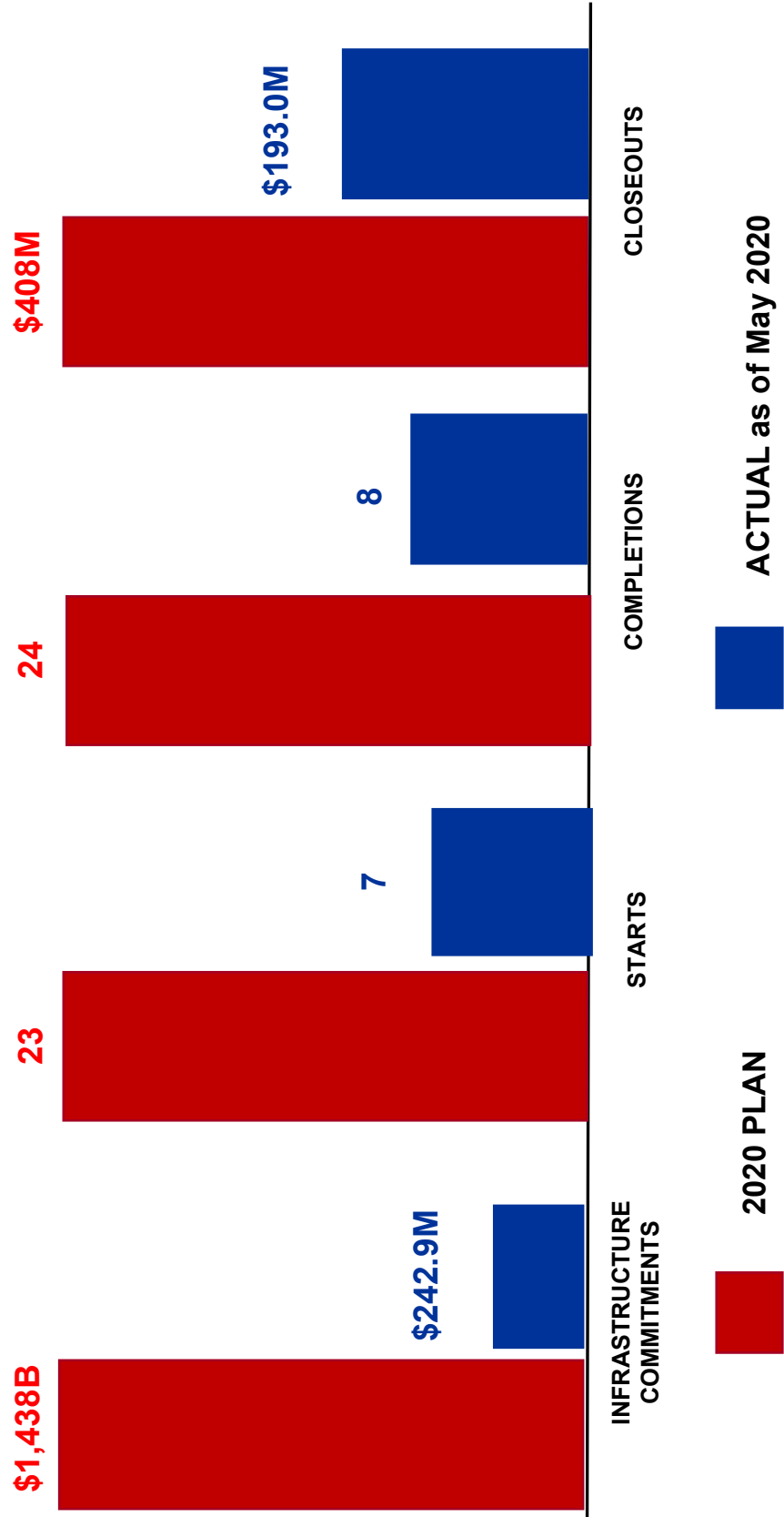
SMALL BUSINESS DEVELOPMENT PROGRAM

New contract/s awarded this month:

- Ronkonkoma Parking Garage Rehabilitation Pkg #3 awarded for \$1,224,711 [see above].

No contract/s completed this month.

2020 LIRR Capital Program Goals



Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

May 2020 Highlights: Operations Report

May service delivery operated above goal at 99.1% with YTD 2.6% better than in 2019.

Due to NY on Pause we operated the MTA Essential Service Plan which provided hourly service to Essential Service Personnel during this Covid-19 crisis.

Hudson Line – 99.1%

2 trains (0.08%) cancelled or terminated

Harlem Line – 98.8%

2 trains (0.07%) cancelled or terminated

New Haven Line – 99.3%

1 train (0.02%) cancelled or terminated

Consist Compliance: 100%

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

West of Hudson Service operated above goal at 97.2%.

Due to Covid-19 service levels have been reduced.

Pascack Valley – 99.2% YTD: 97.1%

Port Jervis – 94.1% YTD: 94.8%

Cancelled Trains

01 - (0.08%) PVL: 0, PJJ: 1

Equipment Performance

Fleet Availability was good during May.

Fleet MDBF in April operated 157% above goal at 437,489 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	May	YTD thru May	May	YTD thru May	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	99.1%	98.0%	94.2%	95.4%	
		AM Peak	93.0%		96.6%	92.6%	93.2%	
		AM Reverse Peak	93.0%		97.8%	95.1%	95.9%	
		PM Peak	93.0%		98.2%	92.0%	95.3%	
		Total Peak	93.0%		97.5%	92.7%	94.5%	
		Off Peak Weekday	93.0%	99.3%	97.8%	94.0%	94.9%	
		Weekend	93.0%	98.8%	99.0%	97.3%	97.8%	
		Hudson Line	Overall	93.0%	99.1%	98.3%	94.9%	96.0%
			AM Peak	93.0%		96.2%	90.7%	92.6%
			AM Reverse Peak	93.0%		98.2%	94.2%	95.2%
			PM Peak	93.0%		98.8%	97.1%	97.9%
			Total Peak	93.0%		97.5%	93.8%	95.1%
			Off Peak Weekday	93.0%	99.6%	98.3%	95.5%	96.1%
			Weekend	93.0%	98.2%	99.0%	95.4%	97.5%
		Harlem Line	Overall	93.0%	98.8%	98.0%	94.5%	96.5%
			AM Peak	93.0%		96.9%	95.0%	94.5%
			AM Reverse Peak	93.0%		96.8%	95.2%	96.2%
			PM Peak	93.0%		97.9%	88.5%	95.2%
			Total Peak	93.0%		97.2%	92.4%	95.1%
			Off Peak Weekday	93.0%	98.7%	97.7%	94.2%	96.6%
			Weekend	93.0%	98.9%	99.3%	99.0%	98.8%
	New Haven Line	Overall	93.0%	99.3%	97.9%	93.6%	94.2%	
		AM Peak	93.0%		96.7%	91.9%	92.5%	
		AM Reverse Peak	93.0%		98.6%	95.5%	96.1%	
		PM Peak	93.0%		98.2%	91.4%	93.7%	
		Total Peak	93.0%		97.6%	92.2%	93.5%	
		Off Peak Weekday	93.0%	99.5%	97.6%	93.1%	93.1%	
		Weekend	93.0%	99.1%	98.8%	97.2%	97.3%	
Operating Statistics	Trains Scheduled			10,047	76,669	19,875	95,735	
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			14.0	12.8	14.1	12.0	
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	27	333	259	794	
	Trains Canceled		230	0	27	42	73	
	Trains Terminated		230	5	61	15	88	
	Percent of Scheduled Trips Completed		99.8%	100.0%	99.9%	99.7%	99.8%	
Consist Compliance	System	Overall	99.0%	100.0%	99.8%	99.5%	99.3%	
<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%	99.1%	98.2%	
		AM Reverse Peak	99.5%		99.9%	100.0%	100.0%	
		PM Peak	98.0%		99.8%	99.0%	98.6%	
		Total Peak	98.0%		99.5%	99.2%	98.9%	
		Off Peak Weekday	99.5%	100.0%	99.9%	99.8%	99.7%	
		Weekend	99.5%	100.0%	99.9%	99.7%	99.6%	
		Hudson Line						
			AM Peak	99.0%		99.7%	99.8%	99.9%
			PM Peak	99.0%		100.0%	99.9%	99.9%
		Harlem Line						
			AM Peak	98.0%		99.6%	99.3%	98.9%
			PM Peak	98.0%		99.7%	99.3%	98.9%
		New Haven Line						
			AM Peak	97.0%		98.4%	98.4%	96.4%
			PM Peak	97.0%		99.7%	98.2%	97.4%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	April	2020 Data		2019 Data		YTD 2020 Vs 2019
			May	YTD thru May	May	YTD thru May	
Engineering (Scheduled)	6.5%	15	13	121	49	591	-470
Engineering (Unscheduled)	29.2%	50	59	836	719	2,360	-1,524
Maintenance of Equipment	25.2%	55	51	743	172	1,502	-759
Transportation	5.5%	6	11	126	114	299	-173
Capital Projects	9.7%	1	20	75	143	642	-567
Weather and Environmental	2.3%	123	5	302	111	323	-21
Police	9.8%	51	20	421	145	707	-286
Customers	4.9%	5	10	99	122	469	-369
Other	6.9%	45	14	352	993	1,660	-1,309
3rd Party Operations	0.0%	0	0	4	9	26	-23
TOTAL	100.0%	351	201	3,078	2,574	8,577	-5,499
HUDSON LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2020 Vs 2019
Engineering (Scheduled)	26.1%	14	12	38	18	150	-112
Engineering (Unscheduled)	0.0%	22	0	111	155	416	-305
Maintenance of Equipment	43.5%	5	20	192	35	339	-147
Transportation	0.0%	1	0	28	22	44	-16
Capital Projects	0.0%	0	0	20	53	206	-186
Weather and Environmental	0.0%	8	0	43	8	63	-20
Police	8.7%	30	4	96	32	138	-42
Customers	2.2%	2	1	30	28	100	-70
Other	19.6%	13	9	124	72	170	-46
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	95	46	682	423	1,626	-944
HARLEM LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2020 Vs 2019
Engineering (Scheduled)	1.4%	0	1	29	7	55	-26
Engineering (Unscheduled)	18.9%	6	14	311	183	622	-311
Maintenance of Equipment	24.3%	23	18	167	31	380	-213
Transportation	9.5%	3	7	57	14	66	-9
Capital Projects	27.0%	0	20	32	20	58	-26
Weather and Environmental	6.8%	32	5	65	19	128	-63
Police	5.4%	18	4	130	35	176	-46
Customers	1.4%	3	1	31	29	110	-79
Other	5.4%	18	4	83	474	572	-489
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	103	74	905	812	2,167	-1,262
NEW HAVEN LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2020 Vs 2019
Engineering (Scheduled)	0.0%	0	0	54	23	384	-330
Engineering (Unscheduled)	61.6%	22	45	414	380	1,318	-904
Maintenance of Equipment	17.8%	27	13	369	61	627	-258
Transportation	5.5%	2	4	41	76	186	-145
Capital Projects	0.0%	1	0	22	70	377	-355
Weather and Environmental	0.0%	82	0	193	84	131	62
Police	12.3%	2	9	190	78	393	-203
Customers	1.4%	0	1	32	54	241	-209
Other	1.4%	14	1	145	447	912	-767
3rd Party Operations	0.0%	0	0	0	0	1	-1
TOTAL	100.0%	150	73	1,460	1,273	4,570	-3,110

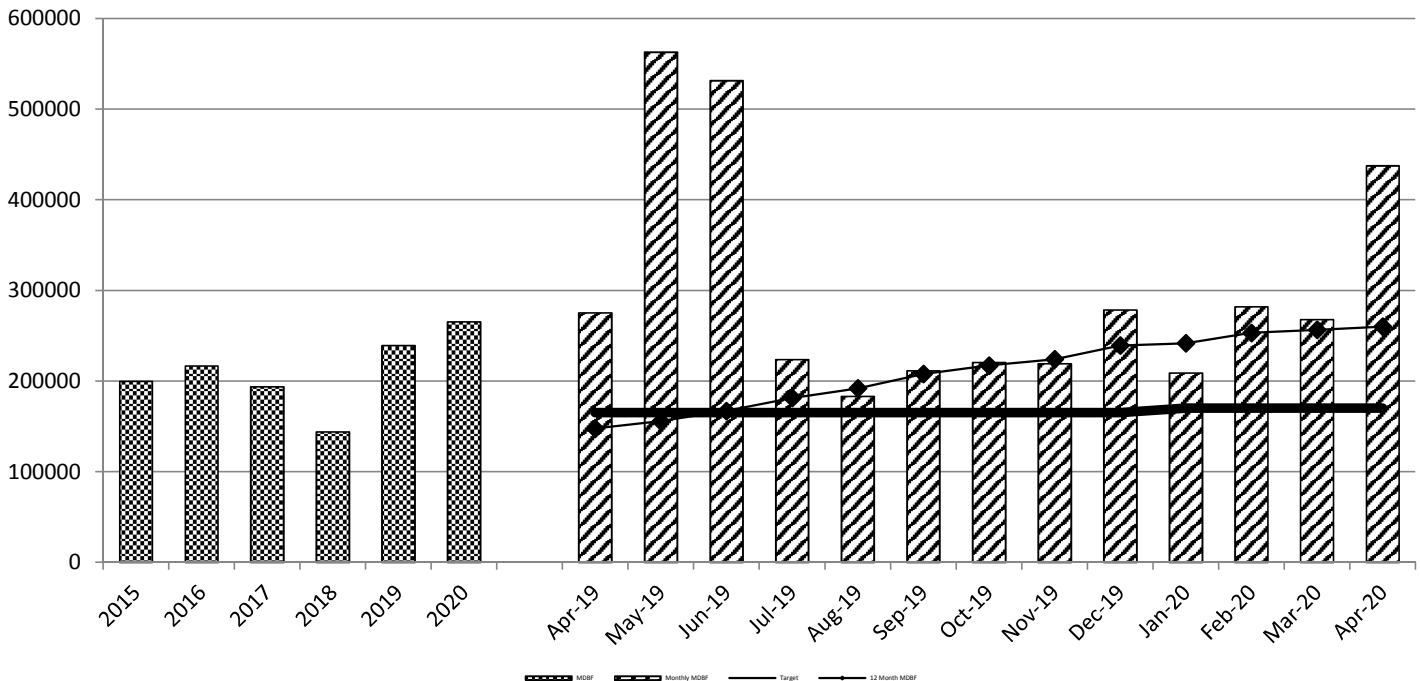
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

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
		NONE																		
		TOTAL FOR MONTH																		

	Equip-ment Type	Total Fleet Size	2020 Data						2019 Data		
			MDBF Goal (miles)	Apr MDBF (miles)	Primary Failure Goal	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)	12 month MDBF Rolling Avg (miles)	Apr MDBF (miles)	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)
Mean Distance Between Failures	M8	405	285,000	621,245	9	2	386,475	433,613	524,260	5	260,898
	M3	138	80,000	14,655	4	0	115,292	95,983	87,873	4	79,706
	M7	334	335,000	1,233,883	6	0	642,050	496,673	325,553	6	257,046
	Coach	207	205,000	289,889	8	3	269,020	268,844	359,106	4	317,300
	P-32	31	21,000	113,150	9	0	44,647	38,903	37,001	5	41,075
	BL-20	12	13,000	8,689	4	3	15,524	23,023	34,100	0	46,579
	Fleet	1127	170,000	437,489	40	8	265,234	260,004	275,547	24	208,403
M8		285,000	621,245	9	2	386,475	433,613	524,260	5	260,898	
M3/7		232,000	1,248,539	10	0	420,258	318,052	230,481	10	195,363	
Diesel/Coach		85,000	168,147	21	6	134,917	138,706	187,448	9	171,289	

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

ALL FLEETS Mean Distance Between Failures 2015 - 2020



West of Hudson Performance Summary			2020 Data			2019 Data		
			Annual Goal	May	YTD thru May	May	YTD thru May	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	93.0%	97.2%	96.1%	92.2%	92.0%	
		AM Peak	93.0%		95.2%	92.7%	91.1%	
		PM Peak	93.0%		95.7%	95.8%	92.6%	
		Total Peak	93.0%		95.5%	94.2%	91.8%	
		Off Peak Weekday	93.0%	96.8%	96.0%	89.8%	90.8%	
		Weekend	93.0%	98.1%	96.8%	94.3%	94.6%	
		Pascack Line	Overall	93.0%	99.2%	97.1%	97.0%	95.4%
		AM Peak	93.0%		96.4%	99.4%	96.3%	
		PM Peak	93.0%		96.4%	98.7%	95.2%	
		Total Peak	93.0%		96.4%	99.0%	95.8%	
		Off Peak Weekday	93.0%	99.2%	97.1%	95.5%	95.1%	
		Weekend	93.0%	99.2%	97.4%	97.3%	95.6%	
		Port Jervis Line	Overall	93.0%	94.1%	94.8%	85.7%	87.3%
		AM Peak	93.0%		93.9%	84.8%	84.9%	
		PM Peak	93.0%		94.8%	92.4%	89.5%	
		Total Peak	93.0%		94.4%	88.6%	87.2%	
		Off Peak Weekday	93.0%	93.1%	94.4%	82.1%	85.1%	
	Weekend	93.0%	96.1%	95.8%	89.0%	93.0%		
Operating Statistics	Trains Scheduled		1,218	7,161	1,691	8,188		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		22.1	21.7	19.0	23.2		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	17	116	43	269		
	Trains Canceled	60	1	35	17	38		
	Trains Terminated	60	2	27	6	23		
	Percent of Scheduled Trips Completed	99.4%	99.8%	99.1%	98.6%	99.3%		
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	100.0%	99.7%	99.1%	99.0%	
	Pascack Valley - AM		99.0%	100.0%	99.9%	99.3%	98.8%	
	Port Jervis - AM		99.0%	100.0%	99.6%	98.9%	99.1%	

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

WEST OF HUDSON

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

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

MAY 2020 STANDEE REPORT
East of Hudson

			MAY 2019	YTD 2019	MAY 2020	YTD 2020
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	3	2	0	4
Total Standees			3	2	0	4
AM Peak	Harlem Line	Program Standees	31	6	0	0
		Add'l Standees	13	18	0	7
Total Standees			44	25	0	7
	New Haven Line	Program Standees	24	5	0	0
		Add'l Standees	41	83	0	23
Total Standees			65	88	0	23
EAST OF HUDSON TOTAL - AM PEAK			111	115	0	34
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	5	7	0	0
Total Standees			5	7	0	0
	New Haven Line	Program Standees	140	28	0	0
		Add'l Standees	33	76	0	3
Total Standees			173	104	0	3
EAST OF HUDSON TOTAL - PM PEAK			178	112	0	4

West of Hudson

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

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

Definitions

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

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

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

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

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF May 2020

Elevator Availability	2020		2019	
	May	Year to Date	May	Year to Date
Grand Central Terminal	100.00%	98.52%	86.94%	85.56%
Harlem	99.98%	99.21%	99.78%	99.91%
Hudson	99.47%	99.57%	99.88%	99.80%
New Haven	99.92%	97.87%	99.77%	99.89%
Overall Average	99.84%	98.79%	96.59%	96.29%

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	
	May	Year to Date	May	Year to Date
Grand Central Terminal	100.00%	99.91%	100.00%	75.50%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.96%	100.00%	87.75%

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.



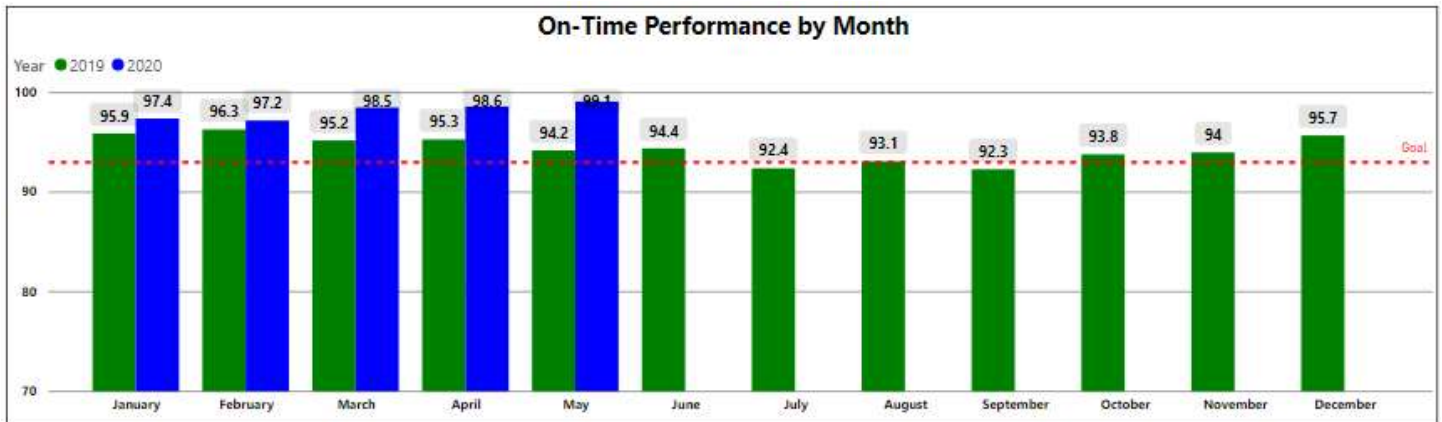
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

	2020		2019	
Goal	May	YTD	May	YTD
93.0%	99.1%	98.0%	94.2%	95.4%



Short Trains

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

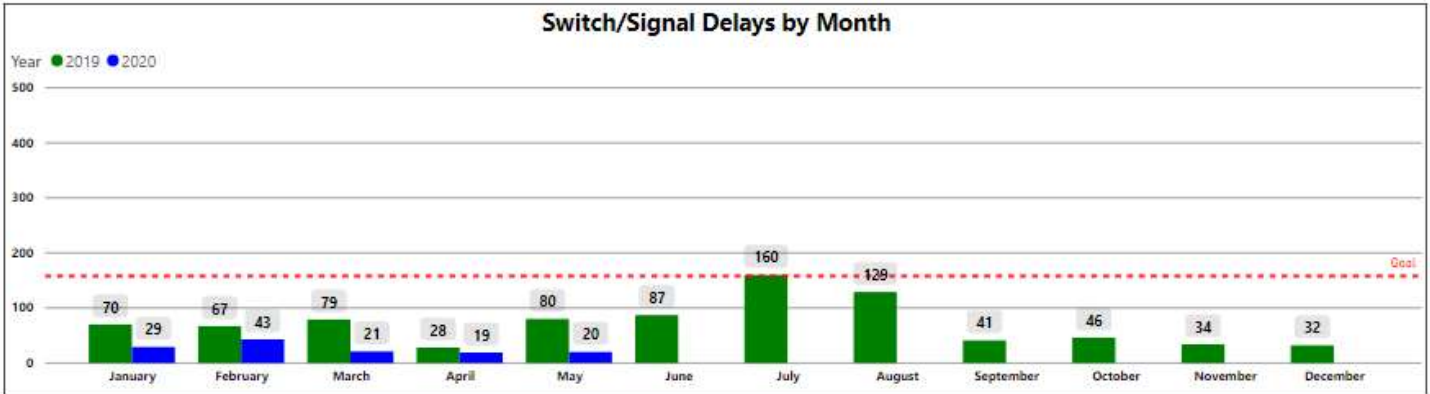
	2020		2019	
Goal	May	YTD	May	YTD
1138	0	70	28	270



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	May	YTD	May	YTD
1896	44	281	177	620





Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



On Wednesday, May 27, Metro-North increased peak service on the Hudson, Harlem and New Haven Lines as the Mid-Hudson region began Phase 1 of reopening. The expanded service represented an overall increase of 26 percent in peak train availability since the essential hourly service went into effect on April 13.



Metro-North Railroad

May 2020 Highlights: Financial Report

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

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

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

- Ridership of 16.9 million, which includes East of Hudson ridership of 16.6 million and West of Hudson ridership of 0.3 million, was 51.8% unfavorable vs. budget reflecting the stay-at-home mandate for non-essential workers due to the COVID-19 pandemic. Consequently, farebox revenue of \$163.6 million was \$140.1 million lower than budget.
- Total revenue of \$336.2 million was \$6.7 million or 2.0% higher than budget primarily due to the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS share of net operating losses for the period of January 20th through the end of April, largely offset by the ridership impacts noted above.
- Total expenses of \$526.2 million were \$30.2 million or 5.4% favorable vs. budget primarily due to timing of rolling stock maintenance events and material usage, lower energy usage as a result of MNR’s Essential Service Schedule and lower consulting and engineering services.

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

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$329.5	\$336.2	\$6.7	2.0%
Total Expenses before Non-Cash Liability Adjs.	556.4	526.2	30.2	5.4%
Operating Surplus/(Deficit)	(226.9)	(189.9)	36.9	16.3%
<i>Other Non-Cash Liabilities</i>	<i>115.2</i>	<i>101.4</i>	<i>13.8</i>	<i>11.9%</i>
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(342.1)	(291.4)	50.7	14.8%
<i>Cash Adjustments</i>	<i>77.2</i>	<i>80.4</i>	<i>3.1</i>	<i>4.0%</i>
Net Cash Surplus/(Deficit)	(\$264.8)	(\$211.0)	\$53.8	20.3%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

May 2020 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$291.4 million was \$50.7 million or 14.8% favorable vs. the budget.

Major drivers of the May 2020 YTD favorable result of \$50.7 million include higher Non-Reimbursable Revenues of \$6.7 million, primarily driven by the CARES Act Reimbursement for the NYS share of net operating losses for the period of January 20th through April largely offset by COVID-19 pandemic-related farebox revenue losses. In addition Non-Reimbursable Expenses were favorable by \$44.0 million mainly due to timing of contractual services, coupled with lower rates and consumption of electric power and fuel due to reduced services under the Essential Service Plan.

May 2020 YTD Reimbursable Expenses of \$113.8 million were \$27.1 million favorable vs. the budget primarily due to the timing of several capital projects including the Signal Replacement from Greenwich to South Norwalk, Cyclical Track Program, Connecticut Positive Train Control, Turnout Replacements and West of Hudson Track Improvements, which are partially offset by the transfer of Maybrook Trailway costs from Operating Capital to Reimbursable Capital.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$140.1 million lower vs. the budget primarily due to lower ridership resulting from the COVID-19 pandemic.
 - YTD Ridership of 16.9 million was 51.8% unfavorable vs. the budget and 51.7% unfavorable vs. YTD 2019.
- **Other Operating Revenue** – YTD was \$146.8 million favorable vs. the budget primarily due to the CARES Act Reimbursement.
- **Capital and Other Reimbursements** – YTD was \$27.1 million or 21.8% unfavorable vs. the budget primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$741.3 million were \$71.0 million or 8.7% favorable vs. the budget.

Labor Expenses (including fringes and overhead recoveries) of \$460.7 million YTD were \$12.2 million favorable vs. the budget.

- **Payroll** – YTD was \$2.6 million favorable vs. the budget, which primarily reflects hiring and attrition savings partially offset by the timing of retiree payouts.
- **Overtime** – YTD was \$6.8 million favorable vs. the budget primarily due to fewer than planned weather events and staggered shift coverage.

Non-Labor Expenses of \$179.2 million YTD were \$45.0 million favorable vs. the budget.

- **Electric Power** – YTD results were \$5.9 million favorable vs. the budget primarily due to lower usage as a result of the Essential Service Plan.
- **Fuel** – YTD expenses were \$2.7 million favorable vs. the budget primarily due to lower usage as a result of the Essential Service Plan.
- **Maintenance & Other Operating Contracts** – YTD was \$14.4 million favorable vs. the budget 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.

- **Professional Services** – YTD was \$2.6 million unfavorable vs. the budget due to 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 Project. This activity is partially offset by lower than anticipated Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$20.5 million favorable vs. the budget primarily due to the timing of Reimbursable project activity for Waterbury Branch Cab Signal, West of Hudson Track Improvements, AC Circuit Breaker and Switchgear Replacement and the GCT East Side Access Improvements as well as the timing of rolling stock maintenance events and material usage, lower infrastructure repairs and various inventory adjustments.
- **Other Business Expenses** – YTD was \$2.3 million favorable vs. the budget primarily due to lower credit card fees.

Depreciation and Other Non-Cash Liability Adjustments were \$13.8 million favorable vs. the YTD budget primarily due to lower GASB 75 expense, which reflects adjustments to account for MNR's net Other Post-Employment Benefits (OPEB) liability.

CASH DEFICIT SUMMARY

May YTD Net Cash Deficit of \$211.0 million was \$53.8 million or 20.3% favorable to the budget. This is mainly due to the CARES Act reimbursement and timing of payments in several expenditure categories partially offset by farebox revenue losses due to COVID-19.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 39.0% was 21.9 percentage points unfavorable vs. the budget primarily due to lower farebox revenue due to the COVID-19 pandemic.
- Adjusted Cost per Passenger of \$29.58 was \$13.79 unfavorable vs. the budget due to the lower ridership noted above.
- Revenue per Passenger of \$9.66 was \$1.02 favorable vs. the budget.

MTA METRO-NORTH RAILROAD													SCHEDULE I - A		
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET															
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY															
MAY 2020															
(\$ in millions)															
	Nonreimbursable			Reimbursable			Total			Favorable (Unfavorable)					
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent			
Revenue															
Farebox Revenue	\$66,011	\$3,396	(\$62,615)	(94.9)	\$0,000	\$0,000	\$0,000	-	\$66,011	\$3,396	(\$62,615)	(94.9)			
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-			
Other Operating Revenue	5,054	152,581	147,528	*	0,000	0,000	0,000	-	5,054	152,581	147,528	*			
Capital & Other Reimbursements:															
MTA	0,000	0,000	0,000	-	14,587	10,824	(3,763)	(25.8)	14,587	10,824	(3,763)	(25.8)			
CDOT	0,000	0,000	0,000	-	13,040	11,685	(1,355)	(10.4)	13,040	11,685	(1,355)	(10.4)			
Other	0,000	0,000	0,000	-	2,245	4,466	2,221	99.0	2,245	4,466	2,221	99.0			
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	29,872	26,975	(2,896)	(9.7)	29,872	26,975	(2,896)	(9.7)			
Total Revenue	\$71,065	\$155,977	\$84,912	*	\$29,872	\$26,975	(\$2,896)	(9.7)	\$100,937	\$182,953	\$82,016	81.3			
Expenses															
Labor:															
Payroll	\$43,229	\$42,810	\$0,419	1.0	\$5,203	\$3,483	\$1,720	33.1	\$48,432	\$46,293	\$2,139	4.4			
Overtime	7,758	5,445	2,312	29.8	2,561	1,938	0,623	24.3	10,319	7,383	2,936	28.5			
Health and Welfare	8,931	8,208	0,723	8.1	1,742	1,182	0,560	32.1	10,673	9,390	1,282	12.0			
OP&B Current Payment	3,000	3,282	(0,282)	(9.4)	0,000	0,000	0,000	-	3,000	3,282	(0,282)	(9.4)			
Pensions	8,723	14,886	(5,963)	(68.4)	1,245	0,932	0,313	25.1	9,968	15,618	(5,650)	(56.7)			
Other Fringe Benefits	10,372	9,007	1,364	13.2	1,347	0,906	0,440	32.7	11,719	9,914	1,805	15.4			
Reimbursable Overhead	(6,435)	(5,273)	(1,162)	(18.1)	6,213	5,105	1,107	17.8	(0,223)	(0,167)	(0,055)	(24.8)			
Total Labor	\$75,577	\$78,167	(\$2,590)	(3.4)	\$18,310	\$13,547	\$4,763	26.0	\$93,887	\$91,713	\$2,174	2.3			
Non-Labor:															
Electric Power	\$5,189	\$2,944	\$2,246	43.3	\$0,000	\$0,000	\$0,000	-	\$5,189	\$2,944	\$2,246	43.3			
Fuel	1,530	0,549	0,981	64.1	0,000	0,000	0,000	-	1,530	0,549	0,981	64.1			
Insurance	1,558	1,378	0,180	11.6	0,357	0,145	0,213	59.5	1,916	1,522	0,393	20.5			
Claims	0,098	0,000	0,098	100.0	0,000	0,000	0,000	-	0,098	0,000	0,098	100.0			
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-			
Maintenance and Other Operating Contracts	8,910	6,777	2,133	23.9	4,077	4,456	(0,378)	(9.3)	12,987	11,232	1,755	13.5			
Professional Service Contracts	3,010	1,497	1,513	50.3	2,616	5,900	(3,284)	*	5,626	7,398	(1,771)	(31.5)			
Materials & Supplies	9,047	4,941	4,107	45.4	4,438	2,884	1,555	35.0	13,486	7,824	5,661	42.0			
Other Business Expenses	2,292	1,433	0,859	37.5	0,072	0,045	0,028	38.3	2,364	1,478	0,886	37.5			
Total Non-Labor	\$31,634	\$19,518	\$12,116	38.3	\$11,562	\$13,429	(\$1,867)	(16.1)	\$43,196	\$32,947	\$10,249	23.7			
Other Adjustments:															
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-			
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-			
Total Expenses before Non-Cash Liability Adjs.	\$107,211	\$97,685	\$9,527	8.9	\$29,872	\$26,975	\$2,896	9.7	\$137,083	\$124,660	\$12,423	9.1			
Depreciation	20,542	20,694	(0,152)	(0.7)	0,000	0,000	0,000	-	20,542	20,694	(0,152)	(0.7)			
OP&B Obligation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-			
GASB68 Pension Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-			
Environmental Remediation	0,333	0,000	0,333	100.0	0,000	0,000	0,000	-	0,333	0,000	0,333	100.0			
GASB75 Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-			
Total Expenses	\$128,087	\$118,379	\$9,708	7.6	\$29,872	\$26,975	\$2,896	9.7	\$157,959	\$145,354	\$12,605	8.0			
Net Surplus/(Deficit)	(\$57,022)	\$37,598	\$94,620	*	\$0,000	\$0,000	(\$0,000)	-	(\$57,022)	\$37,598	\$94,620	*			
Cash Conversion Adjustments:															
Depreciation	20,542	20,694	0,152	0.7	0,000	0,000	0,000	-	20,542	20,694	0,152	0.7			
Operating/Capital	(6,023)	(6,042)	(0,019)	(0.3)	0,000	0,000	0,000	-	(6,023)	(6,042)	(0,019)	(0.3)			
Other Cash Adjustments	5,390	(8,335)	(13,724)	*	0,000	0,000	0,000	-	5,390	(8,335)	(13,724)	*			
Total Cash Conversion Adjustments	\$19,909	\$6,318	(\$13,592)	(68.3)	\$0,000	\$0,000	\$0,000	-	\$19,909	\$6,318	(\$13,592)	(68.3)			
Net Cash Surplus/(Deficit)	(\$37,113)	\$43,916	\$81,029	*	\$0,000	\$0,000	(\$0,000)	-	(\$37,113)	\$43,916	\$81,029	*			

Notes:
- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's 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													SCHEDULE I-B			
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET																
ACCURAL STATEMENT OF OPERATIONS by CATEGORY																
MAY YEAR-TO-DATE																
(\$ in millions)																
	Nonreimbursable			Reimbursable			Total			Favorable (Unfavorable)			Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue																
Farebox Revenue	\$303,649	\$163,567	(\$140,082)	(46.1)	\$0,000	\$0,000	\$0,000	-	\$303,649	\$163,567	(\$140,082)	(46.1)	\$303,649	\$163,567	(\$140,082)	(46.1)
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	-
Other Operating Revenue	25,826	172,644	146,818	*	0,000	0,000	0,000	-	25,826	172,644	146,818	*	25,826	172,644	146,818	*
<i>Capital & Other Reimbursements:</i>																
MTA	0,000	0,000	0,000	-	70,497	46,075	(24,422)	(34.6)	70,497	46,075	(24,422)	(34.6)	70,497	46,075	(24,422)	(34.6)
CDOT	0,000	0,000	0,000	-	60,618	48,529	(12,089)	(19.9)	60,618	48,529	(12,089)	(19.9)	60,618	48,529	(12,089)	(19.9)
Other	0,000	0,000	0,000	-	9,709	19,168	9,459	97.4	9,709	19,168	9,459	97.4	9,709	19,168	9,459	97.4
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	140,824	113,772	(27,052)	(19.2)	140,824	113,772	(27,052)	(19.2)	140,824	113,772	(27,052)	(19.2)
Total Revenue/Receipts	\$329,475	\$336,211	\$6,736	2.0	\$140,824	\$113,772	(\$27,052)	(19.2)	\$470,299	\$449,983	(\$20,316)	(4.3)	\$470,299	\$449,983	(\$20,316)	(4.3)
Expenses																
<i>Labor:</i>																
Payroll	\$220,348	\$223,319	(\$2,972)	(1.3)	\$23,859	\$18,253	\$5,606	23.5	\$244,206	\$241,572	\$2,635	1.1	\$244,206	\$241,572	\$2,635	1.1
Overtime	40,590	34,163	6,427	15.8	10,899	10,494	0,405	3.7	51,489	44,657	6,832	13.3	51,489	44,657	6,832	13.3
Health and Welfare	46,252	44,013	2,239	4.8	7,821	6,235	1,586	20.3	54,073	50,247	3,825	7.1	54,073	50,247	3,825	7.1
OPEB Current Payment	15,000	17,027	(2,027)	(13.5)	0,000	0,000	0,000	-	15,000	17,027	(2,027)	(13.5)	15,000	17,027	(2,027)	(13.5)
Pensions	44,532	50,689	(6,158)	(13.8)	5,613	4,532	1,081	19.3	50,145	55,221	(5,076)	(10.1)	50,145	55,221	(5,076)	(10.1)
Other Fringe Benefits	53,310	48,660	4,651	8.7	6,038	4,719	1,319	21.8	59,348	53,378	5,970	10.1	59,348	53,378	5,970	10.1
Reimbursable Overhead	(27,928)	(27,229)	(700)	(2.5)	26,605	25,827	778	2.9	(1,324)	(1,402)	78	(5.9)	(1,324)	(1,402)	78	(5.9)
Total Labor	\$392,103	\$390,642	\$1,461	0.4	\$80,834	\$70,059	\$10,775	13.3	\$472,937	\$460,701	\$12,236	2.6	\$472,937	\$460,701	\$12,236	2.6
<i>Non-Labor:</i>																
Electric Power	\$30,668	\$24,835	\$5,833	19.0	\$0,000	(\$0,097)	\$0,097	-	\$30,668	\$24,738	\$5,930	19.3	\$30,668	\$24,738	\$5,930	19.3
Fuel	8,563	5,888	2,675	31.2	0,000	0,000	0,000	-	8,563	5,888	2,675	31.2	8,563	5,888	2,675	31.2
Insurance	7,555	6,902	0,653	8.6	1,520	0,814	0,706	46.4	9,075	7,717	1,358	15.0	9,075	7,717	1,358	15.0
Claims	0,078	(0,001)	0,079	*	0,000	(0,005)	0,005	-	0,078	(0,006)	0,084	*	0,078	(0,006)	0,084	*
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	-
Maintenance and Other Operating Contracts	46,149	43,133	3,016	6.5	19,507	8,144	11,363	58.2	65,656	51,277	14,379	21.9	65,656	51,277	14,379	21.9
Professional Service Contracts	15,428	11,908	3,521	22.8	13,765	19,870	(6,105)	(44.4)	29,194	31,778	(2,584)	(8.9)	29,194	31,778	(2,584)	(8.9)
Materials & Supplies	43,662	33,082	10,601	24.3	24,740	14,822	9,918	40.1	68,423	47,904	20,519	30.0	68,423	47,904	20,519	30.0
Other Business Expenses	11,740	9,768	1,972	16.8	0,458	0,165	0,293	64.1	12,198	9,933	2,265	18.6	12,198	9,933	2,265	18.6
Total Non-Labor	\$164,264	\$135,514	\$28,750	17.5	\$69,990	\$43,713	\$16,277	27.1	\$224,254	\$179,227	\$45,027	20.1	\$224,254	\$179,227	\$45,027	20.1
<i>Other Adjustments</i>																
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	-
Total Other 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	-
Total Expenses before Non-Cash Liability Adjs.	\$556,367	\$526,156	\$30,211	5.4	\$140,824	\$113,772	\$27,052	19.2	\$697,191	\$639,928	\$57,262	8.2	\$697,191	\$639,928	\$57,262	8.2
Depreciation	102,711	103,184	(473)	(0.5)	0,000	0,000	0,000	-	102,711	103,184	(473)	(0.5)	102,711	103,184	(473)	(0.5)
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	-
GASB68 Pension Adjustment	0,875	(0,900)	1,775	*	0,000	0,000	0,000	-	0,875	(0,900)	1,775	*	0,875	(0,900)	1,775	*
Environmental Remediation	1,667	0,412	1,255	75.3	0,000	0,000	0,000	-	1,667	0,412	1,255	75.3	1,667	0,412	1,255	75.3
GASB75 Adjustment	9,925	(1,277)	11,202	*	0,000	0,000	0,000	-	9,925	(1,277)	11,202	*	9,925	(1,277)	11,202	*
Total Expenses	\$671,545	\$627,575	\$43,970	6.5	\$140,824	\$113,772	\$27,052	19.2	\$812,369	\$741,347	\$71,022	8.7	\$812,369	\$741,347	\$71,022	8.7
Net Surplus/(Deficit)	(\$342,070)	(\$291,364)	\$50,706	14.8	\$0,000	\$0,000	\$0,000	-	(\$342,070)	(\$291,364)	\$50,706	14.8	(\$342,070)	(\$291,364)	\$50,706	14.8
<i>Cash Conversion Adjustments:</i>																
Depreciation	102,711	103,184	0,473	0.5	0,000	0,000	0,000	-	102,711	103,184	0,473	0.5	102,711	103,184	0,473	0.5
Operating/Capital	(26,927)	(5,258)	23,669	81.8	0,000	0,000	0,000	-	(26,927)	(5,258)	23,669	81.8	(26,927)	(5,258)	23,669	81.8
Other Cash Adjustments	3,456	(17,565)	(21,021)	*	0,000	0,000	0,000	-	3,456	(17,565)	(21,021)	*	3,456	(17,565)	(21,021)	*
Total Cash Conversion Adjustments	\$77,240	\$80,361	\$3,120	4.0	\$0,000	\$0,000	\$0,000	-	\$77,240	\$80,361	\$3,120	4.0	\$77,240	\$80,361	\$3,120	4.0
Net Cash Surplus/(Deficit)	(\$264,829)	(\$211,003)	\$53,826	20.3	\$0,000	\$0,000	\$0,000	-	(\$264,829)	(\$211,003)	\$53,826	20.3	(\$264,829)	(\$211,003)	\$53,826	20.3

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's 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 ADOPTED BUDGET AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
 May 2020
 (\$ in millions)

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance		Reason for Variance	Variance		Reason for Variance
		Fav (Unfav)	%		Fav (Unfav)	%	
		\$			\$		
FAREBOX REVENUE	Non-Reimb	(\$62,615)	(94.9%)	Reflects the impact of State governmental orders limiting non-essential activities caused by COVID-19.	(\$140,082)	(46.1%)	Reflects the impact of State governmental orders limiting non-essential activities caused by COVID-19.
OTHER OPERATING REVENUE	Non-Reimb	\$147,528	*	Reflects the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS share of net operating losses for the period of January 20 th through the end of April.	\$146,818	*	Reflects the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS share of net operating losses for the period of January 20 th through the end of April.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$2,896)	(9.7%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$27,052)	(19.2%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$1,720	33.1%	Primarily reflects lower activity on Cyclical Track Program, Mainline/High Speed Turnout Replacement, Power Infrastructure Restoration, Cyclical Replacement Insulated Joint, Positive Train Control, Signal Replacement from Greenwich to South Norwalk, Systemwide Drainage, Communications & Signal Infrastructure Restoration and Harmon to Poughkeepsie Signal System Projects.	\$5,606	23.5%	Primarily reflects lower activity on the Cyclical Track Program, Cyclical Replacement Insulated Joint, Signal Replacement from Greenwich to South Norwalk, Harmon to Poughkeepsie Signal System, Mainline/High Speed Turnout Replacement, Communications & Signal Infrastructure Restoration, Power Infrastructure Restoration, GCT Turnouts-Switch Renewal, and Harlem Wayside Communications & Signal Improvement Projects partially offset by higher activity on the Connecticut Track Program.
OVERTIME	Non-Reimb	\$2,312	29.8%	See overtime charts.	\$6,427	15.8%	See overtime charts.
	Reimb	\$0,623	24.3%	See overtime charts.	\$0,405	3.7%	See overtime charts.
HEALTH AND WELFARE	Non-Reimb	\$0,723	8.1%	Primarily reflects lower than budgeted labor costs combined with lower rates.	\$2,239	4.8%	
	Reimb	\$0,560	32.1%	Primarily reflects lower activity on the Cyclical Track Program, Mainline/High Speed Turnout Replacement, Power Infrastructure Restoration, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint, Positive Train Control, Replacement of the Undergrade Bridge in the Communications & Signal Infrastructure Restoration Projects partially offset by higher activity on the Waterbury Branch Cab Signal Project.	\$1,586	20.3%	Primarily reflects lower activity on the Cyclical Track Program, Mainline/High Speed Turnout Replacement, Cyclical Replacement Insulated Joint, GCT Turnouts - Switch Renewal, Communications & Signal Infrastructure Restoration, and Positive Train Control Projects partially offset by higher activity on the Connecticut Track Program and the Waterbury Branch Cab Signal Project.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0,282)	(9.4%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.	(\$2,027)	(13.5%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.
PENSIONS	Non-Reimb	(\$5,963)	(68.4%)	Primarily reflects a catch-up adjustment for a higher than budgeted Actuarially Defined Contribution (ADC) combined with an unbudgeted provision for COVID-19 Death Benefits.	(\$6,158)	(13.8%)	Primarily reflects a catch-up adjustment for a higher than budgeted Actuarially Defined Contribution (ADC) combined with an unbudgeted provision for COVID-19 Death Benefits.
	Reimb	\$0,313	25.1%	Primarily reflects lower activity on the Cyclical Track Program, Mainline/High Speed Turnout Replacement, Power Infrastructure Restoration, Signal Replacement from Greenwich to South Norwalk, Communications & Signal Infrastructure Restoration, Positive Train Control, Cyclical Replacement Insulated Joint, Hudson Line Power & Signal Restoration and Projects of the Undergrade Bridge Restoration Projects partially offset by higher activity on the Waterbury Branch Cab Signal Project.	\$1,081	19.3%	Primarily reflects lower activity on the Cyclical Track Program, Signal Replacement from Greenwich to South Norwalk, Mainline/High Speed Turnout Replacement, Cyclical Replacement Insulated Joint, GCT Turnouts - Switch Renewal, Communications & Signal Infrastructure Restoration, and Power Infrastructure Restoration Projects partially offset by higher activity on the Connecticut Track Program.
OTHER FRINGE BENEFITS	Non-Reimb	\$1,364	13.2%	Primarily reflects a lower employee claim provision as well as lower labor costs and rates than budgeted.	\$4,651	8.7%	Primarily reflects a lower employee claim provision as well as higher other employee reimbursements.
	Reimb	\$0,440	32.7%	Primarily reflects lower activity on the Cyclical Track Program, Mainline/High Speed Turnout Replacement, Power Infrastructure Restoration, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint, Positive Train Control, Communications & Signal Infrastructure Restoration and Replacement of the Undergrade Bridge Timbers Projects partially offset by higher activity on the Waterbury Branch Cab Signal Project.	\$1,319	21.8%	Primarily reflects lower activity on Cyclical Track Program, Signal Replacement from Greenwich to South Norwalk, Mainline/High Speed Turnout Replacement, Cyclical Replacement Insulated Joint, GCT Turnouts - Switch Renewal, Communications & Signal Infrastructure Restoration, Power Infrastructure Restoration, West of Hudson Signal Improvement, Moodna/Woodbury Viaduct and Harlem Wayside Communications and Signal Improvement Projects partially offset by higher activity on Connecticut Track Program.

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
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FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
 May 2020
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance	Reason for Variance		Variance	Reason for Variance	
		Fav (Unfav)	\$	%	\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1,162)	(18.1%)	The non-reimbursable and reimbursable variances reflect lower activity for several projects.	(\$0,700)	(2.5%)	
	Reimb	\$1,107	17.8%		\$0,778	2.9%	
ELECTRIC POWER	Non-Reimb	\$2,246	43.3%	Primarily due to lower usage as a result of MNR's Essential Service Plan.	\$5,833	19.0%	Primarily due to lower usage as a result of MNR's Essential Service Plan and favorable rates on the Harlem and Hudson Lines.
	Non-Reimb	\$0,981	64.1%	Primarily due to lower usage as a result of MNR's Essential Service Plan and lower revenue diesel fuel rates on the Hudson and Harlem Lines.	\$2,675	31.2%	Primarily due to lower usage as a result of MNR's Essential Service Plan and lower heating fuel consumption.
INSURANCE	Non-Reimb	\$0,181	11.6%	Primarily reflects lower than budgeted Station Liability, Auto and All Agency Property premiums.	\$0,653	8.6%	Primarily reflects lower than budgeted Station Liability and Auto premiums.
	Reimb	\$0,213	59.5%	Primarily reflects lower activity on Cyclical Track Program, Mainline/High Speed Turnout Replacement, Power Infrastructure Restoration, Signal Replacement from Greenwich to South Norwalk, Positive Train Control, Communications & Signal Infrastructure Restoration, and Replacement of the Undergrade Bridge Timbers Projects.	\$0,706	46.4%	Primarily reflects lower activity on Cyclical Track Program, GCT Turnouts - Switch Renewal, Signal Replacement from Greenwich to South Norwalk, Mainline/High Speed Turnout Replacement, Power Infrastructure Restoration, and Communications & Signal Infrastructure Restoration Projects partially offset by higher activity on Connecticut Track Program.
CLAIMS	Non-Reimb	\$0,098	100.0%	Reflects a lower passenger claims provision than budgeted.	\$0,479	*	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2,133	23.9%	Reflects the transfer of 2019 ferry expenses to Reimbursable due to the recognition of the Federal Transit Administration grant for Ferry Service Operations and lower expenses for miscellaneous maintenance and operating contracts partially offset by COVID-19 extraordinary cleaning of stations and rolling stock.	\$3,016	6.5%	Reflects the transfer of 2019 ferry expenses to Reimbursable due to the recognition of the Federal Transit Administration grant for Ferry Service Operations and lower expenses for miscellaneous maintenance and operating contracts partially offset by COVID-19 extraordinary cleaning of stations and rolling stock.
	Reimb	(\$0,378)	(9.3%)	Reflects unfavorable variance due to the transfer of ferry expenses noted above as well as higher activity on the Waterbury Branch Cab Signal Project partially offset by lower activity on the Maybrook Trailway (actuals are reflected in Professional Services) and GCT Leaks Remediation Projects.	\$11,363	58.2%	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), GCT Leaks Remediation Projects and the Cyclical Track Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1,513	50.3%	Lower than anticipated consulting and engineering services.	\$3,521	22.8%	Lower than anticipated consulting and engineering services.
	Reimb	(\$3,284)	*	Reflects transfer of costs on the Maybrook Trailway (budget in Maintenance Services) as well as higher activity on the Positive Train Control Project partially offset by lower activity on the Oil Circuit Breaker Replacement and Saso Creek Traction Power Supply Station Projects.	(\$6,105)	(44.4%)	Reflects transfer of costs on the Maybrook Trailway Project (budget in Maintenance Services) from Operating Capital, transfer of costs to Cos Cob Bridge Mire Rail Replacement Project from Operating partially offset by timing of Positive Train Control (CT), Oil Circuit Breaker Replacement, Saso Creek Traction Power Supply Station, and GCT Leaks Remediation, Contracted by M8 Fleet, Waterbury Branch Cab Signal, and Mainline/High Speed Turnout Replacement Projects.
MATERIALS AND SUPPLIES	Non-Reimb	\$4,107	45.4%	Primarily due to timing of rolling stock maintenance events, lower rolling stock material usage due to the reduced service schedule and timing of infrastructure repairs partially offset by increased supplies for the COVID-19 extraordinary cleaning and disinfection of stations and rolling stock.	\$10,601	24.3%	Primarily due to timing of rolling stock maintenance events and lower rolling stock material usage due to the reduced service schedule as well as lower other inventory adjustments and infrastructure repairs partially offset by higher obsolete material reserves and increased supplies for the COVID-19 extraordinary cleaning and disinfection of stations and rolling stock.
	Reimb	\$1,555	35.0%	Reflects lower activity on the Waterbury Branch Cab Signal, Mainline/High Speed Turnout Replacement, and Network Infrastructure Replacement Projects partially offset by higher activity on the Power Infrastructure Restoration and GCT Turnouts-Switch Renewal Projects.	\$9,918	40.1%	Reflects lower activity on the Waterbury Branch Cab Signal, West of Hudson Track Improvement, Replace AC Circuit Breaker-Switchgear, GCT/ESA Unified Trash Facility, Connecticut Track Program, Moodna/Woodbury Viaduct Improvement (Transfer of Ties Expense to West of Hudson Track Improvement Project), Mainline/High Speed Turnout Replacement, Cyclical Track Program and Private Branch Exchange (PBX) Replacement Projects partially offset by higher activity on the Power Infrastructure Restoration and Saga Bridge Repairs Projects.

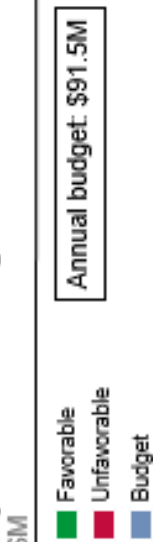
MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
 May 2020
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget		Year to Date vs. Adopted Budget	
		Variance Fav (Unfav)	%	Variance Fav (Unfav)	%
		\$		\$	
OTHER BUSINESS EXPENSES	Non-Reimb Reimb	\$0.859 \$0.028	37.5% 38.3%	\$1,972 \$0.293	16.8% 64.1%
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	*	\$1,775	*
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.333	100.0%	\$1,255	75.3%
GASB75 ADJUSTMENT	Non-Reimb	\$0.000	*	\$11,202	*
OPERATING CAPITAL	Non-Reimb	(\$0.019)	(0.3%)	\$23,669	81.8%

* Variance exceeds 100%.

METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

May 2020 and YTD budget vs. variance

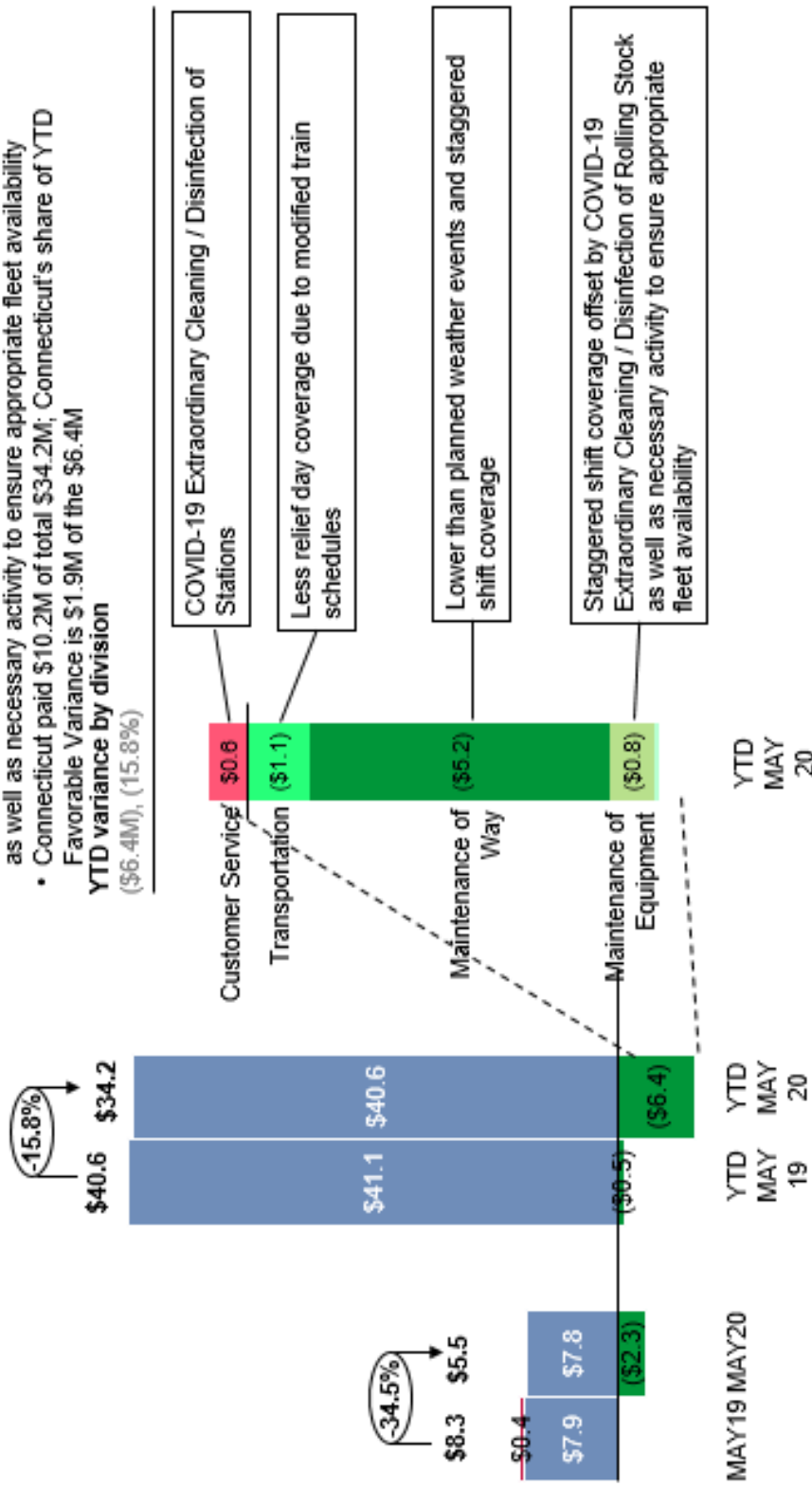


Overview

- Overall decrease of \$6.4M or 15.8% compared to YTD May 2019
- 15.8% below 2020 budget
- 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 as well as necessary activity to ensure appropriate fleet availability
- Connecticut paid \$10.2M of total \$34.2M; Connecticut's share of YTD Favorable Variance is \$1.9M of the \$6.4M

YTD variance by division

(\$6.4M), (15.8%)



Source: 2020 Adopted Budget, General Ledger actuals for actual overtime spending.

METRO-NORTH RAILROAD – Reimbursable Overtime Variance

May 2020 and YTD budget vs. variance

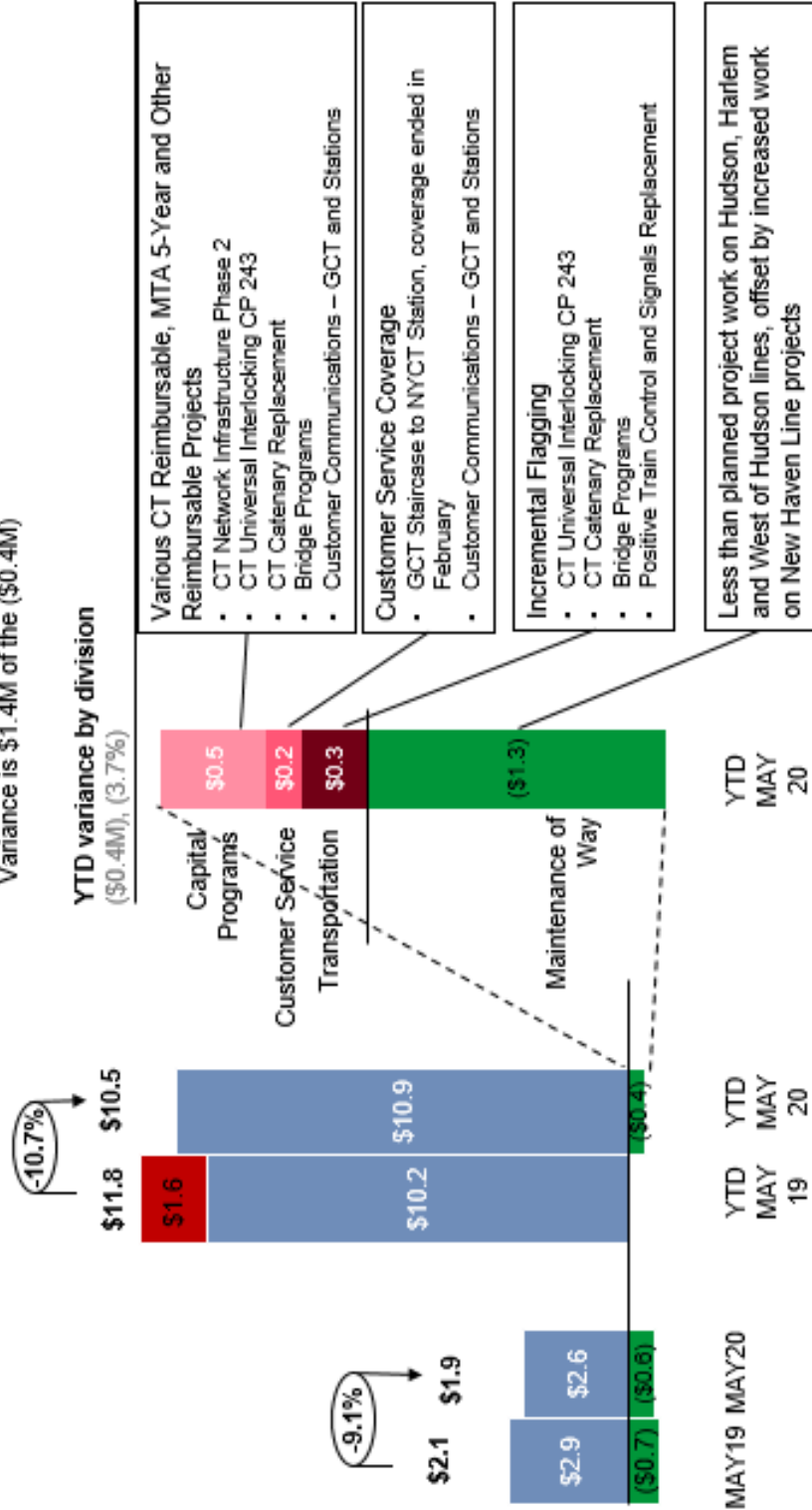
\$M

Annual budget: \$29.4M

- Favorable
- Unfavorable
- Budget

Overview

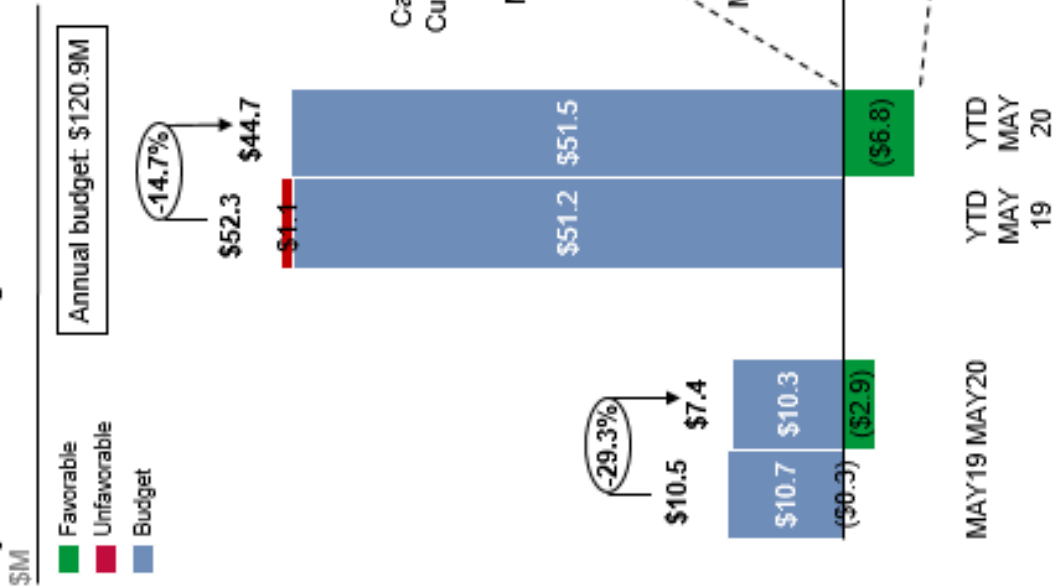
- Overall decrease of \$1.3M or 10.7% compared to YTD May 2019
- 3.7% below 2020 budget
- Main cause for favorable variance is less than planned work on MTA 5-Year projects offset by higher than forecast work on CT Capital projects
- Connecticut paid \$4.1M of total \$10.5M; Connecticut's share of YTD Favorable Variance is \$1.4M of the (\$0.4M)



Source: 2020 Adopted Budget. General Ledger actuals for actual overtime spending.

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

May 2020 and YTD budget vs. variance



Overview

- Overall decrease of \$7.7M or 14.7% compared to YTD May 2019
- 13.3% below 2020 budget
- 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 \$14.3M of total \$44.7M; Connecticut's share of YTD Favorable Variance is (\$0.5M) of the \$6.8M

YTD variance by division
(\$6.8M), (13.3%)

Division	Variance (\$M)	Description
Reimbursable Project Coverage	\$0.3	Reimbursable Project Coverage
COVID-19 Extraordinary cleaning / disinfection of Stations and Reimbursable Project Coverage	\$0.8	COVID-19 Extraordinary cleaning / disinfection of Stations and Reimbursable Project Coverage
Less relief day coverage due to modified train schedules offset by Reimbursable Project Coverage	(\$0.7)	Less relief day coverage due to modified train schedules offset by Reimbursable Project Coverage
Staggered shift coverage offset by COVID-19 Extraordinary Cleaning / Disinfection of Rolling Stock as well as necessary activity to ensure appropriate fleet availability	(\$0.8)	Staggered shift coverage offset by COVID-19 Extraordinary Cleaning / Disinfection of Rolling Stock as well as necessary activity to ensure appropriate fleet availability
Lower than planned weather events and staggered shift coverage	(\$6.5)	Lower than planned weather events and staggered shift coverage
Total	(\$6.8)	

Source: 2020 Adopted Budget, General Ledger actuals for actual overtime spending.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	MAY 2020			Year-to-Date				
	Favorable (Unfavorable)			Favorable (Unfavorable)				
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$64,605	\$4,066	(\$60,539)	(93.7)	\$297,050	\$161,512	(\$135,538)	(45.6)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	6,978	155,111	148,133	*	36,452	184,984	148,532	*
<i>Capital & Other Reimbursements:</i>								
MTA	11,591	8,221	(3,370)	(29.1)	67,052	53,380	(13,672)	(20.4)
CDOT	13,040	4,151	(8,889)	(68.2)	60,618	43,802	(16,816)	(27.7)
Other	2,245	1,891	(0,354)	(15.8)	9,709	13,203	3,494	36.0
Total Capital and Other Reimbursements	26,876	14,263	(12,613)	(46.9)	137,378	110,385	(26,993)	(19.6)
Total Receipts	\$98,459	\$173,440	\$74,981	76.2	\$470,880	\$456,881	(\$13,999)	(3.0)
Expenditures								
<i>Labor:</i>								
Payroll	\$45,727	\$52,770	(\$7,043)	(15.4)	\$255,742	\$248,834	\$6,908	2.7
Overtime	9,933	8,396	1,537	15.5	55,268	47,908	7,360	13.3
Health and Welfare	11,638	11,032	0,606	5.2	58,980	55,591	3,389	5.7
OPEB Current Payment	3,000	3,177	(0,177)	(5.9)	15,000	16,988	(1,988)	(13.3)
Pensions	10,270	10,169	0,101	1.0	51,351	51,030	0,321	0.6
Other Fringe Benefits	10,839	3,698	7,141	65.9	60,711	52,266	8,445	13.9
GASB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Reimbursable Overhead	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Labor	\$91,408	\$89,242	\$2,166	2.4	\$497,052	\$472,617	\$24,435	4.9
<i>Non-Labor:</i>								
Electric Power	\$5,345	\$4,896	\$0,449	8.4	\$31,447	\$29,696	\$1,751	5.6
Fuel	1,488	0,972	0,516	34.7	8,354	6,997	1,357	16.2
Insurance	0,367	0,000	0,367	100.0	4,430	0,000	4,430	100.0
Claims	0,098	0,065	0,033	33.4	1,498	0,313	1,185	79.1
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	14,017	11,490	2,527	18.0	76,371	51,884	24,487	32.1
Professional Service Contracts	4,749	4,849	(0,100)	(2.1)	25,906	14,260	11,646	45.0
Materials & Supplies	14,338	14,892	(0,554)	(3.9)	71,111	77,575	(6,464)	(9.1)
Other Business Expenditures	3,762	3,118	0,644	17.1	19,541	14,542	4,999	25.6
Total Non-Labor	\$44,164	\$40,282	\$3,882	8.8	\$238,657	\$195,267	\$43,390	18.2
<i>Other Adjustments:</i>								
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenditures	\$135,571	\$129,524	\$6,047	4.5	\$735,709	\$667,884	\$67,825	9.2
Net Cash Deficit (excludes Opening Cash Balance)	(\$37,113)	\$43,916	\$81,029	*	(\$264,829)	(\$211,003)	\$53,826	20.3
Subsidies								
MTA	28,326	44,939	16,613	58.6	204,118	270,411	66,293	32.5
CDOT	8,787	10,409	1,622	18.5	60,711	55,123	(5,588)	(9.2)
Total Subsidies	\$37,113	\$55,348	\$18,235	49.1	\$264,829	\$325,534	\$60,705	22.9
Cash Timing and Availability Adjustment	\$0,000	\$1,609	\$1,609	-	\$0,000	\$10,224	\$10,224	-

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

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)**

Generic Receipt or Expense Category	May Month vs Budget			Year-to-Date as of May 31, 2020 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(60.539)	(93.7%)	Reflects the impact of State governmental orders limiting non-essential activities caused by the COVID-19 pandemic.	(135.538)	(45.6%)	Reflects the impact of State governmental orders limiting non-essential activities caused by the COVID-19 pandemic.
OTHER OPERATING REVENUE	148.133	*	Reflects the receipt of the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS portion of net operating losses for the period of January 20 th through the end of April.	148.532	*	Reflects the receipt of the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS portion of net operating losses for the period of January 20 th through the end of April.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(3.370)	(29.1%)	Primarily reflects lower capital related project activity combined with lower cash receipts than budgeted.	(13.672)	(20.4%)	Primarily reflects lower capital related project activity combined with lower cash receipts than budgeted.
CDOT	(8.889)	(68.2%)	Primarily reflects lower cash receipts combined with lower capital related project activity than budgeted.	(16.816)	(27.7%)	Primarily reflects lower capital related project activity combined with lower cash receipts than budgeted.
OTHER	(0.354)	(15.8%)	Primarily reflects lower reimbursable related project activity combined with lower cash receipts than budgeted.	3.494	36.0%	Primarily reflects higher reimbursable related project activity partially offset by lower cash receipts than budgeted.
PAYROLL	(7.043)	(15.4%)	Primarily reflects the timing of RWA payments as well as remittance payments for the employee portion of withheld income taxes.	6.908	2.7%	
OVERTIME	1.537	15.5%	Primarily due to staggered shift coverage and lower vacancy coverage partially offset by unscheduled extraordinary cleaning and disinfection of stations and rolling stock.	7.360	13.3%	Primarily reflects fewer weather events than anticipated as well as staggered shift coverage and lower vacancy coverage partially offset by COVID-19 extraordinary cleaning and disinfection of stations and rolling stock.
HEALTH & WELFARE	0.606	5.2%	Primarily reflects the timing of payments for health insurance premiums.	3.389	5.7%	Primarily reflects timing of premium payments for dental & vision insurance.
OPEB CURRENT PAYMENT	(0.177)	(5.9%)	Primarily reflects higher number of retirees receiving healthcare benefits than budgeted.	(1.988)	(13.3%)	Primarily reflects higher number of retirees receiving healthcare benefits than budgeted.
OTHER FRINGE BENEFITS	7.141	65.9%	Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act combined with lower employee claim payments.	8.445	13.9%	Primarily reflects the deferral of the employer portion of payroll taxes due to the CARES Act combined with lower employee claim payments.
ELECTRIC POWER	0.449	8.4%	Primarily reflects lower usage as a result of MNR's Essential Service Plan partially offset by timing of payments.	1.751	5.6%	Primarily reflects lower usage as a result of MNR's Essential Service Plan partially offset by timing of payments.
FUEL	0.516	34.7%	Primarily reflects lower usage as a result of MNR's Essential Service Plan and lower than budgeted revenue diesel fuel rates on the Harlem and Hudson Lines partially offset by timing of payments.	1.357	16.2%	Primarily reflects lower usage as a result of MNR's Essential Service Plan and lower than budgeted heating fuel consumption partially offset by timing of payments.
INSURANCE	0.367	100.0%	Reflects timing of payments for insurance premiums.	4.430	100.0%	Reflects timing of payments for insurance premiums.

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)**

Generic Receipt or Expense Category	May Month vs Budget			Year-to-Date as of May 31, 2020 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
CLAIMS	0.033	33.4%	Primarily reflects lower payments for passenger injury settlements.	1.185	79.1%	Primarily reflects lower payments for passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	2.527	18.0%	Primarily reflects the timing of Capital Projects (Maybrook Trailway (actuals are reflected in Professional Services) and Upper Harlem Pole Replacement) combined with lower expenses for miscellaneous maintenance and operating contracts partially offset by COVID-19 extraordinary cleaning and disinfection efforts.	24.487	32.1%	Primarily reflects timing of Capital Projects (Signal Replacement - Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services), Upper Harlem Pole Replacement, Vehicle Replacement Program, and GCT Escalator Replacement) and the timing of payments for MTA Police Services partially offset by COVID-19 extraordinary cleaning and disinfection efforts.
PROFESSIONAL SERVICE CONTRACTS	(0.100)	(2.1%)	Primarily reflects the timing of engineering services for Capital Projects (Maybrook Trailway (budget is reflected in Maintenance & Other Operating Contracts)) partially offset by lower than anticipated consulting and other engineering services.	11.646	45.0%	Primarily reflects the timing of engineering services for Capital Projects (Connecticut Positive Train Control, Installation of Wayside Energy Storage, GCT Station Master's Office Design and Reconfiguration, Oil Circuit Breaker Replacement and Sasco Creek Traction Power Supply Station) as well as lower than anticipated consulting and other engineering services.
MATERIALS & SUPPLIES	(0.554)	(3.9%)	Primarily reflects the timing of materials placed into inventory as well as increased spending on personal protective equipment and cleaning and disinfection supplies due to COVID-19.	(6.464)	(9.1%)	Primarily reflects the timing of materials placed into inventory as well as increased spending on personal protective equipment and cleaning and disinfection supplies due to COVID-19 partially offset by lower activity on the Waterbury Branch Cab Signal, West of Hudson Track Improvement Project, Replace AC Circuit Breaker-Switchgear Projects and GCT/ESA Unified Trash Facility Project.
OTHER BUSINESS EXPENSES	0.644	17.1%	Primarily reflects timing of payments for New Jersey Transit Subsidy and lower miscellaneous expenses.	4.999	25.6%	Primarily reflects lower miscellaneous expenses and the timing of payments for New Jersey Transit Subsidy.
MTA SUBSIDY RECEIPTS	16.613	58.6%	Primarily reflects available cash balance partially offset by lower cash deficit and higher CDOT subsidy.	66.293	32.5%	Primarily reflects available cash balance and lower CDOT subsidy partially offset by lower cash deficit.
CDOT SUBSIDY RECEIPTS	1.622	18.5%	Reflects the timing of receipt of the payment for Admin Assets for Q3 2019 partially offset by timing of the receipt of the monthly subsidy invoice.	(5.588)	(9.2%)	Primarily reflects lower CDOT share of estimated deficit than budgeted.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	MAY 2020						Year-to-Date					
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts												
Farebox Revenue	(\$1,407)	\$0,670	\$2,077	*	(\$6,600)	(\$2,055)	\$4,544	68.9				
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-				
Other Operating Revenue	1,924	2,530	0,605	31.5	10,626	12,340	1,714	16.1				
Capital & Other Reimbursements:												
MTA	(2,996)	(2,603)	0,393	13.1	(3,446)	7,305	10,751	*				
CDOT	0,000	(7,534)	(7,534)	-	0,000	(4,727)	(4,727)	-				
Other	0,000	(2,575)	(2,575)	-	0,000	(5,965)	(5,965)	-				
Total Capital and Other Reimbursements	(2,996)	(12,712)	(9,716)	*	(3,446)	(3,387)	0,058	1.7				
Total Revenue/Receipts	(\$2,478)	(\$9,513)	(\$7,034)	*	\$0,581	\$6,898	\$6,317	*				
Expenditures												
Labor:												
Payroll	\$6,705	(\$6,477)	(\$9,182)	*	(\$11,535)	(\$7,262)	\$4,273	37.0				
Overtime	0,386	(1,013)	(1,399)	*	(3,779)	(3,251)	0,528	14.0				
Health and Welfare	(9,655)	(1,642)	(6,677)	(70.1)	(4,907)	(5,344)	(0,436)	(8.9)				
OPEB Current Payment	0,000	0,105	0,000	-	0,000	0,039	0,039	-				
Pensions	(0,303)	5,449	5,751	*	(1,206)	4,191	5,398	*				
Other Fringe Benefits	0,879	6,216	5,337	*	(1,363)	1,112	2,475	*				
GASB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-				
Reimbursable Overhead	(0,223)	(0,167)	0,055	24.8	(1,324)	(1,402)	(0,079)	(5.9)				
Total Labor	\$2,480	\$2,471	(\$9,009)	(0.3)	(\$24,115)	(\$11,916)	\$12,199	50.6				
Non-Labor:												
Electric Power	(\$0,156)	(\$1,952)	(\$1,796)	*	(\$0,778)	(\$4,958)	(\$4,179)	*				
Fuel	0,042	(0,423)	(0,464)	*	0,208	(1,109)	(1,318)	*				
Insurance	1,549	1,522	(0,027)	(1.7)	4,646	7,717	3,071	66.1				
Claims	0,000	(0,065)	(0,065)	-	(1,020)	(0,319)	0,700	68.7				
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-				
Maintenance and Other Operating Contracts	(1,030)	(0,258)	0,772	75.0	(10,715)	(0,607)	10,108	94.3				
Professional Service Contracts	0,877	2,549	1,671	*	3,287	17,518	14,231	*				
Materials & Supplies	(0,852)	(7,068)	(6,216)	*	(2,689)	(29,671)	(26,983)	*				
Other Business Expenses	(1,398)	(1,640)	(0,242)	(17.3)	(7,342)	(4,609)	2,733	37.2				
Total Non-Labor	(\$0,968)	(\$7,335)	(\$6,367)	*	(\$14,403)	(\$16,040)	(\$1,636)	(11.4)				
Other Adjustments:												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-				
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-				
Total Expenditures before Non-Cash Liability Adjs.	\$1,512	(\$4,864)	(\$6,376)	*	(\$38,518)	(\$27,956)	\$10,562	27.4				
Depreciation	20,542	20,694	0,152	0.7	102,711	103,184	0,473	0.5				
OPEB Obligation	0,000	0,000	0,000	-	0,000	0,000	0,000	-				
GASB68 Pension Adjustment	0,000	0,000	0,000	-	0,875	(0,900)	(1,775)	*				
Environmental Remediation	0,333	0,000	(0,333)	(100.0)	1,667	0,412	(1,255)	75.3				
GASB75 Adjustment	0,000	0,000	0,000	-	9,925	(1,277)	(11,202)	*				
Total Expenditures Adjustments	\$22,388	\$15,830	(\$6,557)	(29.3)	\$76,660	\$73,463	(\$3,197)	(4.2)				
Total Cash Conversion Adjustments	\$19,909	\$6,318	(\$13,592)	(68.3)	\$77,240	\$80,361	\$3,120	4.0				

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
-- Differences are due to rounding.
* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
MAY 2020
(in millions)**

	MONTH		VARIANCE Fav/(Unfav)		YTD		VARIANCE Fav/(Unfav)		
	ADOPTED BUDGET	2020	2019 ^(A)	ADOPTED BUDGET	2019	2020	2019 ^(A)	ADOPTED BUDGET	2019
FAREBOX REVENUE									
Harlem Line - Commutation	9.721	0.497	9.615	(9.224)	-94.9%	47.296	29.103	(18.193)	-38.5%
Harlem Line - Non-Commutation	9.314	0.500	9.043	(8.815)	-94.6%	40.230	19.616	(20.614)	-51.2%
TOTAL HARLEM LINE	\$19,035	\$0.996	\$18,658	(\$18,038)	-94.8%	\$87,526	\$48,719	(\$38,807)	-44.3%
Hudson Line - Commutation	6.480	0.316	6.407	(6.164)	-95.1%	31.796	19.430	(12.366)	-38.2%
Hudson Line - Non-Commutation	8.251	0.567	8.025	(7.684)	-93.1%	34.715	16.687	(18.028)	-51.9%
TOTAL HUDSON LINE	\$14,731	\$0.883	\$14,431	(\$13,847)	-94.0%	\$66,512	\$36,117	(\$30,395)	-45.7%
New Haven Line - Commutation	13.506	0.559	13.414	(12.948)	-95.8%	66.505	39.540	(26.966)	-40.5%
New Haven Line - Non-Commutation	17.469	0.828	17.228	(16.641)	-95.3%	77.130	36.124	(41.006)	-53.2%
TOTAL NEW HAVEN LINE	\$30,975	\$1,387	\$30,642	(\$29,588)	-95.5%	\$143,635	\$75,664	(\$67,971)	-47.3%
All Lines - Commutation	29.707	1.372	29.435	(28.335)	-95.4%	145.598	88.073	(57.525)	-39.5%
All Lines - Non-Commutation	35.034	1.895	34.296	(33.139)	-94.6%	152.075	72.427	(79.648)	-52.4%
TOTAL EAST OF HUDSON LINES	\$64,741	\$3,267	\$63,731	(\$61,474)	-95.0%	\$297,673	\$160,500	(\$137,173)	-46.1%
West of Hudson ^(B)	\$1,271	\$0.129	\$1,159	(\$1,141)	-99.8%	\$5,977	\$3,068	(2,909)	-48.7%
TOTAL FAREBOX REVENUE	\$66,011	\$3,396	\$64,890	(\$62,615)	-94.9%	\$303,649	\$183,567	(\$140,082)	-46.1%
RIDERSHIP									
Harlem Line - Commutation	1.335	0.084	1.336	(1.252)	-93.7%	6.894	3.350	(3.544)	-51.4%
Harlem Line - Non-Commutation	0.955	0.090	0.939	(0.865)	-90.6%	4.333	2.147	(2.185)	-50.4%
TOTAL HARLEM LINE	2.291	0.174	2.275	(2.117)	-92.4%	11.227	5.498	(5.729)	-51.0%
Hudson Line - Commutation	0.769	0.041	0.769	(0.728)	-94.6%	3.971	1.912	(2.059)	-51.9%
Hudson Line - Non-Commutation	0.699	0.068	0.688	(0.632)	-90.3%	3.037	1.449	(1.589)	-52.3%
TOTAL HUDSON LINE	1.468	0.109	1.457	(1.359)	-92.6%	7.009	3.361	(3.648)	-52.0%
New Haven Line - Commutation	1.780	0.089	1.785	(1.691)	-95.0%	9.124	4.332	(4.792)	-52.5%
New Haven Line - Non-Commutation	1.591	0.126	1.582	(1.465)	-92.1%	7.143	3.459	(3.684)	-51.6%
TOTAL NEW HAVEN LINE	3,371	0,215	3,367	(3,156)	-93.6%	16,267	7,791	(8,476)	-52.1%
Total Ridership East of Hudson									
All Lines - Commutation	3,884	0,214	3,889	(3,670)	-94.5%	19,989	9,594	(10,395)	-52.0%
All Lines - Non-Commutation	3,245	0,283	3,209	(2,962)	-91.3%	14,513	7,085	(7,428)	-51.4%
TOTAL EAST OF HUDSON LINES	7,130	0,497	7,098	(6,632)	-93.0%	34,503	16,649	(17,853)	-51.7%
West of Hudson ^(B)	0,139	0,014	0,130	(0,125)	-90.0%	0,674	0,292	(0,383)	-56.8%
TOTAL EAST & WEST OF HUDSON LINES	7,268	0,511	7,228	(6,757)	-93.0%	35,177	16,941	(18,236)	-51.8%

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

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

MTA METRO-NORTH RAILROAD
2020 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
May 31, 2020

<u>Department</u>	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	3	3	-	
Labor Relations	13	11	2	
Safety	59	51	8	A
Security	22	18	4	
Office of the Executive VP	7	6	1	
Corporate & Public Affairs	15	15	-	
Customer Service	54	49	5	
Legal	11	10	1	
Claims	7	6	1	
Human Resources	37	35	2	
Training	85	79	6	A,B
Employee Relations & Diversity	5	4	1	
VP Planning	2	2	-	
Operations Planning & Analysis	21	19	2	
Capital Planning & Programming	11	10	1	
Long Range Planning	6	5	1	
VP Finance & Info Systems	-	-	-	
Controller	75	68	7	B
Budget	18	16	2	
Procurement & Material Mgmt	21	21	0	
Total Administration	472	428	44	
Operations				
Operations Support	77	74	3	
Transportation	1,709	1,675	34	B
Customer Service	380	373	7	
Metro-North West	32	30	2	
Total Operations	2,198	2,152	46	
Maintenance				
Maintenance of Equipment	1,701	1,583	118	B
Maintenance of Way	2,174	2,099	75	B
Procurement & Material Mgmt	116	110	6	
Total Maintenance	3,991	3,791	200	
Engineering/Capital				
Construction Management	37	28	9	A, B
Engineering & Design	90	80	10	A, B
Total Engineering/Capital	127	108	19	
Total Positions	6,788	6,479	309	
Non-Reimbursable	5,961	5,982	(21)	
Reimbursable	827	497	330	
Total Full-Time	6,787	6,478	309	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects higher attrition than planned.

(B) Variance reflects delayed hiring of vacant positions.

MTA METRO-NORTH RAILROAD
 2020 ADOPTED BUDGET VS. ACTUALS
 TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
 May 31, 2020

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	152	148	4
Professional, Technical, Clerical Operational Hours	320	280	40
Total Administration	472	428	44
Operations			
Managers/Supervisors	271	247	24
Professional, Technical, Clerical Operational Hours	221 1,706	219 1,686	2 20
Total Operations	2,198	2,152	46
Maintenance			
Managers/Supervisors	660	627	33
Professional, Technical, Clerical Operational Hours	471 2,860	449 2,715	22 145
Total Maintenance	3,991	3,791	200
Engineering/Capital			
Managers/Supervisors	47	37	10
Professional, Technical, Clerical Operational Hours	80 -	71 -	9 -
	127	108	19
Total Positions			
Managers/Supervisors	1,130	1,059	71
Professional, Technical, Clerical Operational Hours	1,092 4,566	1,020 4,401	72 165
Total Positions	6,788	6,479	309

MTA METRO-NORTH RAILROAD
2020 ADOPTED BUDGET VS. ACTUALS
May 31, 2020

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	472	428	44	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Operations	2,198	2,152	46	Primarily reflects delayed hiring of vacant positions
Maintenance	3,991	3,791	200	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	127	108	19	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Total Agency-wide Headcount	6,788	6,479	309	
Non-Reimbursable	5,961	5,982	(21)	
Reimbursable	827	497	330	

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
MAY 2020**

	MONTH			VARIANCE	
	Fav/(Unfav)				
	BUD	2020	2019	BUD	2019
Farebox Operating Ratio					
Standard ^(B)	60.2%	3.4%	56.6%	-56.8%	-53.2%
Adjusted ^(C)	68.0%	7.7%	63.5%	-60.3%	-55.7%
Cost per Passenger					
Standard ^(B)	\$15.10	\$195.21	\$15.10	(\$180.12)	(\$180.12)
Adjusted ^(C)	\$14.75	\$201.07	\$14.72	(\$186.32)	(\$186.35)
Passenger Revenue/Passenger	\$9.08	\$6.64	\$8.55	(\$2.44)	(\$1.91)
	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)				
	BUD	2020	2019	BUD	2019
Farebox Operating Ratio					
Standard ^(B)	53.5%	31.9%	55.0%	-21.6%	-23.2%
Adjusted ^(C)	61.0%	39.0%	62.1%	-21.9%	-23.1%
Cost per Passenger					
Standard ^(B)	\$16.14	\$30.31	\$15.48	(\$14.17)	(\$14.83)
Adjusted ^(C)	\$15.78	\$29.58	\$15.04	(\$13.79)	(\$14.54)
Passenger Revenue/Passenger	\$8.63	\$9.66	\$8.52	\$1.02	\$1.14

(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.

* The Adjusted FOR excludes the Coronavirus Aid, Relief and Economic Security Act (CARES Act) reimbursement for the NYS share of net operating losses.



Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



On April 16th, the Metropolitan Transportation Authority (MTA), together with Amtrak, NJ TRANSIT, the Port Authority of New York and New Jersey, NYC Ferry and other regional bus and ferry operators joined forces in the “Sound the Horn” campaign to honor frontline transportation workers and other essential employees across the region.



Metro-North Railroad

April 2020 Highlights: Financial Report

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

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

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

- Ridership of 16.4 million, which includes East of Hudson ridership of 16.2 million and West of Hudson ridership of 0.3 million, was 41.1% unfavorable vs. budget reflecting the stay-at-home mandate for non-essential workers due to the COVID-19 pandemic. Consequently, farebox revenue of \$160.2 million was \$77.5 million lower than budget.
- Total revenue of \$180.2 million was \$78.2 million or 30.3% lower than budget primarily due to the ridership impacts noted above.
- Total expenses of \$428.5 million were \$20.7 million or 4.6% favorable vs. budget primarily due to lower overtime due to fewer weather events and staggered shift coverage, lower energy usage as a result of MNR's Essential Service Schedule, timing of rolling stock maintenance events and material usage, and consulting and engineering services.

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

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$258.4	\$180.2	(\$78.2)	-30.3%
Total Expenses before Non-Cash Liability Adjs.	449.2	428.5	20.7	4.6%
Operating Surplus/(Deficit)	(190.7)	(248.2)	(57.5)	-30.1%
<i>Other Non-Cash Liabilities</i>	94.3	80.7	13.6	14.4%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(285.0)	(329.0)	(43.9)	-15.4%
<i>Cash Adjustments</i>	57.3	74.0	16.7	29.1%
Net Cash Surplus/(Deficit)	(\$227.7)	(\$254.9)	(\$27.2)	-11.9%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

April 2020 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$329.0 million was \$43.9 million or 15.4% unfavorable vs. the budget.

Major drivers of the April 2020 YTD unfavorable result of \$43.9 million include lower Non-Reimbursable Revenues of \$78.2 million, primarily driven by the COVID-19 pandemic-related farebox revenue losses. This was partially offset by lower Non-Reimbursable Expenses of \$34.3 million mainly due to lower non-labor spending primarily in the electric, fuel, materials & supplies, maintenance and other operating contracts and professional services categories as well as the timing of non-cash liability adjustments.

April 2020 YTD Reimbursable Expenses of \$86.8 million were \$24.2 million favorable vs. the budget primarily due to the timing of several capital projects including the Signal Replacement from Greenwich to South Norwalk, Cyclical Track Program, Connecticut Positive Train Control, West of Hudson Track Improvements, Grand Central Terminal Turnouts and Switch Renewal which are partially offset by the transfer of Maybrook Trailway costs from Operating Capital to Reimbursable Capital.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$77.5 million lower vs. the budget primarily due to lower ridership due to COVID-19 pandemic-related impacts.
 - YTD Ridership of 16.4 million was 41.1% unfavorable vs. the budget and 41.0% unfavorable vs. YTD 2019.
- **Other Operating Revenue** – YTD was \$0.7 million or 3.4% unfavorable vs. the budget primarily due to lower net GCT Retail Income.
- **Capital and Other Reimbursements** – YTD was \$24.2 million or 21.8% unfavorable vs. the budget primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$596.0 million were \$58.4 million or 8.9% favorable vs. the budget.

Labor Expenses (including fringes and overhead recoveries) of \$369.0 million YTD were \$10.1 million favorable vs. the budget.

- **Payroll** – YTD was \$0.5 million favorable vs. the budget, which primarily reflects hiring and attrition savings partially offset by the timing of retiree payouts.
- **Overtime** – YTD was \$3.9 million favorable vs. the budget primarily due to fewer than planned weather events and staggered shift coverage.

Non-Labor Expenses of \$146.3 million YTD were \$34.8 million favorable vs. the budget.

- **Electric Power** – YTD results were \$3.7 million favorable vs. the budget primarily due to lower usage as a result of MNR's Essential Service Schedule.
- **Fuel** – YTD expenses were \$1.7 million favorable vs. the budget primarily due to lower usage as a result of MNR's Essential Service Schedule.
- **Maintenance & Other Operating Contracts** – YTD was \$12.6 million favorable vs. the budget 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.
- **Professional Services** – YTD was \$0.8 million unfavorable vs. the budget due to 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 Project. This activity is partially offset by lower than anticipated Non-Reimbursable expenses for consulting and engineering services.

- **Materials & Supplies** – YTD was \$14.9 million favorable vs. the budget primarily due to the timing of Reimbursable project activity for West of Hudson Track Improvements, Waterbury Branch Cab Signal, AC Circuit Breaker and Switchgear Replacement and the GCT East Side Access Improvements as well as the timing of rolling stock maintenance events and material usage.
- **Other Business Expenses** – YTD was \$1.4 million favorable vs. the budget primarily due to lower credit card fees.

Depreciation and Other Non-Cash Liability Adjustments were \$13.6 million favorable vs. the YTD budget primarily due to lower GASB 75 expense, which reflects adjustments to account for MNR's net Other Post-Employment Benefits (OPEB) liability.

CASH DEFICIT SUMMARY

April YTD Net Cash Deficit of \$254.9 million was \$27.2 million or 11.9% unfavorable to the budget. This is mainly due to the COVID-19 pandemic-related farebox revenue losses partially offset by the timing of payments in several expenditure categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 46.6% was 12.7 percentage points unfavorable vs. the budget primarily due to lower farebox revenue due to the COVID-19 pandemic.
- Adjusted Cost per Passenger of \$24.53 was \$8.48 unfavorable vs. the budget due to the lower ridership noted above.
- Revenue per Passenger of \$9.75 was \$1.23 favorable vs. the budget.

MTA METRO-NORTH RAILROAD													
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET													
ACCURAL STATEMENT OF OPERATIONS by CATEGORY													
APRIL 2020													
(\$ in millions)													
	Nonreimbursable			Reimbursable			Total			Favorable (Unfavorable)			
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		Actual	Favorable (Unfavorable)		
		Actual	Variance		Percent	Actual		Variance	Percent		Actual	Variance	Percent
Revenue													
Farebox Revenue	\$63,138	\$3,831	(\$59,307)	(93.9)	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$63,138	\$3,831	(\$59,307)	(93.9)
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	-
Other Operating Revenue	5,128	5,733	0,606	11.8	0,000	0,000	0,000	0,000	5,128	5,733	0,606	11.8	
Capital & Other Reimbursements:													
MTA	0,000	0,000	0,000	-	14,826	8,391	(6,435)	(43.4)	14,826	8,391	(6,435)	(43.4)	
CDOT	0,000	0,000	0,000	-	14,100	8,824	(5,276)	(37.4)	14,100	8,824	(5,276)	(37.4)	
Other	0,000	0,000	0,000	-	3,043	2,113	(0,929)	(30.5)	3,043	2,113	(0,929)	(30.5)	
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	31,969	19,328	(12,641)	(39.5)	31,969	19,328	(12,641)	(39.5)	
Total Revenue	\$68,265	\$9,564	(\$58,701)	(86.0)	\$31,969	\$19,328	(\$12,641)	(39.5)	\$100,234	\$28,892	(\$71,342)	(71.2)	
Expenses													
Labor:													
Payroll	\$44,449	\$45,725	(\$1,277)	(2.9)	\$5,453	\$3,923	\$1,530	28.1	\$49,902	\$49,649	\$0,253	0.5	
Overtime	7,741	5,922	1,820	23.5	2,731	1,653	1,079	39.5	10,473	7,574	2,898	27.7	
Health and Welfare	9,277	9,039	0,238	2.6	1,835	1,244	0,592	32.2	11,112	10,282	0,830	7.5	
OP&B Current Payment	3,000	3,328	(0,328)	(10.9)	0,000	0,000	0,000	-	3,000	3,328	(0,328)	(10.9)	
Pensions	8,931	8,738	0,193	2.2	1,310	0,883	0,427	32.6	10,241	9,621	0,620	6.1	
Other Fringe Benefits	10,627	9,771	0,855	8.0	1,418	0,948	0,470	33.2	12,045	10,719	1,326	11.0	
Reimbursable Overhead	(6,802)	(5,488)	(1,313)	(19.3)	6,536	5,295	1,241	19.0	(0,265)	(0,193)	(0,072)	(27.3)	
Total Labor	\$77,222	\$77,035	\$0,188	0.2	\$19,284	\$13,946	\$5,338	27.7	\$96,507	\$90,981	\$5,526	5.7	
Non-Labor:													
Electric Power	\$4,915	\$3,905	\$1,010	20.5	\$0,000	\$0,000	\$0,000	-	\$4,915	\$3,905	\$1,010	20.5	
Fuel	1,622	0,714	0,968	57.5	0,000	0,000	0,000	-	1,622	0,714	0,968	57.5	
Insurance	1,520	1,388	0,133	8.7	0,376	0,155	0,221	58.8	1,896	1,543	0,353	18.6	
Claims	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	-	
Maintenance and Other Operating Contracts	8,903	10,101	(1,198)	(13.5)	5,187	0,467	4,720	91.0	14,090	10,568	3,522	25.0	
Professional Service Contracts	3,069	2,895	0,174	5.7	2,599	1,182	1,417	54.5	5,668	4,078	1,591	28.1	
Materials & Supplies	8,902	4,878	4,025	45.2	4,450	3,550	0,900	20.2	13,352	8,428	4,924	36.9	
Other Business Expenses	2,480	1,698	0,782	31.5	0,072	0,028	0,045	61.7	2,552	1,726	0,826	32.4	
Total Non-Labor	\$31,563	\$25,577	\$5,986	19.0	\$12,685	\$5,382	\$7,302	57.6	\$44,248	\$30,960	\$13,288	30.0	
Other Adjustments:													
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	
Total Expenses before Non-Cash Liability Adjs.	\$108,786	\$102,612	\$6,174	5.7	\$31,969	\$19,328	\$12,641	39.5	\$140,755	\$121,940	\$18,814	13.4	
Depreciation	20,542	20,619	(0,076)	(0.4)	0,000	0,000	0,000	-	20,542	20,619	(0,076)	(0.4)	
OP&B Obligation	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
GASB68 Pension Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Environmental Remediation	0,333	0,044	0,290	86.9	0,000	0,000	0,000	-	0,333	0,044	0,290	86.9	
GASB75 Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Total Expenses	\$129,661	\$123,275	\$6,387	4.9	\$31,969	\$19,328	\$12,641	39.5	\$161,630	\$142,603	\$19,027	11.8	
Net Surplus/(Deficit)	(\$61,396)	(\$113,711)	(\$52,315)	(85.2)	\$0,000	\$0,000	\$0,000	-	(\$61,396)	(\$113,711)	(\$52,315)	(85.2)	
Cash Conversion Adjustments:													
Depreciation	20,542	20,619	0,076	0.4	0,000	0,000	0,000	-	20,542	20,619	0,076	0.4	
Operating/Capital	(5,419)	(3,457)	1,962	36.2	0,000	0,000	0,000	-	(5,419)	(3,457)	1,962	36.2	
Other Cash Adjustments	(8,582)	(0,433)	8,149	95.0	0,000	0,000	0,000	-	(8,582)	(0,433)	8,149	95.0	
Total Cash Conversion Adjustments	\$6,541	\$16,729	\$10,188	*	\$0,000	\$0,000	\$0,000	-	\$6,541	\$16,729	\$10,188	*	
Net Cash Surplus/(Deficit)	(\$54,854)	(\$96,982)	(\$42,127)	(76.8)	\$0,000	\$0,000	\$0,000	-	(\$54,854)	(\$96,982)	(\$42,127)	(76.8)	

Notes:
- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
APRIL YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-B

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance Percent	Adopted Budget	Actual	Variance Percent	Adopted Budget	Actual	Variance Percent
Revenue									
Farebox Revenue	\$237,638	\$160,171	(\$77,467) (32.6)	\$0,000	\$0,000	\$0,000	\$237,638	\$160,171	(\$77,467) (32.6)
Vehicle Toll Revenue	0,000	0,000	0,000 -	0,000	0,000	0,000 -	0,000	0,000	0,000 -
Other Operating Revenue	20,772	20,062	(710) (3.4)	0,000	0,000	0,000 -	20,772	20,062	(710) (3.4)
<i>Capital & Other Reimbursements:</i>									
MTA	0,000	0,000	0,000 -	55,910	35,251	(20,660) (37.0)	55,910	35,251	(20,660) (37.0)
CDOT	0,000	0,000	0,000 -	47,578	36,844	(10,734) (22.6)	47,578	36,844	(10,734) (22.6)
Other	0,000	0,000	0,000 -	7,464	14,702	7,238 97.0	7,464	14,702	7,238 97.0
Total Capital and Other Reimbursements	0,000	0,000	0,000 -	110,952	86,797	(24,155) (21.8)	110,952	86,797	(24,155) (21.8)
Total Revenue/Receipts	\$258,410	\$160,234	(\$98,176) (38.0)	\$110,952	\$86,797	(\$24,155) (21.8)	\$369,362	\$247,031	(\$122,331) (33.0)
Expenses									
<i>Labor:</i>									
Payroll	\$177,118	\$180,509	(\$3,391) (1.9)	\$18,656	\$14,770	\$3,887 20.8	\$195,775	\$195,279	\$496 0.3
Overtime	32,832	28,717	4,115 12.5	8,338	8,557	(219) (2.6)	41,170	37,274	3,896 9.5
Health and Welfare	37,321	35,804	1,517 4.1	6,078	5,053	1,026 16.9	43,400	40,857	2,543 5.9
OP&B Current Payment	12,000	13,745	(1,745) (14.5)	0,000	0,000	0,000 -	12,000	13,745	(1,745) (14.5)
Pensions	35,809	36,003	(195) (0.5)	4,369	3,600	769 17.6	40,177	39,604	574 1.4
Other Fringe Benefits	42,938	39,852	3,086 7.2	4,691	3,812	879 18.7	47,629	43,464	4,165 8.7
Reimbursable Overhead	(21,493)	(21,956)	463 2.2	20,392	20,721	(329) (1.6)	(1,101)	(1,235)	134 12.1
Total Labor	\$316,525	\$312,476	\$4,050 1.3	\$62,524	\$56,512	\$6,012 9.6	\$379,050	\$368,968	\$10,082 2.7
<i>Non-Labor:</i>									
Electric Power	\$25,479	\$21,891	\$3,588 14.1	\$0,000	(\$0,097)	\$0,097 -	\$25,479	\$21,795	\$3,684 14.5
Fuel	7,033	5,338	1,694 24.1	0,000	0,000	0,000 -	7,033	5,338	1,694 24.1
Insurance	5,997	5,525	472 7.9	1,162	869	293 25.2	7,159	6,194	965 15.6
Claims	0,380	(0,001)	0,382 -	0,000	(0,005)	0,005 -	0,380	(0,006)	0,387 -
Paratransit Service Contracts	37,239	36,356	883 2.4	15,430	3,689	11,741 76.1	52,669	40,045	12,624 24.0
Maintenance and Other Operating Contracts	12,419	10,411	2,008 16.2	11,149	13,970	(2,821) (25.3)	23,567	24,360	(793) (3.4)
Professional Service Contracts	34,635	28,141	6,494 18.8	20,302	11,338	8,964 44.2	54,937	40,079	14,858 27.0
Materials & Supplies	9,448	8,335	1,113 11.8	0,386	0,120	0,266 68.9	9,834	8,455	1,379 14.0
Other Business Expenses	\$132,630	\$115,996	\$16,634 12.5	\$48,428	\$30,284	\$18,144 37.5	\$181,058	\$146,280	\$34,778 19.2
<i>Other Adjustments</i>									
Other	0,000	0,000	0,000 -	0,000	0,000	0,000 -	0,000	0,000	0,000 -
Total Other Adjustments	\$0,000	\$0,000	\$0,000 -	\$0,000	\$0,000	\$0,000 -	\$0,000	\$0,000	\$0,000 -
Total Expenses before Non-Cash Liability Adjs.	\$449,155	\$428,471	\$20,684 4.6	\$110,952	\$86,797	\$24,155 21.8	\$560,108	\$515,268	\$44,839 8.0
Depreciation	82,169	82,490	(321) (0.4)	0,000	0,000	0,000 -	82,169	82,490	(321) (0.4)
OP&B Obligation	0,000	0,000	0,000 -	0,000	0,000	0,000 -	0,000	0,000	0,000 -
GASB68 Pension Adjustment	0,875	(0,900)	1,775 -	0,000	0,000	0,000 -	0,875	(0,900)	1,775 -
Environmental Remediation	1,333	0,412	0,922 69.1	0,000	0,000	0,000 -	1,333	0,412	0,922 69.1
GASB75 Adjustment	9,925	(1,277)	11,202 -	0,000	0,000	0,000 -	9,925	(1,277)	11,202 -
Total Expenses	\$543,458	\$509,196	\$34,262 6.3	\$110,952	\$86,797	\$24,155 21.8	\$654,410	\$595,993	\$58,417 8.9
Net Surplus/(Deficit)	(\$285,048)	(\$328,962)	(\$43,914) (15.4)	\$0,000	\$0,000	\$0,000 -	(\$285,048)	(\$328,962)	(\$43,914) (15.4)
<i>Cash Conversion Adjustments:</i>									
Depreciation	82,169	82,490	321 0.4	0,000	0,000	0,000 -	82,169	82,490	321 0.4
Operating/Capital	(22,904)	0,783	23,688 -	0,000	0,000	0,000 -	(22,904)	0,783	23,688 -
Other Cash Adjustments	(1,933)	(9,230)	7,297 -	0,000	0,000	0,000 -	(1,933)	(9,230)	7,297 -
Total Cash Conversion Adjustments	\$57,331	\$74,043	\$16,712 29.1	\$0,000	\$0,000	\$0,000 -	\$57,331	\$74,043	\$16,712 29.1
Net Cash Surplus/(Deficit)	(\$227,716)	(\$254,919)	(\$27,203) (11.9)	\$0,000	\$0,000	\$0,000 -	(\$227,716)	(\$254,919)	(\$27,203) (11.9)

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's 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
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
 April 2020
 (\$ in millions)

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Current Month vs. Adopted Budget		Year to Date vs. Adopted Budget		
		Variance		Variance		
		Fav (Unfav)	%	Fav (Unfav)	%	
		\$		\$		
			Reason for Variance		Reason for Variance	
FAREBOX REVENUE	Non-Reimb	(\$59,307)	(93.9%)	(\$77,467)	(32.6%)	Reflects the impact of State governmental orders limiting non-essential activities caused by the COVID-19 pandemic.
OTHER OPERATING REVENUE	Non-Reimb	\$0,606	11.8%	(\$0,710)	(3.4%)	Primarily due to catch-up of first quarter GCT net retail income partially offset by delays in tenant leasing.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$12,641)	(39.5%)	(\$24,155)	(21.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$1,530	28.1%	\$3,887	20.8%	Primarily reflects lower activity on Cyclical Track Program, Mainline/High Speed Turnout Replacement, Cyclical Replacement Insulated Joint, Installation of Bridge Timbers and Signal Replacement from Greenwich to South Norwalk Projects.
OVERTIME	Non-Reimb	\$1,820	23.5%	\$4,115	12.5%	See overtime charts.
	Reimb	\$1,079	39.5%	(\$0,219)	(2.6%)	See overtime charts.
HEALTH AND WELFARE	Reimb	\$0,592	32.2%	\$1,026	16.9%	Primarily reflects lower activity on Cyclical Track Program, Signal Replacement from Greenwich to South Norwalk, GCT Turnouts - Switch Renewal and Cyclical Replacement Insulated Joint Projects partially offset by higher activity on Connecticut Track Program.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0,328)	(10.9%)	(\$1,745)	(14.5%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.
PENSIONS	Reimb	\$0,427	32.6%	\$0,768	17.6%	Primarily reflects lower activity on Cyclical Track Program, Signal Replacement from Greenwich to South Norwalk, GCT Turnouts - Switch Renewal, Cyclical Replacement Insulated Joint and Harlem Wayside Communications & Signal Improvement Projects.
OTHER FRINGE BENEFITS	Non-Reimb	\$0,855	8.0%	\$3,286	7.7%	Primarily reflects a lower employee claim provision as well as lower labor costs and rates than budgeted.
	Reimb	\$0,470	33.2%	\$0,878	18.7%	Primarily reflects lower activity on Cyclical Track Program, Mainline/High Speed Turnout Replacement, Installation of Bridge Timbers, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint and Harlem Wayside Communications & Signal Improvement Projects.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
 April 2020
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)	Reason for Variance	Variance Fav (Unfav)	Reason for Variance	Variance	
						\$	%
REIMBURSABLE OVERHEAD	Non-Reimb Reimb	(\$1,313) \$1,241	(19.3%) 19.0%	\$0.463 (\$0.329)	2.2% (1.6%)		
ELECTRIC POWER	Non-Reimb	\$1,010	20.5%	\$3,588	14.1%	Primarily due to lower usage as a result of MNR's Essential Service Schedule.	Primarily due to lower usage as a result of MNR's Essential Service Schedule and favorable rates on the Harlem and Hudson Lines.
FUEL	Non-Reimb	\$0,968	57.5%	\$1,694	24.1%	Primarily due to lower usage as a result of MNR's Essential Service Schedule and lower revenue diesel fuel rates on the Hudson and Harlem Lines.	Primarily due to lower usage as a result of MNR's Essential Service Schedule and lower heating fuel consumption.
INSURANCE	Non-Reimb Reimb	\$0,133 \$0,221	8.7% 58.8%	\$0,472 \$0,493	7.9% 42.4%	Primarily reflects lower than budgeted Station Liability and Auto premiums. Primarily reflects lower activity on Cyclical Track Program, Mainline/High Speed Turnout Replacement, Installation of Bridge Timbers, Signal Replacement from Greenwich to South Norwalk, Harlem Wayside Communications & Signal Improvement, Power Infrastructure Restoration and West of Hudson Signal Improvement Projects.	Primarily reflects lower than budgeted Station Liability and Auto premiums. Primarily reflects lower activity on GCT Turnouts - Switch Renewal, Cyclical Track Program, Signal Replacement from Greenwich to South Norwalk, West of Hudson Track Improvement, Communications & Signal Infrastructure Repair, Harlem Wayside Communications & Signal Improvement, Mainline/High Speed Turnout Replacement, Power Infrastructure Restoration, Moodna-Woodbury Viaduct and West of Hudson Track Improvement Projects.
CLAIMS	Non-Reimb	\$0,093	*	\$0,382	*	Reflects a lower passenger claims provision than budgeted.	Reflects a lower passenger claims provision than budgeted.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb Reimb	(\$1,198) \$4,720	(13.5%) 91.0%	\$0,883 \$11,741	2.4% 76.1%	Reflects timing of BL-20 Locomotive Overhauls and COVID-19 extraordinary cleaning and disinfection of stations and rolling stock. Reflects primarily lower activity on the Maybrook Trailway (actuals are reflected in Professional Services), Signal Replacement from Greenwich to South Norwalk, Connecticut Track Program, Replacement of Bridge Timbers and GCT Leaks Remediation Projects.	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), GCT Leaks Remediation, Cyclical Track Program, Connecticut Track Program and Replacement of Bridge Timbers Projects.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb Reimb	\$0,174 \$1,417	5.7% 54.5%	\$2,008 (\$2,821)	16.2% (25.3%)	Lower than anticipated consulting and engineering services. Primarily reflects lower activity on the Positive Train Control (CT), Oil Circuit Breaker Replacement, Sasco Creek Traction Power Supply Station, GCT Leaks Remediation, and Mainline/High Speed Turnout Replacement Projects partially offset by Maybrook Trailway (budget in Maintenance Services).	Lower than anticipated consulting and engineering services. Reflects transfer of costs on the Maybrook Trailway Project (budget in Maintenance Services) from Operating Capital and transfer of costs to Cos Cob Bridge Mitre Rail Replacement Project from Operating partially offset by timing of Positive Train Control (CT), Oil Circuit Breaker Replacement, Sasco Creek Traction Power Supply Station, GCT Leaks Remediation, Cameras/Audio for M8 Fleet, Waterbury Branch Cab Signal and Mainline/High Speed Turnout Replacement Projects.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
 April 2020
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget		Year to Date vs. Adopted Budget		
		Variance		Variance		
		Fav (Unfav)	%	Fav (Unfav)	%	
		\$		\$		
			Reason for Variance		Reason for Variance	
MATERIALS AND SUPPLIES	Non-Reimb	\$4,025	45.2%	\$6,484	18.8%	Primarily due to timing of rolling stock maintenance events, lower rolling stock material usage due to the reduced service schedule and timing of infrastructure repairs partially offset by increased supplies for the COVID-19 extraordinary cleaning and disinfection of stations and rolling stock.
	Reimb	\$0,900	20.2%	\$8,363	41.2%	Reflects Moodna/Woodbury Viaduct Improvement (Transfer of Ties Expense to West of Hudson Track Improvement Project), lower activity on Connecticut Track Program, Mainline/High Speed Turnout Replacement, GCT Turnouts-Switch Renewal, Waterbury Branch Cab Signal, Cyclical Track Program and Grade Crossing Renewal Program partially offset by higher activity on Power Infrastructure Restoration, Saga Bridge Repairs and West of Hudson Track Improvement Projects.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0,782	31.5%	\$1,113	11.8%	Primarily due to lower credit card fees.
	Reimb	\$0,045	61.7%	\$0,266	68.9%	Primarily reflects lower activity on the Maybrook Trailway Project.
DEPRECIATION	Non-Reimb	(\$0,076)	(0.4%)	(\$0,321)	(0.4%)	Reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0,000	*	\$1,775	*	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0,290	86.9%	\$0,922	69.1%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$0,000	*	\$11,202	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$1,962	36.2%	\$23,688	*	Primarily reflects timing for the following projects: Upper Harlem Pole Replacement, Replacement of the GCT Escalators, Vehicle Replacement Program, and installation of the Wayside Energy Storage System partially offset by the Replacement of the Maintenance of Way Operation Control Center North Display Board.

* Variance exceeds 100%.

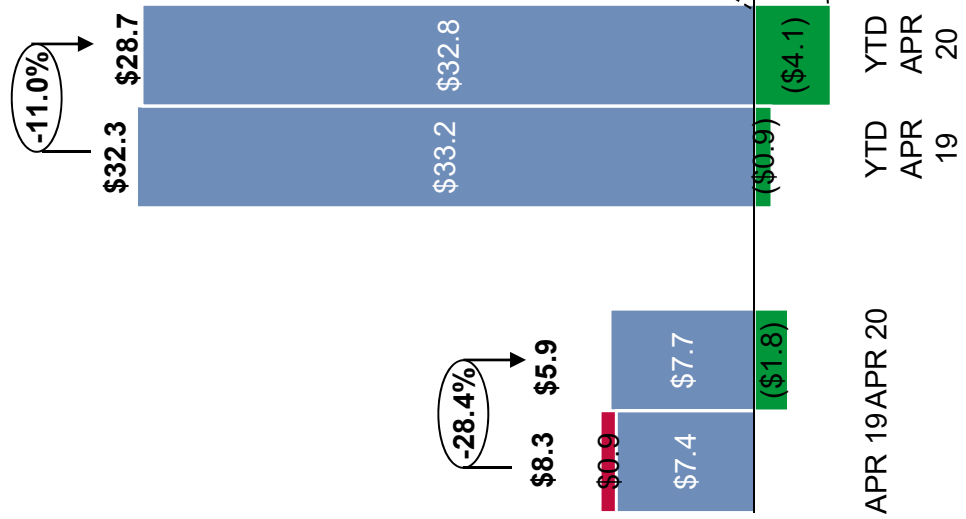
METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

April 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$91.5M

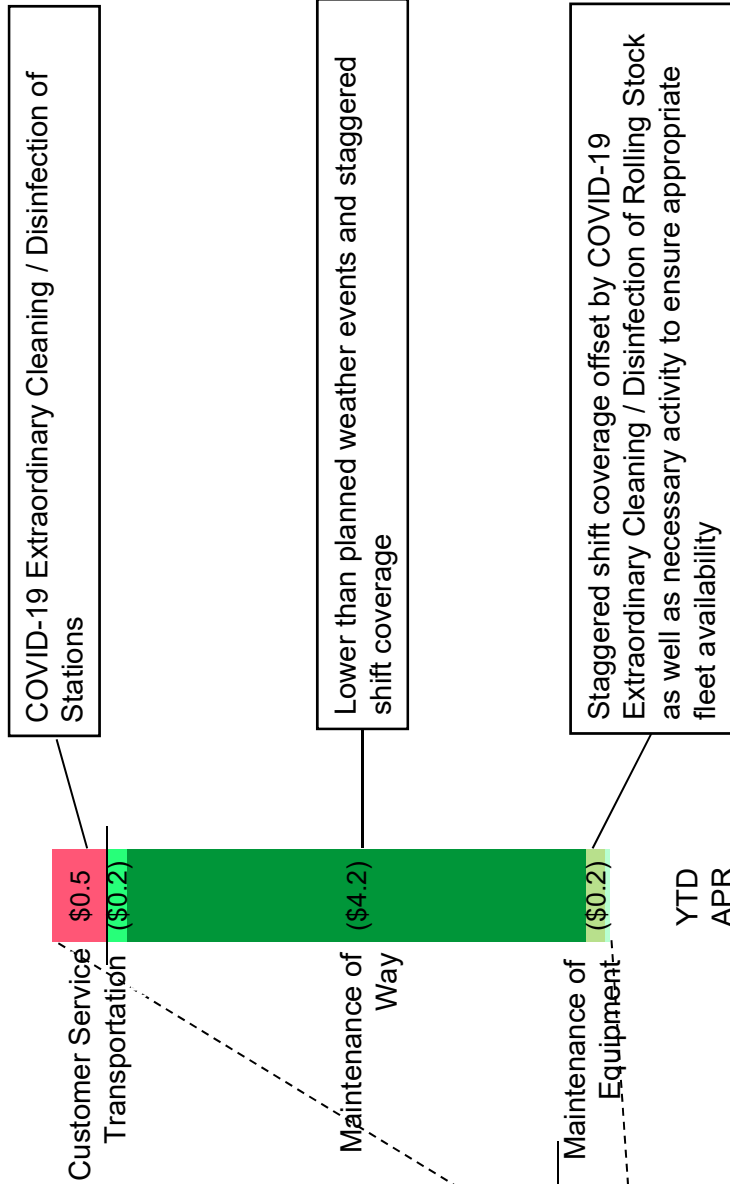


Overview

- Overall decrease of \$3.6M or 11.0% compared to YTD April 2019
- 12.5% below 2020 budget
- Favorable Weather variance in Maintenance of Way 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 \$8.6M of total \$28.7M; Connecticut's share of YTD Favorable Variance is \$1.2M of the \$4.1M

YTD variance by division

(\$4.1M), (12.5%)



Source: 2020 Adopted Budget. General Ledger actuals for actual overtime spending.

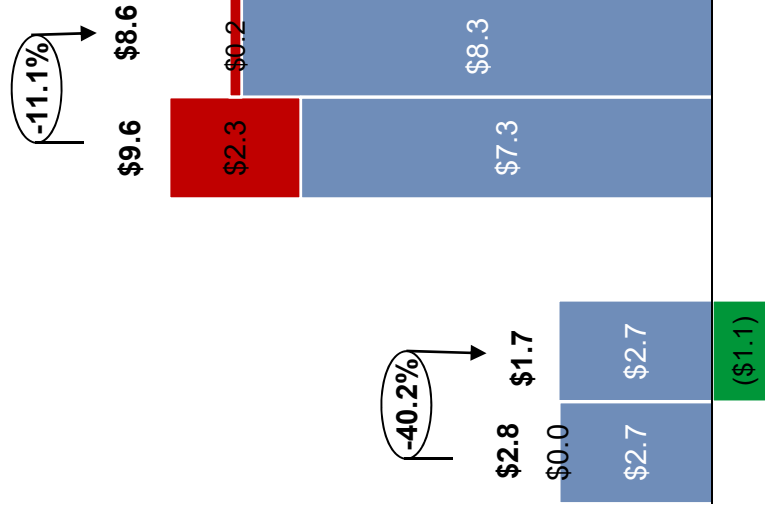
METRO-NORTH RAILROAD – Reimbursable Overtime Variance

April 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$29.4M

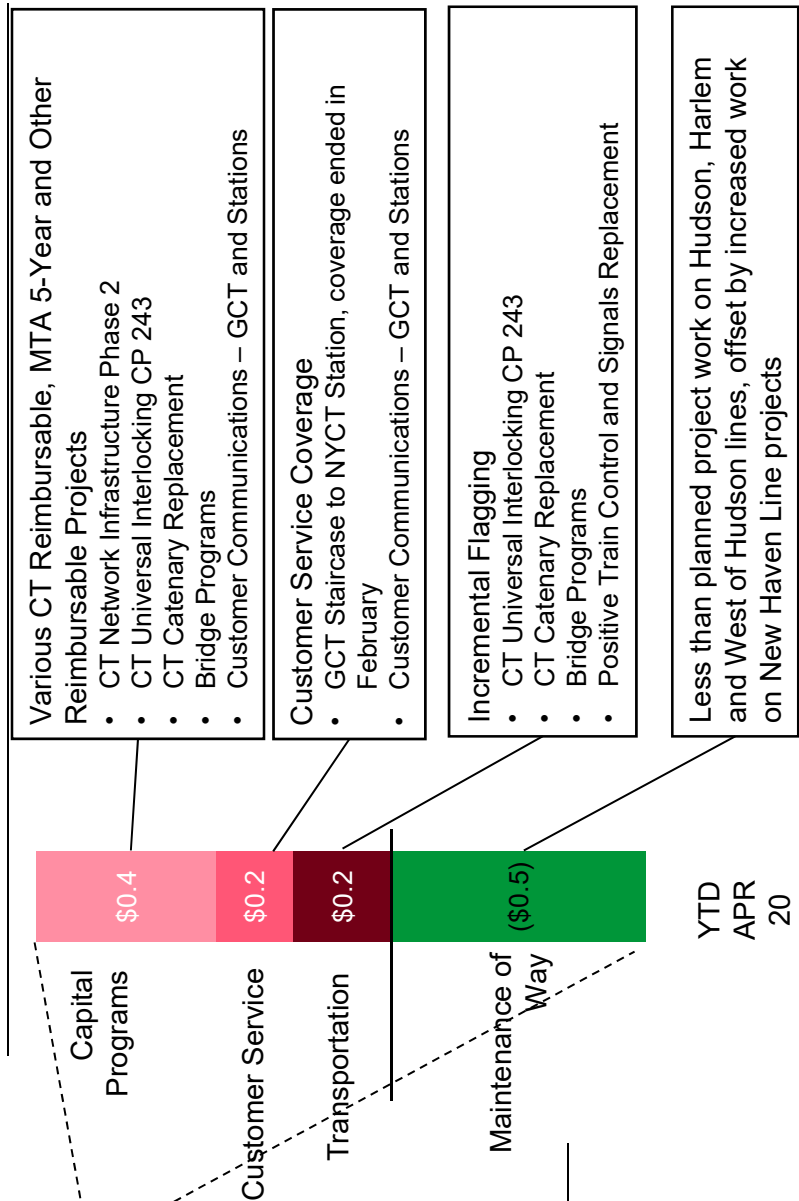


Overview

- Overall decrease of \$1.1M or 11.1% compared to YTD April 2019
- 2.6% above 2020 budget
- Main cause for unfavorable variance is higher than forecast work on CT Capital projects
- Connecticut paid \$3.1M of total \$8.6M; Connecticut's share of YTD Unfavorable Variance is \$1.1M of the \$0.2M

YTD variance by division

\$0.2M, 2.6%



Various CT Reimbursable, MTA 5-Year and Other Reimbursable Projects

- CT Network Infrastructure Phase 2
- CT Universal Interlocking CP 243
- CT Catenary Replacement
- Bridge Programs
- Customer Communications – GCT and Stations

Customer Service Coverage

- GCT Staircase to NYCT Station, coverage ended in February
- Customer Communications – GCT and Stations

Incremental Flagging

- CT Universal Interlocking CP 243
- CT Catenary Replacement
- Bridge Programs
- Positive Train Control and Signals Replacement

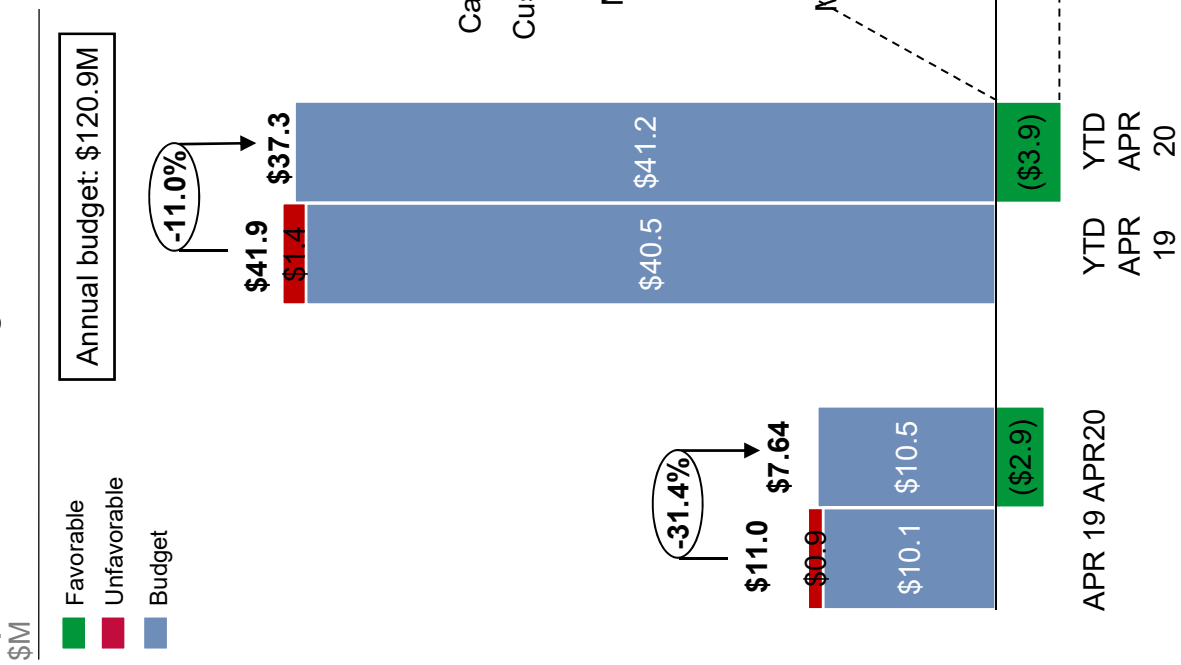
Less than planned project work on Hudson, Harlem and West of Hudson lines, offset by increased work on New Haven Line projects

Source: 2020 Adopted Budget. General Ledger actuals for actual overtime spending.

METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable

Overtime Variance

April 2020 and YTD budget vs. variance

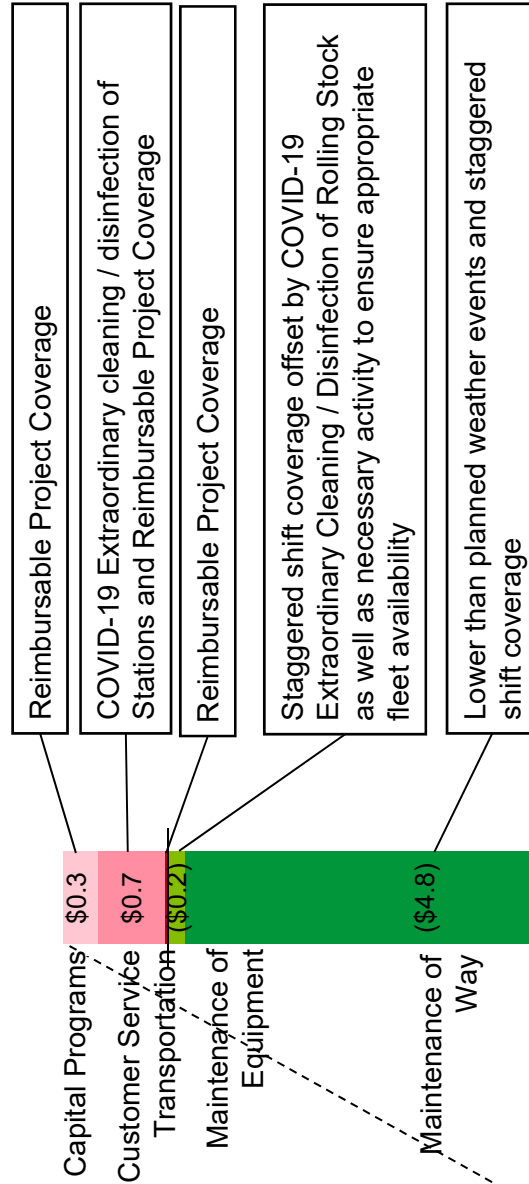


Overview

- Overall decrease of \$4.6M or 11.0% compared to YTD April 2019
- 9.5% below 2020 budget
- Favorable Weather variance in Maintenance of Way 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 \$11.7M of total \$37.3M; Connecticut's share of YTD Favorable Variance is (\$0.1M) of the \$3.9M

YTD variance by division

(\$3.9M), (9.5%)



Source: 2020 Adopted Budget. General Ledger actuals for actual overtime spending.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	APRIL 2020			Year-to-Date		
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)	
		Actual	Variance		Percent	Actual
Receipts						
Farebox Revenue	\$61,746	\$4,372	(\$57,374)	\$232,445	\$157,446	(\$74,999)
Vehicle Toll Revenue	0,000	0,000	0,000	0,000	0,000	-
Other Operating Revenue	6,970	6,430	(0,540)	29,474	29,873	0,399
<i>Capital & Other Reimbursements:</i>						
MTA	13,926	13,403	(0,522)	55,461	45,159	(10,302)
CDOT	14,100	11,222	(2,878)	47,578	39,651	(7,927)
Other	3,043	0,243	(2,800)	7,464	11,312	3,848
Total Capital and Other Reimbursements	31,069	24,868	(6,200)	110,503	96,122	(14,381)
Total Receipts	\$99,785	\$35,670	(\$64,114)	\$372,421	\$283,441	(\$88,980)
Expenditures						
<i>Labor:</i>						
Payroll	\$56,358	\$50,713	\$5,645	\$210,015	\$196,064	\$13,951
Overtime	12,036	8,855	3,181	45,335	39,512	5,823
Health and Welfare	12,108	11,119	0,989	47,342	44,559	2,783
OPEB Current Payment	3,000	3,297	(0,297)	12,000	13,811	(1,811)
Pensions	10,270	10,232	0,038	41,081	40,861	0,220
Other Fringe Benefits	13,471	10,905	2,566	49,871	48,568	1,303
GASB Account	0,000	0,000	0,000	0,000	0,000	0,000
Reimbursable Overhead	0,000	0,000	0,000	0,000	0,000	0,000
Total Labor	\$107,244	\$95,121	\$12,123	\$405,644	\$383,375	\$22,269
<i>Non-Labor:</i>						
Electric Power	\$5,071	\$5,487	(\$0,416)	\$26,101	\$24,800	\$1,301
Fuel	1,640	0,671	0,969	6,866	6,025	0,841
Insurance	3,242	0,000	3,242	4,063	0,000	4,063
Claims	0,093	0,038	0,055	1,400	0,248	1,152
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	15,120	10,615	4,505	62,354	40,394	21,960
Professional Service Contracts	4,791	2,899	1,892	21,158	9,411	11,747
Materials & Supplies	13,486	15,202	(1,716)	56,773	62,683	(5,910)
Other Business Expenditures	3,953	2,619	1,334	15,778	11,424	4,354
Total Non-Labor	\$47,395	\$37,531	\$9,864	\$194,494	\$154,985	\$39,509
<i>Other Adjustments:</i>						
Other	0,000	0,000	0,000	0,000	0,000	0,000
Total Other Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenditures	\$154,639	\$132,652	\$21,987	\$600,138	\$538,360	\$61,778
Net Cash Deficit (excludes Opening Cash Balance)	(\$54,854)	(\$96,982)	(\$42,127)	(\$227,716)	(\$254,919)	(\$27,203)
Subsidies						
MTA	45,055	66,409	21,354	175,792	225,472	49,680
CDOT	9,799	5,717	(4,082)	51,924	44,714	(7,210)
Total Subsidies	\$54,854	\$72,126	\$17,272	\$227,716	\$270,186	\$42,470
Cash Timing and Availability Adjustment	\$0,000	(\$2,173)	(\$2,173)	\$0,000	\$8,615	\$8,615

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

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

Generic Receipt or Expense Category	April Month vs Budget		Year-to-Date as of April 30, 2020 vs. Adopted Budget		
	Variance		Variance		
	Fav (Unfav) \$	%	Fav (Unfav) \$	%	
FARE REVENUE	(57,374)	(92.9%)	(74,999)	(32.3%)	Reflects the impact of State governmental orders limiting non-essential activities caused by the COVID-19 pandemic.
OTHER OPERATING REVENUE	(0,540)	(7.7%)	0,399	1.4%	Primarily reflects lower GCT revenues partially offset by timing of Amtrak reimbursements.
CAPITAL AND OTHER REIMBURSEMENTS:					
MTA	(0,522)	(3.7%)	(10,302)	(18.6%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.
CDOT	(2,878)	(20.4%)	(7,927)	(16.7%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.
OTHER	(2,800)	(92.0%)	3,848	51.6%	Primarily reflects lower reimbursable related project activity combined with lower cash receipts than budgeted.
PAYROLL	5,645	10.0%	13,951	6.6%	Primarily reflects the timing of remittance payments for the employee portion of withheld income taxes as well as timing of RWA payments partially offset by inter-agency payroll.
OVERTIME	3,181	26.4%	5,823	12.8%	Due to COVID-19, staggered shift coverage causing lower infrastructure repairs in Maintenance of Way and Maintenance of Equipment, reduction of capital related projects and lower required vacancy coverage partially offset by unscheduled extraordinary cleaning and disinfection of stations and rolling stock.
HEALTH & WELFARE	0,989	8.2%	2,783	5.9%	Primarily reflects the timing of payments for health insurance premiums.
OPEB CURRENT PAYMENT	(0,297)	(9.9%)	(1,811)	(15.1%)	Primarily reflects higher number of retirees receiving healthcare benefits than budgeted.
OTHER FRINGE BENEFITS	2,566	19.1%	1,303	2.6%	Primarily reflects the timing of remittance payments for payroll taxes combined with lower employee claim payments.
ELECTRIC POWER	(0,416)	(8.2%)	1,301	5.0%	Primarily reflects timing of payments partially offset by lower rates than budgeted on Harlem and Hudson Lines.
FUEL	0,969	59.1%	0,841	12.3%	Primarily reflects lower than budgeted diesel fuel rates on the Harlem and Hudson Lines.
INSURANCE	3,242	100.0%	4,063	100.0%	Reflects timing of payments for insurance premiums.

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

Generic Receipt or Expense Category	April Month vs Budget		Year-to-Date as of April 30, 2020 vs. Adopted Budget		Reason for Variance
	Variance		Variance		
	Fav (Unfav) \$	%	Fav (Unfav) \$	%	
CLAIMS	0.055	59.0%	1.152	82.3%	Primarily reflects lower payments for passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	4.505	29.8%	21.960	35.2%	Primarily reflects the timing of Capital Projects (Maybrook Trailway (actuals are reflected in Professional Services), Signal Replacement - Greenwich to South Norwalk and Upper Harlem Pole Replacement) partially offset by timing of BL-20 Locomotive Overhauls and COVID-19 extraordinary cleaning and disinfecting efforts.
PROFESSIONAL SERVICE CONTRACTS	1.892	39.5%	11.747	55.5%	Primarily reflects the timing of engineering services for Capital Projects (Connecticut Positive Train Control, Installation of Wayside Energy Storage, GCT Station Master's Office Design and Reconfiguration and Oil Circuit Breaker Replacement partially offset by Maybrook Trailway (budgeted in Maintenance & Other Operating Contracts)).
MATERIALS & SUPPLIES	(1.716)	(12.7%)	(5.910)	(10.4%)	Primarily reflects the timing of materials placed into inventory and increased spending on supplies for the COVID-19 extraordinary cleaning and disinfecting effort for stations and rolling stock partially offset by lower activity on the Connecticut Track Program.
OTHER BUSINESS EXPENSES	1.334	33.7%	4.354	27.6%	Primarily reflects timing of payments for New Jersey Transit Subsidy and lower miscellaneous expenses.
MTA SUBSIDY RECEIPTS	21.354	47.4%	49.680	28.3%	Primarily reflects higher cash deficit combined with lower CDOT subsidy partially offset by available cash balance.
CDOT SUBSIDY RECEIPTS	(4.082)	(41.7%)	(7.210)	(13.9%)	Primarily reflects lower CDOT share of estimated deficit than budgeted.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	APRIL 2020				Year-to-Date			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$1,391)	\$0,541	\$1,933	*	(\$5,193)	(\$2,725)	\$2,468	47.5
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	1,842	0,697	(1,145)	(62.2)	8,702	9,811	1,109	12.7
Capital & Other Reimbursements:								
MTA	(0,900)	5,012	5,913	*	(0,449)	9,908	10,358	*
CDOT	0,000	2,398	2,398	-	0,000	2,807	2,807	-
Other	0,000	(1,870)	(1,870)	-	0,000	(3,390)	(3,390)	-
Total Capital and Other Reimbursements	(0,900)	5,540	6,440	*	(0,449)	9,325	9,775	*
Total Revenue/Receipts	(\$0,450)	\$6,778	\$7,228	*	\$3,059	\$16,410	\$13,351	*
Expenditures								
Labor:								
Payroll	(\$6,456)	(\$1,064)	\$5,392	83.5	(\$14,240)	(\$0,785)	\$13,455	94.5
Overtime	(1,563)	(1,281)	0,283	18.1	(4,166)	(2,238)	1,928	46.3
Health and Welfare	(0,996)	(0,837)	0,160	16.0	(3,942)	(3,702)	0,240	6.1
OPEB Current Payment	0,000	0,031	0,000	-	0,000	(0,066)	(0,066)	-
Pensions	(0,029)	(0,611)	(0,582)	*	(0,904)	(1,257)	(0,354)	(39.1)
Other Fringe Benefits	(1,427)	(0,186)	1,241	87.0	(2,242)	(5,104)	(2,862)	*
GASB Account	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Reimbursable Overhead	(0,265)	(0,193)	0,072	27.3	(1,101)	(1,235)	(0,134)	(12.1)
Total Labor	(\$10,737)	(\$4,140)	\$6,597	61.4	(\$26,594)	(\$14,387)	\$12,207	45.9
Non-Labor:								
Electric Power	(\$0,156)	(\$1,582)	(\$1,426)	*	(\$0,622)	(\$3,005)	(\$2,383)	*
Fuel	0,042	0,043	0,001	3.5	0,166	(0,687)	(0,853)	*
Insurance	(1,346)	1,543	2,888	*	3,097	6,194	3,098	*
Claims	0,000	(0,039)	(0,039)	-	(1,020)	(0,254)	0,765	75.1
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	(1,030)	(0,047)	0,982	95.4	(9,686)	(0,349)	9,336	96.4
Professional Service Contracts	0,877	1,179	0,301	34.3	2,410	14,969	12,560	*
Materials & Supplies	(0,134)	(6,774)	(6,641)	*	(1,837)	(22,604)	(20,767)	*
Other Business Expenses	(1,401)	(0,893)	0,508	36.2	(5,945)	(2,969)	2,976	50.1
Total Non-Labor	(\$3,147)	(\$6,571)	(\$3,424)	*	(\$13,436)	(\$8,705)	\$4,731	35.2
Other Adjustments:								
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenditures before Non-Cash Liability Adjs.	(\$13,884)	(\$10,712)	\$3,173	22.9	(\$40,030)	(\$23,092)	\$16,938	42.3
Depreciation	20,542	20,619	0,076	0.4	82,169	82,490	0,321	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	-	0,875	(0,900)	(1,775)	*
Environmental Remediation	0,333	0,044	(0,290)	(86.9)	1,333	0,412	(0,922)	69.1
GASB75 Adjustment	0,000	0,000	0,000	-	9,925	(1,277)	(11,202)	*
Total Expenditures Adjustments	\$6,991	\$9,951	\$2,960	42.3	\$54,272	\$57,633	\$3,360	6.2
Total Cash Conversion Adjustments	\$6,541	\$16,729	\$10,188	*	\$57,331	\$74,043	\$16,712	29.1

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
-- Differences are due to rounding.
* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
APRIL 2020
(in millions)**

	MONTH		VARIANCE		YTD		VARIANCE			
	ADOPTED BUDGET	2020	2019 ^(A)	Fav/(Unfav)		ADOPTED BUDGET	2020	2019 ^(A)	Fav/(Unfav)	
				ADOPTED BUDGET	2019				ADOPTED BUDGET	2019
FAREBOX REVENUE										
Harlem Line - Commutation	9,486	0.732	9,383	(8,754)	-92.3%	37,575	28,506	37,165	(8,969)	-23.9%
Harlem Line - Non-Commutation	8,623	0.505	8,372	(8,117)	-94.1%	30,916	19,116	30,378	(11,800)	-38.2%
TOTAL HARLEM LINE	\$18,109	\$1,238	\$17,754	(\$16,871)	-93.2%	\$68,491	\$47,722	\$67,544	(\$20,769)	-30.3%
Hudson Line - Commutation	6,371	0.489	6,299	(5,882)	-92.3%	25,317	19,114	25,031	(6,203)	-24.5%
Hudson Line - Non-Commutation	7,565	0.475	7,358	(7,090)	-93.7%	26,464	16,120	25,739	(10,345)	-39.1%
TOTAL HUDSON LINE	\$13,936	\$0.964	\$13,657	(\$12,972)	-93.1%	\$51,781	\$35,234	\$50,770	(\$16,547)	-32.0%
New Haven Line - Commutation	13,372	0.891	13,280	(12,480)	-93.3%	52,999	38,981	52,636	(14,018)	-26.4%
New Haven Line - Non-Commutation	16,491	0.629	16,263	(15,862)	-96.2%	59,661	35,296	59,138	(24,365)	-40.8%
TOTAL NEW HAVEN LINE	\$29,863	\$1,521	\$29,544	(\$28,342)	-94.9%	\$112,660	\$74,277	\$111,774	(\$38,383)	-34.1%
All Lines - Commutation	29,229	2.113	28,962	(27,116)	-92.8%	115,891	86,701	114,833	(29,190)	-25.2%
All Lines - Non-Commutation	32,679	1.610	31,993	(31,069)	-95.1%	117,041	70,532	115,255	(46,509)	-39.7%
TOTAL EAST OF HUDSON LINES	\$61,908	\$3,723	\$60,955	(\$58,185)	-94.0%	\$232,932	\$157,233	\$230,088	(\$75,699)	-32.5%
West of Hudson ^(B)	\$1,230	\$0.108	\$1,141	(\$1,122)	-91.2%	\$4,706	\$2,938	\$4,660	(1,768)	-37.6%
TOTAL FAREBOX REVENUE	\$63,138	\$3,831	\$62,095	(\$59,307)	-93.9%	\$237,638	\$160,171	\$234,748	(\$77,467)	-32.6%
RIDERSHIP										
Harlem Line - Commutation	1,459	0.105	1,459	(1,354)	-92.8%	5,559	3,267	5,560	(2,292)	-41.2%
Harlem Line - Non-Commutation	0,934	0.058	0,918	(0,877)	-93.8%	3,377	2,057	3,361	(1,320)	-39.1%
TOTAL HARLEM LINE	2,393	0.162	2,378	(2,231)	-93.2%	8,936	5,324	8,921	(3,612)	-40.4%
Hudson Line - Commutation	0,839	0.055	0,839	(0,784)	-93.5%	3,203	1,871	3,203	(1,332)	-41.6%
Hudson Line - Non-Commutation	0,669	0.036	0,658	(0,633)	-94.6%	2,338	1,381	2,300	(0,957)	-40.9%
TOTAL HUDSON LINE	1,507	0.091	1,497	(1,417)	-94.0%	5,541	3,252	5,503	(2,289)	-41.3%
New Haven Line - Commutation	1,926	0.110	1,930	(1,816)	-94.3%	7,343	4,242	7,361	(3,101)	-42.2%
New Haven Line - Non-Commutation	1,523	0.072	1,515	(1,451)	-95.3%	5,553	3,334	5,552	(2,219)	-40.0%
TOTAL NEW HAVEN LINE	3,449	0.182	3,445	(3,267)	-94.7%	12,896	7,576	12,914	(5,320)	-41.3%
Total Ridership East of Hudson	4,223	0.269	4,228	(3,954)	-93.6%	16,105	9,380	16,125	(6,725)	-41.8%
All Lines - Commutation	3,126	0.165	3,091	(2,961)	-94.7%	11,268	6,772	11,217	(4,496)	-39.9%
All Lines - Non-Commutation	7,349	0.435	7,320	(6,815)	-94.1%	27,373	16,152	17,272	(4,496)	-39.9%
TOTAL EAST OF HUDSON LINES	10,475	0.600	10,411	(9,776)	-94.1%	38,641	22,924	38,489	(4,496)	-39.9%
West of Hudson ^(B)	0,143	0.014	0,140	(0,129)	-90.1%	0,535	0,278	0,525	(0,258)	-48.1%
TOTAL EAST & WEST OF HUDSON LINES	7,492	0.449	7,459	(7,044)	-94.0%	27,909	16,430	27,862	(11,479)	-41.1%

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

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

MTA METRO-NORTH RAILROAD
2020 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
April 30, 2020

<u>Department</u>	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	3	3	-	
Labor Relations	13	11	2	
Safety	59	51	8	A
Security	22	19	3	
Office of the Executive VP	7	6	1	
Corporate & Public Affairs	15	15	-	
Customer Service	54	49	5	
Legal	11	10	1	
Claims	7	6	1	
Human Resources	37	35	2	
Training	85	79	6	A,B
Employee Relations & Diversity	5	4	1	
VP Planning	2	2	-	
Operations Planning & Analysis	21	19	2	
Capital Planning & Programming	11	10	1	
Long Range Planning	6	5	1	
VP Finance & Info Systems	-	-	-	
Controller	75	68	7	B
Budget	18	16	2	
Procurement & Material Mgmt	21	21	0	
Total Administration	472	429	43	
Operations				
Operations Support	77	74	3	
Transportation	1,718	1,665	53	B
Customer Service	379	375	4	
Metro-North West	32	32	(0)	
Total Operations	2,206	2,146	60	
Maintenance				
Maintenance of Equipment	1,718	1,591	127	B
Maintenance of Way	2,147	2,104	43	B
Procurement & Material Mgmt	116	111	5	
Total Maintenance	3,981	3,806	175	
Engineering/Capital				
Construction Management	37	29	8	A, B
Engineering & Design	90	80	10	A, B
Total Engineering/Capital	127	109	18	
Total Positions	6,786	6,490	296	
Non-Reimbursable	5,973	5,999	(26)	
Reimbursable	813	491	322	
Total Full-Time	6,785	6,489	296	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects higher attrition than planned.
(B) Variance reflects delayed hiring of vacant positions.

MTA METRO-NORTH RAILROAD
2020 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
April 30, 2020

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	152	149	3
Professional, Technical, Clerical	320	281	39
Operational Hourlies	-	-	-
Total Administration	472	429	43
Operations			
Managers/Supervisors	271	248	23
Professional, Technical, Clerical	220	221	(1)
Operational Hourlies	1,715	1,677	38
Total Operations	2,206	2,146	60
Maintenance			
Managers/Supervisors	667	631	36
Professional, Technical, Clerical	472	454	18
Operational Hourlies	2,842	2,721	121
Total Maintenance	3,981	3,806	175
Engineering/Capital			
Managers/Supervisors	47	37	10
Professional, Technical, Clerical	80	72	8
Operational Hourlies	-	-	-
Total Engineering/Capital	127	109	18
Total Positions			
Managers/Supervisors	1,137	1,065	72
Professional, Technical, Clerical	1,092	1,027	65
Operational Hourlies	4,557	4,399	158
Total Positions	6,786	6,490	296

**MTA METRO-NORTH RAILROAD
2020 ADOPTED BUDGET VS. ACTUALS
April 30, 2020**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	472	429	43	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Operations	2,206	2,146	60	Primarily reflects delayed hiring of vacant positions
Maintenance	3,981	3,806	175	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	127	109	18	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Total Agency-wide Headcount	6,786	6,490	296	
Non-Reimbursable	5,973	5,999	(26)	
Reimbursable	813	491	322	

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
APRIL 2020**

	MONTH			VARIANCE	
	Fav/(Unfav)				
	BUD	2020	2019	BUD	2019
Farebox Operating Ratio					
Standard ^(B)	57.0%	3.7%	55.4%	-53.3%	-51.6%
Adjusted ^(C)	64.8%	11.2%	62.6%	-53.6%	-51.4%
Cost per Passenger					
Standard ^(B)	\$14.78	\$228.43	\$15.08	(\$213.66)	(\$213.35)
Adjusted ^(C)	\$14.43	\$237.53	\$14.59	(\$223.09)	(\$222.94)
Passenger Revenue/Passenger	\$8.43	\$8.53	\$8.35	\$0.10	\$0.18
	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)				
	BUD	2020	2019	BUD	2019
Farebox Operating Ratio					
Standard ^(B)	51.9%	38.7%	54.6%	-13.2%	-15.9%
Adjusted ^(C)	59.3%	46.6%	61.7%	-12.7%	-15.2%
Cost per Passenger					
Standard ^(B)	\$16.41	\$25.18	\$15.58	(\$8.77)	(\$9.61)
Adjusted ^(C)	\$16.05	\$24.53	\$15.13	(\$8.48)	(\$9.40)
Passenger Revenue/Passenger	\$8.51	\$9.75	\$8.51	\$1.23	\$1.24

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

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

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

Ridership Report

Michael Shiffer

Vice President, Planning



MTA Metro-North train heading southbound by New Hamburg Station.

Photo courtesy of Linda Morris



Metro-North Railroad

June 2020 Highlights: Ridership Report

(Note: May West of Hudson ridership is preliminary)

May 2020 vs. 2019

- Large decreases in May ridership continue to be attributed to the Covid-19 epidemic where nonessential workers continue to be mandated to work from home by the Governor of New York.
- East of Hudson ridership decreased 93.0% vs. May 2019 and Budget
 - East of Hudson Commutation ridership decreased 94.5%
 - East of Hudson Non-Commutation ridership decreased 91.2%
- East of Hudson ridership by line:
 - Hudson Line ridership decreased 92.5%
 - Harlem Line ridership decreased 92.4%
 - New Haven Line ridership decreased 93.6%

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

Michael Shiffer
Vice President
Planning

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

RIDERSHIP SUMMARY

May Ridership and Revenue (millions)

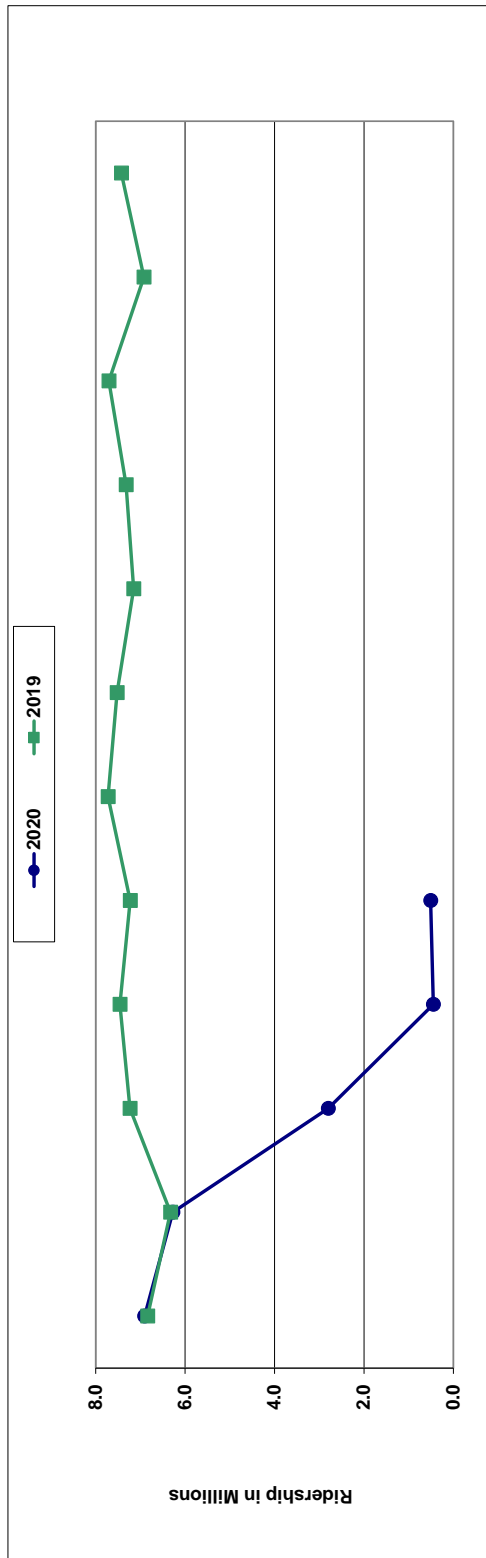
	May 2020	% Change vs. 2019
Total Rail Ridership	0.511	-92.9% ▼
Commutation Ridership	0.221	-94.4% ▼
Non-Commutation Ridership	0.290	-91.1% ▼
Connecting Service Ridership	0.002	-97.7% ▼
Total MNR System Ridership	0.513	-93.0% ▼
Rail Revenue	\$3.396	-94.8% ▼

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

	YTD 2020	% Change vs. 2019	Comparison to Budget
Total Rail Ridership	16.941	-51.7% ▼	-51.8% ▼
Commutation Ridership	9.755	-52.1% ▼	-52.1% ▼
Non-Commutation Ridership	7.186	-51.2% ▼	-51.5% ▼
Connecting Service Ridership	0.120	-52.1% ▼	-53.0% ▼
Total MNR System Ridership	17.601	-51.7% ▼	-51.8% ▼
Rail Revenue	\$163.6	-45.4% ▼	-46.1% ▼

MAY RAIL RIDERSHIP (1)

- May's Total Rail Ridership was 92.9% below 2019 and 93.0% below budget.

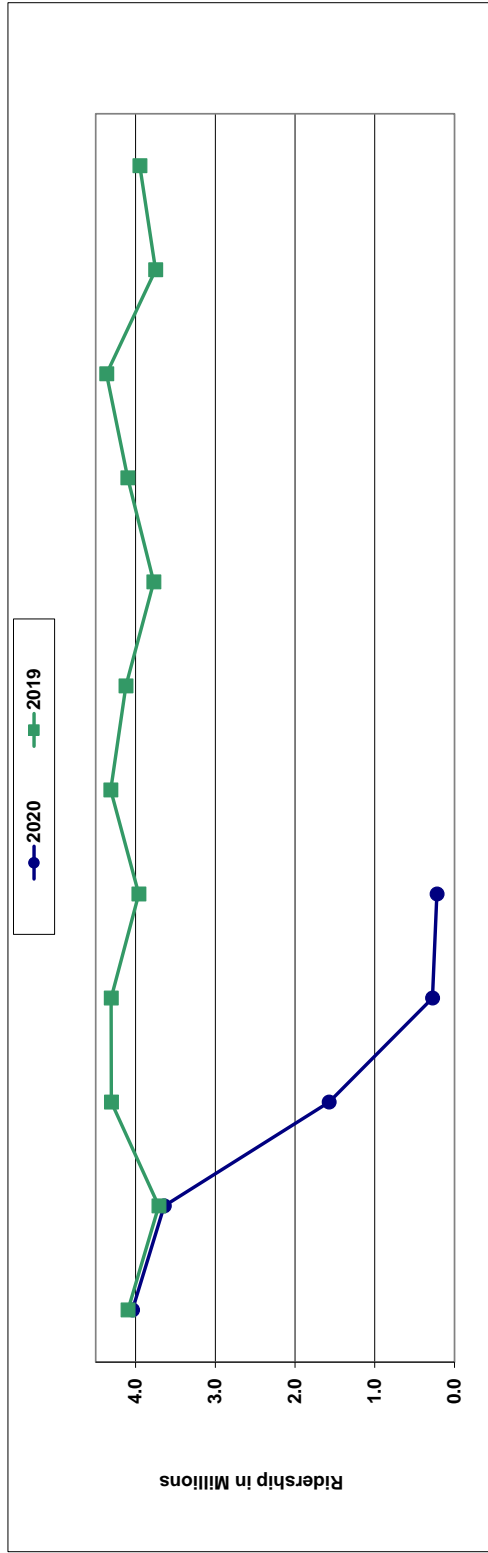


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	6.9	6.3	2.8	0.4	0.5	7.7	7.5	7.2	7.3	7.7	6.9	7.4	16.9
2019	6.8	6.3	7.2	7.5	7.2	7.7	7.5	7.2	7.3	7.7	6.9	7.4	35.1
PCT CHG.	1.0%	-0.8%	-61.3%	-94.0%	-92.9%								-51.7%

1) Includes East and West of Hudson.

MAY RAIL COMMUTATION RIDERSHIP (1)

● May's Rail Commutation Ridership was 94.4% below 2019 and budget.

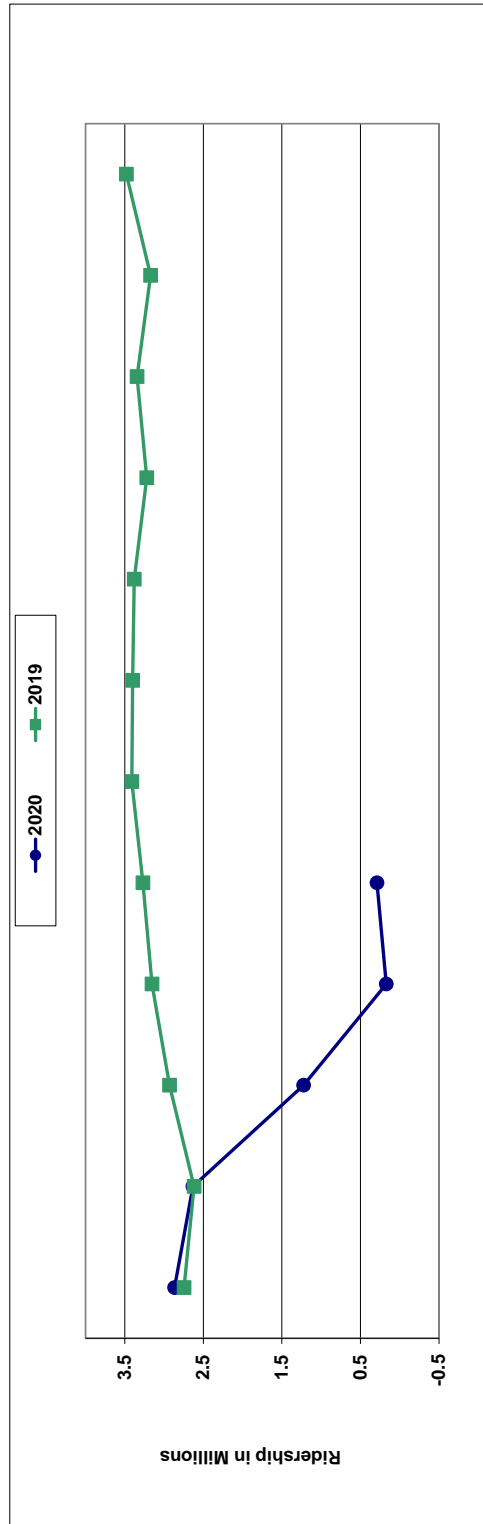


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	4.0	3.6	1.6	0.3	0.2								9.8
2019	4.1	3.7	4.3	4.3	4.0	4.3	4.1	3.8	4.1	4.4	3.8	3.9	20.4
PCT CHG.	-1.4%	-1.8%	-63.4%	-93.6%	-94.4%								-52.1%

1) Includes East and West of Hudson.

MAY RAIL NON-COMMUTATION RIDERSHIP (1)

- May's Rail Non-Commutation Ridership was 91.1% below 2019 and 91.2% below budget.

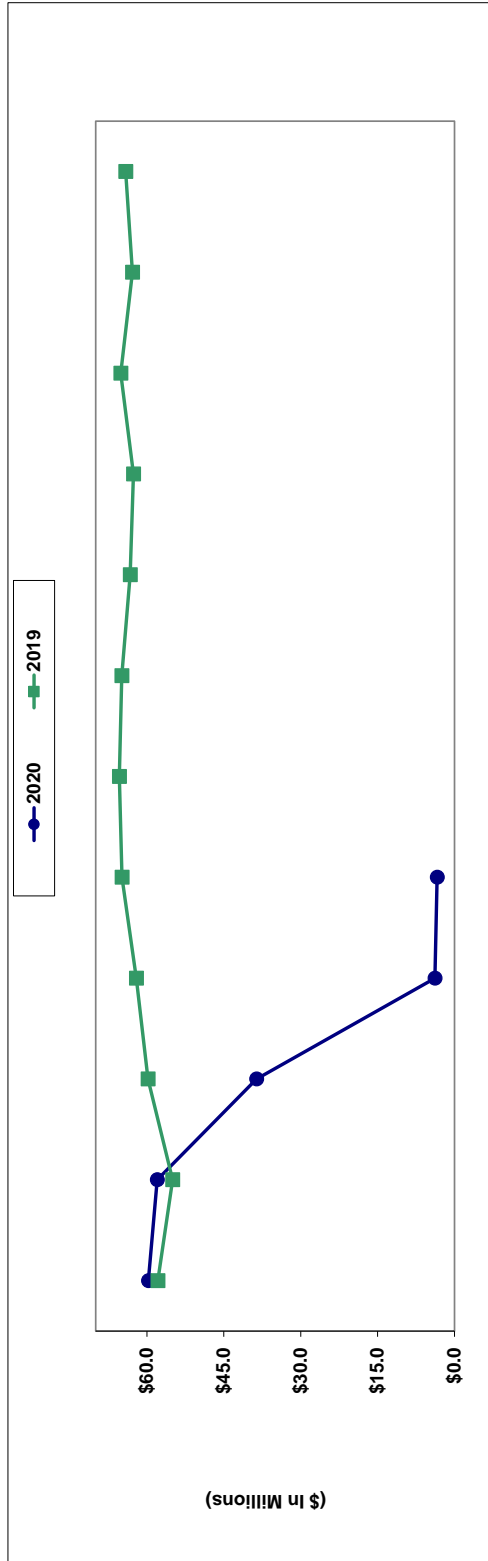


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	2.9	2.6	1.2	0.2	0.3	3.4	3.4	3.4	3.2	3.3	3.2	3.5	7.2
2019	2.7	2.6	2.9	3.2	3.3	3.4	3.4	3.4	3.2	3.3	3.2	3.5	14.7
PCT CHG.	4.4%	0.5%	-58.2%	-94.6%	-91.1%								-51.2%

1) Includes East and West of Hudson.

MAY RAIL REVENUE (1)

• May's Total Rail Revenue was 94.8% below 2019 and 94.9% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	\$59.7	\$58.0	\$38.6	\$3.8	\$3.4								\$163.6
2019	\$57.9	\$55.0	\$59.8	\$62.1	\$64.9	\$65.4	\$64.9	\$63.3	\$62.6	\$65.1	\$62.8	\$64.1	\$299.6
PCT CHG.	3.2%	5.4%	-35.4%	-93.8%	-94.8%								-45.4%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
MAY 2020

TICKET TYPE/SERVICE	MAY 2020 ACTUAL	MAY 2020 BUDGET	VARIANCE VS. BUDGET		MAY 2019 RESTATED (1)	CHANGE FROM 2019	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	213,884	3,884,473	(3,670,489)	-94.5%	3,889,279	(3,675,295)	-94.5%
West of Hudson	7,219	72,517	(65,298)	-90.0%	69,726	(62,507)	-89.6%
Total Rail Commutation Ridership	221,203	3,956,990	(3,735,787)	-94.4%	3,959,005	(3,737,802)	-94.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	283,263	3,245,151	(2,961,888)	-91.3%	3,208,895	(2,925,632)	-91.2%
West of Hudson	6,598	66,298	(59,700)	-90.0%	59,927	(53,329)	-89.0%
Total Rail Non-Commutation Ridership	289,861	3,311,449	(3,021,588)	-91.2%	3,268,822	(2,978,961)	-91.1%
TOTAL RAIL RIDERSHIP							
East of Hudson	497,247	7,129,624	(6,632,377)	-93.0%	7,098,174	(6,600,927)	-93.0%
West of Hudson (2)	13,817	138,815	(124,998)	-90.0%	129,653	(115,836)	-89.3%
TOTAL RAIL RIDERSHIP	511,064	7,268,439	(6,757,375)	-93.0%	7,227,827	(6,716,763)	-92.9%
CONNECTING SERVICES RIDERSHIP (3)	1,127	49,943	(48,816)	-97.7%	49,041	(47,914)	-97.7%
TOTAL MNR SYSTEM RIDERSHIP	512,191	7,318,382	(6,806,191)	-93.0%	7,276,868	(6,764,677)	-93.0%

Notes:

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

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

TICKET TYPE/SERVICE	2020 YTD ACTUAL	2020 YTD BUDGET	VARIANCE VS. BUDGET		2019 YTD RESTATE ⁽¹⁾	CHANGE FROM 2019	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	9,594,027	19,989,436	(10,395,409)	-52.0%	20,014,068	(10,420,041)	-52.1%
West of Hudson	160,635	374,307	(213,672)	-57.1%	359,431	(198,796)	-55.3%
Total Rail Commutation Ridership	9,754,662	20,363,743	(10,609,081)	-52.1%	20,373,499	(10,618,837)	-52.1%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	7,055,372	14,513,368	(7,457,996)	-51.4%	14,421,330	(7,365,958)	-51.1%
West of Hudson	130,870	299,907	(169,037)	-56.4%	295,190	(164,320)	-55.7%
Total Rail Non-Commutation Ridership	7,186,242	14,813,275	(7,627,033)	-51.5%	14,716,520	(7,530,278)	-51.2%
TOTAL RAIL RIDERSHIP							
East of Hudson	16,649,399	34,502,804	(17,853,405)	-51.7%	34,435,398	(17,785,999)	-51.7%
West of Hudson	291,505	674,214	(382,709)	-56.8%	654,621	(363,116)	-55.5%
TOTAL RAIL RIDERSHIP	16,940,904	35,177,018	(18,236,114)	-51.8%	35,090,019	(18,149,115)	-51.7%
CONNECTING SERVICES RIDERSHIP (2)							
	119,799	254,884	(135,085)	-53.0%	250,255	(130,456)	-52.1%
TOTAL MNR SYSTEM RIDERSHIP	17,060,703	35,431,902	(18,371,199)	-51.8%	35,340,274	(18,279,571)	-51.7%

Notes:

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

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

LINE	MAY 2020 ACTUAL	MAY 2019 RESTATED (1)	CHANGE FROM 2019	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	173,611	2,274,855	(2,101,244)	-92.4%
Hudson Line	108,831	1,456,740	(1,347,909)	-92.5%
New Haven Line	214,805	3,366,579	(3,151,774)	-93.6%
Total East of Hudson	497,247	7,098,174	(6,600,927)	-93.0%
WEST OF HUDSON				
Port Jervis Line	8,104	75,775	(67,671)	-89.3%
Pascack Valley Line	5,713	53,878	(48,165)	-89.4%
Total West of Hudson (2)	13,817	129,653	(115,836)	-89.3%
TOTAL RAIL RIDERSHIP	511,064	7,227,827	(6,716,763)	-92.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	1,104	33,143	(32,039)	-96.7%
Haverstraw-Ossining Ferry	13	10,660	(10,647)	-99.9%
Newburgh-Beacon Ferry	10	5,238	(5,228)	-99.8%
Total Connecting Services (3)	1,127	49,041	(47,914)	-97.7%
TOTAL MNR SYSTEM	512,191	7,276,868	(6,764,677)	-93.0%

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 YTD ACTUAL	2019 YTD RESTATED (1)	CHANGE FROM 2019	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	5,497,535	11,195,652	(5,698,117)	-50.9%
Hudson Line	3,360,781	6,959,615	(3,598,834)	-51.7%
New Haven Line	7,791,084	16,280,131	(8,489,047)	-52.1%
Total East of Hudson	16,649,399	34,435,398	(17,785,999)	-51.7%
WEST OF HUDSON				
Port Jervis Line	168,885	376,158	(207,273)	-55.1%
Pascack Valley Line	122,620	278,463	(155,843)	-56.0%
Total West of Hudson	291,505	654,621	(363,116)	-55.5%
TOTAL RAIL RIDERSHIP	16,940,904	35,090,019	(18,149,115)	-51.7%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	84,224	175,020	(90,796)	-51.9%
Haverstraw-Ossining Ferry	24,046	52,931	(28,885)	-54.6%
Newburgh-Beacon Ferry	11,529	22,304	(10,775)	-48.3%
Total Connecting Services	119,799	250,255	(130,456)	-52.1%
TOTAL MNR SYSTEM	17,060,703	35,340,274	(18,279,571)	-51.7%

Notes:

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



Metro-North Railroad

May 2020 Highlights: Capital Program Status Report



Customer Service Initiative

Riverdale Station – Help point installation on Track 4

John Kennard
Vice President
Capital Programs



Metro-North Railroad

May 2020 Highlights: Capital Program Status Report

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

In the month of May, Metro-North awarded project tasks totaling \$4 million including the Construction Management/Supervision services for the Port Chester Bridges. Metro-North had no scheduled substantial completions for the month of May. Metro-North had no scheduled closeouts for the month of May.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 5/31</u>	<u>Achieved thru 5/31</u>	<u>% thru 5/31</u>
Design Awards*	\$19	\$0	\$0	0%
Construction Awards*	\$286	\$0	\$0	0%
Substantial Completions	\$313.4	\$0	\$0	0%
Closeouts*	\$61.5	\$0	\$0	0%

*Does not include support costs

John Kennard
Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

May 2020

CONTRACT AWARDS:

M703-02-03 Undergrade Bridge Rehabilitation & M703-01-07 Rebuild Retaining Walls

Milestone: Contract Award \$3,500,000

This contract was awarded in May for the construction supervision and inspection services for the replacement of the New Haven Line Bridge NH 25.83 over Highland Street and NH 25.74 over Willet Avenue and the replacement of an existing retaining wall (NH 25.32S) located in Port Chester, New York.

PROJECT COMPLETIONS:

No project completions planned or actual in May 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 84 new gate boards at GCT, including installation and testing, out of a total of 96 gate boards. PA/VIS system is operating and providing information to all Big Boards, new gate boards, new employee monitors and several arrival/departure displays recently installed on the main and dining concourses. System monitoring and back-up head end system testing and integration is ongoing.
- Continued with: construction of the Customer Service Equipment Room 7C and the GCT cable plant; installation of speakers, amplifiers and other PA/VIS equipment is ongoing at various locations in GCT; installation of fire suppression system at Track 117 and North End PA rooms; sheet metal enclosures have been replaced in the 45th Street, 47th Street passages and the east & west spines. Coordination of work between CSI and East Side Access is ongoing in the 47th Street Passageway at the 48th Street and Park Ave entry.

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

The CSI project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at nineteen (19) Metro-North stations and facilities throughout New York. This project also includes upgrades to elevator monitoring providing network connectivity for new and existing equipment and real-time data improvements.

The Design-Builder has completed 100% design drawings for four out of five groups of stations that include: first group (Mt. Vernon East, Larchmont, Pelham, Riverdale and North White Plains IT room); second group (Harlem-125th Street, Rye, Harrison and New Rochelle); third group (Mamaroneck, Port Chester, Melrose and Tremont); fourth group (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown) and 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 and Mount Vernon East stations. Site work continues at Harlem-125th Street, Tremont, Tarrytown, New Rochelle, Melrose, Rye, Port Chester, Spuyten-Duyvil, Mamaroneck, Ossining and Morris Heights Stations.

100% design for facility enhancements including video, access control, elevator & escalator management and security systems has been submitted. Review by Metro-North is ongoing.

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

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

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

- Port Chester, Riverdale, Harlem-125th Street and Crestwood stations are complete.
- White Plains Station – Completed installation of glass walls and door at the center island platform. Continued installation of new conduit and fixtures throughout the station. Began installation of new walls, glass box entrance and street frontage improvements at the main entrance of the station. 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 Super Storm Sandy on over 30 miles of railroad along the Hudson Line from CP 5 (Bronx) to CP 35 (Croton-Harmon).

- CP19 to CP35 (Phase 1) - Achieved substantial completion in May 2019.
- CP5 to CP19 (Phase 2) - Continued installation of concrete post; communication and fiber panels and stainless-steel trough for C&S and signal power. Continue installation of conduits for C&S; signal power; transformers; snow melters and sectionalizing switches; grounding grid and anchoring reactors at platforms; excavating for platform work and lateral conduits. Perform test pit excavations; site survey and mobilization of material/equipment.

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

EM050208 Power Infrastructure Restoration – Substations – Sandy

- Tarrytown – Substation energization and short circuit testing are pending the completion of energization and system cut-over of Riverdale Substation. This substation is scheduled for completion in September 2020.
- Croton-Harmon – Substation energization and short circuit testing are pending Metro-North installation and connection of the 15kV feeder cables to the new substation. This substation is scheduled for completion in November 2020.
- Riverdale – Continued the 3rd rail connection and energization of all negative/positive cables and impedance bonds for the adjacent tracks and short circuits testing. This substation is scheduled for completion in July 2020.
- The Brewster Substation (under Project M6050103) – SCADA testing, and the cut-over process, commissioning/testing and energization of substation PCR are anticipated in the upcoming months. 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 3.5 have been completed. Completed site update and regression testing using System Baseline 3.5.
- All communication site locations have been approved by the Federal Communications Commission (FCC).
- 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 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 and in May 2020 on New Haven Line (Mount Vernon, NY to Riverside, CT).
- 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 extended revenue service demonstration (ERSD) on Hudson Line and P&W is operating in ERSD on Danbury Branch Line. Interoperability discussions with Amtrak and freight carriers continue.
- Training of employees continues.

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, cable and electric equipment for the site transformers. Continued asbestos abatement and demolition of Building 5 and Building 6.

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

