



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

June 2016

Members

J. Sedore, Chair, MNR Committee

M. Pally, Chair, LIRR Committee

F. Ferrer, MTA Vice Chairman

J. Ballan

R. Bickford

N. Brown

I. Greenberg

J. Kay

S. Metzger

J. Molloy

C. Moerdler

V. Tessitore, Jr.

C. Wortendyke

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

**2 Broadway, 20th Floor Board Room
New York, New York**

**Monday, 6/20/2016
8:30 - 10:00 AM ET**

1. Public Comments Period

2. Approval of Minutes - May 23, 2016

a. MNR Minutes

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b. LIRR Minutes

LIRR Minutes - May 23, 2016 - Page 13

3. 2016 Work Plans

a. MNR 2016 Work Plan

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b. LIRR 2016 Work Plan

LIRR 2016 Work Plan - Page 30

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. MNR Report (no material)

• MNR Safety Report

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b. LIRR Report (no material)

• LIRR Safety Report

c. MTA Capital Construction Report

MTA Capital Construction Report - Page 39

d. MTA Police Report

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5. AGENCY INFORMATION ITEMS

a. Joint Information Items

JOINT MNR/LIRR INFORMATION ITEMS - Page 51

• Bi-Annual Report on M-9 Procurement

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• Status Update on PTC

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b. MNR Information Items

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- **Track Program Quarterly Update**

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c. LIRR Information Items

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- **Track Program Schedule Changes**

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6. PROCUREMENTS

a. MNR Procurements

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- **Non-Competitive**

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- **Competitive**

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- **Ratifications (None)**

b. LIRR Procurements

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- **Non-Competitive**

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- **Competitive (No Items)**

- **Ratifications (None)**

c. MTA CC Procurements

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- **Non-Competitive (No Items)**

- **Competitive (No Items)**

- **Ratifications**

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

a. MNR Reports

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- **MNR Finance Report**

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- **MNR Ridership Report**

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- **MNR Capital Program Report**

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b. LIRR - Performance Summaries

- **LIRR Operations - Transportation**

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- **LIRR Operations - Mechanical**

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- **LIRR Operations - Safety**

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- **LIRR Finance Report**

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- **LIRR Ridership Report**

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- **LIRR Capital Program Report**

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Date of Next Meeting: Monday July 25, 2016

MNR at 8:30 am, LIRR at 9:30 am

Minutes of the Regular Meeting
Metro-North Committee
Monday, May 23, 2016

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

The following members were present:

Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. James L. Sedore, Jr., Chairman of the Metro-North Committee
Hon. Mitchell H. Pally, Chairman of the Long Island Rail Road Committee
Hon. Jonathan A. Ballan
Hon. Norman Brown
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Neal Zuckerman

Not Present:

Hon. Robert C. Bickford
Hon. Jeffrey A. Kay
Hon. Carl V. Wortendyke

Also Present:

Joseph J. Giulietti – President, Metro-North Railroad
Catherine Rinaldi – Executive Vice President
Ralph Agritelley – Vice President, Labor Relations
Michael R. Coan – Chief, MTA Police Department
Susan J. Doering – Vice President, Customer Service and Stations
Richard Gans – Vice President and General Counsel
John Kennard – Vice President – Capital Programs
John Kesich – Senior Vice President, Operations
Kim Porcelain – Vice President, Finance and Information Systems
Michael Shiffer – Vice President, Operations Planning and Analysis
Justin Vonashek – Vice President, System Safety

Mr. Sedore called the joint meeting to order.

PUBLIC COMMENT

Three public speakers addressed the Committee.

Randy Glucksman, Chairman of the Metro-North Railroad Commuter Council and the Permanent Citizen's Advisory Committee for the MTA, discussed the fire that occurred under the Park Avenue Viaduct on Tuesday, May 17. He thanked Metro-North and its employees for their hard work in restoring full service by Friday, May 20. He thanked Ms. Rinaldi for rapidly implementing his suggestion for the cross honoring of Metro-North Hudson Line tickets on New Jersey Transit's Pt. Jervis and Pascack Valley Lines. He urged Metro-North to contact the appropriate New York City agencies to urge them to strictly inspect all other facilities that are adjacent to Metro-North properties and take any corrective actions needed to prevent future events. He asked that Metro-North contact CDOT to ask that they do the same.

Orrin Getz, Metro-North Railroad Commuter Council, complemented Metro-North on its response to the fire under the Park Avenue Viaduct, for quickly restoring service and for working with New Jersey Transit to have Hudson Line tickets cross honored on the Pt. Jervis and Pascack Valley Lines. He expressed his opinion that there should be an agreement with Amtrak wherein Hudson Line and New Haven Line Metro-North passengers can utilize Amtrak into Penn Station should service be disrupted into Grand Central Terminal. He noted that the Federal Railroad Administration and New Jersey Transit held a public scoping meeting for the Environmental Impact Statement (EIS) for the Hudson Tunnel Project and written comments are due by May 31, 2016.

Murray Bodin commented on the expired terms of certain Board members. He commented on the use of traffic signals at some railroad crossings. He expressed his opinion that there is no need for the blowing of train horns at high level stations. He stated that new railcar procurements should be for articulated, open cars.

Additional details of the comments made by the public speakers are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

APPROVAL OF MINUTES AND 2016 WORK PLAN

Upon motion duly made and seconded, the Committee approved the minutes of the April 18, 2016 Metro-North Committee meeting. There were no changes to the 2016 Metro-North Committee Work Plan.

PRESIDENT'S REPORT ON THE FIRE UNDER THE PARK AVENUE VIADUCT

President Giulietti gave a detailed report on the four alarm fire that occurred at street level under the Park Avenue Viaduct at 117th Street at approximately 6:45 p.m. on Tuesday, May 17. The fire forced Metro-North to suspend service into and out of Grand Central Terminal. After consulting with Chairman Prendergast and Presidents Hakim and Irick, New York City Transit agreed to cross-honor Metro-North tickets to permit Metro-North customers to utilize the subway at various subway stations. By 3 a.m. on May 18, Metro-North was able to make temporary repairs to the infrastructure below the Viaduct which allowed use of two of the four tracks and to safely

operate on a Saturday schedule with a 30 mph speed restriction on the Viaduct. Subsequently, extra trains were dispatched from Grand Central Terminal and outlying terminals to provide relief on all lines and to ensure that safety was not compromised by overcrowded platforms. Operating constraints created train congestion and train delays of up to 90 minutes by the end of the morning peak period. These delays continued until early evening when no trains were released from Grand Central Terminal for approximately one hour, enabling Metro-North to clear the “stacked” trains. Metro-North’s forces continued to work around the clock, permitting Metro-North to place one more track in service and to safely operate an enhanced Saturday schedule on May 19. By that evening, the last track was put back into service. On May 20, Metro-North was able to operate a regular weekday schedule with minor delays of 5-10 minutes, mainly due to the speed restriction. President Giulietti reported on the enhanced customer communications efforts that were instituted to ensure that customers received real time information regarding service changes. President Giulietti noted that the extraordinary efforts of numerous employees working around the clock enabled Metro-North to restore service in record time.

President Giulietti further reported that Metro-North’s Engineering Department will be meeting with engineering consultants to determine the course of action to be taken to make permanent repairs to the structure. Metro-North will be working with the MTA, NYPD, and NYFD to determine what can be done to help prevent a scenario such as this from happening again. Metro-North’s Safety Department has inspected underneath the entire Viaduct up to the 138th Street Lift Bridge. MTA’s property manager has also undertaken inspections of other sites throughout Metro-North’s territory; 11 locations have been identified for additional review and/or action and 7 non-MTA sites have been identified that may have potential impact and require additional review.

Board members Ballan and Moerdler congratulated President Giulietti for his leadership and hard work in quickly restoring service after an event it had no control over. The Board members requested updates about the investigation and the steps the railroad will be taking to prevent future events, as well as, the steps to be taken to obtain cost reimbursement. Since there is an ongoing FDNY investigation, President Giulietti will discuss the event after the investigation has been completed. Metro-North is keeping track of all costs associated with the fire. Board member Moerdler stated that the streets were in gridlock as a result of the fire, pointing to the need to invest in transportation so that the public may be better served.

Further details concerning the President’s report on the May 17 fire under the Viaduct are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording contains discussion between Board members and President Giulietti regarding the fire under the Viaduct.

PRESIDENT’S REPORT

President Giulietti stated that the Office of System Safety has announced its latest initiative to keep safety in the forefront for every employee by rebranding Safety Stand-Down Days to Safety Focus Days. Metro-North employees will be participating in the next quarterly Safety Focus Day to be held on Wednesday, June 1.

President Giulietti continued his report with a report on service reliability, noting that in April 2016 trains operated above goal during all service periods. Service reliability was at 95.9%, above Metro-North's goal of 93%, indicating that the April 3 schedule change is working well. Year to date, customers have been delayed 41% less than during the same period last year. West of Hudson service operated at 96.7% in the month of April. Fleet Availability was good with a consist compliance of 99.7% and the Mean Distance Between Failures in March operated above goal at almost 270,000 miles.

President Giulietti reported that customer complaints continued a downward trend with 18% fewer complaints in April 2016 than in the comparable period of 2015. However, complaints in April 2016 were 30% higher than in March 2016, primarily due to complaints regarding the expansion of the Quiet Car Program. Metro-North is endeavoring to improve communications about the program and is placing signage in the quiet cars.

President Giulietti reported on the improvements to be made as part of the Station Rehabilitation and Upgrade Program on the upper Harlem Line at Patterson, Pawling, Harlem Valley-Wingdale, Dover Plains, Tenmile River and Wassaic Stations and west of Hudson at Campbell Hall and Port Jervis Stations. He noted that the work is scheduled to take place in a manner that will have a minimal impact on customers.

President Giulietti reported that on May 9, Metro-North teamed up with the New York Blood Center (NYBC) for the 4th annual Employee & Community Blood and Bone Marrow Drive in Grand Central Terminal's Vanderbilt Hall. He noted that hundreds of Metro-North employees, customers and nearby residents contributed to this much needed effort. The drive generated 275 lifesaving donations, helping to replenish NYBC's blood inventory and 14 bone marrow donations. The NYBC and President Giulietti thanked all those who participated in the drive. Metro-North will also be hosting additional blood drives at four of its facilities over the next month.

Further details concerning the President's report are contained in reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek gave the safety report. He reported on the 12 month rolling average for employee and customer injuries through March 2016. He reported that Metro-North received 54 new C3RS reports in March. In addition, the Peer Review Team reviewed 115 reports of which 102 qualified for C3RS. He noted that the second quarterly Safety Standdown will take place on June 1. The Safety Standdown Days have been rebranded as Safety Focus Days. This will permit a Safety Standdown to be conducted as intended after a major safety incident where it will be used to communicate with employees the details of the event and ways to prevent a similar event from occurring in the future. Mr. Vonashek reported that June 10 and 11 are international grade level crossing awareness days which are meant to increase awareness of the risks at grade crossings. Metro-North will be at various crossings on those days, promoting safety awareness.

Board member Zuckerman recommended that the safety report span three years instead of two so that trends may be seen. He would like the details of the corrective actions taken pursuant to C3RS and asked about the apparently low percentage of reports that require corrective action. Mr. Vonashek noted that the reports go into “four buckets” comprised of similar events, so that many reports maybe resolved by a single corrective action. Board member Pally discussed crossing accidents, stating that the people seem to be already on the track when the gate goes down. He believes the issue is how to convince drivers not to go on the tracks unless they can get to the other side. Mr. Vonashek noted that Metro-North is consulting with its safety consultant on ways to increase driver awareness and will be giving a report on this issue in the future. Chief Coan noted that driver inattention appears to be the main reason that vehicles get stuck on the track. The MTAPD hands out pamphlets at grade crossings to increase driver awareness. Board member Moerdler started that he believes there needs to be an early warning of when the crossing gate is coming down. Board member Pally agrees but believes drivers need to be instructed not to pass the first line in the crossing unless they are sure they can get to the other side. President Giulietti noted that the MTA is working on grade crossing safety and will report on their efforts at the Safety Committee meeting. He noted that the lights go on long before the gates come down but drivers often do not treat the flashing lights as an indicator to stop their vehicle. He deferred the discussion to the Safety Committee.

The details of Mr. Vonashek’s report are contained in a report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording contains Board members’ comments regarding C3RS and safety at grade crossings.

MTA POLICE DEPARTMENT REPORT

Chief Coan reported on crime during the month of April. He noted that in April there were 13 incidents versus 11 in April 2015. There were four robberies resulting in two arrests, one in Yonkers and one in Poughkeepsie. There are two open cases, one in White Plains and one in Yankee Stadium. Chief Coan noted that grade crossing enforcement is continuing. He reported that year-to-date 471 grade crossing summonses have been issued. Following the fire under the Park Avenue Viaduct, the MTAPD assisted Metro-North with crowd control; the MTAPD also worked with the FDNY. Chief Coan discussed the MTAPD’s continuing homelessness initiative, noting that year-to-date, 113 individuals were afforded shelter, 30 were taken to the hospital, 29 summonses were issued and there were nine arrests. Chief Coan reported that the MTAPD’s state of the art K-9 facility will be opening on June 8. He thanked Metro-North for their efforts in the construction the facility and thanked the Board for its support, in particular, Board members Metzger and Sedore. He looks forward to Board members visiting the facility. In response to Board member Moerdler’s question, Chief Coan noted that the MTAPD has an officer assigned to the Right-Of-Way Task Force who patrols the right-of-way, including the area under the Viaduct and other locations with elevated tracks. The MTAPD also responds to complaints it receives regarding issues along the right-of-way. Board member Moerdler suggested that when the MTAPD sees an issue, they write a report and submit it to the appropriate agency to put them on notice. In response to Board member Moerdler’s question regarding the increase in arrests for public lewdness, Chief Coan noted that there has been a 20% increase in total arrests, including arrests for

public lewdness. He noted that there is an issue at station and terminal bathrooms. The MTAPD has enforcement efforts in place and are making arrests for public lewdness.

The details of Chief Coan's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording contains Board member Moerdler's comments regarding the MTA Police report.

INFORMATION ITEM:

One joint information item was presented to the Committee:

- Diversity/EEO Report 1st Quarter 2016.

The details of the above item are contained in a report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions regarding the information items.

PROCUREMENTS:

MTA Metro-North Railroad

One non-competitive procurement was presented to the Committee:

- Approval to award a non-competitive three-year miscellaneous service contract in the not-to-exceed amount of \$664,834 (includes option to purchase one new alternator) to Kato Engineering, Inc. for the pick-up, repair, and delivery of Main Traction Alternator/Companions used on Metro-North's BL20 Locomotive fleet.

Five competitive Metro-North procurements were presented to the Committee:

- Approval to award a 17-month competitively solicited contract (two proposals received) in the not-to-exceed amount of \$8,378,276 to Multiclip Company Limited d/b/a Vortok International, for design, build and furnishing of Pre-Wired Houses for Train Fault Detectors. This is a joint procurement with Metro-North (MNR) acting as the lead Agency and Long Island Rail Road (LIRR).
- Approval to award a competitively solicited (one bid received), three-year miscellaneous service contract in the not-to-exceed amount of \$10,000,000 to Axion Technologies (USA) Ltd., for the repair, return and replacement of radio and train public address system assemblies and subassemblies for Metro-North's M-7 and M-8 Railcars. This is the first repair, return and replacement service agreement for these assemblies and is necessary to support Metro-North's M-7 and M-8 fleet.
- Approval to award a competitively solicited (three bids received) three-year miscellaneous service contract in the not-to-exceed amount of \$721,440 to Stewart and Stevenson Power, Inc. for pick up and unit exchange services (UTEX) for BL-20 Locomotive fuel injectors.

- Approval for additional funding to an existing miscellaneous service contract with Automotive Resources International in the total not-to-exceed amount of \$3,850,000 to manage a cost effective vehicle repair network.
- Approval for additional funding in the not-to-exceed amount of \$1,225,000 and a 12-month time extension for a contract modification to an existing, miscellaneous service contract with RZS Solutions, Inc. to add safety enhanced functionalities to the Park Avenue Tunnel Alarm System.

Board member Moerdler asked why the contract with Automotive Resources International was not rebid. Mr. Muir noted that there will be an all-agency bid in the future. President Giulietti further noted that the additional funding will permit Metro-North to continue to do the large amount of necessary maintenance of way work until an all-agency contract is awarded. With respect to the RZS Solutions contract, Mr. Muir noted that RZS is the original supplier of the alarm system's technology and if the contract was rebid, the safety enhancements could not be made in a timely manner. President Giulietti further noted that this is a tunnel alarm system that needs to be put back in service. Board member Moerdler suggested that Metro-North take a broader approach to advertising for upcoming contracts. Mr. Muir noted that, in addition to advertising in publications, Metro-North proactively reaches out to vendors in the industry who may be interested in bidding on contracts. Board member Zuckerman asked that future staff summaries and reports list the vendors who were contacted.

Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board. The details of the above items are contained in staff summaries and reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Board members, President Giulietti and staff regarding the above procurements.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

Board member Metzger asked about the decline in west of Hudson ridership in the month of March. Mr. Shiffer noted that Metro-North has consulted with New Jersey Transit regarding the ridership decrease and it was determined that the decrease was most likely due to the potential New Jersey Transit strike. In response to Board member Metzger's question regarding spectrum, Mr. Kesich reported that the FCC has issued a proposed order granting Metro-North's request for spectrum modification in Fairfield, New Haven, Orange and Dutchess counties. Once Metro-North's deal with the FCC is signed and finalized, Metro-North will no longer be on the market for spectrum in those counties. Board member Moerdler commended President Giulietti for improvements to the railroads' on-time performance. President Giulietti stated that the increase in on-time performance is the result of the hard work of dedicated employees. Board member Ballan indicated that he would have questions concerning the Viaduct where the fire occurred.

The details of the Operations, Financial, Ridership and Capital Program Reports of Metro-North are contained in reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which

recording includes discussions between Board members and President Giulietti regarding west of Hudson ridership, PTC, on-time performance and the fire under the Viaduct.

ADJOURNMENT

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Linda Montanino". The signature is fluid and cursive, with a large initial "L" and a stylized "M".

Linda Montanino
Assistant Secretary

May 2016 Committee Minutes - FINAL
Legal/Corporate/Committee Minutes Current

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, May 23, 2016**

**Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
9:30 a.m.**

The following members were present:

Hon. Mitchell H. Pally, Chairman of the Long Island Committee
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Ira R. Greenberg
Hon. John J. Molloy
Hon. Charles G. Moerdler
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke

The following members were not present:

Hon. Jeffrey A. Kay
Hon. Susan G. Metzger
Hon. Neal Zuckerman

Representing Long Island Rail Road: Patrick A. Nowakowski, Elisa Picca, Bruce R. Pohlot, Dave Kubicek, Loretta Ebbighausen, Cynthia Carter, Mark Young, Mark D. Hoffer

Representing MTA Capital Construction Company: Michael Horodniceanu, Evan Eisland, David Cannon, William Goodrich, Peter Kohner

Representing MTA Police: Michael Coan

Chairman Pally called the meeting to order.

PUBLIC COMMENT

There were four public speakers. Murray Boudin corrected a reference to Andrew Saul in the April 18, 2016 Long Island Committee (“LI Committee”) minutes and suggested replacing LIRR’s flashing red lights at grade crossings with traffic lights. Kevin Sexton, General Chairman, Brotherhood of Locomotive Engineers & Trainmen (“BLE”), affirmed BLE’s support of LIRR’s initiative to retrofit or replace the MP15AC locomotives, as they are approaching the end of their useful life. Orrin Getz corrected the spelling of his name in the April 18, 2016 LI Committee

minutes and referred to the approval of New Jersey Transit's micro-grid system to move people out of Penn Station when the power fails. He suggested that the LIRR look into a similar system. Mr. Getz also noted a recent *Journal News* article regarding railroad crossing safety, and inquired about the status of LIRR and Metro North's application to secure federal funding for railroad crossing safety. William Henderson, Executive Director, Permanent Citizens Advisory Committee to the MTA, speaking on behalf of Long Island Rail Road Commuter Council Chair Mark Epstein, discussed the importance of a modern LIRR infrastructure, referring to LIRR's upcoming scoping hearings for the LIRR Main Line Expansion Project and the \$10.6 billion need to complete and furnish rolling stock for the East Side Access Project. Mr. Henderson stressed that without the Main Line Expansion Project, we cannot realize the benefits of East Side Access. He concluded by noting that the Citizens Advisory Committee will be in the forefront of support for the Mainline Expansion Project.

APPROVAL OF MINUTES AND 2016 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the April 18, 2016 Long Island Committee Meeting duly noting the two above-referenced corrections. There were no reported changes to the 2016 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Patrick Nowakowski reported that six (6) public scoping sessions will be held offering the public direct access to the Main Line Expansion project team. These sessions will provide residents, commuters, business owners and other stakeholders an opportunity to discuss the project and comment on the scoping document for the environmental review of the project. An environmental impact statement is expected to be released during the summer of 2016. The meetings will be held on Tuesday, May 24th from 10 a.m. - 2 p.m. and from 5 p.m. - 9 p.m. at Hofstra University, Mack Student Center's Student Theatre, 1000 Fulton Avenue, Hempstead, NY; and from 11 a.m. to 2 p.m. and from 5 p.m. to 9 p.m. at the Inn at New Hyde Park, 214 Jericho Turnpike, New Hyde Park, NY; and on Wednesday, May 25th from 11 a.m. - 2 p.m. at the "Yes We Can" Community Center, 141 Garden Street, Westbury, NY; and from 6 p.m. - 9 p.m. at Antun's Caterers, 244 W. Old Country Road, Hicksville, NY. The general public can learn more about the project by visiting the project's website, www.AModernLI.com. In addition to the public scoping sessions and the website, the LIRR Main Line Expansion Project Information Center opened this month on the south platform at the Mineola Train Station. Governor Andrew Cuomo unveiled this project in January. Since then, a project team of his executive staff and key MTA, LIRR and Department of Transportation officials have worked non-stop to refine the project plan in close consultation with elected officials, property owners, business and civic leaders and other major stakeholders. To date, more than 100 meetings have been held with stakeholders, including the mayors of the Villages of Floral Park, New Hyde Park, Garden City, Mineola and Westbury and state legislators; local civic associations, school boards and chambers of commerce; officials from the Towns of Hempstead, North Hempstead, Oyster Bay, Babylon, Islip, and Brookhaven, and from

Nassau and Suffolk Counties; and law enforcement officials and first responders. In addition, the Governor personally met with the mayors to discuss the proposal and address concerns.

President Nowakowski reported that a ribbon cutting ceremony was held to kick off the rehabilitation of LIRR's Wantagh Station. The newly renovated station will include an art component, a new concrete platform, a platform waiting room, new lighting, and a new communications system. With the installation of an elevator and escalator, the renovated station will be ADA-accessible for the first time.

President Nowakowski reported that LIRR continues to experience ridership growth. There was a 1.7% ridership increase in April 2016 compared to April 2015. The increase in ridership was driven by the New York Islanders playoff games, for which LIRR carried 40% of the gate, and the kick-off of the New York Mets 2016 season.

President Nowakowski stated that the Cannonball Express from Penn Station to the Hamptons will start on Friday, May 27th. Reserved seating for the summer season is almost at capacity.

President Nowakowski stated that LIRR is prepared for the Belmont Stakes on Saturday, June 11th, and that security has been coordinated with MTA Police Department ("MTAPD") and Belmont personnel.

President Nowakowski reported that LIRR's Mobile Ticketing Pilot Program on the Port Washington branch has received positive feedback; beginning in June, this program will be fully available to all Port Washington branch customers. Approximately 1,000 Conductors and Ticket Clerks will be trained for this program.

President Nowakowski reported that a "walk-in" procurement request to award a public works contract regarding Second Track will be presented to the Committee for approval later on in the meeting.

President Nowakowski introduced and welcomed Mark D. Hoffer on his appointment as the new LIRR Vice President - General Counsel & Secretary, a position he held in 2007-2008.

Chairman Pally congratulated Mr. Hoffer on behalf of the MTA.

LIRR SAFETY REPORT

Chief Safety Officer Loretta Ebbighausen provided the April 2016 Safety Report.

During the week of April 25th, LIRR held a number of notable safety outreach events. Our Corporate Safety Stand Down, which is being re-branded to Corporate Safety Focus Day, took place for the second quarter on April 27th, focusing on situational awareness, spring housekeeping and personal protective equipment. Over 4,000 employees participated in conversations throughout the day on these critical, pro-active safety essentials. LIRR also conducted Safety, Health & Wellness events during various tours at Penn Station, the Hillside Support Facility, Ronkonkoma, Babylon, Richmond Hill and Bethpage, the locations of many of LIRR's transportation, engineering, mechanical and station personnel. In addition to educational displays and safety literature, there was a scratch-off raffle contest: six employees won Fitbits to help them achieve their health and fitness goals. On April 26th, in partnership with New York City Transit, New Jersey Transit and Amtrak, LIRR conducted its Second Customer Service Awareness Day at Penn Station, the main focus of which was avoiding slips, trips and falls, the biggest cause of customer injuries.

Regarding Safety Performance, during the month of March, LIRR received 21 new Confidential Close Call Reporting System reports which were downloaded in April. In March, the Peer Review Team conducted testing, site visits and outreach on corrective actions.

In response to a question from Board Member Charles Moerdler, President Nowakowski stated that at LIRR crossings, flashing red lights mean stop and LIRR uses gates to barricade the crossing. LIRR is working with a consultant and with local communities and municipalities to educate the general public about the implications of traversing grade crossings when red lights are flashing.

There was further discussion among Board Member Moerdler, Board Member Ira Greenberg, Chief Coan and Chairman Mitchell Pally regarding the proper procedure when traversing grade crossings when red lights are flashing; when it is a violation of the law to traverse a grade crossing; and working with the Safety Committee regarding grade crossing safety awareness.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President, Dr. Michael Horodniceanu reported progress on the East Side Access (ESA) Project.

MTA Capital Construction has committed approximately \$8.5 billion to contracts for the ESA project which is 83% of the ESA Budget of \$10.17 billion. Of the \$8.5 billion committed, approximately \$6.2 billion has been expended and ESA continues to award contracts.

In Manhattan, MTA Capital Construction intends to declare substantial completion of the Manhattan South Structures (CM005) contract as of the end of April. The Manhattan North Structures (CM006) contract work is proceeding well. The GCT Concourse and Facilities Fit-Out (CM014B) contractor is continuing excavation work below the temporary deck at East 48th Street. In addition, Milestone No. 1 which includes the Terminal Management Center is expected to be completed in June.

In Queens, the Plaza Substation and Queens Structures (CQ032) contractor completed the exploratory excavation work at the 23rd Street Ventilation Facility which revealed unanticipated obstructions in the vicinity of the new vent shaft. A redesign of the vent shaft is required and is ongoing. The Harold Structures – Part 3 (CH057) contractor is continuing with demolition of the existing bridge abutments at the 48th Street Bridge. This activity is expected to be completed by the end of May, after which construction of new abutments will begin. The Harold Structures – Part 3A (CH057A) contractor completed construction of the Westbound Bypass Tunnel Launch Pit slab in April. The first component for the tunnel shield was delivered, and the assembly will begin shortly. The Systems Package 1 –Facilities Systems (CS179) contractor is expecting delivery of transformers and primary switchgear for the B10 Substation in May and plans to commence installation in June.

MTA Capital Construction Chief Safety Officer Peter Kohner reported a reduction in the ESA project's lost time injury rate.

MTA POLICE DEPARTMENT

Chief Coan reported that during the month of April there was an increase in crime, 12 incidents compared to 10 in 2015. Year-to-date, crime has decreased, 39 incidents compared to 44 in 2015. There was an increase in assaults, three compared to one in 2015. There is one open case in Hempstead; the other two were in Penn Station and arrests were made.

MTAPD is prepared for the Cannonball Express Service to the Hamptons and The Belmont Stakes.

Regarding grade crossing violations, 557 summonses have been issued in the Eastern Region.

In response to Board Member Greenberg's question regarding the increase of public lewdness incidents, Chief Coan stated that the majority of these incidents occur in restrooms and appear to be driven by use of social media. He indicated that the MTAPD has taken aggressive action regarding these complaints.

In response to Board Member Greenberg's question, Chief Coan stated that forgeries are false tickets which are photocopied or copied by a more sophisticated means.

LIRR ACTION ITEM

One action item was presented to the Committee for approval. Details of the item are set forth below and in the Staff Summary, a copy of which is on file with the record of this meeting.

- Project Labor Agreement – LIRR requests approval of an amendment to the Project Labor Agreement between the LIRR and the Buildings and Construction Trades Council of Nassau and Suffolk, and their constituent unions, applicable to the Main Line Second Track – Phase 2 contract, and the Post Avenue Bridge Replacement project in Westbury, the completion of which are critical to LIRR's operations.

Upon motion duly made and seconded, the action item was approved for recommendation to the Board.

MTACC ACTION ITEMS

There were no action items presented to the Committee for approval.

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

The following information items were on the agenda:

- Diversity/EEO Report – 1st Quarter
- Track Work Program / Summer Schedule

In response to Board Member Greenberg's question regarding additional summer service to Patchogue, President Nowakowski stated that LIRR is creating an opportunity for customers to reach ferry transfer points along the Montauk Branch without taking a train that goes all the way to Montauk. The first new train departs in the morning from Jamaica to Patchogue, and then returns to Babylon, where it will connect with an extra train from Penn Station and make another trip to Patchogue. This will alleviate the overcrowding on through trains to Montauk.

Chairman Pally congratulated LIRR for adding additional service to the East End of Long Island.

MTA LONG ISLAND RAIL ROAD

Procurements

The following procurements were presented to the Committee for approval. Details of the items are set forth below and in the Staff Summary, a copy of which is on file with the records of this meeting.

Non - Competitive:

- **AFA Protective Systems (Syosset, NY)** – LIRR requests approval to award a Sole Source, Public Works, renewal contract to AFA Protective Systems (“AFA”) for a five-year period in the not-to-exceed amount of \$160,915 for labor, material and equipment necessary for the lease, maintenance, monitoring, repair and upgrade of the Fire Alarm System located at Long Island Rail Road Jamaica Station Building.
- **Ansaldo STS USA, Inc.** – LIRR requests approval to award a Sole Source contract to Ansaldo STS, USA, Inc. (“Ansaldo”) in the fixed amount of \$1,611,402.00 for forty-six (46) M-3 switch machines and twenty (20) A-5 switch machines to be installed by LIRR’s Signal Department.

Competitive:

- **Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)** – LIRR requests approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public’s interest to use the competitive Request for Proposal (“RFP”) procurement method pursuant to Section 1265-a of the Public Authorities Law to (i) award a contract for the remanufacture and delivery of twenty-four (24) Work Locomotives to support LIRR’s operations; and (ii) add the Work Locomotives project to the 2010-2014 Capital Program.
- **Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)** – LIRR requests approval to award a Firm Fixed Price contract to Railroad Construction Company/Citnalta Construction Corp – Joint Venture (“RCC/Citnalta-JV”), in the amount of \$56,665,889 to provide construction services for the Hicksville Improvements Project.
- **Skanska-Posillico II (Joint Venture)** – LIRR requests approval to award a Public Works Contract to Skanska-Posillico II (Joint Venture) in the amount of \$59,675,000

to provide Design-Build Services for a new second track to be constructed on the Main Line Ronkonkoma Branch, from Central Islip to Farmingdale ("Phase II").

- **Ansaldo STS USA, Inc. (Walk-In Procurement)** - LIRR requests approval to award a Public Works contract to Ansaldo. in the amount of \$44,851,750 to design and furnish signal system components for the New Second Track – Farmingdale to Ronkonkoma on the LIRR Ronkonkoma Branch.

Board Member Ballan asked for further information on the two non-competitive bids and the walk-in procurement.

Regarding AFA, Deputy Chief Procurement Officer Cynthia Carter responded that this was the original alarm system going back to 2002, with two five-year leases which were exhausted. LIRR considered a buyout of the system and putting it out for bid to generate competition but the buyout price was not cost-effective. LIRR negotiated an upgrade for a good value, making it essentially a new system, and proposes to extend the lease for a five-year period for maintenance.

Regarding the Ansaldo sole source contract, Deputy Chief Procurement Officer Carter stated that the switches imbedded in our infrastructure are generally an old design, with Ansaldo as the original equipment manufacturer. Changing to another type of equipment would require costly redesign of certain interlockings and other infrastructure. Continuing to use Ansaldo for an 18-month term, for the delivery of the switch machines which LIRR would install, is the most cost-effective option.

Regarding the Ansaldo Walk-In procurement, President Nowakowski stated that there are two major suppliers in the signal business. When he first came to LIRR, he brought both of the firms in and encouraged them both to submit bids. However, when this procurement was put out for bid in the private sector there was only one proposer.

Board Member Ballan commented that internal discussion with Metro-North and NYC Transit regarding generating competition might be helpful and President Nowakowski agreed.

In response to Board Member Moerdler's questions, President Nowakowski stated that Alstom is the other signal company which did not bid. Siemens, which is on the bidder's list, is not traditionally involved in automatic train control signaling systems.

Board Member Moerdler inquired about the statement on page 56 of the Committee Book that the alternative diesel project is not being progressed, and asked whether the Committee had voted to discontinue that project. He also expressed the view that not proceeding with the project would be a mistake and would be viewed as abandoning the East End and giving up on DMU service.

President Nowakowski responded that what was proposed was the procurement of diesel multiple units (“DMUs”) as a way to run in a scoot service back and forth to the East End of Long Island. LIRR has tried numerous times to find a satisfactory DMU that would be available. That being said, LIRR currently runs what is essentially a scoot service and having different equipment would not add more service. President Nowakowski reported that he met with elected officials on the East End to let them know this was on the agenda and LIRR is committed to try to provide the East End service they feel they need.

Chairman Pally, noting that he represents the people on the East End of Long Island in Suffolk County, stated that he has had numerous conversations with President Nowakowski about additional East End service. He noted that additional service is being provided for the summer and he is convinced that additional service over the longer term is coming. He indicated he supports this change in the usage of the funds and will vote for this proposal.

In response to Board Member Moerdler’s question about the AFA Systems procurement, Senior Vice President – Engineering Bruce Pohlot stated at the end of this next five year period, title will be transferred to LIRR unless LIRR decides then to competitively procure a new system. Deputy Chief Procurement Officer Carter stated that this equipment was leased equipment and that when LIRR asked AFA for a buyout price, it was not cost effective. LIRR therefore negotiated for an upgrade and also negotiated a reduced buyout price, which will be provided to the Committee.

There was a discussion among Board Member Moerdler, Board Member Greenberg and Deputy Chief Procurement Officer Carter about the Walk-In procurement involving Ansaldo. In response to Board Member Greenberg’s questions, Deputy Chief Procurement Officer Carter stated that the cost of additional options for extended warranties, spare parts and maintenance is \$2.9 million, which may not need to be exercised. The warranty on the equipment that is being installed is five one (1)-year options for hardware.

Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board.

MTA CAPITAL CONSTRUCTION

Procurements

MTA Capital Construction Chief Procurement Officer David Cannon presented two procurement items to the Committee for approval. Details of the items are set forth below and in the Staff Summary, a copy of which is on file with the record of this meeting.

The procurement items are as follows:

- Modification to the East Side Access Project's Vertical Circulation Elements contract (VM014) to settle a claim by the contractor for delays associated with the creation of Contracts CM014B and CM007 in the amount of \$4,000,000.
- Ratification of a Modification to the East Side Access Project's Harold Structures – Part 3A contract (CH057A) to demolish a 638 foot section of 12kv duct bank and remove cables in the amount of \$808,300.

Upon motion duly made and seconded, the procurement items were approved for recommendation to the Board.

LIRR Reports on Operations, Safety, Financial and Ridership and the Capital Program

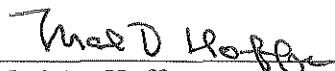
The details of these items are contained in the reports filed with the records of the meeting.

Board Member Greenberg congratulated LIRR on meeting its goals on most lines.

Adjournment

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

Respectfully submitted,



Mark D. Hoffer
Secretary

2016 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chairs & Members
2016 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. SPECIFIC AGENDA ITEMS

Responsibility

<u>June 2016 (Joint meeting with LIRR)</u>	
Status Update on PTC	President
Bi-Annual Report on M-9 Procurement	President
Track Program Quarterly Update	Engineering
<u>July 2016</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance
<u>September 2016</u>	
2017 Preliminary Budget (Public Comment)	Finance
2016 Mid-Year Forecast	Finance
Diversity/EEO Report – 2 nd Quarter 2016	Diversity and EEO
Track Program Quarterly Update	Engineering
2016 Fall Schedule Change	Operations Planning & Analysis
<u>October 2016 (Joint meeting with LIRR)</u>	
2017 Preliminary Budget (Public Comment)	Finance
Status Update on PTC	President
<u>November 2016</u>	
Review of Committee Charter	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis

December 2016(Joint meeting with LIRR)

2017 Final Proposed Budget	Finance
2017 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 rd Quarter 2016	Diversity and EEO
Bi-Annual Report on M-9 Procurement	President
Track Program Quarterly Update	Engineering

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January 2017

Approval of 2017 Committee Work Plan	Committee Chairs & Members
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February 2017 (Joint meeting with LIRR) – MNR Lead

Adopted Budget/Financial Plan 2017	Finance
2016 Annual Operating Results	Operations
2016 Annual Fleet Maintenance Report	Operations
Status Update on PTC	President
Diversity/EEO Report – 4 th Quarter 2016	Diversity and EEO

March 2017

Annual Strategic Investments & Planning Studies	Capital Planning
2017 Spring/Summer Schedule Change	Operations Planning & Analysis
Annual Elevator & Escalator Report	Engineering
Track Program Quarterly Update	Engineering

April 2017 (Joint meeting with LIRR)

Final Review of 2016 Operating Budget Results	Finance
2016 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement

May 2017

Diversity/EEO Report – 1 st Quarter 2017	Diversity and EEO
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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.

2016 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 2016 (Joint Meeting with LIRR)

Status Update on PTC

The Committee will be briefed on the status of PC, 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.

Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

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.

JULY 2016

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.

Environmental Audit Report

The Committee will be briefed on the results of the 2016 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 2016

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

2016 Final Mid-Year Forecast

The agency will provide the 2016 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2016

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.

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.

2016 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 2016.

OCTOBER 2016 (Joint Meeting with LIRR)

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

Status Update on PTC

The Committee will be briefed on the status of PC, 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.

NOVEMBER 2016

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

Holiday Schedule

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

DECEMBER 2016 (Joint Meeting with LIRR)

2017 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2017.

2017 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2017 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd Quarter 2015

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.

Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

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.

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JANUARY 2017

Approval of 2017 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2017 that will address initiatives to be reported on throughout the year.

FEBRUARY 2017 (Joint Meeting with LIRR)

Adopted Budget/Financial Plan 2017

The Agency will present its revised 2017 Financial Plan. These plans will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget.

2016 Annual Operating Results

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

2016 Annual Fleet Maintenance Report

An annual report will be provided to the Committee on the Agency's fleet maintenance plan to address fleet reliability and availability.

Status 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. Highlights to include cost of PTC along with operation and implementation risks.

Diversity & EEO Report– 4th Quarter 2016

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

MARCH 2017

Annual Strategic Investments & Planning Studies

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

2017 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 2017.

Annual Elevator/Escalator Report

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

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.

APRIL 2017 (Joint Meeting with LIRR)

Final Review of 2016 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.

2016 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2016 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

Annual Inventory Report

The Agency will present its annual report on Inventory.

MAY 2017

Diversity & EEO Report– 1st Quarter 2017

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.



2016 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
2016 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Safety	Chief Safety Officer
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

II. SPECIFIC AGENDA ITEMS

Responsibility

<u>June 2016</u> (Joint Meeting with MNR)	
Status Update on PTC	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
 <u>July 2016</u>	
Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
2016 Fall Construction Schedule Change	Service Planning
 <u>September 2016</u>	
2017 Preliminary Budget (Public Comment)	
2016 Mid Year Forecast	Management & Budget
Diversity/EEO Report – 2 nd Q 2016	Administration/Diversity
 <u>October 2016</u> (Joint Meeting with MNR)	
2017 Preliminary Budget (Public Comment)	
Status Update on PTC	President/Sr. Staff
 <u>November 2016</u>	
Review of Committee Charter	Committee Chair & Members
East Side Access Support Projects Update	President/Sr. Staff
2016 Holiday Schedule	Service Planning
 <u>December 2016</u> (Joint Meeting with MNR)	
Diversity/EEO Report – 3 rd Q 2016	Administration/Diversity
2017 Final Proposed Budget	Management & Budget
2017 Proposed Committee Work Plan	Committee Chair & Members
Bi-Annual Report on M-9 Procurement	President/Sr. Staff

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January 2017

Approval of 2017 Committee Work Plan

Committee Chair & Members

February 2017 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2017
2016 Annual Operating Results
2016 Annual RCM Fleet Maintenance Report
Status Update on PTC
Diversity/EEO Report – 4th Q 2016
2017 Spring Schedule Change

Management & Budget
Operations
Operations
President/Sr. Staff
Administration/Diversity
Service Planning

March 2017

Annual Strategic Investments & Planning Study
Annual Elevator/Escalator Report

Strategic Investments
Engineering

April 2017 (Joint Meeting with MNR)

Final Review of 2016 Operating Results
Annual Inventory Report
2016 Annual Ridership/Marketing Plan Report
2017 Summer Schedule Change

Management & Budget
Procurement
Finance/Marketing
Service Planning

May 2017

Diversity/EEO Report – 1st Q 2017

Administration/Diversity

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.

2016 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.

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 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.

Police Activity Report

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

PERFORMANCE SUMMARIES

Report on Transportation

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

Report on Mechanical

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

Report on Safety

A monthly report will be given highlighting key safety 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 Progress Report

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

II. SPECIFIC AGENDA ITEMS

JUNE 2016 (Joint Meeting with MNR)

Status 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.

Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

JULY 2016

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.

Environmental Audit Report

The Committee will be briefed on the results of the 2016 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.

2016 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2016.

SEPTEMBER 2016

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

2016 Mid-Year Forecast

The agency will provide the 2016 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2016

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

OCTOBER 2016 (Joint Meeting with MNR)

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

Status 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 2016

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.

DECEMBER 2016 (Joint Meeting with MNR)

Diversity & EEO Report– 3rd Quarter 2016

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.

2017 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2017.

Proposed 2017 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2017 that will address initiatives to be reported throughout the year.

Bi-Annual Report on M-9 Procurement

The Committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

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JANUARY 2017

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2017 that will address initiatives to be reported on throughout the year.

FEBRUARY 2017 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2017

The Agency will present its revised 2017 Financial Plan. These plans will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget.

2016 Annual Operating Results

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

2016 Annual Fleet Maintenance Report

An annual report will be provided to the Committee on the Agency's fleet maintenance plan to address fleet reliability and availability.

Status 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 2016

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.

2017 Spring/Summer Construction Schedule Changes

The Committee will be advised of plans to adjust schedules to support construction projects during the spring and summer of 2017.

MARCH 2017

Annual Strategic Investments & Planning Study

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

Annual Elevator/Escalator Report

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

APRIL 2017 (Joint Meeting with MNR)

Final Review of 2016 Operating Results

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

2016 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2016 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

2017 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2017.

MAY 2017

Diversity & EEO Report– 1st Quarter 2017

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.



Metro-North Railroad

Safety Report

April 2016 Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	May 2013 - April 2014	May 2014 - April 2015	May 2015 - April 2016
FRA Reportable Customer Accident Rate per Million Customers	3.53	1.77	1.14
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.72	2.37	2.63
Grade Crossing Incidents ¹	4	1	3
Mainline FRA Reportable Train Derailments	3	1	2
Mainline FRA Reportable Train Collisions	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				
Employee: Focus on C3RS	2015		2016	
	April	Year end	April	Year to Date
Total Reports Received	0	574	67	192
Total Reports Reviewed by PRT	0	261	95	264
Total Reports that Meet C3RS Program Criteria	0	212	89	229
Total Corrective Actions being Developed	0	3	0	2
Total Corrective Actions Implemented	0	3	0	0
Customer and Community: Focus on Grade Crossings	April	Year to Date	April	Year to Date
Broken Gates	1	16	3	20
MTA Police Details	230	546	158	543
Summons	99	272	54	171
Warnings	26	58	18	60
Community Education and Outreach	Scheduled to Begin in June			
		Completed	Total	% Complete
Cameras on Rolling Stock	Scheduled to Begin in August		TBD	TBD

Definitions:

Confidential Close Call Reporting System (C3RS) - Labor, Management, and Federal Railroad Administration (FRA) partnership designed to enhance safety through analysis of confidential reports of employee close calls. The Peer Review Team (PRT) meets to review reports and recommend corrective actions.

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.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

June 2016

Project Description

The East Side Access project brings Long Island Rail Road (LIRR) train service to a new lower level of Grand Central Terminal. The connection significantly improves travel times for Long Island and Queens commuters to the Midtown business district and alleviates pressure at a crowded Penn Station.

Budget and Estimate at Completion (EAC)

	<u>Budget</u>	<u>Current Month</u> <u>EAC</u>	<u>Expenditures</u>
Design	\$723,521,828	\$723,521,828	\$667,827,886
Construction	\$8,038,030,757	\$8,038,030,757	\$4,847,612,161
Project Management	\$1,036,168,644	\$1,036,168,644	\$699,921,978
Real Estate	\$178,049,781	\$178,049,781	\$114,799,685
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$ 6,330,161,710

*An additional \$463 million budgeted for ESA rolling stock is included in a reserve.

Major Milestones and Forecasts

	<u>2014 Replan Schedule</u>	<u>Current Month Schedule</u>
Project Design Start	March 1999	March 1999
Project Design Completion	November 2014	December 2016
Project Construction Start	September 2001	September 2001
Revenue Service Date	December 2022	December 2022

Current Issues/Highlights

- **North Structures (CM006):** Contractor has completed the pneumatically applied concrete application for the modified tunnel lining in Westbound Tunnel 1. Installation of the cast-in-place concrete lining in Eastbound Tunnel 4 continues with approximately 65% of the work complete. Contractor continues to work on the reinforcement for the upper level slab walls in the West Cavern at the North Back of House. Contractor has commenced with the first layer of the pneumatically applied concrete in GCT 3 East. Contractor is also installing reinforcement and conduits for the duct bench and cavern walls in GCT3 East. Contractor continues to install waterproofing in Eastbound Tunnel 4 at 55th Street. Installation of the duct bench in the 63rd Street Tunnel remains ongoing.
- **GCT Concourse and Facilities Fit-Out (CM014B):** Contractor continues work in the excavated area below the temporary deck at E. 48th Street. Approximately 3,645 square feet of a total 8,900 square feet (41%) of waterproofing has been installed on the walls and in the pits. Installation of reinforcing steel within the 48th Street bottom slab and walls is approximately 20% complete in the portion of the new structure west of the existing Madison Yard structural wall. Placement of the structural concrete floor slab in the new mechanical plant area has been completed and the mechanical chiller plant equipment and electrical substation equipment are being delivered and installed. Contractor has

commenced with the placement of the structural concrete floor slab at the southern end of the concourse. This work will follow a south to north progression in the concourse. Installation of shotcrete wall headers and concrete masonry unit block work are also progressing in sequence with concrete floor slab placement. Installation of electrical conduit, mechanical piping and concrete masonry unit walls continue at the 50th Street Ventilation Facility. Installation of sprinklers and electrical conduits continues in Wellways 1 and 2.

- **Plaza Substation and Queens Structures (CQ032):** Contractor has substantially completed the exterior work for the Yard Services Building. Installation of the hydraulic elevator has commenced in the building. At the Plaza, the contractor has completed the backfill and compaction operations for the parking area and access ramp and has started installing the final pavement. At the 23rd Street Ventilation Facility, the contractor is removing the concrete obstructions in order to proceed with the construction of the HVAC shafts, as planned.
- **Harold Structures – Part 3 (CH057):** Contractor continues demolition of the existing bridge abutments at the 48th Street Bridge with construction of the new abutment to follow. Contractor also continues installing support of excavation piles at the Tunnel D Reception Pit with 41 of 43 (95%) the soldier piles complete and Approach Structure at the Reception Pit with 34 of 80 (43%) secant piles complete. Contractor has commenced with the drilling of the soldier piles for the D Approach Structure, east of the 39th Street Bridge.
- **Harold Structures – Part 3A (CH057A):** Contractor has completed the installation of the shield reaction frame and the assembly of the tunnel shield for the Westbound Bypass Tunnel Construction. Once testing of the shield is completed, mining of the Westbound Bypass Tunnel will commence. Contractor has also commenced with the excavation at the East and West Approach Structures.
- **Systems Package 1 – Facilities Systems (CS179):** Work continues on the electrical conduits, mechanical equipment, duct work and select demolitions at the B10 Build Power Facility, Vernon Boulevard, Roosevelt Avenue, Yard Lead Tunnel, 2nd Avenue, Queens Tunnels and the eastbound 63rd Street Tunnel. Fire stand pipe installation continues in the Plaza Interlocking area and the B10 Build Power Facility.
- **Systems Package 4 – Traction Power (CS084):** Construction of the new Con Edison L3 service, which will power the Harold signal huts, continues. Component fabrication of the C05 (Vernon) substation equipment has commenced.
- The **Track ‘A’ Cut and Cover Structure (CH061A)** contract was advertised on May 23, 2016.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - June 2016

Expenditures thru May 2016; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 6,916.5	\$ 4,847.6
Design	\$ 723.5	\$ 693.8	\$ 667.8
Project Management	\$ 1,036.2	\$ 743.1	\$ 699.9
Real Estate	\$ 178.0	\$ 117.3	\$ 114.8
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 8,470.7	\$ 6,330.2

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve and \$50 million is included in the Regional Investment budget.

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$59.1	\$58.8	\$0.3	\$56.4	Nov-2011	Nov-2011	Apr-2013	Jun-2016
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$249.8	\$239.9	\$9.9	\$223.4	Jul-2013	Jul-2013	Feb-2016	Jun-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$324.6	\$37.1	\$228.7	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$428.2	\$35.4*	\$60.6	Dec-2014	Feb-2015	Aug-2018	Aug-2018
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$663.1	\$49.2	\$0.0	Jul-2015	Apr-2016	Jan-2020	Jan-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$263.9	\$260.0	\$3.9	\$231.5	Aug-2011	Aug-2011	Aug-2014	Sep-2016
Harold Construction								
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$110.4	\$16.4	\$35.6	Nov-2013	Nov-2013	Feb-2016	Jun-2017
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$87.9	\$55.6	\$32.2	\$4.5	Nov-2014	Dec-2015	May-2018	May-2018
CH058A: Harold Structures - Part 3A: B/C Approach**		In Design			Jul-2015	Jun-2018	N/A	Sep-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$459.5	\$147.5***	\$86.2	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS284)		In Design (Repackaging)			TBD	Dec-2016	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$1.3	Jun-2014	Jun-2014	Dec-2019	Jul-2020
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$72.5	\$7.2	\$4.6	Sep-2014	Oct-2014	Dec-2019	Jul-2020

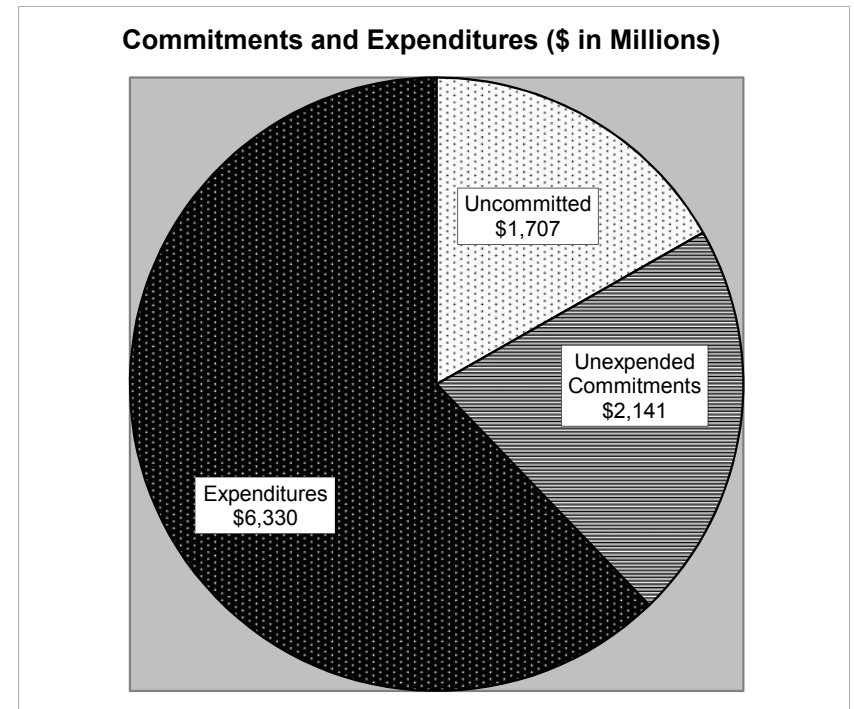
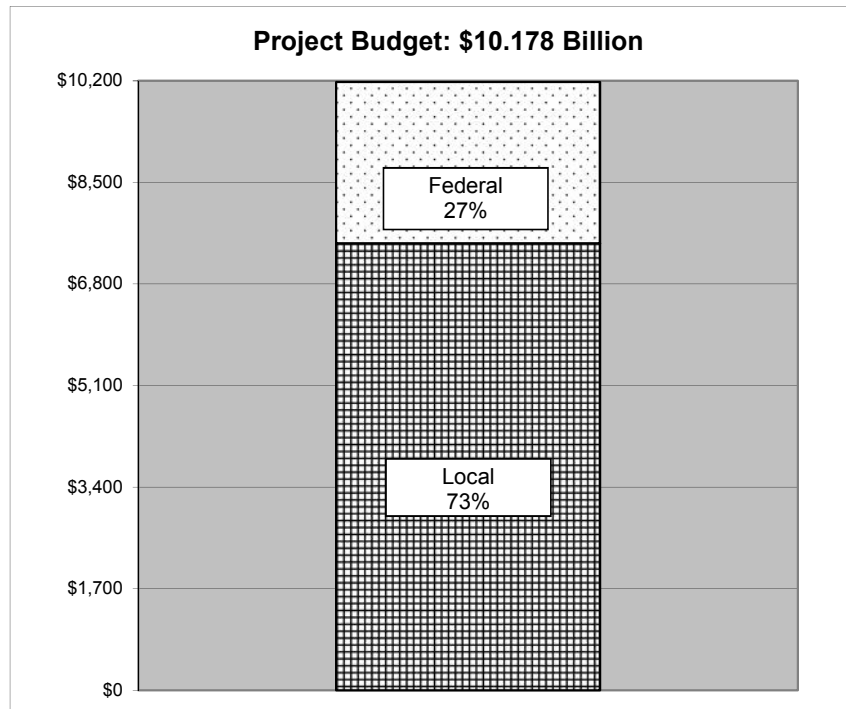
* Remaining contingency includes unawarded options and associated contingency (originally \$26M).

** CH058 contract package is being split into two packages. The first package will be CH058A Harold Structures Part 3A B/C Approach. There will be a future package CH058B which will include regional investment of the Eastbound Reroute.

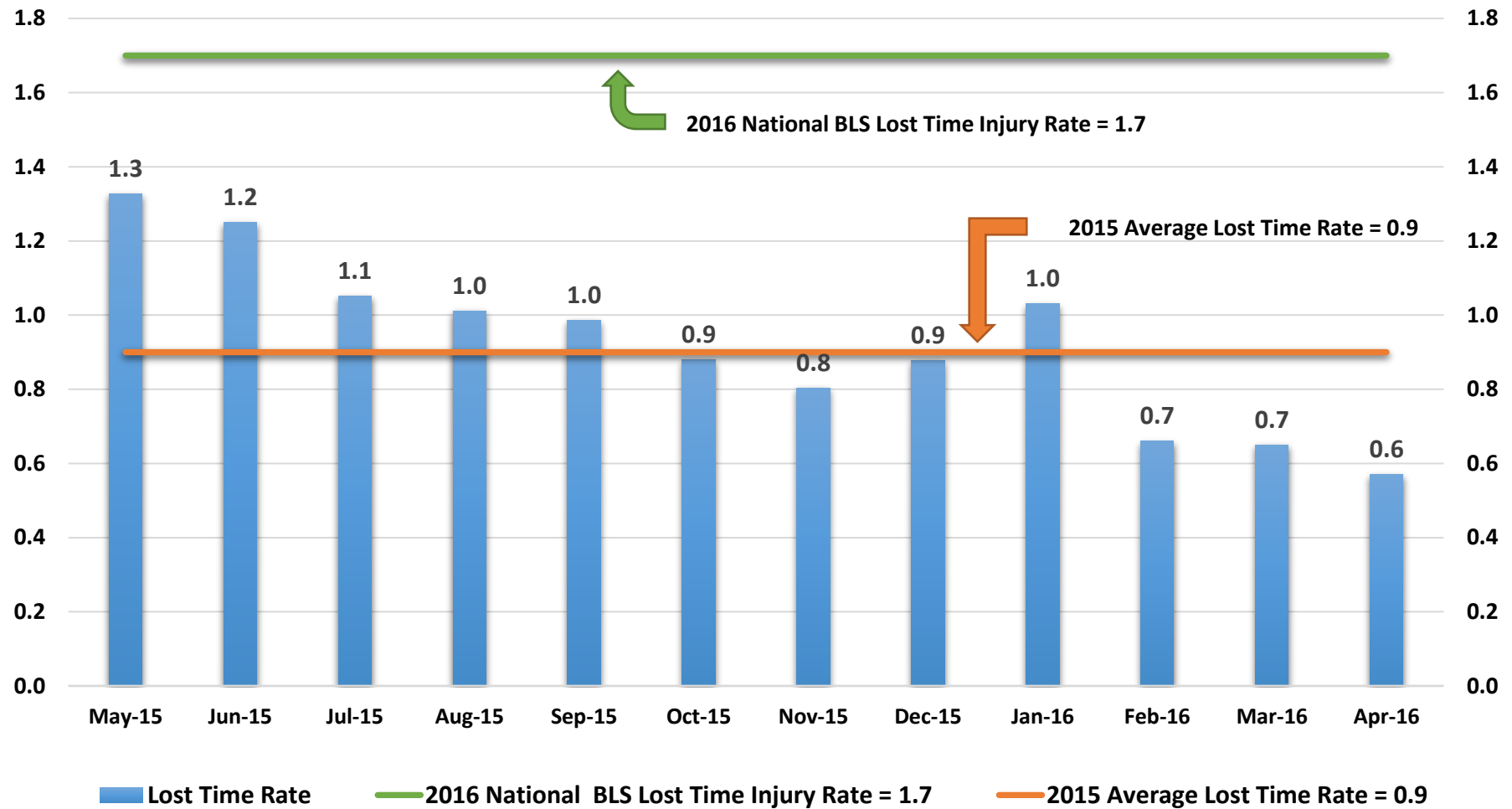
*** Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

East Side Access Status **Report to the Railroad Committee - June 2016** *data thru May 2016*

MTA Capital Program \$ in Millions	Budgeted	Funding Sources				Status of Commitments		
		Local Funding	Future Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ -	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,534	748	-	785	785	1,532	2	1,522
2005-2009	2,683	838	-	1,845	1,380	2,675	8	2,615
2010-2014	3,232	3,228	-	5	5	3,216	16	1,990
2015-2019	2,572		2,572	-	-	890	1,682	45
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,233	\$ 8,471	\$ 1,707	\$ 6,330



ESA Annual Cumulative Profile of Lost Time Injury Rates





Police Report



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

May 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	0	3	100%
Felony Assault	2	1	1	100%
Burglary	2	0	2	100%
Grand Larceny	10	14	-4	-29%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	18	15	3	20%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	10	2	8	400%
Felony Assault	4	7	-3	-43%
Burglary	6	6	0	0%
Grand Larceny	42	44	-2	-5%
Grand Larceny Auto	2	2	0	0%
Total Major Felonies	64	62	2	3%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

May 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	4	0	0%
Felony Assault	2	1	1	100%
Burglary	1	1	0	0%
Grand Larceny	5	6	-1	-17%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	12	0	0%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	10	9	1	11%
Felony Assault	6	10	-4	-40%
Burglary	5	3	2	67%
Grand Larceny	29	33	-4	-12%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	51	56	-5	-9%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

May 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	6	1	17%
Felony Assault	4	2	2	100%
Burglary	3	1	2	200%
Grand Larceny	15	22	-7	-32%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	30	31	-1	-3%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	22	17	5	29%
Felony Assault	11	17	-6	-35%
Burglary	11	9	2	22%
Grand Larceny	76	80	-4	-5%
Grand Larceny Auto	3	3	0	0%
Total Major Felonies	123	127	-4	-3%

INDEX CRIME REPORT

Per Day Average

May 2016

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	7	4	3	0
Fel. Assault	4	2	2	0
Burglary	3	1	2	0
Grand Larceny	15	5	10	0
GLA	1	0	1	0
Total	30	12	18	0
Crimes Per Day	0.97	0.39	0.58	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 5/31/2016

Arrest Classification	Total Arrests	
	2016	2015
Murder	0	1
Rape	0	2
Robbery	12	14
Felony Assault	11	14
Burglary	10	5
Grand Larceny	18	18
Grand Larceny Auto	2	0
Aggravated Unlicensed Operator	12	7
Arson	0	1
Assault-Misdemeanor	21	22
Breach of Peace	7	6
Child Endangerment	2	2
Criminal Contempt	2	5
Criminal Impersonation	2	1
Criminal Mischief	23	17
Criminal Possession Stolen Property	4	7
Criminal Tampering	1	8
Criminal Trespass	20	14
Disorderly Conduct	2	1
Drug Offenses	22	20
DUI Offenses	1	3
Falsely Reporting an Incident	0	4
Forgery	24	27
Fraud	6	5
Graffiti	6	3
Harassment	0	1
Identity Theft	1	0
Issue a Bad Check	1	1
Menacing	2	9
Obstruct Government	10	4
Official Misconduct	5	0
Panhandling	1	0
Petit Larceny	74	56
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	85	12
Reckless Endangerment	0	2
Resisting Arrest	16	16
Sex Offenses	6	3
Theft of Services	77	63
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	1	0
Warrant Arrest	21	23
Weapons Offenses	2	2
Total Arrests	511	403



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

LIRR/MNR Rolling Stock Procurements

Long Island Committee and Metro-North Committee

June 2016

**MTA Long Island Rail Road
MTA Metro-North Railroad**



LIRR M-9 Mock Up



LIRR M-9 Mock Up



MTA Long Island Rail Road MTA Metro-North Railroad

M-9/M-9A Car Procurement

LIRR: 416 M-9/M-9A Cars		
M-9 Base	92	M-3 Replacement: $92+88 = 180$
M-9 1st Option	88	
M-9 2nd Option	76	ESA Fleet Augmentation: $76+160=236$
M-9A*	160	
Total	416	

* Separate Procurement

MNR M-9 Car Quantities
Option for between 140-170 M-9 Cars



M-9/M-9A Car Procurement

M-9 Current Contract Values (92 LIRR Base Order Cars):

- Initial Estimate at Completion: \$375M
- Current Estimate at Completion: \$377M

M-9 Schedule

- Contract Award: September 2013
- Pilot Car Testing: June 2017
- Deliveries Commence: June 2018
- B-End Change Order granted a 3 ½ month schedule extension

M-9 LIRR Options (164 Cars): \$500M (2015-2019 Capital Program)

M-9A LIRR (160 Cars): \$707M

LIRR/MNR M-9 Procurement Progress-to-Date

- Initial Design Reviews (IDR) Completed: December 2014
- 1st Stage Mock up Review: April 2015
- Interim Mock-up Review: June 2015
- Final Mock-up Review: July 2015
- Final Design Reviews (FDR) Commenced: September 2015
- Structural Testing Commenced: September 2015
- Carbody Passed Structural Testing: October 2015
- Preliminary Design Reviews (PDR) Completed: November 2015
- First Article Inspections Commenced: January 2016
- Qualification Testing Commenced: April 2016

M-9 Carbody Structural Testing



MTA Long Island Rail Road
MTA Metro-North Railroad

Kawasaki Climate Chamber



MTA Long Island Rail Road
MTA Metro-North Railroad

M-9 Mock Up Interior



LIRR/MNR M-9 Procurement

12 Month Look-Ahead

12 month Look-Ahead:

- Final Design Reviews: Sept 2015 to 3rd qtr 2016
- Truck Structural Testing: Dec 2015 to 3rd qtr 2016
- System Qualification Tests: Dec 2015 to 4th qtr 2016
- First Article Inspections: Jan 2016 to 4th qtr 2016
- Inspection of 14 Pilot Cars: Jan 2017 to 2nd qtr 2017



Current Open Issue

- Kawasaki has submitted a 5 ½ month delay claim which the Railroads do not agree with
- A Global Settlement Agreement is being negotiated between the Railroads and Kawasaki to amicably resolve a number of open issues that have arisen during the design phase of the Project



Reduction of Sole Source Parts in the Aftermarket

- To reduce Sole Source Procurements in the aftermarket, KRC is required to make commercially reasonable efforts to design cars so that at least 40% of generally purchased parts are “Commercial-Off-the-Shelf” products or available from multiple sources
- With the assistance of a consultant, Kawasaki has exceeded the goal with a potential value of 53%
- Efforts continue to increase this percentage

Metro-North M-8 Car Procurement



- 405 M-8 cars; 380 in married pair configuration and 25 single cars purchased from Kawasaki Rail Car (KRC)
- Delivery completed in 2015
- Provides service on New Haven Line and Shore Line East
- Small number of M-2 cars retained during short term

Metro-North M-8 Car Procurement



- Cars have performed very well
- MDBF has been increasing and is currently at 344,888 – Rolling 12 month Average through April 30, 2016
 - MDBF for calendar 2015 was 284,388
- Customer reaction has been extremely positive

Metro-North M-8 Car Procurement

- Ongoing Work:
 - Critical FMI program complete. Working with KRC to accelerate other FMI work to reduce overall duration.
 - Discussions ongoing to upgrade existing ACSES I equipment to achieve Positive Train Control functionality on M-8 cars.
 - Shore Line East test preparations continue with Amtrak approval of test procedures
- Metro-North and CTDOT continually monitor the M-8 fleet and ridership trends as ridership has quickly rebounded from the economic downturn in 2008 and is increasing quickly.



June 2016 CPOC LIRR/MNR PTC Project Update

June 20, 2016



Budget / Schedule

- Budget
 - The Railroads' current estimated Project Cost remains \$968M.
- Schedule
 - The contractor's project schedule meets the December 2018 deadline.
 - The integrated project schedule includes Railroad Force Account work.
 - The latest schedule release is under review by the RRs and will be further reviewed at up-coming risk assessment.



Update from February 2016 CPOC

- Commenced pilot testing.
- Completed designs of all hardware elements for M7 trains, wayside, and office systems.
- Continued to install transponders, wayside interface units and on-board components to support pilot segments.
- Continued submitting applications to the FCC and Tribal Nations for antenna and antenna pole installations.
- Railroads started accepting deliveries of M7 production level kits.
- MNR placed civil speed transponders on the New Haven Line (CP261 Milford – CP274 New Haven) into revenue service to support Amtrak and Freight traffic.
- Railroads approved the design of test tracks.



120 Day Look Ahead

- Complete hardware installation of test track.
- Continue next phase of pilot testing.
- Complete First Article Inspections for all hardware elements.
- Continue installation of wayside components.
- Continue installation of on-board PTC equipment for M7 cars.
- Complete all applications to FCC and Tribal Nations for antenna pole installations.
- Finalize remaining interoperability issues with Amtrak
- Start training of Railroad Forces



Major Project Issues

- Delays in design
 - ❖ *Executive Level meetings between MTA and Systems Integrator (SI)*
 - ❖ *Project team working together to resolve critical engineering issues*
 - ❖ *Proceeding with Software and Hardware design in parallel*
 - ❖ *Accelerating software development process*
- Delays in manufacturing and delivery of equipment
 - ❖ *MNR to contract out M7 installation*
 - ❖ *LIRR accepting/installing partial equipment deliveries*
 - ❖ *LIRR investigating availability of additional force account*
 - ❖ *SI increasing supply chain*
- Test Readiness
 - ❖ *Implementation of Test Track*
 - ❖ *Pilot Testing conducted as design progresses*
 - ❖ *RRs/SI accepting Risk of repeat work*



LIRR PTC Photos



Transponder on Concrete Tie

Communications Case



MNR PTC Photos



**Amtrak approaching Commissioned Civil Speed Enforcement Transponders
(CP261Milford – CP274 New Haven)**



Appendix

LIRR Pilot Wayside Equipment Installation Tracking

LIRR Pilot 1 (Babylon to Patchogue)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	200	200	0	100%
Wayside Interface Unit (WIU) Locations	16	16	0	100%
Communication Cases	6	0	6	0%
Poles / Antennas	6	6	0	100%

LIRR Pilot 2 (Port Washington to Harold)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	135	135	0	100%
Wayside Interface Units Locations	8	8	0	100%
Communication Cases	9	0	9	0%
Poles / Antennas	9	9	0	100%

LIRR System Total

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	4464	335	4129	8%
Wayside Interface Units Locations	126	24	102	19%
Communication Cases	117	0	117	0%
Poles / Antennas	117	15	102	13%

Appendix

LIRR On-Board Equipment Installation Tracking

Car Type	Total Quantity	Pilot 1		Pilot 2	
		Babylon to Patchogue		Port Washington to Harold	
		Planned	Actual	Planned	Actual
M7	418	NA	NA	4	0
DE/ DM	45	4	0	NA	NA
C3	23	4	0	NA	NA
E10/E15	19	2	0	NA	NA
NYAR GP38	4	2	0	NA	NA
NYAR E15	4	2	0	NA	NA
TC-82	1	NA	NA	NA	NA
M9	66	NA	NA	NA	NA
Totals	580	14	0	4	0



Appendix

MNR Pilot Wayside Equipment Installation Tracking

MNR Pilot 1 (Bridgeport to New Haven)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	403	308	95	76%
Wayside Interface Unit (WIU) Locations	10	3	7	30%
Communication Cases	10	0	10	0%
Poles / Antennas	10	6	4	60%

MNR Pilot 2 (Tarrytown – Croton Harmon)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	80	80	0	100%
Wayside Interface Unit (WIU) Locations	2	2	0	100%
Communication Cases	6	0	6	0%
Poles / Antennas	5	3	2	60%

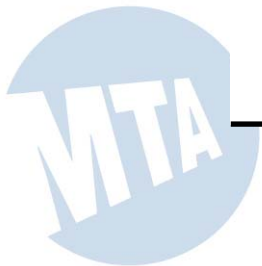
MNR System Total

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	4593	987	3606	21%
Wayside Interface Unit (WIU) Locations	104	5	99	5%
Communication Cases	104	0	104	0%
Poles / Antennas	104	9	95	9%

Appendix

MNR On-Board Equipment Installation Tracking

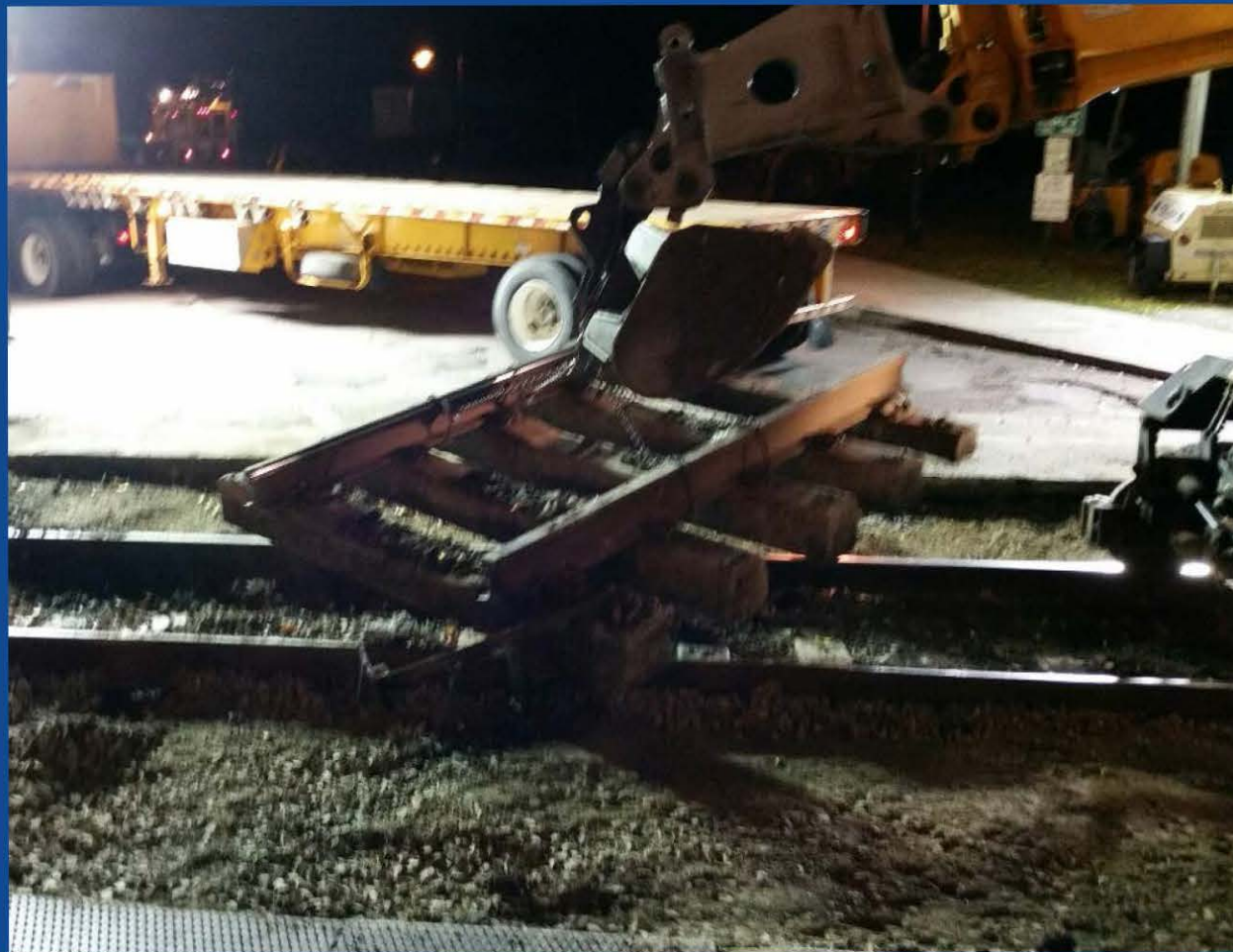
Car Type	Total Quantity	MNR Pilot 1 Location (Bridgeport to New Haven)		Pilot 2 Location (Tarrytown – Croton Harmon)	
		Planned	Actual	Planned	Actual
M7	168	NA	NA	4	0
Cab Car C34/38	36	1	1	1	1
Cab Car C12/19/21	19	1	0	1	0
M3	69	NA	NA	4	0
BL20	12	2	2	1	1
BL14	2	0	0	0	0
P32	33	2	2	2	2
GP35	7	1	0	1	0
M8 Car	215	4	0	NA	NA
Totals	561	11	5	14	4





Metro-North Railroad

Information Items



2016 YTD Totals

Maintenance of Way Division

(Track, Structures, Stations & Facilities)

2016 Track Work*

Tie Replacement

- ❖ New Haven – 14,223 ties
- ❖ Total 2016 to date – 14,223 ties
- ❖ Total in 2015 – 40,211 ties

Rail Replacement

- ❖ Hudson – 1.75 miles
- ❖ Harlem – 0.17 miles
- ❖ Total 2016 to date – 1.92 miles
- ❖ Total in 2015 – 12.81 miles

Surfacing

- ❖ GCT – 17,424 feet
- ❖ Hudson – 27,456 feet
- ❖ Harlem – 40,658 feet
- ❖ New Haven – 91,030 feet
- ❖ Total 2016 to date – 176,568 feet (33.44 miles)
- ❖ Total in 2015 – 147.96 miles

2016 Track Work*

Switch Renewal

- ❖ GCT – 7 switches
- ❖ Harlem – 5 switches
- ❖ Stamford Yard – 5 switches
- ❖ Total 2016 to date – 17 switches
- ❖ Total in 2015 – 50 switches

Grade Crossings

- ❖ Hudson Line – 2 crossings
- ❖ Harlem Line – 2 crossings
- ❖ New Haven – 3 crossings
- ❖ Total 2016 to date – 7 crossings
- ❖ Total in 2015 – 16 crossings

Rail Vac

- ❖ GCT – 379 ties
- ❖ Hudson – 252 ties
- ❖ Harlem – 770 ties
- ❖ New Haven – 374 ties
- ❖ Total 2016 to date – 1,775 ties
- ❖ Total in 2015 – 5,443 ties

Welds

- ❖ Hudson – 296 joints
- ❖ Harlem – 216 joints
- ❖ New Haven – 292 joints
- ❖ Port Jervis – 14 joints
- ❖ Total 2016 to date – 818 joints
- ❖ Total in 2015 – 1,529 joints

2016 Track Work*

Loram Rail Grinder

- ❖ New Haven – 12.2 miles (57.86 pass miles)

GCT Station Track Rehabilitation

- ❖ Completed:

- Track 11 – 800 ft. rail
- Track 18 – 800 ft. rail, 60 block ties & plates
- Track 23 – 50 wood ties
- Track 33 – 294 block ties & plates
- Track 37 – 350 ft. rail, 150 plates
- Track 38 – 800 ft. rail, 400 block ties & plates
- Track 40 – 120 block ties & plates
- Track 102 – 120 block ties & plates
- Track 103 – 120 block ties & plates
- Track 104 – 60 block ties & plates

- ❖ Totals 2016 to date:

- 1,324 block ties & plates
- 50 wood ties
- 2,750 ft. rail

2016 Automated Inspection Work

Sperry Rail

- ❖ 1st run - field survey 67% complete, 49 defects corrected

Mermec Geometry Car

- ❖ 1st run – Completed April 16, 2016
- ❖ 2nd run – Field survey scheduled to begin November 2016

Track Loading Vehicle

- ❖ Pending repair status, field survey scheduled to begin 2nd Quarter 2016

2016 Structures Work

Overhead Bridge Program

- ❖ Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load barring supports, and timber deck replacements.
- ❖ **Harlem**
 - **Fabricate Bridge Walkway (MP 73.41) – 100% complete**
- ❖ **Port Jervis**
 - Bridge Walkway (MP 86.44 SR) – 100% complete
- ❖ **Harlem**
 - Bridge Walkway (MP 72.41) – **100%** complete

Timber Replacement Program

- ❖ **New Haven**
 - Purchase St. (MP 24.00, Track 3) – 100% complete
 - Sachem Rd. (MP 29.48, Trk 2) – 100% complete
 - Cos Cob Bridge “spot” timbers (CP 230, Trk 1&2) – 100% complete
 - Cos Cob Bridge “spot” timbers (CP 230, Trk 4) – **25%** complete
 - Tomac Ave. (MP 31.62 Trk 2) – 100% complete
 - Seaview Ave (MP 56.77, Track 6) – 100% complete
 - Union Ave. (MP 55.40, Track 3) – 100% complete
 - **Devon Bridge (CP261, Track 1) – 25% complete**
 - **Golf St. (MP 63.83, Track 1) – 100% complete**
- ❖ **Port Jervis**
 - Neversink River (MP 86.44 SR, 1 deck) - 80% complete

2016 Structures Work

Walk Bridge (New Haven)

- ❖ Continued from 2015
- ❖ Replacement of center pivot pier roller shafts completed (90 of 90 installed)

Direct Fixation Fastener & Pad Repair

- ❖ Park Avenue Viaduct – replaced approximately **545** failed concrete inserts
- ❖ GCT Trainshed – replaced 184 direct fixation pads on 5 tracks

Graffiti Removal Program

- ❖ Hudson & Harlem - cleaned graffiti off various buildings, bridges, retaining walls & rock cuts

S-Program (New Haven – CDOT)

- ❖ **Central Ave. (MP 23.5) - Steel Repairs 5% complete**
- ❖ Greenwich Ave. (MP 32.81) - Steel Repairs 100% complete
- ❖ East Main St. (MP 34.17) – Steel Repairs 75% complete
- ❖ Hamilton Ave. (MP 34.72) - Steel Repairs **100%** complete
- ❖ Franklin St. (MP 40.89) - Steel Repairs 95% complete
- ❖ SAGA Bridge (MP 44.32, Trk 3) – Steel Repairs 100% complete
- ❖ **Devon Bridge (CP 261) – Steel Repairs 30% complete**

2016 Structures Work

Steel Repair Program

- ❖ Port Jervis
 - Ramapo River (MP 32.06JS) – Steel Repairs 45% complete
 - Day Rd. (MP 63.14JS) – Steel Repairs 25% complete

Railroad Maintenance Memorandum Items (RMM, New Haven - CDOT)

- ❖ Completed various (minor) steel and/or concrete repairs

Tomac & Soundbeach Contractor Support

- ❖ Tomac Bridge (Track 2) – **100% complete**
 - Removed bridge timbers and rail
 - Contractor installed a temporary superstructure
 - Installed new rail and timbers on temporary superstructure
- ❖ Soundbeach Bridge (Track 2) – **100% complete**
 - Fabricated and installed steel ballast retainers
 - **Installed bridge timbers**

2016 Track Program Goals

Ties

- ❖ Hudson – 14,600 ties
- ❖ New Haven – 30,200 ties
- ❖ Total for 2016 – 44,800 ties

Rail

- ❖ Hudson – 8,553 feet (1.62 miles)
- ❖ Harlem – 2,323 feet (0.44 miles)
- ❖ New Haven – 32,630 feet (6.18 miles)
- ❖ Total for 2016 – 8.24 miles

Surfacing

- ❖ Hudson – 44 miles
- ❖ New Haven – 47 miles
- ❖ Total for 2016 – 91 miles

Switch Renewal

- ❖ Hudson – 11 switches
- ❖ Harlem – 14 switches
- ❖ New Haven – 27 switches
- ❖ Total for 2016 – 52 switches

Grade Crossings

- ❖ Hudson – 6 crossings
- ❖ Harlem – 9 crossings
- ❖ New Haven – 9 crossings
- ❖ Total for 2016 – 24 crossings

Welds

- ❖ Systemwide – 1,600 joints

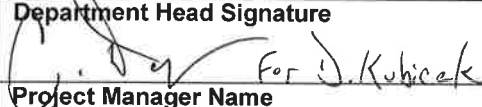
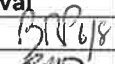




Long Island Rail Road

INFORMATION

ITEMS

Staff Summary

Subject SUMMER TRACKWORK PROGRAMS						Date June 6, 2016			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name D. KUBICEK						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	6/20/16				3	Sr VP – Eng. 	1	President 
						2	VP Mktg & PA 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support trackwork programs in the month of July on the Port Jefferson Branch.

TRACK WORK PROGRAMS

- **Port Jefferson Branch, Syosset-Huntington – Rail Replacement within Hunt Interlocking** – One of two main tracks of the Port Jefferson Branch between Syosset and Huntington will be out of service for 48 hours on the weekends of July 9-10, July 16-17 & July 23-24 for the replacement of rail within Hunt1 and Hunt 2 Interlockings in Huntington. Additional work will occur on subsequent weekends later this summer and will be reported next month.

DISCUSSION:

- **Port Jefferson Branch, Syosset-Huntington – Rail Replacement within Hunt Interlocking** – One of two main tracks of the Port Jefferson Branch between Syosset and Huntington will be out of service for 48 hours on the weekends of July 9-10, July 16-17 & July 23-24 for the replacement of rail within Hunt1 and Hunt 2 Interlockings in Huntington. Service east of Hicksville to Huntington will be reduced from half-hourly to hourly, and service between Huntington and Port Jefferson will be reduced from every 90 minutes to two-hourly.

Public timetables and other informational material will be issued providing details of service.

IMPACT ON FUNDING


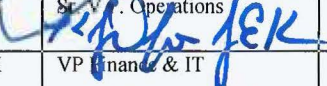
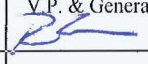
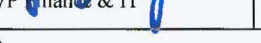
Funding for this project is contained in the Long Island Rail Road Capital budget.



Metro-North Railroad

Procurements

Subject Request for Authorization to Award Various Procurements					
Department Procurement and Material Management					
Department Head Name Alfred Muir, Sr. Director					
Department Head Signature 					
Project Manager Name					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	6-20-16	X		
2	MTA Board Mtg.	6-22-16	X		

Date June 8, 2016			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
X	President 		V. P. Planning
X	Executive V.P. 		V.P. Capital Programs
X	Sr. V.P. Operations 	X	V.P. & General Counsel 
X	VP Finance & IT 		

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

PURPOSE:

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

DISCUSSION:

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

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		NONE	
<u>Schedules Requiring Majority Vote</u>			
Schedule E: Miscellaneous Procurement Contracts		1	\$309,586
• NetBoss Technologies, Inc.	\$309,586		
SUB TOTAL:		1	\$309,586

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>		NONE	
<u>Schedules Requiring Majority Vote</u>			
Schedule G:	Miscellaneous Service Contracts	7	\$8,034,994
	<ul style="list-style-type: none"> East Coast Railroad Services, LLC \$348,000 John N. Fehlinger Co., Inc. \$272,550 Bureau Veritas North America, Inc. \$838,458 WABTEC Passenger Transit, Inc. \$728,500 DeAngelo Brothers, LLC \$2,525,903 United Right of Way \$2,865,317 Asplundh Tree Expert Co. \$456,266 		
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	2	\$30,595,586
	<ul style="list-style-type: none"> Scheidt & Bachmann GmbH (S&B) \$27,447,005 Sepsa North America \$3,148,581 		
SUB TOTAL:		9	\$38,630,580

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		NONE	
<u>Schedules Requiring Majority Vote</u>		NONE	
SUB TOTAL:			
TOTAL:		10	\$38,940,166

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 2016

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

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

- | | | | |
|----|---|----------------------------------|--------------------------------------|
| 1. | NetBoss Technologies, Inc. | \$309,586 (not-to-exceed) | <u>Staff Summary Attached</u> |
| | Network Management System Maintenance & Support Contract | | |

Approval is requested to award a three year non-competitive, miscellaneous procurement contract with NetBoss Technologies, Inc. for the maintenance & support services of MNR's NetBoss Network Management System (NMS) software. Netboss Technologies is the Original Equipment Manufacturer (OEM), the original software developer and the sole authorized provider of all NetBoss hardware, software, and all associated maintenance and support services.

In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers and with MTA All-Agency Procurement Guidelines for the purchase of sole source material. Advertisements were placed in the New York State Contract Reporter, The New York Post, and posted on the MNR website which did not yield interest from other sources. MNR shall continue to seek alternate suppliers through vendor outreach and advertisement.

Negotiations for a multiyear maintenance and support contract resulted in a 10% discount (\$32,333) from NetBoss' standard commercial price of \$341,919. The total cost of the three year maintenance & support contract is not-to-exceed \$309,586 and a review of the pricing has found costs be fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

Schedule E: Miscellaneous Procurement Contracts

Item Number: E

Vendor Name (& Location) NetBoss Technologies, Inc.		Contract Number 1000058046		AWO/Modification #	
Description Software & Maintenance Support Agreement		Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
Contract Term (including Options, if any) Three years		Total Amount:		\$309,586 (not-to-exceed)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Al Muir, Sr. Director			
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source-Proprietary software					

Discussion:

Approval is requested to award a three year non-competitive, miscellaneous procurement contract with NetBoss Technologies, Inc. for the maintenance & support services of MNR's NetBoss Network Management System (NMS) software.

The NetBoss NMS software was previously customized, installed and integrated into MNR's fiber optic telecommunication network. The NetBoss software is one of the key components of the network that provides diagnostic information, fault management and trouble reporting related to the entire MNR network communication and related subsystems. It monitors and reports real-time status of MNR's overall network condition and it drives various applications such as circuit failovers and network monitoring applications. Netboss Technologies is the Original Equipment Manufacturer (OEM), the original software developer and the sole authorized provider of all NetBoss hardware, software, and all associated maintenance and support services.

In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers and with MTA All-Agency Procurement Guidelines for the purchase of sole source material. Advertisements were placed in the New York State Contract Reporter, The New York Post, and posted on the MNR website which did not yield interest from other sources. MNR shall continue to seek alternate suppliers through vendor outreach and advertisement.

Negotiations for a multiyear maintenance and support contract resulted in a 10% discount (\$32,333) from NetBoss' standard commercial price of \$341,919. The total cost of the three year maintenance & support contract is not-to-exceed \$309,586 and a review of the pricing has found costs be fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

JUNE 2016

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if Sealed Bid Procurement.)

**1. East Coast Railroad Services, LLC \$348,000 (not-to-exceed)
Hi-Rail Railroad Tie and Material Unloading Service**

Approval is requested to award a three year competitively solicited, miscellaneous service contract (Request for Quotation process, two bids received) in the not-to-exceed amount of \$348,000, to East Coast Railroad Services LLC (ECRS). ECRS shall be responsible for the transportation and unloading of railroad ties and other materials for various projects throughout MNR's operating territory.

ECRS is the incumbent contractor for these services and their pricing is 20% lower than the second low bidder. ECRS' daily rate of \$1,900 for year one and two is the same rate that MNR has paid under the previous agreement; however in the third and final year, ECRS' pricing shall increase 5%. This adjustment is directly attributable to the increase in transportation and hauling fees for the ties. The proposed pricing is considered fair and reasonable. The total is not-to-exceed \$348,000 and is to be funded by the MNR Operating Budget.

**2. John N. Fehlinger Co., Inc. \$272,550 (not-to-exceed)
Maintenance Services for 12 Steam Pressure Relief Valve Stations in Grand Central Terminal**

Approval is requested to award a five year, competitively solicited miscellaneous service contract (three bids received), in the not-to-exceed amount of \$272,500 to John N. Fehlinger Co., Inc. (Fehlinger) to provide maintenance services on 12 steam pressure relief valve stations located in Grand Central Terminal (GCT).

In GCT, steam is used for various purposes including heat and the operation of electrical generators. The steam supplied by Con Edison enters the building and the pressure reducing valve stations regulate the pressure in order to send to the end use equipment. The scope of this work includes having service technicians survey the steam PRV stations on a monthly basis and calibrate pilots, rebuild pilots, and replace diaphragms and stem seals as required. Upon completion of each survey, all pilots should be in proper working condition, all set points correctly aligned, and any leaking diaphragms or steam seals replaced.

A price comparison shows that Fehlinger is 85% lower than MNR's estimate and 20% lower than the second lowest bidder. A review of the price for these services has found costs to be fair and reasonable. The total is not-to-exceed \$272,550 and is to be funded by the MNR Operating Budget.

3. Bureau Veritas North America, Inc. \$838,458 (not-to-exceed)

Railcar Wheel and Axle Inspection Services

Approval is requested to award a competitively solicited, five year (3 year base with two 1-year options) miscellaneous service contract (1 bid received) in the not-to-exceed amount of \$838,458 to Bureau Veritas North America, Inc. for quality assurance inspections of MNR railcar wheels and axles.

Railcar wheels and axles are manufactured at various facilities around the world. Bureau Veritas shall be responsible for pre-shipment inspections of all wheels and axles manufactured at the vendors' facilities in Spain, Italy and the UK, prior to their delivery to MNR property. On site quality assurance inspection ensures that manufacturing standards are in accordance with MNR and the Association of American Railroads (AAR) specifications. Inspections are performed on an "as-needed" basis. Bureau Veritas the incumbent supplier will be required to certify that wheels and axles are in complete compliance with all sections of the applicable AAR specification and the contract drawings. This certification must be made at the point of manufacture prior to shipment. All inspections, tests and examinations required by the specification will be made and documented in such a manner to allow traceability by field auditors or technical personnel assigned. MNR does not have the capabilities to perform this work in-house.

In an effort to foster competition for these industry specific services, the MNR Procurement Department reached out to multiple firms that potentially could have provided the necessary technical expertise.

Unit prices for the new contract are fixed for the first three years, with the fourth and fifth year prices adjusted in accordance with pre-designated tables of escalation formulae published by the Bureau of Labor Statistics. The cost of these services compared to the previous contract has not changed and is deemed fair and reasonable for the work to be performed. The total is not-to-exceed \$838,458 and is to be funded by the MNR Operating Budget.

4. WABTEC Passenger Transit, Inc. \$728,500 (not-to-exceed)

Repair and Return of Type H "Tight Lock" Couplers

Approval is requested to award a competitively solicited (one bid received) three-year miscellaneous service contract in the not-to-exceed amount of \$728,500 to Wabtec Passenger Transit (Wabtec) to provide repair and return services for Type H "Tight Lock" Couplers used on the Shoreliner Railcars.

As part of the maintenance requirements set by MNR's Maintenance of Equipment Department (MoE), the repairs of these couplers is planned to coincide with MNR's maintenance requirements for its Shoreliner fleet (Contract 19, 21, 34, 38 and 38A railcars). These repairs ensure the consistent efficiency and safe operation of the Shoreliner fleet. MNR does not have the equipment or in-house capabilities to perform the work.

In an effort to foster competition for these industry specific services, the MNR Procurement Department reached out to multiple firms that potentially could have provided the necessary technical expertise.

The unit prices contained with this agreement are fixed for the three year term. Wabtec's bid price was 7.19% (2.39% per annum) higher than the last price paid when these units were repaired in 2013 and is deemed fair and reasonable for the work to be performed. The total is not-to-exceed \$728,500 and is to be funded by the MNR Operating Budget.

- | | | |
|----|---------------------------------|---|
| 5. | DeAngelo Brothers, LLC | \$ 2,419,590 - MNR Hi Rail & Manual Application |
| | | \$ 106,313 - SIRTOA Manual Application |
| | United Right of Way | \$ 2,865,317 - LIRR Hi Rail & Manual Application |
| | Asplundh Tree Expert Co. | \$ 144,303 – LIRR Manual Application |
| | | \$ 311,963 – SIRTOA Manual Application |

Weed and Brush Spray Services

Approval is requested to award three competitively solicited, 52-month miscellaneous service contracts (6 bids received) to DeAngelo Brothers, LLC, United Right of Way, and Asplundh Tree Expert Co. for weed and brush spray services. MNR led the multi-agency procurement and the participating agencies are Metro-North Railroad (MNR), Long Island Rail Road (LIRR) and Staten Island Rapid Transit Operating Authority (SIRTOA). Weed and brush spraying is required by the agencies to treat and remove excess vegetation (weed and undergrowth) along the right of way, yards, fence lines and substations.

This multi-agency procurement was structured to allow for awards to more than one contractor based on each agency's category of vegetation and brush control requirements. All three Railroads have programs that include hi-rail pre-emergent treatment services and manual post emergent services and vegetation control. The solicitation for potential bidders included both advertisements placed in required publications as well as direct outreach to vendors known to provide this type of service. Further, the solicitation and award is based on the low bidder for each agency's required service(s).

The awardee for MNR Hi Rail and manual application and SIRTOA manual application services is DeAngelo Brothers, LLC; United Right of Way is the awardee for LIRR's hi-rail and manual application; and Asplundh Tree Expert Co. is the awardee for LIRR's manual application and SIRTOA's manual application services. The new contract annual cost reflects a 5.2% increase as compared to the existing contract. All unit prices will remain firm and fixed throughout the term of the contract.

The total estimated cost to the 52-month contract for all agencies is \$5,847,486 and is to be funded by each agency's Operating Budget.

H. Modifications to Personal/Miscellaneous Service Contracts

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed monetary or durational threshold required for Board approval)

- | | | | |
|----|--|-------------------------------------|--------------------------------------|
| 6. | Scheidt & Bachmann GmbH (S&B) | \$27,447,005 (not-to-exceed) | <u>Staff Summary Attached</u> |
| | Life Cycle Maintenance for MNR & LIRR's Ticket Selling System | | |

To obtain MTA Board approval of additional funds and an extension of time to Metro-North's (on behalf of itself and Long Island Rail Road - LIRR) miscellaneous service contract with the firm Scheidt & Bachmann GmbH (S&B). The existing negotiated Board-approved contract has provided comprehensive long-term Life Cycle Maintenance (LCM) services to Metro-North and Long Island Rail Road's Ticket Selling System and Equipment since January 2006.

The LCM program awarded to S&B in 2006 has preserved high equipment availability and reliability and has extended the useful life of the equipment which was designed to last 12 to 14 years. The machines are currently averaging 15 years, and with this proposed extension, including certain necessary system enhancements and upgrades, useful life will be extended through the transition to a new fare payment system. The LCM contract includes scheduled preventive maintenance, remedial

maintenance/service calls, parts repair/replacement, Ticket Selling Machine (TSM) and CSS software support as well as the scheduled replacement of aging components and sub-systems prior to obsolescence.

At this time, the Railroads seek to award an extension of the in-place agreement for a period of three years retaining two one-year extension options and implement certain onetime necessary equipment and system upgrades. S&B, the Original Equipment Manufacturer (OEM) and designer & integrator of the equipment and software systems, has unique equipment expertise, knowledge and qualifications to overhaul upgrade and maintain the ticket selling system network in optimal working condition. The negotiated upgrades and maintenance extension period of the LCM contract is designed to extend the useful life of the equipment and continue the proactive approach to maintenance versus a reactionary approach of addressing outages as they occur and implementing retrofits and overhauls as components age/expire.

The total negotiated not-to-exceed cost for the one time equipment/system upgrades is \$3,653,640 to be shared equally by the Railroads. The not-to-exceed cost of the three-year maintenance extension including potential out-of-scope items (2018-2020) is \$14,179,820 (\$6,953,974 MNR & \$7,225,845 LIRR), and the not-to-exceed costs of the two one-year additional options is \$9,613,545 (\$4,758,521 / 2021 and \$4,855,024 / 2022) or \$4,631,783 - 2021/ 2022 MNR and \$4,981,762 – 2021/2022 LIRR. All pricing in the maintenance contract is based on the competitively negotiated contract pricing established in 1998, which has increased an average of 1.35% per year since inception and is deemed reasonable given the resources (labor, equipment and technology) required to carry out the LCM work under this contract on an on-going basis. Should the full service contract not be required through the 2022 extension, the Railroads have the ability to phase out equipment from the maintenance contract or terminate the contract for convenience. However, should the date for the implementation of NYCT's new fare payment system slip past 2022, it is possible that the Railroads may need to return to the Board to extend the maintenance contract further to coincide with the new implementation date.

The contract is to be funded by each Railroad's Operating Budget. Note: A portion of MNR's cost will be offset by CDOT funding.

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)

**7. Sepsa North America \$3,148,581 (not-to-exceed) Staff Summary Attached
 Design and Delivery of Video Recording Systems**

Approval is requested to issue a contract change order to the firm Sepsa North America, Inc. (SEPSA), in the not-to-exceed amount of \$3,148,581 for additional work associated with the Design and Delivery of Video Camera systems for MNR Rolling Stock Fleet.

In November 2014, Metro-North Railroad on behalf of itself and Long Island Railroad requested and received approval to award two thirty-six month competitively solicited contracts (RFP process, 11 proposals received) to 4D Security Solutions (LIRR) and Sepsa North America (MNR) for the Design and Delivery of Video Recording Systems for Long Island Railroads and Metro-North respectively.

At that time, the Railroads elected to install inward and outward facing video and audio recorders consistent with the Rail Industry's necessity to increase safety and security. In addition to the two cab

cameras, the Railroads elected to incorporate passenger area cameras to improve passenger and crew safety by acting as a deterrent to crime and providing forensic investigative capability.

During preliminary design review, multiple types of cameras were considered for optimum efficiency, both in quality and coverage. Through this testing and evaluation process, MNR elected to use a high definition forward facing camera (720 p) in lieu of the base contract specified. The upgraded camera, through the higher resolution, provides not only a clearer image of the track area, but also provides added clarity in high and low light situations such operation in Park Avenue Tunnel. In order to facilitate this upgrade in camera resolution, a corresponding amount of additional memory is required to store the images within the on-board recorder system.

In addition to the enhancements of the forward facing cameras, Sepsa and MNR extensively reviewed the coverage of the passenger area cameras. This analysis led to the determination that two additional cameras would be placed in the EMU's and Coaches to ensure the maximum amount of coverage, the passenger areas will now have a total of ten cameras instead of the contract specified eight. The final change request is an option that was included within the original competitive solicitation but was not submitted or approved at the time of the original award. The functionality that is now being requested is for remote access, which will give the Railroad the capability to download the recorded data from various locations without having to access the Locomotive or Railcar.

The cost of the changes has been negotiated at a total not-to-exceed amount of \$3,148,581 and is deemed fair and reasonable for the work to be performed. The material costs were validated through a price analysis and funding for these changes is to be provided by the MNR Operating Budget.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

Item Number: H

Vendor Name (& Location) Scheidt & Bachmann GmbH (S&B)		Contract Number # 9284	AWO/Modification #
Description Maintenance for MNR & LIRR's Ticket Selling System		Original Amount: (orig. purchase & 1-yr. warranty + 4 yrs. of maint.) \$ 21,845,976	
Contract Term (include Options, if any) Four year extension		Prior Modifications: (add'l equip. + 10 yrs. LCM) \$ 91,046,731	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Prior Budgetary Increases: -	
Procurement Type Competitive <input checked="" type="checkbox"/> Non-competitive- contract extension		Current Amount: \$ 112,892,700	
Solicitation Type RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:		This Request (3 yr. extension & 2-one year options) not-to-exceed \$27,447,005 (\$13,412,577 MNR & \$14,034,428 LIRR)	
Funding Source x Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: CDOT		% of This Request to Current Amount: 24%	
Requesting Dep.t/Div. & Dept./Div. Head Name: Procurement & Material Management, Alfred Muir, Sr. Director		% of Modifications (including This Request) to Original Amount: 84%	

I. Purpose: To obtain MTA Board approval of additional funds and an extension of time to Metro-North's (on behalf of itself and Long Island Rail Road - LIRR) miscellaneous service contract with the firm Scheidt & Bachmann GmbH (S&B). The existing negotiated Board-approved contract has provided comprehensive long-term Life Cycle Maintenance (LCM) services to Metro-North and Long Island Rail Road's Ticket Selling System and Equipment since January 2006.

II. Background: In March 1998, the Board approved the award of a competitively-solicited, joint MNR/LIRR contract for the design, manufacture and delivery of ticket selling equipment and systems (i.e., Ticket Vending Machines (TVMs), Ticket Office Machines (TOMs), and Central Support System (CSS)) to S&B. There are currently over 700 machines located throughout the Railroads, which account for more than 94% of all tickets sold on a monthly basis and operate at a high level of service availability, approximately 98.7%. The S&B machines have the unique ability to print Railroad commutation tickets on pre-encoded/valued NYCT MetroCards.

Previously, in 2006 and 2011, the Board approved the award of negotiated joint MNR/LIRR Life Cycle Maintenance (LCM) agreements with S&B, incorporating normal hardware and software maintenance as well as the proactive replacement of components, parts and systems to keep the Railroads' integrated Ticket Selling System operating at a high level of reliability. The Railroads previously exercised the Board-approved LCM option through 2017; an approved option for an additional year (2018) is currently available.

The available options were timed to align with NYCT's then-schedule for the change out of its MetroCard based fare payment system. NYCT is progressing an RFP to implement a new fare payment system (NFPS) which will support the use of a common fare media throughout the MTA system. The Railroads are working very closely with NYCT on a coordinated implementation of MTA's next generation of new fare payment technology and are currently engaged in a Long Term Revenue Collection study which will provide guidance for a system that will be compatible to the NYCT's NFPS. Based on its schedule, NYCT will commence implementation of the NFPS in 2018 continuing through 2022; accordingly, the Railroads will be required to maintain the technology necessary to support the MetroCard at least until that date. Procurement of a new Railroad fare payment system is anticipated to be included in the 2020 - 2024 Capital Plan; accordingly, it is prudent to plan for the existing S&B equipment and systems to remain fully operational through 2022, so that customers will be able to continue to benefit from a reliable system offering Railroad tickets on pre-encoded/valued NYCT MetroCards.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

III. Extended Options and Budget Impacts: To meet these objectives, the Railroads seek approval for the following:

- (1) Convert the remaining one-year Board approved option (calendar year 2018) into a negotiated three-year full LCM extension, adding two additional one-year options to cover necessary maintenance services through 2022 (if required). As it had been the original plan to phase out the equipment in or about 2018, these options will include a more robust scope of services including all hardware, software and labor to perform on-going standard & lifecycle maintenance and necessary equipment/system upgrades, as well as funds for the provision of hardware & software out-of-scope work and supplies that may include equipment consumables, extraordinary repair of equipment due to vandalism and equipment relocations due to station work throughout the term of the extended contract.
- (2) A one-time equipment/system upgrade to meet new regulatory and banking industry requirements and to prevent obsolescence of components. This includes the complete change out of all Credit Card Readers and pin pads, change out of all hardware and software to continue to comply with Payment Card Industry (PCI) requirements and meet new security standards for electronic payment, and the implementation of EMV (Europay, MasterCard and Visa) cards or smart cards as a payment method. The upgrade additionally includes the change out of all TVM touch screens from 14" (which are becoming obsolete) to 15", the change out of TVM pedestals to meet current ADA requirements and the replacement of various cables, machine motors and power sockets in all TVMs.

The total negotiated not-to-exceed cost for the one time equipment/system upgrade is \$3,653,640 to be shared equally by the Railroads. The not to exceed cost of the three-year maintenance extension including potential out-of-scope items (2018-2020) is \$14,179,820 (\$6,953,974 MNR & \$7,225,845 LIRR), and the not-to-exceed costs of the two one-year additional options is \$9,613,545 (\$4,758,521 / 2021 and \$4,855,024 / 2022) or \$4,631,783 - 2021/ 2022 MNR and \$4,981,762 – 2021/2022 LIRR. All pricing in the maintenance contract is based on the competitively negotiated contract pricing established in 1998, which has increased an average of 1.35% per year since inception and is deemed reasonable given the resources (labor, equipment and technology) required to carry out the LCM work under this contract on an on-going basis. Should the full service contract not be required through the 2022 extension, the Railroads have the ability to phase out equipment from the maintenance contract or terminate the contract for convenience. However, should the date for the implementation of NYCT's new fare payment system slip past 2022, it is possible that the Railroads may need to return to the Board to extend the maintenance contract further to coincide with the new implementation date.

The contract is to be funded by each Railroad's Operating Budget. Note: A portion of MNR's cost will be offset by CDOT funding.

IV. Alternatives: The LCM program awarded to S&B in 2006 has preserved high equipment availability and reliability and has extended the useful life of the equipment which was designed to last 12 to 14 years. The machines are currently averaging 15 years, and with this proposed extension, including certain necessary system enhancements and upgrades, useful life will be extended through the transition to a new fare payment system. The Railroads considered the use of other firms, however, there are no firms that can provide the full range of services included in the LCM Program, especially with respect to the provision and upgrading of S&B OEM components. Additionally, no other firm has expertise with the software system, which was designed and integrated by S&B. The Railroads do not have the in-house expertise or resources to program and maintain this complex software system and to rebuild and redesign OEM replacement parts.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: |

Vendor Name (& Location) Sepsa North America, Inc.	Contract Number 36124	AWO/Modification #
Description Design and Delivery of Video Camera systems for Rolling Stock Fleet	Original Amount:	\$,13,222,010
Contract Term (including Options, if any) 36 Months	Prior Modifications:	\$ 4,298,106
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	\$ 0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 17,520,116
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$3,148,581
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	18%
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director	% of Modifications (including This Request) to Original Amount:	56%- includes Option elections previously Board approved

Discussion:

Approval is requested to issue a contract change order to the firm Sepsa North America, Inc. (SEPSA), in the not-to-exceed amount of \$3,148,581 for additional work associated with the Design and Delivery of Video Camera systems for MNR Rolling Stock Fleet.

In November 2014, Metro-North Railroad on behalf of itself and Long Island Rail Road requested and received approval to award two thirty-six month competitively solicited contracts (RFP process, 11 proposals received) to 4D Security Solutions (LIRR) and Sepsa North America (MNR) for the Design and Delivery of Video Recording Systems for Long Island Rail Roads and Metro-North respectively.

At that time, the Railroads elected to install inward and outward facing video and audio recorders consistent with the Rail Industry's imperative increase to safety and security. In addition to the two cab cameras, the Railroads elected to incorporate passenger area cameras to improve passenger and crew safety by acting as a deterrent to crime and providing forensic investigative capability.

During preliminary design review, multiple types of cameras were considered for optimum efficiency, both in quality and coverage. Through this testing and evaluation process, MNR elected to use a high definition forward facing camera (720 p) in lieu of the base contract specified. The upgraded camera, through the higher resolution, provides not only a clearer image of the track area, but also provides added clarity in high and low light situations such operation in Park Avenue Tunnel. In order to facilitate this upgrade in camera resolution, a corresponding amount of additional memory is required to store the images within the on-board recorder system.

In addition to the enhancements of the forward facing cameras, Sepsa and MNR extensively reviewed the coverage of the passenger area cameras. This analysis led to the determination that two additional cameras would be placed in the EMU's and Coaches to ensure the maximum amount of coverage, the passenger areas will now have a total of ten cameras instead of the contract specified eight. The final change request is an option that was included within the original competitive solicitation but was not submitted or approved at the time of the original award. The functionality that is now being requested is for remote access, which will give the Railroad the capability to download the recorded data from various locations without having to access the Locomotive or Railcar.

The cost of the changes has been negotiated at a total not-to-exceed amount of \$3,148,581 and is deemed fair and reasonable for the work to be performed. The material costs were validated through a price analysis and funding for these changes is to be provided by the MNR Operating Budget.

LONG ISLAND RAIL ROAD

PROCUREMENTS



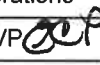
FOR

BOARD ACTION

June 22, 2016



Staff Summary

Subject : Request for Authorization to Award Various Procurements						Date June 22, 2016	
Department Procurement and Logistics							
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer							
Department Head Signature 							
Board Action						Internal Approvals	
Order	To	Date	Approval	Info	Other	Order	Approval
1	LI Committee	6.20.16				X	President 
2	MTA Board	6.22.16					Sr. VP-Administration
							VP, Gen. Counsel & Secy
							Sr. VP-Operations
						X	Executive VP 

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: # of Actions \$ Amount

Schedules Requiring Two-Thirds Vote

Schedule A:	Non-Competitive Purchases and Public Works Contracts	1	\$52,594,000
SUBTOTAL:		1	\$52,594,000

LIRR proposes to award Competitive Procurements in the following categories: # of Actions \$ Amount

	None	
SUBTOTAL:		

LIRR proposes to award Ratifications in the following categories: # of Actions \$ Amount

	None	
<u>TOTAL:</u>	1	<u>\$52,594,000</u>

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

JUNE 2016

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchases and Public Works Contracts

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

- | | | | |
|-----------|--------------------------------|-----------------------------------|--------------------------------------|
| 1. | Kawasaki Rail Car, Inc. | \$52,176,000-LIRR | <i><u>Staff Summary Attached</u></i> |
| | Siemens Rail Car, Inc. | <u>\$ 418,000-MNR</u> | |
| | Luminator Holding, LP | \$52,594,000-Not-to-Exceed | |
| | Sole Source (3 OEMS) | | |
| | Contract No. TBD | | |

LIRR requests MTA Board approval to award multiple five-year Sole Source Purchase Agreements in the total not-to-exceed amount of \$52,594,000.00 to three Original Equipment Manufacturers (OEMs) who will supply, on an as needed basis, complete systems, parts, other equipment (collectively the “Parts”), technical/field support and repair services required to (i) support LIRR’s Reliability Centered Maintenance (RCM) program, and (ii) perform unscheduled maintenance and repairs to the LIRR’s diesel fleet of locomotives and coach cars. The three suppliers are Kawasaki Rail Car, Inc., Siemens Rail Car, Inc. and Luminator Holding, LP.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Item Number: 1

Vendor Name (& Location) Original Equipment Manufacturers – Various (See below)
Description OEM Purchase Agreements - LIRR
Contract Term (including Options, if any) 5 years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input 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: Sole Source

Contact Number TBD	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: LIRR - \$52,176,000.00 \$52,594,000.00 NTE MNR - \$418,000.00	
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: Maintenance of Equipment - Craig Daly	
Contract Manager: Carl Cipriano	

Discussion:

LIRR requests MTA Board approval to award multiple five-year Sole Source Purchase Agreements in the total not-to-exceed amount of \$52,594,000.00 to three Original Equipment Manufacturers (OEMs) who will supply, on an as needed basis, complete systems, parts, other equipment (collectively the “Parts”), technical/field support and repair services required to (i) support LIRR’s Reliability Centered Maintenance (RCM) program, and (ii) perform unscheduled maintenance and repairs to the LIRR’s diesel fleet of locomotives and coach cars. The three suppliers are Kawasaki Rail Car, Inc. (Kawasaki), Siemens Rail Car, Inc. (Siemens) and Luminator Holding, LP (Luminator).

The OEMs identified on the chart below are the sole responsible sources for the parts, repairs and services that will be provided under these purchase agreements. Other vendors cannot readily provide these parts and repairs because related systems were approved only after extensive design review and factory testing. The chart provides the names of the three OEMs and the estimated not-to-exceed dollar amounts anticipated to be expended (one as a joint procurement with MetroNorth Railroad (MNR) with each OEM over the five year term of the purchase agreements. The Railroads remain committed to identifying potential alternate suppliers to sole source parts and equipment. To that end, outreach to other known suppliers has been undertaken both through direct discussions as well as public advertisements of our requirements. However, due to the uniqueness of our fleet, the proprietary nature of the systems and the costs associated with tooling and other non-recurring expenses that would need to be undertaken by any new supplier, these outreach efforts have not produced any other alternate suppliers or sources for these materials and services.

Supplier	System	Agreement Totals
Kawasaki	Carbody, Truck/Suspension & Interior Components	\$33,840,000
Siemens	Locomotive Propulsion	\$16,850,000
Luminator *	Interior Lighting	\$ 1,904,000
Grand Total		\$52,594,000

*Luminator is a joint procurement between LIRR (\$1,486,000) and MNR (\$418,000)

Staff Summary



Siemens and Kawasaki will supply the aforementioned parts, systems, support and services, on an as needed basis. The Business Service Center (BSC) reviewed the scope of work specific to these two suppliers and determined that they are not candidates for joint procurements as the coach cars and locomotives are unique to the LIRR.

Luminator, the OEM of railcar lighting systems on LIRR and MNR diesel and electric car fleets is the third OEM who will be awarded a purchase agreement. This joint procurement initiative between the LIRR and MNR will utilize the combined buying power of the two Railroads to achieve most favorable uniform pricing and better supply chain management. Additional benefits are process efficiencies that reduce the number and frequency of small purchase activity. The five year term also assures that the OEMs will maintain their tooling and manufacturing capabilities necessary to produce the parts, which are not available from other sources.

The LIRR fleet consists of 45 diesel locomotives and 134 diesel hauled coaches. To maintain high car reliability and improved customer service through on-time performance, the Railroad must implement its RCM program, which requires that parts are to be replaced at prescribed intervals. Additionally, parts required to perform unscheduled maintenance and repairs on the cars are needed to insure that any software driven, microprocessor based systems are kept up to current configuration for optimal operation. Further, technical support and repair services will ensure that any future repairs or modifications that require the technical expertise of the OEM(s), as well as access to the OEM(s) proprietary data can be implemented.

The dollar amounts requested for award to each supplier are based upon historical data and projected usage. In order to be prepared for possible unscheduled events and occurrences, the Railroads further seek approval to reallocate funds between the OEMs. In accordance with MTA All-Agency Procurement Guideline requirements, the Railroad(s) advertised their intent to procure the items under this authorization on a sole source basis. No other firms expressed any interest in participating in this procurement.

The overall weighted average increase across the three suppliers is 6.6% which includes a negotiated reduction of 3.6%. This is within 3.4% of the weighted average of the relevant Bureau of Labor Statistics (BLS) data. The prices quoted herein are “equal to” or “not greater than” the price currently quoted to most favored customers for similar service and quantities. The pricing is, therefore, deemed to be fair and reasonable.

LONG ISLAND RAILROAD COMMITTEE

MTA BOARD

PROCUREMENT PACKAGE

JUNE 2016

Staff Summary



Subject	Request for Authorization to Award Various Procurements				
Department	Law and Procurement				
Department Head Name	Evan M. Eisland				
Department Head Signature					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Rail Road Committee	6/20/16	X		
2	Board	6/22/16	X		

Date: June 8, 2016			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		
4	President <i>AD for MFH 6/11/16</i>	3	Executive Vice President <i>AD 6/11/16</i>
2	Vice President, Program Controls <i>Fpd</i>	1	Chief Procurement Officer <i>Eve</i>

PURPOSE

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

DISCUSSION

MTA Capital Construction proposes to award a Ratification in the following category:

Schedules Requiring Majority Vote:

Schedule K Ratification of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 3,899,500
SUBTOTAL	1	\$ 3,899,500
TOTAL	1	\$ 3,899,500

Budget Impact:

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

Recommendation:

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

MTA Capital Construction 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.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

JUNE 2016

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
(Staff Summaries required for items requiring Board Approval)

- | | | | |
|----|---|---------------------|--------------------------------------|
| 1. | Harold Structures Joint Venture
Contract No. CH057A
Modification No. 5 | \$ 3,899,500 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a modification to incorporate changes to the design of the Pump Station.

Schedule K: Ratification of Completed Procurement Actions

Item Number 1

Vendor Name (& Location) Harold Structures Joint Venture (Secaucus, NJ)	Contract Number CH057A	AWO/Modification # 5
Description Harold Structures Part 3A for the ESA Project	Original Amount: \$ 104,300,000	
Contract Term (including Options, if any) 26 Months	Prior Modifications: \$ 7,743,167	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Prior Budgetary Increases: \$ 0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$ 112,043,167	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request \$ 3,899,500	
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: 3.5%	
Requesting Dept./Div. & Dept./Div. Head Name: East Side Access, W. Goodrich, P.E.	% of Modifications (including This Request) to Original Amount: 11.2%	

Discussion:

This Contract is for the construction of a jacked shield tunnel, approach structures, pump station, direct fixation track and electrical systems for the Westbound Bypass Structure to be located along the mainline tracks at F Interlocking and Harold Interlocking. Contract work also includes the installation of catenary and signal bridges along the Westbound Bypass alignment. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a modification to incorporate changes to the design of the Pump Station.

The pump station to be constructed under this Contract could not be constructed as designed. The support of excavation for the Pump Station was designed to be installed in two phases. The first phase required the installation of a soldier pile and lagging wall to provide support of the track during excavation. After the contract was awarded, the contractor notified MTACC that the soldier piles would not support the lateral pressure from the ground and track without the installation of steel bracing. However, the steel bracing would interfere with the drill rig required for installation of the secant piles in the second phase of excavation. Moreover, the contract documents specified a cantilevered secant pile wall without bracing which is not possible to construct at this location. In addition, the location of the Pump Station was several feet closer to the mainline tracks than indicated in the Contract Documents and, that, coupled with the existence of overhead signal wires would require multiple weekend track and signal power outages and extensive Railroad protection that were not previously anticipated.

For these reasons, the Pump Station was redesigned to reduce the footprint of the Pump Station and move it out of the catenary clearance envelope. This will reduce the track outages required to one weekend and optimizes the use of the Railroad protection but will require the use of less efficient low headroom equipment and work on double shifts. In addition, the redesign combines the south wall of secant and soldier piles into one secant pile wall to retain the mainline tracks and eliminate the need for bracing between the soldier and secant piles. Lastly, the redesign includes the installation of internal bracing for the secant piles.

The Contractor submitted a cost proposal of \$5,089,960 while the MTACC project estimate was \$4,379,117. Negotiations were held, and both parties agreed to a direct cost of \$3,899,500 which is considered fair and reasonable. To the extent that this modification is the result of design errors and omission, MTACC intends to seek compensation for any resulting damages from the designer.

In order to not delay the excavation of the Westbound Bypass East Approach, the President approved a limited Retroactive Memorandum and on January 25, 2016 the Contractor was directed to proceed with the Work up to the not-to-exceed amount of \$750,000. Authorization to proceed with the remainder of the Work under this Modification will be given upon Board ratification of this Modification.

Time impacts associated with this and other modifications will be addressed as part of a separate modification.



Metro-North Railroad

Operations Report

Performance Summary			2016 Data			2015 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%	91.3%	94.4%	93.0%	91.7%
		AM Peak	93.0%	93.0%	91.3%	91.9%	86.5%
		AM Reverse Peak	93.0%	90.5%	95.3%	95.4%	91.6%
		PM Peak	93.0%	90.7%	95.2%	96.8%	95.3%
		Total Peak	93.0%	91.7%	93.5%	94.4%	90.8%
		Off Peak Weekday	93.0%	90.0%	94.0%	90.4%	91.0%
		Weekend	93.0%	92.7%	96.5%	95.1%	94.1%
	Hudson Line	Overall	93.0%	92.2%	95.0%	93.8%	93.3%
		AM Peak	93.0%	90.1%	90.9%	92.7%	88.0%
		AM Reverse Peak	93.0%	93.3%	96.9%	97.3%	96.1%
		PM Peak	93.0%	94.5%	96.3%	98.7%	97.9%
		Total Peak	93.0%	92.4%	93.9%	95.8%	93.1%
		Off Peak Weekday	93.0%	91.9%	95.1%	91.6%	93.4%
		Weekend	93.0%	92.4%	96.6%	94.3%	93.6%
	Harlem Line	Overall	93.0%	91.7%	94.7%	93.3%	92.4%
		AM Peak	93.0%	95.5%	92.1%	93.4%	87.5%
		AM Reverse Peak	93.0%	90.3%	95.5%	95.3%	92.0%
		PM Peak	93.0%	85.8%	93.8%	95.3%	94.8%
		Total Peak	93.0%	90.7%	93.4%	94.5%	91.2%
		Off Peak Weekday	93.0%	91.0%	94.7%	90.8%	92.3%
		Weekend	93.0%	93.8%	96.7%	95.7%	94.5%
	New Haven Line	Overall	93.0%	90.6%	93.8%	92.3%	90.2%
		AM Peak	93.0%	92.9%	90.8%	90.1%	84.8%
		AM Reverse Peak	93.0%	89.2%	94.3%	94.5%	88.8%
		PM Peak	93.0%	92.4%	95.6%	96.8%	93.9%
		Total Peak	93.0%	92.1%	93.3%	93.5%	89.1%
		Off Peak Weekday	93.0%	88.4%	93.0%	89.6%	88.9%
		Weekend	93.0%	92.0%	96.2%	95.2%	94.0%
Operating Statistics							
Trains Scheduled				19,185	95,147	19,355	94,624
Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>				15.4	13.5	11.0	12.1
Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>			1,800	353	1,016	194	1,441
Trains Canceled			220	140	214	13	195
Trains Terminated			220	90	188	25	188
Percent of Scheduled Trips Completed			99.7%	98.8%	99.6%	99.8%	99.6%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.8%	99.7%	99.7%	99.7%	99.6%
		AM Peak	99.8%	99.6%	99.4%	99.8%	99.2%
		AM Reverse Peak	99.8%	100.0%	100.0%	100.0%	99.9%
		PM Peak	99.8%	99.3%	99.2%	98.7%	98.4%
		Total Peak	99.8%	99.6%	99.4%	99.4%	99.0%
		Off Peak Weekday	99.8%	99.7%	99.8%	99.8%	99.8%
		Weekend	99.8%	99.9%	99.9%	99.9%	99.9%
	Hudson Line	AM Peak	99.8%	99.9%	99.9%	99.9%	99.9%
		PM Peak	99.8%	100.0%	99.9%	99.9%	99.6%
	Harlem Line	AM Peak	99.8%	99.8%	99.2%	99.6%	99.0%
		PM Peak	99.8%	98.9%	98.9%	98.1%	98.6%
	New Haven Line	AM Peak	99.8%	99.3%	99.3%	100.0%	99.0%
		PM Peak	99.8%	99.3%	98.9%	98.4%	97.5%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	April	2016 Data YTD thru May		2015 Data YTD thru May		YTD 2016 Vs 2015
Engineering (Scheduled)	7.2%	222	284	928	428	1,412	-484
Engineering (Unscheduled)	22.9%	472	907	3,325	1,344	7,492	-4,167
Maintenance of Equipment	7.8%	280	310	1,670	200	2,444	-774
Transportation	1.9%	56	74	344	110	443	-99
Capital Projects	0.4%	4	16	58	6	23	35
Weather and Environmental	7.8%	123	308	1,022	34	1,883	-861
Police	2.5%	124	97	1,612	238	912	700
Customers	2.5%	65	98	415	161	625	-210
Other	47.0%	527	1,860	2,634	336	1,217	1,417
3rd Party Operations	0.1%	4	2	14	1	48	-34
TOTAL	100.0%	1,877	3,956	12,022	2,858	16,499	-4,477

HUDSON LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2016 Vs 2015
Engineering	15.9%	112	128	649	272	1,378	-729
Maintenance of Equipment	17.8%	53	143	528	38	446	82
Transportation	0.9%	24	7	65	26	81	-16
Capital Projects	0.1%	0	1	2	0	0	2
Weather and Environmental	0.2%	70	2	254	0	362	-108
Police	2.9%	29	23	153	41	115	38
Customers	2.9%	25	23	86	51	165	-79
Other	59.3%	75	477	615	60	348	267
3rd Party Operations	0.0%	0	0	1	1	1	0
TOTAL	100.0%	388	804	2,353	489	2,896	-543

HARLEM LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2016 Vs 2015
Engineering	20.0%	209	241	1,000	477	2,296	-1,296
Maintenance of Equipment	6.7%	94	80	434	44	628	-194
Transportation	1.1%	18	13	104	38	113	-9
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	25.1%	41	302	502	22	525	-23
Police	0.2%	32	3	561	63	290	271
Customers	2.2%	10	26	125	44	155	-30
Other	44.7%	237	538	834	152	356	478
3rd Party Operations	0.0%	0	0	1	0	0	1
TOTAL	100.0%	641	1,203	3,561	840	4,363	-802

NEW HAVEN LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2016 Vs 2015
Engineering	32.4%	151	539	1,676	595	3,818	-2,142
Maintenance of Equipment	5.2%	133	87	707	117	1,370	-663
Transportation	3.2%	13	53	175	47	250	-75
Capital Projects	0.8%	4	14	56	6	23	33
Weather and Environmental	0.2%	11	4	266	12	996	-730
Police	4.3%	64	71	898	134	508	390
Customers	2.9%	30	48	205	66	305	-100
Other	50.8%	215	846	1,184	123	513	671
3rd Party Operations	0.1%	4	2	12	0	46	-34
TOTAL	100.0%	625	1,664	5,179	1,100	7,829	-2,650



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		
			L	C	T	L	C	T	L	C	T	L	C	T
05/03	Tue	No heat in the Engineers Cab of Car 6113.	10	0	0	1	0	0	0	0	0	0	0	0
05/05	Thu	Track equipment derailed at CP229s interlocking.	0	0	0	0	0	0	0	0	0	19	2	2
05/17	Tue	Fire under the viaduct at 118th Street.	0	0	0	0	0	0	1	27	5	8	37	44
05/18	Wed	Residual delays from fire at 118th Street on Tuesday, May 17th.	0	0	0	0	0	0	0	0	0	0	0	0
05/19	Thu	Residual delays from fire at 118th Street on Tuesday, May 17th.	0	0	0	0	0	0	0	0	0	0	0	0
05/20	Fri	Residual delays from fire at 118th Street on Tuesday, May 17th.	17	0	0	13	0	0	64	0	0	56	0	0
05/23	Mon	Residual delays from fire at 118th Street on Tuesday, May 17th.	11	0	0	13	0	0	0	0	0	8	0	0
05/24	Tue	Residual delays from fire at 118th Street on Tuesday, May 17th.	26	0	0	11	0	0	6	0	0	20	0	0
05/25	Wed	Residual delays from fire at 118th Street on Tuesday, May 17th.	26	0	0	22	0	0	2	0	0	27	0	0
05/25	Wed	Train 655 lost several third rail shoes south of Wakefield Station.	14	0	0	2	0	0	16	0	0	6	0	0
05/26	Thu	Various track circuits down on Harlem and New Haven lines.	0	0	0	1	0	0	20	0	0	30	0	0
05/26	Thu	NYSEG had power outages, effecting service from Purdys to Southeast.	0	0	0	0	0	0	2	0	0	5	2	5
05/26	Thu	Residual delays from fire at 118th Street on Tuesday, May 17th.	10	0	0	3	0	0	11	0	0	15	0	0

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

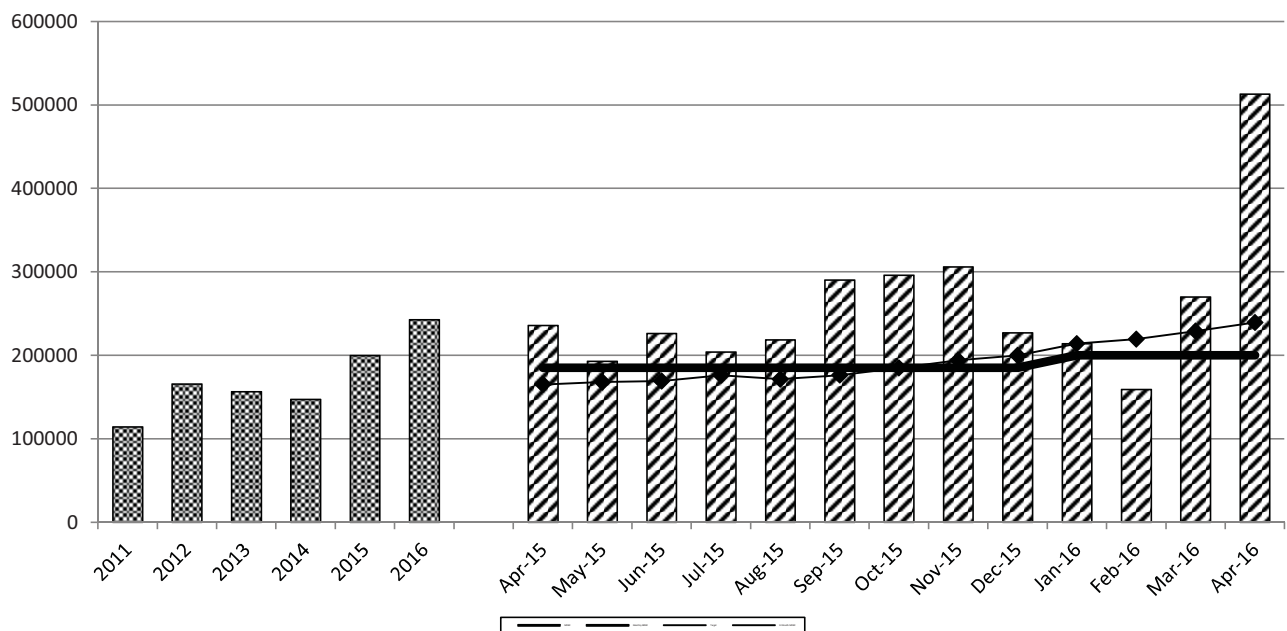
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			AM Reverse			PM Peak			Off Peak		
			L	C	T	L	C	T	L	C	T	L	C	T
05/27	Fri	Residual delays from fire at 118th Street on Tuesday, May 17th.	11	0	0	1	0	0	6	0	0	18	0	0
05/31	Tue	Train 953 struck tree near CP121, tree blocking track 2.	0	0	0	0	0	0	28	0	2	27	3	5
05/31	Tue	Residual delays from fire at 118th Street on Tuesday, May 17th.	10	0	0	3	0	0	3	0	0	6	0	0
TOTAL FOR MONTH			135	0	0	70	0	0	159	27	7	245	44	56
												609 71 63		
												743		

	Equip- ment Type	Total Fleet Size	2016 Data						2015 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	M2	36	20,000	26,978	3	0	27,417	54,950	95,804	3	29,358
	M8	405	300,000	657,511	8	4	493,012	344,888	250,315	10	256,392
	M3	138	135,000	277,614	2	0	70,307	115,375	336,523	0	139,143
	M7	334	460,000	1,035,549	4	2	457,014	626,848	342,208	6	303,117
	Coach	210	295,000	717,019	5	2	335,064	365,412	285,607	5	231,700
	P-32	31	30,000	37,835	6	5	27,770	25,566	37,655	5	22,952
	BL-20	12	13,000	37,461	3	0	38,887	20,457	37,421	0	15,258
	Fleet	1166	200,000	512,801	31	13	242,847	239,358	235,658	29	150,748
	M2/8		200,000	664,256	11	4	389,547	298,823	214,659	13	145,943
	M3/7		320,000	1,174,356	6	2	275,034	407,645	398,296	6	260,953
	Diesel/Coach		120,000	237,239	14	7	137,530	125,252	165,373	10	97,695

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 2011 - 2016



West of Hudson Performance Summary			2016 Data			2015 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	95.5%	98.4%	97.1%	96.4%	93.6%
		AM Peak	95.5%	97.3%	96.3%	96.8%	93.4%
		PM Peak	95.5%	98.9%	98.1%	96.9%	92.0%
		Total Peak	95.5%	98.1%	97.2%	96.9%	92.7%
		Off Peak Weekday	95.5%	98.3%	97.1%	96.5%	94.0%
		Weekend	95.5%	99.2%	96.9%	95.7%	94.1%
	Pascack Line	Overall	96.5%	98.4%	97.3%	96.4%	93.7%
	Valley Line	AM Peak	96.5%	95.8%	96.4%	96.3%	94.4%
		PM Peak	96.5%	98.6%	98.5%	96.4%	91.2%
		Total Peak	96.5%	97.1%	97.4%	96.3%	92.9%
		Off Peak Weekday	96.5%	98.4%	97.3%	97.3%	94.3%
		Weekend	96.5%	100.0%	97.1%	95.1%	93.7%
	Port Jervis Line	Overall	95.0%	98.4%	96.8%	96.4%	93.4%
		AM Peak	95.0%	99.2%	96.2%	97.5%	92.2%
		PM Peak	95.0%	99.2%	97.8%	97.5%	93.0%
		Total Peak	95.0%	99.2%	97.0%	97.5%	92.6%
		Off Peak Weekday	95.0%	98.1%	96.8%	95.4%	93.4%
		Weekend	95.0%	97.9%	96.6%	96.8%	94.8%
Operating Statistics	Trains Scheduled			1,708	8,331	1,678	8,263
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			16.2	19.7	22.0	19.1
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		200	7	114	29	203
	Trains Canceled		60	2	13	5	42
	Trains Terminated		60	1	18	5	28
	Percent of Scheduled Trips Completed		99.4%	99.8%	99.6%	99.4%	99.2%

MAY 2016 STANDEE REPORT

East of Hudson

			MAY 2015	YTD 2015	MAY 2016	YTD 2016
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	2	0
		Total Standees	0	0	2	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	4	22	3	15
		Total Standees	4	22	3	15
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	0	17	14	19
		Total Standees	0	17	14	19
	EAST OF HUDSON TOTAL - AM PEAK		4	39	19	34
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	3	3	0	2
		Total Standees	3	3	0	2
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	35	39	28	20
		Total Standees	35	39	28	20
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	19	47	9	40
		Total Standees	19	47	9	40
	EAST OF HUDSON TOTAL - PM PEAK		57	89	37	62

West of Hudson

			MAY 2015	YTD 2015	MAY 2016	YTD 2016
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	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 PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	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

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 2016

Elevator Availability	2016		2015	
	May	Year to Date	May	Year to Date
Grand Central Terminal	100.00%	99.44%	99.37%	98.63%
Harlem	99.93%	99.91%	99.75%	99.67%
Hudson	100.00%	99.77%	99.88%	99.77%
New Haven	100.00%	99.57%	99.77%	99.91%
Overall Average	99.98%	99.67%	99.69%	99.50%

Escalator Availability	2016		2015	
	May	Year to Date	May	Year to Date
Grand Central Terminal	98.42%	97.52%	98.08%	98.23%
White Plains	100.00%	100.00%	100.00%	99.70%
Overall Average	99.21%	98.76%	99.04%	98.97%



Metro-North Railroad

Financial Report



FINANCIAL STATEMENTS
MONTH ENDED: APRIL 2016

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD
APRIL 2016 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET
(\$ in millions)**

SUMMARY

April 2016 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$253.4 million was \$26.2 million or 9.4% lower than the Adopted Budget. The month of April Net Deficit (Non-Reimbursable and Reimbursable) of \$57.3 million was \$7.0 million or 10.9% lower than the Adopted Budget.

Major drivers of the April 2016 YTD favorable results of \$26.2 million include higher Non-Reimbursable Revenues of \$3.1 million largely due to higher farebox revenue on the New Haven Line for both commutation and non-commutation ridership (\$1.7 million) as well as higher other operating revenue primarily from net GCT retail operations (\$1.5 million). In addition, Non-Reimbursable Expenses were \$23.1 million favorable primarily due to lower than budgeted energy rates for both electric power and fuel (\$12.4 million), timing on both maintenance contracts and professional services expenditures (\$12.2 million) and lower overtime costs due to fewer weather events and improved employee availability for train service coverage (\$2.3 million). Partly offsetting these favorable results were higher payroll costs (\$3.9 million) primarily from higher than budgeted final payouts to retirees and increased material usage for rolling stock components (\$2.3 million).

Reimbursable results (Capital and Other Reimbursements) year-to-date of \$57.1 million was \$18.1 million lower than the Adopted Budget primarily due to scheduling changes for several capital projects including Positive Train Control, Network Infrastructure Replacement, Waterbury Branch Signaling Project and Bronx Stations/Capacity Improvements.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD was higher than the Adopted Budget by \$1.7 million (0.8%) primarily due to higher commutation ridership on all lines, higher non-commutation ridership on the New Haven Line and an overall higher yield per passenger. For the month, revenue was \$1.1 million lower than the Adopted Budget.
- YTD Ridership of 27.6 million was 0.5% above the Adopted Budget and 2.0% higher than YTD 2015. April ridership of 7.1 million was 1.4% below the Adopted Budget and 0.1% lower than 2015.
- YTD East of Hudson Ridership of 27.0 million was 0.5% higher than the Adopted Budget and 2.1% higher than YTD 2015. East of Hudson ridership for April was 7.0 million and 1.3% lower than the Adopted Budget and 0.1% lower than 2015.
 - YTD commutation ridership of 16.2 million was 1.1% higher than the Adopted Budget and 2.0% higher than YTD 2015. April commutation ridership of 4.1 million was 0.5% higher than the Adopted Budget and 1.5% higher than 2015.
 - YTD non-commutation ridership of 10.8 million was 0.4% below the Adopted Budget and 2.2% higher than YTD 2015. April non-commutation ridership of 2.9 million was 3.9% lower than the Adopted Budget and 2.3% lower than 2015.
- YTD West of Hudson ridership of 0.5 million was 2.9% lower than the Adopted Budget and 1.0% lower than YTD 2015. April ridership of 0.1 million was 5.8% lower than the Adopted Budget and 2.0% lower than 2015.
- **Other Operating Revenue** – YTD was \$1.5 million (7.4%) above the Adopted Budget reflecting higher revenue from net GCT retail operations (\$0.9 million), commuter parking (\$0.2 million) and commissary sales (\$0.2 million). For the month, revenue was \$0.5 million higher than the Adopted Budget.
- **Capital and Other Reimbursements** – YTD was \$18.1 million lower than the Adopted Budget due to the scheduling changes previously discussed. For the month, reimbursements were \$5.4 million lower than the Adopted Budget.

TOTAL EXPENSES

Total Expenses – Year-to-date expenses of \$548.8 million were \$41.1 million (7.0%) lower than the Adopted Budget through April. For the month, expenses of \$134.8 million were \$13.1 million (8.8%) lower than the Adopted Budget.

Labor Expenses (including fringes and overhead recoveries) of \$329.9 million YTD were \$0.4 million higher than the Adopted Budget. For the month, expenses of \$79.7 million were \$3.4 million lower than the Adopted Budget.

- **Payroll** – YTD was \$2.7 million above the Adopted Budget primarily due to higher than budgeted payouts to retirees for unused vacation and sick time. For the month, expenses were \$0.9 million lower than the Adopted Budget.
- **Overtime** – YTD was \$0.9 million below the Adopted Budget due to fewer winter weather events and improved employee availability for train service coverage partially offset by accelerated infrastructure maintenance and higher Reimbursable activity. For the month, expenses were \$1.2 million below the Adopted Budget.

Non-Labor Expenses (including Depreciation and Other Non-Cash Liability Adjustments) of \$218.8 million YTD and \$55.1 million for the month were lower by \$41.6 million and \$9.7 million, respectively, when compared to the Adopted Budget.

- **Electric Power** – Lower rates yielded favorable results vs. the Adopted Budget of \$9.2 million YTD and \$2.7 million for the month.
- **Fuel** – YTD and the month were lower by \$3.2 million and \$0.5 million, respectively, due to lower diesel fuel prices per gallon.
- **Maintenance & Other Operating Contracts** – \$8.1 million below the YTD Adopted Budget primarily due to the timing of Non-Reimbursable expenses for maintenance services and the M7 Systems Equipment Replacement Project, the rescheduling of the Genesis locomotive overhaul to June, true-up adjustment for prior period MTA Police services and lower expenditures for GCT utilities. For the month, expenses were \$1.2 million lower than the Adopted Budget.
- **Professional Services** – YTD was \$7.7 million below the Adopted Budget primarily due to timing differences for Reimbursable project activity (Waterbury Branch Signaling Project, Cameras/Audio for M8/Non-M8 Fleet and CCO Shop Furniture Acquisition) and timing of Non-Reimbursable expenses for consulting services, advertising, outside training, Rail Network Simulation project and MetLife Stadium Connecting Services. For the month, expenses were favorable by \$1.9 million compared to the Adopted Budget.
- **Materials & Supplies** – YTD was \$9.5 million below the Adopted Budget primarily due to timing differences of \$11.8 million for Reimbursable project activity (Positive Train Control, Network Infrastructure Replacement, Bronx Stations/Capacity Improvements and several other projects) partially offset by higher Non-Reimbursable activity for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs (\$2.3 million). For the month, expenses were \$2.3 million above the Adopted Budget.
- **Other Business Expenses** – YTD expenses were lower than the Adopted Budget by \$1.8 million primarily due to lower NJT subsidy payments for West of Hudson operations due to inflationary adjustments combined with higher ridership as well as higher Amtrak recoveries. For the month, expenses were on target with the Adopted Budget.
- **Depreciation and Other Non-Cash Liability Adjustments** – \$1.7 million lower YTD than the Adopted Budget primarily due to the timing of the capitalization of assets (\$1.3 million). For the month, expenses were \$0.9 million below the Adopted Budget.

CASH DEFICIT SUMMARY

April YTD Net Cash Deficit of \$144.5 million was \$73.3 million or 33.6% favorable to the Adopted Budget reflecting the timing of cash payouts for passenger injury settlements (\$50.1 million), timing of expenses for both maintenance and professional services (\$26.3 million) and lower energy rates (\$15.8 million) partially offset by timing of both claim reimbursements from FMTAC and PRIIA reimbursements (\$22.0 million).

FINANCIAL PERFORMANCE MEASURES

April YTD performance indicators primarily reflect lower overall expenses and higher ridership:

- Adjusted Farebox Operating Ratio of 65.2% was 5.8% higher than the Adopted Budget.
- Adjusted Cost per Passenger of \$13.85 was \$1.24 lower than the Adopted Budget.
- Revenue per Passenger of \$8.13 was \$0.03 higher than the Adopted Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 2016
(\$ in millions)

SCHEDULE I - A

	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	\$57.057	\$55.941	(\$1.116)	(2.0)	\$0.000	\$0.000	\$0.000	-	\$57.057	\$55.941	(\$1.116)	(2.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.823	5.308	0.485	10.1	0.000	0.000	0.000	-	4.823	5.308	0.485	10.1
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.476	6.065	(5.411)	(47.1)	11.476	6.065	(5.411)	(47.1)
CDOT	0.000	0.000	0.000	-	8.494	8.423	(0.070)	(0.8)	8.494	8.423	(0.070)	(0.8)
Other	0.000	0.000	0.000	-	1.698	1.755	0.057	3.3	1.698	1.755	0.057	3.3
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	21.668	16.244	(5.425)	(25.0)	21.668	16.244	(5.425)	(25.0)
Total Revenue/Receipts	\$61.880	\$61.250	(\$0.631)	(1.0)	\$21.668	\$16.244	(\$5.425)	(25.0)	\$83.549	\$77.493	(\$6.055)	(7.2)
Expenses												
<i>Labor:</i>												
Payroll	\$38.715	\$38.655	\$0.060	0.2	\$4.012	\$3.148	\$0.865	21.5	\$42.727	\$41.802	\$0.925	2.2
Overtime	7.903	6.386	1.517	19.2	1.785	2.142	(0.358)	(20.0)	9.688	8.528	1.159	12.0
Health and Welfare	8.500	8.163	0.337	4.0	1.336	1.153	0.183	13.7	9.835	9.316	0.520	5.3
OPEB Current Payment	2.274	2.381	(0.107)	(4.7)	0.000	0.000	0.000	-	2.274	2.381	(0.107)	(4.7)
Pensions	7.451	7.203	0.248	3.3	0.873	0.764	0.109	12.5	8.325	7.967	0.357	4.3
Other Fringe Benefits	9.513	8.926	0.587	6.2	1.015	0.887	0.128	12.6	10.528	9.813	0.714	6.8
Reimbursable Overhead	(5.569)	(3.604)	(1.965)	(35.3)	5.252	3.475	1.777	33.8	(0.317)	(0.130)	(0.188)	(59.2)
Total Labor	\$68.785	\$68.109	\$0.676	1.0	\$14.273	\$11.569	\$2.704	18.9	\$83.059	\$79.678	\$3.380	4.1
<i>Non-Labor:</i>												
Electric Power	\$7.353	\$4.696	\$2.657	36.1	\$0.000	\$0.001	(\$0.001)	-	\$7.353	\$4.698	\$2.655	36.1
Fuel	1.790	1.272	0.517	28.9	0.000	0.000	0.000	-	1.790	1.272	0.517	28.9
Insurance	1.675	1.431	0.244	14.6	0.337	0.405	(0.068)	(20.2)	2.012	1.836	0.175	8.7
Claims	0.093	0.094	(0.001)	(1.4)	0.000	0.000	0.000	-	0.093	0.094	(0.001)	(1.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.621	8.965	0.656	6.8	1.007	0.433	0.574	57.0	10.627	9.397	1.230	11.6
Professional Service Contracts	3.818	2.700	1.119	29.3	1.294	0.502	0.793	61.2	5.113	3.201	1.911	37.4
Materials & Supplies	6.437	5.693	0.744	11.6	4.720	3.190	1.531	32.4	11.157	8.883	2.274	20.4
Other Business Expenses	1.017	0.903	0.115	11.3	0.037	0.144	(0.107)	*	1.054	1.047	0.007	0.7
Total Non-Labor	\$31.803	\$25.754	\$6.049	19.0	\$7.395	\$4.675	\$2.720	36.8	\$39.198	\$30.429	\$8.770	22.4
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$100.588	\$93.863	\$6.725	6.7	\$21.668	\$16.244	\$5.425	25.0	\$122.257	\$110.107	\$12.150	9.9
Depreciation	19.508	19.016	0.491	2.5	0.000	0.000	0.000	-	19.508	19.016	0.491	2.5
OPEB Obligation	5.693	5.693	0.000	0.0	0.000	0.000	0.000	-	5.693	5.693	0.000	0.0
Environmental Remediation	0.417	0.000	0.417	100.0	0.000	0.000	0.000	-	0.417	0.000	0.417	100.0
Total Expenses	\$126.206	\$118.573	\$7.633	6.0	\$21.668	\$16.244	\$5.425	25.0	\$147.874	\$134.816	\$13.058	8.8
Net Surplus/(Deficit)	(\$64.325)	(\$57.323)	\$7.002	10.9	\$0.000	(\$0.000)	(\$0.000)	-	(\$64.325)	(\$57.323)	\$7.002	10.9
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.508	19.016	(0.491)	(2.5)	0.000	0.000	0.000	-	19.508	19.016	(0.491)	(2.5)
Operating/Capital	(3.424)	(1.865)	1.559	45.5	0.000	0.000	0.000	-	(3.424)	(1.865)	1.559	45.5
Other Cash Adjustments	12.362	(5.095)	(17.458)	*	0.000	0.000	0.000	-	12.362	(5.095)	(17.458)	*
Total Cash Conversion Adjustments	\$28.446	\$12.056	(\$16.390)	(57.6)	\$0.000	\$0.000	\$0.000	-	\$28.446	\$12.056	(\$16.390)	(57.6)
Net Cash Surplus/(Deficit)	(\$35.880)	(\$45.267)	(\$9.387)	(26.2)	\$0.000	(\$0.000)	(\$0.000)	-	(\$35.880)	(\$45.267)	(\$9.387)	(26.2)

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 - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$215.510	\$217.163	\$1.653	0.8	\$0.000	\$0.000	\$0.000	-	\$215.510	\$217.163	\$1.653	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	19.697	21.161	1.464	7.4	0.000	0.000	0.000	-	19.697	21.161	1.464	7.4
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	41.421	27.646	(13.775)	(33.3)	41.421	27.646	(13.775)	(33.3)
CDOT	0.000	0.000	0.000	-	27.758	21.692	(6.066)	(21.9)	27.758	21.692	(6.066)	(21.9)
Other	0.000	0.000	0.000	-	5.947	7.721	1.774	29.8	5.947	7.721	1.774	29.8
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	75.125	57.059	(18.066)	(24.0)	75.125	57.059	(18.066)	(24.0)
Total Revenue/Receipts	\$235.207	\$238.324	\$3.117	1.3	\$75.125	\$57.059	(\$18.066)	(24.0)	\$310.332	\$295.382	(\$14.949)	(4.8)
Expenses												
<i>Labor:</i>												
Payroll	\$155.816	\$159.686	(\$3.870)	(2.5)	\$13.418	\$12.228	\$1.190	8.9	\$169.234	\$171.914	(\$2.680)	(1.6)
Overtime	32.191	29.886	2.304	7.2	5.747	7.135	(1.388)	(24.2)	37.937	37.021	0.916	2.4
Health and Welfare	34.846	34.512	0.334	1.0	4.380	4.117	0.263	6.0	39.226	38.629	0.596	1.5
OPEB Current Payment	9.094	9.649	(0.555)	(6.1)	0.000	0.000	0.000	-	9.094	9.649	(0.555)	(6.1)
Pensions	30.078	30.158	(0.080)	(0.3)	2.871	2.747	0.124	4.3	32.949	32.905	0.044	0.1
Other Fringe Benefits	38.891	37.116	1.775	4.6	3.347	3.235	0.111	3.3	42.238	40.352	1.886	4.5
Reimbursable Overhead	(18.056)	(14.520)	(3.536)	(19.6)	16.875	13.992	2.883	17.1	(1.180)	(0.528)	(0.653)	(55.3)
Total Labor	\$282.860	\$286.489	(\$3.628)	(1.3)	\$46.638	\$43.454	\$3.183	6.8	\$329.498	\$329.943	(\$0.445)	(0.1)
<i>Non-Labor:</i>												
Electric Power	\$31.271	\$22.032	\$9.239	29.5	\$0.000	\$0.004	(\$0.004)	-	\$31.271	\$22.036	\$9.235	29.5
Fuel	7.381	4.220	3.160	42.8	0.000	0.000	0.000	-	7.381	4.220	3.160	42.8
Insurance	6.673	6.097	0.575	8.6	1.003	1.430	(0.427)	(42.5)	7.676	7.527	0.149	1.9
Claims	0.380	0.132	0.248	65.4	0.000	0.000	0.000	-	0.380	0.132	0.248	65.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	39.860	31.260	8.600	21.6	3.202	3.680	(0.478)	(14.9)	43.062	34.940	8.122	18.9
Professional Service Contracts	13.376	9.790	3.586	26.8	5.876	1.798	4.077	69.4	19.252	11.588	7.664	39.8
Materials & Supplies	25.727	28.062	(2.335)	(9.1)	18.259	6.435	11.824	64.8	43.986	34.498	9.488	21.6
Other Business Expenses	4.772	2.908	1.864	39.1	0.147	0.257	(0.109)	(74.2)	4.919	3.164	1.755	35.7
Total Non-Labor	\$129.439	\$104.500	\$24.938	19.3	\$28.487	\$13.604	\$14.883	52.2	\$157.926	\$118.105	\$39.821	25.2
<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.	\$412.299	\$390.989	\$21.310	5.2	\$75.125	\$57.059	\$18.066	24.0	\$487.424	\$448.048	\$39.376	8.1
Depreciation	78.031	76.686	1.344	1.7	0.000	0.000	0.000	-	78.031	76.686	1.344	1.7
OPEB Obligation	22.772	22.772	0.000	0.0	0.000	0.000	0.000	-	22.772	22.772	0.000	0.0
Environmental Remediation	1.666	1.267	0.399	23.9	0.000	0.000	0.000	-	1.666	1.267	0.399	23.9
Total Expenses	\$514.768	\$491.715	\$23.053	4.5	\$75.125	\$57.059	\$18.066	24.0	\$589.893	\$548.774	\$41.120	7.0
Net Surplus/(Deficit)	(\$279.561)	(\$253.391)	\$26.170	9.4	\$0.000	(\$0.000)	(\$0.000)	-	(\$279.561)	(\$253.391)	\$26.170	9.4
<i>Cash Conversion Adjustments:</i>												
Depreciation	78.031	76.686	(1.344)	(1.7)	0.000	0.000	0.000	-	78.031	76.686	(1.344)	(1.7)
Operating/Capital	(16.303)	(5.648)	10.655	65.4	0.000	0.000	0.000	-	(16.303)	(5.648)	10.655	65.4
Other Cash Adjustments	0.034	37.821	37.786	*	0.000	0.000	0.000	-	0.034	37.821	37.786	*
Total Cash Conversion Adjustments	\$61.762	\$108.859	\$47.097	76.3	\$0.000	\$0.000	\$0.000	-	\$61.762	\$108.859	\$47.097	76.3
Net Cash Surplus/(Deficit)	(\$217.799)	(\$144.532)	\$73.267	33.6	\$0.000	(\$0.000)	(\$0.000)	-	(\$217.799)	(\$144.532)	\$73.267	33.6

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
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
APRIL 2016
(\$ in millions)

		Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.485	10.1%	Primarily reflects higher revenue from net GCT retail operations.	\$1.464	7.4%	Primarily reflects higher revenue from net GCT retail operations, commuter parking and commissary sales.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$5.425)	(25.0%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$18.066)	(24.0%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	\$0.865	21.5%	Reflects timing of the following projects: C-30 Track Program, GCT Turnouts Switch Renewal and Turnouts Mainline High Speed.	\$1.190	8.9%	Reflects lower YTD activity for the Power Infrastructure Restoration, Catenary C1A & C2 Replacement, Positive Train Control, C-30 Track Program and GCT Turnouts Switch Renewal projects.
OVERTIME	Non-Reimb	\$1.517	19.2%	See overtime tables.	\$2.304	7.2%	See overtime tables.
	Reimb	(\$0.358)	(20.0%)	See overtime tables.	(\$1.388)	(24.2%)	See overtime tables.
HEALTH AND WELFARE	Reimb	\$0.183	13.7%	Reflects timing of C-30 Track Program and Turnouts Mainline High Speed project.	\$0.263	6.0%	Reflects lower YTD activity for the Power Infrastructure Restoration, Catenary C1A & C2 Replacement and GCT Turnouts Switch Renewal projects.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.107)	(4.7%)	Reflects additional retirees.	(\$0.555)	(6.1%)	Reflects additional retirees.
PENSIONS	Reimb	\$0.109	12.5%	Reflects lower activity for C-30 Track Program, Turnouts Mainline High Speed and GCT Turnouts Switch Renewal projects and timing for Positive Train Control project.	\$0.124	4.3%	Reflects timing for Positive Train Control, GCT Turnouts Switch, Catenary C1A & C2 Replacement and Power Infrastructure Restoration projects.
	Reimb	\$0.128	12.6%	Reflects lower project activity for C-30 Track Program and timing differences for Positive Train Control, GCT Turnouts Switch Renewal and Turnouts Mainline High Speed projects.	\$0.111	3.3%	Reflects lower YTD activity for C-30 Track Program and GCT Turnouts Switch Renewal projects along with timing of Positive Train Control project.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.965)	(35.3%)	The non-reimbursable and reimbursable variances reflect timing of the following projects: C-30 Track Program, Turnouts Mainline High Speed and GCT Turnouts Switch Renewal.	(\$3.536)	(19.6%)	The non-reimbursable and reimbursable variances reflect timing of the following projects: C-30 Track Program, GCT Turnouts Switch Renewal, Positive Train Control and Catenary C1A & C2 Replacement.
	Reimb	\$1.777	33.8%		\$2.883	17.1%	

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
APRIL 2016
(\$ 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
		\$	%		\$	%	
ELECTRIC POWER	Non-Reimb	\$2.657	36.1%	Primarily due to favorable rates.	\$9.239	29.5%	YTD variance primarily due to favorable rates.
FUEL	Non-Reimb	\$0.517	28.9%	Reflects a lower diesel fuel price per gallon.	\$3.160	42.8%	YTD variance reflects a lower diesel fuel price per gallon.
INSURANCE	Non-Reimb	\$0.244	14.6%	Reflects lower premiums for all agency property and station liability insurance.	\$0.575	8.6%	Reflects lower premiums for all agency property, station liability and excess liability insurance.
	Reimb	(\$0.068)	(20.2%)	Reflects higher activity on the Devon Bridge Repairs and NHL Grade Crossing Renewal projects.	(\$0.427)	(42.5%)	Reflects higher activity for the Cyclical Track Program, GCT Turnouts Switch Renewal, Devon Bridge Repairs, NHL Grade Crossing Renewal and Catenary C1A & C2 Replacement projects.
CLAIMS	Non-Reimb	(\$0.001)	(1.4%)		\$0.248	65.4%	YTD variance reflects lower claim payments.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.119	29.3%	Primarily due to timing of expenses for the Rail Network Simulation project, advertising, MetLife Stadium Connecting Services and outside training.	\$3.586	26.8%	Primarily due to timing of expenses for consulting services, advertising, outside training, Rail Network Simulation project and MetLife Stadium Connecting Services.
	Reimb	\$0.793	61.2%	Primarily due to timing differences for the CT Cameras M8 and Non-M8 projects (final design phase is near completion) and Waterbury Branch Cab Signaling projects.	\$4.077	69.4%	Primarily due to timing differences for the CT Cameras M8 and Non-M8 projects (final design phase is near completion), Waterbury Branch Cab Signaling and Saga Bridge Repairs projects.
MATERIAL AND SUPPLIES	Non-Reimb	\$0.744	11.6%	Primarily reflects lower material usage for the Infrastructure Improvement Program.	(\$2.335)	(9.1%)	Primarily due to higher expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs.
	Reimb	\$1.531	32.4%	Reflects timing differences for the following projects: Positive Train Control, Bronx Stations Capacity Improvement, Turnouts Mainline High Speed, GCT Turnouts Switch Renewal and Cyclical Track Program.	\$11.824	64.8%	Reflects timing differences for the following projects: NHL Cos Cob Bridge Mitre Rail Replacement, Positive Train Control, Bronx Stations Capacity Improvement, Turnouts Mainline High Speed, GCT Turnouts Switch Renewal and Cyclical Track Program.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
 APRIL 2016
 (\$ in millions)

		Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.115	11.3%	Primarily reflects lower subsidy payment to NJT for West of Hudson operations due to favorable fuel-related inflation adjustments and improved ridership.	\$1.864	39.1%	Reflects lower subsidy payment to NJT for West of Hudson operations due to favorable fuel-related inflation adjustments and improved ridership as well as higher Amtrak recoveries.
	Reimb	(\$0.107)	*	Primarily driven by the NHL Grade Crossing Renewal project.	(\$0.109)	(74.2%)	Primarily driven by the NHL Grade Crossing Renewal project.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.417	100.0%		\$0.399	23.9%	Primarily due to the timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$1.559	45.5%	Primarily reflects lower activity for the Cameras-Audio on M8/Non-M8 fleet projects and timing of payments for the Overhaul of 6 GP35 Locomotives and Graybar 7th Floor Renovation projects.	\$10.655	65.4%	Primarily reflects lower activity for the Cameras-Audio on M8/Non-M8 fleet projects, timing of the Purchase Furniture for the CCO New Haven Shop, GCT Service Elevator and Snow Fighting Equipment projects.

* Variance exceeds 100%.

MTA Metro-North Railroad
2016 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	April						Year To Date(April)					
	Adopted Budget		Actual		Var. - Fav/(Unfav)		Adopted Budget		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	56,379	\$ 3.447	36,786	\$ 2.237	19,593	\$1.210	218,434	\$ 13.279	196,156	\$ 11.799	22,278	\$1.481
					34.8%	35.1%					10.2%	11.2%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	49,839	\$ 2.735	42,375	\$ 2.364	7,464	\$0.371	136,017	\$ 7.299	175,230	\$ 9.724	(39,212)	(\$2.425)
					15.0%	13.6%					-28.8%	-33.2%
<u>Unscheduled Maintenance</u>	1,122	\$ 0.050	585	\$ 0.029	537	\$0.021	5,138	\$ 0.200	2,657	\$ 0.136	2,482	\$0.064
					47.8%	41.9%					48.3%	32.1%
<u>Vacancy/Absentee Coverage</u>	24,527	\$ 1.372	26,600	\$ 1.377	(2,073)	(\$0.005)	99,909	\$ 5.612	105,692	\$ 5.502	(5,782)	\$0.110
					-8.5%	-0.4%					-5.8%	2.0%
<u>Weather Emergencies</u>	5,342	\$ 0.300	2,583	\$ 0.147	2,759	\$0.153	104,620	\$ 5.800	51,094	\$ 2.835	53,525	\$2.965
					51.7%	51.1%					51.2%	51.1%
<u>Safety/Security/Law Enforcement</u> ²	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>All Other</u> ³	0	\$ 0.000	0	\$ 0.233	-	(\$0.233)	0	\$ (0.000)	0	\$ (0.110)	-	\$0.110
Subtotal	137,209	\$ 7.903	108,929	\$ 6.386	28,279	\$1.517	564,118	\$ 32.191	530,828	\$ 29.885	33,290	\$2.306
					20.6%	19.2%					5.9%	7.2%
REIMBURSABLE OVERTIME	31,910	\$ 1.785	39,784	\$ 2.142	(7,874)	(\$0.358)	102,755	\$ 5.746	116,349	\$ 7.135	(13,594)	(\$1.389)
					-24.7%	-20.0%					-13.2%	-24.2%
TOTAL OVERTIME	169,119	\$ 9.687	148,713	\$ 8.528	20,405	\$1.159	666,873	\$ 37.937	647,177	\$ 37.020	19,696	\$0.917
					12.1%	12.0%					3.0%	2.4%

1 Includes Service Delay, Tour Length and Holiday overtime.

2 Not Applicable

3 Reflects overtime for customer service, material management, other administrative functions and technical adjustments.

* Exceeds 100%

MTA Metro-North Railroad
2016 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	April			Year To Date(April)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	19,593	\$1.210	Higher staff availability due to recently graduated conductor classes available for service coverage.	22,278	\$1.481	Higher staff availability due to recently graduated conductor classes available for service coverage.
	34.8%	35.1%		10.2%	11.2%	
<u>Unscheduled Service</u>	0	\$0.000		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	7,464	\$0.371	Lower requirements for infrastructure repair, rail testing and maintenance in GCT.	(39,212)	(\$2.425)	Accelerated infrastructure maintenance due to the mild winter, higher maintenance in GCT as well as a work force in Maintenance of Equipment with fewer years of experience due to retirements.
	15.0%	13.6%		-28.8%	-33.2%	
<u>Unscheduled Maintenance</u>	537	\$0.021		2,482	\$0.064	
	47.8%	41.9%		48.3%	32.1%	
<u>Vacancy/Absentee Coverage</u> ²	(2,073)	(\$0.005)		(5,782)	\$0.110	Lower vacation, sick and vacancy coverage requirements result in year to date favorable expense variance. The budgeted hourly rate in the Vacancy/Absentee Coverage category is significantly higher than the actual hourly rate resulting in the variances moving in opposite directions. This issue will be addressed in the July Financial Plan.
	-8.5%	-0.4%		-5.8%	2.0%	
<u>Weather Emergencies</u>	2,759	\$0.153	Fewer weather events than budgeted.	53,525	\$2.965	Fewer winter weather events than budgeted. Results for January included \$1.5 million of overtime requirements for the preparation, coverage and clean-up for Winter Storm Jonas.
	51.7%	51.1%		51.2%	51.1%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.000		0	\$ -	
<u>Other</u> ⁴	0	(\$0.233)	Reflects timing differences related to payroll and calendar cutoff dates.	0	\$0.110	Reflects timing differences related to payroll and calendar cutoff dates.
		0.0%			0.0%	
Subtotal	28,279	\$1.517		33,290	\$2.306	
	20.6%	19.2%		5.9%	7.2%	
REIMBURSABLE OVERTIME	(7,874)	(\$0.358)	Reflects higher activity for NHL Grade Crossing Renewal, Turnouts Mainline High Speed Program, GCT Turnouts Switch Renewal and Power Infrastructure Restoration projects.	(13,594)	(\$1.389)	Reflects higher YTD activity for Power Infrastructure Restoration, Devon Bridge Repairs, Turnouts Mainline High Speed Program, GCT Turnout Switch Renewal and NHL Grade Crossing Renewal projects.
	-24.7%	-20.0%		-13.2%	-24.2%	
TOTAL OVERTIME	20,405	\$1.159		19,696	\$0.917	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Scheduled Service category)

³ Not Applicable

⁴ Reflects overtime for Customer Service and Material Management Depts. as well as other administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.

MTA METRO-NORTH RAILROAD
2016 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	April 2016				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$57.463	\$61.760	\$4.297	7.5	\$217.136	\$225.604	\$8.468	3.9
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	16.539	4.711	(11.828)	(71.5)	46.774	24.733	(22.041)	(47.1)
<i>Capital & Other Reimbursements:</i>								
MTA	9.812	6.869	(2.943)	(30.0)	55.997	53.303	(2.694)	(4.8)
CDOT	8.494	8.306	(0.188)	(2.2)	27.758	18.631	(9.127)	(32.9)
Other	1.304	1.190	(0.114)	(8.7)	5.826	9.270	3.444	59.1
Total Capital and Other Reimbursements	19.609	16.365	(3.244)	(16.5)	89.581	81.204	(8.377)	(9.4)
Total Receipts	\$93.612	\$82.836	(\$10.776)	(11.5)	\$353.490	\$331.541	(\$21.949)	(6.2)
Expenditures								
<i>Labor:</i>								
Payroll	\$41.857	\$42.622	(\$0.765)	(1.8)	\$172.544	\$171.488	\$1.056	0.6
Overtime	9.199	8.523	0.676	7.3	37.515	37.414	0.101	0.3
Health and Welfare	10.167	11.975	(1.808)	(17.8)	40.540	47.441	(6.901)	(17.0)
OPEB Current Payment	2.274	2.696	(0.422)	(18.6)	9.094	9.891	(0.797)	(8.8)
Pensions	8.448	8.483	(0.035)	(0.4)	33.435	33.953	(0.518)	(1.6)
Other Fringe Benefits	10.205	14.316	(4.111)	(40.3)	41.891	49.041	(7.150)	(17.1)
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	\$82.150	\$88.615	(\$6.465)	(7.9)	\$335.019	\$349.228	(\$14.209)	(4.2)
<i>Non-Labor:</i>								
Electric Power	\$7.484	\$5.348	\$2.136	28.5	\$31.794	\$19.027	\$12.767	40.2
Fuel	1.790	1.192	0.598	33.4	7.161	4.101	3.060	42.7
Insurance	2.488	0.030	2.458	98.8	9.847	5.864	3.983	40.5
Claims	2.202	0.570	1.632	74.1	51.489	1.424	50.065	97.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.331	12.448	(0.117)	(1.0)	48.513	31.255	17.258	35.6
Professional Service Contracts	5.830	5.883	(0.053)	(0.9)	24.230	15.186	9.044	37.3
Materials & Supplies	11.248	11.767	(0.519)	(4.6)	47.129	38.992	8.137	17.3
Other Business Expenditures	3.970	2.250	1.720	43.3	16.107	10.996	5.111	31.7
Total Non-Labor	\$47.342	\$39.488	\$7.854	16.6	\$236.270	\$126.845	\$109.425	46.3
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	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	\$129.492	\$128.103	\$1.389	1.1	\$571.290	\$476.073	\$95.217	16.7
Net Cash Deficit (excludes Opening Cash Balance)	(\$35.880)	(\$45.267)	(\$9.387)	(26.2)	(\$217.799)	(\$144.532)	\$73.267	33.6
Subsidies								
MTA	26.245	31.469	5.224	19.9	173.684	89.438	(84.246)	(48.5)
CDOT	9.633	6.960	(2.673)	(27.7)	44.106	57.187	13.081	29.7
Total Subsidies	\$35.877	\$38.429	\$2.552	7.1	\$217.791	\$146.625	(\$71.166)	(32.7)
Cash Timing and Availability Adjustment	\$0.000	(\$6.695)	(\$6.695)	-	\$0.000	\$1.050	\$1.050	-

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	April Month vs Budget			Year-To-Date as of April 30, 2016		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	4.297	7.5%	Graybar Building condominium status property tax refund incorrectly included in passenger revenue partially offset by timing of cash in transit and lower non-commutation revenue.	8.468	3.9%	Graybar Building condominium status property tax refund incorrectly included in passenger revenue combined with timing of cash in transit and higher non-commutation revenue.
OTHER OPERATING REVENUE	(11.828)	(71.5%)	Timing of anticipated FMTAC claim and MTA TWU Pass Reimbursements combined with timing of MTA-LaSalle charges.	(22.041)	(47.1%)	Timing of anticipated FMTAC reimbursements for injury claims to be paid combined with timing of PRIIA reimbursements.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(2.943)	(30.0%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.	(2.694)	(4.8%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.
CDOT	(0.188)	(2.2%)		(9.127)	(32.9%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
OTHER	(0.114)	(8.7%)	Lower cash receipts due to timing of payments partially offset by higher capital related project activity.	3.444	59.1%	Higher cash receipts due to higher capital related project activity combined with timing of payments.
OVERTIME	0.676	7.3%	Higher staff availability due to recently graduated conductor classes available for service coverage.	0.101	0.3%	
HEALTH & WELFARE	(1.808)	(17.8%)	Timing of vision/dental, life and disability partially offset by timing of health insurance paid.	(6.901)	(17.0%)	Timing of payments for vision/dental, NYSHIP and life insurance premiums.
OPEB CURRENT PAYMENT	(0.422)	(18.6%)	Timing of vision/dental premiums.	(0.797)	(8.8%)	Higher retirees than anticipated.
OTHER FRINGE BENEFITS	(4.111)	(40.3%)	Timing of payroll and unemployment taxes partially offset by lower employee claims.	(7.150)	(17.1%)	Timing of payroll, unemployment taxes and employee claims.
ELECTRIC POWER	2.136	28.5%	Primarily reflects lower electric rates across all lines partially offset by timing of payments.	12.767	40.2%	Primarily reflects lower electric rates across all lines combined with prepayment of January invoice in December 2015.
FUEL	0.598	33.4%	Reflects a lower diesel fuel price per gallon.	3.060	42.7%	Reflects a lower diesel fuel price per gallon.
INSURANCE	2.458	98.8%	Timing of premiums paid for All Agency Property, Force Account and Auto Insurance.	3.983	40.5%	Timing of premiums paid for All Agency Property, Excess Liability, Station Liability and Force Account.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	April Month vs Budget			Year-To-Date as of April 30, 2016		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
CLAIMS	1.632	74.1%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.	50.065	97.2%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury
MAINTENANCE & OTHER OPERATING CONTRACTS	(0.117)	(1.0%)		17.258	35.6%	Timing of payments for MTA Police, Maintenance & Repairs, Real Estate Rentals, Operating Capital related projects (DVI: Comm - Graybar 7th Floor Renovation and Overhaul 6 GP35 Locomotives) and Track Leases.
PROFESSIONAL SERVICE CONTRACTS	(0.053)	(0.9%)		9.044	37.3%	Timing of capital related projects (Camera/Audio for Fleet, Waterbury Branch Cab Signal, Furniture for CCO Shop in New Haven, CCO Shop Furniture Acquisition and Expand Real-Time Train Status).
MATERIALS & SUPPLIES	(0.519)	(4.6%)	Timing of purchases for Rails partially offset by timing of Truck Suspension material.	8.137	17.3%	Timing of capital related projects (PTC and Network Infrastructure Replace).
OTHER BUSINESS EXPENSES	1.720	43.3%	Reclass of IT Costs out of MNR and into MTA partially offset by lower subsidy payments to NJT for West of Hudson operations due to favorable fuel-related inflation adjustments and improved ridership.	5.111	31.7%	Reclass of IT Costs out of MNR and into MTA combined with lower subsidy payment to NJT for West of Hudson operations due to favorable fuel-related inflation adjustment.
MTA SUBSIDY RECEIPTS	5.224	19.9%	Higher cash deficit combined with lower CDOT subsidy partially offset by the impact of cash balances.	(84.246)	(48.5%)	Lower cash deficit combined with a higher CDOT subsidy partially offset by the impact of cash balances.
CDOT SUBSIDY RECEIPTS	(2.673)	(27.7%)	Lower estimated monthly deficit than budgeted.	13.081	29.7%	Higher estimated deficit billing than budgeted combined with timing of May deficit billing received in April.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	April 2016				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.406	\$5.819	\$5.412	*	\$1.626	\$8.441	\$6.816	*
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	11.716	(0.597)	(12.313)	*	27.077	3.572	(23.505)	(86.8)
<i>Capital & Other Reimbursements:</i>		0.000			0.000	0.000		
MTA	(1.665)	0.804	2.468	*	14.576	25.657	11.081	76.0
CDOT	0.000	(0.117)	(0.117)	-	0.000	(3.061)	(3.061)	-
Other	(0.394)	(0.565)	(0.170)	(43.2)	(0.120)	1.549	1.670	*
Total Capital and Other Reimbursements	(2.059)	0.121	2.181	*	14.456	24.145	9.689	67.0
Total Revenue/Receipts	\$10.063	\$5.343	(\$4.721)	(46.9)	\$43.158	\$36.159	(\$7.000)	(16.2)
Expenditures								
<i>Labor:</i>								
Payroll	\$0.870	(\$0.820)	(\$1.690)	*	(\$3.310)	\$0.426	\$3.736	*
Overtime	0.488	0.005	(0.483)	(98.9)	0.422	(0.393)	(0.815)	*
Health and Welfare	(0.332)	(2.659)	(2.328)	*	(1.315)	(8.812)	(7.497)	*
OPEB Current Payment	0.000	(0.315)	0.000		0.000	(0.242)	(0.242)	-
Pensions	(0.123)	(0.516)	(0.392)	*	(0.485)	(1.048)	(0.563)	*
Other Fringe Benefits	0.323	(4.503)	(4.825)	*	0.346	(8.689)	(9.036)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.317)	(0.130)	0.188	59.2	(1.180)	(0.528)	0.653	55.3
Total Labor	\$0.909	(\$8.937)	(\$9.846)	*	(\$5.521)	(\$19.285)	(\$13.763)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.131)	(\$0.650)	(\$0.519)	*	(\$0.524)	\$3.009	\$3.532	*
Fuel	0.000	0.080	0.080	-	0.220	0.119	(0.101)	(45.8)
Insurance	(0.476)	1.806	2.282	*	(2.172)	1.663	3.834	*
Claims	(2.109)	(0.476)	1.633	77.4	(51.109)	(1.292)	49.816	97.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.703)	(3.051)	(1.347)	(79.1)	(5.451)	3.685	9.136	*
Professional Service Contracts	(0.717)	(2.682)	(1.964)	*	(4.978)	(3.598)	1.380	27.7
Materials & Supplies	(0.091)	(2.884)	(2.793)	*	(3.143)	(4.494)	(1.351)	(43.0)
Other Business Expenses	(2.916)	(1.203)	1.713	58.7	(11.188)	(7.832)	3.356	30.0
Total Non-Labor	(\$8.144)	(\$9.059)	(\$0.915)	(11.2)	(\$78.344)	(\$8.740)	\$69.604	88.8
<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 Adjustments before Non-Cash Liability Adj.	(\$7.235)	(\$17.996)	(\$10.761)	*	(\$83.866)	(\$28.025)	\$55.840	66.6
Depreciation	19.508	19.016	(0.491)	(2.5)	78.031	76.686	(1.344)	(1.7)
OPEB Obligation	5.693	5.693	0.000	0.0	22.772	22.772	0.000	0.0
Environmental Remediation	0.417	0.000	(0.417)	(100.0)	1.666	1.267	(0.399)	23.9
Total Expenditures Adjustments	\$18.382	\$6.713	(\$11.669)	(63.5)	\$18.604	\$72.701	\$54.097	*
Total Cash Conversion Adjustments	\$28.446	\$12.056	(\$16.390)	(57.6)	\$61.762	\$108.859	\$47.097	76.3

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current 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 - 2016 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
APRIL 2016
(in millions)

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED BUDGET	2016	2015	ADOPTED BUDGET		2015		ADOPTED BUDGET	2016	2015	ADOPTED BUDGET		2015	
				\$	%	\$	%				\$	%	\$	%
FAREBOX REVENUE														
Harlem Line - Commutation	9.099	9.161	8.951	0.062	0.7%	0.211	2.4%	36.125	36.515	34.611	0.390	1.1%	1.904	5.5%
Harlem Line - Non-Commutation	7.905	7.561	7.706	(0.344)	-4.4%	(0.146)	-1.9%	29.247	28.964	27.337	(0.284)	-1.0%	1.627	5.9%
TOTAL HARLEM LINE	\$17.004	\$16.722	\$16.657	(\$0.282)	-1.7%	\$0.065	0.4%	\$65.372	\$65.479	\$61.948	\$0.106	0.2%	\$3.531	5.7%
Hudson Line - Commutation	5.997	5.987	5.913	(0.011)	-0.2%	0.074	1.3%	23.793	23.888	22.873	0.095	0.4%	1.014	4.4%
Hudson Line - Non-Commutation	6.455	6.127	6.292	(0.328)	-5.1%	(0.165)	-2.6%	22.915	22.853	21.700	(0.062)	-0.3%	1.153	5.3%
TOTAL HUDSON LINE	\$12.452	\$12.114	\$12.205	(\$0.338)	-2.7%	(\$0.091)	-0.7%	\$46.708	\$46.740	\$44.573	\$0.032	0.1%	\$2.167	4.9%
New Haven Line - Commutation	12.580	12.574	12.375	(0.006)	0.0%	0.199	1.6%	49.776	50.329	48.565	0.553	1.1%	1.763	3.6%
New Haven Line - Non-Commutation	14.986	14.501	14.701	(0.484)	-3.2%	(0.200)	-1.4%	53.515	54.499	51.842	0.984	1.8%	2.656	5.1%
TOTAL NEW HAVEN LINE	\$27.566	\$27.076	\$27.076	(\$0.490)	-1.8%	(\$0.001)	0.0%	\$103.291	\$104.827	\$100.408	\$1.536	1.5%	\$4.420	4.4%
All Lines - Commutation	27.677	27.722	27.239	0.046	0.2%	0.484	1.8%	109.694	110.731	106.050	1.037	0.9%	4.682	4.4%
All Lines - Non-Commutation	29.345	28.189	28.700	(1.156)	-3.9%	(0.511)	-1.8%	105.678	106.315	100.879	0.637	0.6%	5.436	5.4%
TOTAL EAST OF HUDSON LINES	\$57.022	\$55.911	\$55.939	(\$1.111)	-1.9%	(\$0.027)	0.0%	\$215.372	\$217.046	\$206.929	\$1.675	0.8%	\$10.117	4.9%
West of Hudson Main-n-Ride Revenue	\$0.035	\$0.030	\$0.032	(0.005)	-14.3%	(0.002)	-6.3%	\$0.138	\$0.117	\$0.127	(0.021)	-15.2%	(0.010)	-7.9%
TOTAL FAREBOX REVENUE	\$57.057	\$55.941	\$55.971	(\$1.116)	-2.0%	(\$0.029)	-0.1%	\$215.510	\$217.163	\$207.056	\$1.653	0.8%	\$10.107	4.9%
RIDERSHIP														
Harlem Line - Commutation	1.411	1.425	1.393	0.014	1.0%	0.032	2.3%	5.548	5.613	5.491	0.065	1.2%	0.122	2.2%
Harlem Line - Non-Commutation	0.906	0.870	0.886	(0.036)	-4.0%	(0.016)	-1.8%	3.371	3.314	3.243	(0.058)	-1.7%	0.070	2.2%
TOTAL HARLEM LINE	2.317	2.295	2.279	(0.022)	-1.0%	0.016	0.7%	8.919	8.927	8.735	0.008	0.1%	0.192	2.2%
Hudson Line - Commutation	0.789	0.792	0.780	0.003	0.4%	0.013	1.6%	3.097	3.122	3.069	0.025	0.8%	0.053	1.7%
Hudson Line - Non-Commutation	0.603	0.571	0.589	(0.032)	-5.3%	(0.018)	-3.1%	2.128	2.111	2.076	(0.017)	-0.8%	0.035	1.7%
TOTAL HUDSON LINE	1.392	1.364	1.369	(0.028)	-2.0%	(0.005)	-0.4%	5.225	5.233	5.145	0.008	0.1%	0.088	1.7%
New Haven Line - Commutation	1.894	1.898	1.880	0.004	0.2%	0.018	1.0%	7.408	7.502	7.359	0.093	1.3%	0.142	1.9%
New Haven Line - Non-Commutation	1.472	1.424	1.457	(0.048)	-3.3%	(0.033)	-2.3%	5.318	5.353	5.226	0.035	0.7%	0.127	2.4%
TOTAL NEW HAVEN LINE	3.366	3.322	3.337	(0.044)	-1.3%	(0.015)	-0.4%	12.726	12.854	12.585	0.128	1.0%	0.270	2.1%
Total Ridership East of Hudson														
All Lines - Commutation	4.095	4.115	4.053	0.021	0.5%	0.063	1.5%	16.053	16.237	15.920	0.184	1.1%	0.317	2.0%
All Lines - Non-Commutation	2.981	2.865	2.932	(0.116)	-3.9%	(0.067)	-2.3%	10.817	10.777	10.545	(0.040)	-0.4%	0.232	2.2%
TOTAL EAST OF HUDSON LINES	7.075	6.980	6.985	(0.095)	-1.3%	(0.005)	-0.1%	26.870	27.014	26.464	0.144	0.5%	0.549	2.1%
West of Hudson	0.148	0.139	0.142	(0.009)	-5.8%	(0.003)	-2.0%	0.564	0.548	0.554	(0.016)	-2.9%	(0.006)	-1.0%
TOTAL EAST & WEST OF HUDSON LINES	7.223	7.119	7.127	-0.103	-1.4%	-0.007	-0.1%	27.434	27.562	27.018	0.127	0.5%	0.544	2.0%

MTA METRO-NORTH RAILROAD
2016 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
April 30, 2016

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	4	4	-	
Labor Relations	18	17	1	
Safety	53	42	11	A
Security	19	16	3	
Office of the Executive VP	7	6	1	
Corporate & Public Affairs	18	19	(1)	B
Customer Service	57	56	1	
Legal	19	17	2	
Claims	14	12	2	
Environmental Compliance & Svce	8	7	1	
Human Resources	45	41	4	
Training	97	70	28	A
Employee Relations & Diversity	6	6	-	
VP Planning	2	2	-	
Operations Planning & Analysis	22	20	2	
Capital Planning & Programming	17	11	6	
Long Range Planning	8	6	2	
VP Finance & Info Systems	3	1	2	
Controller	77	74	3	
Budget	22	16	6	A, D
Procurement & Material Management	37	29	8	A
Corporate	-	-	-	
Total Administration	553	472	81	
Operations				
Operations Administration	85	70	15	A
Transportation	1,477	1,491	(14)	C
Customer Service	324	300	24	A
Metro-North West	39	29	10	
Total Operations	1,925	1,889	36	
Maintenance				
Maintenance of Equipment	1,743	1,611	132	A
Maintenance of Way	2,152	2,012	141	A
Procurement & Material Mgmt	128	118	10	
Total Maintenance	4,023	3,741	282	
Engineering/Capital				
Construction Management	42	36	6	
Engineering & Design	79	71	8	
Total Engineering/Capital	121	106	15	
Total Positions	6,622	6,208	414	
Non-Reimbursable	5,847	5,718	128	
Reimbursable	776	490	285	
Total Full-Time	6,621	6,207	414	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects delayed and internal hiring of vacant positions.
 (B) Variance reflects the addition of a succession planning position to replace potential attrition.
 (C) Variance reflects lower attrition than planned as well as employees in training not ready for service.
 (D) Variance reflects higher attrition than planned.

MTA METRO-NORTH RAILROAD
2016 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
April 30, 2016

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	149	159	(10)
Professional, Technical, Clerical	404	313	91
Operational Hourlies	-	-	-
Total Administration	553	472	81
Operations			
Managers/Supervisors	245	208	37
Professional, Technical, Clerical	189	164	25
Operational Hourlies	1,491	1,518	(26)
Total Operations	1,925	1,889	36
Maintenance			
Managers/Supervisors	616	600	16
Professional, Technical, Clerical	532	451	81
Operational Hourlies	2,875	2,690	185
Total Maintenance	4,023	3,741	282
Engineering/Capital			
Managers/Supervisors	46	42	4
Professional, Technical, Clerical	75	64	11
Operational Hourlies	-	-	-
	121	106	15
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,056	1,009	47
Professional, Technical, Clerical	1,200	992	208
Operational Hourlies	4,366	4,207	159
Total Positions	6,622	6,208	414

**MTA METRO-NORTH RAILROAD
2016 ADOPTED BUDGET VS. ACTUALS**

April 30, 2016

Agency-wide (Non-Reimbursable and Reimbursable)	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations	1,925	1,889	36	Primarily reflects delayed and internal hiring of vacant positions.
Maintenance	4,023	3,741	282	Reflects vacant positions in Maintenance of Way (directors, managers, mechanics, machine operators and signalman) and Maintenance of Equipment (electricians, car cleaners and machinists) which are under active recruitment. Vacancies are driven by a high degree of internal transfers in filling open jobs which has extended the time of reducing vacant positions.
Administration	553	472	81	Vacancies reflects timing differences in hiring of positions primarily in the Training, Safety, Procurement, Capital Planning and Budget departments.
Engineering / Capital	121	106	15	
Total Agency-wide Headcount	6,622	6,208	414	
Non-Reimbursable	5,847	5,718	128	
Reimbursable	776	490	285	

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
APRIL 2016

	MONTH			VARIANCE	
	BUDGET	2016	2015	Fav/(Unfav)	
				BUDGET	2015
Farebox Operating Ratio					
Standard ^(B)	57.5%	61.3%	59.2%	3.8%	2.1%
Adjusted ^(C)	64.3%	69.7%	68.3%	5.4%	1.4%
Cost per Passenger					
Standard ^(B)	\$14.18	\$13.21	\$13.40	\$0.97	\$0.19
Adjusted ^(C)	\$13.90	\$12.87	\$13.15	\$1.03	\$0.28
Passenger Revenue/Passenger ^(D)	\$8.15	\$8.10	\$7.93	(\$0.05)	\$0.17
	YEAR-TO-DATE			VARIANCE	
	BUDGET	2016	2015	Fav/(Unfav)	
				BUDGET	2015
Farebox Operating Ratio					
Standard ^(B)	52.7%	57.4%	54.1%	4.7%	3.3%
Adjusted ^(C)	59.4%	65.2%	61.0%	5.8%	4.2%
Cost per Passenger					
Standard ^(B)	\$15.38	\$14.17	\$14.78	\$1.21	\$0.61
Adjusted ^(C)	\$15.09	\$13.85	\$14.50	\$1.24	\$0.65
Passenger Revenue/Passenger ^(D)	\$8.10	\$8.13	\$7.99	\$0.03	\$0.14

(A) Monthly Performance Indicators include both East and West of Hudson revenue and expenses. Total passenger revenue also includes the West of Hudson passenger revenue which is reclassified from the net subsidy paid to New Jersey Transit for west of Hudson Lines operations.

(B) 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, Environmental Remediation (GASB-49), and 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.

(D) Includes Commissary Services.



Metro-North Railroad

Ridership Report

APRIL 2016 RIDERSHIP & REVENUE REPORT

MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

April Ridership and Revenue (millions)

	April 2016	% Change vs. 2015
Total Rail Ridership	7.119	-0.1% ▼
Commutation Ridership	4.197	+1.4% ▲
Non-Commutation Ridership	2.922	-2.2% ▲
Connecting Service Ridership	0.050	+4.4% ▲
Total MNR System Ridership	7.169	-0.1% ▼
Rail Revenue	\$57.1	-0.1% ▼

Key Factors Impacting April Ridership

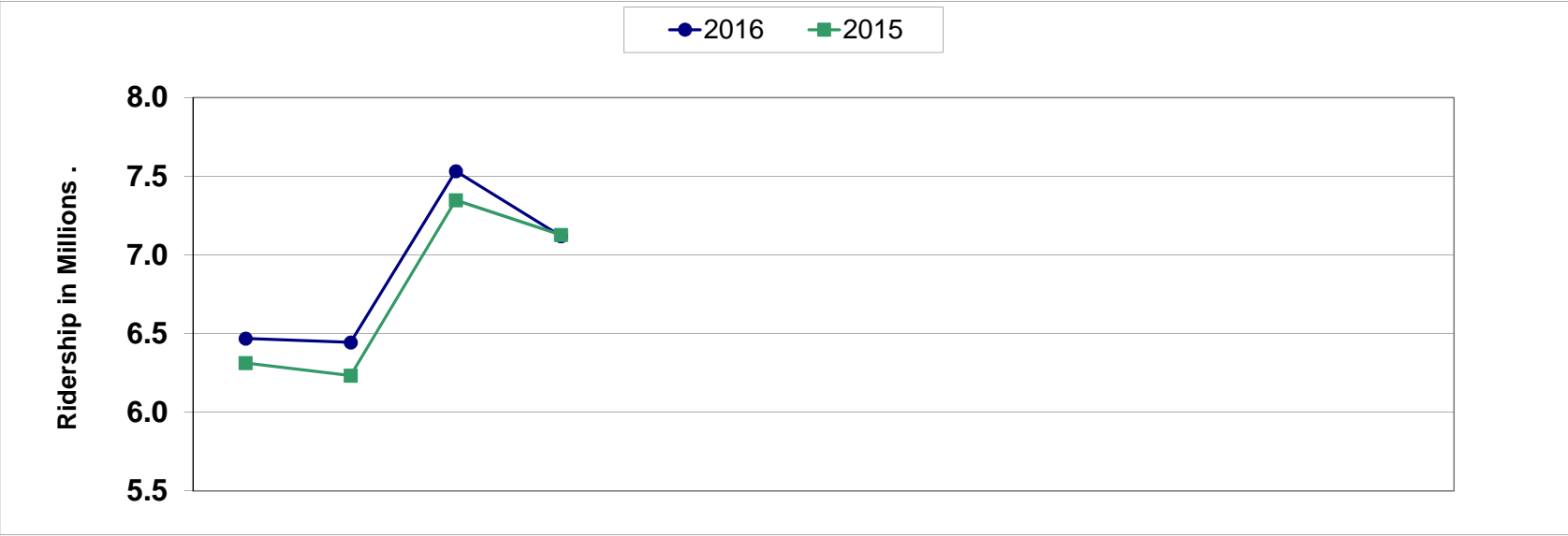
- The April 2016 non-commutation ridership decrease was due in part to the Easter holiday occurring in March this year vs. in April of last year. In addition, lower game day ridership at Yankees 153rd Street contributed to this decline. The result is a decrease of approximately 40-50,000 discretionary rides.

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

	YTD 2016	% Change vs. 2015	Comparison to Budget
Total Rail Ridership	27.562	+2.0% ▲	+0.5% ▲
Commutation Ridership	16.561	+1.9% ▲	+1.0% ▲
Non-Commutation Ridership	11.001	+2.2% ▲	-0.4% ▼
Connecting Service Ridership	0.193	+8.7% ▲	+4.7% ▲
Total MNR System Ridership	27.755	+2.1% ▲	+0.5% ▲
Rail Revenue	\$221.7	+4.8% ▲	+0.7% ▲

APRIL RAIL RIDERSHIP⁽¹⁾

- April's Total Rail Ridership was 0.1% below 2015 and 1.4% below budget.

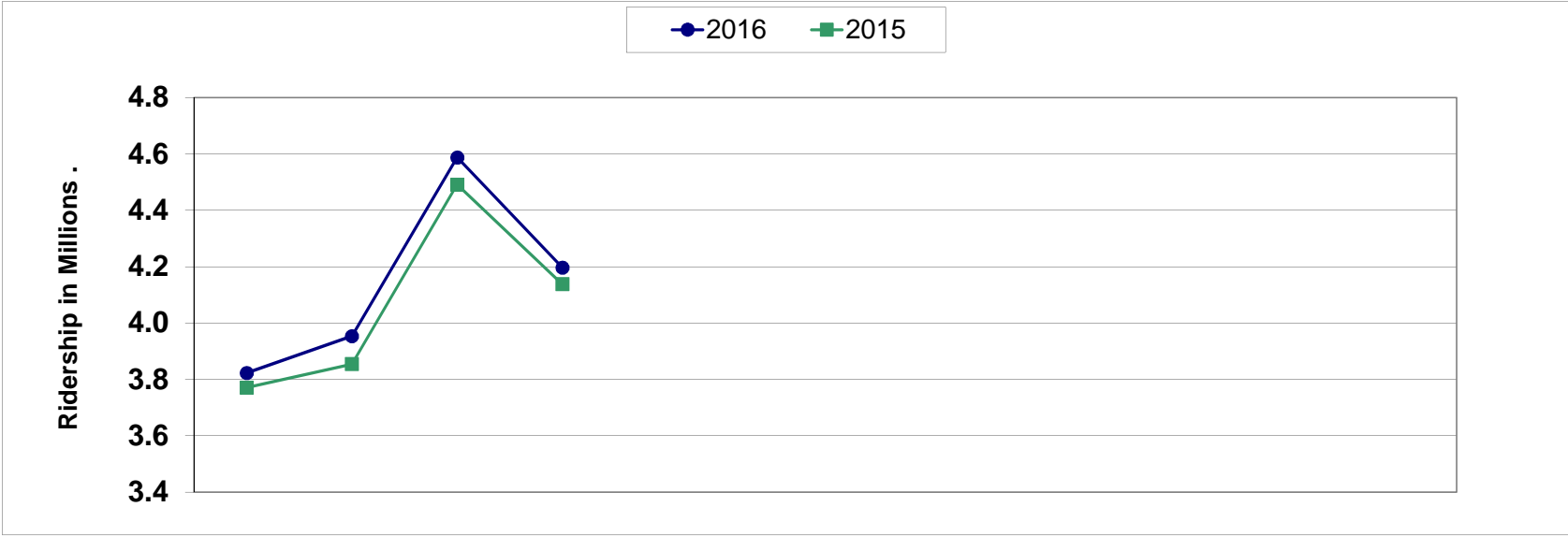


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	6.5	6.4	7.5	7.1									27.6
2015	6.3	6.2	7.3	7.1									27.0
PCT CHG.	2.5%	3.4%	2.5%	-0.1%									2.0%

1) Includes East and West of Hudson.

APRIL RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- April's Rail Commutation Ridership was 1.4% above 2015 and 0.4% above budget.

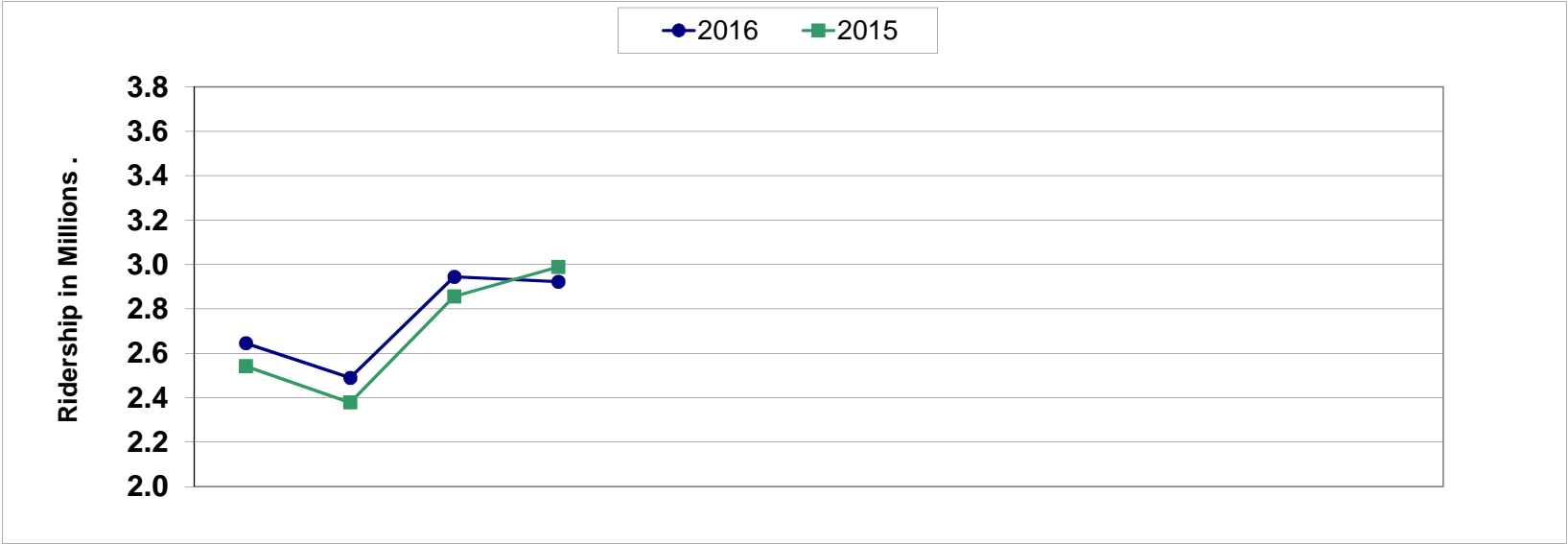


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.8	4.0	4.6	4.2									16.6
2015	3.8	3.9	4.5	4.1									16.3
PCT CHG.	1.4%	2.6%	2.1%	1.4%									1.9%

1) Includes East and West of Hudson.

APRIL RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- April's Rail Non-Commutation Ridership was 2.2% below 2015 and 3.9% below budget.

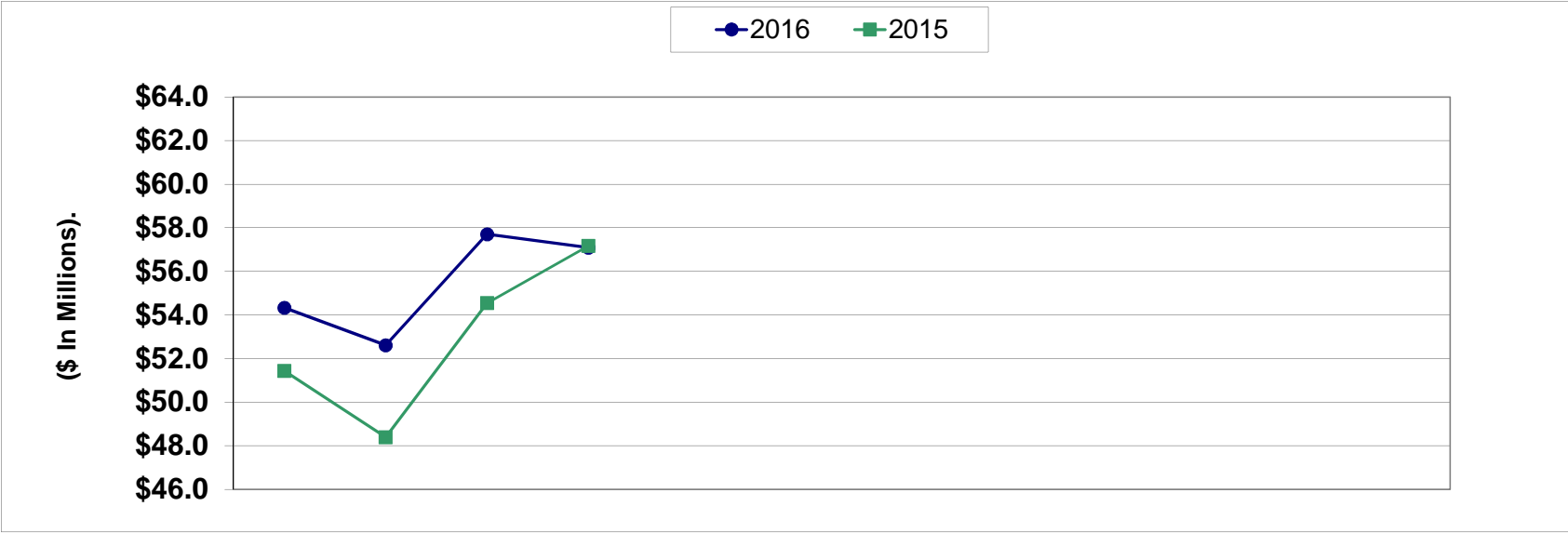


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6	2.5	2.9	2.9									11.0
2015	2.5	2.4	2.9	3.0									10.8
PCT CHG.	4.1%	4.7%	3.1%	-2.2%									2.2%

1) Includes East and West of Hudson.

APRIL RAIL REVENUE⁽¹⁾

- April's Total Rail Revenue was 0.1% below 2015 and 2.0% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$54.3	\$52.6	\$57.7	\$57.1									\$221.7
2015	\$51.4	\$48.4	\$54.5	\$57.2									\$211.5
PCT CHG.	5.6%	8.7%	5.8%	-0.1%									4.8%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY APRIL 2016

TICKET TYPE/SERVICE	APRIL 2016 ACTUAL	APRIL 2016 BUDGET	VARIANCE VS. BUDGET		APRIL 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,115,291	4,094,570	20,721	0.5%	4,052,603	62,688	1.5%
West of Hudson	81,405	86,482	(5,077)	-5.9%	85,011	(3,606)	-4.2%
Total Rail Commutation Ridership	4,196,696	4,181,052	15,644	0.4%	4,137,614	59,082	1.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,864,971	2,980,541	(115,570)	-3.9%	2,932,195	(67,224)	-2.3%
West of Hudson	57,493	61,040	(3,547)	-5.8%	56,763	730	1.3%
Total Rail Non-Commutation Ridership	2,922,464	3,041,581	(119,117)	-3.9%	2,988,958	(66,494)	-2.2%
TOTAL RAIL RIDERSHIP							
East of Hudson	6,980,262	7,075,111	(94,849)	-1.3%	6,984,798	(4,536)	-0.1%
West of Hudson ⁽²⁾	138,898	147,522	(8,624)	-5.8%	141,774	(2,876)	-2.0%
TOTAL RAIL RIDERSHIP	7,119,160	7,222,633	(103,473)	-1.4%	7,126,572	(7,412)	-0.1%
CONNECTING SERVICES RIDERSHIP ⁽³⁾	49,909	48,602	1,307	2.7%	47,787	2,122	4.4%
TOTAL MNR SYSTEM RIDERSHIP	7,169,069	7,271,235	(102,166)	-1.4%	7,174,359	(5,290)	-0.1%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.

2) West of Hudson ridership figures are preliminary.

3) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY 2016 YEAR-TO-DATE

TICKET TYPE/SERVICE	2016 YTD ACTUAL	2016 YTD BUDGET	VARIANCE VS. BUDGET		2015 YTD RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	16,236,811	16,053,311	183,500	1.1%	15,919,507	317,304	2.0%
West of Hudson	323,883	338,969	(15,086)	-4.5%	333,709	(9,826)	-2.9%
Total Rail Commutation Ridership	16,560,694	16,392,280	168,414	1.0%	16,253,216	307,478	1.9%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	10,776,890	10,816,848	(39,958)	-0.4%	10,544,825	232,065	2.2%
West of Hudson	224,327	225,365	(1,038)	-0.5%	220,128	4,199	1.9%
Total Rail Non-Commutation Ridership	11,001,217	11,042,213	(40,996)	-0.4%	10,764,953	236,264	2.2%
TOTAL RAIL RIDERSHIP							
East of Hudson	27,013,701	26,870,159	143,542	0.5%	26,464,332	549,369	2.1%
West of Hudson	548,210	564,334	(16,124)	-2.9%	553,837	(5,627)	-1.0%
TOTAL RAIL RIDERSHIP	27,561,911	27,434,493	127,418	0.5%	27,018,169	543,742	2.0%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	192,787	184,072	8,715	4.7%	177,308	15,479	8.7%
TOTAL MNR SYSTEM RIDERSHIP	27,754,698	27,618,565	136,133	0.5%	27,195,477	559,221	2.1%

Notes:

1) 2015 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

APRIL 2016

LINE	APRIL 2016 ACTUAL	APRIL 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,295,023	2,279,075	15,948	0.7%
Hudson Line	1,363,513	1,368,990	(5,477)	-0.4%
New Haven Line	3,321,726	3,336,733	(15,007)	-0.4%
Total East of Hudson	6,980,262	6,984,798	(4,536)	-0.1%
WEST OF HUDSON				
Port Jervis Line	82,766	84,604	(1,838)	-2.2%
Pascack Valley Line	56,132	57,170	(1,038)	-1.8%
Total West of Hudson (2)	138,898	141,774	(2,876)	-2.0%
TOTAL RAIL RIDERSHIP	7,119,160	7,126,572	(7,412)	-0.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	32,087	31,989	98	0.3%
Haverstraw-Ossining Ferry	12,565	10,854	1,711	15.8%
Newburgh-Beacon Ferry	5,257	4,944	313	6.3%
Total Connecting Services	49,909	47,787	2,122	4.4%
TOTAL MNR SYSTEM	7,169,069	7,174,359	(5,290)	-0.1%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.

2) West of Hudson ridership figures are preliminary.

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

2016 YEAR-TO-DATE

TICKET TYPE/SERVICE	2016 YTD ACTUAL	2015 YTD RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	8,926,800	8,734,670	192,130	2.2%
Hudson Line	5,232,521	5,144,833	87,688	1.7%
New Haven Line	12,854,380	12,584,829	269,551	2.1%
Total East of Hudson	27,013,701	26,464,332	549,369	2.1%
WEST OF HUDSON				
Port Jervis Line	323,288	327,553	(4,265)	-1.3%
Pascack Valley Line	224,922	226,284	(1,362)	-0.6%
Total West of Hudson	548,210	553,837	(5,627)	-1.0%
TOTAL RAIL RIDERSHIP	27,561,911	27,018,169	543,742	2.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	131,414	130,010	1,404	1.1%
Haverstraw-Ossining Ferry	42,655	32,297	10,358	32.1%
Newburgh-Beacon Ferry	18,718	15,001	3,717	24.8%
Total Connecting Services	192,787	177,308	15,479	8.7%
TOTAL MNR SYSTEM	27,754,698	27,195,477	559,221	2.1%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

Capital Program Report

CAPITAL PROGRAM

HIGHLIGHTS

May 31, 2016

GRAND CENTRAL TERMINAL (GCT)

GCT Train Shed Rehabilitation

Project is progressing at approximately 85% complete with repairs complete in many areas and final paint coat applied. In progress work includes: Deleading of steel and fabrication and delivery of new steel, application of paint around steel repaired connections; installation of protective shield at various deficiency locations and installation of temporary column supports at girder repair locations. Street-level repairs continued with permits received from the NYCDOT to close portions of the sidewalks on 48th and 49th Streets to enable the work to proceed. The repair work along East 48th Street was completed and work commenced along East 49th Street.

Overall project completion anticipated in February 2017.

GCT Elevators Rehabilitation Phase 4 (SE-1 & SE-2 serve upper and lower levels and Depew Place loading dock; A-car elevator serves M42 substation)

SE-1: Completed installation of elevator doors and controllers. Installation of wiring is currently in progress and the elevator is forecasted to be placed in service in July 2016. SE-2 elevator will commence subsequently and is forecasted to be placed in service in the fourth quarter of 2016. A-car: Completed demolition of shaft and platform. Demolition of rails is currently in progress; delivery of new elevator car is forecasted for third quarter of 2016. A-Car is anticipated to be placed in service in the first quarter of 2017.

GCT Utilities (fire suppression system upgrade at lower level of train shed and utility tunnels, and replacement of 49th St. existing fire pump)

Field inspection of the facility, preparation for mobilization and submittal phase continues. Overall project completion anticipated in November 2017.

GCT Leaks Remediation Phase II

- *42nd Street Bridge:* Restoration activities are on hold at 89th East 42nd Street via reinstallation of the stones encasing the bridge columns, while the adjacent sidewalk shed is in place. Lead abatement and waterproofing are complete, with restoration of masonry components to continue once the adjacent sidewalk shed is removed.
- *Vanderbilt Avenue:* Existing concrete/asphalt removal, steel deck plate shot-blasting/waterproofing, V2 roadway joint reconstruction waterproofing and rebar installation have been completed for Vanderbilt Avenue West, East 43rd to East 44th Streets. Existing concrete/asphalt removal, steel deck plate shot-blasting/waterproofing, V5 roadway joint reconstruction waterproofing and rebar installation have been completed for Vanderbilt Avenue East, immediately south of the East 45th Street intersection.
- *45th Street Bridges:* Restoration of the southbound and northbound 45th Street bridges continues with: offsite cleaning and painting of the architectural panels; removal of concrete encasement from bridge columns and girders continues at street level and within the GCT train shed area; and assessment of the columns for required structural steel repairs is underway.

- *42nd Street:* Masonry façade cleaning, joint mortar repointing, historic light pole base masonry pier reconstruction and balustrade restoration are in progress.
- *Taxi Stand:* In the southern half section, repairs continue on the masonry piers and existing work zone perimeter barrier/fencing was removed. In the northern half section, masonry pier repairs will be scheduled and completed in fourth quarter 2016.

Overall project completion anticipated in December 2016.

Park Avenue Viaduct Direct Fixation

The design consultant has completed tension testing of the existing threaded inserts in the concrete deck that anchor the direct fixation “fastener bodies,” which sit atop the deck and hold the rails in place. The data that was collected has been evaluated and a draft report has been submitted and reviewed by project stakeholders. The consultant is investigating the replacement grout for the existing grout plinths that support the fastener bodies atop the deck. Upon finalization of the recommended repairs the consultant will construct a mockup of the recommended design and this will be subjected to cyclical loading to test the integrity of the proposed system. Subsequently, the design consultant will prepare design documents to enable Metro-North force account to commence with repairs. Overall project completion anticipated in December 2016.

STATIONS/PARKING/FACILITIES

Station Building Renewal Projects

- *Furnish and Install New Elevator at Port Chester Station (outbound side)* – Construction bids were received and are under review; anticipate contract award in July 2016. Project completion forecasted for third quarter of 2017.
- *Hartsdale Window and Exterior Renovations (contract is under the Small Business Mentoring Program)* – Door thresholds were installed and associated painting completed. Miscellaneous punchlist work is underway. Overall project completion anticipated in July 2016.

Croton-Harmon Station Interior Improvements

A Small Business Development Tier II Program project to perform station improvements which includes: new light fixtures, ceiling tiles, wall panels, concession stand panels, floor tiles and air conditioning throughout the station. Miscellaneous work continues, including work on ticket office, with substantial completion anticipated in June 2016.

Fordham Station Improvements

Work at the station’s platforms includes:

Inbound (IB): Completed tie-in of heating, ventilation and air conditioning (HVAC) system from the pre-fabricated communication buildings to the elevator. Two (2) light fixtures underneath the station plaza are scheduled to be replaced in June 2016.

Outbound (OB): Completed platform surface and under-platform structural repairs. Completed installation of the canopy over the platform and staircase. Platform signage installation continues. Placed concrete on the staircase west-end landing; installation of windows scheduled for June 2016.

Overall project is scheduled to be completed in June 2016.

Strategic Facilities – Design-Build Replacement of Prospect Hill Road Bridge (Southeast Station)

Design consultant submitted 30% level of design documents for project stakeholder's review. A design-build contractor will commence in 2017 and is anticipated to be complete by year end in 2018.

Design of Grand Central Terminal (GCT) and Outlying Stations Audio and Visual Information System Replacements

The purpose of this project is to design a replacement for GCT's Information System (big boards, gate boards, digital track indicators, monitors and platform displays) with a modern, more capable and robust infrastructure as well as develop a new station public address system that will provide audio and visual display of scheduled trains at outlying stations. The preliminary design is underway to prepare GCT and Outlying Station Design Packages for visual and audio public address system infrastructure. Both GCT and Outlying Stations are proceeding with design-build project delivery methods.

Enhanced Station Improvements at Harlem-125th Street, Riverdale, Crestwood, White Plains and Port Chester

Metro-North and Long Island Rail Road are jointly procuring a Best Practices Design Consultant to advise on industry best practices as a means to enhance the aesthetics and amenities of the stations, passenger's experience and improve stations through design innovation and excellence, all with minimal disruptions to customers. Architectural enhancements such as: artistic lighting and lighting of historic stations as well as other types of enhancement opportunities will be explored as part of this effort. Proposals have been received and the selection process is underway. By year's end it is anticipated that a design-build contract will be awarded to execute the results of this effort.

POWER

Power, C&S Infrastructure Restoration Phase I – Sandy (Design-Build)

- Continue to progress design development towards 90% level for the Phase I limits CP19 (Greystone) to CP35 (Croton-Harmon).
- Punchlist activities are underway to return track 4 back to service by end of June 2016. Track 3 outage is anticipated to commence in July 2016.
- Fabrication and installation of elevated steel platforms, that house critical equipment, is underway (3 out of 6 are complete on track 4 side, CP26-33: Philipse Manor to Croton-Harmon).
- Track crossings are 50% complete between Philipse Manor and Croton-Harmon.
- Communication & signal trough excavation/installation is nearing completion on track 4 side; signal power duct banks and third rail set-ups between Scarborough and Philipse Manor stations are also nearing completion.

Overall project completion anticipated in June 2017.

Power Infrastructure Restoration – Substations – Sandy

Riverdale: Continued with installation of traction power, sectionalizing switches and negative return ductbanks under track crossings; anticipate completion by June 2016. Cable installation commenced for the negative returns between tracks 1 & 3. Factory acceptance tests for rectifier transformer and SCADA equipment are underway with final tests forecasted in June 2016. Delivery of prefabricated substation and associated electrical equipment is anticipated in July 2016. The crew quarter foundation is ready for trailer placement; delivery is anticipated in July 2016.

Tarrytown: Completed: concrete placement for the transformer pad; installation of 15kv manhole; and installation of four sectionalizing switches. Factory acceptance tests for rectifier transformer and SCADA equipment continue with final tests forecasted in June 2016. Delivery of prefabricated substation and associated electrical equipment is anticipated in August 2016.

Croton-Harmon: Completed concrete placement for the transformer pad and DC negative return reactor; Fabrication of substation and associated electrical equipment are underway with delivery anticipated in September 2016.

Overall project completion anticipated in February 2017.

Harlem & Hudson Lines Power Improvements

Construction of 110th Negative Return Reactors and 86th Street Substation

- 110th St (replacement of negative return reactors in the substation under the viaduct): Completed all scope related to M110. Negative reactors were energized and in-service testing is in progress.
- 86th St: Completed mobilization at the site. Commenced with demolition of the west platform facilities and core drilling for conduits between east and west platforms. Fabrication of AC and DC switchgears is underway and delivery is forecasted in the fourth quarter of 2016.

Brewster Substation – Installation of traction power conduits inside the substation vault commenced. Installation of traction power conduits under the tracks is 90% complete. Fabrication of switchgear is underway with delivery forecasted in fourth quarter of 2016.

Overall project completion anticipated in February 2017.

Substation Replacement Bridge-23

Resistivity testing, which quantifies how strongly a given material opposes the flow of electric current, was completed for grounding grid installation at Mount Vernon Signal Substation. Factory acceptance testing was completed for the switchgear at the New Rochelle substation. Final testing of Pelham's voltage balancing station is anticipated to commence end of June 2016.

Overall project completion anticipated in June 2017.

Harlem River Lift Bridge-Cable Replacement/Control System

Elevator rehabilitation work to gain access to the bridge control and machine rooms is complete for the Manhattan tower and is anticipated to complete for the Bronx tower in June. Miscellaneous punch list work is also ongoing. The bridge is available to support river traffic upon request.

Overall project completion anticipated in June 2016.

TRACK AND STRUCTURES

Bronx Drainage Phase II B Improvements between Mott Haven and Fordham

Installation of HDPE pipes along tracks 1, 2 and 3, north of E 170th St. Station is in progress. The project has installed 1540LF of pipe along Track 3 and 1306LF between Tracks 1&2 through May 2016; the track outages are being coordinated with the CP-109 and Fordham projects. The work includes: installation of a track under-drain system between Mott Haven Yard and Fordham on Metro-North's Harlem Line. This work is the second phase of a multi-phase project in which this system will be connected to the New York City Department of Environmental Protection's (NYCDEP) combined sewer at the intersection point where NYCDEP's pipes cross under the tracks.

Inspection and Load Rating of Select Undergrade Bridges in New York State

The field inspection phase of the bridges continues and is approximately 62% complete. Bridge inspectors continue to progress with the inspection across Metro-North's territory. Associated Inspection and Load Rating reports continue to be submitted and reviewed by key stakeholder's review. Analysis of New Haven Line bridges' strain gauge testing results is continuing. Overall project completion anticipated in January 2020.

Undergrade Bridges East of Hudson - Repair/Replacement

Continuing the work of previous Capital Programs, the 2015 to 2019 Capital Program will continue the repair/replacement of undergrade bridges east of the Hudson River to bring them to a State of Good Repair. It is envisioned that there will be four design and eleven construction packages. The first bid package, to replace two Harlem Line bridges located north of Patterson, New York, is being finalized. It is anticipated that bids will be received in fourth quarter 2016, with award in first quarter 2017.

Undergrade Bridges – West of Hudson

The designs for in-house force account repairs, to seven undergrade bridges on the Port Jervis Line (between Harriman and Campbell Hall stations), have the following status: final designs are complete for five of the bridges: JS 63.04, JS 61.56, JS 47.19, JS 58.64 and JS 62.00; bridge JS 44.80 is at 50% design level and the seventh bridge JS 66.22's design has not commenced yet. Anticipate a contract award for repair work for two bridges, JS 63.04 and JS 62.00, in the third quarter of 2016. Overall project completion anticipated in December 2017.

COMMUNICATIONS AND SIGNAL

Positive Train Control (PTC)

Transponders continue to be installed for Civil Speed Enforcement on both the Hudson and New Haven Lines. On the New Haven Line, 95% of Transponders have been installed, of which 20% have been tested. Wayside subsystem deliveries continue to support the installation of pilot locations in advance of final design completion. M7 PTC hardware First Article Inspection was held. First M7 complete pilot equipment delivery is scheduled for June 2016. The Federal Communications Commission issued a proposed order granting the spectrum modification request for Fairfield, New Haven, Orange and Dutchess Counties; final approval is still pending. Project Completion is progressing towards the December 31, 2018 deadline.

West of Hudson Signal Improvements

Metro-North force account is continuing work along Segment 1 (CP-Sterling to CP-Harriman), with cutover anticipated in the first quarter of 2017. The purpose of this project is to install a new 100 Hz Cab Signal system replacing the existing antiquated system on the Port Jervis Line between Suffern, NY (MP 31.3) and Sparrowbush, NY (MP 89.9), with the work divided into five segments. Currently, force account cutover work remains, as the cable and signal infrastructure equipment installation was substantially completed in April 2015 by a third party contractor.

Overall project completion anticipated in February 2020.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- Consist Shop Facility/ Building 6 (CSF) — Within the existing building area completed the following: demolition of tracks; underground conduit installation (traction power & wayside power); continued with mass excavation in the south area. In the new building footprint continued with foundation work (rammed aggregate piers installation approximately 50% complete); and traction power and electrical distribution conduit installation in the area south of it. Commenced subbase preparation for concrete foundation and industrial waste piping in footprint. Anticipate delivery of structural steel for CSF to commence in September 2016.
- EMU (Electric Multiple Unit) Annex Building – Commenced steel delivery and erection. Continued with the installation of electrical and communication ductbank working from north to south along the adjacent roadway; and shop drawing preparation for EMU industrial major equipment is underway.
- Fire protection water line - installation at west side of CSF is underway; substantially completed the other sides of the facility.

Phase V Stage II Preliminary Design

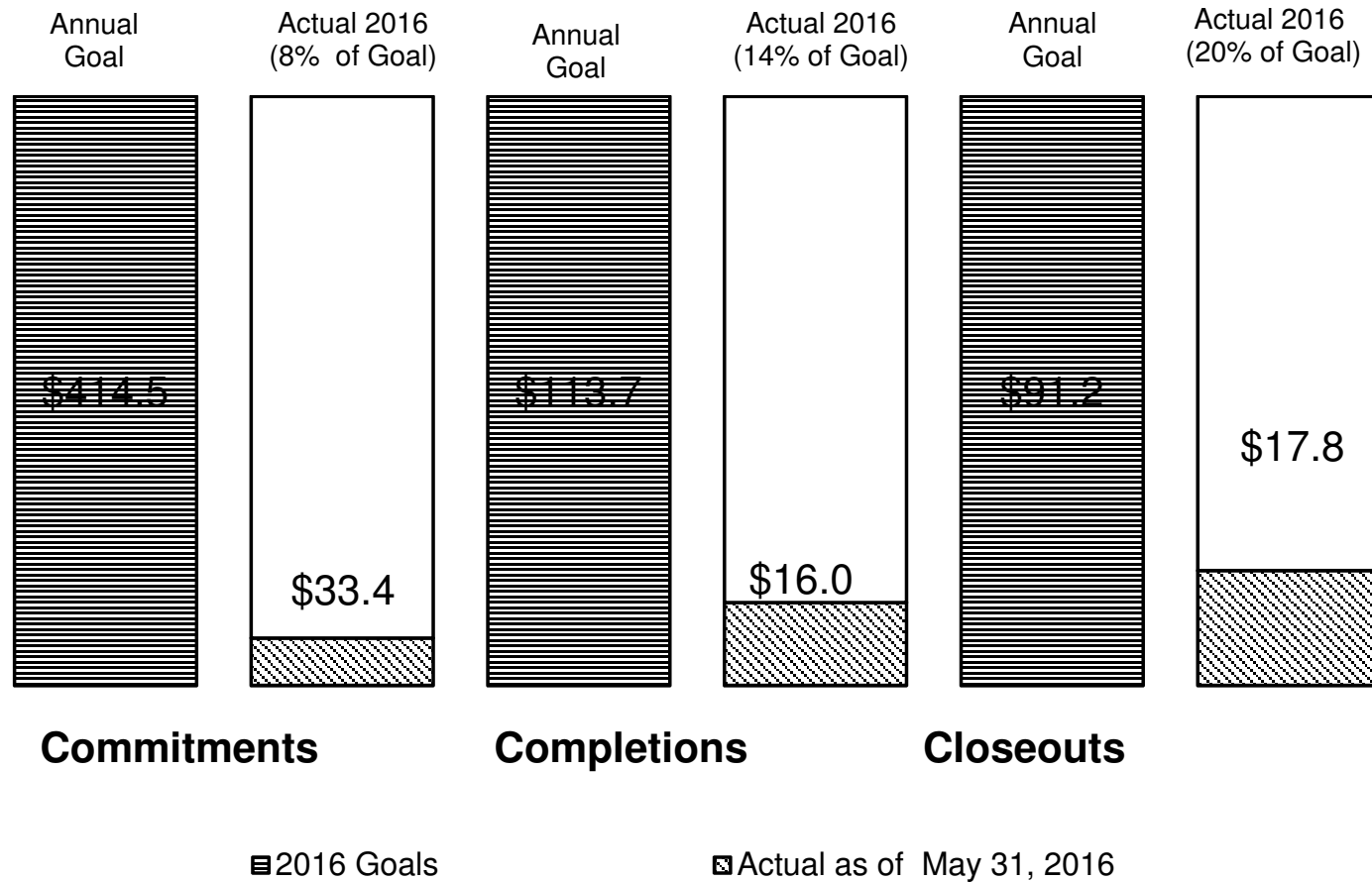
- Stage II Preliminary Design for the Running Repair and Support Facility continues with information and data gathering activities to facilitate the update of the Harlem and Hudson Master Plan for Harmon Yard and other NY Maintenance of Equipment facilities. Design completion anticipated in March 2017.

Overall project completion anticipated in January 2018.

2016 MNR Capital Program Goals

As of May 31, 2016

In Millions





LONG ISLAND RAIL ROAD



Monthly Operating Report May 2016

Patrick Nowakowski
President

06/20/16 *****

Performance Summary			2016 Data			2015 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>	System	Overall	94.0%	94.7%	93.7%	92.9%	90.9%
		AM Peak		96.2%	94.2%	93.7%	87.4%
		PM Peak		94.3%	91.6%	87.9%	85.8%
		Total Peak		95.3%	93.0%	90.9%	86.6%
		Off Peak Weekday		93.8%	93.5%	93.3%	91.2%
		Weekend		95.8%	95.0%	94.0%	95.2%
	Babylon Branch	Overall	93.9%	92.4%	92.5%	92.6%	90.7%
		AM Peak		96.0%	94.9%	94.8%	87.6%
		PM Peak		94.2%	90.1%	86.5%	85.6%
		Total Peak		95.2%	92.7%	90.9%	86.7%
		Off Peak Weekday		91.1%	93.1%	92.7%	91.3%
		Weekend		91.2%	91.0%	94.7%	95.5%
	Far Rockaway Branch	Overall	96.6%	97.4%	97.0%	95.7%	95.2%
		AM Peak		97.0%	95.1%	93.2%	88.4%
		PM Peak		98.4%	97.1%	92.8%	93.7%
		Total Peak		97.6%	96.0%	93.0%	90.8%
		Off Peak Weekday		96.6%	97.3%	96.2%	96.0%
		Weekend		98.7%	97.2%	97.0%	97.6%
	Huntington Branch	Overall	92.5%	95.2%	92.2%	91.1%	88.2%
		AM Peak		96.5%	94.1%	94.0%	85.4%
		PM Peak		94.6%	90.7%	86.8%	82.4%
		Total Peak		95.6%	92.4%	90.5%	83.9%
		Off Peak Weekday		93.5%	89.8%	88.4%	86.1%
		Weekend		96.9%	95.1%	94.8%	94.2%
	Hempstead Branch	Overall	96.5%	98.0%	96.6%	96.2%	94.7%
		AM Peak		98.1%	97.4%	96.0%	93.2%
		PM Peak		96.8%	93.9%	92.8%	90.2%
		Total Peak		97.5%	95.7%	94.5%	91.8%
		Off Peak Weekday		98.6%	97.0%	97.3%	95.2%
		Weekend		97.4%	96.5%	95.8%	96.4%
	Long Beach Branch	Overall	95.9%	96.1%	95.5%	95.0%	92.8%
		AM Peak		98.8%	96.8%	91.7%	88.6%
		PM Peak		95.2%	93.5%	91.8%	88.9%
		Total Peak		97.1%	95.2%	91.7%	88.7%
		Off Peak Weekday		95.2%	95.1%	95.5%	92.9%
		Weekend		96.7%	96.6%	97.5%	97.0%
	Montauk Branch	Overall	90.8%	94.3%	92.4%	90.4%	89.3%
		AM Peak		94.0%	89.4%	91.9%	86.6%
		PM Peak		96.7%	93.0%	88.0%	86.2%
		Total Peak		95.3%	91.1%	89.9%	86.4%
		Off Peak Weekday		95.4%	93.5%	95.1%	90.2%
		Weekend		91.7%	91.6%	83.3%	90.7%
	Oyster Bay Branch	Overall	94.1%	96.1%	93.5%	94.7%	92.3%
		AM Peak		98.6%	96.3%	95.7%	91.6%
		PM Peak		88.9%	88.0%	86.7%	82.8%
		Total Peak		94.1%	92.5%	91.5%	87.6%
		Off Peak Weekday		96.1%	92.9%	95.5%	93.2%
		Weekend		98.6%	96.3%	96.7%	96.7%

Performance Summary		2016 Data			2015 Data	
		Annual	YTD thru		YTD thru	
		Goal	May	May	May	May
Port Jefferson Branch	Overall	90.9%	94.4%	89.9%	92.5%	86.7%
	AM Peak		96.4%	90.7%	93.8%	83.2%
	PM Peak		95.9%	90.8%	86.4%	83.8%
	Total Peak		96.2%	90.8%	90.3%	83.5%
	Off Peak Weekday		90.5%	85.9%	91.3%	84.2%
	Weekend		99.3%	96.5%	97.5%	95.6%
Port Washington Branch	Overall	95.3%	93.1%	94.6%	89.4%	90.9%
	AM Peak		95.0%	95.2%	92.8%	89.1%
	PM Peak		87.7%	89.3%	81.3%	81.0%
	Total Peak		91.2%	92.2%	86.9%	84.9%
	Off Peak Weekday		91.8%	94.1%	89.8%	91.1%
	Weekend		97.5%	98.0%	91.0%	96.5%
Ronkonkoma Branch	Overall	91.6%	93.6%	91.9%	93.1%	87.6%
	AM Peak		94.4%	90.5%	92.8%	81.5%
	PM Peak		96.5%	93.4%	92.2%	86.7%
	Total Peak		95.4%	91.8%	92.5%	83.9%
	Off Peak Weekday		92.5%	91.7%	93.6%	88.7%
	Weekend		93.7%	92.3%	92.9%	90.4%
West Hempstead Branch	Overall	95.8%	98.0%	96.5%	95.5%	94.9%
	AM Peak		96.2%	95.5%	93.0%	92.5%
	PM Peak		97.6%	92.4%	88.3%	88.4%
	Total Peak		97.0%	93.8%	90.5%	90.3%
	Off Peak Weekday		98.0%	98.1%	97.4%	96.5%
	Weekend		99.4%	96.5%	97.5%	97.5%
Operating Statistics						
Trains Scheduled			20,994	101,272	20,635	101,014
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-10.5	-12.8	-11.4	-13.1
Trains Over 15 min. Late excluding trains canceled or terminated			121	1,093	181	1,824
Trains Canceled			33	553	79	697
Trains Terminated			16	213	59	329
Percent of Scheduled Trips Completed			99.8%	99.2%	99.3%	99.0%
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	99.4%			
		PM Peak	98.3%			
		Total Peak	98.9%			

System Categories Of Delay	% Total	April	2016 Data		2015 Data		YTD 2016 Vs 2015
			May	YTD Thru May	May	YTD Thru May	
Engineering (Scheduled)	1.9%	5	21	174	38	185	(11)
Engineering (Unscheduled)	18.4%	118	203	732	199	782	(50)
Maintenance of Equipment	7.3%	71	80	650	152	663	(13)
Transportation	2.7%	13	30	161	107	246	(85)
Capital Projects	5.8%	125	64	224	13	44	180
Weather and Environmental	1.0%	62	11	1,307	16	2,598	(1,291)
Police	9.8%	157	108	599	156	965	(366)
Customers	36.1%	370	398	1,539	456	1,618	(79)
Other	11.3%	122	125	640	163	767	(127)
3rd Party Operations	5.7%	74	63	360	168	1,302	(942)
Total	100.0%	1,117	1,103	6,386	1,468	9,170	(2,784)

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
2-May	Mon	Train 125 with equipment trouble in Babylon				3			6	2		9	2	
4-May	Wed	Defective stock rail at Port Interlocking							17	5		17	5	
6-May	Fri	Motor vehicle struck Post Avenue bridge west of Westbury Station	9						9			18		
8-May	Sun	Track condition east of New Hyde Park Station							24			24		
10-May	Tues	Train 1154 with equipment trouble in JO Interlocking				16	3		2			18	3	
13-May	Fri	Broken rail at Nassau Interlocking							13			13		
13-May	Fri	Trespasser on tracks east of Valley Stream Station				4		1	7			11		1
14-May	Sat	Concrete tie replacement - Valley to Rocky							11			11		
15-May	Sun	Switch trouble at Wood Interlocking							10			10		
17-May	Tues	Track circuit failure in Line 4, Penn Station	8		4				6			14		4
19-May	Thurs	Track condition east of Forest Hills	11						8			19		
19-May	Thurs	Switch trouble at Harold Interlocking				14			4			18		
25-May	Wed	Disabled Amtrak track car in Harold Interlocking				11	5		7			18	5	
25-May	Wed	Track circuit failure west of Brent Interlocking							13	1		13	1	
27-May	Fri	Various instances of heavy holiday loading				5	1		31			36	1	
30-May	Mon	Various instances of heavy holiday loading							11			11		
TOTAL FOR MONTH			28	0	4	53	9	1	179	8	0	260	17	5
													282	

Long Island Rail Road

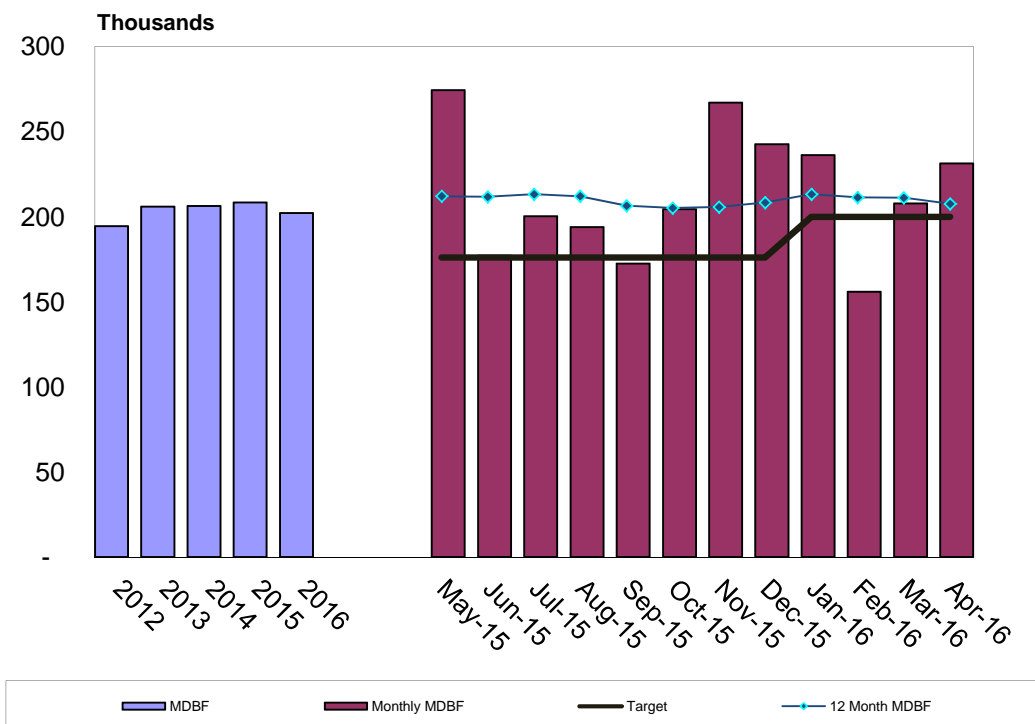
MEAN DISTANCE BETWEEN FAILURES

			2016 Data					2015 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	April	YTD	12 month	April MDBF (miles)	April	YTD	
				No. of Primary Failures	MDBF thru April (miles)	MDBF Rolling Avg (miles)		No. of Primary Failures	MDBF thru April (miles)	
Mean Distance Between Failures	M-3	150	75,000	76,136	7	83,023	72,949	50,928	11	54,728
	M-7	836	460,000	319,547	16	373,637	413,821	1,740,356	3	644,608
	DM	21	22,000	38,605	2	28,979	30,061	68,331	1	15,946
	DE	24	22,000	84,453**	0	18,358	22,541	27,648	3	24,773
	C-3	134	100,000	222,626	3	139,694	133,705	157,226	4	102,436
	Diesel	179	60,000	165,908	5	68,821	74,081	97,523	8	57,566
	Fleet	1,165	200,000	231,259	28	202,162	207,575	298,248	22	204,633

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.

**DE fleet had no primary failures in April 2016, actual miles are shown on the chart above.

ALL FLEETS Mean Distance Between Failure 2012 - 2016





Standee Report

East Of Jamaica

East Of Jamaica			2016 Data	
			May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	15
		Total Standees	0	15
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	2	4
		Total Standees	42	4
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	9	0
		Total Standees	9	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	10
		Total Standees	0	10
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	14	73
		Total Standees	14	73
Ronkonkoma Branch	Program Standees	0	0	
	Add'l Standees	4	13	
	Total Standees	4	13	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			69	116

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica			2016 Data	
			May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	12
		Total Standees	0	12
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	6	0
		Total Standees	6	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	2	73
		Total Standees	2	73
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	53
		Total Standees	0	53
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	4	0
		Total Standees	32	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	14	73
		Total Standees	14	73
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	5	9
		Total Standees	5	9
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	8	0
		Total Standees	8	0
System Wide PEAK			67	221

Definitions

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

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

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

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

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

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF MAY 2016

Elevator Availability		2016		2015	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	99.20%	99.00%	99.40%	98.20%
	Far Rockaway Branch	99.60%	98.90%	99.40%	99.30%
	Hempstead Branch	96.80%	98.70%	98.40%	99.20%
	Long Beach Branch	98.90%	99.40%	99.70%	96.60%
	Port Jefferson Branch	99.40%	96.70%	93.90%	97.30%
	Port Washington Branch	98.70%	98.80%	99.00%	99.10%
	Ronkonkoma Branch	99.50%	99.00%	98.00%	98.90%
	City Terminal Stations	98.60%	97.90%	97.70%	97.60%
	Overall Average	99.00%	98.50%	98.00%	98.10%

Escalator Availability		2016		2015	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	98.20%	97.80%	98.70%	98.20%
	Far Rockaway Branch	98.90%	98.40%	98.70%	98.90%
	Hempstead Branch	99.10%	97.00%	98.90%	99.20%
	Long Beach Branch	96.90%	98.10%	99.20%	98.40%
	Port Jefferson Branch	98.20%	97.60%	96.40%	91.70%
	City Terminal	99.80%	99.60%	99.70%	99.10%
	Overall Average	98.90%	98.70%	99.00%	98.20%

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT
FOR MONTH OF MAY 2016**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Lynbrook	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
There were no escalator incidents reported for May 2016		

Definitions:

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

Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	May 2013 - April 2014	May 2014 - April 2015	May 2015 - April 2016
FRA Reportable Customer Accident Rate per Million Customers	6.09	4.43	3.95
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.49	3.81	3.14
Grade Crossing Incidents ¹	8	8	10
Mainline FRA Reportable Train Derailments	1	0	0
Mainline FRA Reportable Train Collisions	2	2	2

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				
Employee: Focus on C3RS	2015		2016	
	April	Year end	April	Year to Date
Total Reports Received		90	20	42
Total Reports Reviewed by PRT		64	10	47
Total Reports that Meet C3RS Program Criteria		22	19	36
Total Corrective Actions being Developed		4	1	7
Total Corrective Actions Implemented		0	0	0
Customer and Community: Focus on Grade Crossings	April	Year to Date	April	Year to Date
Broken Gates	10	46	17	42
MTA Police Details	131	305	41	195
Summons	153	370	137	557
Warnings	67	131	88	331
Arrests	0	0	0	3
Community Education and Outreach	3,926	29,080	13,858	40,192
		Completed	Total	% Complete
Cameras on Rolling Stock	Scheduled to Begin in December		TBD	TBD

Definitions:

Confidential Close Call Reporting System (C3RS) - Labor, Management, and Federal Railroad Administration (FRA) partnership designed to enhance safety through analysis of confidential reports of employee close calls. The Peer Review Team (PRT) meets to review reports and recommend corrective actions.

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.



Long Island Rail Road

Monthly Financial Report

April 2016

**MTA LONG ISLAND RAIL ROAD
APRIL 2016 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET
(\$ In Millions)**

SUMMARY

April YTD operating results were favorable by \$44.6 million or 11.4% lower than the Adopted Budget.

Non-Reimbursable revenues through April were \$1.2 million or 0.5% above the Adopted Budget due to higher ridership. Total Non-Reimbursable expenses through April were \$43.4 million lower than projected due to timing of non-payroll related expenses and lower rates and consumption for Electric and Fuel of \$33.6 million and lower labor expenses as a result of vacant positions and associated fringe costs of \$16.2 million, partially offset by higher Depreciation of \$(3.8) million, Other Post-Employment benefits of \$(2.4) million and Environmental Remediation \$(0.2) million.

YTD capital and other reimbursable expenditures (and reimbursements) were \$5.7 million higher than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date April **Total Revenues** (including Capital and Other Reimbursements) of \$338.4 were \$6.9 or 2.1% favorable to budget.

- **Y-T-D Farebox Revenues** were \$1.9 favorable to budget due to higher ridership. Ridership through April was 28.1 million. This was 3.3% above 2015 (adjusted for same number of calendar work days) and 1.0% higher than the 2016 budget.
- **Y-T-D Other Operating Revenues** were \$(0.6) unfavorable to budget due to timing of advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$5.7 million favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date April **Total Expenses** (including depreciation and other) of \$686.8 were favorable to budget by \$37.7 or 5.2%.

Labor Expenses, \$5.0 favorable Y-T-D.

- **Payroll**, \$8.4 favorable Y-T-D (primarily vacant positions and lower vacation pay accruals).
- **Overtime**, \$(7.1) unfavorable Y-T-D (higher capital project activity, maintenance and weather, partially offset by lower unscheduled/scheduled service).
- **Health & Welfare**, \$1.1 favorable Y-T-D (primarily vacant positions and lower rates).
- **OPEB Current Payment**, \$2.9 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(0.2) unfavorable Y-T-D (higher Railroad Retirement Taxes and meal allowance, partially offset by lower FELA indemnity reserves).

Non-Labor Expenses, \$39.0 favorable Y-T-D.

- **Electric Power**, \$5.7 favorable Y-T-D (lower rates and consumption).
- **Fuel**, \$1.9 favorable Y-T-D (lower rates).
- **Insurance**, \$0.9 favorable Y-T-D (lower Liability and Force Account insurance).
- **Claims**, \$(1.1) unfavorable Y-T-D (increase in reserves of public liability expenses).
- **Maintenance and Other Operating Contracts**, \$5.6 favorable Y-T-D (primarily timing of capital project activity, various security related projects, Lefferts Ave Overbuild, vegetation management, platform investments, uniform purchases, OEM services for Maintenance of Equipment and lower Penn Station cleaning expenses, partially offset by higher non-revenue vehicle repairs and rent costs at 347 Madison Avenue).
- **Professional Services**, \$2.0 favorable Y-T-D (timing of MTA chargebacks, M-7 Propulsion consultant and other Professional Services).
- **Materials and Supplies**, \$23.7 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and timing of capital project activity, partially offset by higher material usage in Structures and Maintenance of Way Departments system-wide.)

- **Other Business Expenses**, \$0.4 favorable Y-T-D (higher restitution of property damage and timing of miscellaneous expenses).

Depreciation and Other, \$6.4 unfavorable Y-T-D (unfavorable Depreciation, Other Post Employment Benefits and Environmental Remediation).

CASH DEFICIT SUMMARY

The Cash Deficit through April of \$235.3 million was \$69.8 favorable to budget due to higher receipts and lower expenses.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 49.9%, 5.8 percentage points above the budget resulting from lower expenses and higher revenue.
- Through April, the Adjusted Farebox Operating Ratio was 59.7%, which is favorable to budget due to lower expenses and higher revenue.
- Through April, the Adjusted Cost per Passenger was \$14.21, which is lower than budget due to lower expenses and higher ridership.
- Through April, the Revenue per Passenger was \$7.94, which was on budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 2016
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$57.090	\$57.202	\$0.112	0.2	\$0.000	\$0.000	\$0.000	-	\$57.090	\$57.202	\$0.112	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.676	3.518	(0.158)	(4.3)	0.000	0.000	0.000	-	3.676	3.518	(0.158)	(4.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	26.864	32.616	5.752	21.4	26.864	32.616	5.752	21.4
Total Revenue	\$60.766	\$60.720	(\$0.046)	(0.1)	\$26.864	\$32.616	\$5.752	21.4	\$87.630	\$93.336	\$5.706	6.5
Expenses												
<i>Labor:</i>												
Payroll	\$42.678	\$40.931	\$1.747	4.1	\$8.305	\$8.215	\$0.090	1.1	\$50.983	\$49.146	\$1.837	3.6
Overtime	7.863	7.639	0.224	2.8	2.478	4.536	(2.058)	(83.0)	10.341	12.175	(1.834)	(17.7)
Health and Welfare	8.496	7.678	0.818	9.6	1.753	2.331	(0.578)	(33.0)	10.249	10.009	0.240	2.3
OPEB Current Payment	5.558	4.757	0.801	14.4	0.000	0.000	0.000	-	5.558	4.757	0.801	14.4
Pensions	10.632	9.610	1.022	9.6	2.848	3.870	(1.022)	(35.9)	13.480	13.480	0.000	0.0
Other Fringe Benefits	11.625	11.223	0.402	3.5	1.792	2.205	(0.413)	(23.1)	13.417	13.428	(0.011)	(0.1)
Reimbursable Overhead	(1.438)	(2.361)	0.923	64.2	1.438	2.361	(0.923)	(64.2)	0.000	0.000	0.000	-
Total Labor Expenses	\$85.414	\$79.476	\$5.938	7.0	\$18.614	\$23.518	(\$4.904)	(26.3)	\$104.028	\$102.994	\$1.034	1.0
<i>Non-Labor:</i>												
Electric Power	\$7.420	\$5.851	\$1.569	21.1	\$0.041	\$0.068	(\$0.027)	(65.4)	\$7.461	\$5.919	\$1.542	20.7
Fuel	1.442	1.214	0.228	15.8	0.000	0.000	0.000	-	1.442	1.214	0.228	15.8
Insurance	2.057	1.905	0.152	7.4	0.639	0.647	(0.008)	(1.2)	2.696	2.552	0.144	5.3
Claims	0.359	1.224	(0.865)	*	0.000	0.000	0.000	-	0.359	1.224	(0.865)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.071	5.010	2.061	29.1	2.505	3.812	(1.307)	(52.2)	9.576	8.822	0.754	7.9
Professional Service Contracts	1.968	1.544	0.424	21.5	0.118	0.191	(0.073)	(62.0)	2.086	1.736	0.350	16.8
Materials & Supplies	18.547	9.239	9.308	50.2	4.923	4.233	0.690	14.0	23.470	13.472	9.998	42.6
Other Business Expenses	1.271	0.954	0.317	24.9	0.024	0.147	(0.123)	*	1.295	1.101	0.194	15.0
Total Non-Labor Expenses	\$40.135	\$26.942	\$13.193	32.9	\$8.250	\$9.098	(\$0.848)	(10.3)	\$48.385	\$36.040	\$12.345	25.5
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$125.549	\$106.418	\$19.131	15.2	\$26.864	\$32.616	(\$5.752)	(21.4)	\$152.413	\$139.034	\$13.379	8.8
<i>Depreciation</i>												
Depreciation	\$27.254	\$28.194	(\$0.940)	(3.4)	\$0.000	\$0.000	\$0.000	-	\$27.254	\$28.194	(\$0.940)	(3.4)
Other Post Employment Benefits	6.395	7.071	(0.676)	(10.6)	0.000	0.000	0.000	-	\$6.395	7.071	(0.676)	(10.6)
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.2
Total Expenses	\$159.365	\$141.850	\$17.515	11.0	\$26.864	\$32.616	(\$5.752)	(21.4)	\$186.229	\$174.466	\$11.763	6.3
Net Surplus/(Deficit)	(\$98.599)	(\$81.130)	\$17.469	17.7	\$0.000	\$0.000	\$0.000	-	(\$98.599)	(\$81.130)	\$17.469	17.7
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.254	\$28.194	\$0.940	3.4	\$0.000	\$0.000	\$0.000	-	\$27.254	\$28.194	\$0.940	3.4
Operating/Capital	(2.809)	(0.419)	2.390	85.1	0.000	0.000	0.000	-	(2.809)	(0.419)	2.390	85.1
Other Cash Adjustments	(5.396)	(17.236)	(11.840)	*	0.000	0.000	0.000	-	(5.396)	(17.236)	(11.840)	*
Total Cash Conversion Adjustments	\$19.049	\$10.538	(\$8.511)	(44.7)	0.000	\$0.000	\$0.000	-	\$19.049	\$10.538	(\$8.511)	(44.7)
Net Cash Surplus/(Deficit)	(\$79.550)	(\$70.592)	\$8.958	11.3	\$0.000	\$0.000	\$0.000	-	(\$79.550)	(\$70.592)	\$8.958	11.3

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$220.486	\$222.349	\$1.863	0.8	\$0.000	\$0.000	\$0.000	-	\$220.486	\$222.349	\$1.863	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	17.010	16.387	(0.623)	(3.7)	0.000	0.000	0.000	-	17.010	16.387	(0.623)	(3.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	94.000	99.704	5.704	6.1	94.000	99.704	5.704	6.1
Total Revenue	\$237.496	\$238.736	\$1.240	0.5	\$94.000	\$99.704	\$5.704	6.1	\$331.496	\$338.440	\$6.944	2.1
Expenses												
Labor:												
Payroll	\$173.877	\$167.645	\$6.232	3.6	\$31.685	\$29.554	\$2.131	6.7	\$205.562	\$197.199	\$8.363	4.1
Overtime	38.569	41.426	(2.857)	(7.4)	7.497	11.765	(4.268)	(56.9)	46.066	53.192	(7.126)	(15.5)
Health and Welfare	34.403	32.519	1.884	5.5	6.461	7.227	(0.766)	(11.9)	40.864	39.747	1.117	2.7
OPEB Current Payment	22.232	19.372	2.860	12.9	0.000	0.000	0.000	-	22.232	19.372	2.860	12.9
Pensions	43.421	40.896	2.525	5.8	10.498	13.023	(2.525)	(24.0)	53.919	53.918	0.001	0.0
Other Fringe Benefits	48.929	48.278	0.651	1.3	6.607	7.466	(0.859)	(13.0)	55.536	55.744	(0.208)	(0.4)
Reimbursable Overhead	(5.428)	(10.301)	4.873	89.8	5.428	10.301	(4.873)	(89.8)	0.000	0.000	0.000	-
Total Labor Expenses	\$356.003	\$339.835	\$16.168	4.5	\$68.176	\$79.336	(\$11.160)	(16.4)	\$424.179	\$419.171	\$5.008	1.2
Non-Labor:												
Electric Power	\$30.668	\$24.887	\$5.781	18.8	\$0.200	\$0.296	(\$0.096)	(48.0)	\$30.868	\$25.183	\$5.685	18.4
Fuel	6.277	4.393	1.884	30.0	0.000	0.000	0.000	-	6.277	4.393	1.884	30.0
Insurance	8.204	7.608	0.596	7.3	2.226	1.903	0.323	14.5	10.430	9.511	0.919	8.8
Claims	1.436	2.556	(1.120)	(78.0)	0.000	0.000	0.000	-	1.436	2.556	(1.120)	(78.0)
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	23.991	20.047	3.944	16.4	7.742	6.121	1.621	20.9	31.733	26.168	5.565	17.5
Professional Service Contracts	7.997	5.959	2.038	25.5	0.442	0.504	(0.062)	(14.0)	8.439	6.463	1.976	23.4
Materials & Supplies	55.600	35.870	19.730	35.5	15.125	11.191	3.934	26.0	70.725	47.060	23.665	33.5
Other Business Expenses	5.003	4.289	0.714	14.3	0.089	0.353	(0.264)	*	5.092	4.643	0.449	8.8
Total Non-Labor Expenses	\$139.176	\$105.609	\$33.567	24.1	\$25.824	\$20.368	\$5.456	21.1	\$165.000	\$125.977	\$39.023	23.7
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	\$495.179	\$445.444	\$49.735	10.0	\$94.000	\$99.704	(\$5.704)	(6.1)	\$589.179	\$545.148	\$44.031	7.5
Depreciation	\$109.016	\$112.786	(3.770)	(3.5)	\$0.000	\$0.000	\$0.000	-	\$109.016	\$112.786	(\$3.770)	(3.5)
Other Post Employment Benefits	25.580	27.940	(2.360)	(9.2)	0.000	0.000	0.000	-	25.580	27.940	(2.360)	(9.2)
Environmental Remediation	0.668	0.893	(0.225)	(33.6)	0.000	0.000	0.000	-	0.668	0.893	(0.225)	(33.6)
Total Expenses	\$630.443	\$587.063	\$43.380	6.9	\$94.000	\$99.704	(\$5.704)	(6.1)	\$724.443	\$686.767	\$37.676	5.2
Net Surplus/(Deficit)	(\$392.947)	(\$348.326)	\$44.621	11.4	\$0.000	\$0.000	(\$0.000)	-	(\$392.947)	(\$348.326)	\$44.621	11.4
Cash Conversion Adjustments												
Depreciation	\$109.016	\$112.786	\$3.770	3.5	\$0.000	\$0.000	\$0.000	-	109.016	\$112.786	\$3.770	3.5
Operating/Capital	(6.595)	(1.514)	5.081	77.0	0.000	0.000	0.000	-	(6.595)	(1.514)	5.081	77.0
Other Cash Adjustments	(14.517)	1.794	16.311	*	0.000	0.000	0.000	-	(14.517)	1.794	16.311	*
Total Cash Conversion Adjustments	\$87.904	\$113.066	\$25.162	28.6	\$0.000	\$0.000	\$0.000	-	\$87.904	\$113.066	\$25.162	28.6
Net Cash Surplus/(Deficit)	(\$305.043)	(\$235.261)	\$69.782	22.9	\$0.000	\$0.000	\$0.000	-	(\$305.043)	(\$235.261)	\$69.782	22.9

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

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

April 2016				Year-to-Date April 2016			
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.	0.112	0.2	Higher ridership \$0.093 and yield per passenger \$0.019.	1.863	0.8	Higher ridership \$2.130, partially offset by lower yield per passenger \$(0.267).
Other Operating Revenue	Non Reimb.	(0.158)	(4.3)	Primarily due to timing of advertising and lower rental revenue, partially offset by timing of miscellaneous and freight and higher special services revenue.	(0.623)	(3.7)	Primarily due to timing of advertising and lower rental revenue, partially offset by timing of miscellaneous and freight and higher special services revenue.
Capital & Other Reimbursements	Reimb.	5.752	21.4	Timing of capital project activity	5.704	6.1	Timing of capital project activity
Expenses							
Payroll	Non Reimb.	1.747	4.1	Primarily vacant positions, rates and lower vacation pay accruals.	6.232	3.6	Primarily vacant positions and lower vacation pay accruals, partially offset by higher wage claim accruals.
	Reimb.	0.090	1.1	Primarily due to timing of project activity.	2.131	6.7	Primarily due to timing of project activity.
Overtime	Non Reimb.	0.224	2.8	Lower scheduled/unscheduled service and vacancy/absentee coverage, partially offset by higher weather related overtime and higher maintenance overtime in the Engineering Department.	(2.857)	(7.4)	Higher maintenance overtime in the Engineering Department due to limited track availability, higher weather overtime and higher rates, partially offset by lower scheduled service.
	Reimb.	(2.058)	(83.0)	Over-run attributed to the annual track program, East Rail Yard, East Side Access, West End reimbursable projects and Second Track Main Line, partially offset by PTC delays.	(4.268)	(56.9)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements, Second Track Main Line, and WSS closure resulting from latest project schedule requirements.
Health and Welfare	Non Reimb.	0.818	9.6	Vacant positions.	1.884	5.5	Vacant positions.
	Reimb.	(0.578)	(33.0)	Primarily due to timing of project activity.	(0.766)	(11.9)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.801	14.4	Fewer retirees/beneficiaries.	2.860	12.9	Fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

April 2016					Year-to-Date April 2016		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	1.022	9.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	2.525	5.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(1.022)	(35.9)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(2.525)	(24.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.402	3.5	Lower Rail Road Retirement tax.	0.651	1.3	Lower FELA indemnity reserves
	Reimb.	(0.413)	(23.1)	Primarily due to timing of project activity.	(0.859)	(13.0)	Primarily due to timing of project activity.
Reimbursable Overhead	Reimb.	(0.923)	(64.2)	Primarily due to timing of project activity.	(4.873)	(89.8)	Primarily due to timing of project activity.
	Non Reimb.	0.923	64.2	Primarily due to timing of project activity	4.873	89.8	Primarily due to timing of project activity
Electric Power	Non Reimb.	1.569	21.1	Lower rates and consumption.	5.781	18.8	Lower rates and consumption
	Reimb.	(0.027)	(65.4)		(0.096)	(48.0)	
Fuel	Non Reimb.	0.228	15.8	Lower rates.	1.884	30.0	Lower rates
Insurance	Non Reimb.	0.152	7.4	Lower payments for liability insurance.	0.596	7.3	Lower payments for liability insurance.
	Reimb.	(0.008)	(1.2)	Force Account Insurance associated with project activity.	0.323	14.5	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.865)	*	Higher reserves for public liability claims.	(1.120)	(78.0)	Higher reserves for public liability claims.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

April 2016				Year-to-Date April 2016			
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.	2.061	29.1	Timing of payments for vegetation management, Penn Station cleaning, lower expenses for water and the timing of payments for various maintenance contracts, partially offset by higher rent costs at 347 Madison Avenue, higher repair costs for non-revenue vehicles and the timing of payments for armored car services.	3.944	16.4	Timing of various security related projects, Lefferts Ave Overbuild, platform investments, uniform purchases, hazardous waste clean-ups, toilet servicing and lower Penn Station cleaning expenses, partially offset by higher non-revenue vehicle repairs and rent costs at 347 Madison Avenue.
	Reimb.	(1.307)	(52.2)	Primarily due to timing of project activity.	1.621	20.9	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.424	21.5	Delayed use of M-7 Propulsion consultant and timing of payments to Metro-North railroad for new fare payment strategy study and MTA chargebacks.	2.038	25.5	Delayed M7 propulsion consultant and lower MTA chargebacks.
	Reimb.	(0.073)	(62.0)	Primarily due to timing of project activity.	(0.062)	(14.0)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	9.308	50.2	Primarily due to delays for non-recurring engineering costs for (C-3 CCU and C-3 Phase 3 door initiatives), fleet modifications (DE/DM gate unit and Cameras) and Reliability Centered Maintenance (M-7 Propulsion and Doors).	19.730	35.5	Primarily due to delayed fleet modifications (Cameras, DE/DM gate unit), contracts for non-recurring engineering costs (C-3 CCU and C-3 Phase 3 door), Reliability Centered Maintenance activities (propulsion, M-7 Phase 3 doors/ Thresholds), higher reclaims of pool material and lower chargeouts from the wheel shop, partially offset by higher material usage by the Maintenance of Way department.
	Reimb.	0.690	14.0	Primarily due to timing of project activity.	3.934	26.0	Primarily due to timing of project activity.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

April 2016					Year-to-Date April 2016		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	0.317	24.9	Lower bad debt, higher restitution on property damages and timing of miscellaneous and employee expenses.	0.714	14.3	Higher credits for restitution on property damages, lower print, stationary and office supplies, and timing of miscellaneous expenses.
	Reimb.	(0.123)	*	Primarily due to timing project activity.	(0.264)	*	Primarily due to timing project activity.
Depreciation	Non Reimb.	(0.940)	(3.4)	Based on certain capital assets being fully depreciated.	(3.770)	(3.5)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.676)	(10.6)	Primarily due to latest actuarial estimates	(2.360)	(9.2)	Primarily due to latest actuarial estimates.
Environmental Remediation	Non Reimb.	0.000	0.2		(0.225)	(33.6)	Higher environmental remediation reserves.

Table 4

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES April 2016 (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$58.861	\$57.488	(\$1.373)	(2.3)	\$227.570	\$228.713	\$1.143	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.462	1.535	(0.927)	(37.6)	12.157	24.501	12.344	*
Capital & Other Reimbursements	11.502	19.031	7.529	65.5	57.139	71.912	14.773	25.9
Total Receipts	\$72.825	\$78.054	\$5.229	7.2	\$296.866	\$325.126	\$28.260	9.5
Expenditures								
<i>Labor:</i>								
Payroll	\$50.767	\$45.414	\$5.353	10.5	\$199.776	\$193.261	\$6.515	3.3
Overtime	11.028	12.792	(1.764)	(16.0)	47.375	52.976	(5.601)	(11.8)
Health and Welfare	10.249	18.264	(8.015)	(78.2)	40.864	38.860	2.004	4.9
OPEB Current Payment	5.558	7.581	(2.023)	(36.4)	22.232	19.508	2.724	12.3
Pensions	13.615	12.914	0.701	5.1	54.460	52.592	1.868	3.4
Other Fringe Benefits	16.105	12.472	3.633	22.6	56.301	55.279	1.022	1.8
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$107.322	\$109.437	(\$2.115)	(2.0)	\$421.008	\$412.476	\$8.532	2.0
<i>Non-Labor:</i>								
Electric Power	\$7.461	\$6.056	\$1.405	18.8	\$30.868	\$25.406	\$5.462	17.7
Fuel	1.441	1.286	0.155	10.7	6.276	4.477	1.799	28.7
Insurance	2.215	5.609	(3.394)	*	13.267	12.096	1.171	8.8
Claims	0.144	0.077	0.067	46.3	0.576	0.475	0.101	17.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.576	7.180	2.396	25.0	31.733	27.708	4.025	12.7
Professional Service Contracts	2.567	2.829	(0.262)	(10.2)	7.821	8.566	(0.745)	(9.5)
Materials & Supplies	18.637	13.291	5.346	28.7	78.400	57.624	20.776	26.5
Other Business Expenses	1.241	1.292	(0.051)	(4.1)	4.876	5.012	(0.136)	(2.8)
Total Non-Labor Expenditures	\$43.282	\$37.620	\$5.662	13.1	\$173.817	\$141.362	\$32.455	18.7
<i>Other Expenditure Adjustments:</i>								
Other	\$1.771	\$1.685	\$0.086	4.8	\$7.084	\$6.583	\$0.501	7.1
Total Other Expenditure Adjustments	\$1.771	\$1.685	\$0.086	4.8	\$7.084	\$6.583	\$0.501	7.1
Total Expenditures	\$152.375	\$148.743	\$3.632	2.4	\$601.909	\$560.422	\$41.487	6.9
Cash Timing and Availability Adjustment	0.000	0.097	0.097	-	0.000	0.036	0.036	-
Net Cash Deficit (excludes opening balance)	(\$79.550)	(\$70.592)	\$8.958	11.3	(\$305.043)	(\$235.261)	\$69.782	22.9
Subsidies								
MTA	79.550	70.590	(8.960)	(11.3)	305.043	235.260	(69.783)	(22.9)

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

	April 2016			Year-to-Date as of April 30, 2016		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(1.373)	(2.3)	Lower advance sales impact \$(1.396) and lower Metrocard/AirTrain sales \$(0.089), partially offset by higher ridership \$0.093 and higher yields \$0.019.	1.143	0.5	Higher ridership \$2.130, partially offset by lower Metrocard/AirTrain sales \$(0.504), lower yields \$(0.267) and lower advance sales impact \$(0.216).
Other Operating Revenue	(0.927)	(37.6)	Primarily due to timing of PSEG power, pole and wire rental payments which were budgeted on a monthly basis but have already been paid in full on an annual basis in the month of March.	12.344	*	Primarily due to the early receipt of power, pole and wire rental revenue, the collection of prior year intercompany receipts and prior year NYCTA transportation pass reimbursement, partially offset by the non receipt of current year NYCTA transportation pass reimbursement.
Capital and Other Reimbursements	7.529	65.5	Timing of activity and reimbursement for capital and other reimbursements.	14.773	25.9	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	5.353	10.5	Primarily due to the timing of tax payments and vacant positions.	6.515	3.3	Primarily due to vacant positions, partially offset by the timing of tax payments.
Overtime	(1.764)	(16.0)	Primarily due to higher project and programmatic/routine maintenance overtime, partially offset by lower scheduled service overtime.	(5.601)	(11.8)	Primarily due to higher project, programmatic/routine maintenance and weather-related overtime, partially offset by lower scheduled/unscheduled service overtime.
Health and Welfare	(8.015)	(78.2)	Primarily due to the timing of payments, partially offset by vacant positions and intercompany reimbursements.	2.004	4.9	Primarily due to the payment of January 2016 NYSHIP Insurance in December 2015, vacant positions and intercompany reimbursements, partially offset by the payment of May NYSHIP Insurance in April.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

	April 2016			Year-to-Date as of April 30, 2016		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
OPEB Current Payment	(2.023)	(36.4)	Primarily due to the timing of payments, partially offset by fewer retirees/beneficiaries.	2.724	12.3	Primarily due to the payment of January 2016 NYSHIP Insurance in December 2015 and fewer retirees/beneficiaries, partially offset by the payment of May NYSHIP Insurance in April.
Pensions	0.701	5.1	Primarily due to intercompany reimbursements.	1.868	3.4	Primarily due to intercompany reimbursements.
Other Fringe Benefits	3.633	22.6	Primarily the timing of Railroad Retirement, FELA payments and intercompany reimbursements.	1.022	1.8	Primarily the timing of FELA payments and intercompany reimbursements, partially offset by higher meal payments.
Non-Labor:						
Electric Power	1.405	18.8	Primarily due to lower consumption and rates and the timing of payments.	5.462	17.7	Primarily due to lower consumption and rates and the timing of payments.
Fuel	0.155	10.7	Primarily due to lower rates.	1.799	28.7	Primarily due to lower rates.
Insurance	(3.394)	*	Timing of Insurance premium payments.	1.171	8.8	Lower liability insurance payments, partially offset by the timing of premium payments.
Claims	0.067	46.3	Timing of payment for claims.	0.101	17.5	Timing of payment for claims.
Maintenance and Other Operating Contracts	2.396	25.0	Timing of payments.	4.025	12.7	Timing of payments.
Professional Service Contracts	(0.262)	(10.2)	Primarily the timing of and payments for consulting services.	(0.745)	(9.5)	Primarily the timing of and payments for consulting services.
Materials and Supplies	5.346	28.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.	20.776	26.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.051)	(4.1)	Primarily due to higher payments.	(0.136)	(2.8)	Primarily due to higher payments.
Other Expenditure Adjustments	0.086	4.8	Lower Metrocard/AirTrain pass through payments.	0.501	7.1	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET CASH CONVERSION (CASH FLOW ADJUSTMENTS) April 2016 (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.771	\$0.286	(\$1.485)	(83.9)	\$7.084	\$6.364	(\$0.720)	(10.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.214)	(1.982)	(0.768)	(63.3)	(4.853)	8.114	12.967	*
Capital & Other Reimbursements	(15.362)	(13.585)	1.777	11.6	(36.861)	(27.791)	9.070	24.6
Total Receipts	(\$14.805)	(\$15.282)	(\$0.477)	(3.2)	(\$34.630)	(\$13.314)	\$21.316	61.6
Expenditures								
<i>Labor:</i>								
Payroll	\$0.216	\$3.732	\$3.516	*	\$5.786	\$3.937	(\$1.849)	(31.9)
Overtime	(0.687)	(0.617)	0.070	10.2	(1.309)	0.215	1.524	*
Health and Welfare	0.000	(8.256)	(8.256)	-	0.000	0.887	0.887	-
OPEB Current Payment	0.000	(2.824)	(2.824)	-	0.000	(0.136)	(0.136)	-
Pensions	(0.135)	0.565	0.700	*	(0.541)	1.326	1.867	*
Other Fringe Benefits	(2.688)	0.956	3.644	*	(0.765)	0.465	1.230	*
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	(\$3.294)	(\$6.443)	(\$3.149)	(95.6)	\$3.171	\$6.695	\$3.524	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$0.137)	(\$0.137)	-	\$0.000	(\$0.223)	(\$0.223)	-
Fuel	0.001	(0.072)	(0.073)	*	0.001	(0.084)	(0.085)	*
Insurance	0.481	(3.057)	(3.538)	*	(2.837)	(2.585)	0.252	8.9
Claims	0.215	1.147	0.932	*	0.860	2.080	1.220	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	1.642	1.642	-	0.000	(1.540)	(1.540)	-
Professional Service Contracts	(0.481)	(1.094)	(0.613)	*	0.618	(2.103)	(2.721)	*
Materials & Supplies	4.833	0.181	(4.652)	(96.2)	(7.675)	(10.563)	(2.888)	(37.6)
Other Business Expenses	0.054	(0.191)	(0.245)	*	0.216	(0.369)	(0.585)	*
Total Non-Labor Expenditures	\$5.103	(\$1.580)	(\$6.683)	*	(\$8.817)	(\$15.386)	(\$6.569)	(74.5)
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.771)	(\$1.685)	\$0.086	4.8	(\$7.084)	(\$6.583)	\$0.501	7.1
Total Other Expenditure Adjustments	(\$1.771)	(\$1.685)	\$0.086	4.8	(\$7.084)	(\$6.583)	\$0.501	7.1
Total Expenditures before Depreciation	\$0.038	(\$9.708)	(\$9.746)	*	(\$12.730)	(\$15.275)	(\$2.545)	(20.0)
Depreciation Adjustment	\$27.254	\$28.194	\$0.940	3.4	\$109.016	\$112.786	\$3.770	3.5
Other Post Employment Benefits	6.395	7.071	0.676	10.6	25.580	27.940	2.360	9.2
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.668	0.893	0.225	33.6
Total Expenditures	\$33.854	\$25.723	(\$8.131)	(24.0)	\$122.534	\$126.344	\$3.810	3.1
Cash Timing and Availability Adjustment	0.000	0.097	0.097	-	0.000	0.036	0.036	-
Total Cash Conversion Adjustments	\$19.049	\$10.538	(\$8.511)	(44.7)	\$87.904	\$113.066	\$25.162	28.6

MTA LONG ISLAND RAIL ROAD
2016 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	April 2016						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	28,827	\$1.754	17,117	\$1.029	11,710 40.6%	\$0.725 41.3%	138,193	\$8.359	134,827	\$8.106	3,366 2.4%	\$0.253 3.0%
<u>Unscheduled Service</u>	7,992	\$0.502	6,569	\$0.416	1,424 17.8%	\$0.086 17.1%	32,626	\$2.041	29,286	\$1.849	3,340 10.2%	\$0.192 9.4%
<u>Programmatic/Routine Maintenance</u>	49,604	\$2.802	59,627	\$3.376	(10,023) -20.2%	(\$0.574) -20.5%	189,008	\$10.602	229,901	\$13.014	(40,893) -21.6%	(\$2.412) -22.8%
<u>Unscheduled Maintenance</u>	419	\$0.025	263	\$0.016	156 37.2%	\$0.009 37.2%	2,033	\$0.120	1,840	\$0.108	193 9.5%	\$0.011 9.5%
<u>Vacancy/Absentee Coverage</u>	45,620	\$2.596	42,069	\$2.456	3,552 7.8%	\$0.139 5.4%	157,806	\$9.152	157,194	\$9.105	612 0.4%	\$0.047 0.5%
<u>Weather Emergencies</u>	1,488	\$0.087	3,558	\$0.204	(2,070) *	(\$0.117) *	138,865	\$7.908	142,412	\$8.630	(3,547) -2.6%	(\$0.722) -9.1%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	1,808	\$0.097	1,459	\$0.142	349 19.3%	(\$0.045) -46.9%	7,236	\$0.387	6,785	\$0.613	451 6.2%	(\$0.226) -58.3%
NON-REIMBURSABLE OVERTIME	135,759	\$7.863	130,661	\$7.639	5,098 3.8%	\$0.224 2.8%	665,766	\$38.569	702,244	\$41.426	(36,478) -5.5%	(\$2.857) -7.4%
REIMBURSABLE OVERTIME	42,991	\$2.478	76,758	\$4.536	(33,767) -78.5%	(\$2.058) -83.0%	128,272	\$7.497	195,991	\$11.765	(67,719) -52.8%	(\$4.268) -56.9%
TOTAL OVERTIME	178,750	\$10.341	207,419	\$12.175	(28,669) -16.0%	(\$1.834) -17.7%	794,038	\$46.066	898,235	\$53.192	(104,197) -13.1%	(\$7.126) -15.5%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

³ Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
2016 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME

Scheduled Service

April 2016		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
11,710	\$0.725	Due to budget error where holiday overtime for Good Friday was budgeted in April ,when it historically occurs, instead of March where it actually occurred. Partially offset by lower than anticipated crew book overtime within Transportation.
40.6%	41.3%	

April Year-to-Date		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
3,366	\$0.253	Lower than anticipated crew book overtime within Transportation and lower holiday overtime with Engineering and Transportation.
2.4%	3.0%	

Unscheduled Service

1,424	\$0.086	Lower than budgeted overtime needed to maintain on-time performance.
17.8%	17.1%	

3,340	\$0.192	Lower than budgeted overtime needed to maintain on-time performance.
10.2%	9.4%	

Programmatic/Routine Maintenance

(10,023)	(\$0.574)	Attributed to maintenance efforts within Engineering which can only be completed on overtime due to track time outage and track availability, partially offset by lower than anticipated maintenance within Equipment.
-20.2%	-20.5%	

(40,893)	(\$2.412)	Attributed to maintenance efforts within Engineering which can only be completed on overtime due to track time outage and track availability, partially offset by lower than anticipated maintenance within Equipment.
-21.6%	-22.8%	

Unscheduled Maintenance

156	\$0.009
37.2%	37.2%

193	\$0.011
9.5%	9.5%

Vacancy/Absentee Coverage

3,552	\$0.139	Higher availability within Equipment, Engineering, Stations and Transportation. Partially offset by open jobs within Equipment and higher than budgeted tours in Transportation.
7.8%	5.4%	

612	\$0.047	Higher availability within Equipment, Engineering, Stations and Transportation and lower than budgeted tours in Transportation. Partially offset by open jobs within Equipment.
0.4%	0.5%	

Weather Emergencies

(2,070)	(\$0.117)	Higher than budgeted weather related expenses.
*	*	

(3,547)	(\$0.722)	Higher than budgeted weather related expenses.
-2.6%	-9.1%	

Safety/Security/Law Enforcement

Other

349	(\$0.045)	Due to double time impact and higher rated crafts.
19.3%	-46.9%	

451	(\$0.226)	Due to double time impact and higher rated crafts.
6.2%	-58.3%	

NON-REIMBURSABLE OVERTIME

5,098	\$0.224
3.8%	2.8%

(36,478)	(\$2.857)
-5.5%	-7.4%

REIMBURSABLE OVERTIME

(33,767)	(\$2.058)	Over-run attributed to annual track program, East Rail Yard, East Side Access, West End reimbursable projects and Second Track Main Line, partially offset with PTC delays.
-78.5%	-83.0%	

(67,719)	(\$4.268)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements, Second Track Main Line, and WSS closure resulting from latest project schedule requirements.
-52.8%	-56.9%	

TOTAL OVERTIME

(28,669)	(\$1.834)
-16.0%	-17.7%

(104,197)	(\$7.126)
-13.1%	-15.5%

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2016 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH April 2016

	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Sr. Vice President - Engineering/Positive Train Control	5	8	(3)
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	82	80	2
Human Resources	33	32	1
Sr VP Administration	2	1	1
Strategic Investments	25	22	3
President	4	4	0
VP & CFO	5	3	2
Information Technology	0	0	0
Controller	42	40	2
Management & Budget	21	20	1
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	69	65	4
Gen. Counsel & Secretary	32	30	2
Diversity Management	3	3	0
Security	12	8	4
System Safety	36	31	5
Training	64	60	4
Service Planning	23	20	3
Sr. VP Operations/M9	12	12	-
Total Administration	498	463	35
Operations			
Train Operations	2,129	2,101	28
Customer Services	296	304	(8)
Total Operations	2,424	2,405	19
Maintenance			
Engineering	1,857	1,879	(22)
Equipment	2,164	2,072	92
Procurement (Stores)	93	93	-
Total Maintenance	4,114	4,044	70
Engineering/Capital			
Department of Project Management	141	129	12
Special Projects	43	35	8
Total Engineering/Capital	184	164	20
Baseline Total Positions	7,220	7,076	144
<i>Non-Reimbursable</i>	6,151	6,090	61
<i>Reimbursable</i>	1,069	986	83
Total Full-Time	7,220	7,076	144
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH APRIL 2016**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 61 positions primarily due to vacant positions in the Train Operations, Maintenance of Equipment and various Administration departments, partially offset by Engineering field forces working on maintenance activities versus capital activity.
REIMBURSABLE POSITIONS - Favorable 83 positions primarily due to the timing of project activity in the Engineering and Equipment Departments.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH APRIL 2016

	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	249	236	13
Professional, Technical, Clerical	147	124	23
Operational Hourlies	102	103	(1)
Total Administration	498	463	35
Operations			
Managers/Supervisors	288	281	7
Professional, Technical, Clerical	104	93	11
Operational Hourlies	2,032	2,031	1
Total Operations	2,424	2,405	19
Maintenance			
Managers/Supervisors	757	681	76
Professional, Technical, Clerical	238	279	(41)
Operational Hourlies	3,119	3,084	35
Total Maintenance	4,114	4,044	70
Engineering/Capital			
Managers/Supervisors	131	110	21
Professional, Technical, Clerical	53	54	(1)
Operational Hourlies	-	-	-
Total Engineering/Capital	184	164	20
Total Positions			
Managers/Supervisors	1,425	1,308	117
Professional, Technical, Clerical	542	550	(8)
Operational Hourlies	5,253	5,218	35
Total Positions	7,220	7,076	144

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
RIDERSHIP
(In Thousands)

RIDERSHIP	APRIL 2016								APRIL YEAR TO DATE 2016							
	Month			Variance					YTD			Variance				
	Adopted	Actual	Adjusted*	Adopted		Adjusted*			Adopted	Actual	Adjusted*	Adopted		Adjusted*		
	Budget	2016	2015	Budget		2015			Budget	2016	2015	Budget		2015		
				\$	%	\$	%					\$	%	\$	%	
Monthly	4.113	4.203	4.028	0.090	2.2%	0.175	4.3%	16.211	16.534	15.795	0.323	2.0%	0.739	4.7%		
Weekly	0.156	0.145	0.165	(0.011)	-6.8%	-0.020	-11.8%	0.623	0.557	0.611	(0.066)	-10.6%	-0.054	-8.8%		
Total Commutation	4.269	4.348	4.192	0.079	1.8%	0.156	3.7%	16.834	17.091	16.406	0.257	1.5%	0.685	4.2%		
One-Way Full Fare	0.691	0.679	0.684	(0.012)	-1.8%	-0.005	-0.7%	2.535	2.534	2.496	(0.001)	-0.1%	0.038	1.5%		
One-Way Off-Peak	1.424	1.383	1.403	(0.041)	-2.9%	-0.020	-1.4%	5.323	5.273	5.154	(0.050)	-0.9%	0.119	2.3%		
All Other	0.876	0.862	0.872	(0.014)	-1.6%	-0.010	-1.1%	3.166	3.228	3.172	0.062	2.0%	0.056	1.8%		
Total Non-Commutation	2.991	2.924	2.959	(0.067)	-2.2%	-0.035	-1.2%	11.024	11.035	10.822	0.011	0.1%	0.213	2.0%		
Total	7.260	7.272	7.151	0.012	0.2%	0.121	1.7%	27.858	28.126	27.228	0.268	1.0%	0.898	3.3%		

*Prior year adjusted to reflect current year calendar.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
April 2016

		MONTH			VARIANCE	
		Actual 2016	Adopted Budget	Actual 2015	vs. Budget	vs. 2015
Farebox Operating Ratio						
	Standard ⁽¹⁾	53.8%	44.6%	51.4%	9.2%	2.4%
	Adjusted ⁽²⁾	63.6%	52.6%	63.1%	11.0%	0.5%
Cost Per Passenger						
	Standard ⁽¹⁾	\$14.69	\$17.68	\$15.08	\$2.99	\$0.39
	Adjusted ⁽²⁾	\$13.14	\$15.92	\$13.18	\$2.78	\$0.04
Passenger Revenue/Passenger ⁽³⁾		\$7.90	\$7.89	\$7.76	\$0.01	\$0.14
		YEAR-TO-DATE			VARIANCE	
		Actual 2016	Adopted Budget	Actual 2015	vs. Budget	vs. 2015
Farebox Operating Ratio						
	Standard ⁽¹⁾	49.9%	44.1%	46.2%	5.8%	3.7%
	Adjusted ⁽²⁾	59.7%	52.8%	56.4%	6.9%	3.3%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.89	\$18.01	\$16.84	\$2.12	\$0.95
	Adjusted ⁽²⁾	\$14.21	\$16.15	\$14.74	\$1.94	\$0.53
Passenger Revenue/Passenger ⁽³⁾		\$7.94	\$7.94	\$7.78	\$0.00	\$0.16

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

APRIL 2016

APRIL 2016 RIDERSHIP & REVENUE REPORT **MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

April Ridership and Revenue (millions)

	April 2016	% Change vs. 2015
Total Rail Ridership	7.272	1.7% ▲
Commutation Ridership	4.348	3.7% ▲
Non-Commutation Ridership	2.924	-1.2% ▼
Rail Revenue	\$57.2	1.2% ▲

Key Factors Impacting April Ridership

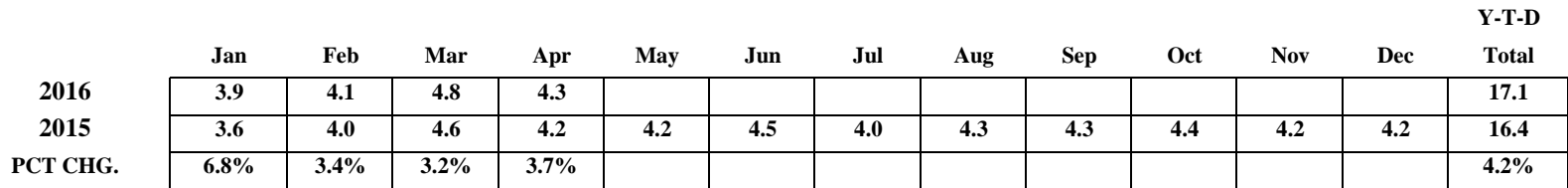
- The Easter Holiday occurred in April 2015 as compared to March in 2016.
- NY Islanders playoff home games resulted in ridership gains (total of about 23,500 customers each way), while the Mets season started very strong with about 24,900 customers taking the train to the game in April 2016 (+18.5% higher than the 21,000 customers in April 2015).
- Gains in the local job employment continue to support growth in the Commutation market.

Year-to-Date through April Ridership and Revenue (millions)

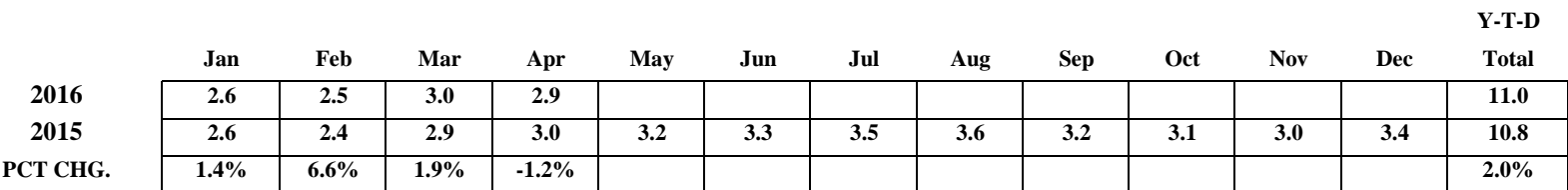
	April 2016	% Change vs. 2015	Comparison to Budget
Total Rail Ridership	28.126	3.3% ▲	1.0% ▲
Commutation Ridership	17.091	4.2% ▲	1.5% ▲
Non-Commutation Ridership	11.035	2.0% ▲	0.1% ▲
Rail Revenue	\$222.3	5.4% ▲	0.8% ▲

APRIL RIDERSHIP

Master Page # 199 of 205 - Joint Metro-North and Long Island Committees Meeting 6/20/2016



Master Page # 200 of 205 - Joint Metro-North and Long Island Committees Meeting 6/20/2016



Master Page # 201 of 205 - Joint Metro-North and Long Island Committees Meeting 6/20/2016

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**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
APRIL 2016**

TICKET TYPE/SERVICE	APRIL 2016	APRIL 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,347,891	4,192,388	155,503	3.7%
NON-COMMUTATION RIDERSHIP	2,923,932	2,958,728	(34,796)	-1.2%
TOTAL RIDERSHIP	7,271,823	7,151,116	120,707	1.7%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2016 YEAR-TO-DATE**

TICKET TYPE/SERVICE	APRIL 2016	APRIL 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	17,091,249	16,406,108	685,141	4.2%
NON-COMMUTATION RIDERSHIP	11,034,927	10,821,591	213,336	2.0%
TOTAL RIDERSHIP	28,126,176	27,227,699	898,477	3.3%

** 2015 ridership numbers were adjusted using 2016 factors.*

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
APRIL 2016**

REVENUE	APRIL 2016	APRIL 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,992,840	\$30,011,915	\$980,925	3.3%
NON-COMMUTATION REVENUE	\$26,209,635	\$26,486,553	(\$276,918)	-1.0%
TOTAL REVENUE	\$57,202,475	\$56,498,468	\$704,007	1.2%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2016 YEAR-TO-DATE**

REVENUE	APRIL 2016	APRIL 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$123,128,950	\$116,298,278	\$6,830,671	5.9%
NON-COMMUTATION REVENUE	\$99,220,472	\$94,606,164	\$4,614,308	4.9%
TOTAL REVENUE	\$222,349,422	\$210,904,442	\$11,444,980	5.4%



Long Island Rail Road

CAPITAL PROGRAM

HIGHLIGHTS

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
MAY 2016**

HIGHLIGHTS

L60401BC, L60304TW: COLONIAL ROAD BRIDGE

Project Budget: \$45.20M

Milestone: Roadway Bridge Opening

Colonial Road Bridge in Great Neck was opened to the public on May 12. The new precast arch structure will maintain vehicular traffic over the LIRR Port Washington Branch using the same road alignment as the original bridge. The new bridge roadway promotes safety with ADA-compliant sidewalks and wider lane widths.

MAIN LINE DOUBLE TRACK FARMINGDALE TO RONKONKOMA

Milestone: Contract Awards

Two Design-Build Contracts for the Main Line Double Track project have been awarded. Skanska-Posillico II [Joint Venture] was awarded a contract for a total of \$59,675,000 to design and construct site work between Central Islip and Farmingdale. Ansaldo STS USA Inc was awarded a contract for a total of \$44,851,750 to design and build a new signaling system for the Farmingdale to Ronkonkoma corridor.

The construction of the full Second Track between Farmingdale and Ronkonkoma will increase capacity and provide operational flexibility, thereby facilitating service reliability and on-time performance.

SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES

- Long Beach Branch Equipment Platforms: Work continued.
- Suffolk Paving: Submittals in process.
- Nassau, Queens, and Brooklyn Paving: Work continued.
- DPM Office Fit-out at Hillside: Work continued.
- Morris Park Communication Building: Construction commenced.
- Stations AC Installations: Submittals in process.

2016 LIRR Capital Program Goals

