



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

December 2016

Members

S. Metzger, Chair, MNR Committee

M. Pally, Chair, LIRR Committee

N. Brown

I. Greenberg

C. Moerdler

J. Molloy

A. Saul

V. Tessitore, Jr.

V. Vanterpool

J. Vitiello

C. Wortendyke

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

**2 Broadway
20th Floor Board Room
New York, NY
Monday, 12/12/2016
8:30 - 10:00 AM ET**

1. Public Comments Period

2. Approval of Minutes - November 14, 2016

a. MNR Minutes

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b. LIRR Minutes

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3. 2016 Work Plans

a. MNR 2016 Work Plan

2016 MNR Work Plan - Page 22

b. LIRR 2016 Work Plan

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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

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d. MTA Police Report

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5. AGENCY ACTION ITEMS

a. MNR Item

• 2017 Final Proposed Budget

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b. LIRR Item

• 2017 Final Proposed Budget

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6. AGENCY INFORMATION ITEMS

a. Joint Information Item

- **Bi-Annual Report on M-9 Procurement**
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b. MNR Information Items

- **2017 Proposed Committee Work Plan**
2017 Proposed MNR Work Plan - Page 92
- **Diversity/EEO Report – 3rd Quarter 2016**
Diversity/EEO Report - 3rd Quarter 2016 - Page 99

c. LIRR Information Items

- **2017 Proposed Committee Work Plan**
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- **Diversity/EEO Report - 3rd Quarter 2016**
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7. 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 (None)**
- **Competitive**
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- **Ratifications (None)**

c. MTA CC Procurements (None)

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

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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 - Safety**

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- **LIRR Ridership Report**

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- **LIRR Capital Program Report**

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Date of next meeting: TBD

Minutes of the Regular Meeting
Metro-North Committee
Monday, November 14, 2016

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

The following members were present:

Hon. Susan G. Metzger, Chair of the Metro-North Committee
Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee
Hon. Norman Brown
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Andrew Saul
Hon. Veronica Vanterpool
Hon. Carl V. Wortendyke
Hon. Neal J. Zuckerman

Not Present:

Hon. James E. Vitiello

Also Present:

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

Ms. Metzger called the meeting to order. She introduced the Committee to Anna Barry, Deputy Commissioner, Connecticut Department of Transportation (CDOT). Ms. Barry stated that she appreciated the opportunity to sit with the Committee. Ms. Metzger introduced Richard W. Andreski, Chief, CDOT Bureau of Public Transportation.

PUBLIC COMMENT

Three public speakers addressed the Committee.

Mr. Glucksman, Chairman Metro-North Railroad Commuter Council and the Permanent Citizen's Advisory Committee for the MTA asked the Committee to support the action item that would provide additional Tappan Zee Express bus service for Rockland County and Westchester County.

Orrin Getz, Metro-North Railroad Commuter Council also asked the Committee to support the action item providing for additional Tappan Zee Express bus service. He noted that the emergency call box at Nanuet Station is still missing. Mr. Getz discussed a meeting between Metro-North, New Jersey Transit and Rockland County Executive Ed Day regarding equipment issues on the Pascack Valley Line. The Commuter Council recommends that New Jersey Transit store a protect train at the Pond Siding during the morning rush to be used in the event of a failure in Spring Valley. Mr. Getz asked Metro-North to work with the New York State Department of Transportation on the lower Hudson Links project to make Spring Valley a Transportation Center. He asked Metro-North to repair the benches, repave the parking lot, and man the empty police booth at Spring Valley. Mr. Getz asked Metro-North to work with New Jersey Transit to make Suffern Station handicap accessible.

Murray Bodin expressed his opinion that the time allotment for public comments should be extended. He further expressed his opinion that there should be interaction between the public commenter and the Committee.

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 October 26, 2016 Committee meeting. President Giulietti reported that the 2016 Metro-North Work Plan has been changed. The Track Program Quarterly Update will be presented in January 2017 instead of in December 2016.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

President Giulietti reported that service reliability in the month of October 2016 was above goal at 94.0%. Service reliability year-to-date October 2016 was also above goal at 93.9%. Delays due to slippery rails caused by falling leaves resulted in train delay minutes in October 2016 that were 30% higher than in September 2016. To address this problem, Metro-North operates two high-pressure rail washers daily to clear leaf residue from the rails. West of Hudson service operated at 94.2% in October 2016 and at 96.2% year-to-date October 2016.

President Giulietti reported that fleet availability in October 2016 was good with a consist compliance of 99.6%. He noted that the fleet's mean distance between failure in September 2016 was above goal at over 247,000 miles. The New Haven Line M-8 fleet continued to operate well with a year-to-date September 2016 mean distance between failure of 460,000 miles, which is 53% above goal.

President Giulietti reported that the Cos Cob movable bridge has been opening recently because of an upriver dredging operation that will continue for a few more months. Metro-North is required by Coast Guard regulations to open the bridge for marine traffic within 20 minutes of the request for daytime openings. Metro-North has its crews situated at the bridge to ensure that it opens and closes correctly and as quickly as possible. Nevertheless, at the beginning of the month Metro-North's crews began to experience difficulty properly seating the bridge upon closure which resulted in train delays. A task force has been convened to look at issues related to the bridge's operation in an effort to reduce recurrences of the re-seating problem. Metro-North forces came up with a solution so the bridge's locking mechanism functions as intended and the bridge can now close properly.

President Giulietti reported that during October 2016, customer complaints increased by 8.1% over the record-low month of September 2016. However, complaints were down 37.7% as compared to October of last year.

President Giulietti concluded his report with a discussion of the CDOT fare increase. He noted that the fare increase of 6% affects travel between New York and Connecticut stations, and travel between Connecticut stations. It does not affect fares within New York State. The fare increase goes into effect on the Connecticut portion of the New Haven Line on December 1, 2016. Customers have been informed of the increase through a train seat notice, website information, station posters and on social media.

The details of the President's Report and comments by Board members are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board member comments regarding the President's Report.

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek reported that the customer accident rate in September 2016 continued to be lower than it had been in the previous three years and was 35% lower than in the previous 12 months. The employee lost time injury rate increased approximately 30% versus the previous 12 month period. Metro-North continues to receive reports through the Confidential Close Call Reporting System (C3RS). In September 2016, Metro-North received 151 C3RS reports, 98 of which have been reviewed by the Peer Review Team with 78 meeting the C3RS criteria. Metro-North's community outreach program TRACKS reached over 6,500 individuals in September, bringing the total since May to over 26,000. Metro-North is on track to achieve our goal of reaching 50,000 individuals by the end of 2016. Metro-North conducted an emergency preparedness exercise at the North White Plains Yard on November 13, 2016. The MTA Police, Westchester County Technical Rescue Team, North White Plains Fire Department, Westchester County Department of Emergency Services, Valhalla Volunteer Ambulance Corps., and the

Westchester Independent Living Center participated in the exercise which focused on the first response capabilities and resources that could possibly support during an incident requiring the evacuation and relocation of individuals with disabilities to an area of safety.

In response to Board member Moerdler's question, Mr. Vonashek noted that slip, trip and falls are the main reason that the employee lost time injury rate has risen. To address the issue, Metro-North has implemented yard clean-ups to remove tripping hazards and have improved the grade where necessary to provide employees with a flat surface to work on. To date eight clean-ups have been completed and two more are planned. Board member Moerdler had questions regarding the C3RS statistics. He asked why out of the six corrective actions being developed, none had been implemented. Mr. Vonashek discussed the C3RS process and the steps taken to implement corrective actions. He noted that all reports fit into three categories with some reports having multiple corrective actions. Board member Moerdler asked if data could be provided to the Committee that would reflect the manner that the reports are handled. President Giulietti noted that, because this is a confidential program, he would offer to sit with Board members to discuss the program and will refer Mr. Moerdler's questions to the Safety Committee.

The details of Mr. Vonashek's report are contained in the safety 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 includes Board members' comments regarding the safety report.

MTA POLICE DEPARTMENT REPORT

Chief Coan reported on crime on the Metro-North system, noting that, combined, there were 12 total major felonies in the month of October 2015 versus 15 in 2014. There were five robberies, four of which were closed by arrest. There is one open case that arose out of an incident at Botanical Gardens. The MTA Police are looking for three individuals in that case and one individual has been identified. Year to date October 2016, there have been 131 total major felonies versus 125 in 2014 and 16 robberies versus 9 in the comparable period of 2014. Ten of the cases have been closed by arrest.

Chief Coan will have a separate discussion with Board member Moerdler regarding arrests for official misconduct which were the result of a long investigation.

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 includes Board member Moerdler's comments regarding the police report.

ACTION ITEM:

One action item was presented to the Committee:

- Approval to modify the existing agreement with Rockland County to incorporate changes to the Uniticket reimbursement rate; expand Saturday Tappan Zee Express

service between Rockland County and Metro-North's Hudson and Harlem lines in Westchester County; and institute new Sunday Tappan Zee Express bus service.

President Giulietti reported on the highlights of the service improvements which are designed to improve transit access to Metro-North's Hudson and Harlem lines and increase ridership. The service includes expansion of Tappan Zee Express bus service on Saturdays by adding eight new round trips between Westchester and Rockland Counties, extending two additional trips to White Plains from Tarrytown and institution of Sunday Tappan Zee Express service, operating on the same schedule as the expanded Saturday service. He noted that expansion of these services funded by Metro-North, provide for more frequent service, with reasonable service intervals throughout the day. He reported that the improvements, and Metro-North's financial commitment, will extend until New York State DOT's new Bus Rapid Transit service over the new Tappan Zee Bridge begins, scheduled for late 2018. The service will replace the Tappan Zee Express which is operated by Rockland County.

Board member Vanterpool stated that this action item represents a wonderful collaboration between MTA and Rockland County and congratulated them for moving this item forward. She is happy to see additional transportation in this corridor, noting that approximately 10% of Rockland County residents do not have access to vehicles. Board member Wortendyke stated that the modified bus service will be of great value to Rockland County. Board member Metzger stated that the service is part of an effort to improve transit opportunities west of Hudson which has been traditionally underserved.

Upon motion duly made and seconded, the forgoing action item was approved for recommendation to the Board. The details of the above item are contained in a staff summary 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.

INFORMATION ITEMS:

Two information items were presented to the Committee:

- Review of the Committee Charter. President Giulietti noted that the review of the Metro-North Committee Charter is a required annual work plan information item and that there are no recommended changes at this time.
- Holiday Schedule. President Giulietti reported that Metro-North has developed special timetables for Thanksgiving Weekend and the Christmas and New Year's Holidays to address the travel demands of its customers over these holiday periods. In addition, a number of Weekend Shoppers' Specials will operate for the four-week period from November 19 through December 18 to attract customers during the holiday travel period.

Board member Zuckerman noted that the Committee Charter indicates that there be discussions about security issues. President Giulietti will discuss Board member Zuckerman's comment with the Chair. He believes this discussion should be done in a private session. Board

member Metzger noted that security is discussed in Executive Session at the Safety Committee meeting and, sometimes, at CPOC.

The details of the above items 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, which recording contains the discussions between Board members and President Giulietti regarding the Committee Charters.

PROCUREMENTS:

MTA Metro-North Railroad

Two non-competitive procurements were presented to the Committee:

- Approval of a contract change order for additional funding under the current miscellaneous service contract with Brookville Equipment Corporation (“BEC”), in the not to exceed amount of \$ \$2,230,691, for the acquisition and overhaul of a GP35 locomotive, including the installation of a required PTC on-board unit. The addition of this locomotive to the overall fleet will ensure sufficient equipment availability to support all ongoing Maintenance of Way work, as well as support revenue service.
- In partnership with CDOT, Metro-North seeks approval to purchase 60 additional M-8 cars from Kawasaki Rail Car Inc., in the not to exceed amount of \$302,610,544 (plus up to 34 option cars, in the not to exceed amount of \$127,267,508), to meet critical service needs on the New Haven Line in the most expeditious and efficient manner, and approval for other modifications to the M-8 contract to implement Positive Train Control, CCTV and other necessary enhancements.

One competitive procurement was presented to the Committee:

- Approval to award a 48 month competitively solicited miscellaneous service contract, in the not to exceed amount of \$15,572,869 to MotivePower, Inc. for the overhaul, system redesign and integration, transport and warranty of 12 BL20GH locomotives.

One ratification was presented to the Committee:

- Approval to award a contract change order for additional funding under the current miscellaneous service contract with Masabi, LLC in the total amount of \$3,374,382 to support a pilot program for an interoperable mobile-ticketing solution.

Board member Saul his concerns regarding pricing and the lack of competition in the procurement of railcars. President Giulietti noted that he sat down with the Chairman and Kawasaki and they were able to negotiate a \$1.12 million price reduction on the total 60 car contract or \$20,000 per car. President Giulietti noted that this procurement will provide the New Haven Line with the cars it needs for the next 20 years. He noted that the FRA regulations require that the cars

have crash energy management that is specific to the United States. President Giulietti noted that outside of the United States there are more manufacturers who provide less expensive cars. Board member Saul stated that he would like to have a discussion regarding the procurement of cars. In response to Board member Moerdler's questions, Mr. Muir noted that all of the options have been exercised under the prior contract and the deliveries have been substantially completed although the contract remains open. Mr. Gans noted that the proposed contract contains a fixed car price and there is a fixed liquidated damages amount. President Giulietti noted that the New Haven Line cars are unique in the industry. Kawasaki can deliver the cars quicker than a new vendor and the equipment they have provided in the past is performing very well. Mr. Muir noted that the tools to be purchased are very specific to maintaining the M-8 car. Mr. Kesich noted that the special tools will be needed when the warranty expires on the contract, requiring Metro-North to do the repairs in-house. Mr. Zuckerman stated that Kawasaki is setting prices on the theory that Metro-North does not have an alternative car provider. President Giulietti noted that MTA Audit conducted an independent review of the proposed contract. Ms. Berry noted that CDOT is in complete support of this procurement as it is in dire need for additional railcars. CDOT receives daily complaints regarding crowding on trains. She believes this procurement is pivotal to New Haven Line service. Board member Moerdler stated that the lack of competition results in higher costs for the procurement of cars. Board member Metzger appreciates the robust discussion and will arrange to have a through discussion regarding car procurements. Board member Pally supports the comments that have been made by the Board members. He voiced his opinion that the MTA and its agencies should not sell alcohol. He opposes the selling of alcoholic beverages on railcars and in Grand Central Terminal and expressed concerns about potential liability. In response to Board member Vanterpool's question regarding the café cars, it was noted that the original contract contained a provision for the café cars, the cost of which is borne 100% by the State of Connecticut. Board member Vanterpool expressed her concerns about the purchase of café cars.

Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board. Board members Moerdler and Pally voted in opposition to the contract with Kawasaki Rail Car.

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 and staff regarding the proposed contract with Kawasaki Rail Car.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

The details of the Operations, Financial, Ridership and Capital Program Reports 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.

ADJOURNMENT

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

Respectfully submitted,

A handwritten signature in cursive script, reading "Linda Montanino".

Linda Montanino
Assistant Secretary

Nov 2016 Committee Minutes –FINAL
Legal/Corporate/Committee Minutes Current

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, November 14, 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, Chairperson of the Long Island Committee
Hon. Ira R. Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Vincent Tessitore, Jr.
Hon. Veronica Vanterpool
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

The following members were not present:

Hon. Norman Brown
Hon. James E. Vitiello

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

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

Representing MTA Police: Michael Coan

Long Island Committee Chairperson Mitchell H. Pally called the meeting of the Long Island Committee to order.

PUBLIC COMMENT

There were three public speakers.

Omar Vera stated his support for the Jamaica Station platform improvement project, which will add capacity in support of East Side Access (“ESA”). He expressed his support of the Penn Station renovation project and thanked Dr. Michael Horodniceanu for moving the ESA project

forward. He expressed his concerns about future MTA funding under the incoming federal administration.

Murray Bodin asked to reserve his time to comment on the President's Report until after it has been presented to the Committee.

Orrin Getz spoke about additional procurement sources for LIRR's Electric Multiple Unit ("EMU") cars. He suggested Bombardier may have a production problem which may limit it from being a viable candidate for additional procurement of EMU cars for LIRR and Metro-North. Mr. Getz stated that while New Jersey Transit and Metro-North procured cars from Alstom for West of Hudson services, these cars had many issues and might not be suitable for LIRR's needs. He stated that the Maryland Area Rail Commuter (MARC) service may have surplus cars and locomotives, and New Jersey Transit may have surplus locomotives, and he suggested that LIRR look at these potential sources for additional equipment.

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 CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the October 28, 2016 Long Island Committee Meeting. There were no reported changes to the 2016 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Nowakowski reported that October ridership compared to 2015 increased by .5%. Year-to-date ridership increased by 2%, an increase of 1.4 million customers. LIRR continues to see an increase in commutation and non-commutation ridership as well as an increase in ridership for each of the past 21 consecutive months over the comparable month in the prior year.

President Nowakowski stated that a walk-in procurement item will be presented to the Committee for approval regarding the Request for Proposal ("RFP") procurement method for the potential award of a design/build construction contract for LIRR's Main Line Expansion Project.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen reported that LIRR's Safety Performance Report can be found on Page 70 of the Committee Book, reporting through the end of September 2016.

LIRR continues to see a decrease in Federal Railroad Administration Reportable Customer Accident and Employee Lost Time Injury Rates. Through the end of September, LIRR received 179 Confidential Close Call Reporting System reports of which 157 were reviewed; 11 corrective actions are in development and five corrective actions have been implemented.

Through the end of September, the MTA Police Department (“MTAPD”) had 374 police details resulting in 1,399 summonses, 685 warnings and five arrests.

Through the end of September, LIRR, in partnership with the MTAPD, reached over 82,000 participants through LIRR’s Tracks and Community Outreach Programs.

Board Member Charles G. Moerdler stated that in the category of broken gates on page 70 of the Committee Book, LIRR had 100 broken gates in 2015 and 98 in 2016. He asked whether the gates were broken due to normal usage or because they were damaged by cars that were driven through them.

Vice President Ebbighausen responded that LIRR is not always able to determine what led to a gate being broken.

Board Member Moerdler asked about camera availability at grade crossings to capture the license plate numbers of vehicles striking a gate. President Nowakowski responded that LIRR is moving forward with camera installation but that cameras are not currently installed at LIRR’s grade crossing locations. LIRR plans to install cameras at all 300 grade crossings but due to the demands of other high priority projects such as Positive Train Control (“PTC”), LIRR does not have the manpower to install cameras at all 300 grade crossings in one effort. Instead, the work will be done incrementally, as part of other projects where possible, such as in conjunction with the installation of signals between Speonk and Montauk.

Chairperson Pally expressed his opinion that violators should not only be issued a ticket from MTAPD, they should also be issued a bill from LIRR. He stated that as a result of the destruction of government property as well as the delays resulting from damaged gates, having a picture of a license plate will allow the MTAPD to take a more proactive approach to this on-going problem.

Board Member Ira R. Greenberg stated that he would like to see a summary of corrective actions taken through the C3RS program, and was interested in seeing that at the next Safety Committee meeting if possible. Vice President Ebbighausen responded by stating that LIRR is working with Metro-North Railroad (“Metro-North”) on developing a new reporting format to the Safety Committee and that the railroads are hoping to have that reporting strategy completed by December.

Board Member Moerdler noted that LIRR's injury rate has gone down and that the safety program that LIRR has implemented appears to be effective. Chairperson Pally agreed.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction ("MTACC") President Dr. Michael Horodniceanu reported progress on the ESA Project.

In Queens, the Harold Structures – Part 3 (CH057) contractor completed the work at the 48th Street Bridge required to commence track installation. To maintain the schedule to cutover the realigned ML2 track in the second quarter of 2017, track installation must be completed before the Christmas holiday. This work is not dependent on Amtrak support but it does require Long Island Rail Road weekend outages. Long Island Rail Road has committed to providing the necessary outages on the weekend of November 19th-20th and on two weekends in December.

The Harold Structures Part 3A (CQ057A) contractor's Westbound Bypass Tunnel mining operation has encountered technical difficulties. The contractor is projecting another two weeks to effectuate necessary changes.

With regard to procurements, Dr. Horodniceanu reported that the Mid-Day Storage Yard Facility (CQ033) contract's pre-bid and site tour was held on November 10th and the bid opening is currently scheduled for December 22nd. The notice to proceed for the Tunnel A (CH061A) contract is scheduled to be issued at end of January 2017, when railroad resources are expected to be available to support the work.

MTA POLICE DEPARTMENT

Chief Coan reported that during the month of October, there were 14 incidents compared to 10 in 2015. There were two robberies compared to one in 2015: one case was in Amityville, which is still open. The other case was in Bethpage, as a domestic incident that resulted in a robbery, with an arrest made. There was a slight increase in larcenies, 10 compared to eight in 2015. Three of those incidents occurred from October 12-19, 2016, at the Valley Stream Yard; one individual was stealing aluminum and one arrest was made on October 19th.

MTAPD is continuing its grade crossing initiative. If there are no cameras at a crossing, MTAPD will look at adjacent sites for cameras and will aggressively pursue grade crossing violators.

LONG ISLAND RAIL ROAD INFORMATION ITEMS

The following information items were on the agenda:

- Review of Committee Charter
- East Side Access Support Projects Update
- 2016 Holiday Schedule

Regarding the review of the Committee Charter, Chairperson Pally stated that since MTA no longer runs the Metropolitan Suburban Bus Authority, he will ask the Governance Committee to eliminate that phrase from the Committee Charter.

Board Member Susan G. Metzger commented about a point raised at the Metro-North Committee meeting that identifies security as being discussed. The LIRR Committee has developed a process whereby security is discussed in Executive Session with the Safety Committee and in some cases with the Capital Construction Committee. She stated that the LIRR Committee should approve the Charter but that the Committee needs to look more closely at how security is addressed.

Chairperson Pally agreed.

Chief Program Officer Rich C. Oakley presented the ESA Support Projects Update. He reported that the infrastructure investments in support of ESA are located on the Ronkonkoma, Babylon and Port Washington branches, as well as in Jamaica, to increase system capacity to meet the future service demands of ESA.

There are five individual ESA support projects which have a total budget of \$506.6 million, which are progressing in various phases of work. The projects are: Jamaica Capacity Improvements Phase 1; Massapequa Pocket Track; Great Neck Pocket Track Extension and Colonial Road Bridge; Port Washington Yard Track Extensions; and Mid-Suffolk Yard. Jamaica Capacity Improvements, Massapequa Pocket Track and Great Neck Pocket Track Extension are well into construction. Mid-Suffolk Yard design-build construction is planned to commence the first quarter of 2017. The Port Washington Yard Track Extension is in the planning phase with design anticipated to start 2017. All five projects are scheduled to be completed before ESA Opening Day.

Board Member Moerdler inquired about the maximum consist that the new Jamaica platform will support.

Chief Program Officer Oakley responded that the platform will accommodate up to eight cars.

In response to Board Member Moerdler's further inquiry regarding the possibility of building longer platforms, President Nowakowski stated that LIRR needs to have 12 car platforms

where it operates 12 car trains. He stated that it is a time consuming process when additional in-station dwell time is needed to accommodate customers walking through other cars to exit. He stated that LIRR is including the lengthening of platforms in as many projects as it can. President Nowakowski further stated that the new platform 8 at Jamaica is different because it is intended to support a shuttle service to/from Atlantic Terminal, and the train size must be matched to what can be accommodated at Atlantic Terminal. The Jamaica Capacity Improvements Project does include lengthening some of the existing platforms at Jamaica.

Board Member Greenberg stated that most of these projects will be completed before the opening of ESA and asked whether this will confer a benefit to LIRR operations.

President Nowakowski responded that the Jamaica Capacity Improvements Project will go beyond the support of ESA and will be accomplished in two phases. LIRR's goal is to allow for more parallel moves through the Jay and Hall interlockings so that the railroad can move trains more efficiently through that area. Jamaica Capacity Improvements is also a state of good repair project because Jay and Hall have seen better days.

Board Member Greenberg expressed the view that this plan is ill-advised because it relegates Brooklyn to a shuttle service and it will introduce shuttle service sooner than necessary.

President Nowakowski stated that by completing these projects at an early point in time, it gives LIRR greater flexibility to respond if something should go wrong. He further stated that LIRR does not have plans to alter its operations schedule prior to the opening of ESA.

President Nowakowski reported on the 2016 Holiday Schedule. LIRR will be running additional service during Thanksgiving Eve, Thanksgiving Day after the parade, Christmas Eve, Christmas Day, New Year's Eve and New Year's Day. LIRR ridership usually increases on Thanksgiving Eve. On Saturday, December 3rd, characters from the Madison Square Garden Holiday Show will be appearing on a special train from Ronkonkoma to Penn Station. It will be a push-pull operation and the event was sold out in four days.

Board Member Neal Zuckerman asked if the Dolan family will be funding this event given this is a free advertising opportunity.

President Nowakowski stated the Dolan family is participating in the event by providing the characters to appear on the Holiday Train. In terms of the cost of the operation, the event has completely sold out.

The details of the above information items are contained in the records of this meeting and in the video recording of the meeting produced by MTA and maintained in the MTA records.

MTA LONG ISLAND RAIL ROAD

Procurements

President Nowakowski presented the following walk-in procurement to the Committee for approval. Details of the item are set forth in the Staff Summary, copies of which are on file with the records of this meeting.

- LIRR requests MTA Board approval to adopt a resolution declaring that the Invitation for Bid (“IFB”) procurement method is inappropriate and that it is in the public’s best interest to use the RFP procurement method pursuant to Section 1265-a of the Public Authorities Law to plan for the potential award of a Design/build construction contract for the Long Island Rail Road Expansion Project.

President Nowakowski stated that the Main Line Expansion Project, with help from the Governor, is being advanced as quickly as possible to provide for construction of a third track between Floral Park and Hicksville. A draft environmental impact statement is expected to be released in the near future, which will better define the scope of work. LIRR thinks it is important at this time to bring in design-build firms for discussions, while the environmental review process is ongoing. This will allow LIRR to benefit from the expertise of design-build firms, and will help to refine the environmental review and preliminary engineering work for the project.

The procurement process to be utilized is a two-step RFP process: First, LIRR will request statements of qualification from interested firms, and a short list of 3-4 respondents will be established. LIRR would then conduct meetings with each of the short listed firms on design issues, and they would be invited to respond to a formal Request for Proposals. President Nowakowski stated that the biggest challenge is the fact that the work will take place within established communities, with a need to reduce impacts on the communities. He further stated that LIRR is engaged in an unprecedented public outreach effort, including continued meetings with communities. He added that he believed the project was important to the future of the LIRR.

In response to Board Member Greenberg’s question regarding the time frame for the RFP process and the awarding of a Design/Build contract, President Nowakowski responded that the completion of the environmental review process is expected in the spring of 2017, and the award of a Design/Build contract is expected mid-year 2017. President Nowakowski added that the LIRR will be bringing the project back before the Committee on several occasions including amendment of the Capital Program, the issuance of a Final Environmental Impact Statement, and the selection of the contract awardee.

Chairperson Pally thanked the Governor and the people of Long Island for their steadfast support of the LIRR Expansion Project. He stated that this project is a very important part of bringing the LIRR into the 21st Century, and providing the service that the people of Long Island want and deserve.

Upon motion duly made and seconded, the foregoing walk-in procurement item was approved for recommendation to the Board.

Deputy Chief Procurement Officer Cynthia Carter presented the following procurements to the Committee for approval. Details of these items are set forth in the Staff Summaries, copies of which are on file with the records of this meeting.

Competitive:

- **Halmar International Inc.** – LIRR requests MTA Board approval to award a Design/Build contract to Halmar International, Inc. for the lump sum price of \$9,715,000 for the replacement of the Post Avenue Bridge, located in the village of Westbury, Nassau County on the LIRR main line.
- **Bombardier Transportation/Siemens Rail Automation** – LIRR requests MTA Board approval to issue a contract modification in the not-to-exceed amount of \$1,863,919 to the Bombardier Transportation/Siemens Rail Automation, PTC Systems Integrator for wiring and assembly of Communications Cases (C-Cases) necessary to accommodate the additional C-Cases required above the initially planned quantity due to maturation of the Radio Frequency design

Board Member Moerdler asked about LIRR's awareness that Bombardier is engaged in a world-wide layoff program and to what extent LIRR has assurances from Bombardier that the lay-off program will not affect Plattsburgh or Bombardier's capacity to complete the project. President Nowakowski responded that the PTC project has LIRR's undivided attention in order to meet the 2018 project completion deadline. Because the project is a joint venture between Bombardier Transportation and Siemens Rail Automation, LIRR has held numerous meetings with the system integrators. The majority of the PTC work is being done at Bombardier facilities in Pittsburgh, Pennsylvania. LIRR has held meetings with Bombardier's executive leadership because of LIRR's concern about the project deadline and Bombardier has added resources to this project. LIRR remains very diligent in its efforts to make sure that the deadline is met. President Nowakowski also stated that LIRR will obtain assurances from Bombardier that the world-wide lay-offs will not in any way adversely affect the PTC project.

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

MTA CAPITAL CONSTRUCTION

Procurement

MTACC did not present any procurement items.

LIRR Reports on Operations, Safety, Finance, Ridership, and Capital Program

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

Board Member Greenberg noted that in the Operations Report, the statistics regarding weekend service Huntington Branch are not good and appear to be deteriorating, with much of this apparently due to track work. He asked if there will be an improvement of service for customers on the Huntington Branch.

President Nowakowski responded that he had requested Senior Vice President - Engineering Bruce Pohlot and his team to look at a different approach to some of LIRR's track work, which they have been doing. He added that LIRR has completed track work on the Long Beach Branch, and is now working on the entire length of Port Washington Branch, rather than going back year after year to address parts of the work.

Chairperson Pally permitted Murray Bodin to make his public comment, while advising him that there is no process to reserve time at the conclusion of the Committee meeting for public speakers to comment.

Mr. Bodin stated that LIRR is moving in the right direction to add flexibility along its Main Line and that this is the right way to go.

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>December 2016(Joint meeting with LIRR)</u>	
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

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January 2017

Approval of 2017 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering

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
2016 Annual Ridership Report
Annual Inventory Report

Finance
Operations Planning & Analysis
Procurement

May 2017

Diversity/EEO Report – 1st Quarter 2017

Diversity and EEO

June 2017 (Joint meeting with LIRR)

Status Update on PTC
Bi-Annual Report on M-9 Procurement
Track Program Quarterly Update

President
President
Engineering

July 2017

Grand Central Terminal Retail Development
Environmental Audit

MTA Real Estate
Environmental Compliance

September 2017

2018 Preliminary Budget (Public Comment)
2017 Mid-Year Forecast
Diversity/EEO Report – 2nd Quarter 2017
Track Program Quarterly Update
2017 Fall Schedule Change

Finance
Finance
Diversity and EEO
Engineering
Operations Planning & Analysis

October 2017 (Joint meeting with LIRR)

2018 Preliminary Budget (Public Comment)
Status Update on PTC

Finance
President

November 2016

Review of Committee Charter
Holiday Schedule

Committee Chairs & Members
Operations Planning & Analysis

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

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.

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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.

Track Program Quarterly Update

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

FEBRUARY 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.

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.

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.

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.

JUNE 2017 (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.

JULY 2017

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

Track Program Quarterly Update

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

SEPTEMBER 2017

2018 Preliminary Budget

Public comment will be accepted on the 2018 Budget.

2017 Final Mid-Year Forecast

The agency will provide the 2017 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd 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.

2017 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 2017.

OCTOBER 2017 (Joint Meeting with LIRR)

2018 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. Highlights to include cost of PTC along with operation and implementation risks.

Track Program Quarterly Update

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

NOVEMBER 2017

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.



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

December 2016 (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
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February 2017 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2017	Management & Budget
2016 Annual Operating Results	Operations
2016 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 th Q 2016	Administration/Diversity
2017 Spring Schedule Change	Service Planning

March 2017

Annual Strategic Investments & Planning Study	Strategic Investments
Annual Elevator/Escalator Report	Engineering

April 2017 (Joint Meeting with MNR)

Final Review of 2016 Operating Results	Management & Budget
Annual Inventory Report	Procurement
2016 Annual Ridership/Marketing Plan Report	Finance/Marketing
2017 Summer Schedule Change	Service Planning

May 2017

Diversity/EEO Report – 1st Q 2017

Administration/Diversity

June 2017 (Joint Meeting with MNR)

Status Update on PTC

President/Sr. Staff

Bi-Annual Report on M-9 Procurement

President/Sr. Staff

July 2017

Penn Station Retail Development

MTA Real Estate

Environmental Audit

Corporate Safety

2017 Fall Construction Schedule Change

Service Planning

September 2017

2018 Preliminary Budget (Public Comment)

2017 Mid Year Forecast

Management & Budget

Diversity/EEO Report – 2nd Q 2017

Administration/Diversity

October 2017 (Joint Meeting with MNR)

2017 Preliminary Budget (Public Comment)

Status Update on PTC

President/Sr. Staff

November 2017

Review of Committee Charter

Committee Chair & Members

East Side Access Support Projects Update

President/Sr. Staff

2016 Holiday Schedule

Service Planning

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

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.

JUNE 2017 (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 2017

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.

2017 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 2017

2018 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

2017 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 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.

OCTOBER 2017 (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 2017

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.



Metro-North Railroad

Safety Report

October 2016 Safety Report

Performance			
Performance Indicator	12-Month Average		
	November 2013 - October 2014	November 2014 - October 2015	November 2015 - October 2016
FRA Reportable Customer Accident Rate per Million Customers	2.16	1.85	1.19
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.77	2.14	2.92
Grade Crossing Incidents ¹	3	1	3
Mainline FRA Reportable Train Derailments	1	1	1
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	
	October	Year end	October	Year to Date
Total Reports Received	0	574	4	570
Total Reports Reviewed by PRT	0	261	38	715
Total Reports that Meet C3RS Program Criteria	0	212	29	583
Total Corrective Actions being Developed	0	0	1	7
Total Corrective Actions Implemented	0	3	2	2
Customer and Community: Focus on Grade Crossings	October	Year to Date	October	Year to Date
Broken Gates	1	24	5	51
MTA Police Details	110	1,170	136	1,317
Summons	27	559	31	345
Warnings	9	175	9	100
Community Education and Outreach	NA	NA	11,432	38,378
Cameras on Rolling Stock	Fleet Size	Total Installed	% Complete	
Inward / Outward Facing Cab Cameras	956	4	0.42%	
Passenger Compartment Cameras	1,083	5	0.46%	
Total	2,039	9	0.44%	

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. Program began in April, 2015.

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. Program began in May 2016.

Cameras on Rolling Stock - Number of complete inward/outward and passenger compartment camera installations on rolling stock. Installation began in October 2016.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - December 2016

Expenditures thru November 2016; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 7,128.3	\$ 5,116.4
Design	\$ 723.5	\$ 702.5	\$ 685.1
Project Management	\$ 1,036.2	\$ 880.5	\$ 737.2
Real Estate	\$ 178.0	\$ 119.3	\$ 116.0
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 8,830.6	\$ 6,654.7

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

	Schedule
Project Design Start	March-1999
Project Design Completion	June-2017
Project Construction Start	September-2001
Revenue Service Date	December-2022

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	Feb-2017
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$350.0	\$11.6	\$294.9	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$432.2	\$31.4*	\$95.8	Dec-2014	Feb-2015	Aug-2018	Jan-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$663.1	\$49.2	\$15.6	Jul-2015	Apr-2016	Jan-2020	Jan-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$263.9	\$262.0	\$2.0	\$238.0	Aug-2011	Aug-2011	Aug-2014	Jan-2017
Harold Construction								
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$142.8	\$116.9	\$25.9	\$44.4	Nov-2013	Nov-2013	Feb-2016	Jan-2018
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$89.9	\$64.7	\$25.1	\$32.8	Nov-2014	Dec-2015	Aug-2017	Oct-2017
CH058A: Harold Structures - Part 3A: B/C Approach**	In Design							
					Jul-2015	Jun-2018	N/A	Oct-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$545.6	\$61.4***	\$129.8	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS086) <i>Ansado STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$2.7	TBD	May-2017	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086)					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	\$7.7	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).

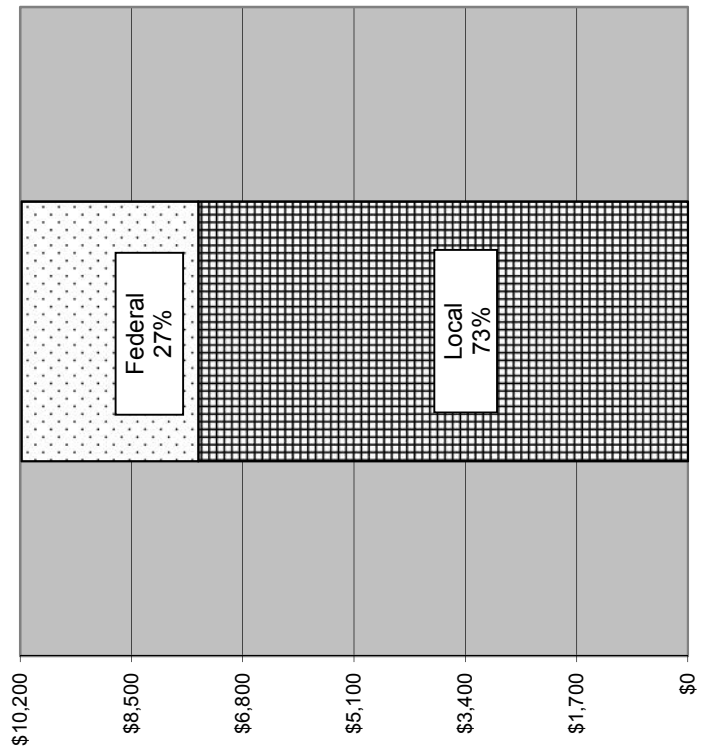
East Side Access Status

Report to the Railroad Committee - December 2016

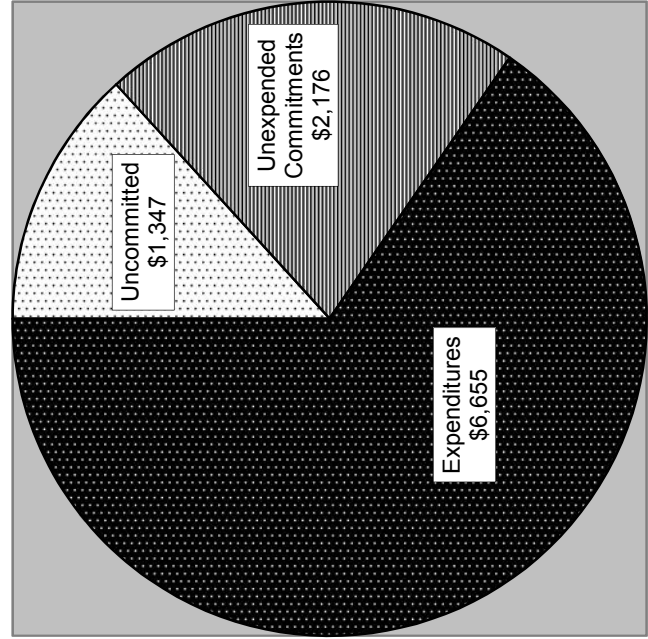
data thru November 2016

MTA Capital Program \$ in Millions	Budgeted	Funding Sources		Status of Commitments		
		Local Funding	Federal Funding Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,534	742	792	1,533	1	1,522
2005-2009	2,683	840	1,843	2,675	8	2,625
2010-2014	3,232	3,232	-	3,138	94	2,209
2015-2019	2,572	2,572	-	1,327	1,245	141
Total	\$ 10,178	\$ 7,479	\$ 2,699	\$ 8,831	\$ 1,347	\$ 6,655

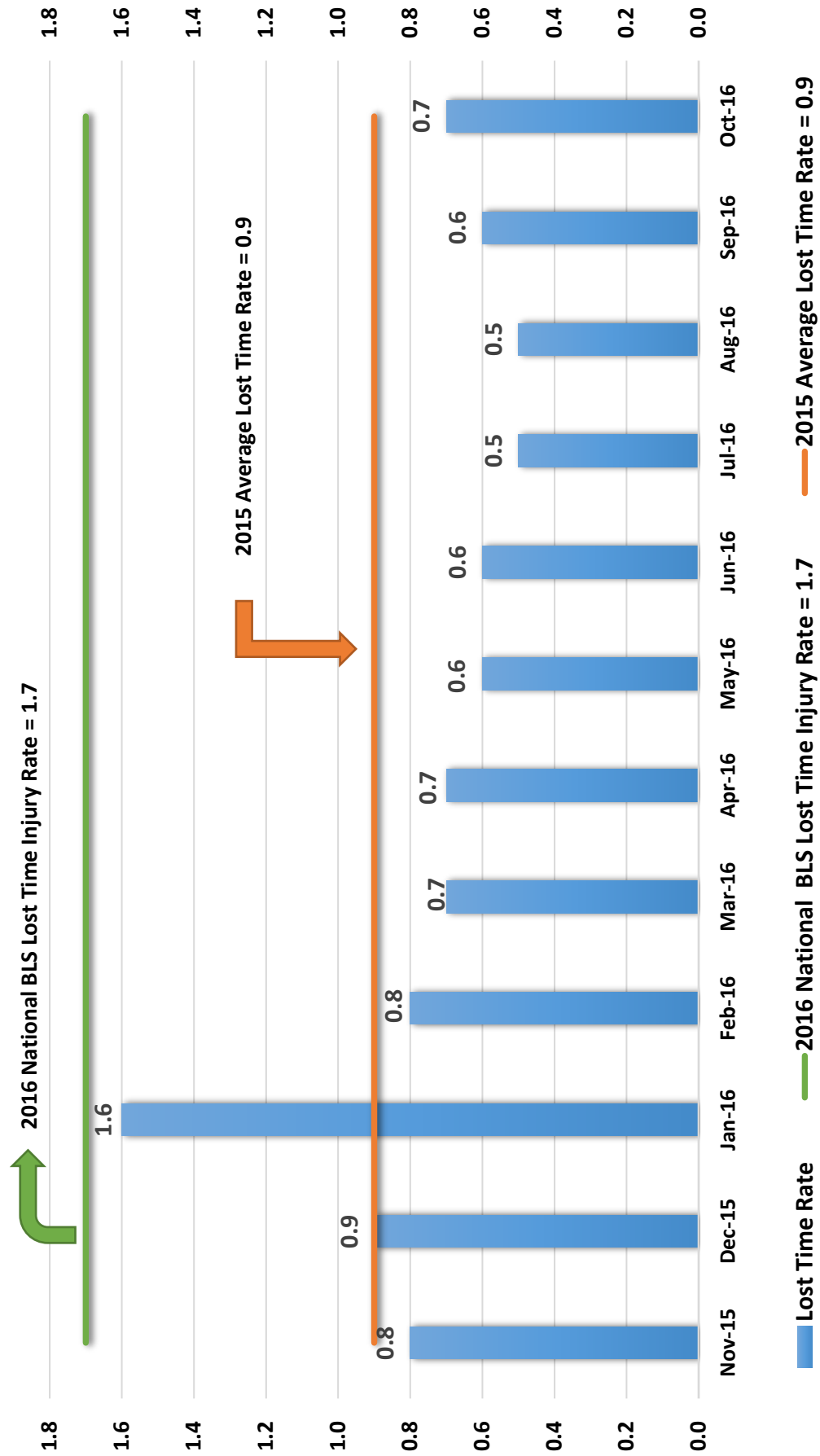
Project Budget: \$10.178 Billion



Commitments and Expenditures (\$ in Millions)



ESA Annual Cumulative Profile of Lost Time Injury Rates





Police Report



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

November 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	2	1	1	100%
Burglary	0	1	-1	-100%
Grand Larceny	3	10	-7	-70%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	7	12	-5	-42%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	20	16	4	25%
Felony Assault	14	17	-3	-18%
Burglary	9	6	3	50%
Grand Larceny	70	88	-18	-20%
Grand Larceny Auto	4	3	1	33%
Total Major Felonies	117	131	-14	-11%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

November 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	1	0	1	100%
Burglary	4	0	4	100%
Grand Larceny	10	9	1	11%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	10	5	50%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	16	10	6	60%
Felony Assault	15	7	8	114%
Burglary	23	13	10	77%
Grand Larceny	91	99	-8	-8%
Grand Larceny Auto	3	5	-2	-40%
Total Major Felonies	148	135	13	10%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

November 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	3	1	2	200%
Burglary	4	1	3	300%
Grand Larceny	13	19	-6	-32%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	22	22	0	0%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	2	-2	-100%
Robbery	42	33	9	27%
Felony Assault	30	26	4	15%
Burglary	32	19	13	68%
Grand Larceny	169	194	-25	-13%
Grand Larceny Auto	7	8	-1	-13%
Total Major Felonies	280	282	-2	-1%



MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 11/30/2016

Arrest Classification

Total Arrests

	2016	2015
Murder	0	1
Rape	0	2
Robbery	33	28
Felony Assault	33	25
Burglary	26	9
Grand Larceny	60	49
Grand Larceny Auto	3	0
Aggravated Harassment	3	1
Aggravated Unlicensed Operator	17	10
Arson	0	1
Assault-Misdemeanor	45	43
Breach of Peace	12	16
Child Endangerment	3	3
Criminal Contempt	4	9
Criminal Impersonation	5	5
Criminal Mischief	47	37
Criminal Possession Stolen Property	14	15
Criminal Tampering	4	10
Criminal Trespass	33	32
Disorderly Conduct	6	4
Drug Offenses	50	62
DUI Offenses	10	8
Falsely Reporting an Incident	4	5
Forgery	60	50
Fraud	8	7
Graffiti	12	10
Harassment	0	4
Identity Theft	1	3
Impairment Integrity Gov Licencing Exam	0	13
Issue a Bad Check	1	1
Menacing	6	13
Obstruct Government	15	8
Official Misconduct	5	0
Panhandling	1	0
Petit Larceny	181	103
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	102	27
Reckless Endangerment	5	9
Resisting Arrest	34	27
Sex Offenses	10	7
Stalking	0	1
Theft of Services	152	166
Unlawful Fleeing a Police Officer	1	0
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	3	2
Warrant Arrest	43	55
Weapons Offenses	7	6
Unauthorized Use Vehicle	0	2
Total Arrests	1,060	893

INDEX CRIME REPORT

Per Day Average

November 2016

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	2	0	0
Fel. Assault	3	2	1	0
Burglary	4	0	4	0
Grand Larceny	13	3	10	0
GLA	0	0	0	0
Total	22	7	15	0
Crimes Per Day	0.73	0.23	0.50	0.00



Metro-North Railroad

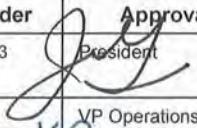


Action Item

Staff Summary

Subject MNR 2017 Budget and 2017-2020 Financial Plan Adoption
Department Budget
Department Head Name Kim Porcelain
Department Head Signature 
Project Manager Name

Date December 5, 2016
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR&LIRR Comm. Mtg.	12/12/2016			
2	MTA Fin. Comm.	12/12/2016			
3	MTA Board Mtg.	12/14/2016			

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

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

Purpose

To secure MTA Board adoption of the MTA Metro-North Railroad's (MNR) 2016 November Forecast, 2017 Final Proposed Budget, and the Four-Year Financial Plan 2017-2020.

Discussion:

The November 2017-2020 Financial Plan reflects the financial impact of several new and ongoing programs. MNR projections do not include the estimated impacts from projected fare increases in New York State, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

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

In June, we launched the Metro-North Strategic Plan for 2016-2020. Our mission is to be a safe, reliable and efficient railroad providing regional mobility and excellent service to our customers. Our plan identifies 3 Priority Areas: Our People, Our Customers and Our Infrastructure:

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

Major Programmatic Initiatives included in the Financial Plan

The November Financial Plan begins the process of identifying new programs that support the Metro-North Strategic Plan. Each investment is aligned with one of the Strategic Plan priorities.

Investments in Our People

- **Re-Organization of Drug and Alcohol Program**
Expand Metro-North Drug & Alcohol program to meet additional future regulatory requirements for random drug and alcohol testing.

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

- **Station Power Washing Supervision from Safety Challenge**

A third employee will be added to each power washing station platform team to function as a lookout to watch for and provide notification when trains are approaching. This will ensure employee and customer safety on all platforms during power washing activity.

- **Communications Department Close Circuit TV (CCTV) Staffing**

Establish a new team of CCTV Staff to provide greater responsiveness in installing and maintaining critical camera and other safety systems on rolling stock, Metro-North stations, platforms and yards.

Customer Investments

- **24/7 Social Media Initiative**

Metro-North's Customer Communications Center will create a new Social Media Division to be managed and staffed by qualified social media experts whose sole responsibility is to monitor, engage, and respond to customers via various social media outlets on a 24/7 basis.

- **Customer Advocate**

Establish a dedicated and focused customer advocate function that will enable Metro-North to place customer focused staff directly into the Operations Control Center to ensure customer needs are effectively addressed in emergencies.

- **Rockland County Bus Service Improvements**

Expand service to support improved connectivity between Rockland County and Metro-North Railroads Hudson Line via the TappanZEEExpress.

- **West of Hudson Parking Discounts**

Implement permanently the reduced parking fees at all 9 West of Hudson parking facilities (owned and operated by MNR) necessary to continue the promotion of the railroad as a transportation alternative to bus travel or vehicle usage.

Infrastructure Investments

- **System Wide Right-of-Way Clean-up Efforts**

Create a dedicated Track gang to address the necessary cleanup of debris along the right-of-way in a prioritized fashion and begin a cyclical cleanup program to sustain a safer and cleaner right-of-way.

- **Re-Organization of the Grand Central Terminal (GCT) Emergency Response Group**

Reorganize the GCT Emergency Response Group and adding four Fire / EMS Specialist positions to the Fire Brigade in order to provide adequate staffing to support a 24/7 operation.

- **Procurement & Materials Management Department Re-Organization and Staff Additions**

Address increased demand by internal and external stakeholders to deliver projects in a timelier and more efficient manner, the Procurement & Materials Management Department has been reorganized and staff added to provide a more cohesive and effective organizational support structure. A key aspect of this initiative involves the development of a new "Design Build and Innovative Project Delivery" sub-group focusing on capital projects.

- **Advanced Metering**

Install an Automated Meter Infrastructure (AMI) reading system for thirty one heating fuel storage tanks at seven Metro-North facilities located throughout the system. The new AMI provides the ability to track consumption of diesel and heating fuel remotely and send leak detection alerts via text and email.

- **Staffing Increases for Reimbursable Capital-Funded Programs**

Add Power, Track and Conductor Flagging positions to support a higher level of critical capital program funded projects for both New York and Connecticut.

On-going Programs and Assumptions previously included in the July Financial Plan which continue in the 2017 Final Proposed Budget are as follows:

Infrastructure Maintenance and Reliability

- Wooden tie installation, track surfacing, welded rail installation, roadbed remediation, drainage improvements, field welding of joints, turnout replacement, grade crossing renewals, rail grinding, bridge timber replacement, bridge steel repairs, and ballast cleaning.
- Continue use of high tech track inspection equipment and services in addition to visual track inspections.

Equipment Maintenance and Reliability

- M-8 Cars - In partnership with Connecticut Department of Transportation (CDOT), Metro-North has accepted all 380 multiple unit M-8 cars and 25 single unit cars into service, effective July 2015. The first cars accepted are now being scheduled for their five year Reliability Centered Maintenance (RCM) intervals.
- M-7 Cars - This car fleet is in the midst of its 10-year life cycle maintenance program that began in 2014.
- Passenger and Work locomotives continue to be maintained through appropriate RCM interval cycles. The

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

current financial plan reflects that all three of Metro-North's main locomotive equipment types (Genesis, BL-20 and GP 35) are undergoing cyclical RCM phases, including major component replacements or reconditioning.

Customer Service Initiatives that Improve Customer Communication and Convenience

- MTA eTix, the mobile ticketing app that enables customers to purchase and use Metro-North tickets directly on their mobile device, has been fully implemented.
- Continue with the installation of cellular LCD monitors at New York Stations.
- Continue the cyclical Station Improvement Program.

Utilization

The 2016 November Forecast projects nearly 86.4 million East and West of Hudson riders, an increase of 0.4% over 2015. 2017-2020 ridership is projected to grow approximately 1.2% annually with growth occurring across all commuter lines. Metro-North's financial plan projections assume no fare increase in New York State and an approved fare increase in the State of Connecticut of 6.0% effective December 1st, 2016 and an additional 1.0% effective January 1st, 2018.

2016 Budget Reduction Initiatives of \$14.3 million have been incorporated into Metro-North's 2016 November Forecast-Baseline with \$6.2 scheduled for the 2017 Final Proposed Budget and just under \$7.0 million annually for the 2018-2020 Financial Plan. These initiatives include: one-time contract savings in 2016, retimed operating capital spending across all plan years, rescheduling annual non-agreement wage increases from January 1 to July 1, close ticket windows at several New Haven Line stations and annual overtime reductions in administration and maintenance functions.

2016 November Forecast-Baseline

The 2016 non-reimbursable forecast reflects revenues totaling \$750.7 million, including \$687.2 million of Farebox Revenues and \$63.5 million in Other Operating Revenue. Total Operating Expense projections of \$1,512.9 million consist of labor costs of \$878.5 million, non-labor costs of \$352.8 million and non-cash accruals of \$281.6 million for Depreciation (\$231.3 million), Other Post-Employment Benefits (\$68.3 million), GASB 68 Pension Adjustment (\$21.7 million) and Environmental Remediation (\$3.7 million). After including additional cash requirements adjustment of \$219.2 million, the projected net cash deficit is \$543.1 million of which \$422.7 million represents the MTA share and \$120.4 million the CDOT share. Total reimbursable expense projections of \$214.6 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 6,836 and include 6,300 non-reimbursable positions and 536 reimbursable positions.

2017 Final Proposed Budget-Baseline

The 2017 final proposed non-reimbursable budget reflects revenues totaling \$780.2 million. Farebox Revenue of \$711.9 million reflecting slightly higher non-commutation ridership and the full year impact of a 6% State of Connecticut fare increase effective December 1st, 2016 with another 1% increase scheduled for January 1st, 2018. Other Operating Revenue of \$68.3 million reflects GCT net retail revenues, advertising, commissary operations, outlying station & parking revenue as well as interagency revenues for commuter rail passes. Total Operating Expense projections of \$1,598.7 million consist of labor costs of \$889.7 million, non-labor costs of \$398.4 million and non-cash accruals of \$310.5 million, which are comprised of Depreciation (\$240.7 million), Other Post-Employment Benefits (\$68.3 million), GASB 68 Pension Adjustment (\$2.5 million) and Environmental Remediation (\$4.0 million). After additional cash requirements adjustment of \$253.0 million, the projected net cash deficit is \$565.4 million of which \$456.8 million represents the MTA share and \$108.6 million the CDOT share. Total reimbursable expense projections of \$247.1 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 6,971 and include 6,250 non-reimbursable positions and 721 reimbursable positions.

Impact on Funding: The 2016 November Forecast, the 2017 Final Proposed Budget and the Four-Year Financial Plan for 2017-2020, which are presented in the attached schedules, are consistent with the proposed MTA Financial Plan.

Recommendation: It is recommended that the MTA Board adopt the 2016 November Forecast, 2017 Final Proposed Budget, and the Four-Year Financial Plan for 2017-2020 for MTA Metro-North Railroad.

MTA Metro-North Railroad
November Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Operating Revenue						
Farebox Revenue	\$677.556	\$687.186	\$711.938	\$722.634	\$728.817	\$735.328
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	62.351	63.475	68.250	68.698	68.775	68.881
MNR - MTA	0.000	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$739.907	\$750.661	\$780.188	\$791.332	\$797.591	\$804.209
Operating Expenses						
Labor:						
Payroll	\$476.267	\$484.593	\$496.063	\$517.617	\$532.560	\$542.653
Overtime	87.835	93.870	97.352	98.921	100.899	102.915
Health and Welfare	90.319	104.403	107.144	112.279	118.340	117.410
OPEB Current Payment	27.212	30.500	31.200	32.000	33.000	34.000
Pensions	89.218	94.070	98.766	100.929	102.178	103.785
Other Fringe Benefits	120.591	116.116	118.526	122.785	125.958	128.119
Reimbursable Overhead	(51.755)	(45.071)	(59.303)	(60.706)	(61.787)	(62.654)
Total Labor	\$839.686	\$878.480	\$889.748	\$923.825	\$951.148	\$966.227
Non-Labor:						
Electric Power	\$77.787	\$64.402	\$79.512	\$82.122	\$83.668	\$90.475
Fuel	17.870	14.906	17.156	17.954	19.355	20.594
Insurance	18.383	18.998	20.661	22.338	24.316	26.446
Claims	5.347	3.472	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	98.808	116.274	124.953	124.934	127.077	130.815
Professional Service Contracts	30.983	37.313	43.554	44.904	41.712	42.130
Materials & Supplies	82.179	83.580	94.845	101.284	99.576	98.883
Other Business Expenses	24.372	13.874	16.737	8.046	18.550	19.861
Total Non-Labor	\$355.729	\$352.818	\$398.418	\$402.581	\$415.253	\$430.205
Other Expenses Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,195.415	\$1,231.299	\$1,288.166	\$1,326.407	\$1,366.401	\$1,396.432
Depreciation	\$231.218	\$231.305	\$240.693	\$240.693	\$240.693	\$240.693
OPEB Obligation	55.554	68.316	68.316	68.316	68.316	68.316
GASB 68 Pension Adjustment	(26.016)	(21.688)	(2.500)	(1.100)	(7.300)	(13.800)
Environmental Remediation	4.424	3.708	4.000	4.000	4.000	4.000
Total Expenses	\$1,460.595	\$1,512.939	\$1,598.675	\$1,638.316	\$1,672.110	\$1,695.641
Net Surplus/(Deficit)	(\$720.689)	(\$762.279)	(\$818.486)	(\$846.983)	(\$874.519)	(\$891.432)
Cash Conversion Adjustments:						
Depreciation	\$231.218	\$231.305	\$240.693	\$240.693	\$240.693	\$240.693
Operating/Capital	(26.458)	(41.583)	(61.019)	(42.274)	(14.346)	(12.927)
Other Cash Adjustments	(64.311)	29.491	73.368	64.006	69.147	31.389
Total Cash Conversion Adjustments	\$140.450	\$219.213	\$253.042	\$262.425	\$295.494	\$259.155
Net Cash Surplus/(Deficit)	(\$580.239)	(\$543.066)	(\$565.444)	(\$584.559)	(\$579.025)	(\$632.278)

MTA Metro-North Railroad
November Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2015	2016	2017			
	Actual	November Forecast	Final Proposed Budget	2018	2019	2020
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	117.808	102.250	139.727	156.817	152.841	145.271
MNR - CDOT	58.821	87.028	93.643	88.048	55.325	66.673
MNR - Other	20.699	25.327	13.744	9.458	10.554	11.595
Capital and Other Reimbursements	197.328	214.605	247.115	254.322	218.720	223.539
Total Revenue	\$197.328	\$214.605	\$247.115	\$254.322	\$218.720	\$223.539
Expenses						
Labor:						
Payroll	\$50.183	\$42.414	\$52.323	\$56.095	\$55.591	\$57.263
Overtime	19.226	24.608	25.587	26.186	26.152	27.171
Health and Welfare	16.515	14.657	17.593	18.691	18.519	19.087
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	9.979	9.750	11.645	12.340	12.262	12.662
Other Fringe Benefits	12.270	11.253	13.277	14.079	13.961	14.404
Reimbursable Overhead	51.529	43.012	57.339	58.654	60.030	61.407
Total Labor	\$159.702	\$145.695	\$177.764	\$186.045	\$186.514	\$191.994
Non-Labor:						
Electric Power	\$0.630	\$0.059	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.338	4.206	4.241	4.822	4.907	5.137
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	12.557	22.335	16.769	23.547	7.340	4.457
Professional Service Contracts	6.952	12.204	19.041	16.220	0.729	0.748
Materials & Supplies	12.680	26.645	29.055	23.506	19.042	21.008
Other Business Expenses	0.468	3.462	0.246	0.183	0.188	0.195
Total Non-Labor	\$37.626	\$68.910	\$69.351	\$68.277	\$32.206	\$31.545
Other Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$197.328	\$214.605	\$247.115	\$254.322	\$218.720	\$223.539
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Conversion Adjustments:						
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA Metro-North Railroad
November Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2015	2016	2017			
	Actual	November Forecast	Final Proposed Budget	2018	2019	2020
Revenue						
Farebox Revenue	\$677.556	\$687.186	\$711.938	\$722.634	\$728.817	\$735.328
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	62.351	63.475	68.250	68.698	68.775	68.881
MNR - MTA	117.808	102.250	139.727	156.817	152.841	145.271
MNR - CDOT	58.821	87.028	93.643	88.048	55.325	66.673
MNR - Other	20.699	25.327	13.744	9.458	10.554	11.595
Capital and Other Reimbursements	197.328	214.605	247.115	254.322	218.720	223.539
Total Revenue	\$937.235	\$965.265	\$1,027.303	\$1,045.655	\$1,016.311	\$1,027.748
Expenses						
Labor:						
Payroll	\$526.450	\$527.006	\$548.386	\$573.712	\$588.151	\$599.917
Overtime	107.061	118.478	122.939	125.107	127.051	130.085
Health and Welfare	106.834	119.059	124.737	130.971	136.859	136.497
OPEB Current Payment	27.212	30.500	31.200	32.000	33.000	34.000
Pensions	99.197	103.821	110.411	113.268	114.440	116.447
Other Fringe Benefits	132.861	127.369	131.803	136.864	139.919	142.523
Reimbursable Overhead	(0.226)	(2.059)	(1.964)	(2.052)	(1.757)	(1.247)
Total Labor	\$999.388	\$1,024.175	\$1,067.512	\$1,109.870	\$1,137.662	\$1,158.222
Non-Labor:						
Electric Power	\$78.417	\$64.460	\$79.512	\$82.122	\$83.668	\$90.475
Fuel	17.870	14.906	17.156	17.954	19.355	20.594
Insurance	22.721	23.204	24.902	27.160	29.223	31.583
Claims	5.347	3.472	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	111.365	138.609	141.722	148.481	134.417	135.272
Professional Service Contracts	37.935	49.516	62.595	61.124	42.440	42.878
Materials & Supplies	94.859	110.225	123.899	124.790	118.618	119.891
Other Business Expenses	24.840	17.336	16.983	8.229	18.738	20.056
Total Non-Labor	\$393.354	\$421.728	\$467.768	\$470.859	\$447.459	\$461.749
Other Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,392.742	\$1,445.903	\$1,535.280	\$1,580.729	\$1,585.122	\$1,619.971
Depreciation	\$231.218	\$231.305	\$240.693	\$240.693	\$240.693	\$240.693
OPEB Obligation	55.554	68.316	68.316	68.316	68.316	68.316
GASB 68 Pension Adjustment	(26.016)	(21.688)	(2.500)	(1.100)	(7.300)	(13.800)
Environmental Remediation	4.424	3.708	4.000	4.000	4.000	4.000
Total Expenses	\$1,657.922	\$1,727.544	\$1,845.789	\$1,892.638	\$1,890.831	\$1,919.180
Net Surplus/(Deficit)	(\$720.688)	(\$762.279)	(\$818.486)	(\$846.983)	(\$874.519)	(\$891.432)
Cash Conversion Adjustments:						
Depreciation	\$231.218	\$231.305	\$240.693	\$240.693	\$240.693	\$240.693
Operating/Capital	(26.458)	(41.583)	(61.019)	(42.274)	(14.346)	(12.927)
Other Cash Adjustments	(64.311)	29.491	73.368	64.006	69.147	31.389
Total Cash Conversion Adjustments	\$140.450	\$219.213	\$253.042	\$262.425	\$295.494	\$259.155
Net Cash Surplus/(Deficit)	(\$580.239)	(\$543.066)	(\$565.444)	(\$584.559)	(\$579.025)	(\$632.278)

MTA Metro-North Railroad
November Financial Plan 2017-2020
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2015	2016	2017			
	Actual	November Forecast	Final Proposed Budget	2018	2019	2020
Receipts						
Farebox Revenue	\$682.626	\$691.067	\$715.817	\$726.397	\$732.509	\$738.927
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	88.897	111.944	115.856	86.746	89.299	85.157
MNR - MTA	90.696	105.021	136.514	151.337	160.057	143.469
MNR - CDOT	67.154	87.028	93.643	88.048	55.325	66.673
MNR - Other	18.761	25.327	13.744	9.458	10.554	11.595
Capital and Other Reimbursements	176.611	217.376	243.901	248.843	225.936	221.737
Total Receipts	\$948.134	\$1,020.387	\$1,075.575	\$1,061.986	\$1,047.744	\$1,045.820
Expenditures						
Labor:						
Payroll	\$594.416	\$529.256	\$551.247	\$574.284	\$590.188	\$610.247
Overtime	123.414	119.010	123.336	124.829	126.742	132.350
Health and Welfare	113.233	122.915	128.576	134.936	140.880	140.454
OPEB Current Payment	27.521	30.500	31.200	32.000	33.000	34.000
Pensions	74.771	104.316	110.803	113.684	114.806	116.730
Other Fringe Benefits	135.027	127.939	132.575	137.014	137.938	145.555
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.000)	0.026	(0.000)	0.000	0.000	0.000
Total Labor	\$1,068.382	\$1,033.962	\$1,077.737	\$1,116.746	\$1,143.555	\$1,179.335
Non-Labor:						
Electric Power	\$82.276	\$64.460	\$79.512	\$82.122	\$83.668	\$90.475
Fuel	17.930	14.467	16.709	17.697	19.093	20.327
Insurance	24.684	23.484	24.968	27.272	29.252	31.645
Claims	14.943	44.425	21.328	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	118.425	165.488	175.377	162.850	146.763	147.689
Professional Service Contracts	43.055	54.922	70.477	64.205	43.657	43.780
Materials & Supplies	112.724	112.022	126.844	134.481	106.400	111.253
Other Business Expenses	45.954	50.224	48.067	40.025	53.235	52.447
Total Non-Labor	\$459.991	\$529.491	\$563.282	\$529.799	\$483.214	\$498.762
Other Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	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	\$1,528.373	\$1,563.453	\$1,641.019	\$1,646.545	\$1,626.769	\$1,678.097
Net Cash Surplus/(Deficit)	(\$580.239)	(\$543.065)	(\$565.444)	(\$584.559)	(\$579.025)	(\$632.278)
Subsidies						
MTA	\$450.775	\$422.675	\$456.831	\$463.684	\$454.251	\$499.486
CDOT	128.962	120.390	108.613	120.875	124.774	132.792
Total Subsidies	\$579.737	\$543.065	\$565.444	\$584.559	\$579.025	\$632.278

MTA Metro-North Railroad
November Financial Plan 2017-2020
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Receipts						
Farebox Revenue	\$5.070	\$3.882	\$3.879	\$3.764	\$3.693	\$3.598
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	26.546	48.469	47.606	18.048	20.524	16.276
MNR - MTA	(27.112)	2.772	(3.214)	(5.480)	7.216	(1.802)
MNR - CDOT	8.333	0.000	0.000	0.000	0.000	0.000
MNR - Other	(1.938)	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(20.717)	2.772	(3.214)	(5.480)	7.216	(1.802)
Total Receipts	\$10.899	\$55.122	\$48.272	\$16.331	\$31.433	\$18.072
Expenditures						
Labor:						
Payroll	(\$67.966)	(\$2.250)	(\$2.861)	(\$0.572)	(\$2.037)	(\$10.330)
Overtime	(16.353)	(0.532)	(0.397)	0.278	0.308	(2.265)
Health and Welfare	(6.399)	(3.855)	(3.840)	(3.965)	(4.021)	(3.958)
OPEB Current Payment	(0.309)	0.000	0.000	0.000	0.000	0.000
Pensions	24.426	(0.495)	(0.392)	(0.415)	(0.366)	(0.283)
Other Fringe Benefits	(2.166)	(0.570)	(0.773)	(0.150)	1.981	(3.032)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.226)	(2.085)	(1.964)	(2.052)	(1.757)	(1.247)
Total Labor	(\$68.994)	(\$9.787)	(\$10.225)	(\$6.876)	(\$5.892)	(\$21.114)
Non-Labor:						
Electric Power	(\$3.859)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.060)	0.439	0.448	0.257	0.262	0.267
Insurance	(1.963)	(0.280)	(0.066)	(0.112)	(0.029)	(0.061)
Claims	(9.596)	(40.953)	(20.328)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(7.060)	(26.879)	(33.656)	(14.369)	(12.347)	(12.417)
Professional Service Contracts	(5.120)	(5.406)	(7.882)	(3.081)	(1.217)	(0.902)
Materials & Supplies	(17.865)	(1.797)	(2.944)	(9.692)	12.218	8.637
Other Business Expenditures	(21.114)	(32.888)	(31.084)	(31.796)	(34.497)	(32.391)
Total Non-Labor	(\$66.637)	(\$107.763)	(\$95.513)	(\$58.940)	(\$35.755)	(\$37.013)
Other Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$124.732)	(\$62.427)	(\$57.467)	(\$49.484)	(\$10.215)	(\$40.054)
Depreciation Adjustment	\$231.218	\$231.305	\$240.693	\$240.693	\$240.693	\$240.693
OPEB Obligation	55.554	68.316	68.316	68.316	68.316	68.316
GASB 68 Pension Adjustment	(26.016)	(21.688)	(2.500)	(1.100)	(7.300)	(13.800)
Environmental Remediation	4.424	3.708	4.000	4.000	4.000	4.000
Total Cash Conversion Adjustments	\$140.449	\$219.213	\$253.042	\$262.425	\$295.494	\$259.155

MTA METRO-NORTH RAILROAD
November Financial Plan 2017 - 2020

Ridership (Utilization)

(in millions)

	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
<u>Farebox Revenue by Line & Type</u>						
Harlem Line - Commutation Revenue	106.636	109.463	112.039	113.618	114.784	115.913
Harlem Line - Non-Commutation Revenue	<u>95.113</u>	<u>95.191</u>	<u>97.431</u>	<u>98.804</u>	<u>99.818</u>	<u>100.800</u>
Total	\$201.749	\$204.654	\$209.470	\$212.422	\$214.602	\$216.713
Hudson Line - Commutation Revenue	69.792	70.980	72.529	73.544	74.240	75.150
Hudson Line - Non-Commutation Revenue	<u>77.098</u>	<u>77.516</u>	<u>79.208</u>	<u>80.317</u>	<u>81.076</u>	<u>82.070</u>
Total	\$146.891	\$148.496	\$151.737	\$153.861	\$155.316	\$157.221
New Haven Line - Commutation Revenue	148.342	151.427	158.999	161.546	162.699	163.829
New Haven Line - Non-Commutation Revenue	<u>180.199</u>	<u>182.254</u>	<u>191.368</u>	<u>194.433</u>	<u>195.821</u>	<u>197.181</u>
Total	\$328.540	\$333.682	\$350.368	\$355.979	\$358.519	\$361.011
Total Commutation (East of Hudson)	324.770	331.870	343.568	348.709	351.723	354.892
Total Non-Commutation (East of Hudson)	<u>352.410</u>	<u>354.961</u>	<u>368.007</u>	<u>373.554</u>	<u>376.715</u>	<u>380.052</u>
Total Farebox Revenue (East of Hudson)	\$677.180	\$686.832	\$711.575	\$722.263	\$728.438	\$734.944
West of Hudson Mail & Ride Revenue ⁽¹⁾	\$0.376	\$0.354	\$0.363	\$0.371	\$0.379	\$0.384
Total Farebox Revenue	\$677.556	\$687.186	\$711.938	\$722.634	\$728.817	\$735.328
<u>Ridership by Line & Type</u>						
Harlem Line Ridership - Commutation	16.634	16.931	17.304	17.544	17.725	17.915
Harlem Line Ridership - Non-Commutation	<u>10.870</u>	<u>10.757</u>	<u>10.994</u>	<u>11.146</u>	<u>11.261</u>	<u>11.382</u>
Total	27.504	27.687	28.298	28.690	28.987	29.298
Hudson Line Ridership - Commutation	9.247	9.371	9.566	9.699	9.795	9.921
Hudson Line Ridership - Non-Commutation	<u>7.178</u>	<u>7.137</u>	<u>7.286</u>	<u>7.387</u>	<u>7.460</u>	<u>7.556</u>
Total	16.425	16.508	16.852	17.087	17.255	17.477
New Haven Line Ridership - Commutation	22.478	22.718	22.921	23.133	23.320	23.508
New Haven Line Ridership - Non-Commutation	<u>17.866</u>	<u>17.730</u>	<u>17.889</u>	<u>18.054</u>	<u>18.200</u>	<u>18.347</u>
Total	40.344	40.448	40.810	41.187	41.520	41.854
Total Commutation (East of Hudson)	48.359	49.019	49.791	50.376	50.840	51.344
Total Non-Commutation (East of Hudson)	<u>35.914</u>	<u>35.624</u>	<u>36.169</u>	<u>36.588</u>	<u>36.922</u>	<u>37.285</u>
Total Ridership (East of Hudson)	84.272	84.643	85.960	86.964	87.761	88.629
West of Hudson Ridership ⁽²⁾	<u>1.746</u>	<u>1.726</u>	<u>1.766</u>	<u>1.803</u>	<u>1.838</u>	<u>1.862</u>
Total Ridership	86.018	86.370	87.726	88.767	89.600	90.491

(1) West of Hudson ticket sales received through Metro-North Mail & Ride program are reported as Metro-North Farebox Revenues; all other West of Hudson ticket revenues are offset against New Jersey Transit operating costs for providing service to the Pascack Valley Line and Port Jervis Line.

(2) West of Hudson total ridership for both Pascack Valley and Port Jervis lines.

MTA Metro-North Railroad
November Financial Plan 2017-2020
2016 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2016	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020
<u>Administration</u>										
Non-Represented Wage Increase	-	0.971	-	1.036	-	1.147	-	1.210	-	1.214
Transportation: Trainmaster for Poughkeepsie to										
Eliminate Special Duty Overtime Coverage	-	0.000	(1)	0.049	(1)	0.052	(1)	0.053	(1)	0.054
Transportation: Fleet Management Office Clerk to										
Reduce Overtime Coverage	-	0.000	(1)	0.034	(1)	0.035	(1)	0.036	(1)	0.037
<i>Subtotal Administration</i>	-	0.971	(2)	1.120	(2)	1.234	(2)	1.299	(2)	1.305
<u>Customer Convenience/Amenities</u>										
CDOT Subsidy Reduction Program: Close ticket windows										
at select NHL stations	5	0.199	5	0.598	5	0.598	5	0.598	5	0.598
<i>Subtotal Customer Convenience/Amenities</i>	5	0.199	5	0.598	5	0.598	5	0.598	5	0.598
<u>Maintenance</u>										
Overtime Reduction for CDOT Subsidy Reduction										
Program	-	0.000	-	0.868	-	0.945	-	1.198	-	1.531
Reductions to Operating Capital Projects (July Plan)	-	13.130	-	3.567	-	3.567	-	3.567	-	3.567
<i>Subtotal Maintenance</i>	-	13.130	-	4.435	-	4.512	-	4.765	-	5.098
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety/Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service Support</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Other</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	5	\$14.300	3	\$6.153	3	\$6.344	3	\$6.663	3	\$7.002

MTA METRO-NORTH RAILROAD
November Financial Plan 2017-2020
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020	Notes
Administration							
President	4	4	4	4	4	4	
Labor Relations	16	18	18	18	18	18	
Safety	58	54	58	58	58	58	A
Security	0	21	26	26	26	26	A
Office of the Executive VP	0	10	10	10	10	10	B
Corporate & Public Affairs	22	19	19	19	19	19	B,C
Customer Service	53	66	68	68	68	68	C
Legal	17	19	19	19	19	19	
Claims	13	14	14	14	14	14	
Environmental Compliance & Svce	7	8	8	8	8	8	
VP Human Resources	37	48	48	48	48	48	E
Training	66	98	98	98	98	98	
Employee Relations & Diversity	6	6	6	6	6	6	
VP Planning	2	2	2	2	2	2	
Operations Planning & Analysis	20	22	22	22	22	22	
Capital Planning & Programming	10	18	18	18	18	18	C
GCT & Corporate Development	9	0	0	0	0	0	C
Long Range Planning	7	8	8	8	8	8	
VP Finance & Info Systems	1	7	9	9	9	9	
Controller	75	80	81	81	81	81	
Budget	17	22	23	23	23	23	
Procurement & Material Management	28	34	41	41	41	41	
Corporate	0	0	0	0	0	0	
Total Administration	466	578	600	600	600	600	
Operations							
Operations Administration	76	70	72	72	72	72	
Transportation	1,511	1,488	1,510	1,510	1,510	1,510	D
Customer Service	222	324	330	330	330	330	
GCT & Corporate Development	30	0	0	0	0	0	C
Metro-North West	29	46	46	46	46	46	
Total Operations	1,867	1,928	1,958	1,958	1,958	1,958	
Maintenance							
GCT & Corporate Development	158	0	0	0	0	0	C
Maintenance of Equipment	1,617	1,764	1,764	1,764	1,764	1,764	
Maintenance of Way	1,877	2,319	2,393	2,418	2,422	2,424	C
Procurement & Material Management	120	124	129	129	129	129	
Total Maintenance	3,771	4,207	4,286	4,311	4,315	4,317	
Engineering/Capital							
Construction Management	36	43	43	43	43	43	
Engineering & Design	70	80	84	84	84	84	C
Total Engineering/Capital	106	123	127	127	127	127	
Total Positions	6,211	6,836	6,971	6,996	7,000	7,002	
Non-Reimbursable	5,888	6,300	6,250	6,234	6,252	6,252	
Reimbursable	323	536	721	762	748	750	
Total Full-Time	6,210	6,835	6,970	6,995	6,999	7,001	
Total Full-Time-Equivalents	1	1	1	1	1	1	

^(A) To improve the focus on two critical operating units the Safety and Security Department was re-organized to form two separate departments.

^(B) In 2015 positions were transferred to the newly formed Office of the Executive VP department.

^(C) Reflects the January 2016 reorganization of the GCT and Corporate Development department and allocates 240 positions to the Maintenance of Way (129), Customer Service (99), COS/Corporate & Public Affairs (6), Capital Planning & Programming (3) and Engineering & Design (3) departments.

^(D) Please note that the Transportation department has recently undergone a name change and was formerly known as Operation Services.

^(E) In 2016 positions in the Human Resources department will be consolidated with VP Human Resources department.

MTA METRO-NORTH RAILROAD
November Financial Plan 2017-2020
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Administration							
	Managers/Supervisors	148	169	176	176	176	176
	Professional, Technical, Clerical	318	409	424	424	424	424
	Operational Hourlies	0	-	-	-	-	-
	Total Administration	466	578	600	600	600	600
Operations							
	Managers/Supervisors	216	230	233	233	233	233
	Professional, Technical, Clerical	179	198	200	200	200	200
	Operational Hourlies	1,472	1,500	1,525	1,525	1,525	1,525
	Total Operations	1,867	1,928	1,958	1,958	1,958	1,958
Maintenance							
	Managers/Supervisors	570	704	717	722	722	722
	Professional, Technical, Clerical	496	540	556	558	559	559
	Operational Hourlies	2,705	2,963	3,013	3,031	3,034	3,036
	Total Maintenance	3,771	4,207	4,286	4,311	4,315	4,317
Engineering/Capital							
	Managers/Supervisors	40	43	44	44	44	44
	Professional, Technical, Clerical	66	80	83	83	83	83
	Operational Hourlies	0	-	-	-	-	-
	Total Engineering/Capital	106	123	127	127	127	127
Public Safety							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	Total Public Safety	-	-	-	-	-	-
Total Positions							
	Managers/Supervisors	975	1,146	1,170	1,175	1,175	1,175
	Professional, Technical, Clerical	1,060	1,227	1,263	1,265	1,266	1,266
	Operational Hourlies	4,177	4,463	4,538	4,556	4,559	4,561
	Total Positions	6,211	6,836	6,971	6,996	7,000	7,002



Subject LIRR 2017 Budget & 2017-2020 Financial Plan Adoption	Date December 1, 2016
Department Office of Management & Budget	Vendor Name
Department Head Name Francis Landers (acting) <i>Francis Landers</i>	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name	Table of Contents Ref #

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

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>Patrizi</i>		VP Svc Png Tech & CPM
	Exec Vice President		VP Mkt Dev & Public Affairs
	Sr. VP Operations		General Counsel
	VP Labor Relations	2	VP & CFO <i>my</i>

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Exec Dir Mgmt & Budget <i>FL</i>						

Purpose

To secure MTA Board adoption of the MTA Long Island Rail Road's (LIRR) 2016 November Forecast, 2017 Final Proposed Budget, and the Four-Year Financial Plan for 2017 – 2020.

Discussion

The 2017 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain the Long Island Rail Road's commitment to provide safe, reliable and efficient commuter rail service to the metropolitan New York region. The LIRR projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials. The 2017 Final Proposed Budget continues funding initiatives in support of these goals.

The LIRR's financial plan contains funding to maintain infrastructure and rolling stock in a reliable condition. Its focus on Reliability Centered Maintenance (RCM) for rolling stock to ensure maximum fleet availability and on maintenance of the right-of way to maintain a state of good repair remains steadfast. Rolling stock investments in the 2017 Final Proposed Budget and Four-Year Financial Plan for 2017-2020 include addressing the next phase of components on M7 trucks that have met their useful life including brake calipers and traction motors, developing and implementing a Lifecycle Asset Management plan for the M7 fleet that would address potential obsolescence of critical system components, refurbishing certain door components, accelerating seat cushion repairs and replacing the obsolete communications control unit on the C3, restoring automated announcement capability.

Achieving an efficient operation remains a priority. The baseline projections outlined below reflect both continued financial savings from past non-service related budget reduction initiatives and new or enhanced reduction initiatives.

- The LIRR has developed more sophisticated staffing models to strike a more efficient balance between straight time and overtime usage.
- The LIRR is reviewing third party contractual spending trends to identify future savings opportunities.
- The LIRR continues to subject all areas of the budget to intensive review, specifically payroll-related operational costs, overtime, inventory and administration.

2016 November Forecast - Baseline

Non-Reimbursable/Reimbursable expenses for the 2016 November Forecast before non-cash liability adjustments total \$1,724.3 million. This is comprised of \$1,391.0 million of Non-Reimbursable expenses and \$333.4 million of Reimbursable expenses. Total Non-Reimbursable/Reimbursable revenue for the 2016 November Forecast is \$1,102.3 million. This is comprised of \$768.9 million of Non-Reimbursable revenue and \$333.4 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2016 November Forecast of \$768.9 million includes Farebox Revenue projections of \$711.9 million. This is based on a projected annual ridership of 89.2 million customers, which is a 1.8% increase over 2015. The Forecast also assumes \$57.0 million in other revenue from advertising, rental fees, special services and freight.

Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2016 November Forecast totals \$1,391.0 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2016 November Forecast increases to \$1,981.4 million. The cash adjustments for non-cash items and timing of expenses/receipts total \$596.1 million. The resulting Net Cash Deficit is projected to be \$616.3 million in 2016.

Total Non-Reimbursable headcount is 6,148 positions. Total Reimbursable headcount is 1,118 positions.

2017 Final Proposed Budget - Baseline

Non-Reimbursable/Reimbursable expenses for the 2017 Final Proposed Budget before non-cash liability adjustments are \$1,903.3 million, comprised of \$1,523.9 million of Non-Reimbursable expenses and \$379.4 million of Reimbursable expenses. The total Non-Reimbursable/Reimbursable revenue for the 2017 Final Proposed Budget is \$1,152.2 million, comprised of \$772.8 million of Non-Reimbursable revenue and \$379.4 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2017 Final Proposed Budget of \$772.8 million includes Passenger Revenue projections of \$715.1 million and \$57.7 million in other revenue from advertising, rental fees, and special services. The Farebox revenue is based on a projected annual ridership of 89.5 million passengers, which is a 0.3% increase over 2016. Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2017 Final Proposed Budget total \$1,523.9 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2017 Final Proposed Budget increases to \$2,125.6 million. Cash adjustments for non-cash items and timing of expenses/receipts total \$593.0 million. The resulting Net Cash Deficit is projected to be \$759.8 million in 2017.

The Non-Reimbursable expense budget, before non-cash liability adjustments, of \$1,523.9 million is comprised of \$1,061.7 million in labor expenses (payroll and benefits), which represent 70% of total expenses. The balance of the expenses are non-payroll and are related to the operation and maintenance of the fleet and infrastructure, with expenses allocated for electric power and fuel of \$112.2 million, materials & supplies

of \$180.0 million, professional and maintenance services contracts of \$124.0 million and all other costs of \$46.0 million.

Total Non-Reimbursable headcount is 6,254 positions. Total Reimbursable headcount is 1,215 positions. The Total Non-Reimbursable/Reimbursable headcount is 7,469, of which 90 percent are in the operating departments. The increase in headcount over the 2016 November Forecast is attributable to several initiatives, both operating and capital funded.

Budget Reduction Initiatives

Tighter management control and increased oversight of non-payroll budgets and improved inventory control result in savings of \$6.1 million on average every year of the financial plan.

Impact on Funding

The 2016 November Forecast, 2017 Final Proposed Budget and the Four-Year Financial Plan 2017 – 2020, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2016 November Forecast, the 2017 Final Proposed Budget and the Four-Year Financial Plan for 2017 – 2020 for the MTA Long Island Rail Road.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2015	2016	2017			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Operating Revenue						
Farebox Revenue	\$695.447	\$711.894	\$715.099	\$717.227	\$719.083	\$720.497
Toll Revenue	0.000	-	-	-	-	-
Other Operating Revenue	55.298	57.004	57.681	56.706	57.540	58.384
Capital and Other Reimbursements	0.000	-	-	-	-	-
Total Revenue	\$750.745	\$768.898	\$772.780	\$773.933	\$776.623	\$778.881
Operating Expenses						
<u>Labor:</u>						
Payroll	\$486.079	\$510.224	\$528.417	\$566.400	\$583.703	\$619.702
Overtime	117.454	119.585	119.311	123.718	127.073	132.307
Health and Welfare	83.473	96.667	104.870	114.290	121.063	131.299
OPEB Current Payment	56.685	62.504	69.074	71.051	74.530	78.249
Pensions	135.453	140.400	136.853	149.325	158.377	160.672
Other Fringe Benefits	126.050	124.907	129.725	139.058	143.304	150.591
Reimbursable Overhead	(46.548)	(28.297)	(26.558)	(19.867)	(18.130)	(18.081)
Total Labor Expenses	\$958.644	\$1,025.990	\$1,061.692	\$1,143.975	\$1,189.920	\$1,254.739
<u>Non-Labor:</u>						
Electric Power	\$92.041	\$76.338	\$95.102	\$98.027	\$101.739	\$107.081
Fuel	17.669	14.115	17.093	17.753	18.492	20.048
Insurance	21.948	22.559	24.334	26.882	29.032	31.370
Claims	6.531	4.406	4.370	4.370	4.419	4.471
Paratransit Service Contracts	0.000	-	-	-	-	-
Maintenance and Other Operating Contracts	62.040	66.318	80.525	80.416	83.814	97.717
Professional Service Contracts	62.514	25.367	43.445	31.568	30.635	35.261
Materials & Supplies	119.661	139.099	179.978	174.693	162.913	213.197
Other Business Expenses	14.003	16.780	17.392	21.520	17.408	17.869
Total Non-Labor Expenses	\$396.408	\$364.982	\$462.239	\$455.229	\$448.452	\$527.014
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,355.052	\$1,390.972	\$1,523.931	\$1,599.204	\$1,638.372	\$1,781.753
Depreciation	\$325.025	\$335.945	\$339.290	\$342.667	\$346.078	\$349.523
OPEB Liability Adjustment	85.252	83.476	85.981	88.560	91.217	93.953
GASB 68 Pension Expense Adjustment	(30.730)	169.000	174.400	172.600	174.100	162.400
Environmental Remediation	1.953	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,736.552	\$1,981.393	\$2,125.602	\$2,205.031	\$2,251.767	\$2,389.629
Net Surplus/(Deficit)	(\$985.807)	(\$1,212.495)	(\$1,352.822)	(\$1,431.098)	(\$1,475.144)	(\$1,610.748)
<u>Cash Conversion Adjustments</u>						
Depreciation	\$325.025	\$335.945	\$339.290	\$342.667	\$346.078	\$349.523
Operating/Capital	(14.197)	(15.671)	(28.966)	(16.747)	(13.168)	(13.999)
Other Cash Adjustment	86.368	275.872	282.718	267.837	267.974	256.693
Total Cash Conversion Adjustments	\$397.196	\$596.146	\$593.042	\$593.757	\$600.884	\$592.217
Net Cash Surplus/(Deficit)	(\$588.611)	(\$616.349)	(\$759.780)	(\$837.341)	(\$874.260)	(\$1,018.531)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2015 <u>Actual</u>	2016 November <u>Forecast</u>	2017 Final Proposed <u>Budget</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	369.431	333.374	379.381	319.530	303.641	304.759
Total Revenue	\$369.431	\$333.374	\$379.381	\$319.530	\$303.641	\$304.759
Expenses						
<u>Labor:</u>						
Payroll	\$111.908	\$104.637	\$132.292	\$117.514	\$112.596	\$112.061
Overtime	35.868	34.178	30.372	20.811	19.728	20.122
Health and Welfare	27.693	23.318	29.342	25.206	23.881	23.799
OPEB Current Payment	-	-	-	-	-	-
Pensions	43.429	40.500	47.674	40.954	38.801	38.668
Other Fringe Benefits	25.160	24.138	30.005	25.776	24.421	24.337
Reimbursable Overhead	46.548	28.297	26.558	19.867	18.130	18.081
Total Labor Expenses	\$290.606	\$255.068	\$296.243	\$250.128	\$237.557	\$237.068
<u>Non-Labor:</u>						
Electric Power	\$0.848	\$0.965	\$0.125	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	5.739	7.401	8.998	7.702	7.454	7.582
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	16.980	24.392	15.452	12.621	12.564	12.578
Professional Service Contracts	2.626	1.397	0.711	0.652	0.656	0.669
Materials & Supplies	51.290	43.339	57.445	48.078	45.079	46.532
Other Business Expenses	1.342	0.812	0.407	0.349	0.331	0.330
Total Non-Labor Expenses	\$78.825	\$78.306	\$83.138	\$69.402	\$66.084	\$67.691
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$369.431	\$333.374	\$379.381	\$319.530	\$303.641	\$304.759
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$369.431	\$333.374	\$379.381	\$319.530	\$303.641	\$304.759
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Revenue						
Farebox Revenue	\$695.447	\$711.894	\$715.099	\$717.227	\$719.083	\$720.497
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	55.298	57.004	57.681	56.706	57.540	58.384
Capital and Other Reimbursements	369.431	333.374	379.381	319.530	303.641	304.759
Total Revenue	\$1,120.177	\$1,102.272	\$1,152.161	\$1,093.463	\$1,080.264	\$1,083.640
Expenses						
<u>Labor:</u>						
Payroll	\$597.986	\$614.861	\$660.709	\$683.914	\$696.299	\$731.763
Overtime	153.322	153.763	149.683	144.529	146.801	152.429
Health and Welfare	111.166	119.985	134.212	139.496	144.944	155.098
OPEB Current Payment	56.685	62.504	69.074	71.051	74.530	78.249
Pensions	178.882	180.900	184.527	190.279	197.178	199.340
Other Fringe Benefits	151.210	149.045	159.730	164.834	167.725	174.928
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$1,249.251	\$1,281.058	\$1,357.935	\$1,394.103	\$1,427.477	\$1,491.807
<u>Non-Labor:</u>						
Electric Power	\$92.889	\$77.303	\$95.227	\$98.027	\$101.739	\$107.081
Fuel	17.669	14.115	17.093	17.753	18.492	20.048
Insurance	27.687	29.960	33.332	34.584	36.486	38.952
Claims	6.531	4.406	4.370	4.370	4.419	4.471
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	79.020	90.710	95.977	93.037	96.378	110.295
Professional Service Contracts	65.140	26.764	44.156	32.220	31.291	35.930
Materials & Supplies	170.951	182.438	237.423	222.771	207.992	259.729
Other Business Expenses	15.345	17.592	17.799	21.869	17.739	18.199
Total Non-Labor Expenses	\$475.232	\$443.288	\$545.377	\$524.631	\$514.536	\$594.705
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,724.483	\$1,724.346	\$1,903.312	\$1,918.734	\$1,942.013	\$2,086.512
Depreciation	\$325.025	\$335.945	\$339.290	\$342.667	\$346.078	\$349.523
OPEB Liability Adjustment	85.252	83.476	85.981	88.560	91.217	93.953
GASB 68 Pension Expense Adjustment	(30.730)	169.000	174.400	172.600	174.100	162.400
Environmental Remediation	1.953	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$2,105.983	\$2,314.767	\$2,504.983	\$2,524.561	\$2,555.408	\$2,694.388
Net Surplus/(Deficit)	(\$985.807)	(\$1,212.495)	(\$1,352.822)	(\$1,431.098)	(\$1,475.144)	(\$1,610.748)
<u>Cash Conversion Adjustments</u>						
Depreciation	\$325.025	\$335.945	\$339.290	\$342.667	\$346.078	\$349.523
Operating/Capital	(14.197)	(15.671)	(28.966)	(16.747)	(13.168)	(13.999)
Other Cash Adjustment	86.368	275.872	282.718	267.837	267.974	256.693
Total Cash Conversion Adjustments	\$397.196	\$596.146	\$593.042	\$593.757	\$600.884	\$592.217
Net Cash Surplus/(Deficit)	(\$588.611)	(\$616.349)	(\$759.780)	(\$837.341)	(\$874.260)	(\$1,018.531)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2017-2020
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2015	2016	2017			
	Actual	November Forecast	Final Proposed Budget	2018	2019	2020
Receipts						
Farebox Revenue	\$716.217	\$732.847	\$735.099	\$737.227	\$739.083	\$740.497
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	71.235	47.904	42.649	41.220	41.584	41.945
Capital and Other Reimbursements	325.301	308.888	349.862	302.216	289.895	290.168
Total Receipts	\$1,112.753	\$1,089.639	\$1,127.610	\$1,080.663	\$1,070.562	\$1,072.610
Expenditures						
<u>Labor:</u>						
Payroll	\$608.276	\$610.911	\$654.308	\$677.368	\$689.606	\$724.919
Overtime	155.605	154.417	149.683	144.529	146.801	152.429
Health and Welfare	113.593	107.590	134.212	139.496	144.944	155.098
OPEB Current Payment	58.445	58.259	69.074	71.051	74.530	78.249
Pensions	168.442	177.889	184.527	190.279	197.178	199.340
Other Fringe Benefits	141.594	148.297	158.730	163.834	166.725	173.928
GASB Account	-	-	-	0.395	1.091	1.835
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$1,245.955	\$1,257.363	\$1,350.534	\$1,386.952	\$1,420.875	\$1,485.798
<u>Non-Labor:</u>						
Electric Power	\$93.862	\$77.913	\$95.227	\$98.027	\$101.739	\$107.081
Fuel	18.927	14.215	17.093	17.753	18.492	20.048
Insurance	30.600	27.694	32.029	34.885	36.060	39.275
Claims	1.951	2.636	1.747	1.747	1.748	1.748
Paratransit Service Contracts	0.000	-	-	-	-	-
Maintenance and Other Operating Contracts	76.926	101.781	92.271	93.037	96.378	110.295
Professional Service Contracts	20.540	23.971	39.544	27.377	26.206	30.591
Materials & Supplies	174.863	166.550	221.821	217.032	206.273	258.807
Other Business Expenses	15.592	13.865	17.124	21.194	17.051	17.498
Total Non-Labor Expenditures	\$433.259	\$428.625	\$516.856	\$511.052	\$503.947	\$585.343
<u>Other Expenditure Adjustments:</u>						
Other	\$20.021	20.000	20.000	20.000	20.000	20.000
Total Other Expenditure Adjustments	\$20.021	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000
Total Expenditures	\$1,699.235	\$1,705.988	\$1,887.390	\$1,918.004	\$1,944.822	\$2,091.141
Cash Timing and Availability Adjustment	(\$2.129)	-	-	-	-	-
Net Cash Surplus/(Deficit)	(\$588.611)	(\$616.349)	(\$759.780)	(\$837.341)	(\$874.260)	(\$1,018.531)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2017-2020
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2015	2016	2017			
	Actual	November Forecast	Final Proposed Budget	2018	2019	2020
Receipts						
Farebox Revenue	\$20.770	\$20.953	\$20.000	\$20.000	\$20.000	\$20.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	15.937	(9.100)	(15.032)	(15.486)	(15.956)	(16.439)
Capital and Other Reimbursements	(44.130)	(24.486)	(29.519)	(17.314)	(13.746)	(14.591)
Total Receipts	(\$7.423)	(\$12.633)	(\$24.551)	(\$12.800)	(\$9.702)	(\$11.030)
Expenditures						
<u>Labor:</u>						
Payroll	(\$10.290)	\$3.950	\$6.401	\$6.546	\$6.693	\$6.844
Overtime	(2.283)	(0.654)	-	-	-	-
Health and Welfare	(2.427)	12.395	-	-	-	-
OPEB Current Payment	(1.760)	4.245	-	-	-	-
Pensions	10.440	3.011	-	-	-	-
Other Fringe Benefits	9.616	0.748	1.000	1.000	1.000	1.000
GASB Account	-	-	-	(0.395)	(1.091)	(1.835)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$3.296	\$23.695	\$7.401	\$7.151	\$6.602	\$6.009
<u>Non-Labor:</u>						
Electric Power	(\$0.973)	(\$0.610)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(1.258)	(0.100)	-	-	-	-
Insurance	(2.913)	2.266	1.303	(0.301)	0.426	(0.323)
Claims	4.581	1.770	2.623	2.623	2.671	2.723
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.094	(11.071)	3.706	-	-	-
Professional Service Contracts	44.600	2.793	4.612	4.843	5.085	5.339
Materials & Supplies	(3.912)	15.888	15.602	5.739	1.719	0.922
Other Business Expenditures	(0.247)	3.727	0.675	0.675	0.688	0.701
Total Non-Labor Expenditures	\$41.973	\$14.663	\$28.521	\$13.579	\$10.589	\$9.362
<u>Other Expenditures Adjustments:</u>						
Other	(\$20.021)	(\$20.000)	(\$20.000)	(\$20.000)	(\$20.000)	(\$20.000)
Total Other Expenditures Adjustments	(\$20.021)	(\$20.000)	(\$20.000)	(\$20.000)	(\$20.000)	(\$20.000)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$17.825	\$5.725	(\$8.629)	(\$12.070)	(\$12.511)	(\$15.659)
Depreciation Adjustment	\$325.025	\$335.945	\$339.290	\$342.667	\$346.078	\$349.523
OPEB Liability Adjustment	85.252	83.476	85.981	88.560	91.217	93.953
GASB 68 Pension Expense Adjustment	(30.730)	169.000	174.400	172.600	174.100	162.400
Environmental Remediation	1.953	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	(2.129)	-	-	-	-	-
Total Cash Conversion Adjustments	\$397.196	\$596.146	\$593.042	\$593.757	\$600.884	\$592.217

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2017-2020
Ridership/(Utilization)
(\$ in millions)

	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
<u>RIDERSHIP</u>						
Monthly	48.420	49.629	49.678	49.981	50.092	50.394
Weekly	1.966	1.904	1.916	1.922	1.927	1.931
Total Commutation	50.386	51.533	51.594	51.903	52.019	52.325
One-Way Full Fare	8.491	8.531	8.569	8.593	8.612	8.629
One-Way Off Peak	18.105	18.357	18.438	18.490	18.531	18.568
All Other	10.667	10.824	10.880	10.922	10.978	10.998
Total Commutation	37.263	37.712	37.887	38.005	38.121	38.195
Total Ridership	87.649	89.245	89.481	89.908	90.140	90.520
<u>FAREBOX REVENUE</u>						
Baseline Total Farebox Revenue	\$695.447	\$711.894	\$715.099	\$717.227	\$719.083	\$720.497

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2017-2020
2016 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2016	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020
<u>Administration</u>										
Non Represented Wage Increases		0.423		0.497		0.530		0.589		0.666
Ongoing Position Vacancies Resulting From Attrition and Time to Hire	-	1.500	-	1.500	-	1.500	-	1.500	-	1.500
Tighter Controls and Prioritization of Non-payroll Funds to Core Mission Initiatives	-	0.000	-	2.550	-	2.550	-	2.550	-	2.550
Subtotal Administration	-	\$1.923	-	\$4.547	-	\$4.580	-	\$4.639	-	\$4.716
<u>Customer Convenience/Amenities</u>										
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
Joint Facility Agreement/PRIIA	-	3.300	-	1.500	-	1.500	-	1.500	-	1.500
Subtotal Maintenance	-	3.300	-	1.500	-	1.500	-	1.500	-	1.500
<u>Revenue Enhancement</u>										
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
Subtotal Other	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	-	\$5.223	-	\$6.047	-	\$6.080	-	\$6.139	-	\$6.216

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2017-2020
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Administration						
Executive VP	9	2	2	2	2	2
Enterprise Asset Management	0	0	7	7	7	7
Sr Vice President - Engineering	0	13	2	2	2	2
Labor Relations	17	19	19	19	19	19
Procurement & Logistics (excl. Stores)	81	86	89	89	86	85
Human Resources	32	33	33	39	49	52
Sr VP Administration	1	2	2	2	2	2
Strategic Investments	31	25	17	17	17	17
President	4	4	4	4	4	4
VP & CFO	2	4	4	4	4	4
Information Technology	0	0	0	0	0	0
Controller	39	43	43	43	44	44
Management and Budget	19	21	21	21	21	21
BPM, Controls, & Compliance	6	7	7	7	7	7
Market Dev. & Public Affairs	67	71	71	71	71	71
Gen. Counsel & Secretary	30	33	33	33	33	33
Diversity Management	2	3	3	3	3	3
Security	12	14	14	14	14	14
System Safety	31	36	36	36	36	36
Training	59	65	67	67	66	73
Service Planning	21	23	25	27	27	27
Rolling Stock Programs	0	11	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2
Total Administration	465	517	518	526	533	542
Operations						
Train Operations	2,057	2,173	2,214	2,306	2,332	2,484
Customer Service	297	299	303	303	303	303
Total Operations	2,354	2,472	2,517	2,609	2,635	2,787
Maintenance						
Engineering	1,821	1,902	1,993	1,948	1,963	1,960
Equipment	2,076	2,079	2,132	2,113	2,070	2,065
Procurement (Stores)	95	94	96	96	94	94
Total Maintenance	3,992	4,075	4,221	4,157	4,127	4,119
Engineering/Capital						
Department of Project Management	122	156	156	156	155	154
Special Projects/East Side Access	34	46	46	46	45	45
Positive Train Control	0	0	11	11	9	5
Total Engineering/Capital	156	202	213	213	209	204
Total Baseline Positions	6,967	7,266	7,469	7,505	7,504	7,652
<i>Non-Reimbursable</i>	6,131	6,148	6,254	6,570	6,615	6,787
<i>Reimbursable</i>	836	1,118	1,215	935	889	865
<i>Total Full-Time</i>	6,967	7,266	7,469	7,505	7,504	7,652
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2017-2020
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2015 Actual	2016 November Forecast	2017 Final Proposed Budget	2018	2019	2020
Administration							
	Managers/Supervisors	235	262	255	256	254	254
	Professional, Technical, Clerical	125	151	157	164	175	184
	Operational Hourlies	105	104	106	106	104	104
	Total Administration	465	517	518	526	533	542
Operations							
	Managers/Supervisors	283	293	296	290	285	302
	Professional, Technical, Clerical	96	96	96	96	96	96
	Operational Hourlies	1,975	2,083	2,125	2,223	2,254	2,389
	Total Operations	2,354	2,472	2,517	2,609	2,635	2,787
Maintenance							
	Managers/Supervisors	662	750	782	753	752	749
	Professional, Technical, Clerical	254	255	267	283	276	274
	Operational Hourlies	3,076	3,070	3,172	3,121	3,099	3,096
	Total Maintenance	3,992	4,075	4,221	4,157	4,127	4,119
Engineering/Capital							
	Managers/Supervisors	108	136	145	145	142	137
	Professional, Technical, Clerical	48	66	68	68	67	67
	Operational Hourlies	-	-	-	-	-	-
	Total Engineering/Capital	156	202	213	213	209	204
Public Safety							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	Total Public Safety	-	-	-	-	-	-
Total Baseline Positions							
	Managers/Supervisors	1,288	1,441	1,478	1,444	1,433	1,442
	Professional, Technical, Clerical	523	568	588	611	614	621
	Operational Hourlies	5,156	5,257	5,403	5,450	5,457	5,589
	Total Baseline Positions	6,967	7,266	7,469	7,505	7,504	7,652

**METRO-NORTH/LONG ISLAND
RAILROAD
JOINT
INFORMATION
ITEMS**

DECEMBER 12, 2016

Long Island Committee and Metro-North Committee LIRR/MNR Rolling Stock Procurements



December 12, 2016
Rev. D

LIRR M-9 Mock Up



LIRR M-9 Mock Up



MTA Long Island Rail Road
MTA Metro-North Railroad



M-9/M-9A Car Procurements

LIRR: 416 M-9/M-9A Cars			
M-9 (Base)	92	M-3 Replacement: 92 + 88 = 180	
M-9 (1 st Option)	88		
M-9 (2 nd Option)	76	ESA Fleet Augmentation: 76 +160=236	
M-9A *	160		
MNR: M-9 Car Option for up to 130 M-9 Cars			

* Separate Procurement subject to Federal Provisions



MTA Long Island Rail Road
MTA Metro-North Railroad

M-9 Car Procurement

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

- Initial Estimate at Completion: \$375.0M
- Current Estimate at Completion: \$381.3M*

* Includes B-End Change Order and Technical Issues Resolution Agreement (TIRA)

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

- Contract Date to Exercise 1st Option for 88 Cars is February 2017
- Contract Date to Exercise 2nd Option for 76 Cars is February 2019

M-9 MNR Options (up to 130 Cars): \$442M (2015-2019 Capital Program)

- Contract Date to Exercise Option is August 2017

Note: Values include cost of Carbuilder, 3rd party consultant, and F/A labor



MTA Long Island Rail Road
MTA Metro-North Railroad

LIRR/MNR M-9 Procurement

Progress-to-Date

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

Note: The M-9 Car is comprised of 22 separate major systems.

Each system has its own individual IDR/PDR/FDR/QT/FAI



MTA Long Island Rail Road
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LIRR M-9 Pilot Car Manufacture Kobe, Japan



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LIRR/MNR M-9 Procurement

Major Milestones Look-Ahead

- Final Design Reviews Completed: 4th qtr 2016
- System Qualification Tests Completed: 1st qtr 2017
- First Article Inspections Completed: 1st qtr 2017
- Car Level FAI: 2nd qtr 2017
- 8 Pilot Car testing in Pueblo: Jun to Aug 2017
- 14 Pilot Car testing at LIRR: Oct to Dec 2017
- Pilot Test Mod Program: Jan to May 2018
- 92 Base Car Deliveries: Jun 2018 to Jan 2019



MTA Long Island Rail Road
MTA Metro-North Railroad

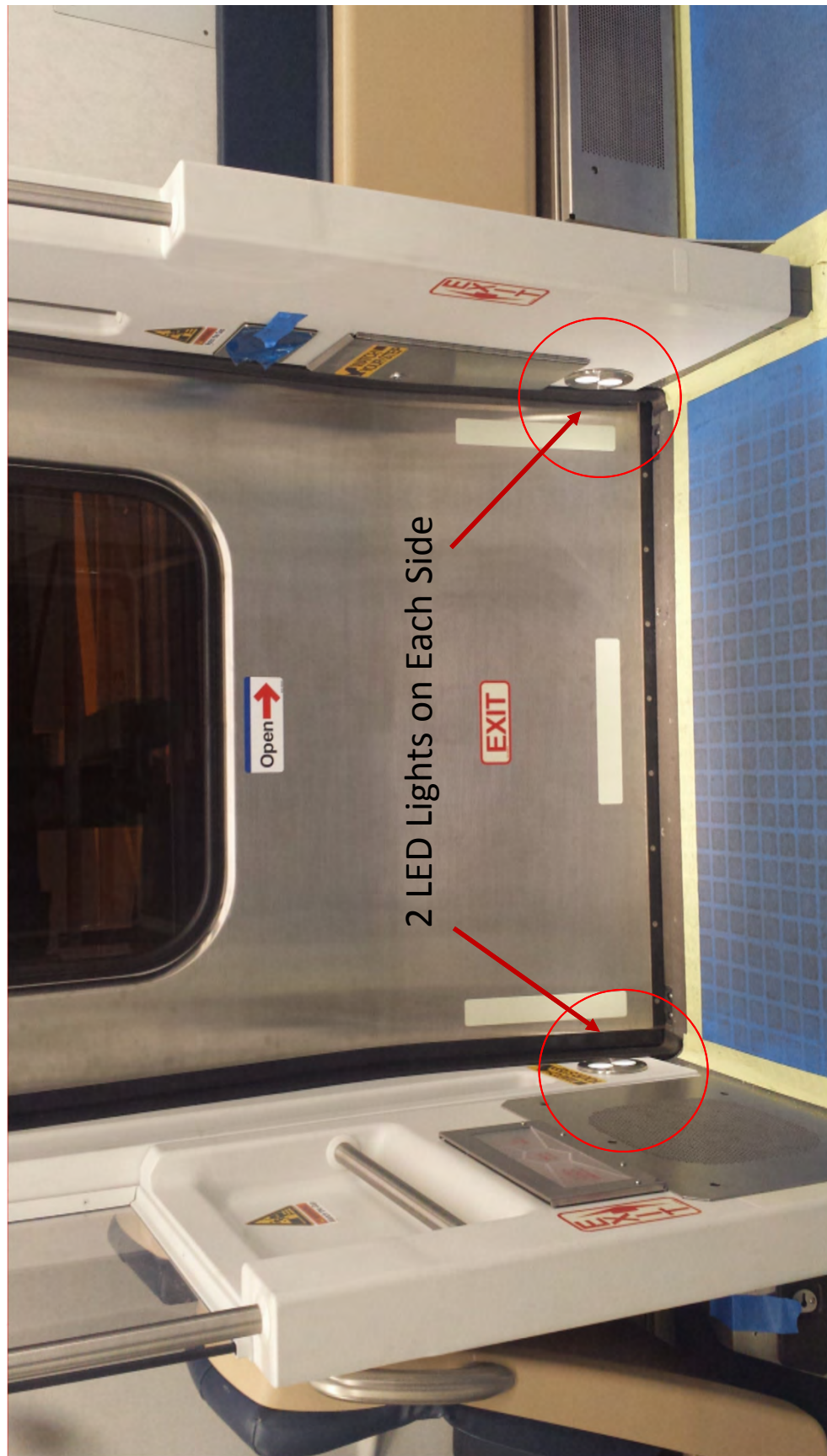
M-9 Safety/Security Improvements

- Positive Train Control (PTC) Equipped
- CCTV - 1 forward facing, 1 in-cab camera and 8 passenger area cameras.
- Enhanced B-End carbody crashworthiness
- Additional speakers in vestibule for clearer public announcements
- Threshold illuminating lights at the side and end doors
- Additional emergency lighting if car batteries are exhausted
- Increased length and height of vestibule grab handles



MTA Long Island Rail Road
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Illuminated Thresholds



MTA Long Island Rail Road
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Illuminated Thresholds



MTA Long Island Rail Road
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M-9 Customer Amenity Enhancements

- Closed loop seat armrests (similar to M-8)
- Electrical outlets on both sides of car in each row of seats (same as M-8)
- Four 32" multimedia screens in each car
- 4-6 Additional seats per married pair (217 seats/pair)
- Powered B-End door
- Energy efficient LED lighting
- Front of car exterior destination signs (visible as train approaches station)
- Improved ride quality from M-7
- Text-to-Speech service updates
- Consist car number display ("Car 3 of 10")
- Suspension system flip seats (Prevents slamming)
- Quieter side doors which operate with less impact force and are easier to open manually in an emergency egress situation
- *Slightly increased width of seats*
- *Increased window tint (reduces sun glare)*
- *Improved toilet doors*
- *Additional coat hooks in toilet room*
- *Additional toilet room air quality treatment*
- *Toilet room design improves cleanliness and touch-less experience*
- *High Velocity "no touch" toilet room hand drier*
- *Scratch proof mirror*

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M-9 Armrests



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M-9 Electrical Outlets



MTA Long Island Rail Road
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M-9 Powered B-End Door



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Crew Amenity Improvements From M-7

- | | |
|---|--|
| <ul style="list-style-type: none">• Crew Key Switch• Crew Locker• F End Door• Sliding Sash• Emergency Equipment Locker/ADA Ramp | <p>Relocated to be more accessible</p> <p>Size increased and made more accessible
Electrical outlet has been added</p> <p>Less force required to open and crash worthiness has been increased</p> <p>Force required to open/close has been decreased and an armrest added</p> <p>Have been relocated to be more accessible and all emergency equipment is now co-located in the new locker located just inside the vestibule</p> |
|---|--|



MTA Long Island Rail Road
MTA Metro-North Railroad

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 is currently at 36% COTS, against the goal of 40%.



MTA Long Island Rail Road
MTA Metro-North Railroad

LIRR/MNR M-9 Key Milestones

Date	Milestone
September 2013	Award Contract for 92 LIRR Base Cars (M-3 Replacement)
February 2017	Contract Date to Exercise LIRR's 1 st Option for 88 Cars (M-3 Replacement)
1st Quarter 2017	Design/Testing Completed
June 2017 to December 2017	Pilot Car Testing (8 cars for 3 months in Pueblo, 14 Cars for 3 months at LIRR)
January 2018 to May 2018	Pilot Car Modification Program
June 2018 to January 2019	Delivery of 92 Base Order Cars (M-3 Replacement)
August 2017	Contract Date to Exercise MNR's Option for up to 130 Cars
February 2019	Contract Date to Exercise LIRR's 2 nd Option for 76 Cars (ESA Service)
February 2019 to August 2019	Delivery of 1 st Option for 88 LIRR Cars (M-3 Replacement Complete)
September 2019 to August 2020	Delivery of up to 130 MNR Cars
September 2020 to March 2021	Delivery of 2 nd Option for 76 LIRR M-9 Cars for ESA

MTA Long Island Rail Road
MTA Metro-North Railroad

Proposed 2017 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chairs & Members
2017 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

January 2017

Approval of 2017 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering

February 2017 (Joint meeting with LIRR) – LIRR 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

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
Track Program Quarterly Update	Engineering
MTA Homeless Outreach	MTA

May 2017

Diversity/EEO Report – 1st Quarter 2017

Diversity and EEO

June 2017 (Joint meeting with LIRR)

Status Update on PTC

President

Bi-Annual Report on M-9 Procurement

President

July 2017

Grand Central Terminal Retail Development

MTA Real Estate

Environmental Audit

Environmental Compliance

Track Program Quarterly Update

Engineering

September 2017

2018 Preliminary Budget (Public Comment)

Finance

2017 Mid-Year Forecast

Finance

Diversity/EEO Report – 2nd Quarter 2017

Diversity and EEO

2017 Fall Schedule Change

Operations Planning & Analysis

October 2017 (Joint meeting with LIRR)

2018 Preliminary Budget (Public Comment)

Finance

Status Update on PTC

President

Track Program Quarterly Update

Engineering

MTA Homeless Outreach

MTA

November 2017

Review of Committee Charter

Committee Chairs & Members

Holiday Schedule

Operations Planning & Analysis

December 2017 (Joint meeting with LIRR)

2018 Final Proposed Budget

Finance

2018 Proposed Committee Work Plan

Committee Chairs & Members

Diversity/EEO Report – 3rd Quarter 2017

Diversity and EEO

Bi-Annual Report on M-9 Procurement

President

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.

2017 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

JANUARY 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.

Track Program Quarterly Update

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

FEBRUARY 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.

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.

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.

MTA Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.

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.

JUNE 2017 (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.

JULY 2017

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

Track Program Quarterly Update

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

SEPTEMBER 2017

2018 Preliminary Budget

Public comment will be accepted on the 2018 Budget.

2017 Final Mid-Year Forecast

The agency will provide the 2017 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd 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.

2017 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 2017.

OCTOBER 2017 (Joint Meeting with LIRR)

2018 Preliminary Budget

Public comment will be accepted on the 2018 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. Highlights to include cost of PTC along with operation and implementation risks.

Track Program Quarterly Update

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

MTA Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.

NOVEMBER 2017

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)

2018 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2018.

2018 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2018 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd 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.

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.



Diversity/EEO Report

3rd Quarter 2016

Overview

MTA Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North's September 30, 2016 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The numbers and information provided above do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2016, 3rd QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

NEW HIRES

As of September 30, 2016

JOB CATEGORY	TOTAL ¹	FEMALES ²		MINORITIES		NON MINORITIES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	39	11	28.2%	18	46.2%	21	53.8%	7	17.9%	4	10.3%	3	7.7%	0	0.0%	0	0.0%	4	10.3%
Professionals	46	17	37.0%	25	54.3%	21	45.7%	10	21.7%	6	13.0%	6	13.0%	0	0.0%	0	0.0%	3	6.5%
Technicians	2	1	50.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	2	0	0.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	65	24	36.9%	33	50.8%	32	49.2%	12	18.5%	7	10.8%	10	15.4%	0	0.0%	0	0.0%	4	6.2%
Skilled Craft	139	11	7.9%	51	36.7%	88	63.3%	24	17.3%	16	11.5%	2	1.4%	0	0.0%	0	0.0%	9	6.5%
Service Maintenance	157	8	5.1%	72	45.9%	85	54.1%	46	29.3%	21	13.4%	2	1.3%	0	0.0%	0	0.0%	3	1.9%
Total	450	72	16.0%	199	44.2%	251	55.8%	99	22.0%	54	12.0%	23	5.1%	0	0.0%	0	0.0%	23	5.1%

¹ Total includes male and female new hires, both minority and non-minority.

² Total includes female new hires, both minority and non-minority.

2016 THIRD QUARTER EEO REPORT
AGENCY NAME: METRO-NORTH RAILROAD

EEO AND TITLE VI COMPLAINTS
Third Quarter 2016¹ vs. Third Quarter 2015¹

CATEGORY	RACE/ COLOR		SEXUAL HARASSMENT		AGE		GENDER		RELIGION		NATIONAL ORIGIN		DISABILITY		OTHER ²		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Years																						
EEO TOTAL	21	21	12	10	7	11	23	11	2	0	10	7	10	9	22	29	107	98	69	63	20	12
External	8	7	2	0	5	6	5	4	0	0	5	2	7	5	8	7	40	31	21	21	11	7
Internal	13	14	10	10	2	5	18	7	2	0	5	5	3	4	14	22	67	67	48	42	9	5

CATEGORY	RACE		COLOR		NATIONAL ORIGIN		INCOME		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Years														
Title VI	20	17	3	11	1	0	0	0	24	28	20	18	8	7

1. This chart includes all pending matters as of the date of the report; including matters filed prior to the reporting period.
2. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, arrest/conviction record or retaliation, etc.)
3. In some instances, a single complaint may involve two or more EEO categories.

Reporting Period as of September 30, 2016 vs September 30, 2015

2016 THIRD QUARTER EEO REPORT
AGENCY NAME: METRO-NORTH

EEO AND TITLE VI COMPLAINT RESOLUTIONS
Third Quarter 2016 vs. Third Quarter 2015

	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSED		RESOLVED/ SETTLEMENT		TOTAL CASES	
Years	16	15	16	15	16	15	16	15	16	15	16	15	16	15
EEO Total	22	14	3	6	12	21	3	3	7	0	2	7	49	51
External	0	5	0	0	2	5	1	0	7	0	0	4	10	14
Internal	22	9	3	6	10	16	2	3	0	0	2	3	39	37

**Due to reclassification of external cases, the corrected Withdrawn category is noted above.*

TITLE VI DISCRIMINATION COMPLAINT RESOLUTIONS
Third Quarter 2016 vs. Third Quarter 2015

	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSAL		RESOLVED/ SETTLEMENT		TOTAL CASES	
Years	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Title VI	3	4	0	1	9	6	0	0	0	0	0	0	12	11

Reporting Period as of September 30, 2016 vs September 30, 2015



2017 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes	<u>Responsibility</u> Committee Chair & Members
2017 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

January 2017

Approval of 2017 Committee Work Plan	Committee Chair & Members
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February 2017 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2017	Management & Budget
2017 Annual Operating Results	Operations
2017 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 th Q 2016	Administration/Diversity
2017 Spring Schedule Change	Service Planning

March 2017

Annual Strategic Investments & Planning Study	Strategic Investments
Annual Elevator/Escalator Report	Engineering
Spring Track Work	Service Planning

April 2017 (Joint Meeting with MNR)

Final Review of 2016 Operating Results	Management & Budget
Annual Inventory Report	Procurement
2016 Annual Ridership/Marketing Plan Report	Finance/Marketing
2017 Summer Schedule Change	Service Planning
MTA Homeless Outreach	MTA

May 2017

Diversity/EEO Report – 1 st Q 2017	Administration/Diversity
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June 2017 (Joint Meeting with MNR)

Status Update on PTC	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Summer Track Work	Service Planning

July 2017

Penn Station Retail Development
Environmental Audit
2017 Fall Construction Schedule Change

MTA Real Estate
Corporate Safety
Service Planning

September 2017

2018 Preliminary Budget (Public Comment)
2017 Mid Year Forecast
Diversity/EEO Report – 2nd Q 2017
Fall Track Work

Management & Budget
Administration/Diversity
Service Planning

October 2017 (Joint Meeting with MNR)

2018 Preliminary Budget (Public Comment)
Status Update on PTC
November Schedule Change
MTA Homeless Outreach

President/Sr. Staff
Service Planning
MTA

November 2017

Review of Committee Charter
East Side Access Support Projects Update
2017 Holiday Schedule

Committee Chair & Members
President/Sr. Staff
Service Planning

December 2017 (Joint Meeting with MNR)

Diversity/EEO Report – 3rd Q 2016
2018 Final Proposed Budget
2018 Proposed Committee Work Plan
Bi-Annual Report on M-9 Procurement

Administration/Diversity
Management & Budget
Committee Chair & Members
President/Sr. Staff

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.

2017 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

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.

2017 Annual Operating Results

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

2017 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.

MTA Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.

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.

JUNE 2017 (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 2017

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.

2017 Fall Construction Schedule Change

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

SEPTEMBER 2017

2018 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

2017 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 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.

OCTOBER 2017 (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.

MTA Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.

NOVEMBER 2017

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 2017 (Joint Meeting with MNR)

Diversity & EEO Report– 3rd 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.

2018 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2018.

Proposed 2018 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2018 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.



DIVERSITY / EEO REPORT

3rd Quarter

2016

Overview

The Long Island Rail Road has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the LIRR's September 30, 2016 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2016 3rd QUARTER EEO REPORT

AGENCY NAME: [LONG ISLAND RAIL ROAD](#)

**NEW HIRES
AS OF SEPTEMBER 30, 2016**

JOB CATEGORY	TOTAL ¹	FEMALES ²		NON-MINORITY		MINORITY		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	25	5	20.0%	7	28.0%	18	72.0%	5	20.0%	6	24.0%	6	24.0%	1	4.0%	0	0.0%	0	0.0%
Professionals	49	18	36.7%	20	40.8%	29	59.2%	10	20.4%	7	14.3%	11	22.4%	0	0.0%	0	0.0%	1	2.0%
Technicians	34	9	26.5%	15	44.1%	19	55.9%	4	11.8%	2	5.9%	12	35.3%	0	0.0%	0	0.0%	1	2.9%
Administrative Support	28	9	32.1%	13	46.4%	15	53.6%	7	25.0%	2	7.1%	5	17.9%	0	0.0%	0	0.0%	1	3.6%
Skilled Craft	190	21	11.1%	118	62.1%	72	37.9%	36	18.9%	23	12.1%	4	2.1%	2	1.1%	0	0.0%	7	3.7%
Service Maintenance	45	8	17.8%	22	48.9%	23	51.1%	12	26.7%	6	13.3%	3	6.7%	0	0.0%	0	0.0%	2	4.4%
Total	371	70	18.9%	195	52.6%	176	47.4%	74	19.9%	46	12.4%	41	11.1%	3	0.8%	0	0.0%	12	3.2%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2016 THIRD QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

EEO AND TITLE VI COMPLAINTS

LONG ISLAND RAIL ROAD

Third Quarter 2016 vs. Third Quarter 2015¹

CATEGORY	RACE/ COLOR		SEXUAL HARASSMENT		AGE		GENDER		RELIGION		NATIONAL ORIGIN		DISABILITY		OTHER ²		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Years																						
EEO TOTAL	13	7	2	2	1	2	2	0	0	0	1	0	5	2	6	5	30	18	27	14	10	3
External	6	5	0	1	0	2	0	0	0	0	1	0	5	2	2	2	14	12	11	8	7	3
Internal	7	2	2	1	1	0	2	0	0	0	0	0	0	0	4	3	16	6	16	6	3	0

CATEGORY	RACE		COLOR		NATIONAL ORIGIN		INCOME		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Years														
Title VI	15	5	0	0	0	1	0	0	15	6	15	6	0	0

1. This chart includes all pending matters as of the date of the report; including matters filed prior to the reporting period.

2. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, arrest/conviction record or retaliation, etc.)

3. In some instances, a single complaint may involve two or more EEO categories.

Reporting Period as of September 30, 2016 vs September 30, 2015

2016 THIRD QUARTER EEO REPORT
AGENCY NAME: LONG ISLAND RAIL ROAD

EEO AND TITLE VI COMPLAINT RESOLUTIONS
Third Quarter 2016 vs. Third Quarter 2015¹

	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSED		RESOLVED/ SETTLEMENT		TOTAL CASES	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Years	16	15	16	15	16	15	16	15	16	15	16	15	16	15
EEO	8	5	3	2	1	0	0	0	1	3	0	1	13	11
Total														
External	2	1	1	0	0	0	0	0	1	3	0	1	4	5
Internal	6	4	2	2	1	0	0	0	0	0	0	0	9	6

TITLE VI DISCRIMINATION COMPLAINT RESOLUTIONS
Third Quarter 2016 vs. Third Quarter 2015¹

	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSAL		RESOLVED/ SETTLEMENT		TOTAL CASES	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Years	16	15	16	15	16	15	16	15	16	15	16	15	16	15
Title VI	15	6	0	0	0	0	0	0	0	0	0	0	15	6

Reporting Period as of September 30, 2016 vs September 30, 2015



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	

Date	12-5-16
Vendor Name	Various
Contract Number	Various
Contract Manager Name	Various
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	12-12-16	X		
2	MTA Board Mtg.	12-14-16	X		

Internal Approvals			
	Approval		Approval
X	President	X	Chief Security Officer
X	Executive V.P.		V.P. Capital Programs
X	Sr. V.P. Operations	X	V.P. & General Counsel
X	Chief 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:

of Actions \$ Amount

Schedules Requiring Two-Thirds Vote (or more, where noted)

NONE

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts		1	\$1,975,000
• KD Analytical LLC \$1,975,000			
SUB TOTAL:		1	\$1,975,000

MNR proposes to award competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$1,808,458
• Abalon Exterminating Company \$1,808,458		
SUB TOTAL:	1	\$1,808,458

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:	2	\$3,783,458

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

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

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

DECEMBER 2016

METRO-NORTH RAILROAD

LIST OF NON-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. KD Analytical LLC	\$1,975,000 (not-to-exceed)	<u>Staff Summary Attached</u>
Maintenance Contract for the 'PROTECT' Chemical Detection System		

Approval is requested to award a joint Agency, non-competitive, (one year base and 2 one year options) miscellaneous service contract for maintenance to the 'PROTECT' Chemical Detection System presently installed in Grand Central Terminal (GCT) and Penn Station for MNR and LIRR, to the firm KD Analytical, LLC.

Currently, KD Analytical is the sole vendor for the systems integration of the PROTECT System and current holder of the PROTECT maintenance contract through an Assignment of Contract with Smiths Detection Systems, Inc., the original systems maintainer. KD has an established unique interface with DHS and Argonne where they can interact specifically regarding information and issues with the PROTECT system. In the event of a chemical release at either of MTA's` two high-profile facilities, PROTECT will provide essential detection and notification to key response MTA, MNR, & LIRR personnel. Services provided by KD Analytical will be to maintain the equipment and system in optimum working condition which includes periodic on-site maintenance, system and network software support, and hardware maintenance including replacement parts and on-going testing.

The overall three year cost for this maintenance contract is in the not-to-exceed amount of \$1,975,000. (First year \$600,000 with two option years totaling \$1,375,000) Under this contract, the MTA and the Railroads are afforded pricing negotiated by the U.S. General Services Administration (GSA) for comprehensive maintenance and support. Funding for this procurement is to be provided through the MTA Headquarters (Office of Security) from Near Term Funds.

Schedule G: Miscellaneous Service Contracts

Item Number: G

Vendor Name (& Location) KD Analytical, LLC
Description Maintenance contract for the "PROTECT" Chemical Detection System
Contract Term (including Options, if any) Three Years
Option(s) included in Total Amount? <input checked="" 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

Contract Number 1000076648	AWO/Modification #
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Total Amount: \$1,975,000	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Al Muir, Sr. Director	

Discussion:

Approval is requested to award a joint Agency, non-competitive, miscellaneous service contract (one year base and 2 one year options) for maintenance to the 'PROTECT' Chemical Detection System presently installed in Grand Central Terminal (GCT) and Penn Station for MNR and LIRR, to the firm KD Analytical, LLC.

In 2006, the MTA Office of Security in conjunction with the Department of Homeland Security (DHS), evaluated and concluded that the sensor mechanisms within the devices that were developed by Argonne National Laboratories, were the premiere equipment for detecting aerosolized chemicals. The detail of the systems' software and hardware is called the "PROTECT" system, and was licensed exclusively to Smiths Detection Systems, Inc. In the event of a chemical release at either of MTA's two high-profile facilities, PROTECT will provide essential detection and notification to key response MTA, MNR, & LIRR personnel.

Currently, KD Analytical is the sole vendor for the systems integration of the PROTECT System and current holder of the PROTECT maintenance contract through an Assignment of Contract with Smiths Detection Systems, Inc., the original systems maintainer. KD has an established unique interface with DHS and Argonne where they can interact specifically regarding information and issues with the PROTECT system. Previous non-competitive contracts were approved by the MTA Board and awarded to Smiths Detection Systems Inc. for the maintenance and support of the PROTECT system for LIRR (Penn Station) and for MNR (GCT). The current maintenance and support contract is set to expire in January 2017.

Services provided by KD Analytical will be to maintain the equipment and system in optimum working condition which includes periodic on-site maintenance, system and network software support, and hardware maintenance including replacement parts and on-going testing. The MTA Department of Diversity and Civil Rights has reviewed this contract and found that due to insufficient availability of MWBE firms in the marketplace, no M/WBE goals would be assigned.

At this time, MNR seeks approval for a new one year contract with 2 one year options to KD Analytical, LLC in the overall not-to-exceed amount of \$1,975,000. (First year \$600,000 with 2 one year options totaling \$1,375,000) Under this contract, the MTA and the Railroads are afforded pricing negotiated by the U.S. General Services Administration (GSA) for comprehensive maintenance and support. Funding for this procurement will be provided through the MTA Headquarters (Office of Security) from Near Term Funds.

DECEMBER 2016

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

H. Modifications to Personal/Miscellaneous Service Contracts

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

1. Abalon Exterminating Company \$1,808,458
Multi-Agency Pest Control Services

Staff Summary Attached

On behalf of Metro-North Railroad (MNR) and New York City Transit (NYCT), approval is requested to extend this multi-agency miscellaneous service contract for an additional 18 months from January 1, 2017 – June 30, 2018 with Abalon Exterminating Company (“Abalon”) in the total not-to-exceed amount of \$1,808,458. This modification is required to allow sufficient time for (i) reassignment of this multi-agency master service agreement to the MTA Business Service Center (ii) initiate and complete a consolidated pest control renewal contract covering the large geographical territory of the Agencies (iii) allow a transition period to a new supplier(s), if required.

Under this contract, Abalon provides comprehensive and integrated pest control management services encompassing project management, service technicians, pesticides, multi-purpose bait stations, mechanical catch traps, pet monitors and other material and equipment necessary to treat, control and/or prevent infestation or re-infestation of pests on a scheduled and as-needed basis. The locations to be serviced include, but are not limited to: offices, employee facilities, shops, yard and maintenance/storage facilities, and loading dock areas as well as railcars, train stations and refuse rooms.

The total cost for the 18 month contract extension is \$1,808,458 (MNR - \$403,000 & NYCT \$1,405,458). All rates and terms and conditions previously established under the current agreement shall remain the same for the extension period, which is deemed fair and reasonable. This procurement is to be funded by each Agency’s Operating Budget.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

Item Number: H

Vendor Name (& Location) Abalon Exterminating Company	Contract Number 1000003672	AWO/Modification # 4
Description MTA Multi-Agency Facility & Property Pest Control Services	Original Amount:	\$2,798,156
Contract Term (including Options, if any) 18 Months (1/1/17 – 6/30/18)	Prior Modifications:	\$2,521,754 (MNR-\$256,352, NYCT-\$2,265,402)
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	\$
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$5,319,910
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$1,808,458 (Est.)
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:	33%
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director	% of Modifications (including This Request) to Original Amount:	154%

Discussion:

On behalf of Metro-North Railroad (MNR) and New York City Transit (NYCT), approval is requested to extend this multi-agency miscellaneous service contract for an additional 18 months from January 1, 2017 – June 30, 2018 with Abalon Exterminating Company (“Abalon”) in the total amount of \$1,808,458. The prior contract modifications were executed by the individual agency and were necessitated by larger than expected usage.

In December 2011, Metro-North Railroad (MNR) on behalf of itself and New York City Transit (NYCT) and MTA Bus requested and received approval to award a four year multi-Agency master service agreement for facility and property pest control services. Under this contract, Abalon provides comprehensive and integrated pest control management services encompassing project management, service technicians, pesticides, multi-purpose bait stations, mechanical catch traps, pet monitors and other material and equipment necessary to treat, control and/or prevent infestation or re-infestation of pests on a scheduled and as-needed basis. The locations to be serviced include, but are not limited to: offices, employee facilities, shops, yard and maintenance/storage facilities, and loading dock areas as well as railcars, train stations and refuse rooms. The solicitation did not include Grand Central Terminal (GCT), which due to its unique environment was treated separately and solicited on a square foot basis due to the large number of individual tenants.

Given the large geographical territory of the Agencies when this procurement was first solicited, bidders were permitted to provide pricing to cover Agency requirements within any combination of four specified geographical areas (the NYC 5 Boroughs, Nassau/Suffolk, Orange/Rockland/Putnam/Westchester and Connecticut). Abalon, the low bidder submitted a bid for each of the geographical areas, which was 40% less than the next lowest bid. Abalon was deemed well qualified to provide the required level of industrial pest management services throughout the Agencies given its relevant experience with large clients, mixed-use facilities, and their pro-active approach to pest control services.

This modification is required to allow sufficient time for (i) reassignment of this multi-agency master service agreement to the MTA Business Service Center (ii) initiate and complete a consolidated pest control renewal contract covering the large geographical territory of the Agencies (iii) allow a transition period to a new supplier(s), if required.

The total cost for the 18 month contract extension is \$1,808,458 (MNR = \$403,000 & NYCT = \$1,405,458). All rates and terms and conditions previously established under the current agreement shall remain the same for the 18- month extension period, which is deemed fair and reasonable. This procurement is to be funded by each Agency’s Operating Budget.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

December 14, 2016

Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date <div style="text-align: center;">December 12, 2016</div>			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	12.12.16				X	President		VP & CFO
2	MTA Board	12.14.16				X	Exec. Vice President		VP, Gen. Counsel & Secy
							Sr. VP-Operations		
							Sr. VP-Engineering		

PURPOSE:

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

DISCUSSION:

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

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

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Two-Thirds Vote

Schedule C: Competitive Requests for Proposals (Award of Purch & Pub Work Contracts)	1	\$325,851
SUBTOTAL	1	\$325,851

LIRR proposes to award Ratifications in the following categories:

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

<u>TOTAL:</u>	<u>1</u>	<u>\$325,851</u>
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BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

DECEMBER 2016

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule C: Competitive Request for Proposals (Award of Purchase and Public Work Contracts) (Staff Summaries only required for items requiring Board approval)

- | | | | |
|-----------|--|------------------|--------------------------------------|
| 1. | Ansaldo STS USA, Inc.
Competitive RFP
Contract No. 6218 | \$325,851 | <i><u>Staff Summary Attached</u></i> |
|-----------|--|------------------|--------------------------------------|

LIRR requests MTA Board approval to award a Public Works contract to Ansaldo STS USA, Inc. in the amount of \$325,851 to Design, Furnish, and Deliver Switch Machine Kits and Equipment for LIRR's West-Side Yard. This work is part of the MTA/LIRR Super-Storm Sandy recovery program (Project PNZD, Western Rail Yards). The switches at West-Side Yard were severely damaged as a result of Super-Storm Sandy in October 2012. LIRR requires the expertise of a contractor to design and manufacture Switch Machine components for rod mechanisms to move in a non-conventional way due to clearance issues.

Staff Summary



Long Island Rail Road

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Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i> 12/16/16					
Division & Division Head Name: Department of Program Management, Richard Oakley					
Division Head Signature & Date <i>[Signature]</i> 12/5/16					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	12.12.16			
2	MTA Board	12.14.16			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i> 12/16	3	Sr. VP/Engineering <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	VP & CFO <i>[Signature]</i>		
4	Sr. VP/Operations <i>[Signature]</i>	1	VP, Gen'l Counsel & Sec'y <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Ansaldo STS USA, Inc. (ASTS)	6218
Description Design/Furnish/Deliver Switch Machine Kits and Equipment – West Side Yard	
Total Amount	
\$325,851	
Contract Term (including Options, if any)	
450 consecutive calendar days	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: SANDY	

Narrative

I. PURPOSE/RECOMMENDATION:

The Long Island Rail Road (LIRR) requests MTA Board approval to award a Public Works contract to Ansaldo STS USA, Inc. in the amount of \$325,851 to Design, Furnish, and Deliver Switch Machine Kits and Equipment for LIRR's West-Side Yard. This work is part of the MTA/LIRR Super-Storm Sandy recovery program (Project PNZD, Western Rail Yards). The switches at West-Side Yard were severely damaged as a result of Super-Storm Sandy in October 2012. LIRR requires the expertise of a contractor to design and manufacture Switch Machine components for rod mechanisms to move in a non-conventional way due to clearance issues.

II. DISCUSSION:

The contract requires Ansaldo STS USA, Inc. (ASTS) to design, manufacture and deliver ten (10) Switch Machine Layout Kits (machines are not included) to be installed by LIRR forces. The contract also requires submittals at 60% and 100% design completion.

The MTA Board granted an "omnibus" approval to use the "Request for Proposal" (RFP) method to solicit various Design-Build and other contracts in connection with post-Super Storm Sandy restoration, mitigation and resiliency initiatives (specifically citing the West-Side Yard, among others) at its November 2013 meeting. On June 14, 2016, LIRR publicly advertised the RFP for this project in the New York State Contract Reporter, N.Y. Post, and on the MTA website.

A single proposal was received from ASTS. Two other prospective proposers who expressed interest advised they could not satisfy the FRA requirements of the RFP. LIRR conducted a technical evaluation of the proposal submitted by ASTS. It was determined that ASTS demonstrated an acceptable approach to the work, utilized effective means and methods, and met the RFP's experience requirements. Therefore, LIRR entered into negotiations with Ansaldo, addressing various cost-saving initiatives such as the frequency/location of progress meetings, reductions to labor costs and efficiencies with the required materials. As a result, ASTS reduced their labor and material costs by \$60,000, resulting in the final negotiated price of \$325,851. Accordingly, Ansaldo STS USA, Inc.'s proposal was deemed fair and reasonable.

A responsibility review of Ansaldo was performed and no SAI was found. Accordingly, Ansaldo is deemed a responsible firm.

Staff Summary



Long Island Rail Road

Page 2 of 2

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) have established 0% DBE goals for this project.

Ansaldo STS USA, Inc. has NOT completed any MTA contracts with goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING:

This contract will be funded by the LIRR Capital Budget supported by federal Super Storm Sandy relief funding.

V. ALTERNATIVES:

There are no alternatives, since LIRR does not have the ability to undertake the design and fabrication of these customized Switch Machine components with in-house forces.



Metro-North Railroad

Operations Report



MONTHLY OPERATING REPORT

November 2016

Date Issued:
Monday, December 05, 2016

Performance Summary			2016 Data			2015 Data	
			Annual Goal	November	YTD thru November	November	YTD thru November
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	90.3%	93.6%	92.5%	93.3%
		AM Peak	93.0%	84.6%	91.8%	89.3%	90.1%
		AM Reverse Peak	93.0%	87.6%	94.5%	93.6%	94.4%
		PM Peak	93.0%	92.1%	94.7%	93.4%	95.7%
		Total Peak	93.0%	88.1%	93.4%	91.6%	93.0%
		Off Peak Weekday	93.0%	88.0%	92.2%	90.4%	92.2%
		Weekend	93.0%	97.5%	96.5%	96.3%	95.5%
	Hudson Line	Overall	93.0%	93.9%	94.9%	93.4%	94.0%
		AM Peak	93.0%	89.0%	91.9%	91.0%	91.4%
		AM Reverse Peak	93.0%	92.7%	96.6%	96.2%	96.7%
		PM Peak	93.0%	95.4%	96.6%	95.8%	96.9%
		Total Peak	93.0%	92.1%	94.5%	93.6%	94.3%
		Off Peak Weekday	93.0%	92.6%	93.9%	93.3%	92.9%
		Weekend	93.0%	98.3%	97.0%	93.2%	95.2%
	Harlem Line	Overall	93.0%	92.0%	94.6%	93.7%	94.0%
		AM Peak	93.0%	89.3%	93.6%	88.6%	90.3%
		AM Reverse Peak	93.0%	87.9%	95.3%	92.2%	94.4%
		PM Peak	93.0%	93.5%	94.8%	95.1%	95.5%
		Total Peak	93.0%	90.7%	94.4%	91.8%	93.1%
		Off Peak Weekday	93.0%	90.4%	93.8%	92.6%	93.7%
		Weekend	93.0%	97.0%	96.7%	98.0%	96.3%
	New Haven Line	Overall	93.0%	87.0%	92.1%	91.0%	92.3%
		AM Peak	93.0%	78.1%	90.2%	88.8%	89.2%
		AM Reverse Peak	93.0%	84.8%	92.7%	93.6%	93.3%
		PM Peak	93.0%	88.8%	93.4%	90.6%	95.0%
		Total Peak	93.0%	83.4%	91.9%	90.2%	92.2%
		Off Peak Weekday	93.0%	83.8%	90.1%	87.5%	90.8%
		Weekend	93.0%	97.4%	96.2%	97.1%	95.2%
Operating Statistics							
	Trains Scheduled			18,813	211,767	18,623	211,659
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>			11.2	12.6	11.5	11.7
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		1,800	282	2,506	212	2,364
	Trains Canceled		220	9	293	12	252
	Trains Terminated		220	29	313	12	294
	Percent of Scheduled Trips Completed		99.7%	99.8%	99.7%	99.9%	99.7%
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%	99.2%	99.6%	99.6%	99.7%
		AM Peak	99.8%	98.1%	99.0%	99.2%	99.4%
		AM Reverse Peak	99.8%	99.6%	99.9%	100.0%	99.9%
		PM Peak	99.8%	98.7%	99.1%	99.2%	99.0%
		Total Peak	99.8%	98.6%	99.2%	99.3%	99.3%
		Off Peak Weekday	99.8%	99.5%	99.7%	99.8%	99.9%
		Weekend	99.8%	99.9%	99.9%	99.8%	99.9%
	Hudson Line	AM Peak	99.8%	100.0%	99.9%	99.9%	99.9%
		PM Peak	99.8%	100.0%	99.9%	100.0%	99.8%
	Harlem Line	AM Peak	99.8%	97.1%	99.0%	98.8%	99.1%
		PM Peak	99.8%	98.8%	99.0%	99.1%	98.9%
	New Haven Line	AM Peak	99.8%	97.7%	98.4%	99.1%	99.2%
		PM Peak	99.8%	97.8%	98.5%	98.8%	98.5%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	October	2016 Data YTD thru November		2015 Data YTD thru November		YTD 2016 Vs 2015
Engineering (Scheduled)	17.1%	371	689	3,697	421	3,470	227
Engineering (Unscheduled)	40.2%	756	1,618	10,767	840	12,622	-1,855
Maintenance of Equipment	12.7%	326	510	4,628	491	4,598	30
Transportation	2.8%	87	114	910	62	948	-38
Capital Projects	0.1%	54	6	159	52	77	82
Weather and Environmental	14.0%	466	563	2,894	615	3,166	-272
Police	5.1%	296	204	3,388	234	2,048	1,340
Customers	3.2%	79	127	1,042	170	1,294	-252
Other	4.8%	102	192	3,438	181	1,990	1,448
3rd Party Operations	0.0%	3	0	30	1	58	-28
TOTAL	100.0%	2,540	4,023	30,953	3,067	30,271	682

HUDSON LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2016 Vs 2015
Engineering	31.4%	151	148	1,738	233	2,911	-1,173
Maintenance of Equipment	15.5%	66	73	1,152	102	942	210
Transportation	5.5%	27	26	186	7	202	-16
Capital Projects	0.4%	0	2	6	2	2	4
Weather and Environmental	26.9%	89	127	510	109	568	-58
Police	8.9%	15	42	431	17	310	121
Customers	4.7%	30	22	270	30	350	-80
Other	6.8%	1	32	802	13	429	373
3rd Party Operations	0.0%	0	0	2	1	8	-6
TOTAL	100.0%	379	472	5,097	514	5,722	-625

HARLEM LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2016 Vs 2015
Engineering	39.0%	137	395	2,649	156	3,416	-767
Maintenance of Equipment	7.4%	61	75	1,160	141	1,218	-58
Transportation	2.2%	16	22	253	27	246	7
Capital Projects	0.1%	2	1	4	2	2	2
Weather and Environmental	30.1%	181	305	1,230	203	1,101	129
Police	7.8%	121	79	951	166	858	93
Customers	2.6%	18	26	249	42	324	-75
Other	10.9%	12	111	1,080	14	547	533
3rd Party Operations	0.0%	0	0	1	0	0	1
TOTAL	100.0%	548	1,014	7,577	751	7,712	-135

NEW HAVEN LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2016 Vs 2015
Engineering	58.2%	468	1,076	6,381	450	6,295	86
Maintenance of Equipment	19.6%	200	362	2,316	248	2,438	-122
Transportation	3.5%	44	65	471	27	501	-30
Capital Projects	0.2%	52	4	150	48	73	77
Weather and Environmental	7.0%	196	130	1,154	303	1,498	-344
Police	4.4%	161	82	2,006	51	881	1,125
Customers	4.3%	31	79	523	98	619	-96
Other	2.7%	90	50	1,556	154	1,014	542
3rd Party Operations	0.0%	3	0	27	0	50	-23
TOTAL	100.0%	1,245	1,848	14,584	1,379	13,369	1,215

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
11/01	Tue	Broken rail, the east rail, 300 feet north of Scarsdale Station on track 2.	36	0	0	16	0	0	0	0	0	18	0	0
11/01	Tue	Congestion between CP3-CP1 due to dispatching error.	0	0	0	0	0	0	2	0	0	12	0	0
11/01	Tue	Unable to close the 1/3 span on the Cos Cob Bridge.	24	0	0	8	0	0	1	0	0	6	0	0
11/03	Thu	Police activity on tracks 1 and 2 near Chappaqua Station.	9	0	0	2	0	0	0	0	0	0	0	0
11/08	Tue	Track circuit down over the 24 Switch at CP223.	17	0	0	7	0	0	0	0	0	15	0	0
11/10	Thu	Congestion between CP1-CP8 account terminated 1231 at 125th Street Station.	10	0	1	0	0	0	0	0	0	3	0	0
11/10	Thu	Engine 218 of train 1816 had excessive vibrations, had to shut down.	0	0	0	0	0	0	0	0	0	16	0	0
11/11	Fri	Brush fire on track 2 at CP121.	0	0	0	0	0	0	0	0	0	11	0	3
11/15	Tue	Train 1020 in emergency at Harrison Station.	13	0	0	4	0	0	0	0	0	0	0	0
11/15	Tue	Slippery rail conditions causing delays.	8	0	0	6	0	0	18	0	0	25	0	0
11/16	Wed	Train 1841 terminated at Stamford account locomotive failure.	0	0	1	0	0	0	0	0	0	11	0	0
11/16	Wed	Train 1819 terminated at Stamford account cab car failure.	20	0	1	2	0	0	0	0	0	0	0	0
11/18	Fri	Train 1270 struck debris and stopped on track 3 just north of 59th Street.	0	0	0	0	0	0	4	0	0	7	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
11/18	Fri	Congestion account extended Track 4 outage between CP241-CP234.	0	0	0	0	0	0	7	0	0	5	0	0
11/21	Mon	The 21 Switch is locked in the normal position at CP240.	24	0	1	3	0	0	0	0	0	1	0	0
11/21	Mon	Train 673 struck tree on track 1 at MP29.5 north of Hawthorne Station.	0	0	0	0	0	0	1	0	3	17	3	3
11/21	Mon	Slippery rail conditions causing delays.	36	0	0	4	0	0	0	0	0	6	0	0
11/22	Tue	Track 3 out of service at CP217 for tie repairs.	0	0	0	0	0	0	3	0	0	14	0	0
11/22	Tue	Train 1529 operated slow to Stamford causing congestion.	9	1	1	0	0	0	0	0	0	1	0	0
11/23	Wed	Track 1 at CP241 out of service to repair misaligned 13 frog.	0	0	0	0	0	0	1	0	0	11	0	0
11/23	Wed	Heavy Thanksgiving holiday travel.	0	0	0	0	0	0	8	0	0	31	0	0
11/28	Mon	Train 1427 had dragging brake fault on track 3 at Fairfield Metro Station.	16	0	0	2	0	0	0	0	0	2	0	0
11/29	Tue	Reduced speed on track 3 at CP112 due to a cracked frog for the N13B switch.	0	0	0	0	0	0	51	0	0	11	0	0
11/29	Tue	Slippery rail conditions causing delays.	32	0	0	9	0	0	45	0	0	74	0	0
11/29	Tue	Trespasser struck on track 2 at Scarsdale.	18	0	0	12	1	0	0	0	0	1	0	0
11/30	Wed	Slippery rail conditions causing delays.	11	0	0	2	0	0	10	0	0	21	0	0
11/30	Wed	Reduced speed on track 3 at CP112 due to a cracked frog for the N13B switch.	11	0	0	6	0	0	1	0	0	5	0	0

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

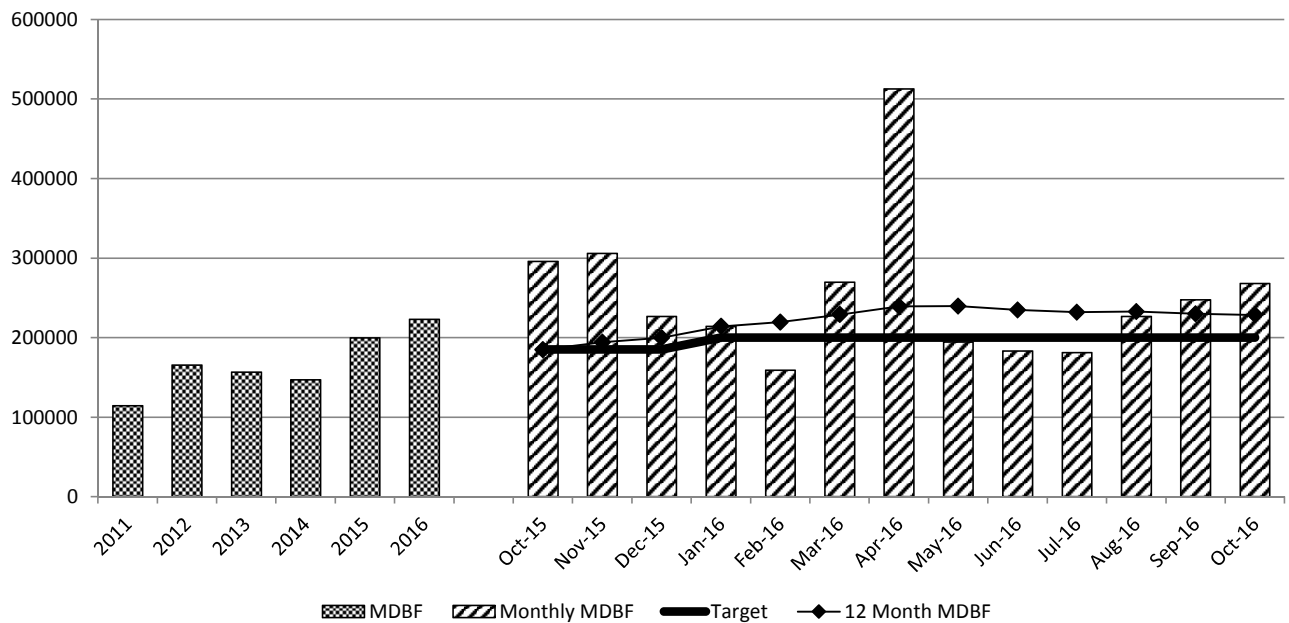
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			AM Reverse			PM Peak			Off Peak		
			L	C	T	L	C	T	L	C	T	L	C	T
11/30	Wed	Track 4 at Port Chester had restricted cab signal, causing delays.	9	0	0	16	0	0	0	0	0	8	0	0
11/30	Wed	Smoke condition on track 2 at MP1.1 within Park Avenue Tunnel.	0	0	0	0	0	0	25	0	0	7	0	0
TOTAL FOR MONTH			303	1	5	99	1	0	177	0	3	339	3	6
												937		

	Equip- ment Type	Total Fleet Size	2016 Data						2015 Data		
			MDBF Goal (miles)	Oct MDBF (miles)	Primary Failure Goal	Oct No. of Primary Failures	YTD MDBF thru Oct (miles)	12 month MDBF Rolling Avg (miles)	Oct MDBF (miles)	Oct No. of Primary Failures	YTD MDBF thru Oct (miles)
Mean Distance Between Failures	M2	36	20,000	73,586	3	1	35,171	32,062	69,321	0	40,709
	M8	405	300,000	433,175	8	6	457,424	405,586	292,007	9	290,490
	M3	138	135,000	293,723	2	1	106,977	126,660	289,301	3	132,065
	M7	324	460,000	296,670	4	7	422,488	487,334	519,376	2	447,318
	Coach	206	295,000	478,016	5	3	244,282	256,905	477,322	4	309,544
	P-32	31	30,000	31,629	6	6	23,394	24,589	26,868	5	22,771
	BL-20	12	13,000	36,725	3	1	33,027	28,037	20,732	0	16,309
	Fleet	1152	200,000	268,144	31	25	223,222	228,465	290,345	23	191,198
	M2/8		200,000	381,805	11	7	374,163	331,659	442,605	9	209,166
	M3/7		320,000	296,302	6	8	307,757	359,500	473,361	5	342,233
	Diesel/Coach		120,000	166,055	14	10	109,894	113,361	138,459	9	107,934

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	November	YTD thru November	November	YTD thru November
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	95.5%	93.2%	95.9%	92.3%	94.7%
		AM Peak	95.5%	91.2%	94.9%	93.6%	94.7%
		PM Peak	95.5%	94.9%	96.0%	88.8%	94.5%
		Total Peak	95.5%	92.9%	95.4%	91.3%	94.6%
		Off Peak Weekday	95.5%	91.6%	95.7%	93.8%	94.8%
		Weekend	95.5%	97.4%	97.0%	90.8%	94.8%
	Pascack Line	Overall	96.5%	92.3%	96.4%	92.8%	95.0%
	Valley Line	AM Peak	96.5%	91.7%	95.4%	96.3%	95.3%
		PM Peak	96.5%	96.6%	97.0%	90.7%	94.3%
		Total Peak	96.5%	94.0%	96.2%	93.7%	94.9%
		Off Peak Weekday	96.5%	88.3%	95.9%	92.7%	94.9%
		Weekend	96.5%	98.1%	97.5%	92.1%	95.2%
	Port Jervis Line	Overall	95.0%	94.5%	95.2%	91.5%	94.4%
		AM Peak	95.0%	90.5%	94.2%	90.0%	93.8%
		PM Peak	95.0%	92.9%	94.8%	86.6%	94.8%
		Total Peak	95.0%	91.7%	94.5%	88.3%	94.3%
		Off Peak Weekday	95.0%	96.2%	95.4%	95.3%	94.6%
		Weekend	95.0%	96.1%	96.2%	88.7%	94.2%
Operating Statistics	Trains Scheduled			1,671	18,285	1,646	18,435
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			19.8	20.4	16.7	18.5
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		200	44	318	50	363
	Trains Canceled		60	13	76	0	67
	Trains Terminated		60	4	60	3	55
	Percent of Scheduled Trips Completed		99.4%	99.0%	99.3%	99.8%	99.3%



NOVEMBER 2016 STANDEE REPORT

East of Hudson

East of Hudson			NOV 2015	YTD 2015	NOV 2016	YTD 2016
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	37	19	52	21
		Total Standees	37	19	52	21
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	45	15	39	29
		Total Standees	45	15	39	29
	EAST OF HUDSON TOTAL - AM PEAK		82	34	91	50
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	1
		Total Standees	0	1	0	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	14	21	25	18
		Total Standees	14	21	25	18
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	50	29	59	47
		Total Standees	50	29	59	47
	EAST OF HUDSON TOTAL - PM PEAK		64	51	84	66

West of Hudson

West of Hudson			NOV 2015	YTD 2015	NOV 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.

The November 2016 and YTD 2016 East of Hudson numbers shown above reflect a correction to the November 2016 report previously issued, which contained a calculation error.

ELEVATOR AND ESCALATOR OPERATING REPORT

FOR MONTH OF November 2016

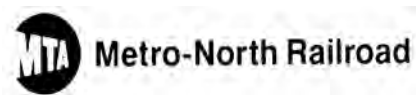
Elevator Availability	2016		2015	
	November	Year to Date	November	Year to Date
Grand Central Terminal	100.00%	98.98%	100.00%	99.05%
Harlem	99.57%	99.71%	97.50%	99.03%
Hudson	99.94%	99.87%	100.00%	99.76%
New Haven	100.00%	99.62%	100.00%	99.96%
Overall Average	99.88%	99.54%	99.38%	99.45%

Escalator Availability	2016		2015	
	November	Year to Date	November	Year to Date
Grand Central Terminal	99.75%	98.64%	99.42%	98.05%
White Plains	100.00%	100.00%	100.00%	99.86%
Overall Average	99.88%	99.32%	99.71%	98.96%



Metro-North Railroad

Finance Report



FINANCIAL STATEMENTS
MONTH ENDED: OCTOBER 2016

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD
OCTOBER 2016 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST
(\$ in millions)**

SUMMARY

October 2016 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$608.5 million was \$17.9 million or 2.9% favorable vs. the Mid-Year Forecast. The month of October Net Deficit (Non-Reimbursable and Reimbursable) of \$55.3 million was \$0.6 million or 1.1% unfavorable vs. the Mid-Year Forecast.

Major drivers of the October 2016 YTD favorable result of \$17.9 million include favorable Non-Reimbursable Expenses of \$29.7 million primarily due to a non-cash adjustment to reflect Metro-North's net pension liability (\$21.4 million), timing of both maintenance contracts and professional services expenditures (\$15.9 million) and lower than forecasted energy rates for both electric power and fuel (\$4.6 million). Partly offsetting these favorable expense results were higher payroll costs due to the reallocation of reimbursable project forces to operations (\$6.3 million), higher materials & supplies expense related to the component change-out shops, support shop work and on-going repairs (\$4.6 million) and higher claims expense related to the Bridgeport derailment (\$2.2 million). In addition, Non-Reimbursable Revenues were \$11.8 million unfavorable due to lower farebox revenue (\$9.9 million) primarily reflecting lower than forecasted ridership growth and lower other operating revenue reflecting reduced tenant revenue due to delayed openings and decreased advertising revenue (\$1.9 million).

October 2016 YTD Reimbursable results (Capital and Other Reimbursements) of \$164.2 million was \$14.5 million favorable vs. the Mid-Year Forecast primarily due to timing for several capital projects including Signal Replacement – Greenwich to South Norwalk, Bronx Stations Capacity Improvements, NH Yard – Component and Change Out Shop partially offset by timing of contractual expenditures for Positive Train Control project.

REVENUE/RIDERSHIP

- Farebox Revenue – YTD was \$9.9 million unfavorable vs. the Mid-Year Forecast (1.7%) primarily due to lower than forecasted growth for commutation and non-commutation ridership as well as non-commutation ridership losses from the fire under the Park Avenue Viaduct on May 17th, which was not factored into the Mid-Year Forecast. For the month, revenue was \$1.5 million unfavorable vs. the Mid-Year Forecast primarily reflecting lower than forecasted commutation ridership.
 - YTD Ridership of 71.8 million was 1.4% unfavorable vs. the Mid-Year Forecast and 0.3% favorable compared to YTD 2015. October ridership of 7.4 million was 2.1% unfavorable vs. the Mid-Year Forecast and 0.6% unfavorable compared to 2015.
 - YTD East of Hudson Ridership of 70.4 million was 1.3% unfavorable vs. the Mid-Year Forecast and 0.4% favorable compared to YTD 2015. East of Hudson ridership for October of 7.3 million was 1.7% unfavorable vs. the Mid-Year Forecast and 0.2% unfavorable compared to 2015.
 - YTD commutation ridership of 40.9 million was 1.1% unfavorable vs. the Mid-Year Forecast and 0.8% favorable vs. YTD 2015. October commutation ridership of 4.2 million was 3.0% unfavorable vs. the Mid-Year Forecast and 1.1% unfavorable compared to 2015.
 - YTD non-commutation ridership of 29.5 million was 1.6% unfavorable vs. Mid-Year Forecast and 0.2% unfavorable vs. YTD 2015. October non-commutation ridership of 3.1 million was 0.1% favorable vs. the Mid-Year Forecast and 1.1% favorable vs. 2015.
- YTD West of Hudson Ridership of 1.4 million was 4.0% and 2.8% unfavorable vs. the Mid-Year Forecast and YTD 2015, respectively. October ridership of 0.1 million was 19.6% unfavorable vs. the Mid-Year Forecast and 2015, respectively.
- **Other Operating Revenue** – YTD was \$1.9 million (3.6%) unfavorable vs. the Mid-Year Forecast reflecting lower tenant revenue resulting from delayed openings and decreased advertising revenue due to the loss of several significant subscribers. For the month, revenue was \$0.3 million unfavorable vs. the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was \$14.5 million favorable vs. the Mid-Year Forecast due to scheduling and timing changes noted above. For the month, reimbursements were \$9.4 million unfavorable vs. Mid-Year Forecast.

TOTAL EXPENSES

Total Expenses – YTD expenses of \$1,392.3 million were \$44.2 million or 3.1% favorable vs. the Mid-Year Forecast through October. For the month, expenses of \$134.2 million were \$10.6 million or 7.3% favorable vs. the Mid-Year Forecast.

Labor Expenses (including fringes and overhead recoveries) of \$839.7 million YTD were \$1.3 million unfavorable vs. the Mid-Year Forecast. For the month, expenses of \$80.1 million were \$1.0 million favorable vs. the Mid-Year Forecast.

- **Payroll** – YTD was \$2.3 million favorable vs. the Mid-Year Forecast due to unfilled positions. For the month, expenses were \$0.2 million favorable vs. the Mid-Year Forecast.
- **Overtime** – YTD was \$3.8 million unfavorable vs. the Mid-Year Forecast due to higher Reimbursable project activity and accelerated infrastructure maintenance partially offset by improved employee availability for train service coverage and fewer weather events. For the month, Overtime was \$0.2 million favorable vs. the Mid-Year Forecast.

Non-Labor Expenses of \$319.9 million YTD were \$20.7 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$29.2 million were favorable by \$8.5 million compared to the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable YTD results vs. the Mid-Year Forecast of \$3.5 million. For the month, expenses were \$0.2 million unfavorable vs. the Mid-Year Forecast.
- **Fuel** – YTD expenses were favorable by \$1.0 million due to lower diesel fuel prices per gallon. For the month, expenses were on target when compared to the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – YTD was \$10.2 million favorable vs. the Mid-Year Forecast primarily due to timing of Non-Reimbursable expenses for maintenance services, contracted repairs of M-8 equipment damaged in the Bridgeport derailment, Reliability Centered Maintenance (RCM) technical support and M7 Systems Equipment Replacement Projects as well as lower expenditures for GCT utilities. For the month, expenses were \$3.0 million favorable compared to the Mid-Year Forecast.
- **Professional Services** – YTD was \$6.3 million favorable vs. the Mid-Year Forecast primarily due to timing of Non-Reimbursable expenses for engineering and consulting services, market research studies, advertising, legal services, outside training and Reimbursable project activity. For the month, expenses were favorable by \$3.2 million compared to the Mid-Year Forecast.
- **Materials & Supplies** – YTD was \$2.1 million favorable vs. the Mid-Year Forecast primarily due to timing of Reimbursable project activity partially offset by higher Non-Reimbursable expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs as well as timing of obsolescence reserve adjustments. For the month, expenses were \$2.7 million favorable vs. the Mid-Year Forecast.
- **Other Business Expenses** – YTD expenses were \$0.4 million unfavorable vs. the Mid-Year Forecast primarily due to lower Amtrak recoveries and timing of Reimbursable expenses for NHL Grade Crossing Renewal project. For the month, expenses were \$0.2 million unfavorable compared to the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments were \$24.7 million favorable vs. the YTD Mid-Year Forecast primarily due to the GASB 68 Pension Adjustment (\$21.4 million), timing of the capitalization of assets (\$2.7 million) and environmental remediation (\$0.7 million). For the month, expenses were \$1.1 million favorable vs. the Mid-Year Forecast.

CASH DEFICIT SUMMARY

October YTD Net Cash Deficit of \$389.8 million was \$1.5 million or 0.4% favorable to the Mid-Year Forecast primarily due to lower expenditures of \$39.8 million primarily due to timing of claims payments and maintenance and professional services largely offset by both lower receipts of \$29.9 million (timing of reimbursements and lower farebox revenue) and higher labor expenditures of \$8.3 million primarily due to timing of payroll and unemployment taxes.

FINANCIAL PERFORMANCE MEASURES

October YTD performance indicators primarily reflect favorable overall expenses vs. Mid-Year Forecast:

- Adjusted Farebox Operating Ratio of 67.2% was 1.1% favorable vs. Mid-Year Forecast.
- Adjusted Cost per Passenger of \$13.37 was \$0.29 favorable to the Mid-Year Forecast.
- Revenue per Passenger of \$8.16 was \$0.03 unfavorable vs. Mid-Year Forecast.

<p style="text-align: center;">MTA METRO-NORTH RAILROAD JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST ACCURAL STATEMENT OF OPERATIONS by CATEGORY October 2016 (\$ in millions)</p>												SCHEDULE 1 - A
	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$60,520	\$59,060	(\$1,460)	(2.4)	\$0,000	\$0,000	\$0,000	-	\$60,520	\$59,060	(\$1,460)	(2.4)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	5,410	5,103	(307)	(5.7)	0,000	0,000	0,000	-	5,410	5,103	(307)	(5.7)
Capital & Other Reimbursements:												
MTA	0,000	0,000	0,000	-	12,545	6,723	(5,821)	(46.4)	12,545	6,723	(5,821)	(46.4)
DDOT	0,000	0,000	0,000	-	9,796	6,687	(3,109)	(31.7)	9,796	6,687	(3,109)	(31.7)
Other	0,000	0,000	0,000	-	1,781	1,329	(452)	(25.4)	1,781	1,329	(452)	(25.4)
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	24,122	14,740	(9,382)	(38.9)	24,122	14,740	(9,382)	(38.9)
Total Revenue/Receipts	\$65,930	\$64,163	(\$1,767)	(2.7)	\$24,122	\$14,740	(\$9,382)	(38.9)	\$90,052	\$78,902	(\$11,149)	(12.4)
Expenses												
Labor:												
Payroll	\$37,353	\$38,660	(\$1,306)	(3.5)	\$4,805	\$3,345	\$1,460	30.4	\$42,159	\$42,004	\$0,154	0.4
Overtime	7,222	6,623	0,600	8.3	1,618	2,064	(446)	(27.6)	8,841	8,687	0,154	1.7
Health and Welfare	7,975	8,006	(31)	(0.4)	1,509	1,178	0,331	21.9	9,484	9,184	0,300	3.2
OP&B Current Payment	2,423	2,600	(177)	(7.3)	0,000	0,000	0,000	-	2,423	2,600	(177)	(7.3)
Pensions	7,126	7,213	(87)	(1.2)	0,983	0,790	0,193	19.7	8,109	8,003	0,107	1.3
Other Fringe Benefits	9,100	8,777	0,323	3.6	1,134	0,913	0,221	19.5	10,234	9,690	0,544	5.3
Reimbursable Overhead	(4,836)	(3,860)	(976)	(20.2)	4,666	3,747	0,919	19.7	(1,170)	(0,113)	(0,058)	(33.8)
Total Labor	\$66,364	\$68,018	(\$1,654)	(2.5)	\$14,715	\$12,037	\$2,678	18.2	\$81,079	\$80,055	\$1,024	1.3
Non-Labor:												
Electric Power	\$5,108	\$5,343	(\$235)	(4.6)	\$0,000	\$0,001	(\$0,001)	-	\$5,108	\$5,344	(\$236)	(4.6)
Fuel	1,242	1,200	0,043	3.5	0,000	0,000	0,000	-	1,242	1,200	0,043	3.5
Insurance	1,597	1,462	0,134	8.4	0,430	0,401	0,029	6.8	2,027	1,863	0,164	8.1
Claims	0,112	0,377	(264)	*	0,000	0,000	0,000	-	0,112	0,377	(264)	*
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	9,229	7,308	1,921	20.8	1,104	0,053	1,051	95.2	10,332	7,361	2,972	28.8
Professional Service Contracts	3,526	2,960	0,567	16.1	3,527	0,869	2,658	75.4	7,053	3,829	3,225	45.7
Materials & Supplies	6,388	6,612	(224)	(3.5)	4,310	1,358	2,952	68.5	10,698	7,970	2,728	25.5
Other Business Expenses	1,085	1,261	(176)	(16.2)	0,036	0,022	0,014	40.0	1,121	1,282	(0,162)	(14.4)
Total Non-Labor	\$28,287	\$26,522	\$1,765	6.2	\$9,407	\$2,703	\$6,704	71.3	\$37,694	\$29,225	\$8,469	22.5
Other Adjustments:												
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Non-Cash Liability Adj's.	\$94,651	\$94,540	\$0,111	0.1	\$24,122	\$14,740	\$9,382	38.9	\$118,772	\$109,280	\$9,493	8.0
Depreciation	19,883	19,214	0,670	3.4	0,000	0,000	0,000	-	19,883	19,214	0,670	3.4
OP&B Obligation	5,693	5,693	0,000	0.0	0,000	0,000	0,000	-	5,693	5,693	0,000	0.0
GASB68 Pension Adjustment**	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
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	\$120,644	\$119,447	\$1,197	1.0	\$24,122	\$14,740	\$9,382	38.9	\$144,765	\$134,186	\$10,579	7.3
Net Surplus/(Deficit)	(\$54,713)	(\$55,284)	(\$0,570)	(1.0)	\$0,000	\$0,000	\$0,000	-	(\$54,713)	(\$55,284)	(\$0,570)	(1.0)
Cash Conversion Adjustments:												
Depreciation	19,883	19,214	(670)	(3.4)	0,000	0,000	0,000	-	19,883	19,214	(670)	(3.4)
Operating/Capital	(3,276)	(2,092)	1,184	36.1	0,000	0,000	0,000	-	(3,276)	(2,092)	1,184	36.1
Other Cash Adjustments	4,605	3,983	(622)	(13.5)	0,000	0,000	0,000	-	4,605	3,983	(622)	(13.5)
Total Cash Conversion Adjustments	\$21,212	\$21,105	(\$108)	(0.5)	\$0,000	\$0,000	\$0,000	-	\$21,212	\$21,105	(\$108)	(0.5)
Net Cash Surplus/(Deficit)	(\$33,501)	(\$34,179)	(\$678)	(2.0)	\$0,000	\$0,000	\$0,000	-	(\$33,501)	(\$34,179)	(\$678)	(2.0)

Notes:
- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
- Differences are due to rounding.
- Variance exceeds 100%.
* GASB68 became effective 12/31/15

MTA METRO-NORTH RAILROAD JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST ACCRUAL STATEMENT OF OPERATIONS by CATEGORY October Year-To-Date (\$ in millions)													SCHEDULE I - B
	Nonreimbursable				Reimbursable				Total				
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent	
Revenue													
Farebox Revenue	\$578,569	\$568,640	(\$9,929)	(1.7)	\$0,000	\$0,000	\$0,000	-	\$578,569	\$568,640	(\$9,929)	(1.7)	
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Other Operating Revenue	52,840	50,934	(1,906)	(3.6)	0,000	0,000	0,000	-	52,840	50,934	(1,906)	(3.6)	
Capital & Other Reimbursements:													
MTA	0,000	0,000	0,000	-	89,859	74,846	(15,013)	(16.7)	89,859	74,846	(15,013)	(16.7)	
CDOT	0,000	0,000	0,000	-	70,387	71,028	641	0.9	70,387	71,028	641	0.9	
Other	0,000	0,000	0,000	-	18,386	18,302	(84)	(0.5)	18,386	18,302	(84)	(0.5)	
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	178,632	164,176	(14,456)	(8.1)	178,632	164,176	(14,456)	(8.1)	
Total Revenue/Receipts	\$631,409	\$619,574	(\$11,836)	(1.9)	\$178,632	\$164,176	(\$14,456)	(8.1)	\$810,041	\$783,749	(\$26,292)	(3.2)	
Expenses													
Labor:													
Payroll	\$396,849	\$403,105	(\$6,257)	(1.6)	\$41,655	\$33,108	\$8,547	20.5	\$438,504	\$436,214	\$2,290	0.5	
Overtime	75,627	73,932	1,696	2.2	14,360	19,873	(5,513)	(38.4)	89,987	93,805	(3,818)	(4.2)	
Health and Welfare	85,883	86,403	(520)	(0.6)	12,892	11,452	1,441	11.2	98,775	97,855	920	0.9	
OPEB Current Payment	24,154	24,973	(820)	(3.4)	0,000	0,000	0,000	-	24,154	24,973	(820)	(3.4)	
Pensions	75,440	75,980	(540)	(0.7)	8,482	7,643	839	9.9	83,922	83,623	299	0.4	
Other Fringe Benefits	94,796	95,506	(710)	(0.7)	9,808	8,911	897	9.1	104,604	104,417	187	0.2	
Reimbursable Overhead	(41,383)	(39,445)	(1,938)	(4.7)	39,819	38,216	1,603	4.0	(1,564)	(1,230)	(335)	(21.4)	
Total Labor	\$711,365	\$720,454	(\$9,089)	(1.3)	\$127,017	\$119,203	\$7,814	6.2	\$838,382	\$839,658	(\$1,276)	(0.2)	
Non-Labor:													
Electric Power	\$56,456	\$52,824	\$3,631	6.4	\$0,000	\$0,085	(\$0,085)	-	\$56,456	\$52,909	\$3,547	6.3	
Fuel	12,236	11,276	960	7.8	0,000	0,000	0,000	-	12,236	11,276	960	7.8	
Insurance	15,863	15,277	586	3.7	3,715	4,051	(336)	(9.0)	19,578	19,327	251	1.3	
Claims	9,093	9,091	2	-	0,000	0,000	0,000	-	9,093	9,091	2	-	
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Maintenance and Other Operating Contracts	94,007	83,278	10,729	11.4	10,320	10,857	(538)	(5.2)	104,326	94,135	10,192	9.8	
Professional Service Contracts	31,088	25,904	5,184	16.7	12,708	11,616	1,092	8.6	43,796	37,520	6,276	14.3	
Materials & Supplies	67,734	72,317	(4,583)	(6.8)	24,524	17,868	6,656	27.1	92,258	90,185	2,073	2.2	
Other Business Expenses	10,741	10,982	(241)	(2.2)	0,348	0,496	(148)	(42.5)	11,089	11,478	(389)	(3.5)	
Total Non-Labor	\$289,028	\$274,950	\$14,079	4.9	\$51,614	\$44,972	\$6,642	12.9	\$340,643	\$319,922	\$20,721	6.1	
Other Adjustments													
Other	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Total Other Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	
Total Expenses before Non-Cash Liability Adj's.	\$1,000,394	\$995,404	\$4,989	0.5	\$178,632	\$164,176	\$14,456	8.1	\$1,179,025	\$1,159,580	\$19,445	1.6	
Depreciation	197,134	194,469	2,664	1.4	0,000	0,000	0,000	-	197,134	194,469	2,664	1.4	
OPEB Obligation	56,930	56,930	0	0.0	0,000	0,000	0,000	-	56,930	56,930	0	0.0	
GASB68 Pension Adjustment**	0,000	(21,378)	21,378	-	0,000	0,000	0,000	-	0,000	(21,378)	21,378	-	
Environmental Remediation	3,333	2,656	677	20.3	0,000	0,000	0,000	-	3,333	2,656	677	20.3	
Total Expenses	\$1,257,790	\$1,228,081	\$29,709	2.4	\$178,632	\$164,176	\$14,456	8.1	\$1,436,422	\$1,392,257	\$44,165	3.1	
Net Surplus/(Deficit)	(\$626,381)	(\$608,508)	\$17,873	2.9	\$0,000	(\$0,000)	(\$0,000)	-	(\$626,381)	(\$608,508)	\$17,873	2.9	
Cash Conversion Adjustments:													
Depreciation	197,134	194,469	(2,664)	(1.4)	0,000	0,000	0,000	-	197,134	194,469	(2,664)	(1.4)	
Operating/Capital	(30,806)	(23,873)	6,933	22.5	0,000	0,000	0,000	-	(30,806)	(23,873)	6,933	22.5	
Other Cash Adjustments	68,729	48,096	(20,633)	(30.0)	0,000	0,000	0,000	-	68,729	48,096	(20,633)	(30.0)	
Total Cash Conversion Adjustments	\$235,057	\$218,693	\$16,364	(7.0)	\$0,000	\$0,000	\$0,000	-	\$235,057	\$218,693	\$16,364	(7.0)	
Net Cash Surplus/(Deficit)	(\$391,324)	(\$389,815)	\$1,509	0.4	\$0,000	(\$0,000)	(\$0,000)	-	(\$391,324)	(\$389,815)	\$1,509	0.4	

Notes:

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- Differences are due to rounding.
- ** Variance exceeds 100%.
- ** GASB68 became effective 12/31/15

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
OCTOBER 2016
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance		Reason for Variance	Variance		Reason for Variance
		Fav (Unfav)	%		Fav (Unfav)	%	
		\$			\$		
OTHER OPERATING REVENUE	Non-Reimb	(\$0.307)	(5.7%)	Primarily reflects lower GCT rental revenue due to a delay in tenant openings.	(\$1.906)	(3.6%)	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$9.382)	(38.9%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$14.456)	(8.1%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$1.306)	(3.5%)	Primarily reflects the reallocation of reimbursable project forces to operations coverage.	(\$6.257)	(1.6%)	
	Reimb	\$1.460	30.4%	Reflects lower monthly activity for the Program Scope Development, the current Turnouts Mainline High Speed and the C-30 Track Program.	\$8.547	20.5%	Primarily reflects lower YTD project activity for Program Scope Development, current Turnouts Mainline/High Speed, West of Hudson Signal Improvements, GCT Turnout Switch Renewal, Substation Bridge 23 Construction C-30 Track Program, COS COB Bridge Mitre Rail, the Tree Removal Program, the Signal Replacement Green to Norwalk, I&C for GCT and I&C for New Haven Branch.
OVERTIME	Non-Reimb	\$0.600	8.3%	See overtime tables.	\$1.696	2.2%	See overtime tables.
	Reimb	(\$0.446)	(27.6%)	See overtime tables.	(\$5.513)	(38.4%)	See overtime tables.
HEALTH AND WELFARE	Reimb	\$0.331	21.9%	Reflects lower monthly project activity driven by the C-30 Track Program and current Turnouts Mainline High Speed.	\$1.441	11.2%	Reflects lower YTD activity for the Program Scope Development, GCT Turnout Switch Renewal, the current Turnouts Mainline High Speed, C-30 Track Program and NHL COS COB Bridge Mitre Rail.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.177)	(7.3%)	Reflects additional retirees.	(\$0.820)	(3.4%)	
PENSIONS	Reimb	\$0.193	19.7%	Reflects lower monthly activity in the current Turnouts Mainline High Speed project, the Program Scope Development Program and the C-30 Track Program.	\$0.839	9.9%	Reflects lower YTD activity for the Program Scope Development, the C-30 Track Program and the NHL COS COB Bridge Mitre Rail.
OTHER FRINGE BENEFITS	Reimb	\$0.221	19.5%	Reflects lower monthly activity in the current Turnouts Mainline High Speed and the C-30 Track Program.	\$0.897	9.1%	Reflects lower YTD activity for the current GCT Turnout Switch Renewal, the Program Scope Development program, the current Mainline High Speed, the West of Hudson Signal Improvements and the C-30 Track Program.

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
OCTOBER 2016
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance		Reason for Variance	Variance		Reason for Variance
		Fav (Unfav)	%		Fav (Unfav)	%	
		\$			\$		
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.976)	(20.2%)	The non-reimbursable and reimbursable variances reflect timing of expenses for the following projects: Turnouts Mainline High-Speed, Cyclical Track Program and C-30 Track Program.	(\$1.938)	(4.7%)	The non-reimbursable and reimbursable variances reflect timing of expenses for the following projects: Program Scope Development Program, GCT Turnouts Switch Renewal and the current Turnouts Mainline High Speed.
	Reimb	\$0.919	19.7%		\$1.603	4.0%	
ELECTRIC POWER	Non-Reimb	(\$0.235)	(4.6%)		\$3.631	6.4%	Variance primarily due to favorable rates.
FUEL	Non-Reimb	\$0.043	3.5%		\$0.960	7.8%	Reflects a lower diesel fuel price per gallon.
INSURANCE	Non-Reimb	\$0.134	8.4%	Reflects lower insurance premiums.	\$0.586	3.7%	
	Reimb	\$0.029	6.8%	Reflects lower monthly activity in the C-30 Track Program.	(\$0.335)	(9.0%)	Reflects higher YTD activity for the new Mainline High Speed Turnouts and the C-31 Track Program.
CLAIMS	Non-Reimb	(\$0.264)	*	Reflects higher claims expense for the 2013 Bridgeport derailment.	(\$2.188)	*	Reflects higher claims expense primarily related to the 2013 Bridgeport derailment.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.921	20.8%	Reflects the reversal of over-accrued real estate rental expense as well as lower expenditures for GCT utilities.	\$10.729	11.4%	Reflects timing of expenses for maintenance services, contracted repairs of M-8 equipment damaged in the Bridgeport derailment, Reliability Centered Maintenance (RCM) technical support and M7 Systems Equipment Replacement Project and as well as lower expenditures for GCT utilities.
	Reimb	\$1.051	95.2%	Reflects lower monthly activity in the Tree Removal Program in CT and the GCT Leaks Remediation.	(\$0.538)	(5.2%)	Primarily due to the State Street Station Platform project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.567	16.1%	Primarily due to timing of expenses for engineering and consulting services.	\$5.184	16.7%	Primarily due to timing of expenses for engineering and consulting services, market research studies, advertising, legal services and outside training.
	Reimb	\$2.658	75.4%	Reflects lower monthly activity in the Signal Replacement - Green to South Norwalk.	\$1.092	8.6%	Reflects lower YTD activity in the CCO Shop Furniture Acquisition.
MATERIAL AND SUPPLIES	Non-Reimb	(\$0.224)	(3.5%)		(\$4.583)	(6.8%)	Reflects higher expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs as well as timing of obsolescence reserve adjustments.
	Reimb	\$2.952	68.5%	Reflects lower monthly activity for the Bronx Stations Capacity Improvement, the Network Infrastructure Replacement, the current Turnouts Mainline High Speed, the new Cyclical Track Program, the Replace Timbers Undergrade Bridge, the Replace Fiber/Communication and the NH Yard Component Change Out.	\$6.656	27.1%	Reflects lower YTD activity in the current Turnouts Mainline High Speed, the Bronx Stations Capacity Improvements, the new Cyclical Track Program, Network Infrastructure Replacement, the Replace Fiber Communication and Replace Timbers Undergrade Bridge.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
 OCTOBER 2016
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.176)	(16.2%)	Reflects lower than forecasted Amtrak recoveries largely offset by lower subsidy payment to NJT for West of Hudson operations.	(\$0.241)	(2.2%)	
	Reimb	\$0.014	40.0%	Driven by the M3 EMU Replacement.	(\$0.148)	(42.5%)	Driven primarily by the NHL Grade Crossing Renewal.
DEPRECIATION	Non-Reimb	\$0.670	3.4%	Reflects timing of capitalization of assets.	\$2.664	1.4%	
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		\$21.378	-	This amount reflects MNR's YTD adjustment to account for its net pension liability, which will be adjusted pending year-end guidance.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.417	100.0%	Reflects timing of projects requiring remediation.	\$0.677	20.3%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$1.184	36.1%	Reflects timing of the GP35 Locomotive Overhaul, Purchase of Auto Track Geometry Measurement System, Vehicle Replacement Provision as well as timing of payments for Cameras on the M8 Fleet.	\$6.933	22.5%	Reflects timing of the following projects: Cameras/Audio on M8 & Non-M8 Fleet, West of Hudson Camera Installation, GP35 Locomotive Overhaul, Expand Real-Time Train Status and Vehicle Replacement as well as timing of payments for Graybar 7th Floor Renovation.

* Variance exceeds 100%.

NON-REIMBURSABLE OVERTIME	October				Year To Date(October)							
	Mid-Year Forecast		Actual		Mid-Year Forecast		Actual					
	Hours	\$	Hours	\$	Hours	\$	Hours	\$				
<u>Scheduled Service</u> ¹	46,921	\$ 2,768	36,810	\$ 2,257	10,111	\$0,511 18.5%	517,811	\$ 30,564	469,120	\$ 28,363	48,691	\$2,200 7.2%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	49,577	\$ 2,727	51,572	\$ 2,905	(1,995)	(\$0.178) -6.5%	454,798	\$ 25,038	481,423	\$ 26,922	(26,624)	(\$1,884) -7.5%
<u>Unscheduled Maintenance</u>	962	\$ 0,050	541	\$ 0,026	421	\$0,024 48.1%	8,999	\$ 0,468	11,272	\$ 0,598	(2,273)	(\$0,130) -27.8%
<u>Vacancy/Absentee Coverage</u> ²	26,488	\$ 1,377	21,961	\$ 1,163	4,527	\$0,214 15.6%	273,254	\$ 14,230	272,590	\$ 14,250	664	(\$0,020) -0.1%
<u>Weather Emergencies</u>	5,455	\$ 0,300	743	\$ 0,041	4,712	\$0,259 86.2%	89,636	\$ 4,946	62,251	\$ 3,473	27,385	\$1,473 29.8%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u> ⁴	0	\$ -	0	\$ 0,230	-	(\$0,230)	0	\$ 0,383	0	\$ 0,326	-	\$0,057
Subtotal	129,402	\$ 7,222	111,626	\$ 6,623	17,776	\$0,600 8.3%	1,344,498	\$ 75,627	1,296,656	\$ 73,932	47,842	\$1,696 2.2%
REIMBURSABLE OVERTIME	30,636	\$ 1,618	35,186	\$ 2,064	(4,550)	(\$0,446) -27.6%	256,650	\$ 14,360	327,016	\$ 19,873	(70,366)	(\$5,513) -38.4%
TOTAL OVERTIME	160,038	\$ 8,841	146,812	\$ 8,687	13,226	\$0,154 1.7%	1,601,148	\$ 89,987	1,623,672	\$ 93,805	(22,524)	(\$3,818) -4.2%

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
July Financial Plan - 2016 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	October		Year To Date(October)	
	Var. - Fav. (Unfav)	Hours	Var. - Fav. (Unfav)	Hours
	\$		\$	
NON-REIMBURSABLE OVERTIME				
<u>Scheduled Service</u> ¹				
	10,111	\$0.511	48,691	\$2,200
	21.5%	18.5%	9.4%	7.2%
<u>Unscheduled Service</u>				
	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>				
	(1,995)	(\$0.178)	(26,624)	(\$1,884)
	-4.0%	-6.5%	-5.9%	-7.5%
<u>Unscheduled Maintenance</u>				
	421	\$0.024	(2,273)	(\$0.130)
	43.8%	48.1%	-25.3%	-27.8%
<u>Vacancy/Absentee Coverage</u> ²				
	4,527	\$0.214	664	(\$0.020)
	17.1%	15.6%	0.2%	-0.1%
<u>Weather Emergencies</u>				
	4,712	\$0.259	27,385	\$1,473
	86.4%	86.2%	30.6%	29.8%
<u>Safety/Security/Law Enforcement</u> ³				
	0	\$ -	0	\$ -
<u>Other</u> ⁴				
	0	(\$0.230)	0	\$0.057
Subtotal	17,776	\$0.600	47,842	\$1,696
	13.7%	8.3%	3.6%	2.2%
REIMBURSABLE OVERTIME				
	(4,550)	(\$0.446)	(70,366)	(\$5,513)
	-14.9%	-27.6%	-27.4%	-38.4%
TOTAL OVERTIME	13,226	\$0.154	(22,524)	(\$3,818)

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
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III									
	October 2016				Year-to-Date				
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			
		Actual	Variance	Percent		Actual	Variance	Percent	
Receipts									
Farebox Receipts	\$61,019	\$57,665	(\$3,354)	(5.5)	\$584,149	\$571,680	(\$12,469)	(2.1)	
Toll Receipts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Other Operating Receipts	6,737	5,430	(1,307)	(19.4)	85,083	65,027	(20,056)	(23.6)	
<i>Capital & Other Reimbursements:</i>									
MTA	8,839	7,206	(1,633)	(18.5)	100,969	106,247	5,278	5.2	
CDOT	9,796	7,930	(1,866)	(19.0)	70,496	66,895	(3,601)	(5.1)	
Other	1,781	1,794	0,013	0.7	21,218	22,120	0,902	4.3	
Total Capital and Other Reimbursements	20,416	16,930	(3,486)	(17.1)	192,684	195,262	2,578	1.3	
Total Receipts	\$88,172	\$80,025	(\$8,147)	(9.2)	\$861,916	\$831,969	(\$29,947)	(3.5)	
Expenditures									
<i>Labor:</i>									
Payroll	\$40,824	\$40,808	\$0,016	0.0	\$436,329	\$438,742	(\$2,413)	(0.6)	
Overtime	8,338	8,464	(0,126)	(1.5)	91,307	93,467	(2,160)	(2.4)	
Health and Welfare	9,787	5,444	4,343	44.4	107,296	104,324	2,972	2.8	
OPEB Current Payment	2,423	0,488	1,935	79.9	24,157	23,005	1,152	4.8	
Pensions	8,174	8,507	(0,333)	(4.1)	85,265	85,108	0,157	0.2	
Other Fringe Benefits	9,639	11,958	(2,319)	(24.1)	108,006	116,046	(8,040)	(7.4)	
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	\$79,185	\$75,669	\$3,516	4.4	\$852,358	\$860,692	(\$8,334)	(1.0)	
<i>Non-Labor:</i>									
Electric Power	\$5,108	\$6,089	(\$0,981)	(19.2)	\$53,054	\$50,329	\$2,725	5.1	
Fuel	1,242	1,296	(0,054)	(4.3)	11,306	10,864	0,442	3.9	
Insurance	0,454	2,675	(2,221)	*	17,661	19,082	(1,421)	(8.0)	
Claims	2,786	0,176	2,610	93.7	21,567	7,984	13,583	63.0	
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Maintenance and Other Operating Contracts	11,405	6,761	4,644	40.7	109,728	96,112	13,616	12.4	
Professional Service Contracts	6,246	6,190	0,056	0.9	49,517	40,130	9,387	19.0	
Materials & Supplies	11,119	11,695	(0,576)	(5.2)	99,672	103,680	(4,008)	(4.0)	
Other Business Expenditures	4,127	3,653	0,474	11.5	38,378	32,911	5,467	14.2	
Total Non-Labor	\$42,488	\$38,535	\$3,953	9.3	\$400,882	\$361,092	\$39,790	9.9	
<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	\$121,673	\$114,204	\$7,469	6.1	\$1,253,240	\$1,221,784	\$31,456	2.5	
Net Cash Deficit (excludes Opening Cash Balance)	(\$33,501)	(\$34,179)	(\$0,678)	(2.0)	(\$391,324)	(\$389,815)	\$1,509	0.4	
Subsidies									
MTA	27,496	23,152	(4,344)	(15.8)	303,089	272,864	(30,225)	(10.0)	
CDOT	6,009	15,497	9,488	*	86,955	119,306	32,351	37.2	
Total Subsidies	\$33,505	\$38,649	\$5,144	15.4	\$390,045	\$392,170	\$2,125	0.5	
Cash Timing and Availability Adjustment	\$0,000	\$1,682	\$1,682	-	\$0,000	\$3,797	\$3,797	-	

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	October Month vs Mid-Year Forecast				Year-To-Date as of October 31, 2016				\$ Detail
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance			
	\$	%		\$	%				
FARE REVENUE	(3,354)	(5.5%)	Timing of cash in transit and lower Farebox Revenue.	(12,469)	(2.1%)				
OTHER OPERATING REVENUE	(1,307)	(19.4%)	Timing of MTA-LaSalle charges partially offset by timing of receipts from LAZ for commuter parking.	(20,056)	(23.6%)		Timing of PRIIA and FMTAC reimbursements partially offset by timing of receipts of MTA TWU pass reimbursements.		
CAPITAL AND OTHER REIMBURSEMENTS:									
MTA	(1,633)	(18.5%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.	5,278	5.2%		Higher cash receipts due to timing of payments partially offset by lower capital related project activity.		
CDOT	(1,866)	(19.0%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.	(3,601)	(5.1%)		Lower cash receipts due to timing of payments combined with lower capital related project activity.		
OTHER	0,013	0.7%		0,902	4.3%				
HEALTH & WELFARE	4,343	44.4%	Timing of October health insurance premium made in September partially offset by timing of dental premiums.	2,972	2.8%				
OPEB CURRENT PAYMENT	1,935	79.9%	Timing of October premium made in September.	1,152	4.8%				
OTHER FRINGE BENEFITS	(2,319)	(24.1%)	Higher employee claims partially offset by timing of payroll taxes.	(8,040)	(7.4%)		Timing of payroll and unemployment taxes combined with higher employee claims.		
ELECTRIC POWER	(0,981)	(19.2%)	Reflects timing of payments combined with underaccrual of prior months.	2,725	5.1%		Primarily reflects lower electric rates partially offset by timing of payments.		
INSURANCE	(2,221)	*	Timing of payment of insurance premiums for Station Liability, Automobile and Force Account.	(1,421)	(8.0%)		Timing of payment of insurance premiums for All Agency Property, Station Liability and Automobile partially offset by All Agency - Catastrophic Bond.		
CLAIMS	2,610	93.7%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.	13,581	63.0%		Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.		
MAINTENANCE & OTHER OPERATING CONTRACTS	4,644	40.7%	Timing of Operating Capital Projects (Camera Installation, Tree Removal Program, Vehicle Replacement Program, GP 35 Locomotives and Stamford Station Real Time), Real Estate Rentals and Maintenance & Repairs.	13,616	12.4%		Timing of payments for MTA Police, Operating Capital Projects (Overhaul of 6 GP35 Locomotives, Vehicle Replacement Program and Camera Installation), Real Estate Rentals and Maintenance & Repairs partially offset by Equipment Rental payments.		

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	October Month vs Mid-Year Forecast				Year-To-Date as of October 31, 2016				\$ Detail
	Variance		Reason for Variance	Variance		Reason for Variance			
	Fav (Unfav)			Fav (Unfav)					
	\$	%		\$	%				
PROFESSIONAL SERVICE CONTRACTS	0.056	0.9%		9.387	19.0%	Timing of NHL BSC Costs.			
MATERIALS & SUPPLIES	(0.576)	(5.2%)	Timing of materials placed into inventory.	(4.008)	(4.0%)				
OTHER BUSINESS EXPENSES	0.474	11.5%	Timing of Travel, Meeting & Conventions, MNR Credit Card Fees and Other Miscellaneous.	5.467	14.2%	Lower payments to Outside Bus Companies; subsidy payments to New Jersey Transit and Purchases Other - Non-Operating.			
MTA SUBSIDY RECEIPTS	(4.344)	(15.8%)	Higher CDOT subsidy partially offset by impact of cash balances and higher cash deficit.	(30.225)	(10.0%)	Higher CDOT subsidy combined with lower cash deficit partially offset by the impact of cash balances.			
CDOT SUBSIDY RECEIPTS	9.488	*	Higher monthly deficit than forecasted combined with payment of 12/31/15 true-up.	32.351	37.2%	Timing of November subsidy payment, higher estimated monthly deficit than forecasted. YTD calendarization adjustment, admin assets and true-up of 2015 deficit.			

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	October 2016				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.499	(\$1.395)	(\$1.894)	*	\$5.580	\$3.040	(\$2.540)	
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	
Other Operating Revenue	1.326	0.327	(0.999)	(75.3)	32.243	14.093	(18.150)	
Capital & Other Reimbursements:								
MTA	(3.706)	0.483	4.189	*	0.000	0.000	0.000	
CDOT	0.000	1.243	1.243	-	11.111	31.401	20.290	
Other	0.000	0.465	0.465	-	0.109	(4.133)	(4.242)	
Total Capital and Other Reimbursements	(3.706)	2.190	5.896	-	2.832	3.818	0.986	
Total Revenue/Receipts	(\$1.880)	\$1.123	\$3.003	*	\$51.875	\$48.220	(\$3.655)	
Expenditures								
Labor:								
Payroll	\$1.334	\$1.196	(\$0.138)	(10.3)	\$2.176	(\$2.528)	(\$4.704)	
Overtime	0.503	0.223	(0.280)	(55.7)	(1.320)	0.338	1.657	
Health and Welfare	(0.303)	3.740	4.043	*	(8.520)	(6.469)	2.051	
OPEB Current Payment	0.000	2.112	0.000	-	(0.003)	1.968	1.971	
Pensions	(0.065)	(0.504)	(0.440)	*	(1.343)	(1.485)	(0.142)	
Other Fringe Benefits	0.595	(2.268)	(2.863)	*	(3.401)	(11.629)	(8.227)	
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	
Reimbursable Overhead	(0.170)	(0.113)	0.058	33.8	(1.564)	(1.230)	0.335	
Total Labor	\$1.894	\$4.386	\$2.492	*	(\$13.976)	(\$21.034)	(\$7.059)	
Non-Labor:								
Electric Power	\$0.000	(\$0.745)	(\$0.745)	-	\$3.402	\$2.580	(\$0.822)	
Fuel	0.000	(0.096)	(0.096)	-	0.930	0.412	(0.518)	
Insurance	1.573	(0.812)	(2.385)	*	1.918	0.245	(1.672)	
Claims	(2.674)	0.201	2.875	*	(20.664)	(4.893)	15.771	
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	
Maintenance and Other Operating Contracts	(1.072)	0.600	1.672	-	(5.401)	(1.977)	3.424	
Professional Service Contracts	0.807	(2.361)	(3.168)	*	(5.721)	(2.610)	3.111	
Materials & Supplies	(0.421)	(3.725)	(3.304)	*	(7.414)	(13.495)	(6.081)	
Other Business Expenses	(3.006)	(2.371)	0.636	21.1	(27.289)	(21.433)	5.855	
Total Non-Labor	(\$4.794)	(\$9.310)	(\$4.516)	(94.2)	(\$60.239)	(\$41.170)	\$19.069	
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	
Total Expenditures Adjustments before Non-Cash Liability Adj.								
	(\$2.900)	(\$4.924)	(\$2.024)	(69.8)	(\$74.215)	(\$62.204)	\$12.010	
Depreciation	19.883	19.214	(0.670)	(3.4)	197.134	194.469	(2.664)	
OPEB Obligation	5.693	5.693	0.000	0.0	56.930	56.930	0.000	
GASB68 Pension Adjustment**	0.000	0.000	0.000	-	0.000	(21.378)	(21.378)	
Environmental Remediation	0.417	0.000	(0.417)	(100.0)	3.333	2.656	(0.677)	
Total Expenditures Adjustments	\$23.093	\$19.982	(\$3.110)	(13.5)	\$183.182	\$170.473	(\$12.709)	
Total Cash Conversion Adjustments								
	\$21.212	\$21.105	(\$0.108)	(0.5)	\$235.057	\$218.693	(\$16.364)	

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
-- Differences are due to rounding.
* Variance exceeds 100%.
**GASB68 became effective 12/31/15.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
OCTOBER 2016
(in millions)

	MONTH		VARIANCE		YTD		VARIANCE	
			Fav/(Unfav)				Fav/(Unfav)	
	MID-YEAR FORECAST	2016	2015	MID-YEAR FORECAST	2016	2015	MID-YEAR FORECAST	2015
				\$	%	\$	%	\$
FAREBOX REVENUE								
Harlem Line - Commutation	9,524	9,237	9,287	(0,287)	-3.0%	91,944	(0,944)	-1.0%
Harlem Line - Non-Commutation	8,561	8,328	8,415	(0,233)	-2.7%	80,501	(1,900)	-2.4%
TOTAL HARLEM LINE	\$18,085	\$17,565	\$17,702	(\$0,520)	-2.9%	\$172,445	(\$2,844)	-1.6%
Hudson Line - Commutation	6,162	5,991	6,064	(0,172)	-2.8%	59,651	(0,593)	-1.0%
Hudson Line - Non-Commutation	7,124	7,212	6,961	0,088	1.2%	65,599	(1,050)	-1.6%
TOTAL HUDSON LINE	\$13,286	\$13,203	\$13,025	(\$0,084)	-0.6%	\$125,250	(\$1,643)	-1.3%
New Haven Line - Commutation	13,219	12,827	12,888	(0,393)	-3.0%	127,431	(1,536)	-1.2%
New Haven Line - Non-Commutation	15,905	15,440	15,357	(0,465)	-2.9%	153,163	(3,909)	-2.6%
TOTAL NEW HAVEN LINE	\$29,124	\$28,267	\$28,245	(\$0,858)	-2.9%	\$280,594	(\$5,445)	-1.9%
All Lines - Commutation	28,905	28,054	28,238	(0,851)	-2.9%	279,027	(3,073)	-1.1%
All Lines - Non-Commutation	31,590	30,960	30,734	(0,610)	-1.9%	299,263	(6,859)	-2.3%
TOTAL EAST OF HUDSON LINES	\$60,495	\$59,034	\$58,972	(\$1,461)	-2.4%	\$578,290	(\$9,932)	-1.7%
West of Hudson Mail-in-Ride Revenue (1)	\$0,025	\$0,025	\$0,029	0,001	3.6%	\$0,279	0,003	1.0%
TOTAL FAREBOX REVENUE	\$60,520	\$59,060	\$59,001	(\$1,460)	-2.4%	\$578,569	(\$9,929)	-1.7%
								\$9,207 1.6%
RIDERSHIP								
Harlem Line - Commutation	1,489	1,448	1,456	(0,041)	-2.8%	14,264	(0,142)	-1.0%
Harlem Line - Non-Commutation	0,959	0,956	0,956	(0,004)	-0.4%	9,052	(0,154)	-1.7%
TOTAL HARLEM LINE	2,448	2,404	2,412	(0,045)	-1.8%	23,316	(0,296)	-1.3%
Hudson Line - Commutation	0,821	0,798	0,806	(0,023)	-2.8%	7,899	(0,076)	-1.0%
Hudson Line - Non-Commutation	0,633	0,656	0,628	0,023	3.6%	6,033	(0,062)	-1.0%
TOTAL HUDSON LINE	1,454	1,454	1,434	0,000	0.0%	13,932	(0,138)	-1.0%
New Haven Line - Commutation	2,020	1,954	1,984	(0,066)	-3.3%	19,223	(0,249)	-1.3%
New Haven Line - Non-Commutation	1,527	1,510	1,506	(0,017)	-1.1%	14,914	(0,277)	-1.9%
TOTAL NEW HAVEN LINE	3,547	3,464	3,490	(0,083)	-2.3%	34,137	(0,526)	-1.5%
Total Ridership East of Hudson								
All Lines - Commutation	4,330	4,200	4,247	(0,131)	-3.0%	41,387	(0,468)	-1.1%
All Lines - Non-Commutation	3,119	3,122	3,089	0,002	0.1%	29,999	(0,494)	-1.6%
TOTAL EAST OF HUDSON LINES	7,449	7,322	7,336	(0,129)	-1.7%	71,386	(0,962)	-1.3%
West of Hudson (2)	0,153	0,123	0,153	(0,030)	-19.6%	1,477	(0,059)	-4.0%
TOTAL EAST & WEST OF HUDSON LINES	7,602	7,445	7,489	(0,159)	-2.1%	72,863	(1,021)	-1.4%
								0,227 0.3%

(1) West of Hudson ticket sales received through Metro-North Mail & Ride program are reported as Metro-North Farebox Revenues; all other West of Hudson ticket revenues are offset against New Jersey Transit operating costs for providing service to the Pascack Valley Line and Port Jervis Line.

(2) West of Hudson total ridership for both Pascack Valley and Port Jervis lines.

MTA METRO-NORTH RAILROAD
2016 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
October 31, 2016

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	4	4	-	
Labor Relations	18	15	3	
Safety	54	42	12	A
Security	19	18	1	
Office of the Executive VP	10	7	3	
Corporate & Public Affairs	19	17	2	
Customer Service	60	58	2	
Legal	17	16	1	
Claims	14	11	3	
Environmental Compliance & Svce	7	6	1	
Human Resources	46	42	4	
Training	92	76	16	A
Employee Relations & Diversity	6	6	-	
VP Planning	2	2	-	
Operations Planning & Analysis	22	18	4	
Capital Planning & Programming	17	13	4	
Long Range Planning	8	8	0	
VP Finance & Info Systems	7	2	5	
Controller	77	72	5	
Budget	20	17	3	
Procurement & Material Management	34	24	10	A
Corporate	-	-	-	
Total Administration	553	473	80	
Operations				
Operations Administration	68	55	13	A
Transportation	1,548	1,578	(30)	B
Customer Service	318	294	24	A
Metro-North West	32	27	5	
Total Operations	1,966	1,954	12	
Maintenance				
Maintenance of Equipment	1,647	1,615	32	A
Maintenance of Way	2,175	2,051	124	A
Procurement & Material Mgmt	123	117	6	A
Total Maintenance	3,945	3,783	162	
Engineering/Capital				
Construction Management	43	38	5	
Engineering & Design	76	69	7	
Total Engineering/Capital	119	107	12	
Total Positions	6,583	6,317	266	
Non-Reimbursable	5,824	5,830	(6)	C
Reimbursable	759	487	272	
Total Full-Time	6,582	6,316	266	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects delayed and internal hiring of vacant positions.

(B) Variance reflects higher recruiting than planned.

(C) Variance reflects fewer Maintenance of Way and Transportation positions working on reimbursable projects and performing operating work.

MTA METRO-NORTH RAILROAD
2016 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
OCTOBER 31, 2016

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	162	153	9
Professional, Technical, Clerical	391	320	71
Operational Hourlies	-	-	-
Total Administration	553	473	80
Operations			
Managers/Supervisors	229	240	(11)
Professional, Technical, Clerical	191	161	30
Operational Hourlies	1,546	1,553	(7)
Total Operations	1,966	1,954	12
Maintenance			
Managers/Supervisors	639	597	42
Professional, Technical, Clerical	487	476	11
Operational Hourlies	2,819	2,710	109
Total Maintenance	3,945	3,783	162
Engineering/Capital			
Managers/Supervisors	43	41	2
Professional, Technical, Clerical	76	66	10
Operational Hourlies	-	-	-
	119	107	12
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,073	1,031	42
Professional, Technical, Clerical	1,145	1,023	122
Operational Hourlies	4,365	4,263	102
Total Positions	6,583	6,317	266

MTA METRO-NORTH RAILROAD
2016 MID-YEAR FORECAST VS. ACTUALS
OCTOBER 31, 2016

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i> Operations	1,966	1,954	12	Primarily reflects delayed and internal hiring of vacant positions.
Maintenance	3,945	3,783	162	Reflects vacant positions in Maintenance of Way (electricians, mechanics, engineers, sheetmetal workers, terminal attendants, trackworkers) 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 filling vacant positions.
Administration	553	473	80	Vacancies reflects timing differences in hiring of positions primarily in the Training, Safety and Procurement departments.
Engineering / Capital	119	107	12	
Total Agency-wide Headcount	6,583	6,317	266	
Non-Reimbursable	5,824	5,830	(6)	Primarily reflects fewer Maintenance of Way positions working on reimbursable projects and performing operating work.
Reimbursable	759	487	272	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
OCTOBER 2016

MONTH		VARIANCE	
MYF	2016	MYF	2015

Farebox Operating Ratio				
Standard ^(B)	64.8%	64.3%	66.3%	-0.5%
Adjusted ^(C)	72.8%	70.8%	74.8%	-2.0%
Cost per Passenger				
Standard ^(B)	\$12.68	\$12.69	\$11.99	(\$0.01)
Adjusted ^(C)	\$12.41	\$12.66	\$11.70	(\$0.25)
Passenger Revenue/Passenger ^(D)	\$8.22	\$8.16	\$7.95	(\$0.06)

YEAR-TO-DATE		VARIANCE	
MYF	2016	MYF	2015

Farebox Operating Ratio				
Standard ^(B)	58.8%	59.8%	59.2%	1.0%
Adjusted ^(C)	66.1%	67.2%	66.8%	1.1%
Cost per Passenger				
Standard ^(B)	\$13.93	\$13.66	\$13.65	\$0.27
Adjusted ^(C)	\$13.66	\$13.37	\$13.36	\$0.29
Passenger Revenue/Passenger ^(D)	\$8.19	\$8.16	\$8.09	(\$0.03)

(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.

MTA METRO-NORTH RAILROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2016 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>	<u>November Forecast</u>		
	\$	\$	\$	\$	\$	%	%
Total Revenue	631.4	619.7	619.6	(11.8)	(0.2)	(1.9)	(0.0)
Total Expenses before Non-Cash Liability Adjs	1,000.4	1,001.1	995.4	5.0	5.7	0.5	0.6
Depreciation	197.1	193.2	194.5	2.7	(1.3)	1.4	(0.7)
OPEB Obligation	56.9	56.9	56.9	-	-	0.0	0.0
GASB 68 Pension Adjustment	-	(14.2)	(21.4)	21.4	7.2	0.0	(50.7)
Environmental Remediation	3.3	2.7	2.7	0.7	0.1	20.3	1.9
Total Expenses	1,257.8	1,239.8	1,228.1	29.7	11.7	2.4	0.9
Net Surplus/(Deficit)	(626.4)	(620.0)	(608.5)	17.9	11.5	2.9	1.9

Note: Totals may not add due to rounding

MTA METRO-NORTH RAILROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2016 YEAR-TO-DATE
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$0.2)	(0.0)	No significant variances
Total Expenses	\$11.7	0.9	Variance comprised of favorable contracts and non-cash liabilities mainly offset by materials

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



Metro-North Railroad

Ridership Report

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

OCTOBER 2016

Operations Planning & Analysis Department
December, 2016

OCTOBER 2016 RIDERSHIP & REVENUE REPORT

MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

October Ridership and Revenue (millions)

	October 2016	% Change vs. 2015
Total Rail Ridership	7.444	-0.5% ▼
Commutation Ridership	4.269	-1.4% ▼
Non-Commutation Ridership	3.175	+0.7% ▲
Connecting Service Ridership	0.049	+0.6% ▲
Total MNR System Ridership	7.493	-0.5% ▼
Rail Revenue	\$60.1	-0.3% ▼

Key Factors Impacting October Ridership

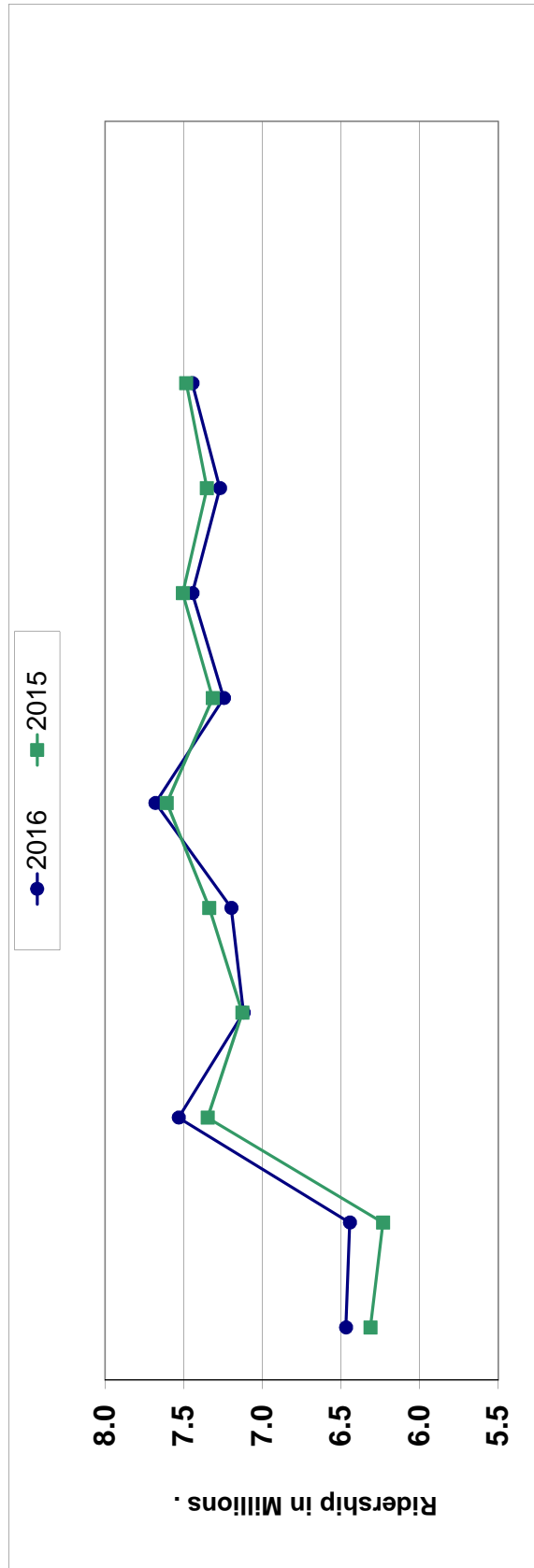
- West of Hudson ridership was adversely impacted by the September 29th Hoboken Terminal Derailment ridership (ten days no service to Hoboken Terminal 9/29-10/9):
- West of Hudson ridership decreased by -16.8% or approximately 24,900 fewer passengers
 - Port Jervis Line: -13.5%
 - Pascack Valley Line: -21.9%

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

	YTD 2016	% Change vs. 2015	Comparison to Forecast
Total Rail Ridership	71.841	+0.3% ▲	-1.4% ▼
Commutation Ridership	41.720	+0.7% ▲	-1.1% ▼
Non-Commutation Ridership	30.121	-0.3% ▼	-1.8% ▼
Connecting Service Ridership	0.484	+4.1% ▲	+1.6% ▲
Total MNR System Ridership	72.325	+0.3% ▲	-1.4% ▼
Rail Revenue	\$580.6	+1.6% ▲	-1.8% ▼

(1)

- October's Total Rail Ridership was 0.5% below 2015 and 2.1% below forecast.

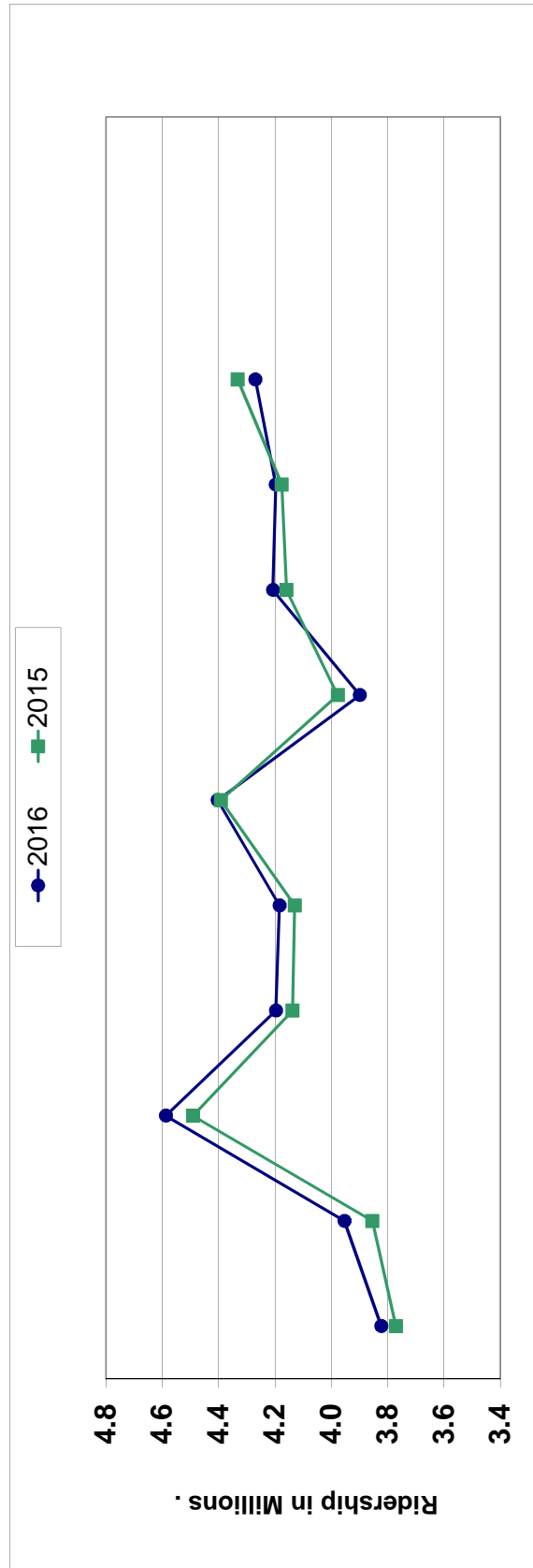


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016	6.5	6.4	7.5	7.1	7.2	7.7	7.2	7.4	7.3	7.4			71.8
2015	6.3	6.2	7.3	7.1	7.3	7.6	7.3	7.5	7.4	7.5			71.6
PCT CHG.	2.5%	3.4%	2.5%	-0.1%	-1.9%	1.0%	-1.0%	-0.8%	-1.1%	-0.5%			0.3%

1) Includes East and West of Hudson.

OCTOBER RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- October's Rail Commutation Ridership was 1.4% below 2015 and 3.3% below forecast.

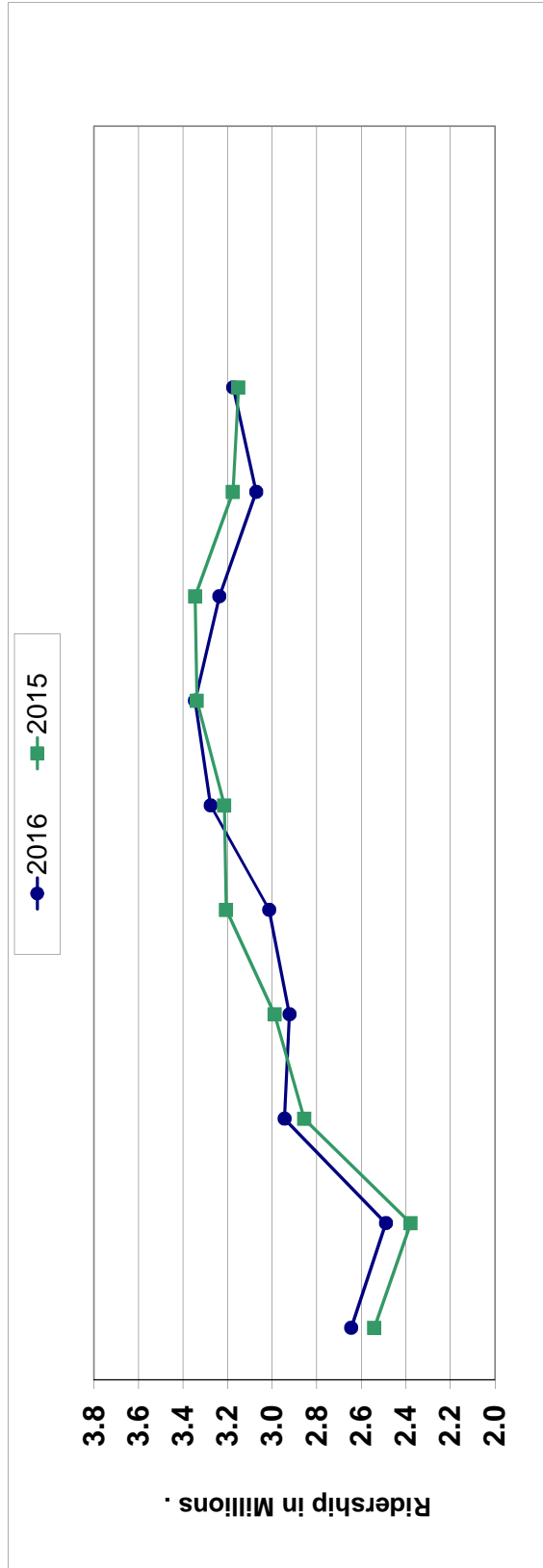


	Y-T-D												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016	3.8	4.0	4.6	4.2	4.2	4.4	3.9	4.2	4.2	4.3			41.7
2015	3.8	3.9	4.5	4.1	4.1	4.4	4.0	4.2	4.2	4.3			41.4
PCT CHG.	1.4%	2.6%	2.1%	1.4%	1.3%	0.3%	-2.0%	1.2%	0.5%	-1.4%			0.7%

¹⁾ Includes East and West of Hudson.

OCTOBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- October's Rail Non-Commutation Ridership was 0.7% above 2015 and 0.5% below forecast.

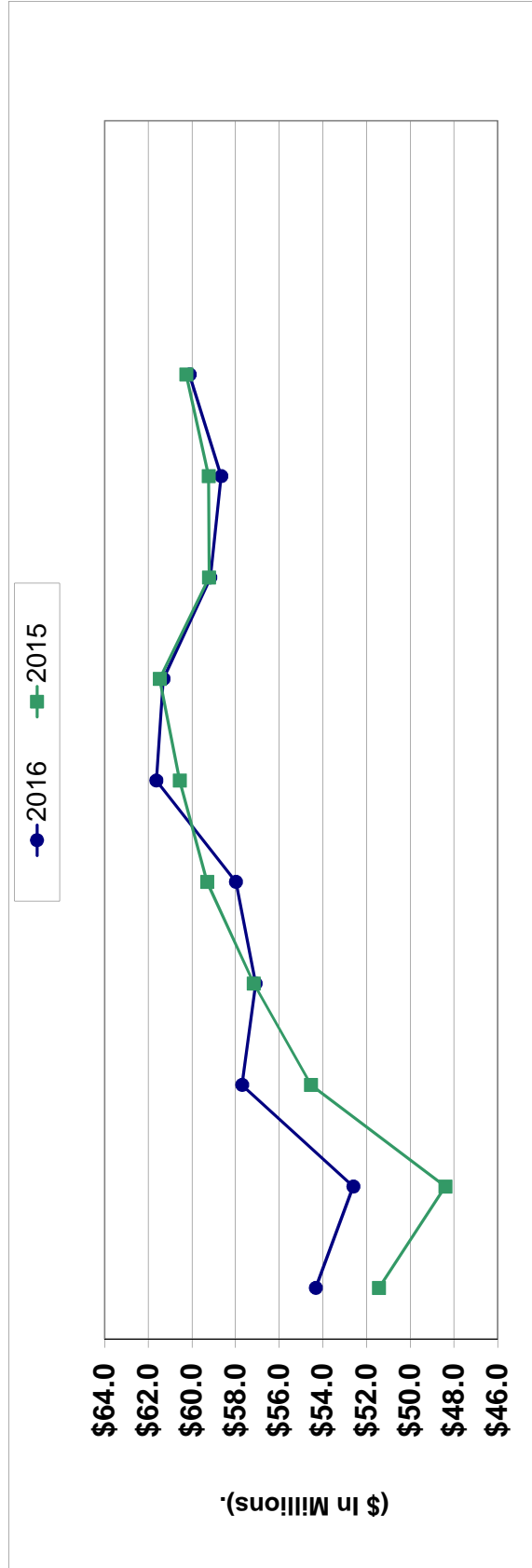


		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016 2015 PCT CHG.	2016	2.6	2.5	2.9	2.9	3.0	3.3	3.3	3.2	3.1	3.2			30.1
	2015	2.5	2.4	2.9	3.0	3.2	3.2	3.3	3.3	3.2	3.2			30.2
	PCT CHG.	4.1%	4.7%	3.1%	-2.2%	-6.0%	1.9%	0.2%	-3.3%	-3.3%	0.7%			-0.3%

¹⁾ Includes East and West of Hudson.

OCTOBER RAIL REVENUE ⁽¹⁾

- October's Total Rail Revenue was 0.3% below 2015 and 2.8% below forecast.



	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	\$58.0	\$61.6	\$61.3	\$59.2	\$58.7	\$60.1			\$580.6
2015	\$51.4	\$48.4	\$54.5	\$57.2	\$59.3	\$60.6	\$61.5	\$59.2	\$59.2	\$60.3			\$571.6
PCT CHG.	5.6%	8.7%	5.8%	-0.1%	-2.2%	1.8%	-0.3%	-0.1%	-1.0%	-0.3%			1.6%

¹⁾ Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY OCTOBER 2016

TICKET TYPE/SERVICE	OCTOBER 2016 ACTUAL	OCTOBER 2016 MID-YEAR	VARIANCE VS. MID-YEAR		OCTOBER 2015 RESTATED ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,199,511	4,330,053	(130,542)	-3.0%	4,246,941	(47,430)	-1.1%
West of Hudson	69,928	83,545	(13,617)	-16.3%	85,135	(15,207)	-17.9%
Total Rail Commutation Ridership	4,269,439	4,413,598	(144,159)	-3.3%	4,332,076	(62,637)	-1.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,121,678	3,119,423	2,255	0.1%	3,088,827	32,851	1.1%
West of Hudson	52,918	69,770	(16,852)	-24.2%	62,587	(9,669)	-15.4%
Total Rail Non-Commutation Ridership	3,174,596	3,189,193	(14,597)	-0.5%	3,151,414	23,182	0.7%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,321,189	7,449,476	(128,287)	-1.7%	7,335,768	(14,579)	-0.2%
West of Hudson ⁽²⁾	122,846	153,315	(30,469)	-19.9%	147,722	(24,876)	-16.8%
TOTAL RAIL RIDERSHIP	7,444,035	7,602,791	(158,756)	-2.1%	7,483,490	(39,455)	-0.5%
CONNECTING SERVICES RIDERSHIP ⁽³⁾							
	49,427	50,474	(1,047)	-2.1%	49,143	284	0.6%
TOTAL MNR SYSTEM RIDERSHIP	7,493,462	7,653,265	(159,803)	-2.1%	7,532,633	(39,171)	-0.5%

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 MID-YEAR	VARIANCE VS. MID-YEAR		2015 YTD RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	40,918,785	41,387,083	(468,298)	-1.1%	40,586,264	332,521	0.8%
West of Hudson	801,349	816,521	(15,172)	-1.9%	833,161	(31,812)	-3.8%
Total Rail Commutation Ridership	41,720,134	42,203,604	(483,470)	-1.1%	41,419,425	300,709	0.7%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	29,505,021	29,998,539	(493,518)	-1.6%	29,570,503	(65,482)	-0.2%
West of Hudson	616,200	660,288	(44,088)	-6.7%	627,993	(11,793)	-1.9%
Total Rail Non-Commutation Ridership	30,121,221	30,658,827	(537,606)	-1.8%	30,198,496	(77,275)	-0.3%
TOTAL RAIL RIDERSHIP							
East of Hudson	70,423,806	71,385,622	(961,816)	-1.3%	70,156,767	267,039	0.4%
West of Hudson	1,417,549	1,476,809	(59,260)	-4.0%	1,461,154	(43,605)	-3.0%
TOTAL RAIL RIDERSHIP	71,841,355	72,862,431	(1,021,076)	-1.4%	71,617,921	223,434	0.3%
CONNECTING SERVICES RIDERSHIP ⁽²⁾							
	484,036	476,258	7,778	1.6%	465,186	18,850	4.1%
TOTAL MNR SYSTEM RIDERSHIP	72,325,391	73,338,689	(1,013,298)	-1.4%	72,083,107	242,284	0.3%

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

OCTOBER 2016

LINE	OCTOBER 2016 ACTUAL	OCTOBER 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,403,597	2,411,727	(8,130)	-0.3%
Hudson Line	1,453,574	1,433,939	19,635	1.4%
New Haven Line	3,464,018	3,490,102	(26,084)	-0.7%
Total East of Hudson	7,321,189	7,335,768	(14,579)	-0.2%
WEST OF HUDSON				
Port Jervis Line	76,963	88,977	(12,014)	-13.5%
Pascack Valley Line	45,883	58,745	(12,862)	-21.9%
Total West of Hudson ⁽²⁾	122,846	147,722	(24,876)	-16.8%
TOTAL RAIL RIDERSHIP	7,444,035	7,483,490	(39,455)	-0.5%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	31,014	32,438	(1,424)	-4.4%
Haverstraw-Ossining Ferry	12,029	11,190	839	7.5%
Newburgh-Beacon Ferry	6,384	5,515	869	15.8%
Total Connecting Services	49,427	49,143	284	0.6%
TOTAL MNR SYSTEM	7,493,462	7,532,633	(39,171)	-0.5%

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	23,019,973	22,898,726	121,247	0.5%
Hudson Line	13,793,231	13,714,246	78,985	0.6%
New Haven Line	33,610,602	33,543,795	66,807	0.2%
Total East of Hudson	70,423,806	70,156,767	267,039	0.4%
WEST OF HUDSON				
Port Jervis Line	844,330	870,578	(26,248)	-3.0%
Pascack Valley Line	573,219	590,576	(17,357)	-2.9%
Total West of Hudson	1,417,549	1,461,154	(43,605)	-3.0%
TOTAL RAIL RIDERSHIP	71,841,355	71,617,921	223,434	0.3%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	320,041	316,753	3,288	1.0%
Haverstraw-Ossining Ferry	111,070	97,870	13,200	13.5%
Newburgh-Beacon Ferry	52,925	50,563	2,362	4.7%
Total Connecting Services	484,036	465,186	18,850	4.1%
TOTAL MNR SYSTEM	72,325,391	72,083,107	242,284	0.3%

Notes:

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



Metro-North Railroad

Capital Program Report

CAPITAL PROGRAM

HIGHLIGHTS

November 30, 2016

GRAND CENTRAL TERMINAL (GCT)

GCT Train Shed Rehabilitation

Progress in the train shed continues with: de-leading of steel, 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. At the street-level completed repairs on 49th Street between Lexington and Park Avenue and remaining work on Park Avenue at East 47th 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: Metro-North's 30-day operational testing is in progress.

SE-2: Elevator work will commence upon completion of SE-1 and is forecasted to be placed in service in the February 2017.

A-car: Completed installation of rails in the elevator shaft and commenced installation of counter weights and removal of scaffolding; delivery of new elevator car is forecasted for January 2017. A-Car is anticipated to be placed in service in the second 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)

Installation of pipes and hangers and identification of utility conflicts continue at Track 200 and in the 43rd Street and 45th Street tunnels. Installation is also ongoing at Tracks 113-115 and 182. Field inspections of the facility are ongoing for shop drawing generation.

Overall project completion anticipated in December 2017.

GCT Leaks Remediation Phase II

- 42nd Street: Masonry façade and buttress restoration at the 42nd street is substantially complete, with minor punch list work remaining. Due to the NYCDOT Holiday Embargo, remaining work will be placed on hold for the month of December 2016 and completed in January 2017.

- Vanderbilt Avenue: Masonry restoration and Park Avenue Viaduct balustrade and historic light pole base pier reconstruction are substantially complete, with minor punch list work remaining. Sidewalk joints repair work is ongoing between East 43rd and 45th Streets. Foundation work is underway for signal installation at East 43rd, 44th, 45th, 46th, and 47th Street intersections. Due to the NYCDOT Holiday Embargo, remaining work will be placed on hold for the month of December 2016 and completed in January 2017.
- 45th Street Bridges:
 - Northbound - completed installation of temporary supports and assessment of the 45th Street columns for required structural steel repairs. Restoration continues with: offsite cleaning and painting of the architectural panels; repair work at columns; abrasive blasting and painting. Anticipate completion by spring 2017.
 - Southbound - completed repairs at the columns; abrasive blasting and painting. Restoration continues with offsite cleaning and painting of the architectural panels. Anticipate completion by spring 2017.
- Park Avenue Viaduct: completed catch basin replacement. Due to the NYCDOT Holiday Embargo, the remaining work which includes: miscellaneous steel replacement, installation of fireproofing, and ceiling restoration work will be placed on hold for the month of December 2016 and will be completed in January 2017.
- Taxi Stand: In the northern half section, masonry pier repairs are substantially complete, minor punch list work remains.

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 investigated the replacement grout for the existing grout plinths that support the fastener bodies atop the deck and made a recommendation regarding the type of product. The consultant is to proceed with engaging a test lab to construct a mockup of the recommended design and subject it 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 is anticipated for December 2017.

STATIONS/PARKING/FACILITIES

Station Building Renewal Projects

The project scope is to furnish and install a new elevator at Port Chester Station and replace the adjacent stairs to the platform (outbound side); demolish an abandoned building; and construct an ADA compliant ramp on the inbound side. The abandoned building was demolished and

concrete placement for the ADA ramp footings has commenced. The existing staircase was demolished and retaining wall construction has commenced. Project is forecasted for completion in the third quarter of 2017.

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 being finalized to prepare GCT and Outlying Station Design Packages for visual and audio public address system infrastructure. Both GCT and Outlying Stations will be proceeding with design-build project delivery methods. Three of the eight CSI contracts were advertised in November.

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

Through a joint procurement, Metro-North and Long Island Rail Road awarded a contract in July 2016 to a Best Practices Design Consultant to advise on industry best practices as a means to enhance the aesthetics and amenities of 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. The design documents are progressing to 30% level, with next submission due in February 2017. It is anticipated that a design-build contract will be awarded in spring 2017.

POWER

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

Continued Track 3 outage from CP26 to CP33 (North of Tarrytown to South of Croton Harmon); with completion forecasted in February 2017. During this outage, reverse off-peak busing will be provided for customers at Philipse Manor and Scarborough stations. Work progress during the previous month includes the following:

- Completed Track crossing from Track 3 to Track 1 at Philipse Manor.
- Replaced 3rd rail insulators along Track 3 south of the Croton Bridge.
- Continued installation of 4" conduits on the wall at Sing Sing prison.
- Continued installation of concrete posts and stainless steel trough on elevated raceway at Scarborough.

Overall project completion of Phase I is anticipated in December 2017.

Power Infrastructure Restoration – Substations – Sandy

Riverdale and Tarrytown: Factory acceptance tests for the electrical equipment were completed in November 2016. Delivery of the prefabricated substation and electrical equipment is anticipated the first week of December 2016 for Riverdale and mid December 2016 for Tarrytown.

Croton-Harmon: Fabrication of the substation is underway. Factory Acceptance Testing and delivery of the substation and its associated electrical equipment is anticipated in early January 2017.

Overall project completion anticipated in June 2017.

Harlem & Hudson Lines Power Improvements

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

- 86th St: Demolition to commence at the west platform. Core drilling on the east platform will commence after Metro-North completes asbestos abatement in the vicinity. Conduit installation to supply power for Verizon wireless service and emergency radio communication service is in progress. Fabrication of AC and DC switchgears is in progress and forecasted to be delivered in first quarter of 2017.
- 110th St (replacement of negative return reactors in the substation under the viaduct): Facility is complete and operating as of July 2016.

Brewster Substation

- Continue to install conduits in ductbanks. Fabrication of switchgear is underway with delivery forecasted in first quarter of 2017.

Brewster Substation completion will be in third quarter 2017 with overall project completion by first quarter 2018.

Substation Replacement Bridge-23

- Mount Vernon - Auto Transformer AT-1 is scheduled for testing in November 2016.
- Pelham - Final testing of the voltage balancing station has commenced and is expected to be complete in November 2016.
- New Rochelle – Final preparation for a future 15KV power redundancy connection is under review.

Overall project completion anticipated in June 2017.

TRACK AND STRUCTURES

Bronx Drainage Phase II B Improvements between Mott Haven and Fordham

Installation of High-Density Polyethylene Pipe along Tracks 1, 2, 3 and 4, per base scope of the contract, has been completed and pipe installation required under options 1 & 2 between E 162nd Street and E 168th Street is currently in progress. The track outages are being coordinated with the CP109 project. The work includes the 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.

Overall project completion is anticipated in June 2018.

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

The field inspection phase of the bridges continues and is approximately 83% complete with work primarily concentrated on the Port Jervis Line bridges this past month.

Associated Inspection and Load Rating reports continue to be submitted and reviewed by key stakeholders. Preliminary Seismic Screening Procedure was also submitted for review by key stakeholders.

Project completion anticipated in March 2018.

Repair Park Avenue Viaduct at 118th Street

The Park Avenue Viaduct emergency repairs, as a result of the May 17, 2016 fire proceeded on an expedited schedule and achieved substantial completion in November 2016.

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 all seven of the bridges: JS 44.80, JS 63.04, JS 61.56, JS 47.19, JS 58.64, 62.00 and JS 66.22. Anticipate commencement of the force account construction of the repair of three bridges in the second quarter of 2017. Overall project completion anticipated in December 2018.

Design-Build of Prospect Hill Road Bridge (Southeast Station)

Solicitation for design-build proposals commenced in November 2016; project kickoff to commence by summer 2017. It is anticipated that Prospect Hill Road Bridge will be opened for vehicular service by year end of 2018.

COMMUNICATIONS AND SIGNAL

Positive Train Control (PTC)

Positive Train Control (PTC)

Subsystem Designs being finalized. On-Board and office software is in development. Surveys and FCC / Tribal applications continue for communication site locations at non-pilot segments. Transponders continue to be installed and tested for Civil Speed Enforcement on both the Hudson and New Haven Lines. Installation and testing of transponders for Civil Speed Enforcement on the New Haven Line was placed into revenue service for Amtrak and Freight Carriers from CP 261 to CP 274 on New Haven Line. Installation and testing of PTC transponders is 100% complete for both the Pilot Lines. Wayside subsystem deliveries continue to support the installation of pilot locations. Wayside segment deliveries continue and are forecasted to complete in December 2017. P32 locomotives and Cab Car On Board hardware installation is ongoing. M7A on-board PTC hardware installation commenced in August 2016. Project Completion is progressing towards the December 31, 2018 deadline.

West of Hudson Signal Improvements

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, Metro-North force account is continuing work along Segment 1 (CP-Sterling to CP-Harriman), with cutover anticipated in the second quarter of 2017.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- Consist Shop Facility/Building 6 (CSF): Completed the erection of structural steel. Continued with placement of concrete for slabs and exterior walls and installation of roof decking with completion forecasted in December 2016.
- EMU (Electric Multiple Unit) Annex Building: Continued with: the installation of exterior metal wall panels; placement of concrete for the 2nd floor slab; installation of temporary power and lighting on the 1st and 2nd floors. Exterior metal wall panels including louvers are forecasted to be complete by February 2017. Installation of architectural partitions commenced on the 2nd floor.
- West of the EMU Annex Building (Chirico Street): Installed gas main between Chirico Street and Water Street straight to EMU Annex Building. Installation of medium voltage communication conduits, duct banks, spicing chamber racks and gas main are progressing.

- Welding Training Facility - Completed installation of fire suppression system.

Phase V Stage II Preliminary Design

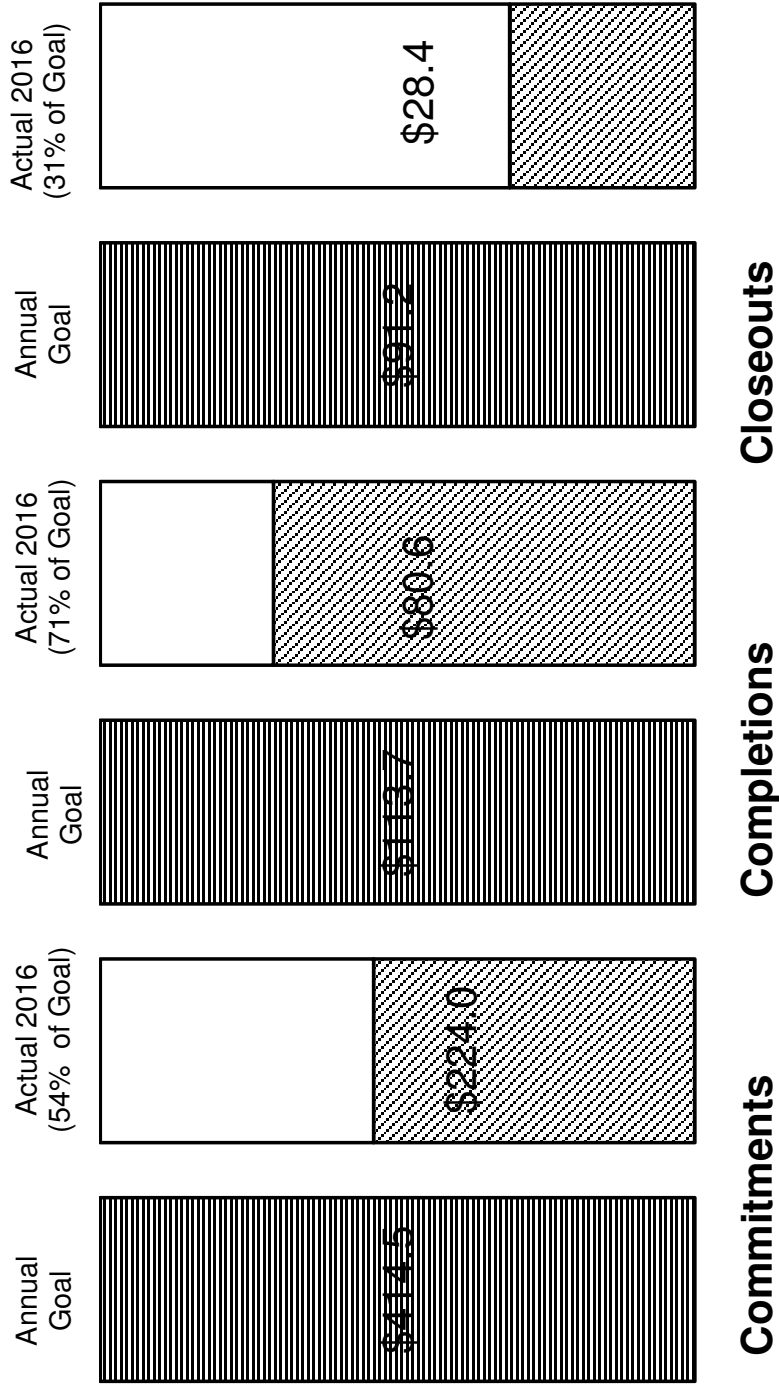
- Stage II Preliminary Design for the Running Repair and Support Facility continues with information and data gathering activities to facilitate the update of the Harlem and Hudson Master Plan for Harmon Yard and other NY Maintenance of Equipment facilities. Design completion is anticipated in March 2018.

Overall, Phase V, Stage 1 construction completion is anticipated in January 2018.

2016 MNR Capital Program Goals

As of November 30, 2016

In Millions



■ 2016 Goals

▨ Actual as of November 30, 2016



LONG ISLAND RAIL ROAD



Monthly Operating Report November 2016

Patrick Nowakowski
President

12/12/16 *****

Performance Summary

			2016 Data			2015 Data	
			Annual	YTD thru		YTD thru	
			Goal	Nov	Nov	Nov	Nov
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%	91.9%	92.9%	92.5%	91.4%
		AM Peak		89.1%	92.9%	90.8%	89.7%
		PM Peak		89.7%	90.1%	89.6%	87.1%
		Total Peak		89.3%	91.6%	90.2%	88.5%
		Off Peak Weekday		92.5%	92.8%	93.4%	91.9%
		Weekend		93.7%	94.5%	93.5%	94.1%
	Babylon Branch	Overall	93.9%	91.9%	92.0%	93.1%	91.6%
		AM Peak		91.7%	94.0%	92.5%	90.6%
		PM Peak		89.3%	88.8%	89.1%	86.6%
		Total Peak		90.6%	91.6%	90.9%	88.7%
		Off Peak Weekday		91.7%	92.1%	95.5%	92.6%
		Weekend		94.9%	92.4%	91.4%	93.8%
	Far Rockaway Branch	Overall	96.6%	96.3%	96.6%	95.4%	95.4%
		AM Peak		90.5%	93.9%	91.8%	89.8%
		PM Peak		97.4%	96.3%	95.0%	94.2%
		Total Peak		93.6%	95.0%	93.2%	91.8%
		Off Peak Weekday		96.6%	96.8%	95.0%	96.2%
		Weekend		98.3%	97.7%	98.0%	97.2%
	Huntington Branch	Overall	92.5%	88.8%	91.3%	88.3%	88.4%
		AM Peak		83.2%	91.8%	92.0%	88.5%
		PM Peak		85.4%	88.6%	84.3%	83.0%
		Total Peak		84.2%	90.3%	88.3%	85.9%
		Off Peak Weekday		90.1%	90.2%	86.9%	86.2%
		Weekend		91.4%	93.6%	90.0%	93.5%
	Hempstead Branch	Overall	96.5%	94.7%	95.9%	95.9%	94.6%
		AM Peak		93.8%	96.5%	93.5%	93.9%
		PM Peak		89.9%	92.4%	92.2%	90.7%
		Total Peak		92.0%	94.5%	92.9%	92.4%
		Off Peak Weekday		94.6%	96.6%	97.3%	95.0%
		Weekend		97.5%	95.9%	96.2%	95.7%
	Long Beach Branch	Overall	95.9%	94.6%	94.9%	94.6%	93.0%
		AM Peak		91.7%	95.0%	91.2%	91.0%
		PM Peak		93.1%	92.8%	91.4%	90.5%
		Total Peak		92.3%	94.0%	91.3%	90.7%
		Off Peak Weekday		94.5%	94.9%	95.4%	93.4%
		Weekend		97.7%	96.2%	96.6%	95.0%
	Montauk Branch	Overall	90.8%	90.0%	90.1%	91.8%	89.8%
		AM Peak		88.1%	88.1%	90.6%	89.1%
		PM Peak		89.5%	89.9%	83.0%	86.2%
		Total Peak		88.8%	88.9%	86.8%	87.6%
		Off Peak Weekday		91.4%	90.8%	94.1%	91.7%
		Weekend		88.1%	89.6%	92.4%	88.4%
	Oyster Bay Branch	Overall	94.1%	89.6%	92.6%	91.3%	92.4%
		AM Peak		91.2%	94.1%	94.3%	92.9%
		PM Peak		82.5%	85.4%	80.8%	83.5%
		Total Peak		87.2%	90.1%	88.1%	88.6%
		Off Peak Weekday		93.5%	94.0%	90.7%	93.0%
		Weekend		83.8%	93.1%	96.4%	96.3%

Performance Summary		2016 Data			2015 Data	
		Annual	YTD thru		YTD thru	
		Goal	Nov	Nov	Nov	Nov
Port Jefferson Branch	Overall	90.9%	89.3%	90.1%	87.3%	86.9%
	AM Peak		85.7%	89.8%	90.0%	85.6%
	PM Peak		91.2%	90.0%	84.3%	83.4%
	Total Peak		88.3%	89.9%	87.3%	84.6%
	Off Peak Weekday		87.9%	87.4%	82.5%	84.2%
	Weekend		93.8%	95.7%	95.4%	96.0%
Port Washington Branch	Overall	95.3%	93.3%	93.2%	93.3%	91.4%
	AM Peak		89.2%	93.7%	86.7%	90.6%
	PM Peak		90.5%	87.2%	93.9%	84.4%
	Total Peak		89.8%	90.4%	90.4%	87.4%
	Off Peak Weekday		92.5%	92.3%	94.4%	91.8%
	Weekend		98.8%	98.2%	94.1%	95.2%
Ronkonkoma Branch	Overall	91.6%	87.5%	90.7%	91.7%	89.0%
	AM Peak		83.3%	89.6%	86.7%	84.9%
	PM Peak		87.6%	91.5%	93.4%	89.1%
	Total Peak		85.3%	90.5%	89.9%	86.9%
	Off Peak Weekday		90.2%	90.8%	93.9%	89.9%
	Weekend		84.3%	90.8%	90.0%	90.2%
West Hempstead Branch	Overall	95.8%	96.1%	96.5%	93.5%	94.9%
	AM Peak		95.2%	95.2%	93.0%	93.3%
	PM Peak		91.3%	92.3%	89.2%	89.6%
	Total Peak		93.1%	93.6%	90.9%	91.3%
	Off Peak Weekday		97.2%	97.9%	93.7%	96.3%
	Weekend		97.5%	97.2%	96.1%	96.6%
Operating Statistics		Trains Scheduled	20,219	225,822	20,221	225,893
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-11.6	-13.1	-11.2	-12.8
Trains Over 15 min. Late excluding trains canceled or terminated			257	2,883	227	3,548
Trains Canceled			44	1,138	30	1,198
Trains Terminated			35	479	38	629
Percent of Scheduled Trips Completed			99.6%	99.3%	99.7%	99.2%
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	99.0%			
		PM Peak	99.1%			
		Total Peak	99.0%			

System Categories Of Delay	% Total	Oct	2016 Data		2015 Data		YTD 2016 Vs 2015
			Nov	YTD Thru Nov	Nov	YTD Thru Nov	
Engineering (Scheduled)	1.8%	424	30	758	28	395	363
Engineering (Unscheduled)	18.7%	193	307	1,895	153	1,936	(41)
Maintenance of Equipment	7.1%	112	116	1,391	156	1,789	(398)
Transportation	1.5%	33	24	481	60	758	(277)
Capital Projects	1.3%	48	21	437	71	412	25
Weather and Environmental	13.3%	73	218	1,892	191	3,235	(1,343)
Police	11.0%	105	181	1,810	157	2,198	(388)
Customers	25.0%	412	411	4,394	354	4,347	47
Other	14.3%	184	235	1,883	119	1,768	115
3rd Party Operations	6.0%	53	98	1,191	223	2,555	(1,364)
Total	100.0%	1,637	1,641	16,132	1,512	19,393	(3,261)



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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Nov	Tues	Track circuit failure at New Hyde Park	52						17			69		
1-Nov	Tues	Police activity at Queens Village				11			2			13		
6-Nov	Sun	Train 8058 struck motor vehicle west of Central Islip							6		11	6		11
9-Nov	Wed	Slow loading				6			4			10		
10-Nov	Thurs	Signal trouble at Jay Interlocking				11	5		8			19	5	
10-Nov	Thurs	Heavy loading				3			15			18		
12-Nov	Sat	Scheduled track work on the Main Line							38			38		
14-Nov	Mon	Extension of track work - Queens to Nassau	12	2	1				6			18	2	1
15-Nov	Tues	Low adhesion system wide	8			6			11			25		
15-Nov	Tues	Slow weather loading	3			6			8			17		
16-Nov	Wed	Amtrak related track condition Line 1	42	7					3			45	7	
17-Nov	Thurs	PSEG outage east of Mineola				10	1					10	1	
20-Nov	Sun	Track condition at Queens Interlocking							13			13		
21-Nov	Mon	Switch trouble at Nassau Interlocking	32	1					6			38	1	
21-Nov	Mon	Low adhesion system wide	12		1	3			8			20	3	1
22-Nov	Tues	Low adhesion system wide	13	1					4			17	1	
23-Nov	Wed	Train 305 with equipment trouble west of Woodside Station	12		1				11			23		1
23-Nov	Wed	Heavy holiday loading / unloading				4			25			29		
28-Nov	Mon	Broken Rail west of Woodside	18						5		1	23		1
28-Nov	Mon	Signal trouble between Wantagh and Amityville				8			13			21		
29-Nov	Tues	Track condition at Queens Interlocking				19	4		23	1		42	5	
29-Nov	Tues	Low adhesion system wide	15		1				10			26		1
29-Nov	Tues	Broken crossing gates at Willis Avenue				30			13			43		
TOTAL FOR MONTH			219	11	4	117	10	0	249	1	12	583	25	16
													624	

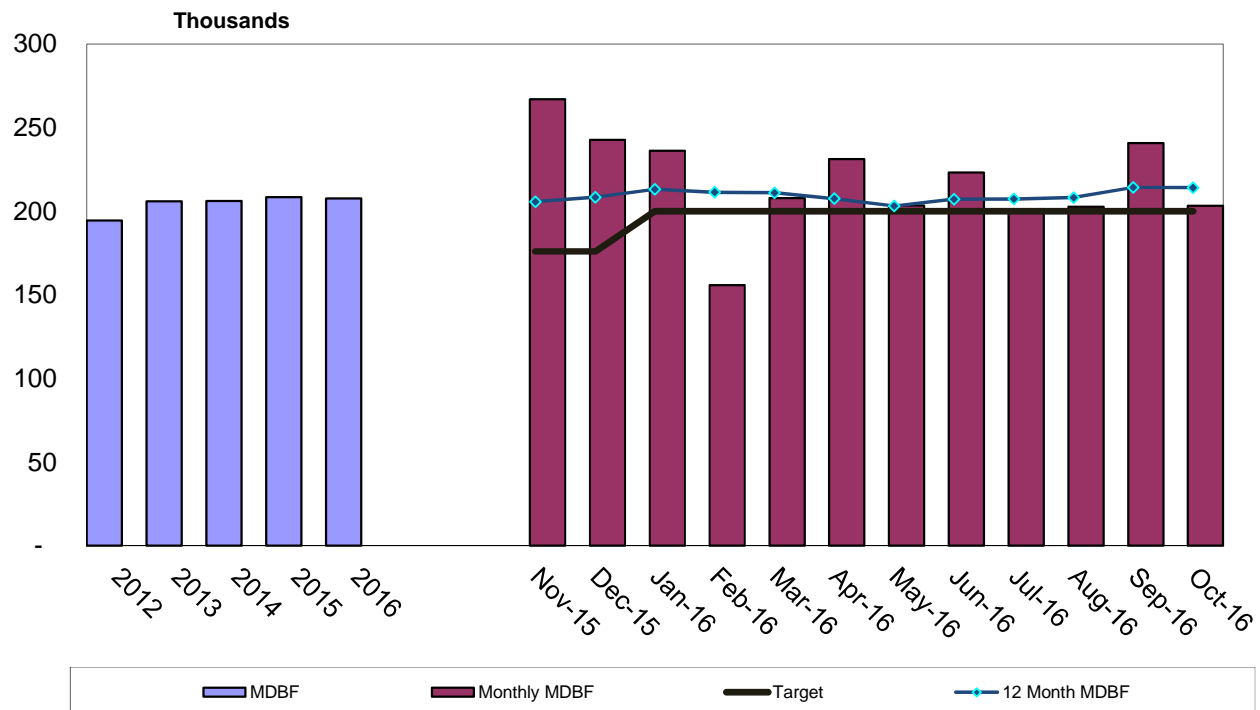
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - OCTOBER 2016

	Equip- ment Type	Total Fleet Size	2016 Data					2015 Data		
			MDBF Goal (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)	12 month MDBF Rolling Avg (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)
Mean	M-3	150	75,000	63,367	9	65,754	67,447	67,884	8	61,689
Distance	M-7	836	460,000	340,288	15	429,485	433,274	351,013	15	496,231
Between Failures	DM	21	22,000	24,903	3	25,857	29,856	44,062	2	20,938
	DE	24	22,000	43,798	2	21,738	23,143	23,068	4	23,855
	C-3	134	100,000	222,075	3	158,434	157,472	188,890	4	115,989
	Diesel	179	60,000	103,566	8	74,725	79,181	93,596	10	64,720
	Fleet	1,165	200,000	203,223	32	207,622	214,178	204,370	33	201,211

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.

ALL FLEETS Mean Distance Between Failure 2012 - 2016





Standee Report

East Of Jamaica

			2016 Data November	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	19
		Total Standees	2	19
	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	32	0
		Total Standees	72	0
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	7	0
		Total Standees	7	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	7	30
		Total Standees	7	30
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	36	4
		Total Standees	36	4
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			127	54

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.



Long Island Rail Road

OPERATING REPORT FOR MONTH OF NOVEMBER 2016

Standee Report

West Of Jamaica

			2016 Data November	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	27
		Total Standees	0	27
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	17	23
		Total Standees	17	23
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	3	14
		Total Standees	3	14
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	0	0
		Total Standees	28	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	7	30
		Total Standees	7	30
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	17	0
		Total Standees	17	0
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	16	0
		Total Standees	16	0
System Wide PEAK			88	94

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 INJURY/ENTRAPMENT REPORT
FOR MONTH OF NOVEMBER 2016**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
There were no incidents reported on Elevators in the month of November 2016			

Escalators	Mechanical Injury	Human Factor Injury
There were no incidents reported on Escalators in the month of November 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.

October Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	November 2013 - October 2014	November 2014 October 2015	November 2015 - October 2016
FRA Reportable Customer Accident Rate per Million Customers	5.51	4.23	2.87
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.75	3.63	2.88
Grade Crossing Incidents ¹	3	10	7
Mainline FRA Reportable Train Derailments	0	0	2
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	
	October	Year to Date	October	Year to Date
Total Reports Received	9	45	27	206
Total Reports Reviewed by PRT	9	45	10	167
Total Reports that Meet C3RS Program Criteria	7	27	15	185
Total Corrective Actions being Developed	0	0	0	11
Total Corrective Actions Implemented	0	0	0	5
Customer and Community: Focus on Grade Crossings	October	Year to Date	October	Year to Date
Broken Gates	7	107	10	108
MTA Police Details	59	797	53	427
Summons	98	1,025	152	1,551
Warnings	43	504	55	740
Arrests	1	1	0	5
Community Education and Outreach	21,546	90,434	19,848	101,911
		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

October 2016

**MTA LONG ISLAND RAIL ROAD
OCTOBER 2016 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST
(\$ In Millions)**

SUMMARY

October YTD operating results were favorable by \$66.7 million or 7.2% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through October were \$2.2 million or 0.3% above the Mid-Year Forecast due to higher ridership. Total Non-Reimbursable expenses through October were \$64.5 million lower than projected due to timing of non-payroll related expenses and lower labor expenses as a result of vacant positions and associated fringe costs, partially offset by higher Depreciation, GASB 68 Pension Adjustment, Environmental Remediation and Claims.

YTD capital and other reimbursable expenditures (and reimbursements) were \$15.0 million higher than the forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date October **Total Revenues** (including Capital and Other Reimbursements) of \$923.0 were \$17.3 or 1.9% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$0.7 favorable to forecast due to higher ridership. Ridership through October was 74.3 million. This was 2.0% above 2015 (adjusted for same number of calendar work days) and 0.3% higher than the forecast.
- **Y-T-D Other Operating Revenues** were \$1.5 favorable to forecast due to prior period right of way lease revenue.
- **Y-T-D Capital and Other Reimbursements** were \$15.0 million favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date October **Total Expenses** (including depreciation and other) of \$1,785.5 were favorable to forecast by \$49.4 or 2.7%.

Labor Expenses, \$13.2 favorable Y-T-D.

- **Payroll**, \$13.9 favorable Y-T-D (primarily vacant positions, lower rates, vacation pay and wage claim accruals).
- **Overtime**, \$(9.7) unfavorable Y-T-D (higher capital project activity and maintenance, partially offset by lower scheduled/ unscheduled service and vacancy/absentee coverage).
- **Health & Welfare**, \$2.2 favorable Y-T-D (vacant positions and lower dependent coverage).
- **OPEB Current Payment**, \$3.5 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$3.3 favorable Y-T-D (primarily lower Railroad Retirement Taxes and FELA indemnity Reserves).

Non-Labor Expenses, \$61.5 favorable Y-T-D.

- **Electric Power**, \$1.8 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$0.7 favorable Y-T-D (lower Force Account insurance).
- **Claims**, \$(2.2) unfavorable Y-T-D (increase in reserves of public liability expenses).
- **Maintenance and Other Operating Contracts**, \$11.1 favorable Y-T-D (primarily timing of various safety/security related projects, vegetation management, platform investments, parking garage maintenance, TVM maintenance/modifications and various other maintenance contracts, partially offset by higher non-revenue vehicle maintenance).
- **Professional Services**, \$6.7 favorable Y-T-D (timing of invoices for document scanner system, MTA Chargebacks and medical provider and timing of activities for enterprise asset management, advertising and homeless outreach).
- **Materials and Supplies**, \$43.5 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and capital project activity and miscellaneous inventory adjustments).

Depreciation and Other, \$(25.3) unfavorable Y-T-D (unfavorable Depreciation, GASB 68 Pension Adjustment, Other Post-Employment Benefits and Environmental Remediation).

CASH DEFICIT SUMMARY

The Cash Deficit through October of \$486.2 million was \$107.6 favorable to forecast due to higher receipts and lower expenses.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 52.5%, 4.5 percentage points above the forecast resulting from lower expenses and higher revenue.
- Through October, the Adjusted Farebox Operating Ratio was 61.7%, which is favorable to forecast due to lower expenses and higher revenue.
- Through October, the Adjusted Cost per Passenger was \$13.89, which is lower than forecast due to lower expenses and higher ridership.
- Through October, the Revenue per Passenger was \$7.99, which was slightly below forecast.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
October 2016
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Percent	Forecast	Favorable (Unfavorable)		Percent	Forecast	Favorable (Unfavorable)		Percent	Forecast
Revenue	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Freight Revenue	\$59,913	\$59,575	(\$338)	(0.6)	\$0,000	\$0,000	\$0,000	-	\$59,913	\$59,575	(\$338)	(0.6)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	3,685	3,177	(508)	(13.8)	0,000	0,000	0,000	-	3,685	3,177	(508)	(13.8)
Capital & Other Reimbursements	0,000	0,000	0,000	-	29,679	29,825	0,146	0.5	29,679	29,825	0,146	0.5
Total Revenue	\$63,598	\$62,751	(\$847)	(1.3)	\$29,679	\$29,825	\$0,146	0.5	\$93,277	\$92,576	(\$701)	(0.8)
Expenses												
Labor:												
Payroll	\$43,602	\$42,722	\$880	2.0	\$9,161	\$8,236	\$925	10.1	\$52,763	\$50,958	\$1,805	3.4
Overtime	8,972	10,095	(1,123)	(12.5)	2,590	3,364	(774)	(29.9)	11,562	13,460	(1,898)	(16.4)
Health and Welfare	8,290	8,468	(178)	(2.1)	1,900	1,929	(29)	(1.5)	10,190	10,396	(206)	(2.0)
OP&B Current Payment	5,321	4,927	394	7.4	0,000	0,000	0,000	-	5,321	4,927	394	7.4
Pensions	12,786	12,324	462	3.6	3,067	3,549	(482)	(15.0)	15,853	15,873	0,000	0.0
Other Fringe Benefits	8,157	3,743	4,414	54.1	1,943	2,045	(102)	(5.2)	10,100	5,788	4,312	42.7
Reimbursable Overhead	(1,617)	(2,907)	1,290	79.8	1,617	2,907	(1,290)	(79.8)	0,000	0,000	0,000	-
Total Labor Expenses	\$85,511	\$79,372	\$6,139	7.2	\$20,298	\$22,030	(\$1,732)	(8.5)	\$105,809	\$101,402	\$4,407	4.2
Non-Labor:												
Electric Power	\$6,716	\$7,284	(\$568)	(8.5)	\$0,041	\$0,076	(\$35)	(84.7)	\$6,757	\$7,360	(\$603)	(8.9)
Fuel	1,248	1,283	(35)	(2.8)	0,000	0,000	0,000	-	1,248	1,283	(35)	(2.8)
Insurance	1,796	1,810	(14)	(0.8)	0,731	0,854	(123)	(16.8)	2,527	2,684	(157)	(6.2)
Claims	0,341	0,139	202	59.1	0,000	0,000	0,000	-	0,341	0,139	202	59.1
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	8,284	5,433	2,851	34.4	2,400	2,234	166	6.9	10,684	7,667	3,017	28.2
Professional Service Contracts	3,512	1,762	1,750	49.8	0,794	0,213	0,581	73.2	4,306	1,975	2,331	54.1
Materials & Supplies	20,158	12,528	7,630	37.8	5,369	4,607	762	14.5	25,527	17,135	8,392	32.9
Other Business Expenses	1,328	1,156	172	13.0	0,026	0,112	(0,086)	-	1,354	1,268	86	6.4
Total Non-Labor Expenses	\$43,383	\$31,395	\$11,988	27.6	\$9,381	\$7,795	\$1,586	16.9	\$52,764	\$39,190	\$13,574	25.7
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	\$128,894	\$110,767	\$18,127	14.1	\$29,679	\$29,825	(\$0,146)	(0.5)	\$158,573	\$140,592	\$17,981	11.3
Depreciation	\$27,377	\$27,378	(\$1)	(0.0)	\$0,000	\$0,000	\$0,000	-	\$27,377	\$27,378	(\$1)	(0.0)
Other Post Employment Benefits	6,956	6,901	55	0.8	0,000	0,000	0,000	-	6,956	6,901	55	0.8
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Environmental Remediation	0,142	0,167	(25)	(17.4)	0,000	0,000	0,000	-	0,142	0,167	(25)	(17.4)
Total Expenses	\$163,369	\$145,213	\$18,156	11.1	\$29,679	\$29,825	(\$0,146)	(0.5)	\$193,048	\$175,038	\$18,010	9.3
Net Surplus/(Deficit)	(\$99,771)	(\$82,461)	\$17,310	17.3	\$0,000	\$0,000	\$0,000	-	(\$99,771)	(\$82,461)	\$17,310	17.3
Cash Conversion Adjustments												
Depreciation	\$27,377	\$27,378	\$1	0.0	\$0,000	\$0,000	\$0,000	-	\$27,377	\$27,378	\$1	0.0
Operating/Capital	(3,677)	(3,677)	0	0.0	0,000	0,000	0,000	-	(3,677)	(3,677)	0	0.0
Other Cash Adjustments	29,301	16,525	12,776	(43.6)	0,000	0,000	0,000	-	29,301	16,525	12,776	(43.6)
Total Cash Conversion Adjustments	\$53,001	\$43,175	\$9,826	(18.5)	0,000	\$0,000	\$0,000	-	\$53,001	\$43,175	\$9,826	(18.5)
Net Cash Surplus/(Deficit)	(\$46,770)	(\$39,287)	\$7,483	16.0	\$0,000	\$0,000	\$0,000	-	(\$46,770)	(\$39,287)	\$7,483	16.0

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
October Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Freight Revenue	\$590,471	\$591,159	\$0,688	0.1	\$0,000	\$0,000	\$0,000	-	\$590,471	\$591,159	\$0,688	0.1
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	43,797	45,312	1,515	3.5	0,000	0,000	0,000	-	43,797	45,312	1,515	3.5
Capital & Other Reimbursements	0,000	0,000	0,000	-	271,508	286,556	15,048	5.5	271,508	286,556	15,048	5.5
Total Revenue	\$634,268	\$636,471	\$2,203	0.3	\$271,508	\$286,556	\$15,048	5.5	\$905,776	\$923,028	\$17,252	1.9
Expenses												
Labor:												
Payroll	\$428,552	\$418,998	\$9,554	2.2	\$86,692	\$82,360	\$4,332	5.0	\$515,244	\$501,358	\$13,886	2.7
Overtime	97,493	98,542	(1,049)	(1.1)	24,498	33,103	(8,605)	(35.1)	121,991	131,645	(9,654)	(7.9)
Health and Welfare	82,342	78,791	3,551	4.3	18,295	19,663	(1,368)	(7.5)	100,637	98,454	2,183	2.2
OP&B Current Payment	51,863	48,344	3,519	6.8	0,000	0,000	0,000	-	51,863	48,344	3,519	6.8
Pensions	118,232	113,273	4,959	4.2	30,923	35,882	(4,959)	(16.0)	149,155	149,155	0,000	0.0
Other Fringe Benefits	114,389	109,490	4,899	4.3	18,964	20,607	(1,643)	(8.7)	133,353	130,098	3,255	2.4
Reimbursable Overhead	(19,485)	(29,095)	9,610	49.3	19,485	29,095	(9,610)	(49.3)	0,000	0,000	0,000	-
Total Labor Expenses	\$873,386	\$838,343	\$35,043	4.0	\$198,857	\$220,711	(\$21,854)	(11.0)	\$1,072,243	\$1,059,054	\$13,189	1.2
Non-Labor:												
Electric Power	\$67,061	\$64,825	\$2,236	3.3	\$0,461	\$0,880	(\$0,419)	(90.8)	\$67,522	\$65,705	\$1,817	2.7
Fuel	11,841	11,880	(0,039)	(0.3)	0,000	0,000	0,000	-	11,841	11,880	(0,039)	(0.3)
Insurance	18,979	19,056	(0,077)	(0.4)	6,267	5,488	0,779	12.4	25,246	24,544	0,702	2.8
Claims	3,719	5,906	(2,187)	(58.8)	0,000	0,000	0,000	-	3,719	5,906	(2,187)	(58.8)
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	62,336	53,263	9,073	14.6	19,062	17,037	2,025	10.6	81,398	70,300	11,098	13.6
Professional Service Contracts	24,812	18,275	6,537	26.3	1,787	1,621	0,166	9.3	26,599	19,897	6,702	25.2
Materials & Supplies	137,657	98,962	38,695	28.1	44,683	39,919	4,764	10.7	182,340	138,880	43,460	23.8
Other Business Expenses	13,599	13,116	0,483	3.6	0,391	0,900	(0,509)	(50.9)	13,990	14,016	(0,026)	(0.2)
Total Non-Labor Expenses	\$340,004	\$285,283	\$54,721	16.1	\$72,651	\$65,845	\$6,806	9.4	\$412,655	\$351,129	\$61,526	14.9
Other Expense Adjustments												
Other	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	0,000	\$0,000	\$0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,213,390	\$1,123,627	\$89,763	7.4	\$271,508	\$286,556	(\$15,048)	(5.5)	\$1,484,898	\$1,410,183	\$74,715	5.0
Depreciation												
Depreciation	\$278,727	\$279,701	(\$0,974)	(0.3)	\$0,000	\$0,000	\$0,000	-	\$278,727	\$279,701	(\$0,974)	(0.3)
Other Post Employment Benefits	69,561	69,937	(0,376)	(0.5)	0,000	0,000	0,000	-	69,561	69,937	(0,376)	(0.5)
GASB 68 Pension Expense Adjustment	0,000	21,951	(21,951)	-	0,000	0,000	0,000	-	0,000	21,951	(21,951)	-
Environmental Remediation	1,721	3,686	(1,965)	-	0,000	0,000	0,000	-	1,721	3,686	(1,965)	-
Total Expenses	\$1,563,399	\$1,498,902	\$64,497	4.1	\$271,508	\$286,556	(\$15,048)	(5.5)	\$1,834,907	\$1,785,458	\$49,449	2.7
Net Surplus/(Deficit)	(\$929,131)	(\$862,431)	\$66,700	7.2	\$0,000	\$0,000	\$0,000	-	(\$929,131)	(\$862,431)	\$66,700	7.2
Cash Conversion Adjustments												
Depreciation	\$278,727	\$279,701	\$0,974	0.3	\$0,000	\$0,000	\$0,000	-	278,727	\$279,701	\$0,974	0.3
Operating/Capital	(22,885)	(7,089)	15,796	68.0	0,000	0,000	0,000	-	(22,885)	(7,089)	15,796	68.0
Other Cash Adjustments	79,452	103,577	24,125	30.4	0,000	0,000	0,000	-	79,452	103,577	24,125	30.4
Total Cash Conversion Adjustments	\$335,294	\$376,189	\$40,894	12.2	\$0,000	\$0,000	\$0,000	-	\$335,294	\$376,189	\$40,894	12.2
Net Cash Surplus/(Deficit)	(\$593,837)	(\$486,242)	\$107,595	18.1	\$0,000	\$0,000	\$0,000	0.0	(\$593,837)	(\$486,242)	\$107,595	18.1

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

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS

October 2016				Year-to-Date October 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.	(0.338)	(0.6)	Lower ridership \$(0.147) and lower yield per passenger \$(0.191).	0.688	0.1 Higher ridership \$1.976, partially offset by lower yield per passenger \$(1.288).
Other Operating Revenue	Non Reimb.	(0.508)	(13.8)	Primarily timing of station privileges and miscellaneous revenue, partially offset by higher rental, freight and special services revenue.	1.515	3.5 Primarily due to higher rental, special services, freight and timing of miscellaneous revenue, partially offset by timing of station privileges revenue.
Capital & Other Reimbursements	Reimb.	0.146	0.5	Timing of capital project activity.	15.048	5.5 Timing of capital project activity.
Expenses						
Payroll	Non Reimb.	0.880	2.0	Primarily vacant positions, rates and lower sick vacation pay and sick pay/law claim accruals.	9.554	2.2 Primarily vacant positions, rates and lower sick pay/law claim, vacation pay and wage claim accruals.
	Reimb.	0.925	10.1	Primarily due to timing of project activity.	4.332	5.0 Primarily due to timing of project activity.
Overtime	Non Reimb.	(1.123)	(12.5)	Higher routine and unscheduled maintenance, partially offset by lower vacancy/absentee coverage.	(1.049)	(1.1) Higher routine and unscheduled maintenance, partially offset by lower scheduled/unscheduled service and vacancy/absentee coverage.
	Reimb.	(0.774)	(29.9)	Over-run attributed to annual track program, East Side Access and Second Track Main Line.	(8.605)	(35.1) Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements and Second Track Main Line, partially offset by PTC delays.
Health and Welfare	Non Reimb.	(0.178)	(2.1)	Timing of payments for NYSHIP, partially offset by vacant positions.	3.551	4.3 Vacant positions.
	Reimb.	(0.029)	(1.5)	Primarily due to timing of project activity.	(1.368)	(7.5) Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.394	7.4	Fewer retirees/beneficiaries.	3.519	6.8 Fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS

		October 2016			Year-to-Date October 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.	0.462	3.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	4.959	4.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.462)	(15.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(4.959)	(16.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	4.414	54.1	Lower Railroad Retirement Taxes and lower FELA indemnity reserves.	4.899	4.3	Lower Railroad Retirement Taxes and lower FELA indemnity reserves.
	Reimb.	(0.102)	(5.2)	Primarily due to timing of project activity.	(1.643)	(8.7)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.290	79.8	Primarily due to timing of project activity.	9.610	49.3	Primarily due to timing of project activity.
	Reimb.	(1.290)	(79.8)	Primarily due to timing of project activity.	(9.610)	(49.3)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.568)	(8.5)	Higher rates and consumption.	2.236	3.3	Lower rates and consumption.
	Reimb.	(0.035)	(84.7)	Traction Power reimbursement for train displacement due to third party West Side Yard construction.	(0.419)	(90.8)	Traction Power reimbursement for train displacement due to third party West Side Yard construction.
Fuel	Non Reimb.	(0.035)	(2.8)		(0.039)	(0.3)	
Insurance	Non Reimb.	(0.014)	(0.8)		(0.077)	(0.4)	
	Reimb.	0.177	24.2	Force Account Insurance associated with project activity.	0.779	12.4	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.202	59.1	Lower legal claim reserves.	(2.187)	(58.8)	Higher public liability claim reserves.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS

		October 2016			Year-to-Date October 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.	2.851	34.4	Timing of payments/activities for vegetation management, safety/security initiatives and platform investments, partially offset by the timing of payments for joint facilities.	9.073	14.6	Timing of payments/activities for vegetation management, safety/security related initiatives, platform investments and lower payments for parking facility maintenance, partially offset by timing of payments for joint facilities.
	Reimb.	0.166	6.9	Primarily due to timing of project activity.	2.025	10.6	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.750	49.8	Timing of Enterprise Asset Management initiatives, MTA Chargebacks and various Maintenance of Way professional services.	6.537	26.3	Delayed Enterprise Asset Management initiatives, purchase of document scanner and delayed propulsion consultant services and timing of payments for medical services.
	Reimb.	0.581	73.2	Primarily due to timing of project activity.	0.166	9.3	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	7.630	37.8	Delayed contracts related to non-recurring engineering costs (C3 CCU and C3 Phase 3 door) fleet modifications (DE/DM gate unit) and favorable running repair (wheels safety stock) partially offset by higher chargeouts of material in the Engineering department.	38.695	28.1	Primarily due to delayed fleet modifications (DE/DM gate units, M7 Observer seats and C3 Bender), contracts for non-recurring engineering costs (C3 CCU and C-3 Phase 3 door), delays in RCM initiatives (M7 door thresholds, propulsion control units, Diesel 15 year engine and C3 truck) higher claims of pool material, lower chargeouts of running repair material (primarily M3 wheels) and lower corporate inventory adjustments.
	Reimb.	0.782	14.5	Primarily due to timing of project activity.	4.764	10.7	Primarily due to timing of project activity.

MTA LONG ISLAND RAIL ROAD

JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST

EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS

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Table 4

MTA LONG ISLAND RAIL ROAD									
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST									
CASH RECEIPTS and EXPENDITURES									
October 2016									
(\$ in millions)									
	Month			Favorable (Unfavorable)			Year-to-Date		
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	
Receipts									
Farebox Revenue	\$61,590	\$60,528	(\$1,062)	(1.7)	\$608,067	\$608,868	\$0,801	0.1	
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Other Operating Revenue	1,645	5,134	3,489	*	41,695	42,900	1,205	2.9	
Capital & Other Reimbursements	35,456	25,698	(9,758)	(27.5)	228,783	259,072	30,288	13.2	
Total Receipts	\$98,691	\$91,360	(\$7,331)	(7.4)	\$878,545	\$910,840	\$32,294	3.7	
Expenditures									
Labor:									
Payroll	\$48,547	\$46,905	\$1,642	3.4	\$508,084	\$492,052	\$16,032	3.2	
Overtime	11,612	13,297	(1,685)	(14.5)	124,249	131,433	(7,184)	(5.8)	
Health and Welfare	10,191	(0,396)	10,587	*	89,605	85,767	3,838	4.3	
OPEB Current Payment	5,321	0,699	4,622	86.9	47,617	44,080	3,537	7.4	
Pensions	15,873	15,454	0,419	2.6	147,844	145,567	2,277	1.5	
Other Fringe Benefits	10,329	9,675	0,654	6.3	133,793	131,208	2,585	1.9	
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	\$101,873	\$85,633	\$16,240	15.9	\$1,051,192	\$1,030,107	\$21,085	2.0	
Non-Labor:									
Electric Power	\$6,757	\$13,398	(\$6,641)	(98.3)	\$68,131	\$66,491	\$1,640	2.4	
Fuel	1,248	1,831	(0,583)	(46.7)	11,941	11,431	0,510	4.3	
Insurance	0,362	3,728	(3,366)	*	21,705	24,949	(3,244)	(14.9)	
Claims	0,119	0,257	(0,138)	*	1,495	2,059	(0,564)	(37.7)	
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Maintenance and Other Operating Contracts	10,043	5,721	4,322	43.0	90,045	66,587	23,458	26.1	
Professional Service Contracts	4,787	0,584	4,203	87.8	25,370	18,935	6,435	25.4	
Materials & Supplies	17,280	16,304	0,976	5.7	172,687	147,720	24,967	14.5	
Other Business Expenses	1,314	1,433	(0,119)	(9.1)	13,172	11,653	1,519	11.5	
Total Non-Labor Expenditures	\$41,910	\$43,256	(\$1,346)	(3.2)	\$404,546	\$349,824	\$54,722	13.5	
Other Expenditure Adjustments:									
Other	\$1,678	\$1,676	\$0,002	0.1	\$16,644	\$16,903	(\$0,259)	(1.6)	
Total Other Expenditure Adjustments	\$1,678	\$1,676	\$0,002	0.1	\$16,644	\$16,903	(\$0,259)	(1.6)	
Total Expenditures	\$145,461	\$130,565	\$14,896	10.2	\$1,472,382	\$1,396,833	\$75,549	5.1	
Cash Timing and Availability Adjustment	0,000	(0,082)	(0,082)	-	0,000	(0,249)	(0,249)	*	
Net Cash Deficit (excludes opening balance)	(\$46,770)	(\$39,287)	\$7,483	16.0	(\$593,837)	(\$486,242)	\$107,595	18.1	
Subsidies									
MTA	46,770	39,287	(7,483)	(16.0)	593,837	486,240	(107,596)	(18.1)	

Table 5

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Generic Revenue or Expense Category	October 2016			Year-to-Date as of October 31, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(1.062)	(1.7)	Lower advance sales impact \$(0.685), lower yields \$(0.191), lower ridership \$(0.147) and lower Metrocard/AirTrain sales \$(0.039).	0.801	0.1	Higher ridership \$1.976 and higher Metrocard/AirTrain sales \$0.197, partially offset by lower yields \$(1.288) and lower advance sales impact \$(0.084).
Other Operating Revenue	3.489	*	Primarily due to the receipt of the third quarterly payment for NYCTA Transportation Pass reimbursement which was forecast in September and higher rental receipts.	1.205	2.9	Primarily due to higher rental receipts.
Capital and Other Reimbursements	(9.758)	(27.5)	Timing of activity and reimbursement for capital and other reimbursements.	30.288	13.2	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	1.642	3.4	Primarily due to vacant positions and rates.	16.032	3.2	Primarily due to vacant positions, rates and higher sick pay law claims, partially offset by the timing of intercompany reimbursements and vacation buyout payments.
Overtime	(1.685)	(14.5)	Primarily due to higher maintenance and project overtime, partially offset by lower vacancy/absentee coverage.	(7.184)	(5.8)	Primarily due to higher project and maintenance overtime, partially offset by lower scheduled/unscheduled service.
Health and Welfare	10.587	*	Primarily due to the non-payment of the October NYSHIP premium which was paid in a prior month and intercompany reimbursements.	3.838	4.3	Primarily due to lower headcount and intercompany reimbursements.
OPEB Current Payment	4.622	86.9	Primarily due to the non-payment of the October NYSHIP premium which was paid in a prior month and fewer retirees/beneficiaries.	3.537	7.4	Primarily due to fewer retirees/beneficiaries.
Pensions	0.419	2.6	Due to intercompany reimbursements.	2.277	1.5	Due to higher intercompany reimbursements.

Table 5

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Generic Revenue or Expense Category	October 2016				Year-to-Date as of October 31, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance	Reason for Variance		
	\$	%		\$	%		
Other Fringe Benefits	0.654	6.3	Primarily lower Railroad Retirement payments and the timing of FELA payments, partially offset by higher meal payments.	2.585	1.9	Primarily the timing of and lower Railroad Retirement payments including intercompany reimbursements, partially offset by higher meal payments.	
Non-Labor:							
Electric Power	(6.641)	(98.3)	Due to a catch up PSEG traction payment and higher rates and usage.	1.640	2.4	Primarily due to lower rates and lower consumption.	
Fuel	(0.583)	(46.7)	Primarily due to the timing of payments.	0.510	4.3	Primarily the timing of payments, partially offset by higher rates.	
Insurance	(3.366)	*	Timing of Insurance premium payments.	(3.244)	(14.9)	Timing of Insurance premium payments.	
Claims	(0.138)	*	Higher claim payments.	(0.564)	(37.7)	Higher claim payments.	
Maintenance and Other Operating Contracts	4.322	43.0	Primarily lower payments for maintenance and construction services.	23.458	26.1	Lower payments for maintenance and construction services and the timing of Joint Facility payments, partially offset by higher operating payments.	
Professional Service Contracts	4.203	87.8	Primarily due to the timing of MTA Chargeback payments, the timing of and payment for other professional services and the timing of intercompany reimbursements.	6.435	25.4	Primarily the timing of services and payments, partially offset by the timing of intercompany reimbursements.	
Materials and Supplies	0.976	5.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.	24.967	14.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.	
Other Business Expenses	(0.119)	(9.1)	Primarily due to higher credit card payments.	1.519	11.5	Primarily due to accelerated ROCLA concrete tie restitution forecast in 2017 and 2018 received in 2016 and the shifting of other miscellaneous expenses and associated payments to 2017, partially offset by higher credit card fee payments.	
Other Expenditure Adjustments	0.002	0.1	Lower Metrocard/AirTrain pass through payments.	(0.259)	(1.6)	Higher Metrocard/AirTrain pass through payments.	

Table 6

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) October 2016 (\$ in millions)									
	Month			Favorable (Unfavorable)			Year-to-Date		
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	
Receipts									
Farebox Revenue	\$1.677	\$0.953	(\$0.724)	(43.2)	\$17.596	\$17.709	\$0.113	0.6	
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Other Operating Revenue	(2.040)	1.958	3.998	*	(2.102)	(2.412)	(0.310)	(14.8)	
Capital & Other Reimbursements	5.777	(4.127)	(9.904)	*	(42.725)	(27.485)	15.240	35.7	
Total Receipts	\$5.414	(\$1.216)	(\$6.630)	*	(\$27.231)	(\$12.188)	\$15.043	55.2	
Expenditures									
<i>Labor:</i>									
Payroll	\$4.216	\$4.053	(\$0.163)	(3.9)	\$7.160	\$9.306	\$2.146	30.0	
Overtime	(0.050)	0.163	0.213	*	(2.258)	0.213	2.471	*	
Health and Welfare	(0.001)	10.793	10.794	*	11.032	12.687	1.655	15.0	
OPEB Current Payment	0.000	4.228	4.228	-	4.246	4.264	0.018	0.4	
Pensions	0.000	0.419	0.419	-	1.311	3.588	2.277	*	
Other Fringe Benefits	(0.229)	(3.887)	(3.658)	*	(0.440)	(1.110)	(0.670)	*	
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	\$3.936	\$15.769	\$11.833	*	\$21.051	\$28.947	\$7.896	37.5	
<i>Non-Labor:</i>									
Electric Power	\$0.000	(\$6.038)	(\$6.038)	-	(\$0.609)	(\$0.786)	(\$0.177)	(29.0)	
Fuel	0.000	(0.548)	(0.548)	-	(0.100)	0.450	0.550	*	
Insurance	2.165	(1.365)	(3.530)	*	3.541	(0.405)	(3.946)	*	
Claims	0.222	(0.117)	(0.339)	*	2.224	3.847	1.623	73.0	
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Maintenance and Other Operating Contracts	0.641	1.945	1.304	*	(8.647)	3.714	12.361	*	
Professional Service Contracts	(0.481)	1.391	1.872	*	1.229	0.962	(0.267)	(21.7)	
Materials & Supplies	8.267	0.831	(7.436)	(89.9)	9.653	(8.840)	(18.493)	*	
Other Business Expenses	0.040	(0.165)	(0.205)	*	0.818	2.363	1.545	*	
Total Non-Labor Expenditures	\$10.854	(\$4.066)	(\$14.920)	*	\$8.109	\$1.305	(\$6.804)	(83.9)	
<i>Other Expenditure Adjustments:</i>									
Other	(\$1.678)	(\$1.676)	\$0.002	0.1	(\$16.644)	(\$16.903)	(\$0.259)	(1.6)	
Total Other Expenditure Adjustments	(\$1.678)	(\$1.676)	\$0.002	0.1	(\$16.644)	(\$16.903)	(\$0.259)	(1.6)	
Total Expenditures before Depreciation	\$13.112	\$10.027	(\$3.085)	(23.5)	\$12.516	\$13.349	\$0.833	6.7	
Depreciation Adjustment	\$27.377	\$27.378	\$0.001	0.0	\$278.727	\$279.701	\$0.974	0.3	
Other Post Employment Benefits	6.956	6.901	(0.055)	(0.8)	69.561	69.937	0.376	0.5	
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	21.951	21.951	*	
Environmental Remediation	0.142	0.167	0.025	17.4	1.721	3.686	1.965	*	
Total Expenditures	\$47.587	\$44.472	(\$3.115)	(6.5)	\$362.525	\$388.625	\$26.100	7.2	
Cash Timing and Availability Adjustment	0.000	(0.082)	(0.082)	-	0.000	(0.249)	(0.249)	*	
Total Cash Conversion Adjustments	\$53.001	\$43.175	(\$9.827)	(18.5)	\$335.294	\$376.189	\$40.894	12.2	

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

	October 2016				October Year-to-Date			
	Mid-Year Forecast		Actuals		Mid-Year Forecast		Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME								
<u>Scheduled Service</u> ¹	34,565	\$2,073	35,752	\$2,143	307,281	\$18,592	303,645	\$18,330
				(1,187) (\$0.070)			3,636	\$0,262
				-3.4%			1.2%	1.4%
<u>Unscheduled Service</u>	7,979	\$0,497	8,351	\$0,532	87,446	\$5,483	76,257	\$4,771
				(372) (\$0.034)			11,188	\$0,712
				-4.7%			12.8%	13.0%
<u>Programmatic/Routine Maintenance</u>	56,486	\$3,137	69,809	\$3,961	579,457	\$32,474	597,261	\$33,858
				(13,323) (\$0.824)			(17,804)	(\$1,384)
				-23.6%			-3.1%	-4.3%
<u>Unscheduled Maintenance</u>	571	\$0,034	6,885	\$0,405	4,832	\$0,285	16,393	\$0,962
				(6,314) (\$0.372)			(11,561)	(\$0,677)
				*			*	*
<u>Vacancy/Absentee Coverage</u>	51,325	\$2,984	47,819	\$2,756	525,939	\$30,335	524,227	\$30,110
				3,506 \$0,228			1,711	\$0,225
				6.8%			0.3%	0.7%
<u>Weather Emergencies</u>	2,307	\$0,131	210	\$0,011	149,513	\$9,043	150,579	\$9,152
				2,097 \$0,120			(1,066)	(\$0,109)
				90.9%			-0.7%	-1.2%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0,000	-	\$0,000	-	\$0,000	-	\$0,000
				-			0	\$0,000
							0.0%	0.0%
<u>Other</u> ³	2,280	\$0,115	2,148	\$0,286	19,333	\$1,280	16,802	\$1,358
				132 (\$0.171)			2,531	(\$0,078)
				5.8%			13.1%	-6.1%
NON-REIMBURSABLE OVERTIME	155,512	\$8,972	170,974	\$10,095	1,673,800	\$97,493	1,685,165	\$98,542
				(15,461) (\$1,123)			(11,365)	(\$1,049)
				-9.9%			-0.7%	-1.1%
REIMBURSABLE OVERTIME	46,119	\$2,590	55,589	\$3,364	422,494	\$24,498	548,315	\$33,103
				(9,470) (\$0,774)			(125,821)	(\$8,605)
				-20.5%			-29.8%	-35.1%
TOTAL OVERTIME	201,631	\$11,562	226,562	\$13,460	2,096,294	\$121,991	2,233,480	\$131,645
				(24,932) (\$1,898)			(137,186)	(\$9,654)
				-12.4%			-6.5%	-7.9%

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 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	October 2016		October Year-to-Date	
	Var. - Fav. (Unfav)	Hours	Var. - Fav. (Unfav)	Hours
	\$		\$	
NON-REIMBURSABLE OVERTIME				
<u>Scheduled Service</u>	(1,187)	(\$0.070)	3,636	\$0.262
	-3.4%		1.2%	1.4%
<u>Unscheduled Service</u>	(372)	(\$0.034)	11,188	\$0.712
	-4.7%		12.8%	13.0%
<u>Programmatic/Routine Maintenance</u>	(13,323)	(\$0.824)	(17,804)	(\$1.384)
	-23.6%		-3.1%	-4.3%
<u>Unscheduled Maintenance</u>	(6,314)	(\$0.372)	(11,561)	(\$0.677)
	*		*	*
<u>Vacancy/Absentee Coverage</u>	3,506	\$0.228	1,711	\$0.225
	6.8%		0.3%	0.7%
<u>Weather Emergencies</u>	2,097	\$0.120	(1,066)	(\$0.109)
	90.9%		-0.7%	-1.2%
<u>Safety/Security/Law Enforcement</u>	132	(\$0.171)	2,531	(\$0.078)
	5.8%		13.1%	-6.1%
NON-REIMBURSABLE OVERTIME	(15,461)	(\$1.123)	(11,365)	(\$1.049)
	-9.9%		-0.7%	-1.1%
REIMBURSABLE OVERTIME	(9,470)	(\$0.774)	(125,821)	(\$8.605)
	-20.5%		-29.8%	-35.1%
TOTAL OVERTIME	(24,932)	(\$1.898)	(137,186)	(\$9.654)
	-12.4%		-6.5%	-7.9%

* 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
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH OCTOBER 2016

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Sr. Vice President - Engineering/PTC	11	10	1
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	85	77	8
Human Resources	33	32	1
Sr VP Administration	2	1	1
Strategic Investments	25	24	1
President	4	4	0
VP & CFO	5	3	2
Information Technology	0	0	0
Controller	43	42	1
Management & Budget	21	16	5
BPM, Controls & Compliance	7	7	0
Market Dev. & Public Affairs	69	63	6
Gen. Counsel & Secretary	32	31	1
Diversity Management	3	3	0
Security	14	7	7
System Safety	36	34	2
Training	65	61	4
Service Planning	23	20	3
Sr. VP Operations/Rolling Stock	13	13	-
Total Administration	512	466	46
Operations			
Train Operations	2,194	2,144	50
Customer Services	295	290	5
Total Operations	2,489	2,434	55
Maintenance			
Engineering	1,871	1,872	(1)
Equipment	2,081	2,073	8
Procurement (Stores)	94	93	1
Total Maintenance	4,046	4,038	8
Engineering/Capital			
Department of Project Management	157	130	27
Special Projects	46	43	3
Total Engineering/Capital	203	173	30
Baseline Total Positions	7,250	7,111	139
<i>Non-Reimbursable</i>	6,032	6,071	(39)
<i>Reimbursable</i>	1,218	1,040	178
Total Full-Time	7,250	7,111	139
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH OCTOBER 2016

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 39 positions due to Engineering field forces working on maintenance activities versus capital activity, partially offset by vacant positions in Administration departments and Train Operations.
REIMBURSABLE POSITIONS - Favorable 178 positions primarily due to the timing of project activity in Engineering and Department of Project Management.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH OCTOBER 2016

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	256	237	19
Professional, Technical, Clerical	152	125	27
Operational Hourlies	104	104	-
Total Administration	512	466	46
Operations			
Managers/Supervisors	291	292	(1)
Professional, Technical, Clerical	98	91	7
Operational Hourlies	2,100	2,051	49
Total Operations	2,489	2,434	55
Maintenance			
Managers/Supervisors	751	690	61
Professional, Technical, Clerical	226	281	(55)
Operational Hourlies	3,069	3,067	2
Total Maintenance	4,046	4,038	8
Engineering/Capital			
Managers/Supervisors	141	114	27
Professional, Technical, Clerical	62	59	3
Operational Hourlies	-	-	-
Total Engineering/Capital	203	173	30
Total Positions			
Managers/Supervisors	1,439	1,333	106
Professional, Technical, Clerical	538	556	(18)
Operational Hourlies	5,273	5,222	51
Total Positions	7,250	7,111	139

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID YEAR
RIDERSHIP
(In Millions)

	OCTOBER 2016							OCTOBER YEAR TO DATE 2016						
	Month		Variance					YTD		Variance				
	Mid Year	Actual 2016	Adjusted* 2015	Mid Year	#	%	Adjusted* 2015	Mid Year	#	%	Adjusted* 2015	Mid Year	#	%
RIDERSHIP														
Monthly	4.296	4.248	4.233	(0.048)	0.015	-1.1%	0.015	41.632	0.365	0.9%	40.332	0.365	1.300	3.2%
Weekly	0.160	0.163	0.161	0.003	0.001	1.7%	0.001	1.615	(0.017)	-1.1%	1.694	(0.017)	-0.079	-4.7%
Total Commutation	4.456	4.411	4.395	(0.045)	0.016	-1.0%	0.016	43.247	0.348	0.8%	42.026	0.348	1.221	2.9%
One-Way Full Fare	0.762	0.723	0.761	(0.039)	-0.038	-5.1%	-0.038	7.121	(0.074)	-1.0%	7.126	(0.074)	-0.004	-0.1%
One-Way Off-Peak	1.461	1.509	1.476	0.048	0.033	3.3%	0.033	14.966	(0.049)	-0.3%	14.874	(0.049)	0.092	0.6%
All Other	0.894	0.910	0.885	0.016	0.025	1.7%	0.025	8.948	0.021	0.2%	8.829	0.021	0.119	1.3%
Total Non-Commutation	3.117	3.142	3.122	0.025	0.021	0.8%	0.021	31.036	(0.101)	-0.3%	30.829	(0.101)	0.206	0.7%
Total	7.573	7.553	7.517	(0.020)	0.037	-0.3%	0.037	74.283	0.247	0.3%	72.855	0.247	1.427	2.0%

*Prior year adjusted to reflect current year calendar.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
October 2016

	MONTH			VARIANCE	
	Actual 2016	Mid-Year Forecast	Actual 2015	vs. Forecast	vs. 2015
Farebox Operating Ratio					
Standard ⁽¹⁾	53.7%	45.4%	54.9%	8.3%	-1.2%
Adjusted ⁽²⁾	62.1%	52.3%	67.0%	9.8%	-4.9%
Cost Per Passenger					
Standard ⁽¹⁾	\$14.76	\$17.51	\$14.17	\$2.74	(\$0.59)
Adjusted ⁽²⁾	\$13.38	\$16.05	\$12.38	\$2.67	(\$1.00)
Passenger Revenue/Passenger ⁽³⁾	\$7.92	\$7.94	\$7.77	(\$0.02)	\$0.15
	YEAR-TO-DATE			VARIANCE	
	Actual 2016	Mid-Year Forecast	Actual 2015	vs. Forecast	vs. 2015
Farebox Operating Ratio					
Standard ⁽¹⁾	52.5%	48.0%	49.7%	4.5%	2.8%
Adjusted ⁽²⁾	61.7%	56.0%	60.5%	5.6%	1.2%
Cost Per Passenger					
Standard ⁽¹⁾	\$15.22	\$16.70	\$15.99	\$1.48	\$0.77
Adjusted ⁽²⁾	\$13.89	\$15.29	\$14.08	\$1.39	\$0.19
Passenger Revenue/Passenger ⁽³⁾	\$7.99	\$8.01	\$7.95	(\$0.02)	\$0.04

(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
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2016 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Mid-Year Forecast</u>	<u>November Forecast</u>
	\$	\$	\$	\$	\$	%	%
Total Revenue	634.3	637.6	636.5	2.2	(1.1)	0.3	(0.2)
Total Expenses before Non-Cash Liability Adj's	1,213.4	1,140.8	1,123.6	89.8	17.2	7.4	1.5
Depreciation	278.7	279.7	279.7	(1.0)	(0.0)	(0.3)	(0.0)
OPEB Obligation	69.6	69.5	69.9	(0.4)	(0.5)	(0.5)	(0.7)
GASB 68 Pension Expense Adjustment	-	17.8	22.0	(22.0)	(4.1)	-	(23.1)
Environmental Remediation	1.7	1.8	3.7	(2.0)	(1.9)	*	*
Total Expenses	1,563.4	1,509.6	1,498.9	64.5	10.7	4.1	0.7
Net Surplus/(Deficit)	(929.1)	(872.0)	(862.4)	66.7	9.6	7.2	1.1

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2016 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$1.1)	(0.2)	Lower non-commutation ridership and the timing of station privileges and miscellaneous revenue, partially offset by rentals, special services and timing of freight revenue.
Total Expenses	\$10.7	0.7	Lower miscellaneous inventory adjustments, lower chargeouts of pool material, delayed RCM DE/DM 15 year Engine and non-recurring engineering costs (cameras and MFU/TODS), favorable labor expenses due to vacant positions, lower pay rates and associated fringe costs (Health & Welfare and Railroad Retirement Taxes), lower OPEB Current due to fewer retiree/beneficiaries and lower reserves for FELA Indemnity payments, partially offset by timing of payments for joint facilities, higher maintenance overtime expenses, higher chargeouts of materials for the Engineering department, higher expenditures for traction power, higher public liability expenses and higher credit/debit card fees.

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

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

OCTOBER 2016

OCTOBER 2016 RIDERSHIP & REVENUE REPORT MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

OCTOBER Ridership and Revenue (millions)

	OCTOBER 2016	% Change vs. 2015
Total Rail Ridership	7.553	0.5% ▲
Commutation Ridership	4.411	0.4% ▲
Non-Commutation Ridership	3.142	0.7% ▲
Rail Revenue	\$59.6	0.1% ▲

Key Factors Impacting October Ridership

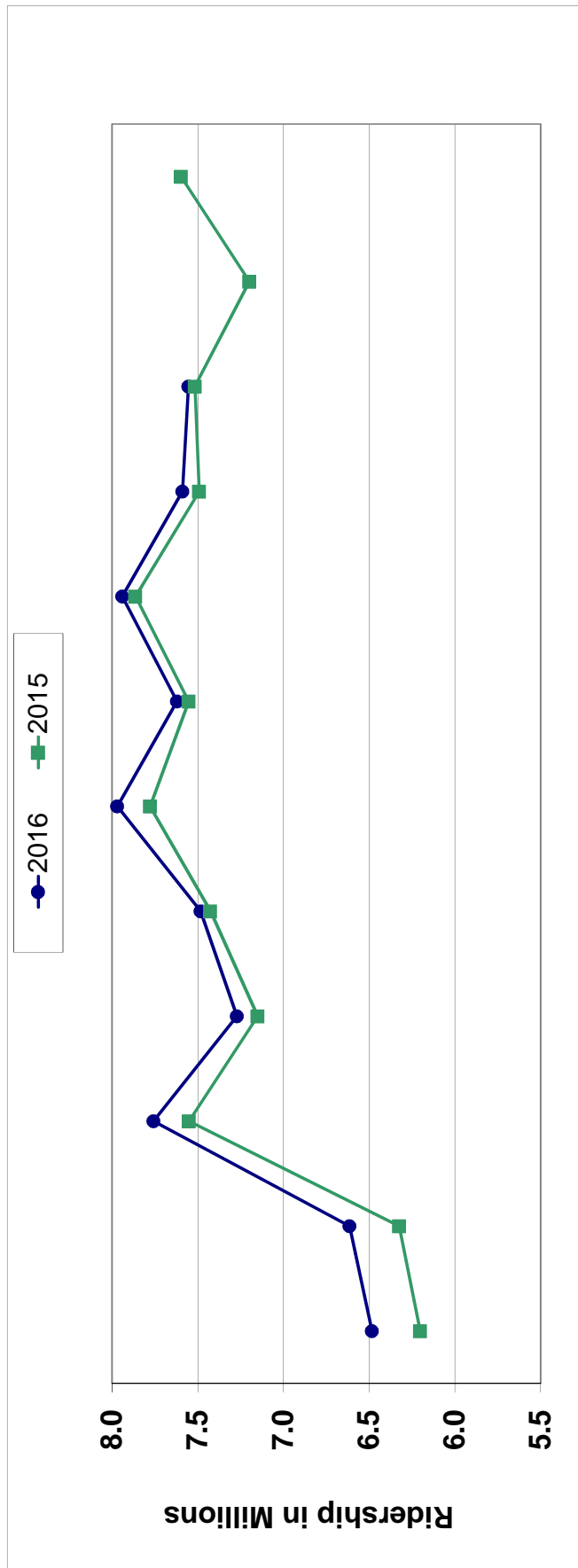
- Gains in the local job employment continue to support growth in the Commutation market.
- Non-Commutation ridership experienced a small increase benefitting from an additional weekend day this year.

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

	OCTOBER 2016	% Change vs. 2015	Comparison to Mid-Year
Total Rail Ridership	74.283	2.0% ▲	0.3% ▲
Commutation Ridership	43.247	2.9% ▲	0.8% ▲
Non-Commutation Ridership	31.036	0.7% ▲	-0.3% ▼
Rail Revenue	\$591.2	2.5% ▲	0.1% ▲

OCTOBER RIDERSHIP

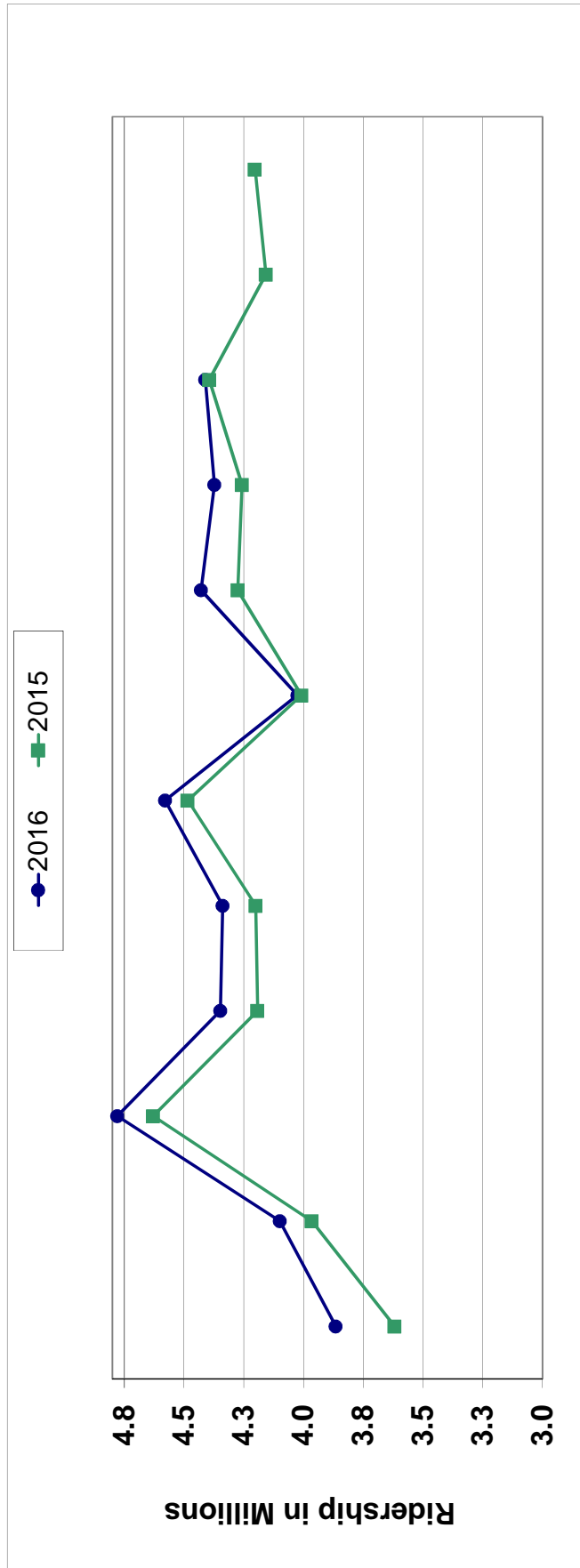
●October's Total Ridership was 0.5% above '15 and -0.2% below Mid-Year Forecast.



													Y-T-D
													Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2016	6.5	6.6	7.8	7.3	7.5	8.0	7.6	7.9	7.6	7.6			74.3
2015	6.2	6.3	7.6	7.2	7.4	7.8	7.6	7.9	7.5	7.5	7.2	7.6	72.9
PCT CHG.	4.5%	4.6%	2.7%	1.7%	0.8%	2.5%	0.9%	1.0%	1.3%	0.5%			2.0%

OCTOBER COMMUTATION RIDERSHIP

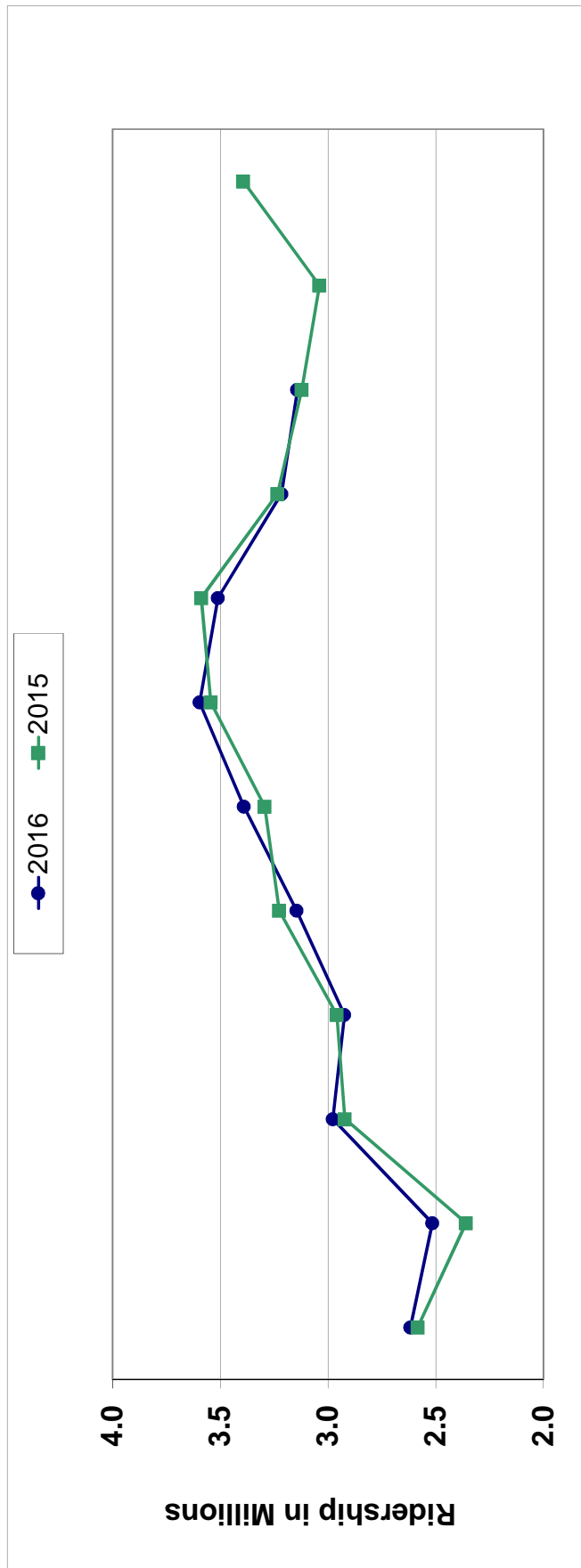
●October's Commutation Ridership was 0.4% above '15 and -1.0% below Mid-Year Forecast.



		Y-T-D											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2016		3.9	4.1	4.8	4.3	4.3	4.6	4.0	4.4	4.4	4.4		
2015		3.6	4.0	4.6	4.2	4.2	4.5	4.0	4.3	4.3	4.4	4.2	4.2
PCT CHG.		6.8%	3.4%	3.2%	3.7%	3.3%	2.1%	0.4%	3.6%	2.7%	0.4%		
		Total											
		43.2											
		42.0											
		2.9%											

OCTOBER NON-COMMUTATION RIDERSHIP

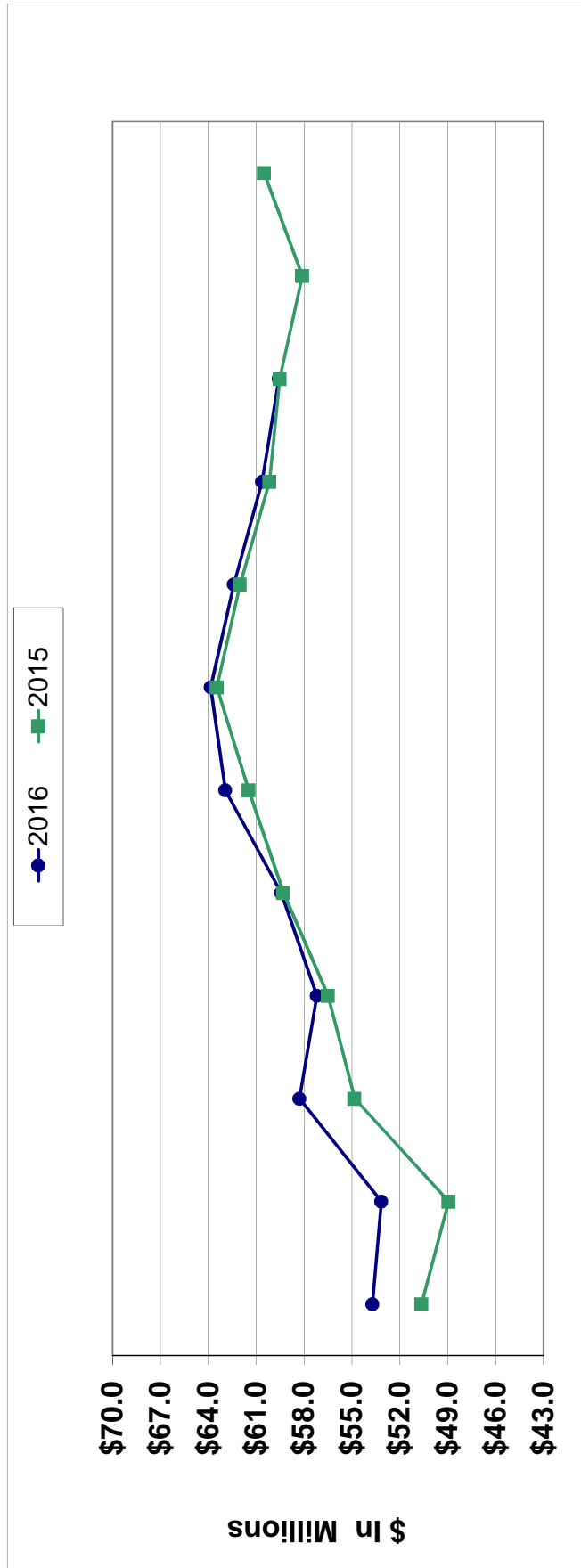
●October's Non-Commutation Ridership was 0.7% above '15 and 0.8% above Mid-Year Forecast.



		Y-T-D											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2016		2.6	2.5	3.0	2.9	3.1	3.4	3.6	3.5	3.2	3.1		
2015		2.6	2.4	2.9	3.0	3.2	3.3	3.5	3.6	3.2	3.1	3.0	3.4
PCT CHG.		1.4%	6.6%	1.9%	-1.2%	-2.5%	2.9%	1.5%	-2.1%	-0.6%	0.7%		
		Total											
		31.0											
		30.8											
		0.7%											

OCTOBER REVENUE

- October's Total Revenue was 0.1% above '15 and -0.6% below Mid-Year Forecast.



2016 2015 PCT CHG.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
	\$53.7	\$53.1	\$58.3	\$57.2	\$59.4	\$62.9	\$63.9	\$62.4	\$60.6	\$59.6			\$591.2
	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5	\$62.0	\$60.2	\$59.5	\$58.1	\$60.5	\$576.8
	6.1%	8.6%	6.3%	1.2%	0.2%	2.4%	0.6%	0.6%	0.8%	0.1%			2.5%

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

TICKET TYPE/SERVICE	OCTOBER 2016	OCTOBER 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,411,169	4,394,866	16,302	0.4%
NON-COMMUTATION RIDERSHIP	3,142,275	3,121,690	20,585	0.7%
TOTAL RIDERSHIP	7,553,444	7,516,556	36,887	0.5%

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

TICKET TYPE/SERVICE	OCTOBER 2016	OCTOBER 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	43,246,782	42,026,089	1,220,693	2.9%
NON-COMMUTATION RIDERSHIP	31,035,803	30,829,332	206,471	0.7%
TOTAL RIDERSHIP	74,282,585	72,855,421	1,427,164	2.0%

* 2015 ridership numbers were adjusted using 2016 factors.

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

REVENUE	OCTOBER 2016	OCTOBER 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,284,681	\$31,308,677	(\$23,997)	-0.1%
NON-COMMUTATION REVENUE	\$28,290,174	\$28,208,894	\$81,280	0.3%
TOTAL REVENUE	\$59,574,855	\$59,517,572	\$57,283	0.1%

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

REVENUE	OCTOBER 2016	OCTOBER 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$307,527,359	\$297,631,360	\$9,895,999	3.3%
NON-COMMUTATION REVENUE	\$283,631,892	\$279,184,548	\$4,447,344	1.6%
TOTAL REVENUE	\$591,159,251	\$576,815,907	\$14,343,343	2.5%



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

HIGHLIGHTS

L60401BB: BRIDGE PROGRAM

Project Budget: \$24.60M

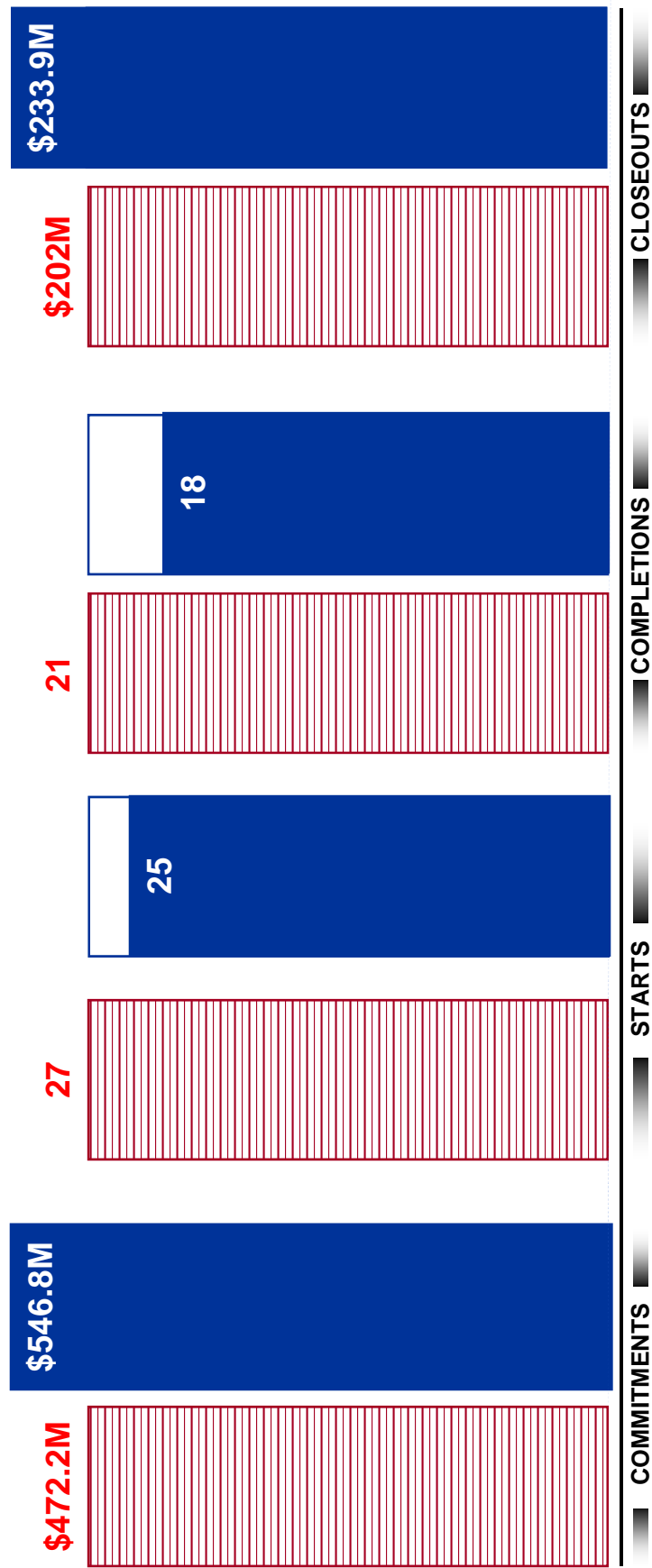
Milestone: Beneficial Use

As part of the LIRR's ongoing bridge program, the bridge rehabilitation and waterproofing of selected bridges on the Main Line, Oyster Bay, and Montauk Branches is complete. Bridge rehabilitation included new bearings and bridge seats, concrete and steel repairs, column and girder strengthening, retaining walls and abutment repairs, as well as track-bed waterproofing for Yellowstone Boulevard Bridge, Roslyn Road Bridge, Farmers Boulevard Bridge, Jamaica/Lefferts Boulevard Bridge, and 47th Avenue/Adams Street Bridge. This project also included a Systemwide Comprehensive Bridge Study, and Design Services for the future replacement of Buckram Bridge and the rehabilitation of Springfield Boulevard Bridge and Union Turnpike Bridge.

SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES

- Long Beach Branch Equipment Platforms: Work completed.
- DPM Office Fit-out at Hillside: Work continued.
- Morris Park Communication Building: Construction continued.
- Stations Air Conditioning Installations: Work continued.
- Locust Manor Railings and Locust Valley Roof: Procurement in process.
- Colonial Road Landscaping: Work in progress.
- Morris Park Site Preparation: Procurement in process.

2016 LIRR Capital Program Goals



 2016 PLAN
  ACTUAL as of November 30, 2016
  FORECAST through December 31, 2016