



**Metropolitan Transportation Authority**

# Meeting of Metro-North and Long Island Committees

## February 2017

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### Members

**S. Metzger, MNR Chair**

**M. Pally, LIRR Chair**

**N. Brown**

**I. Greenberg**

**C. Moerdler**

**J. Molloy**

**A. Saul**

**V. Tessitore**

**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  
Tuesday, 2/21/2017  
8:30 - 10:00 AM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES - January 23, 2017**

### **LIRR Minutes**

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### **MNR Minutes**

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## **3. 2017 WORK PLANS**

### **LIRR 2017 Work Plan**

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### **MNR 2017 Work Plan**

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## **4. AGENCY PRESIDENTS'/CHIEF'S REPORTS**

### **LIRR Report (no material)**

### **MNR Report**

- **MNR Safety Report**

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### **MTA Capital Construction Report**

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### **MTA Police Report**

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## **5. AGENCY INFORMATION ITEMS**

### **Joint Information Item**

- **Status Update on PTC**

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### **LIRR Information Items**

- **LIRR Adopted Budget/Financial Plan 2017**

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- **LIRR 2016 Annual Operations Results**

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- **LIRR 2016 Annual Fleet Maintenance Report**  
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- **LIRR Diversity/EEO Report - 4th Quarter 2016**  
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- **LIRR 2017 Spring Schedule Change**  
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#### **MNR Information Items**

- **MNR Adopted Budget/Financial Plan 2017**  
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- **MNR 2016 Annual Operating Results**  
*MNR 2016 Annual Operating Results - Page 154*
- **MNR 2016 Annual Fleet Maintenance Report**  
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- **MNR Diversity-EEO Report – 4th Quarter 2016**  
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### **6. MNR ACTION ITEM**

#### **Westchester County DOT Fare Increase**

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### **7. PROCUREMENTS**

#### **LIRR Procurements**

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

#### **MNR Procurements**

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- **Non-Competitive**  
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- **Competitive**  
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- **Ratifications**  
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#### **MTA CC Procurements**

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

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

### **LIRR Performance Summaries**

- **LIRR Operations - Transportation**  
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- **LIRR Operations - Mechanical**  
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- **LIRR Operations - Safety**  
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- **LIRR Finance Report**  
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- **LIRR Ridership Report**  
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- **LIRR Capital Program Report**  
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### **MNR**

- **MNR Operations**  
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- **MNR Capital Program**  
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Next Meeting: Monday, March 20th  
MNR at 8:30 a.m., LIRR at 9:30 a.m.

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, January 23, 2017**

**Meeting held at  
2 Broadway – 20<sup>th</sup> Floor  
New York, New York 10004  
8:30 a.m.**

**The following members were present:**

Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. Vincent Tessitore, Jr.  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke  
Hon. Neal Zuckerman

**The following members were not present:**

Hon. Norman Brown  
Hon. Ira R. Greenberg  
Hon. John J. Molloy

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

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

**Representing MTA Police:** Chief Owen Monaghan

Chair Mitchell H. Pally called the meeting of the Long Island Rail Road Committee to order.

**PUBLIC COMMENTS**

There were three public speakers.

Orrin Getz spoke about enhancing LIRR's service on the East End of Long Island. He gave Chair Pally a color coded map produced by The Port Authority of New York & New Jersey for their Trans Hudson Commuter Capacity Study. On this map, blue represents rail service; green represents subway service; yellow represents bus service; and white represents rail service on the East End of Long Island. Mr. Getz stated that this map indicates that rail service to the East End is very limited.

Mr. Getz also gave Board Member Susan G. Metzger a map of Metro-North Railroad's Port Jervis Line, which he stated indicates that Port Jervis Service is better than LIRR's service to the East End. Mr. Getz stated that he spoke to Robert Lavell, Vice President & General Manager of New Jersey Transit ("NJT") Rail Operations regarding the availability of NJT locomotives and Bombardier overhauled cars. He also stated that Maryland Commuter had some available surplus single-level coaches. Mr. Getz suggested LIRR look into these possibilities for acquiring additional equipment to help enhance East End service.

Murray Bodin spoke about Positive Train Control ("PTC"). He expressed his opinion that PTC is outdated and that the Atlantic Terminal accident could have been avoided with new collision avoidance technology used in Europe for automobiles. Mr. Bodin suggested replacing LIRR grade crossing flashing lights with traffic lights and cameras and asked President Nowakowski to publish the LIRR President's Report prior to the Committee meeting. Mr. Bodin also asked Chair Pally to let him comment on the LIRR's President's Report after it was presented to the Committee and at the end of the meeting.

Omar Vera wished the Committee a Happy New Year. He commented on the recent Atlantic Terminal accident; expressed support for giving passengers the option of buying joint LIRR-Air Train tickets at Atlantic Terminal; and thanked LIRR for its continued public hearings regarding LIRR improvements. Mr. Vera expressed concern about Mr. Bodin's suggestion to replace LIRR grade crossing flashing lights with traffic lights and cameras and about Mr. Bodin's request to comment on the LIRR's President Report at the end of the Committee meeting. Mr. Vera also thanked MTA Capital Construction ("MTACC") President Dr. Michael Horodniceanu for MTACC's progress on the East Side Access Project ("ESA Project") and for its completion of the Second Avenue Subway.

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**

Regarding last month's discussion on the M-9 Procurement, Board Member Charles G. Moerdler requested a response to his three questions referenced on Page 11 of the December 12, 2016 Long Island Rail Road Committee minutes. He also requested a response to his questions at last month's meeting as to why the railroads do not get complete ownership of the designs for railcars, why we do not negotiate for it and why we do not obtain it.

President Nowakowski stated that answers will be provided and that as the Chairman had indicated, the railroads would prepare a comprehensive presentation on fleet procurement such as the M-9 cars.

Chair Pally stated that he would like to have a consolidated vehicle procurement presentation made at a Capital Program Oversight Committee meeting. He will check with the Chairman and report back to the Committee.

Upon motion duly made and seconded, the Committee approved the minutes of the December 12, 2016 Long Island Rail Road Committee Meeting.

### **MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT**

President Nowakowski reported that on January 4, a six-car train originating from Far Rockaway and traveling to Atlantic Terminal, Brooklyn, struck the bumper block on Track 6. Approximately 108 passengers claimed to have been injured. None of the injuries appeared life threatening. The National Transportation Safety Board ("NTSB") is investigating. In its public reports, the NTSB stated that the speed limit of the existing track was five miles per hour at that location and that the train was going more than 10 miles per hour. President Nowakowski stated that LIRR is working closely with the NTSB and with the Federal Railroad Administration ("FRA"), which is also a participant in the investigation, to obtain the information that the LIRR needs to conduct a proper analysis and identify the cause of the accident.

Board Member Moerdler commented that he agreed with Mr. Bodin's statements about new automobile technology being used in Europe and asked President Nowakowski if LIRR has explored using that technology.

President Nowakowski responded that he is not an expert on automobile collision avoidance systems which is a recent type of technology. As all of LIRR's rail cars are at least 13 years old, any technology change would need to be installed on every rail car and integrated with the propulsion and braking systems on those vehicles. In addition, there is a certain amount of re-design that would have to be undertaken. He stated that he is not aware of any instances where the technology is used in the railroad industry.

Board Member Moerdler asked if LIRR and Metro-North could explore whether this technology could be applied.

President Nowakowski responded that NTSB has now initiated a call for extending Positive Train Control ("PTC") to terminals. PTC interacts with the propulsion and braking systems on the vehicle. When the FRA made PTC a requirement, it did not include terminal areas. The comments of NTSB's lead investigator included a call for the modification of PTC to cover terminal areas as well.

Board Member Moerdler suggested that LIRR have a Technology Officer to investigate and make recommendations on new technology.

Board Member James E. Vitiello asked if LIRR should have its own research and development budget and develop its own technology.

President Nowakowski responded that the propulsion and braking systems that are on LIRR's rail vehicles are designed by companies that have been in business a long time. Anything that you would try to take control of a vehicle other than via the throttle gets complicated because you cannot do anything that would reduce the capabilities of those systems to do what they are designed to do. You take on a tremendous liability should you do anything that modifies those systems.

Chair Pally commented that one of the issues is the effect of PTC, which came out of an accident in California. Chair Pally asked if PTC should be expanded throughout the system and also if PTC has the ability, in its implementation and maintenance phase, to stop a train going into a terminal which is exceeding the required speed.

President Nowakowski responded that the implementation of PTC takes as long as it does because each and every type of rail vehicle is an individual design and each railroad's Right of Way has different characteristics. This is a complicated undertaking involving the operation and safety of every train's propulsion and braking systems.

Chair Pally commented that the installation of PTC will be completed by the end of 2018 and will provide an additional safety mechanism for a significant part of the system. Chair Pally stated that the issue is whether PTC can be expanded to cover situations like the Atlantic Terminal incident.

President Nowakowski responded that he believes that this was what the NTSB's lead investigator was conveying.

Board Member Charles Moerdler suggested that we should not wait until PTC is completed before exploring other technology, and he recommended that MTA Chief Safety Officer David Mayer's portfolio be expanded to include technology.

Chair Pally responded that he would talk to the Chairman about that suggestion.

President Nowakowski then reported on LIRR's Main Line Expansion Project. He stated that LIRR released a Request for Qualifications for teams interested in performing the design build work. LIRR has received submissions from a number of firms and is reviewing them with the intent of establishing a short list in the near future. LIRR is moving forward with the procurement process. The goal is to have the procurement process proceed in parallel with completion of the environmental review so that both can be informed by the results of



discussions with potential design-builders on matters such as schedule and mitigation of community impacts.

At the end of November 2016, LIRR released its Draft Environmental Impact Statement (“DEIS”) on the LIRR Mainline Expansion Project. On January 17, 18 and 19<sup>th</sup> six public hearings were held with approximately 1,000 people attending. The general public was able to provide input to LIRR on the DEIS, send LIRR their comments and post their comments on LIRR’s website, [www.amodernli.com](http://www.amodernli.com). The closing date for the public comment period was extended from the end of January to February 15th.

Chair Pally asked about next steps based on the extension of the comment period.

President Nowakowski responded that LIRR will review and evaluate the comments it receives, and prepare a Final Environment Impact Statement (“FEIS”), which is estimated to be sometime in April. At that time, the FEIS will be released to the public and presented to the Board for approval.

President Nowakowski reported that 2016 ridership exceeded 2015: December ridership compared to 2015 increased by 0.6%, with a twelve month increase of 1.9% compared to 2015. This is the highest LIRR ridership in recent history. LIRR finished the year with 89.3 million passengers.

### **MTA LONG ISLAND RAIL ROAD SAFETY REPORT**

Vice President - Corporate Safety Loretta Ebbighausen reported that LIRR’s Safety Performance Report can be found on Page 47 of the Committee Book, reporting through the end of November 2016.

LIRR’s three-year average rate in the area of FRA Reportable Customer Accidents and Employee Lost Time Injuries is lower than that reported last year.

Regarding Close Call Reporting System (“C3RS”) reports, which is still in the implementation stage, there has been an increase in the number of reports but as the program matures, we need to evolve in our reporting. LIRR anticipates being able to provide more data on various categories of reports at the February Committee meeting.

Board Member Moerdler commented that Metro-North President Joseph Giulietti has embarked on a program to install cameras at grade crossings and asked if LIRR has embarked on a similar program.

President Nowakowski responded that LIRR has significantly more grade crossings than Metro-North. LIRR has approximately 300 grade crossings and does not have funding to install cameras at each and every grade crossing today. LIRR's approach is to add camera installation to the scope of work when advancing existing signal system projects. Some of the signal system projects are Speonk to Montauk and Long Beach. Currently a signal system is being procured as part of the Double Track Project between Farmingdale and Ronkonkoma.

Board Member Moerdler asked LIRR to provide an estimate of the cost of and time needed for installation of cameras at every crossing.

President Nowakowski responded that LIRR would report back regarding cost and time. He also stated that cameras do not always stop people from driving through or around the gates.

Board Member Moerdler commented that it is time that the legislature acted to make anyone who goes through the gates lose his or her license and registration immediately. It seems that the public interest demands responsible legislation.

President Nowakowski responded that this was on LIRR's legislative agenda in 2016 and is on LIRR's agenda for 2017. He believes it was brought up in Albany in the past and was voted down.

### **MTA CAPITAL CONSTRUCTION**

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

In Manhattan, the Manhattan North Structures (CM006) contract work is progressing well and is approximately 90% complete. MTACC expects that substantial completion will be achieved in June of 2017.

The GCT Concourse and Facilities Fit-Out (CM014B) contract work is approximately 30% complete. The MTA has reached an agreement with the owner of 335 Madison Avenue which will allow for construction to proceed on two new elevators to be constructed under that Contract.

The GCT Caverns (CM007) contract is approximately 4% complete. Approximately 10% of the pre-cast beams for the cavern have been delivered and the contractor has started to install them.

In Queens, the Harold Structures (CH057A) contract is about 45% complete; however, the mining of the westbound bypass tunnel is not progressing well, is currently approximately 4 months late and is presenting a risk. MTACC is meeting with the Contractor and working with

MTACC's consultants to determine the cause of the mining issues and the necessary steps to resume tunnel mining.

### **MTA POLICE DEPARTMENT**

Chair Pally welcomed MTA Police Department ("MTAPD") Chief of Police Owen Monaghan to his new position and to Long Island.

Chief Monaghan introduced himself to the Committee. He stated that on December 30, 2016, MTA Chairman Thomas Prendergast appointed him to lead the MTAPD effective January 7, 2017, after Chief Michael Coan retired after eight dedicated years of service to the MTA. Chief Monaghan stated that he is not new to the MTA family, having spent the past 21 years with MTA New York City Transit as Vice President of Security. He stated that he also has over three decades of service with the New York City Police Department, much of that spent with the former Transit Bureau. Chief Monaghan stated that he intends to fully utilize this experience to the best of his abilities while leading the men and women of the MTAPD. He stated that the input and feedback from this Committee is certainly valued and sought after and that he intends to collaborate and share ideas to protect the riding public and all of our employees. Chief Monaghan stated that it is a privilege and honor to have this new responsibility.

Chief Monaghan reported that for the month of December there were a total of 10 major felonies compared to seven in December 2015. There was an increase of two felony assaults and an increase of two burglaries. In 2016, major felony crime decreased by 12 incidents: 126 major felonies compared to 138 felonies in 2015, a decrease of 9%. System-wide there were 306 major felonies in 2016 compared to the same number in 2015. There were 27 fewer grand larcenies and 16 more burglaries in 2016. At LIRR there were 11 burglaries in 2016, five of which resulted in an arrest. The burglaries occurred in office buildings, stores or coffee shops, such as St. James, Babylon, Ronkonkoma, Floral Park and Baldwin. There were four incidents in yards or East Side Access on Northern Boulevard, involving trailers broken into with tools, laptops and personal property stolen. There was one incident at Penn Station which involved a newsstand where a security gate was forced open.

Last week, 10 members of the MTAPD traveled to Washington D.C. to represent the MTAPD and to assist the D.C. Police Department with patrolling the Washington Metro during the Presidential Inauguration.

Board Member Vincent Tessitore, Jr. welcomed Chief Monaghan, whom he stated he recently met at the scene of the Atlantic Terminal incident. Board Member Tessitore wished Chief Monaghan all the best and stated that we look forward to a great relationship.

The details of Chief Monaghan's report are contained in the MTAPD 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 comments regarding this report.

### **MTA LONG ISLAND RAIL ROAD ACTION ITEM**

There was one LIRR Action Item:

- Approval of LIRR 2017 Proposed Committee Work Plan

President Nowakowski reported that the 2017 Work Plan is the same Plan that was distributed in December and is the same Work Plan as 2016. The only modification is that if a matter is on the agenda at the Capital Program Oversight Committee it will appear that same month on the Long Island Committee Agenda.

Upon motion duly made and seconded, the foregoing action item was approved for recommendation to the Board. Details of the item are set forth in the materials provided in the Committee Book.

### **MTA LONG ISLAND RAIL ROAD INFORMATION ITEM**

The following information item was on the agenda:

- LIRR Origin and Destination Study Results Presentation

MTA Director of Planning William Wheeler and LIRR Executive Vice President Elissa C. Picca presented the LIRR Origin and Destination Study.

Director Wheeler stated that the surveys conducted focused on travel behavior of LIRR customers, primary mode of travel, market opportunities, travel demand and forecasting modes, and funding eligibility.

He discussed the methodology of the survey; the distribution and collection of surveys on board westbound trains; the exceptional response rate and the need to know where people were traveling and how the system was being used. These surveys were conducted over a period of years which resulted in an exceptional response rate.

Director Wheeler discussed the LIRR Customer Profile; weekday ridership markets and characteristics of weekday customers by age group. The customer profile reflects percentages of work travel to Manhattan; non-work travel to Manhattan; work travel to non-Manhattan; work travel eastbound and non-work travel eastbound. The weekday ridership markets are broken down by share of weekday travel; percentage of riders with vehicle availability; frequency of LIRR use,

access mode, egress mode, median household income and median age of ridership. He stated that millennials (born between 1981 and 1997) are the most frequent users of the system, are the customers that walk or live close to a station and are the customers that drive the least to a station. He discussed how housing demand influences travel patterns and how the millennials are the driving force of transit demand. Director Wheeler explained the frequency of LIRR use and how millennials are the most frequent users of weekday trips. He stated that health care services, education, and leisure and hospitality are the industries of employment driving the increase in LIRR ridership. Director Wheeler stated that LIRR is experiencing record ridership because of a generation that has developed an affinity for transit like we have never seen before.

Executive Vice President Picca discussed the use of LIRR's western terminals, where the customers are going and their mode of travel to reach their final destinations. She stated that Manhattan is the final destination of most LIRR riders, 83%, and that the majority of customers will take a subway to their final destinations from Jamaica, Hunterspoint Avenue, Atlantic Terminal or Penn Station. She also stated that a large percentage of customers are walking to and from their final destinations.

Director Wheeler commented that this data demonstrates the interdependency of the entire MTA system.

Executive Vice President Picca discussed the volume by day of customers at LIRR's top 10 westbound boarding stations: Hicksville, Ronkonkoma, Mineola, Great Neck, Huntington, Babylon, Port Washington, Bayside, Merrick and Bellmore, and the distance customers travel to access the end points of electrified service.

Director Wheeler commented that the survey and data count provides input for LIRR's Network Strategy Study effort; helps to recalibrate MTA's travel demand forecasting tool; helps with external and internal data requests for regional planning efforts; and informs policy decisions.

Director Wheeler stated that the MTA is in the field working on the Metro-North Survey, which is expected to be completed later this year. The City survey is scheduled to commence at the end of 2017. He stated that these surveys are a constant process which informs capital decisions and operating decisions and enables MTA Agencies to more fully understand their customers and their travel patterns.

Chair Pally stated that previously the large majority of people living on Long Island who worked in the City were in finance and related industries. He commented that from the numbers shown in the study, this is obviously changing for the millennials. This is a benefit but also has an impact economically because jobs in finance tend to be higher paying than the jobs in the other industries which are currently driving the increase in ridership. Chair Pally stated that while the number of riders may be higher, the amount each rider brings back to Long Island is obviously smaller because those positions are not as well paid. These jobs may have other attributes but are

not as well paid as the finance-related positions.

Director Wheeler responded that this trend is a global phenomenon and that we have seen the finance industry continue to shrink. The incomes of customers who commute are invariably higher than those that don't. Millennials are young and as they move up in the workforce, they will be taking more senior positions that will generate more income. Director Wheeler stated that this is a national change happening in every state, suburb and metropolitan area with tremendous opportunities.

Board Member Moerdler commented that public employees, many of whom are millennials, are another group that is moving rapidly out of New York City to suburban areas, which may have an impact down the road. He noted that the data cut-off for Long Island was in 2014, and asked if the subsequent turnaround in gasoline prices enabled more people to afford to drive.

Director Wheeler responded that trends tend to play out over five, six or seven years. MTA Bridges and Tunnels, which reported lower numbers in the early 2000s, began to climb back as a result of change in gasoline prices. He commented that over 70% of Long Islanders have automobiles available to them but choose to take the railroad instead.

Board Member Moerdler commented that Metro-North has found significant value in having busses to the train and asked if the value of that addition has been studied for Long Island residents.

Director Wheeler responded that the two Long Island County Executives, particularly Suffolk's, have been focusing on ways to enable customers to access stations other than via automobiles. They are having some success. He commented that taking a bus in the suburbs is a tough sell, which would be an easier sell if you are developing housing near train stations.

Board Member Moerdler asked whether any analysis had been done to determine to whether housing near stations was used primarily by the millennials.

Director Wheeler responded there is a tremendous amount of market analysis. The Long Island Association is doing some research, a lot of which concerns market pricing; there are some instances where the price of the housing is very high and in other cases it is more reasonable. In some cases properties available near stations are for purchase and in some cases they are rentals. Millennials tend to be renters. He thinks a lot of it has to do with the market around each train station. But what we do know is that where there are rentals there are millennials.

Board Member Moerdler commented that zoning has a significant impact on how this is going to happen. The question arises as to whether zoning should just be focused on the village center or whether it should have a broader base, be it county, regional or the like. If you zone for more of this rental housing in and around train stations, you are going to get more and more of the

millennials moving out and who will ultimately make their home on Long Island and create a tax base, work base and community base for Long Island.

Director Wheeler responded that he thinks in the end zoning is going to continue to be a very local decision. When the counties make it a priority to encourage development around train stations that goes a long way.

Chair Pally commented that he thinks that there have been a number of communities on Long Island which are prospering because they have begun to realize that transit oriented development is a benefit to their communities. Other communities are watching that with great interest and are starting to move in that direction. He thinks you will see more and more of that happening as we go along. Long Island has always been an ownership community. Nassau and Suffolk Counties have the lowest percentage of rental availability of any metropolitan statistical area in the country, unfortunately far below Westchester, which hinders availability of housing. He thinks you are going to see a change in the relationship between the housing needs, the needs of the community and the needs of the railroad and that will only move forward as you go along.

Board Member Neal Zuckerman asked about the capital planning process, and whether there was any advice, guidance or specific things we should be thinking about when the next Capital Plan is considered, based on the studies which have been done.

Director Wheeler responded that he will be doing a larger presentation in a few months, which he did in 2013, that will have implications for all of the MTA Agencies. He thinks that volume and demand and a demand that endures throughout the days of the week and hours of the day will certainly be themes that will influence the Capital Plan.

Chair Pally commented there is certainly a theme on the Long Island with the money we are spending on Second Track and the money hopefully we will be spending shortly on Third Track, all of which will support improved service. While rush hour is important, it is clearly not the most important aspect for all people.

Board Member Veronica Vanterpool commented she was glad to see the top 10 stations in ridership. She stated that she knows that historically it is very difficult to quantify the ridership patterns at each of the stations in the railroad system because the point of entry is very hard to ascertain. So this tool is incredibly useful with regard to informing Origin & Destination. She asked if there are new methods of tracking ridership at the stations particularly with new technology, even the mobile e-ticketing app. She commented that the work already done will inform the next Capital Program so we can start getting a better sense of the investments that should be clustered or oriented around some of our suburban commuter stations.

Director Wheeler responded there is an industry out there that is starting to grow that uses cell phones as a way to provide origin and destination information and to come up with apps that

can be used for that purpose. We are going to probably consider that in future surveys but the technology is getting to the point where there is lots of useful information that comes right off the phone for example and companies are trying to take advantage of that and there are also issues on how you use it, and its most appropriate use. There is no question that technology is going to be different.

Executive Vice President Picca commented that technology is one of the things we have been working on. This data has been invaluable to the Network Strategy Study which is taking a step back and looking at our entire system and looking at our system in the post-ESA, Third Track and Double Track world and trying to determine what is the next frontier of investments we need to make and how should we target them.

Chair Pally commented there are only five years left to the completion of ESA.

Board Member Vitiello asked if there are app-based car services available on Long Island and do they contribute to greater usage of trains

Chair Pally responded that there are some, but it is not as prevalent as other places because under State law today use of such services tends to be controlled by local municipalities. He assumes that if state law is changed at some point, which the Governor has made a priority, this would become more prevalent.

Board Member Vitiello commented that while it may seem counter-intuitive, is there data to suggest if app-based car services became broadly available, then mass transit ridership, at least on the commuter lines, would probably increase because the millennial does not own a car, is very comfortable taking an app-based car service to a train, and may consider job opportunities and recreational opportunities that he or she would not otherwise think of.

Director Wheeler responded that they call such services transportation network companies. Some cities are experimenting using them in a role called Last Mile. In other words, they provide the last mile of access to a suburban job, for example, from a railroad station, and some local governments have actually engaged them in a formal way to provide that function. There is a lot of potential for just that purpose.

Executive Vice President Picca commented that the same issue of access to the train station faces reverse commuters who find themselves in Mineola, for example, and want to get to a destination. So app-based car services have tremendous potential for helping us make the best use of our parking facilities as we find ourselves always under a crush of demand there as we get the commuters to their ultimate destination.

Chair Pally commented that is an excellent point and the problem on the Long Island is, of course, that the industries where people work are not located where the train stations are. We are



changing human nature so that people now want to live by the train stations but the places they work at do not tend to be at train stations. They were developed at an earlier period of time when industries wanted to be as far away from the train as possible. If you look at the statistics on Long Island, especially the three largest concentrations of jobs on Long Island, none of the three have a train station. They have stations around them but they do not have stations in the middle of them and that affects how people can use the train, whether it is a reverse commute or going from one station on Long Island to another station on Long Island to get to their jobs, because they still have to get from the train station to their jobs. It may be easier to get from where they live to the train, but they still have to get from the destination station to the job. That is the next issue that is going to have a major impact on people's ability to use the train as a commuter not going to the City.

Board Member Moerdler commented that you also have to coordinate station locations with train schedules. For example, a new station has been proposed at Brookhaven National Laboratories but none of the trains that run on that line today would stop there during working hours.

Chair Pally stated that we have had many conversations regarding the new Yaphank station, the service to be provided there and its proximity to Brookhaven National Laboratories and other industries locating in the Yaphank area because there tends to be land available there. He stated that he and Executive Vice President Picca have had many conversations about the Network Strategy Study, which has taken development in the Yaphank area into account because that entire area is being transformed and a new train station is needed to address this development

Vice President Picca commented that the area is becoming a destination, and the service will have to follow that.

Board Member Moerdler commented that it is not just the train station, it's the train and its timing that is important.

Chair Pally commented that the service availability is part of the analysis.

Mark Young, Vice President – Management & Finance, responding to Board Member Vanterpool's question stated that in addition to the surveys that Director Wheeler and Executive Vice President Picca have been talking about, we track ticket sales, and where the tickets are purchased station to station. We are a zone-based system so in theory someone could buy a ticket from one station and board in a different station within the zone, but the data we collect is still a good indicator of where people are coming from and going to.

Chair Pally thanked Director Wheeler and Executive Vice President Picca and stated that their presentation was very helpful.

The details of the LIRR Origin and Destination Study are filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board Member comments.

### **MTA LONG ISLAND RAIL ROAD**

#### **Procurement**

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

#### **Procurement**

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

The competitive procurement item is as follows:

- A request that Board adopt a resolution declaring competitive bidding is impractical or inappropriate and that it is in the public interest to issue a competitive Request for Proposals for Contract MC-852 for On-Call Miscellaneous Construction Services for the ESA project.

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

#### **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.

**Adjournment**

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

Respectfully submitted,

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Mark D. Hoffer  
Secretary

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, January 23, 2017

Meeting held at  
2 Broadway – 20<sup>th</sup> 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. Andrew Saul  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke  
Hon. Neal J. Zuckerman

Not Present:

Hon. John J. Molloy

Also Present:

Joseph J. Giulietti – President, Metro-North Railroad  
Catherine Rinaldi – Executive Vice President  
Katherine Betries-Kendall – Vice President, Human Resources  
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  
Owen Monaghan – Chief, MTA Police Department  
Andrew Paul – Vice President, Labor Relations  
Kim Porcelain – Vice President, Finance and Information Systems  
Michael Shiffer – Vice President, Planning  
Joseph Streany – Director of Field Safety and Investigations, System Safety

Ms. Metzger called the meeting to order. She introduced the Committee to the recently appointed MTA Police Chief, Owen Monaghan.

## **PUBLIC COMMENT**

There were two public speakers.

Orrin Getz, Metro-North Railroad Commuter Council, thanked Metro-North for replacing the call box at Nanuet Station. He stated that the Preliminary Final report on Pt. Jervis should be made public for comment. He noted that the report failed to contain proposals for a connection to Stewart Airport and a station at Woodbury Commons. He suggested that Metro-North enter into a public/private partnership with Woodbury Commons for shuttle service from Harriman Station. Mr. Getz asked Metro-North to work with New Jersey Transit to make Suffern Station accessible to the disabled.

Murray Bodin stated that a painted red box on the ground at the Mt. Kisco crossing is illegal. He expressed his opinion that Metro-North's practices, such as, the blowing of horns at stations and the procurement of railcars are outdated.

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**

Upon motion duly made and seconded, the Committee approved the minutes of the December 12, 2016 Metro-North Committee meeting.

## **APPROVAL OF 2017 WORK PLAN**

President Giulietti reported that the 2017 work plan was prepared for the Metro-North Committee's review and approval and is based upon reports that Metro-North and Long Island Rail Road provided in 2016. He noted that there is one change to the proposed 2017 work plan that was provided to the Committee at the December meeting. The Bi-Annual Report on the M9 Procurement will be presented in October, rather than in June, to coincide with the joint Metro-North/Long Island Rail Road Rolling Stock Update given at CPOC that same month. Upon motion duly made and seconded, the Committee approved the 2017 Work Plan.

The details of the above item are contained in the 2017 Metro-North Railroad Committee Work Plan filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

## **MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT**

President Giulietti presented Metro-North Terminal Attendant Operator, Matthew Camacho, with a certificate in recognition of the lifesaving actions he took while on duty at Grand Central Terminal. After cleaning trash receptacles on a platform in Grand Central Terminal, Mr. Camacho noticed that a man who was standing at the north end of a platform staring at a train was gone. He walked to the front of the train to investigate and found the man, who claimed that he had fallen, lying under the platform. Mr. Camacho quickly contacted the Stationmaster's Office, who in turn,

called MTA Police. By this time, the man started walking north on the tracks. To prevent a potential tragedy, the third rail was de-energized. Police officers arrived soon after and quickly apprehended the man, who admitted that he was planning to harm himself. Mr. Camacho's vigilance and promptness in reporting the situation saved a life. His actions are a reminder of how important it is that, "when you see something, you should say something." President Giulietti thanked Mr. Camacho for going beyond his regular duties. He also thanked the MTA Police for their prompt response to the situation.

President Giulietti reported that in December 2016, east of Hudson overall train service reliability was above goal at 94.1%. He noted that there were no major service issues during the holiday season when the railroad operated a number of weekend shoppers' special trains and holiday schedules. In December, delay minutes due to infrastructure constraints were reduced by 42% from November and there was an overall total reduction of 9.5% year to date. In December 2016, overall west of Hudson train service operated at 95.7%. Year to date December west of Hudson service operated at 95.9%. A full report on the 2016 operating results will be given at the February joint Committee meeting.

Customer complaints during the month of December 2016 were 4% higher than in the month of November. Total complaints in 2016 were 36% lower than in 2015.

President Giulietti presented the ridership report, noting that total annual ridership is projected to be approximately 86.5 million, the highest in Metro-North's history. December east of Hudson ridership data is preliminary and December west of Hudson ridership is not yet available from New Jersey Transit. The results reflect projected west of Hudson ridership for December. Total annual east of Hudson ridership was approximately 84.8 million, the highest in Metro-North's history. Annual east of Hudson ridership was 0.3% above 2015 and 0.2% above forecast, annual Commutation ridership was 0.6% above 2015 and annual Non-Commutation ridership was unchanged as compared to 2015. The year 2016 was a record-setting year for all three lines; the Harlem and Hudson Lines surpassed the 2015 record by over 125,000 rides each, with 27.7 and 16.6 million annual rides, respectively and the New Haven Line also had a record setting 40.5 million annual rides despite the December CDOT fare increase. West of Hudson annual ridership was approximately 1.7 million which is 3.5% below 2015 and 400,000 less than the record set in 2008 of 2.1 million. West of Hudson ridership was adversely impacted by the Hoboken Terminal train accident which resulted in approximately 47,000 fewer rides; had this incident not occurred it is estimated that West of Hudson ridership would have decreased by 0.8%. Connecting Services ridership increased during 2016 with combined ridership on the three Metro-North Connecting Services at approximately 577,000 (3.8% above 2015). Ridership increased by 10.8% on the Haverstraw-Ossining Ferry; by 4.3% on the Newburgh-Beacon Ferry; and by 1.5% on the Hudson Rail Link.

President Giulietti reported that the rollout continues of our new wireless liquid crystal display (LCD) monitors. The new LCD monitors display the next nine trains that arrive at the station, the stops they will make, departure times, real-time train status and track information. The information is generated through an application developed in-house with immediate feeds from Metro-North's signal system. The use of wireless connectivity rather than hardwired technology reduces cost. In addition hands-on work and costs are dramatically reduced and the time to install

new monitors is considerably shorter. Currently 44 stations have monitors which provide real-time information. As part of the MTA Service Investments, Metro-North is expanding these monitors across all east of Hudson stations in New York State. An average of 10 stations will be completed each year, until the installation project is concluded in 2020.

President Giulietti reported that Metro-North commissioned a new, electronic fuel monitoring system in the Brewster Yard that monitors diesel and heating fuel consumption and detects leaks. The new pilot system in Brewster is an important step towards monitoring the railroad's consumption of fuel while also coming closer to acquiring ISO 50001 Energy Management System certification—a worldwide designation that indicates Metro-North is an above average energy saver and adhering to higher international standards. Diesel-fueled locomotives go to Brewster Yard for fill-ups. The Yard is one of the first of seven priority locations that are being included in the pilot project. The other locations are the North White Plains Yard, Harmon Yard, 525 North Broadway, Poughkeepsie Station, Grand Central Terminal and Mott Haven.

President Giulietti concluded his report with a discussion of Metro-North's first companywide Holiday Food Drive, noting that Metro-North employees donated a total of 3,214 pounds of nonperishable food to local food banks. Metro-North partnered with the Food Bank of New York City, the Westchester Food Bank and Food Bank of Connecticut and the proceeds from the food drive directly benefit residents in Metro-North's service territory who are food insecure.

Board member Moerdler noted that the number of broken crossing gates and the number of summonses issued at crossings continues to rise. He asked if the rise is due to members of the public not recognizing the dangers at rail crossings. Thereafter, there was a discussion between Board members Moerdler and Vitiello, President Giulietti and Mr. Hayden regarding what has been done to increase public awareness of the dangers at crossings. President Giulietti noted that the railroad is working aggressively on this issue and is in full support of the MTA Police and the Metro-North TRACKS program. He noted that gates do not appear to act as a deterrent but cameras may. President Giulietti noted that the railroad received a grant to install cameras at crossings. It will take approximately two years to install the cameras. He further noted that, once the outward facing cameras are installed on the engineer's cab, the railroad will be better able to observe what is happening at crossings. Mr. Hayden noted that the railroad has received an FRA grant to install cameras at 34 crossings in New York State. An environmental assessment must be made before those funds may be released and the installation can begin. Board member Moerdler asked to be provided with an update in March or April on the progress that has been made. It was noted that current laws do not permit the MTA Police to revoke a driver's registration or license and this could only be done through the legislative process. Board member Moerdler asked counsel to draft language for such legislation.

Board member Metzger discussed the operations report. She stated that she is happy to see that the preliminary on-time performance figures exceed goals, the number of complaints have decreased and there has been a ridership increase on the New Haven Line, despite the recent fare increase. She believes this is all due to the investments made in the railroad's infrastructure and the reliable service the railroad is providing. Ms. Metzger noted that she is disappointed with the loss of riders west of Hudson. She believes the cost of the tickets and the lack of frequent service may contribute to the ridership loss. She stated that the lack of service affects those who work flexible

hours. Board member Metzger stated that, although she appreciates the efforts to increase service, she believes the railroad will continue to lose west of Hudson riders following the next fare increase.

The details of the President's Report and of the discussion between Board members, President Giulietti and staff regarding that report are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

### **MTA METRO-NORTH RAILROAD SAFETY REPORT**

Mr. Streany reported that the December 2015-November 2016 FRA reportable customer injury rate per million customers decreased for the 12 month rolling period to 1.21. The rolling 12-month FRA reportable employee lost time injury rate per 200,000 worker hours increased by 1.37% since the December 2015 report to the Committee. Grade crossing incidents, derailments and collisions have remained unchanged since the December report.

Board member Zuckerman had questions regarding how to interpret the Confidential Close Call Reporting System (C3RS) statistics. Mr. Streany noted that many of the cases fall into three or four corrective actions addressing, for example, signage along the right-of-way and signage at crossings. Board member Metzger noted that the Committee had asked Chairman Prendergast if they could have a "deeper dive" on this issue. Chairman Prendergast asked that this issue be discussed at the Safety Committee as it involves confidential information and is an agency-wide issue. Ms. Metzger has been told that the report will be available in February. President Giulietti noted that the railroad has been able to deal with all the reports that have come forward.

The details of Mr. Streany'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 Monaghan introduced himself to the Committee. He stated that on December 30, 2016, MTA Chairman Thomas Prendergast appointed him to lead the MTA Police Department (MTAPD) effective January 7, 2017, after Chief Michael Coan retired Following eight dedicated years of service to the MTA. He gave the highlights of his career in transportation policing, noting that he will utilize his experience while leading the men and women of the MTAPD. He stated that he values the input and feedback from the Committee and he intends to collaborate and share ideas to protect the riding public and employees. Chief Monaghan stated that he is honored to have this new responsibility.

Chief Monaghan reported that the MTAPD took a proactive approach in patrolling trains that entered and exited Grand Central Terminal in 2016. He noted that these patrols begin at the Harlem – 125th Street Station ("125<sup>th</sup> Street Station") at which approximately 572 trains stop daily during the week and approximately 392 trains stop at daily on the weekend. The MTAPD has made



a consistent effort to emphasize safety on the trains and at the train stations. These efforts have emphasized counterterrorism initiatives, enforcement, and quality of life patrols.

Chief Monaghan reported that, throughout the 2016 calendar year, the MTAPD patrolled approximately 1,920 weekday trains and 576 weekend trains to and from 125<sup>th</sup> Street Station, conducted step-on patrols on 10,767 trains, and conducted 816 Counterterrorism Directed Patrol Sweeps of trains and the station as part of its counterterrorism initiative. In addition, radiological detectors were utilized by Officers conducting pop-up security checks and coordinated sweeps were conducted utilizing the special operations units of the MTAPD, including Emergency Service and K9-Explosive Detection Dogs.

Chief Monaghan reported on the quality of life initiatives undertaken at 125<sup>th</sup> Street Station in 2016. He noted that 155 quality of life summonses were issued in 2016 with 86 summonses issued on or near the perimeter of the train station, 40 summonses issued in the waiting room and 29 summonses issued on the train or platform area. In 2016, 18 arrests were made at 125<sup>th</sup> Street Station, including five arrests on or near the perimeter, two arrests in the waiting room and 11 arrests on the train or platform area. In 2016, there were 309 medical calls for service at 125<sup>th</sup> Street Station. In 2016, six new cameras located on the exterior of the waiting room extending from 125<sup>th</sup> Street to 126<sup>th</sup> Street and Park Avenue were installed assist in combating crime and to act as a deterrent.

Chief Monaghan reported that the MTAPD has taken on a Community Policing approach and has built relations with outside agencies who assist in making the 125<sup>th</sup> Street Station safe for the commuters and the community. The New York Police Department assigns at least two officers in the general area of 125<sup>th</sup> Street and Park Avenue. Susan Doering, Vice President of Customer Service and Stations, Metro North and her staff is in contact with the MTAPD in an attempt to identify methods to improve the quality of life conditions within the 125<sup>th</sup> Street Station and officers conduct quality of life inspections at the station frequently. The Bowery Residents Committee (BRC) makes efforts to provide services to those in need who frequent the station. The MTAPD Department in conjunction with Metro North Railroad worked diligently in a coordinated effort to continuously improve the safety and security of the daily commuters who routinely utilize the 125<sup>th</sup> Street Station. This joint effort will continue in 2017 in an effort to maintain a high level of safety for the commuters and the community as a whole.

Board member Saul noted that he has received complaints from female passengers who are afraid to walk around the 125<sup>th</sup> Street Station. He is glad that the MTAPD is addressing this issue. Board member Moerdler asked what was being done to combat the increase in lewdness. He stated that the public and Board need to know that they are secure when using the restroom. He asked if the homeless population contributed to the increase in public lewdness. Chief Monaghan noted that proactive policing is used to address public lewdness. He does not know if the homeless contribute to the increase in public lewdness; he would need to involve the BRC and other outreach groups. Chief Monaghan noted that of the 105 arrests for public lewdness in 2016, 90 were in Grand Central Terminal, 86 of which occurred in the first 6 months of 2016. The condition was alleviated to a certain extent by enforcement. Board members Metzger and Moerdler will be briefed on policing under the Viaduct.

The details of Chief Monaghan'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 comments regarding the police report.

#### **ACTION ITEM:**

One action item was presented to the Committee:

- Memorandum of understanding between Metro-North and the City of Newburgh for reimbursement of ferry landing/parking lease – Approval for Metro-North to enter into a Third Memorandum of Understanding (MOU) with the City of Newburgh, New York for Metro-North to reimburse the City for lease payments for the parking and ferry landing facilities used by the Newburgh-Beacon ferry for the period February 1, 2017 through December 31, 2018. Board members Moerdler and Metzger noted that the ferry is a critical part of the transportation system. Mr. Shiffer noted that U.S. Department of Transportation (DOT) CMAQ funds are used for connecting services, including the ferry. He noted the funds to be used in the MOU are new CMAQ funds. Ms. Metzger would like to see Metro-North's agreements with the DOT finalized more rapidly than in the past. Ms. Metzger noted that the ferry helps to keep cars off the bridge, aiding in alleviating congestion and improving air quality.

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

#### **INFORMATION ITEM:**

One information item was presented to the Committee:

- Track Program Quarterly Update – Mr. Hayden presented the report. Board member Metzger thanked the railroad for its aggressive approach to track maintenance.

The details of Mr. Hayden's report are contained in the Track Program Quarterly 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 Metzger's comments on the item above.

#### **OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:**

Board member Zuckerman is happy that the on-time performance is improving. He asked whether the annual goal for trains over 15 minutes late should be changed since the railroad did not meet the target in 2015 and 2016. Mr. Kesich noted that in 2017 the goal was changed from 1800 to 2300 which is about 1% of the trains the railroad has scheduled to operate.

In response to Board member Moerdler's question, Mr. Kennard reported that the prefabricated substations and electrical equipment at Riverdale and Tarrytown have been installed. The prefabricated substation and electrical equipment has not yet been installed at Croton-Harmon but should be completed by June 2017. All three locations will be operational in June 2017. In response to Board member Moerdler's question, Mr. Kennard noted that the railroad will be using polyethylene piping in lieu of cast iron on the Bronx drainage project between Mott Haven and Fordham. He does not know if polyethylene piping will be used in other locations in lieu of cast iron. Mr. Kennard will let Mr. Moerdler know if the use of this pipe is successful, should be expanded and has an economic advantage.

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, which recording includes discussion regarding the operations and capital reports.

### **ADJOURNMENT**

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Linda Montanino". The signature is fluid and cursive, with the first name "Linda" being more prominent than the last name "Montanino".

Linda Montanino  
Assistant Secretary



## 2017 Long Island Rail Road Committee Work Plan

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### **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**

#### Responsibility

#### 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 <sup>th</sup> 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 <sup>st</sup> 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 – 2<sup>nd</sup> 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  
Bi-Annual Report on M-9 Procurement

President/Sr. Staff  
Service Planning  
MTA  
President/Sr. Staff

### 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 – 3<sup>rd</sup> Q 2016  
2018 Final Proposed Budget  
2018 Proposed Committee Work Plan

Administration/Diversity  
Management & Budget  
Committee Chair & Members

### January 2018

Approval of 2018 Committee Work Plan

Committee Chair & Members

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **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**

### **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– 4<sup>th</sup> 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– 1<sup>st</sup> 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– 2<sup>nd</sup> 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– 3<sup>rd</sup> 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.

## **JANUARY 2018**

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2018 that will address initiatives to be reported on throughout the year.

## 2017 Metro-North Railroad Committee Work Plan

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### 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

#### February 2017 (Joint meeting with LIRR)

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 <sup>th</sup> 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 – 1 <sup>st</sup> Quarter 2017	Diversity and EEO
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#### 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  
Environmental Audit  
Track Program Quarterly Update

MTA Real Estate  
Environmental Compliance  
Engineering

September 2017

2018 Preliminary Budget (Public Comment)  
2017 Mid-Year Forecast  
Diversity/EEO Report – 2<sup>nd</sup> Quarter 2017  
2017 Fall Schedule Change

Finance  
Finance  
Diversity and EEO  
Operations Planning & Analysis

October 2017 (Joint meeting with LIRR)

2018 Preliminary Budget (Public Comment)  
Status Update on PTC  
Track Program Quarterly Update  
MTA Homeless Outreach  
Bi-Annual Report on M-9 Procurement

Finance  
President  
Engineering  
MTA  
President

November 2017

Review of Committee Charter  
Holiday Schedule

Committee Chairs & Members  
Operations Planning & Analysis

December 2017 (Joint meeting with LIRR)

2018 Final Proposed Budget  
2018 Proposed Committee Work Plan  
Diversity/EEO Report – 3<sup>rd</sup> Quarter 2017

Finance  
Committee Chairs & Members  
Diversity and EEO

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January 2018

Approval of 2018 Committee Work Plan  
Track Program Quarterly Update

Committee Chairs & Members  
Engineering

# METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **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**

### **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– 4<sup>th</sup> 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– 1<sup>st</sup> 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– 2<sup>nd</sup> 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.

### 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.

## **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– 3<sup>rd</sup> 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.

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## **JANUARY 2018**

### Approval of 2018 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.



**Metro-North Railroad**

# **Safety Report**

## December 2016 Safety Report

Performance			
Performance Indicator	12-Month Average		
	January 2014 - December 2014	January 2015 - December 2015	January 2016 - December 2016
FRA Reportable Customer Accident Rate per Million Customers	1.30	1.84	1.24
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.43	2.45	2.82
Grade Crossing Incidents <sup>1</sup>	3	1	3
Mainline FRA Reportable Train Derailments	1	1	1
Mainline FRA Reportable Train Collisions	0	0	0

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

Leading Indicators				
Employee: Focus on C3RS	2015		2016	
	December	Year end	December	Year to Date
Total Reports Received	0	574	150	801
Total Reports Reviewed by PRT	0	261	56	852
Total Reports that Meet C3RS Program Criteria	0	212	44	690
Total Corrective Actions being Developed	0	0	0	5
Total Corrective Actions Implemented	0	3	0	4
Customer and Community: Focus on Grade Crossings	December	Year to Date	December	Year to Date
Broken Gates	2	26	1	55
MTA Police Details	93	1,263	123	1,560
Summons	24	583	46	408
Warnings	6	181	1	102
Community Education and Outreach	NA	NA	7,431	51,658
Cars Equipped with Cameras				
	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	4	0.42%	
Passenger Compartment Cameras	1,083	5	0.46%	

### 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 individuals reached at a TRACKS event. Program began in May 2016.

**Cars Equipped with Cameras** - Number of complete inward/outward and passenger compartment camera installations on rolling stock. Installation began in August 2016.

# **MTA CAPITAL CONSTRUCTION**

## **PROJECT UPDATE**

### **EAST SIDE ACCESS**

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - February 2017

Expenditures thru January 2017; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 7,149.8	\$ 5,215.1
Design	\$ 723.5	\$ 708.7	\$ 689.6
Project Management	\$ 1,036.2	\$ 880.5	\$ 746.9
Real Estate	\$ 178.0	\$ 119.9	\$ 117.2
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 8,859.0</b>	<b>\$ 6,768.8</b>

† 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>	\$61.1	\$58.8	\$2.3	\$56.4	Nov-2011	Nov-2011	Apr-2013	Mar-2017
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$350.0	\$11.6	\$299.2	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$436.9	\$26.8*	\$108.7	Dec-2014	Feb-2015	Aug-2018	Jan-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$663.2	\$49.2	\$26.0	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	\$1.9	\$239.7	Aug-2011	Aug-2011	Aug-2014	Mar-2017
Harold Construction								
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$142.8	\$116.9	\$25.9	\$49.1	Nov-2013	Nov-2013	Feb-2016	Mar-2018
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$89.9	\$66.0	\$23.8	\$40.3	Nov-2014	Dec-2015	Aug-2017	Jul-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	\$61.3***	\$155.8	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS086)	In Design (Repackaging)				TBD	Jun-2017	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$3.5	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	\$7.8	Sep-2014	Oct-2014	Dec-2019	Jul-2020

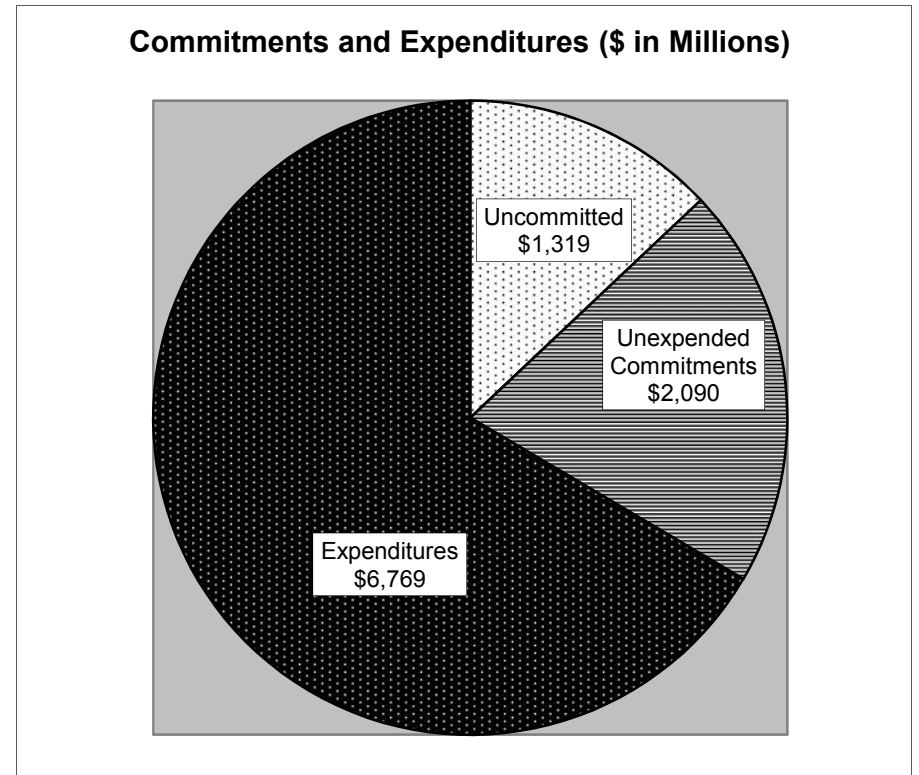
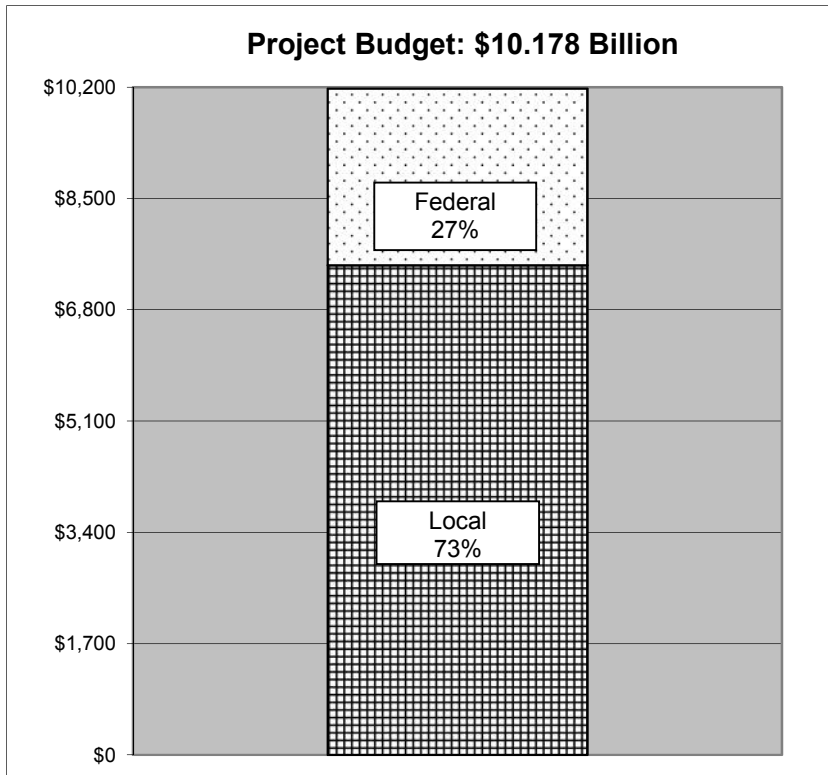
\* Remaining contingency includes unawarded options and associated contingency (originally \$26M).

\*\* 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.

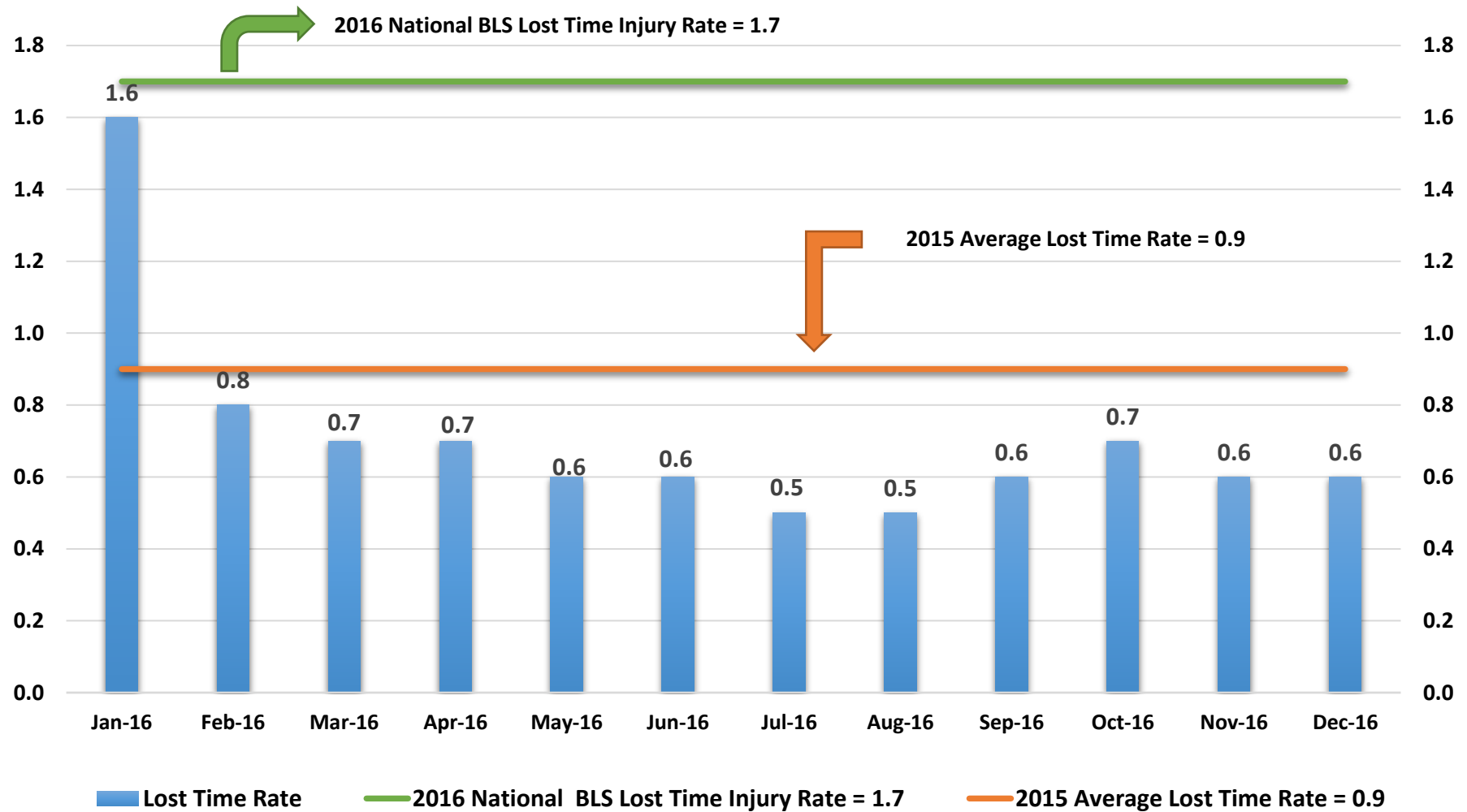
\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

# **East Side Access Status** **Report to the Railroad Committee - February 2017** *data thru January 2017*

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,534	742	792	792	1,533	1	1,522
2005-2009	2,683	840	1,843	1,843	2,675	8	2,631
2010-2014	3,232	3,232	-	-	3,138	93	2,286
2015-2019	2,572	2,572	-	-	1,355	1,217	171
<b>Total</b>	<b>\$ 10,178</b>	<b>\$ 7,479</b>	<b>\$ 2,699</b>	<b>\$ 2,699</b>	<b>\$ 8,859</b>	<b>\$ 1,319</b>	<b>\$ 6,769</b>



# ESA Annual Cumulative Profile of Lost Time Injury Rates





# **POLICE REPORT**





# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Long Island Rail Road**

### **January 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Felony Assault</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>100%</b>
<b>Burglary</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>4</b>	<b>8</b>	<b>-4</b>	<b>-50%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>22%</b>

### **Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Felony Assault</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>100%</b>
<b>Burglary</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>4</b>	<b>8</b>	<b>-4</b>	<b>-50%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>22%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Metro North Railroad**

### **January 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Burglary</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Grand Larceny</b>	<b>3</b>	<b>8</b>	<b>-5</b>	<b>-63%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>6</b>	<b>14</b>	<b>-8</b>	<b>-57%</b>

### **Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Burglary</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Grand Larceny</b>	<b>3</b>	<b>8</b>	<b>-5</b>	<b>-63%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>6</b>	<b>14</b>	<b>-8</b>	<b>-57%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **January 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	3	0	0%
<b>Felony Assault</b>	3	1	2	200%
<b>Burglary</b>	2	2	0	0%
<b>Grand Larceny</b>	7	18	-11	-61%
<b>Grand Larceny Auto</b>	2	1	1	100%
<b>Total Major Felonies</b>	17	25	-8	-32%

#### **Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	3	0	0%
<b>Felony Assault</b>	3	1	2	200%
<b>Burglary</b>	2	2	0	0%
<b>Grand Larceny</b>	7	18	-11	-61%
<b>Grand Larceny Auto</b>	2	1	1	100%
<b>Total Major Felonies</b>	17	25	-8	-32%

# INDEX CRIME REPORT

## Per Day Average

### January 2017

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	3	2	1	0
<b>Fel. Assault</b>	3	3	0	0
<b>Burglary</b>	2	1	1	0
<b>Grand Larceny</b>	7	4	3	0
<b>GLA</b>	2	1	1	0
<b>Total</b>	17	11	6	0
<b>Crimes Per Day</b>	0.55	0.35	0.19	0.00



# MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 1/31/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	0	2
Felony Assault	2	1
Burglary	1	2
Grand Larceny	0	1
Grand Larceny Auto	0	1
Aggravated Unlicensed Operator	0	1
Assault-Misdemeanor	7	5
Breach of Peace	1	0
Criminal Contempt	1	0
Criminal Impersonation	0	1
Criminal Mischief	4	2
Criminal Possession Stolen Property	1	1
Criminal Trespass	5	2
Drug Offenses	3	7
DUI Offenses	2	1
Forgery	3	1
Graffiti	2	0
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	3	0
Obstruct Government	2	3
Official Misconduct	0	4
Petit Larceny	19	11
Public Lewdness	0	5
Reckless Endangerment	1	0
Resisting Arrest	2	2
Sex Offenses	1	1
Theft of Services	17	9
Warrant Arrest	5	6
<b>Total Arrests</b>	<b>82</b>	<b>71</b>



**Long Island Rail Road**



**Metro-North Railroad**

## **JOINT INFORMATION ITEMS**

# **February 2017 CPOC LIRR/MNR PTC Project Update**

February 21, 2017



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## Project Overview

### Overall Status

Item	Comments
Schedule	Beneficial Use is December 2018
Cost	Current Budget is \$968M

### Highlights

#### Progress (38% complete)

- Wayside and On-Board equipment deliveries and installations progressed.
- Office equipment at Back-Up Control Center locations installed at both Railroads.
- Subsystem designs progressed; Commenced Final Design Review (FDR).
- Software development for On-Board and Office subsystems progressed.
- Preliminary Pilot Testing for validation of transponder design and positioning continued.
- MNR implemented civil speed enforcement on the New Haven Line.
- LIRR received approvals for all antenna pole installations from FCC and Tribal Nations.
- MNR completed surveys and application process for antenna pole installations.
- Training of Railroad Forces continued.



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## Project Overview

### Highlights (continued)

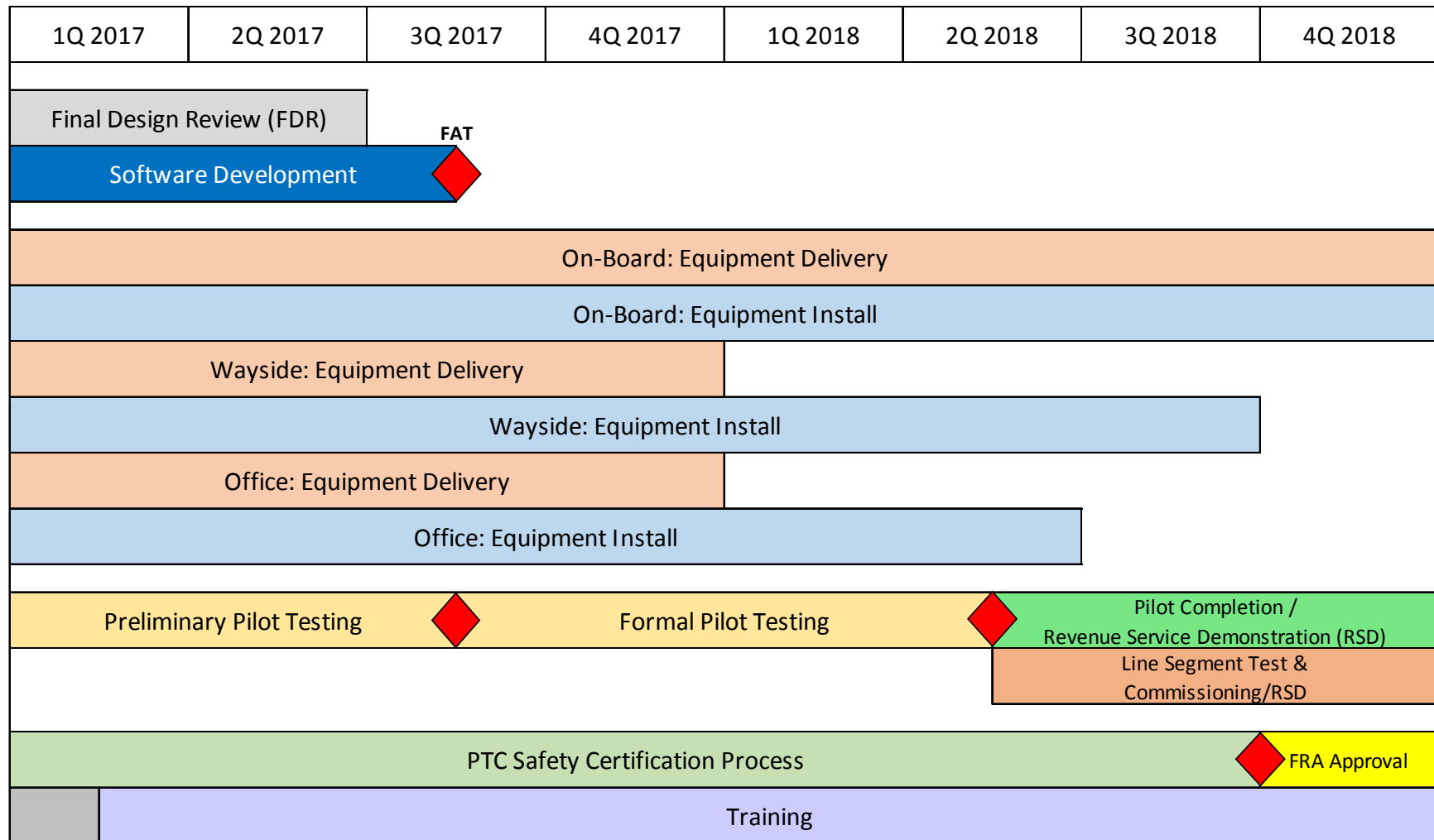
#### Progress (continued)

Equipment	<u>LIRR</u>		<u>MNR</u>	
	120 Day Target	120 Day Actual	120 Day Target	120 Day Actual
Transponders	600	605	500	405
Wayside Interface Units	24	24	15	11
Communication Cases	10	8	3	1
M7	61	62	36	38

#### 120 Day Look Ahead

- Complete Subsystem Factory Acceptance Tests (FATs) and initiate Integrated System FAT
- Complete Software Final Design Reviews (FDRs)
- Complete development of On-Board and Office Software for FAT
- Continue deliveries and installation of On-Board and Wayside equipment
- Continue training of Railroad Forces
- Continue preliminary Pilot Testing (communications interface between train and wayside elements)

# PTC Summary Schedule



## Pilot Lines

MNR: Hudson and New Haven Lines

LIRR: Port Washington and Montauk ABS territory

# PTC LIRR Installation Totals and Projections

PTC Equipment		Total per Oct '16 CPOC	Oct '16 - Jan '17	Feb '17 - May '17	June '17 - Sept '17	Oct '17 - Jan '18	Feb '18 - May '18	June '18 - Sept '18	Oct '18 - Dec '18	System Totals
Transponders	Planned		600	450	425	322	294			3067
	Actual	971	605							1576
WIUs	Planned		24	16	19	19	16	12		155
	Actual	49	24							73
C-Cases	Planned		10	24	28	28	20			108
	Actual	0	8							8
M7	Planned		61	79	88	96	78			418
	Actual	15	62							77
DE/DM	Planned		0	8	5	16	16			45
	Actual	0	0							0
C3	Planned		0	4	2	11	6			23
	Actual	0	0							0
E15 (DPM)	Planned		0	0	0	1	16	2		19
	Actual	0	0							0
NYAR (GP38)	Planned		0	0	0	0	4			4
	Actual	0	0							0
NYAR (E15)	Planned		0	0	0	0	2	2		4
	Actual	0	0							0
M9	Planned		0	0	39	27				66
	Actual	0	0							0
TC-82	Planned		0	1						1
	Actual	0	0							0

# PTC MNR Installation Totals and Projections

PTC Equipment		Total per Oct '16 CPOC	Oct '16 - Jan '17	Feb '17 - May '17	June '17 - Sept '17	Oct '17 - Jan '18	Feb '18 - May '18	June '18 - Sept '18	Oct '18 - Dec '18	System Totals
Transponders	Planned		500	500	500	346				2873
	Actual	1122	405							1527
WIUs	Planned		15	18	18	18	13	13		104
	Actual	13	11							24
C-Cases	Planned		3	20	20	21	21	21		104
	Actual	0	1							1
M7	Planned		36	42	42	42				168
	Actual	4	38							42
M3A	Planned		0	8	8	8	16	16	13	69
	Actual	0	0							0
Cab Cars C12/19/21	Planned		0	1	4	4	4	4	2	19
	Actual	0	0							0
Cab Cars C34/38	Planned		0	1	4	4	8	8	8	33
	Actual	0	0							0
P32	Planned		0	0	4	4	8	8	7	31
	Actual	0	0							0
BL20	Planned		0	0	0	2	4	4	2	12
	Actual	0	0							0
BL14	Planned		0	0	0	0	0	0	2	2
	Actual	0	0							0
GP35	Planned		0	0	0	0	0	3	4	7
	Actual	0	0							0

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## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Final Design & Software Development	August 2017	<p><b><u>Issue:</u></b> Potential delays by the Contractor to finalize design and software development including the vital database.</p> <p><b><u>Impact:</u></b> If the design and software for FDR is not completed by the need date, the testing and contract completion will be delayed.</p> <p><b><u>Mitigation:</u></b> The Railroads are auditing the development process, participating in testing the Office &amp; On-Board software prior to delivery, and identifying/focusing on specific requirements that are needed to achieve pilot implementation. The Railroads are accepting interim software builds to start testing PTC functionality earlier and a priority is being placed on completing requirements traceability matrix to mitigate risk of missing important functionality of office software and re-work. The Railroads are closely monitoring the Contractor's software build plan against the Project CPM Schedule.</p>

### Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones.
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

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## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Site Acceptance Testing and Commissioning Plans/Procedures	August 2017	<p><b>Issue:</b> Delays in the development of the complete suite of approved test plans and procedures required to fully test the integrated PTC system(s).</p> <p><b>Impact:</b> Delays in the development of the test plans/procedures will delay the overall test program, reduce the necessary time to test and demonstrate complete PTC functionality and require multiple lines to be tested simultaneously putting a strain on track access and Railroad resources.</p> <p><b>Mitigation:</b> The PTC Contractor and the Railroads are working closely to develop a detailed test strategy required to support full PTC deployment with the necessary Railroad support. Their test strategy will allow for an incremental phasing of functionality in alignment with their elongated system development process and to ensure the pilot testing is not impacted; The Railroads have also built a test track to minimize the amount of time required to test on live tracks; Railroads evaluating the possibility of taking tracks out of service to increase active test time; highlighting PTC as a priority project.</p>
<b>Legend</b>			
	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones.	
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.	
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.	

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## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Manufacturing and Delivery of On-Board and Wayside Equipment</b>	<b>June 2018</b>	<p><b>Issue:</b> Equipment manufacturing and deliveries of PTC equipment due to late designs.</p> <p><b>Impact:</b> Delays of On-Board equipment deliveries will impact installations for all fleets impacting line segment testing, commissioning and acceptance. Delays in Wayside equipment deliveries will strain Railroad Force Account and require installations to be done in a shorter time in order to match the testing program.</p> <p><b>Mitigation:</b> The Contractor is acquiring additional equipment suppliers and engineering support; Contractor developed a modular approach for certain elements of their On-Board design; Railroads agreed on new delivery flow of transponders and WIUs to allow installations to continue without all the completed programming; Contractor is ramping up to higher-than-planned production levels through mid-2017; LIRR has issued a change order to get fully wired and populated communications cases in order to expedite deliveries and relieve an already strained workforce.</p>

### Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones.
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.



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## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	PTC Commissioning on Port Jervis Line	Dec 2018	<p><b>Issue:</b> Delays in Cab Signal System Commissioning and PTC Design for MNR's Port Jervis Line.</p> <p><b>Impact:</b> PTC Commissioning Schedule on Port Jervis Line <b>could</b> go beyond December 2018.</p> <p><b>Mitigation:</b> MNR is actively working with NJ Transit to recover schedule delays for PTC design and delivery of equipment for installation by December 2018. MNR and NJT are having monthly Face-to-face meetings and weekly conference calls.</p>

### Legend

	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones.
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.



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## Appendix - LIRR PTC Photos



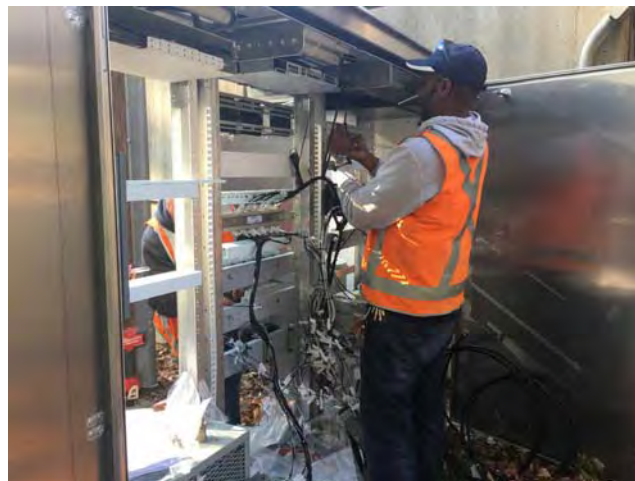
Isolator Plate Install in the Back-up Control Center (BCC)



PTC Office Cabinet Install in BCC



PTC Office Cabinet Final Install in BCC



C-Case Installation

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## Appendix - MNR PTC Photos



Radio Case



Pole and Antenna Installation

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## Appendix (as of 1/31/2017)

### LIRR Wayside Equipment Installation Tracking

#### LIRR Pilot 1 (Babylon to Patchogue)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	242	190	52	78.5%
Wayside Interface Unit Locations	17	17	0	100.0%
Communication Cases	7	2	5	28.6%
Poles / Antennas	7	7	0	100.0%

#### LIRR Pilot 2 (Port Washington to Harold)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	165	135	30	81.8%
Wayside Interface Unit Locations	8	8	0	100.0%
Communication Cases	8	4	4	50.0%
Poles / Antennas	8	8	0	100.0%

#### LIRR System Total

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	3067	1576	1491	51.4%
Wayside Interface Unit Locations	155	73	82	47.1%
Communication Cases	109	8	101	7.3%
Poles / Antennas	109	16	93	14.7%

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## Appendix (as of 1/31/2017)

### LIRR On-Board Equipment Installation Tracking

Car Type	Vehicles Total		LIRR Pilot 1 Location (Babylon to Patchogue)		LIRR Pilot 2 Location (Port Washington to Harold)	
	Planned	Actual	Planned	Actual	Planned	Actual
M7	418	77	NA	NA	4	4
DE / DM	45	0	4	0	NA	NA
C3	23	0	4	0	NA	NA
E15	19	0	6	0	NA	NA
NYAR	8	0	4	0	NA	NA
TC-82	1	0	NA	NA	NA	NA
M9	66	0	NA	NA	NA	NA
<b>Totals</b>	<b>580</b>	<b>77</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>4</b>

On-Board Partial Installation Tracking				
Train Type	Undercar Scanner Antenna	OBC / Completion	Roof Antenna	MCP
M7	95	68	89	72
DE / DM	2	2	2	0



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Appendix (as of 1/31/2017)

## MNR Wayside Equipment Installation Tracking

### MNR Pilot 1 (Bridgeport to New Haven)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	554	545	9	98.4%
Wayside Interface Unit Locations	10	10	0	100.0%
Communication Cases	10	0	10	0.0%
Poles / Antennas	10	8	2	80.0%

### MNR Pilot 2 (Tarrytown to Croton Harmon)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	208	208	0	100.0%
Wayside Interface Unit Locations	2	2	0	100.0%
Communication Cases	6	1	5	16.7%
Poles / Antennas	5	4	1	80.0%

### MNR System Total

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	2873	1527	1346	53.2%
Wayside Interface Unit Locations	104	24	80	23.1%
Communication Cases	104	1	103	1.0%
Poles / Antennas	104	12	92	11.5%

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Appendix (as of 1/31/2017)

## MNR On-Board Equipment Installation Tracking

Car Type	Vehicles Total		MNR Pilot 1 Location (Bridgeport to New Haven)		MNR Pilot 2 Location (Tarrytown to Croton Harmon)	
	Planned	Actual	Planned	Actual	Planned	Actual
M7	168	42	NA	NA	4	4
Cab Car C34/38	33	0	1	0	1	0
Cab Car C12/19/21	19	0	1	0	1	0
M3	69	0	NA	NA	4	0
BL20	12	0	2	0	1	0
BL14	2	0	0	0	0	0
P32	31	0	2	0	2	0
GP35	7	0	1	0	1	0
M8 Car	190	0	4	0	NA	NA
<b>Totals</b>	<b>531</b>	<b>42</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>4</b>

### On-Board Partial Installation Tracking

33 - Cab Car C34/38

29 Partials (OBC &amp; Undercar Antenna)

31 - P32

29 Partials (OBC &amp; Undercar Antenna)

12 - BL20

11 Partials (OBC &amp; Undercar Antenna)

7 - GP35

3 Partials (OBC &amp; Undercar Antenna)

190 - M8

190 Partials (OBC &amp; Undercar Antenna)



**Long Island Rail Road**

**INFORMATION**

**ITEMS**

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN 2017-2020  
2016 FINAL ESTIMATE AND 2017 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's 2016 Final Estimate, 2017 Adopted Budget and the Financial Plan for 2017-2020. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the December Plan, which were adopted by the Board in December 2016, as well as other technical adjustments.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

- Overhead rates have been revised based on updated expense information and adjusted for the MTA IT consolidation.
- Railroad Retirement Taxes maximum earning tier levels have been adjusted based on direction provided by the Railroad Retirement Board. This results in approximately \$3.0 million in additional fringe benefit costs per year.
- Railroad Unemployment Insurance rates have been adjusted based on direction provided by the Railroad Retirement Board. This results in approximately \$0.4 million in additional fringe benefit costs per year.
- An average 4% fare increase was approved at the January 2017 MTA Board meeting and will go into effect on March 19, 2017 which results in additional farebox revenue of \$20.8 million in 2017 and approximately \$26.4 million per year 2017-2020.
- Effective January 2017, non-core Agency procurement functions will be consolidated into a centralized organizational structure at MTA Headquarters (HQ). This consolidation is expected to yield contract savings and other efficiency savings. The Plan has captured some preliminary contract savings. The February Plan reflects a shift of 19 authorized positions in support of centralized operations from MTA LIRR to HQ. For the monthly reporting of expenses and positions, the Plan assumes an effective shift date of January 1, 2017. While the labor cost of these employees will be assumed by HQ, they are expected to be billed back and expensed within each Agencies' Professional Services.
- The impact from a New York State Public Service Commission ruling on Con Edison rates for the delivery of New York Power Authority supplied power to NYPA governmental customers resulting in a savings of \$0.8 million in 2017 increasing to \$1.6 million in 2018 and \$2.7 million each year thereafter.
- A revision in fuel price forecasts subsequent to the provision of November Plan instructions resulting in a savings of \$0.1 million in 2016 and an increase in expenses of \$0.3 million in 2017 with increases ranging between \$0.1 million and \$0.2 million during the period 2018 – 2020.

The attached also includes schedules detailing the monthly allocation of financial, overtime, headcount and utilization data based on the 2017 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2017 - 2020**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2016		2017		2018		2019		2020	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>	<b>6,148</b>	<b>(\$1,212.495)</b>	<b>6,254</b>	<b>(\$1,352.822)</b>	<b>6,570</b>	<b>(\$1,431.098)</b>	<b>6,615</b>	<b>(\$1,475.144)</b>	<b>6,787</b>	<b>(\$1,610.748)</b>
<b>Technical Adjustments:</b>										
Capital Overhead Rates				(\$10.788)		(\$8.466)		(\$7.777)		(\$7.725)
Railroad Retirement Taxes Maximum Earning Tier Changes				(3.006)		(2.870)		(2.891)		(2.997)
Railroad Unemployment Insurance Rate Changes				(0.348)		(0.351)		(0.350)		(0.357)
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>(\$14.142)</b>	<b>0</b>	<b>(\$11.687)</b>	<b>0</b>	<b>(\$11.019)</b>	<b>0</b>	<b>(\$11.080)</b>
<b>MTA Plan Adjustments:</b>										
2017 Fare/Toll Increase				\$20.790		\$26.352		\$26.421		\$26.473
MTA Re-estimates:										
Procurement Consolidation			19		19		19		19	
Con Edison Rate Case				0.801		1.674		2.652		2.652
Fuel Re-estimates		0.090		(0.303)		(0.214)		(0.073)		(0.158)
Social Media										
NYPA LED Lighting Initial Design										
Safety Department - "Don't Block the Box"										
IT Adjustments										
MTA Police Adjustments										
Gowanus HOV Maintenance										
Other:										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.090</b>	<b>19</b>	<b>\$21.288</b>	<b>19</b>	<b>\$27.812</b>	<b>19</b>	<b>\$29.000</b>	<b>19</b>	<b>\$28.967</b>
<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>	<b>6,148</b>	<b>(\$1,212.405)</b>	<b>6,235</b>	<b>(\$1,345.676)</b>	<b>6,551</b>	<b>(\$1,414.973)</b>	<b>6,596</b>	<b>(\$1,457.163)</b>	<b>6,768</b>	<b>(\$1,592.861)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2017 - 2020**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2016		2017		2018		2019		2020	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>	<b>1,118</b>	<b>\$0.000</b>	<b>1,215</b>	<b>\$0.000</b>	<b>935</b>	<b>\$0.000</b>	<b>889</b>	<b>\$0.000</b>	<b>865</b>	<b>\$0.000</b>
<b>Technical Adjustments:</b>										
Capital Overhead Rates				\$10.788		\$8.466		\$7.777		\$7.725
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$10.788</b>	<b>0</b>	<b>\$8.466</b>	<b>0</b>	<b>\$7.777</b>	<b>0</b>	<b>\$7.725</b>
<b>MTA Plan Adjustments:</b>										
2017 Fare/Toll Increase										
MTA Re-estimates:										
Procurement Consolidation										
Con Edison Rate Case										
Fuel Re-estimates										
Social Media										
NYPA LED Lighting Initial Design										
Safety Department - "Don't Block the Box"										
IT Adjustments										
MTA Police Adjustments										
Gowanus HOV Maintenance										
Other:										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
Revenue Offset		\$0.000		(\$10.788)		(\$8.466)		(\$7.777)		(\$7.725)
<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>	<b>1,118</b>	<b>\$0.000</b>	<b>1,215</b>	<b>\$10.788</b>	<b>935</b>	<b>\$8.466</b>	<b>889</b>	<b>\$7.777</b>	<b>865</b>	<b>\$7.725</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2017 - 2020**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2016		2017		2018		2019		2020	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>	<b>7,266</b>	<b>(\$616.349)</b>	<b>7,469</b>	<b>(\$759.780)</b>	<b>7,505</b>	<b>(\$837.341)</b>	<b>7,504</b>	<b>(\$874.260)</b>	<b>7,652</b>	<b>(\$1,018.531)</b>
<b>Technical Adjustments:</b>										
Capital Overhead Rates				(\$10.788)		(\$8.466)		(\$7.777)		(\$7.725)
Railroad Retirement Taxes Maximum Earning Tier Changes				(3.006)		(2.870)		(2.891)		(2.997)
Railroad Unemployment Insurance Rate Changes				(0.348)		(0.351)		(0.350)		(0.357)
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>(\$14.142)</b>	<b>0</b>	<b>(\$11.687)</b>	<b>0</b>	<b>(\$11.019)</b>	<b>0</b>	<b>(\$11.080)</b>
<b>MTA Plan Adjustments:</b>										
2017 Fare/Toll Increase				\$20.790		\$26.352		\$26.421		\$26.473
MTA Re-estimates:										
Procurement Consolidation			19		19		19		19	
Con Edison Rate Case				0.801		1.674		2.652		2.652
Fuel Re-estimates		0.090		(0.303)		(0.214)		(0.073)		(0.158)
Social Media										
NYPA LED Lighting Initial Design										
Safety Department - "Don't Block the Box"										
IT Adjustments										
MTA Police Adjustments										
Gowanus HOV Maintenance										
Other:										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.090</b>	<b>19</b>	<b>\$21.288</b>	<b>19</b>	<b>\$27.812</b>	<b>19</b>	<b>\$29.000</b>	<b>19</b>	<b>\$28.967</b>
<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>	<b>7,266</b>	<b>(\$616.259)</b>	<b>7,450</b>	<b>(\$752.634)</b>	<b>7,486</b>	<b>(\$821.216)</b>	<b>7,485</b>	<b>(\$856.279)</b>	<b>7,633</b>	<b>(\$1,000.644)</b>

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

<b>NON-REIMBURSABLE</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$711.894	\$735.889	\$743.579	\$745.505	\$746.970
Toll Revenue	-	-	-	-	-
Other Operating Revenue	57.004	57.681	56.706	57.540	58.384
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$768.898</b>	<b>\$793.570</b>	<b>\$800.285</b>	<b>\$803.045</b>	<b>\$805.354</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$510.224	\$529.911	\$567.184	\$584.257	\$620.198
Overtime	119.585	119.311	123.718	127.073	132.307
Health and Welfare	96.667	106.992	115.910	122.525	132.736
OPEB Current Payment	62.504	69.074	71.051	74.530	78.249
Pensions	140.400	140.835	152.503	161.322	163.601
Other Fringe Benefits	124.907	135.215	143.900	148.011	155.391
Reimbursable Overhead	(28.297)	(28.081)	(21.173)	(19.381)	(19.329)
<b>Total Labor Expenses</b>	<b>\$1,025.990</b>	<b>\$1,073.257</b>	<b>\$1,153.093</b>	<b>\$1,198.337</b>	<b>\$1,263.153</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$76.338	\$94.301	\$96.353	\$99.087	\$104.429
Fuel	14.025	17.396	17.967	18.565	20.206
Insurance	22.559	24.334	26.882	29.032	31.370
Claims	4.406	4.370	4.370	4.419	4.471
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	66.318	80.833	80.662	84.042	97.944
Professional Service Contracts	25.367	45.956	34.139	33.266	37.962
Materials & Supplies	139.099	179.708	174.424	162.639	212.917
Other Business Expenses	16.780	17.420	21.541	17.426	17.887
<b>Total Non-Labor Expenses</b>	<b>\$364.892</b>	<b>\$464.318</b>	<b>\$456.338</b>	<b>\$448.476</b>	<b>\$527.186</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,390.882</b>	<b>\$1,537.575</b>	<b>\$1,609.431</b>	<b>\$1,646.813</b>	<b>\$1,790.339</b>
Depreciation	\$335.945	\$339.290	\$342.667	\$346.078	\$349.523
OPEB Liability Adjustment	83.476	85.981	88.560	91.217	93.953
GASB 68 Pension Expense Adjustment	169.000	174.400	172.600	174.100	162.400
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,981.303</b>	<b>\$2,139.246</b>	<b>\$2,215.258</b>	<b>\$2,260.208</b>	<b>\$2,398.215</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,212.405)</b>	<b>(\$1,345.676)</b>	<b>(\$1,414.973)</b>	<b>(\$1,457.163)</b>	<b>(\$1,592.861)</b>
<b><u>Cash Conversion Adjustments</u></b>					
Depreciation	\$335.945	\$339.290	\$342.667	\$346.078	\$349.523
Operating/Capital	(15.671)	(28.966)	(16.747)	(13.168)	(13.999)
Other Cash Adjustment	275.872	282.718	267.836	267.973	256.693
<b>Total Cash Conversion Adjustments</b>	<b>\$596.146</b>	<b>\$593.042</b>	<b>\$593.756</b>	<b>\$600.883</b>	<b>\$592.217</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$616.259)</b>	<b>(\$752.634)</b>	<b>(\$821.217)</b>	<b>(\$856.280)</b>	<b>(\$1,000.644)</b>

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

<b>REIMBURSABLE</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	333.374	368.593	311.065	295.863	297.031
<b>Total Revenue</b>	<b>\$333.374</b>	<b>\$368.593</b>	<b>\$311.065</b>	<b>\$295.863</b>	<b>\$297.031</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$104.637	\$128.992	\$114.880	\$110.156	\$109.633
Overtime	34.178	30.372	20.811	19.728	20.122
Health and Welfare	23.318	26.892	23.250	22.069	21.996
OPEB Current Payment	-	-	-	-	-
Pensions	40.500	43.692	37.776	35.856	35.739
Other Fringe Benefits	24.138	27.499	23.776	22.567	22.493
Reimbursable Overhead	28.297	28.081	21.173	19.381	19.329
<b>Total Labor Expenses</b>	<b>\$255.068</b>	<b>\$285.528</b>	<b>\$241.666</b>	<b>\$229.757</b>	<b>\$229.312</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.965	\$0.125	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	7.401	8.998	7.702	7.454	7.582
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	24.392	15.144	12.375	12.336	12.351
Professional Service Contracts	1.397	0.711	0.652	0.656	0.669
Materials & Supplies *	43.339	57.714	48.348	45.354	46.812
Other Business Expenses	0.812	0.373	0.322	0.306	0.305
<b>Total Non-Labor Expenses</b>	<b>\$78.306</b>	<b>\$83.065</b>	<b>\$69.399</b>	<b>\$66.106</b>	<b>\$67.719</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$333.374</b>	<b>\$368.593</b>	<b>\$311.065</b>	<b>\$295.863</b>	<b>\$297.031</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$333.374</b>	<b>\$368.593</b>	<b>\$311.065</b>	<b>\$295.863</b>	<b>\$297.031</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Revenue</b>					
Farebox Revenue	\$711.894	\$735.889	\$743.579	\$745.505	\$746.970
Toll Revenue	-	-	-	-	-
Other Operating Revenue	57.004	57.681	56.706	57.540	58.384
Capital and Other Reimbursements	333.374	368.593	311.065	295.863	297.031
<b>Total Revenue</b>	<b>\$1,102.272</b>	<b>\$1,162.163</b>	<b>\$1,111.350</b>	<b>\$1,098.908</b>	<b>\$1,102.385</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$614.861	\$658.903	\$682.064	\$694.413	\$729.831
Overtime	153.763	149.683	144.529	146.801	152.429
Health and Welfare	119.985	133.884	139.160	144.594	154.732
OPEB Current Payment	62.504	69.074	71.051	74.530	78.249
Pensions	180.900	184.527	190.279	197.178	199.340
Other Fringe Benefits	149.045	162.714	167.676	170.578	177.884
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$1,281.058</b>	<b>\$1,358.785</b>	<b>\$1,394.759</b>	<b>\$1,428.094</b>	<b>\$1,492.465</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$77.303	\$94.426	\$96.353	\$99.087	\$104.429
Fuel	14.025	17.396	17.967	18.565	20.206
Insurance	29.960	33.332	34.584	36.486	38.952
Claims	4.406	4.370	4.370	4.419	4.471
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	90.710	95.977	93.037	96.378	110.295
Professional Service Contracts	26.764	46.667	34.791	33.922	38.631
Materials & Supplies	182.438	237.422	222.772	207.993	259.729
Other Business Expenses	17.592	17.793	21.863	17.732	18.192
<b>Total Non-Labor Expenses</b>	<b>\$443.198</b>	<b>\$547.383</b>	<b>\$525.737</b>	<b>\$514.582</b>	<b>\$594.905</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,724.256</b>	<b>\$1,906.168</b>	<b>\$1,920.496</b>	<b>\$1,942.676</b>	<b>\$2,087.370</b>
Depreciation	\$335.945	\$339.290	\$342.667	\$346.078	\$349.523
OPEB Liability Adjustment	83.476	85.981	88.560	91.217	93.953
GASB 68 Pension Expense Adjustment	169.000	174.400	172.600	174.100	162.400
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$2,314.677</b>	<b>\$2,507.839</b>	<b>\$2,526.323</b>	<b>\$2,556.071</b>	<b>\$2,695.246</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,212.405)</b>	<b>(\$1,345.676)</b>	<b>(\$1,414.973)</b>	<b>(\$1,457.163)</b>	<b>(\$1,592.861)</b>
<b><u>Cash Conversion Adjustments</u></b>					
Depreciation	\$335.945	\$339.290	\$342.667	\$346.078	\$349.523
Operating/Capital	(15.671)	(28.966)	(16.747)	(13.168)	(13.999)
Other Cash Adjustment	275.872	282.718	267.836	267.973	256.693
<b>Total Cash Conversion Adjustments</b>	<b>\$596.146</b>	<b>\$593.042</b>	<b>\$593.756</b>	<b>\$600.883</b>	<b>\$592.217</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$616.259)</b>	<b>(\$752.634)</b>	<b>(\$821.217)</b>	<b>(\$856.280)</b>	<b>(\$1,000.644)</b>

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

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Receipts</b>					
Farebox Revenue	\$732.847	\$755.889	\$763.579	\$765.505	\$766.970
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	47.904	42.620	41.190	41.553	41.914
Capital and Other Reimbursements	308.888	339.103	293.780	282.147	282.471
<b>Total Receipts</b>	<b>\$1,089.639</b>	<b>\$1,137.612</b>	<b>\$1,098.549</b>	<b>\$1,089.205</b>	<b>\$1,091.355</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$610.911	\$652.502	\$675.518	\$687.720	\$722.987
Overtime	154.417	149.683	144.529	146.801	152.429
Health and Welfare	107.590	133.884	139.160	144.594	154.732
OPEB Current Payment	58.259	69.074	71.051	74.530	78.249
Pensions	177.889	184.527	190.279	197.178	199.340
Other Fringe Benefits	148.297	161.714	166.676	169.578	176.884
GASB Account	-	-	0.395	1.091	1.835
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$1,257.363</b>	<b>\$1,351.384</b>	<b>\$1,387.608</b>	<b>\$1,421.492</b>	<b>\$1,486.456</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$77.913	\$94.426	\$96.353	\$99.087	\$104.429
Fuel	14.125	17.396	17.967	18.565	20.206
Insurance	27.694	32.029	34.885	36.060	39.275
Claims	2.636	1.747	1.747	1.748	1.748
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	101.781	92.271	93.037	96.378	110.295
Professional Service Contracts	23.971	42.055	29.948	28.837	33.292
Materials & Supplies	166.550	221.820	217.033	206.274	258.807
Other Business Expenses	13.865	17.118	21.188	17.044	17.491
<b>Total Non-Labor Expenses</b>	<b>\$428.535</b>	<b>\$518.862</b>	<b>\$512.158</b>	<b>\$503.993</b>	<b>\$585.543</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$20.000	\$20.000	\$20.000	\$20.000	\$20.000
<b>Total Other Expenditure Adjustments</b>	<b>\$20.000</b>	<b>\$20.000</b>	<b>\$20.000</b>	<b>\$20.000</b>	<b>\$20.000</b>
<b>Total Expenditures</b>	<b>\$1,705.898</b>	<b>\$1,890.246</b>	<b>\$1,919.766</b>	<b>\$1,945.485</b>	<b>\$2,091.999</b>
Cash Timing and Availability Adjustment	-	-	-	-	-
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$616.259)</b>	<b>(\$752.634)</b>	<b>(\$821.217)</b>	<b>(\$856.280)</b>	<b>(\$1,000.644)</b>

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

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Receipts</b>					
Farebox Revenue	\$20.953	\$20.000	\$20.000	\$20.000	\$20.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	(9.100)	(15.061)	(15.516)	(15.987)	(16.470)
Capital and Other Reimbursements	(24.486)	(29.490)	(17.285)	(13.716)	(14.560)
<b>Total Receipts</b>	<b>(\$12.633)</b>	<b>(\$24.551)</b>	<b>(\$12.801)</b>	<b>(\$9.703)</b>	<b>(\$11.030)</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$3.950	\$6.401	\$6.546	\$6.693	\$6.844
Overtime	(0.654)	-	-	-	-
Health and Welfare	12.395	-	-	-	-
OPEB Current Payment	4.245	-	-	-	-
Pensions	3.011	-	-	-	-
Other Fringe Benefits	0.748	1.000	1.000	1.000	1.000
GASB Account	-	-	(0.395)	(1.091)	(1.835)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$23.695</b>	<b>\$7.401</b>	<b>\$7.151</b>	<b>\$6.602</b>	<b>\$6.009</b>
<b><u>Non-Labor:</u></b>					
Electric Power	(\$0.610)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.100)	0.000	0.000	0.000	0.000
Insurance	2.266	1.303	(0.301)	0.426	(0.323)
Claims	1.770	2.623	2.623	2.671	2.723
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(11.071)	3.706	0.000	0.000	0.000
Professional Service Contracts	2.793	4.612	4.843	5.085	5.339
Materials & Supplies	15.888	15.602	5.739	1.719	0.922
Other Business Expenditures	3.727	0.675	0.675	0.688	0.701
<b>Total Non-Labor Expenses</b>	<b>\$14.663</b>	<b>\$28.521</b>	<b>\$13.579</b>	<b>\$10.589</b>	<b>\$9.362</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	(\$20.000)	(\$20.000)	(\$20.000)	(\$20.000)	(\$20.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$20.000)</b>	<b>(\$20.000)</b>	<b>(\$20.000)</b>	<b>(\$20.000)</b>	<b>(\$20.000)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$5.725</b>	<b>(\$8.629)</b>	<b>(\$12.071)</b>	<b>(\$12.512)</b>	<b>(\$15.659)</b>
Depreciation	\$335.945	\$339.290	\$342.667	\$346.078	\$349.523
OPEB Liability Adjustment	83.476	85.981	88.560	91.217	93.953
GASB 68 Pension Expense Adjustment	169.000	174.400	172.600	174.100	162.400
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Cash Conversion Adjustments</b>	<b>\$596.146</b>	<b>\$593.042</b>	<b>\$593.756</b>	<b>\$600.883</b>	<b>\$592.217</b>



**MTA Long Island Rail Road**  
**2017 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<u>Scheduled Service</u>	390,959	\$24.042	20.2%
<u>Unscheduled Service</u>	118,444	7.639	6.4%
<u>Programmatic/Routine Maintenance</u>	727,710	41.893	35.1%
<u>Unscheduled Maintenance</u>	5,800	0.340	0.3%
<u>Vacancy/Absentee Coverage</u>	599,317	35.207	29.5%
<u>Weather Emergencies</u>	154,999	8.717	7.3%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	27,614	1.474	1.2%
Subtotal	<b>2,024,844</b>	<b>\$119.311</b>	100.0%
<b>REIMBURSABLE OVERTIME</b>	544,800	\$30.372	
<b>TOTAL OVERTIME</b>	<b>2,569,644</b>	<b>\$149.683</b>	

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2017 - 2020**  
**Ridership/ (Utilization)**  
(in millions)

<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
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**RIDERSHIP**

Monthly	49.629	49.664	49.961	50.073	50.375
Weekly	1.904	1.915	1.921	1.926	1.930
<b>Total Commutation</b>	<b>51.533</b>	<b>51.579</b>	<b>51.882</b>	<b>51.999</b>	<b>52.305</b>
One-Way Full Fare	8.531	8.550	8.570	8.589	8.606
One-Way Off Peak	18.357	18.399	18.442	18.483	18.519
All Other	10.824	10.862	10.900	10.956	10.977
<b>Total Non Commutation</b>	<b>37.712</b>	<b>37.811</b>	<b>37.912</b>	<b>38.028</b>	<b>38.102</b>
<b>Total Ridership</b>	<b>89.245</b>	<b>89.390</b>	<b>89.794</b>	<b>90.027</b>	<b>90.407</b>

**FAREBOX REVENUE**

<b>Total Revenue</b>	<b>\$711.894</b>	<b>\$735.889</b>	<b>\$743.579</b>	<b>\$745.505</b>	<b>\$746.970</b>
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**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2017 - 2020**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Administration</b>					
Executive VP	2	2	2	2	2
Enterprise Asset Management	0	7	7	7	7
Sr Vice President - Engineering	13	2	2	2	2
Labor Relations	19	19	19	19	19
Procurement & Logistics (excl. Stores)	86	70	70	67	66
Human Resources	33	33	39	49	52
Sr VP Administration	2	2	2	2	2
Strategic Investments	25	17	17	17	17
President	4	4	4	4	4
VP & CFO	4	4	4	4	4
Information Technology	0	0	0	0	0
Controller	43	43	43	44	44
Management and Budget	21	21	21	21	21
BPM, Controls, & Compliance	7	7	7	7	7
Market Dev. & Public Affairs	71	71	71	71	71
Gen. Counsel & Secretary	33	33	33	33	33
Diversity Management	3	3	3	3	3
Security	14	14	14	14	14
System Safety	36	36	36	36	36
Training	65	67	67	66	73
Service Planning	23	25	27	27	27
Rolling Stock Programs	11	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2
<b>Total Administration</b>	<b>517</b>	<b>499</b>	<b>507</b>	<b>514</b>	<b>523</b>
<b>Operations</b>					
Train Operations	2,173	2,214	2,306	2,332	2,484
Customer Service	299	303	303	303	303
<b>Total Operations</b>	<b>2,472</b>	<b>2,517</b>	<b>2,609</b>	<b>2,635</b>	<b>2,787</b>
<b>Maintenance</b>					
Engineering	1,902	1,993	1,948	1,963	1,960
Equipment	2,079	2,132	2,113	2,070	2,065
Procurement (Stores)	94	96	96	94	94
<b>Total Maintenance</b>	<b>4,075</b>	<b>4,221</b>	<b>4,157</b>	<b>4,127</b>	<b>4,119</b>
<b>Engineering/Capital</b>					
Department of Project Management	156	156	156	155	154
Special Projects/East Side Access	46	46	46	45	45
Positive Train Control	0	11	11	9	5
<b>Total Engineering/Capital</b>	<b>202</b>	<b>213</b>	<b>213</b>	<b>209</b>	<b>204</b>
<b>Total Positions</b>	<b>7,266</b>	<b>7,450</b>	<b>7,486</b>	<b>7,485</b>	<b>7,633</b>
Non-Reimbursable	6,148	6,235	6,551	6,596	6,768
Reimbursable	1,118	1,215	935	889	865
Total Full-Time	7,266	7,450	7,486	7,485	7,633
Total Full-Time Equivalents	-	-	-	-	-

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

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Administration</b>					
Managers/Supervisors	262	254	255	253	253
Professional, Technical, Clerical	151	139	146	157	166
Operational Hourlies	104	106	106	104	104
<b>Total Administration</b>	<b>517</b>	<b>499</b>	<b>507</b>	<b>514</b>	<b>523</b>
<b>Operations</b>					
Managers/Supervisors	293	296	290	285	302
Professional, Technical, Clerical	96	96	96	96	96
Operational Hourlies	2,083	2,125	2,223	2,254	2,389
<b>Total Operations</b>	<b>2,472</b>	<b>2,517</b>	<b>2,609</b>	<b>2,635</b>	<b>2,787</b>
<b>Maintenance</b>					
Managers/Supervisors	750	782	753	752	749
Professional, Technical, Clerical	255	267	283	276	274
Operational Hourlies	3,070	3,172	3,121	3,099	3,096
<b>Total Maintenance</b>	<b>4,075</b>	<b>4,221</b>	<b>4,157</b>	<b>4,127</b>	<b>4,119</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	136	145	145	142	137
Professional, Technical, Clerical	66	68	68	67	67
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>202</b>	<b>213</b>	<b>213</b>	<b>209</b>	<b>204</b>
<b>Public Safety</b>					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>					
Managers/Supervisors	1,441	1,477	1,443	1,432	1,441
Professional, Technical, Clerical	568	570	593	596	603
Operational Hourlies	5,257	5,403	5,450	5,457	5,589
<b>Total Positions</b>	<b>7,266</b>	<b>7,450</b>	<b>7,486</b>	<b>7,485</b>	<b>7,633</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$54.652	\$52.842	\$58.439	\$59.712	\$62.478	\$64.543	\$66.582	\$65.607	\$62.998	\$62.711	\$61.429	\$63.896	\$735.889
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.601	3.611	6.396	3.838	7.433	5.750	3.801	4.090	5.428	3.798	4.033	5.902	57.681
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$58.253</b>	<b>\$56.453</b>	<b>\$64.835</b>	<b>\$63.550</b>	<b>\$69.911</b>	<b>\$70.293</b>	<b>\$70.383</b>	<b>\$69.697</b>	<b>\$68.426</b>	<b>\$66.509</b>	<b>\$65.462</b>	<b>\$69.798</b>	<b>\$793.570</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$44.467	\$41.361	\$48.137	\$41.285	\$41.960	\$44.936	\$44.761	\$42.844	\$44.347	\$41.385	\$46.178	\$48.250	\$529.911
Overtime	11.360	12.216	8.362	8.373	9.659	8.690	10.058	10.274	9.426	9.714	10.073	11.106	119.311
Health and Welfare	9.166	9.451	9.154	9.061	8.388	9.016	9.008	8.451	9.038	8.386	9.023	8.850	106.992
OPEB Current Payment	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.758	69.074
Pensions	12.196	12.536	12.002	11.828	11.034	11.740	11.734	11.105	11.816	11.129	11.898	11.817	140.835
Other Fringe Benefits	13.203	12.563	12.245	11.744	13.367	12.116	12.334	12.736	10.824	9.335	7.841	6.907	135.215
Reimbursable Overhead	(2.427)	(1.943)	(1.747)	(2.361)	(2.847)	(2.335)	(2.338)	(2.776)	(2.218)	(2.957)	(1.819)	(2.313)	(28.081)
<b>Total Labor Expenses</b>	<b>\$93.721</b>	<b>\$91.940</b>	<b>\$93.909</b>	<b>\$85.686</b>	<b>\$87.317</b>	<b>\$89.919</b>	<b>\$91.313</b>	<b>\$88.390</b>	<b>\$88.989</b>	<b>\$82.748</b>	<b>\$88.950</b>	<b>\$90.375</b>	<b>\$1,073.257</b>
<b>Non-Labor:</b>													
Electric Power	\$6.961	\$7.698	\$7.567	\$7.597	\$7.024	\$8.704	\$9.147	\$8.488	\$8.697	\$7.843	\$6.783	\$7.792	\$94.301
Fuel	1.460	1.479	1.542	1.405	1.442	1.432	1.464	1.448	1.416	1.423	1.409	1.476	17.396
Insurance	2.028	2.028	2.028	2.028	2.028	2.028	2.028	2.028	2.028	2.028	2.028	2.026	24.334
Claims	0.364	0.364	0.364	0.364	0.364	0.364	0.364	0.364	0.364	0.364	0.364	0.366	4.370
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.329	6.274	6.284	6.338	6.172	6.411	6.365	6.154	6.308	7.665	8.057	8.476	80.833
Professional Service Contracts	2.212	2.693	2.933	2.985	2.212	3.039	6.032	3.131	3.936	4.298	3.323	9.162	45.956
Materials & Supplies	13.731	13.716	13.709	16.903	14.240	15.587	14.442	15.588	14.352	14.249	15.028	18.163	179.708
Other Business Expenses	1.365	1.319	1.418	1.388	1.436	1.553	1.487	1.454	1.470	1.447	1.442	1.641	17.420
<b>Total Non-Labor Expenses</b>	<b>\$34.450</b>	<b>\$35.571</b>	<b>\$35.845</b>	<b>\$39.008</b>	<b>\$34.918</b>	<b>\$39.118</b>	<b>\$41.329</b>	<b>\$38.655</b>	<b>\$38.571</b>	<b>\$39.317</b>	<b>\$38.434</b>	<b>\$49.102</b>	<b>\$464.318</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$128.171</b>	<b>\$127.511</b>	<b>\$129.754</b>	<b>\$124.694</b>	<b>\$122.235</b>	<b>\$129.037</b>	<b>\$132.642</b>	<b>\$127.045</b>	<b>\$127.560</b>	<b>\$122.065</b>	<b>\$127.384</b>	<b>\$139.477</b>	<b>\$1,537.575</b>
Depreciation	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.276	\$339.290
OPEB Liability Adjustment	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.166	85.981
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-	-	-	-	-	174.400	174.400
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
<b>Total Expenses</b>	<b>\$163.777</b>	<b>\$163.117</b>	<b>\$165.360</b>	<b>\$160.300</b>	<b>\$157.841</b>	<b>\$164.643</b>	<b>\$168.248</b>	<b>\$162.651</b>	<b>\$163.166</b>	<b>\$157.671</b>	<b>\$162.990</b>	<b>\$349.482</b>	<b>\$2,139.246</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$105.524)</b>	<b>(\$106.664)</b>	<b>(\$100.525)</b>	<b>(\$96.750)</b>	<b>(\$87.930)</b>	<b>(\$94.350)</b>	<b>(\$97.865)</b>	<b>(\$92.954)</b>	<b>(\$94.740)</b>	<b>(\$91.162)</b>	<b>(\$97.528)</b>	<b>(\$279.684)</b>	<b>(\$1,345.676)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.276	\$339.290
Operating Capital	(0.037)	(0.037)	(0.037)	(0.724)	(1.229)	(1.855)	(1.787)	(4.909)	(2.757)	(2.114)	(5.400)	(8.080)	(28.966)
Other Cash Adjustments	3.909	8.825	(9.464)	(6.483)	4.536	(5.345)	9.935	14.878	11.106	21.411	22.583	206.827	282.718
<b>Total Cash Conversion Adjustments</b>	<b>\$32.146</b>	<b>\$37.062</b>	<b>\$18.773</b>	<b>\$21.067</b>	<b>\$31.581</b>	<b>\$21.074</b>	<b>\$36.422</b>	<b>\$38.243</b>	<b>\$36.623</b>	<b>\$47.571</b>	<b>\$45.457</b>	<b>\$227.023</b>	<b>\$593.042</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$73.378)</b>	<b>(\$69.602)</b>	<b>(\$81.752)</b>	<b>(\$75.683)</b>	<b>(\$56.349)</b>	<b>(\$73.276)</b>	<b>(\$61.443)</b>	<b>(\$54.711)</b>	<b>(\$58.117)</b>	<b>(\$43.591)</b>	<b>(\$52.071)</b>	<b>(\$52.661)</b>	<b>(\$752.634)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	24.747	22.239	26.651	29.048	34.805	30.590	30.387	37.781	30.646	35.002	32.046	34.651	368.593
Total Revenue	\$24.747	\$22.239	\$26.651	\$29.048	\$34.805	\$30.590	\$30.387	\$37.781	\$30.646	\$35.002	\$32.046	\$34.651	\$368.593
Expenses													
Labor:													
Payroll	\$9.683	\$8.524	\$9.873	\$10.341	\$12.889	\$10.481	\$10.496	\$12.661	\$10.326	\$12.757	\$10.255	\$10.706	\$128.992
Overtime	1.766	1.752	2.524	2.720	2.965	2.960	2.962	2.915	2.787	2.697	2.501	1.823	30.372
Health and Welfare	1.958	1.749	2.077	2.185	2.673	2.239	2.243	2.630	2.192	2.615	2.141	2.190	26.892
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	3.181	2.842	3.375	3.550	4.343	3.638	3.644	4.273	3.561	4.248	3.479	3.558	43.692
Other Fringe Benefits	2.002	1.788	2.124	2.234	2.733	2.289	2.293	2.689	2.241	2.674	2.189	2.243	27.499
Reimbursable Overhead	2.427	1.943	1.747	2.361	2.847	2.335	2.338	2.776	2.218	2.957	1.819	2.313	28.081
Total Labor Expenses	\$21.017	\$18.598	\$21.720	\$23.391	\$28.450	\$23.942	\$23.976	\$27.944	\$23.325	\$27.948	\$22.384	\$22.833	\$285.528
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.031	\$0.000	\$0.000	\$0.031	\$0.000	\$0.000	\$0.031	\$0.000	\$0.000	\$0.032	\$0.125
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.593	0.506	0.705	0.754	0.924	0.770	0.777	0.895	0.752	0.899	0.735	0.688	8.998
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.035	0.996	1.098	1.554	1.284	1.853	1.232	1.272	1.207	1.273	1.183	1.157	15.144
Professional Service Contracts	0.046	0.047	0.059	0.060	0.059	0.117	0.056	0.058	0.055	0.058	0.052	0.044	0.711
Materials & Supplies	2.029	2.068	3.009	3.259	4.051	3.846	4.315	7.576	5.246	4.788	7.662	9.865	57.714
Other Business Expenses	0.027	0.024	0.029	0.030	0.037	0.031	0.031	0.036	0.030	0.036	0.030	0.032	0.373
Total Non-Labor Expenses	\$3.730	\$3.641	\$4.931	\$5.657	\$6.355	\$6.648	\$6.411	\$9.837	\$7.321	\$7.054	\$9.662	\$11.818	\$83.065
Other Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$24.747	\$22.239	\$26.651	\$29.048	\$34.805	\$30.590	\$30.387	\$37.781	\$30.646	\$35.002	\$32.046	\$34.651	\$368.593
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$24.747	\$22.239	\$26.651	\$29.048	\$34.805	\$30.590	\$30.387	\$37.781	\$30.646	\$35.002	\$32.046	\$34.651	\$368.593
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Revenue</b>													
Farebox Revenue	\$54.652	\$52.842	\$58.439	\$59.712	\$62.478	\$64.543	\$66.582	\$65.607	\$62.998	\$62.711	\$61.429	\$63.896	\$735.889
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.601	3.611	6.396	3.838	7.433	5.750	3.801	4.090	5.428	3.798	4.033	5.902	57.681
Capital and Other Reimbursements	24.747	22.239	26.651	29.048	34.805	30.590	30.387	37.781	30.646	35.002	32.046	34.651	368.593
<b>Total Revenue</b>	<b>\$83.000</b>	<b>\$78.692</b>	<b>\$91.486</b>	<b>\$92.598</b>	<b>\$104.716</b>	<b>\$100.883</b>	<b>\$100.770</b>	<b>\$107.478</b>	<b>\$99.072</b>	<b>\$101.511</b>	<b>\$97.508</b>	<b>\$104.449</b>	<b>\$1,162.163</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$54.150	\$49.885	\$58.010	\$51.626	\$54.849	\$55.417	\$55.257	\$55.505	\$54.673	\$54.142	\$56.433	\$58.956	\$658.903
Overtime	13.126	13.968	10.886	11.093	12.624	11.650	13.020	13.189	12.213	12.411	12.574	12.929	149.683
Health and Welfare	11.124	11.200	11.231	11.246	11.061	11.255	11.251	11.081	11.230	11.001	11.164	11.040	133.884
OPEB Current Payment	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.758	69.074
Pensions	15.377	15.378	15.377	15.378	15.377	15.378	15.378	15.378	15.377	15.377	15.377	15.375	184.527
Other Fringe Benefits	15.205	14.351	14.369	13.978	16.100	14.405	14.627	15.425	13.065	12.009	10.030	9.150	162.714
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$114.738</b>	<b>\$110.538</b>	<b>\$115.629</b>	<b>\$109.077</b>	<b>\$115.767</b>	<b>\$113.861</b>	<b>\$115.289</b>	<b>\$116.334</b>	<b>\$112.314</b>	<b>\$110.696</b>	<b>\$111.334</b>	<b>\$113.208</b>	<b>\$1,358.785</b>
<b>Non-Labor:</b>													
Electric Power	\$6.961	\$7.698	\$7.598	\$7.597	\$7.024	\$8.735	\$9.147	\$8.488	\$8.728	\$7.843	\$6.783	\$7.824	\$94.426
Fuel	1.460	1.479	1.542	1.405	1.442	1.432	1.464	1.448	1.416	1.423	1.409	1.476	17.396
Insurance	2.621	2.534	2.733	2.782	2.952	2.798	2.805	2.923	2.780	2.927	2.763	2.714	33.332
Claims	0.364	0.364	0.364	0.364	0.364	0.364	0.364	0.364	0.364	0.364	0.364	0.366	4.370
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	7.364	7.270	7.382	7.892	7.456	8.264	7.597	7.426	7.515	8.938	9.240	9.633	95.977
Professional Service Contracts	2.258	2.740	2.992	3.045	2.271	3.156	6.088	3.189	3.991	4.356	3.375	9.206	46.667
Materials & Supplies	15.760	15.784	16.718	20.162	18.291	19.433	18.757	23.164	19.598	19.037	22.690	28.028	237.422
Other Business Expenses	1.392	1.343	1.447	1.418	1.473	1.584	1.518	1.490	1.500	1.483	1.472	1.673	17.793
<b>Total Non-Labor Expenses</b>	<b>\$38.180</b>	<b>\$39.212</b>	<b>\$40.776</b>	<b>\$44.665</b>	<b>\$41.273</b>	<b>\$45.766</b>	<b>\$47.740</b>	<b>\$48.492</b>	<b>\$45.892</b>	<b>\$46.371</b>	<b>\$48.096</b>	<b>\$60.920</b>	<b>\$547.383</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$152.918</b>	<b>\$149.750</b>	<b>\$156.405</b>	<b>\$153.742</b>	<b>\$157.040</b>	<b>\$159.627</b>	<b>\$163.029</b>	<b>\$164.826</b>	<b>\$158.206</b>	<b>\$157.067</b>	<b>\$159.430</b>	<b>\$174.128</b>	<b>\$1,906.168</b>
Depreciation	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.276	\$339.290
OPEB Liability Adjustment	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.166	85.981
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-	-	-	-	-	174.400	174.400
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
<b>Total Expenses</b>	<b>\$188.524</b>	<b>\$185.356</b>	<b>\$192.011</b>	<b>\$189.348</b>	<b>\$192.646</b>	<b>\$195.233</b>	<b>\$198.635</b>	<b>\$200.432</b>	<b>\$193.812</b>	<b>\$192.673</b>	<b>\$195.036</b>	<b>\$384.133</b>	<b>\$2,507.839</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$105.524)</b>	<b>(\$106.664)</b>	<b>(\$100.525)</b>	<b>(\$96.750)</b>	<b>(\$87.930)</b>	<b>(\$94.350)</b>	<b>(\$97.865)</b>	<b>(\$92.954)</b>	<b>(\$94.740)</b>	<b>(\$91.162)</b>	<b>(\$97.528)</b>	<b>(\$279.684)</b>	<b>(\$1,345.676)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.276	\$339.290
Operating Capital	(0.037)	(0.037)	(0.037)	(0.724)	(1.229)	(1.855)	(1.787)	(4.909)	(2.757)	(2.114)	(5.400)	(8.080)	(28.966)
Other Cash Adjustments	3.909	8.825	(9.464)	(6.483)	4.536	(5.345)	9.935	14.878	11.106	21.411	22.583	206.827	282.718
<b>Total Cash Conversion Adjustments</b>	<b>\$32.146</b>	<b>\$37.062</b>	<b>\$18.773</b>	<b>\$21.067</b>	<b>\$31.581</b>	<b>\$21.074</b>	<b>\$36.422</b>	<b>\$38.243</b>	<b>\$36.623</b>	<b>\$47.571</b>	<b>\$45.457</b>	<b>\$227.023</b>	<b>\$593.042</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$73.378)</b>	<b>(\$69.602)</b>	<b>(\$81.752)</b>	<b>(\$75.683)</b>	<b>(\$56.349)</b>	<b>(\$73.276)</b>	<b>(\$61.443)</b>	<b>(\$54.711)</b>	<b>(\$58.117)</b>	<b>(\$43.591)</b>	<b>(\$52.071)</b>	<b>(\$52.661)</b>	<b>(\$752.634)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Receipts</b>													
Farebox Revenue	\$56.319	\$54.509	\$60.106	\$61.379	\$64.145	\$66.210	\$68.249	\$67.274	\$64.665	\$64.378	\$63.096	\$65.559	\$755.889
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.346	2.352	5.137	2.579	6.185	4.491	2.543	2.843	4.170	2.550	2.775	4.649	42.620
Capital and Other Reimbursements	22.037	25.846	21.723	16.051	20.087	27.844	28.634	31.007	31.373	39.338	36.344	38.819	339.103
<b>Total Receipts</b>	<b>\$80.702</b>	<b>\$82.707</b>	<b>\$86.966</b>	<b>\$80.009</b>	<b>\$90.417</b>	<b>\$98.545</b>	<b>\$99.426</b>	<b>\$101.124</b>	<b>\$100.208</b>	<b>\$106.266</b>	<b>\$102.215</b>	<b>\$109.027</b>	<b>\$1,137.612</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$48.813	\$49.422	\$61.068	\$49.466	\$50.456	\$60.607	\$50.702	\$58.112	\$54.452	\$50.737	\$58.719	\$59.948	\$652.502
Overtime	11.974	13.969	13.764	11.093	9.886	14.361	13.019	12.523	12.984	9.532	14.672	11.906	149.683
Health and Welfare	11.124	11.200	11.231	11.246	11.061	11.255	11.251	11.081	11.230	11.001	11.164	11.040	133.884
OPEB Current Payment	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.756	5.758	69.074
Pensions	15.377	15.378	15.377	15.378	15.377	15.378	15.377	15.377	15.377	15.377	15.377	15.377	184.527
Other Fringe Benefits	14.367	14.020	16.898	14.392	13.173	16.902	15.412	12.295	15.305	10.552	9.700	8.698	161.714
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$107.411</b>	<b>\$109.745</b>	<b>\$124.094</b>	<b>\$107.331</b>	<b>\$105.709</b>	<b>\$124.259</b>	<b>\$111.517</b>	<b>\$115.144</b>	<b>\$115.104</b>	<b>\$102.955</b>	<b>\$115.388</b>	<b>\$112.727</b>	<b>\$1,351.384</b>
<b>Non-Labor:</b>													
Electric Power	\$6.961	\$7.698	\$7.598	\$7.597	\$7.024	\$8.735	\$9.147	\$8.488	\$8.728	\$7.843	\$6.783	\$7.824	\$94.426
Fuel	1.460	1.479	1.542	1.405	1.442	1.432	1.464	1.448	1.416	1.423	1.409	1.476	17.396
Insurance	10.495	0.000	0.008	4.708	0.038	4.254	4.679	0.075	2.253	4.645	0.000	0.874	32.029
Claims	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.141	1.747
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	7.364	7.270	7.382	7.891	7.456	8.265	7.597	7.427	7.515	8.938	9.240	5.926	92.271
Professional Service Contracts	2.740	1.922	2.174	3.527	1.453	2.338	6.570	2.371	3.173	4.838	2.557	8.392	42.055
Materials & Supplies	14.499	21.095	22.715	20.057	20.413	19.196	16.619	17.634	16.878	15.974	15.680	21.060	221.820
Other Business Expenditures	1.337	1.287	1.392	1.363	1.418	1.529	1.463	1.435	1.445	1.428	1.416	1.605	17.118
<b>Total Non-Labor Expenditures</b>	<b>\$45.002</b>	<b>\$40.897</b>	<b>\$42.957</b>	<b>\$46.694</b>	<b>\$39.390</b>	<b>\$45.895</b>	<b>\$47.685</b>	<b>\$39.024</b>	<b>\$41.554</b>	<b>\$45.235</b>	<b>\$37.231</b>	<b>\$47.298</b>	<b>\$518.862</b>
<b>Other Adjustments:</b>													
Other	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.663	\$20.000
<b>Total Other Expenditure Adjustments</b>	<b>\$1.667</b>	<b>\$1.667</b>	<b>\$1.667</b>	<b>\$1.667</b>	<b>\$1.667</b>	<b>\$1.667</b>	<b>\$1.667</b>	<b>\$1.667</b>	<b>\$1.667</b>	<b>\$1.667</b>	<b>\$1.667</b>	<b>\$1.663</b>	<b>\$20.000</b>
<b>Total Expenditures</b>	<b>\$154.080</b>	<b>\$152.309</b>	<b>\$168.718</b>	<b>\$155.692</b>	<b>\$146.766</b>	<b>\$171.821</b>	<b>\$160.869</b>	<b>\$155.835</b>	<b>\$158.325</b>	<b>\$149.857</b>	<b>\$154.286</b>	<b>\$161.688</b>	<b>\$1,890.246</b>
Cash Timing and Availability Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$73.378)</b>	<b>(\$69.602)</b>	<b>(\$81.752)</b>	<b>(\$75.683)</b>	<b>(\$56.349)</b>	<b>(\$73.276)</b>	<b>(\$61.443)</b>	<b>(\$54.711)</b>	<b>(\$58.117)</b>	<b>(\$43.591)</b>	<b>(\$52.071)</b>	<b>(\$52.661)</b>	<b>(\$752.634)</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.667	\$1.663	\$20.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	(1.255)	(1.259)	(1.259)	(1.259)	(1.248)	(1.259)	(1.258)	(1.247)	(1.258)	(1.248)	(1.258)	(1.253)	(15.061)
Capital and Other Reimbursements	(2.710)	3.607	(4.928)	(12.997)	(14.718)	(2.746)	(1.753)	(6.774)	0.727	4.336	4.298	4.168	(29.490)
<b>Total Receipts</b>	<b>(\$2.298)</b>	<b>\$4.015</b>	<b>(\$4.520)</b>	<b>(\$12.589)</b>	<b>(\$14.299)</b>	<b>(\$2.338)</b>	<b>(\$1.344)</b>	<b>(\$6.354)</b>	<b>\$1.136</b>	<b>\$4.755</b>	<b>\$4.707</b>	<b>\$4.578</b>	<b>(\$24.551)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$5.337	\$0.463	(\$3.058)	\$2.160	\$4.393	(\$5.190)	\$4.555	(\$2.607)	\$0.221	\$3.405	(\$2.286)	(\$0.992)	\$6.401
Overtime	1.152	(0.001)	(2.878)	0.000	2.738	(2.711)	0.001	0.666	(0.771)	2.879	(2.098)	1.023	0.000
Health and Welfare	-	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	-	-	-	-	-	-	0.001	0.001	-	-	-	(0.002)	-
Other Fringe Benefits	0.838	0.331	(2.529)	(0.414)	2.927	(2.497)	(0.785)	3.130	(2.240)	1.457	0.330	0.452	1.000
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$7.327</b>	<b>\$0.793</b>	<b>(\$8.465)</b>	<b>\$1.746</b>	<b>\$10.058</b>	<b>(\$10.398)</b>	<b>\$3.772</b>	<b>\$1.190</b>	<b>(\$2.790)</b>	<b>\$7.741</b>	<b>(\$4.054)</b>	<b>\$0.481</b>	<b>\$7.401</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	(7.874)	2.534	2.725	(1.926)	2.914	(1.456)	(1.874)	2.848	0.527	(1.718)	2.763	1.840	1.303
Claims	0.218	0.218	0.218	0.218	0.218	0.218	0.218	0.218	0.218	0.218	0.218	0.225	2.623
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.001	0.000	(0.001)	0.000	(0.001)	0.000	0.000	0.000	3.707	3.706
Professional Service Contracts	(0.482)	0.818	0.818	(0.482)	0.818	0.818	(0.482)	0.818	0.818	(0.482)	0.818	0.814	4.612
Materials & Supplies	1.261	(5.311)	(5.997)	0.105	(2.122)	0.237	2.138	5.530	2.720	3.063	7.010	6.968	15.602
Other Business Expenditures	0.055	0.056	0.055	0.055	0.055	0.055	0.055	0.055	0.055	0.055	0.056	0.068	0.675
<b>Total Non-Labor Expenditures</b>	<b>(\$6.822)</b>	<b>(\$1.685)</b>	<b>(\$2.181)</b>	<b>(\$2.029)</b>	<b>\$1.883</b>	<b>(\$0.129)</b>	<b>\$0.055</b>	<b>\$9.468</b>	<b>\$4.338</b>	<b>\$1.136</b>	<b>\$10.865</b>	<b>\$13.622</b>	<b>\$28.521</b>
<b>Other Adjustments:</b>													
Other	(\$1.667)	(\$1.667)	(\$1.667)	(\$1.667)	(\$1.667)	(\$1.667)	(\$1.667)	(\$1.667)	(\$1.667)	(\$1.667)	(\$1.667)	(\$1.663)	(\$20.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$1.667)</b>	<b>(\$1.667)</b>	<b>(\$1.667)</b>	<b>(\$1.667)</b>	<b>(\$1.667)</b>	<b>(\$1.667)</b>	<b>(\$1.667)</b>	<b>(\$1.667)</b>	<b>(\$1.667)</b>	<b>(\$1.667)</b>	<b>(\$1.667)</b>	<b>(\$1.663)</b>	<b>(\$20.000)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$3.460)</b>	<b>\$1.456</b>	<b>(\$16.833)</b>	<b>(\$14.539)</b>	<b>(\$4.025)</b>	<b>(\$14.532)</b>	<b>\$0.816</b>	<b>\$2.637</b>	<b>\$1.017</b>	<b>\$11.965</b>	<b>\$9.851</b>	<b>\$17.018</b>	<b>(\$8.629)</b>
Depreciation	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.274	\$28.276	\$339.290
OPEB Liability Adjustment	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.165	7.166	85.981
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-	-	-	-	-	174.400	174.400
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
<b>Total Cash Conversion Adjustments</b>	<b>\$32.146</b>	<b>\$37.062</b>	<b>\$18.773</b>	<b>\$21.067</b>	<b>\$31.581</b>	<b>\$21.074</b>	<b>\$36.422</b>	<b>\$38.243</b>	<b>\$36.623</b>	<b>\$47.571</b>	<b>\$45.457</b>	<b>\$227.023</b>	<b>\$593.042</b>

MTA LONG ISLAND RAIL ROAD  
February Financial Plan - 2017 Adopted Budget  
Overtime - Non-Reimbursable/Reimbursable Basis  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$2.843	\$2.431	\$0.999	\$1.976	\$2.121	\$0.998	\$2.008	\$1.242	\$1.880	\$2.255	\$3.083	\$2.207	\$24.042
<u>Unscheduled Service</u>	0.615	0.572	0.611	0.601	0.732	0.602	0.580	0.729	0.590	0.735	0.571	0.700	7.639
<u>Programmatic/Routine Maintenance</u>	2.827	2.811	3.524	3.203	3.833	3.580	3.366	3.875	3.550	4.137	3.405	3.782	41.893
<u>Unscheduled Maintenance</u>	0.018	0.011	0.082	0.012	0.035	0.018	0.041	0.018	0.076	0.012	0.006	0.012	0.340
<u>Vacancy/Absentee Coverage</u>	2.292	2.427	2.078	2.377	2.757	3.311	3.881	4.207	3.126	2.336	2.742	3.673	35.207
<u>Weather Emergencies</u>	2.642	3.842	0.945	0.081	0.059	0.059	0.059	0.082	0.081	0.117	0.144	0.605	8.717
<u>Safety/Security/Law Enforcement</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other</u>	0.123	0.122	0.122	0.123	0.122	0.122	0.123	0.123	0.123	0.123	0.122	0.125	1.474
<b>Sub-Total</b>	<b>\$11.361</b>	<b>\$12.216</b>	<b>\$8.362</b>	<b>\$8.374</b>	<b>\$9.659</b>	<b>\$8.690</b>	<b>\$10.058</b>	<b>\$10.274</b>	<b>\$9.426</b>	<b>\$9.714</b>	<b>\$10.073</b>	<b>\$11.104</b>	<b>\$119.311</b>
<b>REIMBURSABLE OVERTIME</b>	\$1.766	\$1.753	\$2.524	\$2.720	\$2.965	\$2.960	\$2.962	\$2.916	\$2.787	\$2.697	\$2.501	\$1.822	\$30.372
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$13.127</b>	<b>\$13.969</b>	<b>\$10.885</b>	<b>\$11.093</b>	<b>\$12.624</b>	<b>\$11.649</b>	<b>\$13.020</b>	<b>\$13.190</b>	<b>\$12.213</b>	<b>\$12.411</b>	<b>\$12.574</b>	<b>\$12.926</b>	<b>\$149.683</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Ridership/Utilization**  
**(in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Monthly	3.936	3.746	4.559	4.011	4.342	4.381	3.879	4.133	4.041	4.544	4.126	3.968	<b>49.664</b>
Weekly	0.136	0.137	0.157	0.150	0.140	0.176	0.193	0.232	0.159	0.157	0.125	0.155	<b>1.915</b>
<b>Total Commutation</b>	<b>4.072</b>	<b>3.882</b>	<b>4.716</b>	<b>4.161</b>	<b>4.482</b>	<b>4.557</b>	<b>4.072</b>	<b>4.365</b>	<b>4.200</b>	<b>4.700</b>	<b>4.251</b>	<b>4.123</b>	<b>51.579</b>
One-Way Full Fare	0.615	0.580	0.672	0.684	0.749	0.760	0.818	0.817	0.731	0.757	0.662	0.707	<b>8.550</b>
One-Way Off-Peak	1.336	1.172	1.436	1.419	1.566	1.618	1.746	1.795	1.556	1.460	1.533	1.764	<b>18.399</b>
All Other	0.750	0.735	0.876	0.870	0.912	0.966	1.015	1.041	0.926	0.904	0.884	0.982	<b>10.862</b>
<b>Total Non-Commutation</b>	<b>2.700</b>	<b>2.487</b>	<b>2.984</b>	<b>2.973</b>	<b>3.227</b>	<b>3.344</b>	<b>3.578</b>	<b>3.653</b>	<b>3.213</b>	<b>3.121</b>	<b>3.079</b>	<b>3.454</b>	<b>37.811</b>
<b>Total Ridership</b>	<b>6.773</b>	<b>6.370</b>	<b>7.700</b>	<b>7.133</b>	<b>7.708</b>	<b>7.900</b>	<b>7.650</b>	<b>8.017</b>	<b>7.413</b>	<b>7.821</b>	<b>7.329</b>	<b>7.577</b>	<b>89.390</b>
<b><u>FAREBOX</u></b>													
Passenger Revenue	\$54.652	\$52.842	\$58.439	\$59.712	\$62.478	\$64.543	\$66.582	\$65.607	\$62.998	\$62.711	\$61.429	\$63.896	<b>\$735.889</b>
<b>Total Revenue</b>	<b>\$54.652</b>	<b>\$52.842</b>	<b>\$58.439</b>	<b>\$59.712</b>	<b>\$62.478</b>	<b>\$64.543</b>	<b>\$66.582</b>	<b>\$65.607</b>	<b>\$62.998</b>	<b>\$62.711</b>	<b>\$61.429</b>	<b>\$63.896</b>	<b>\$735.889</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive VP	2	2	2	2	2	2	2	2	2	2	2	2
Enterprise Asset Management	7	7	7	7	7	7	7	7	7	7	7	7
Sr Vice President - Engineering	2	2	2	2	2	2	2	2	2	2	2	2
Labor Relations	19	19	19	19	19	19	19	19	19	19	19	19
Procurement & Logistics (excl. Stores)	70	70	70	70	70	70	70	70	70	70	70	70
Human Resources	33	33	33	33	33	33	33	33	33	33	33	33
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	17	17	17	17	17	17	17	17	17	17	17	17
President	4	4	4	4	4	4	4	4	4	4	4	4
VP & CFO	4	4	4	4	4	4	4	4	4	4	4	4
Information Technology	0	0	0	0	0	0	0	0	0	0	0	0
Controller	43	43	43	43	43	43	43	43	43	43	43	43
Management and Budget	21	21	21	21	21	21	21	21	21	21	21	21
BPM, Controls, & Compliance	7	7	7	7	7	7	7	7	7	7	7	7
Market Dev. & Public Affairs	71	71	71	71	71	71	71	71	71	71	71	71
Gen. Counsel & Secretary	33	33	33	33	33	33	33	33	33	33	33	33
Diversity Management	3	3	3	3	3	3	3	3	3	3	3	3
Security	14	14	14	14	14	14	14	14	14	14	14	14
System Safety	36	36	36	36	36	36	36	36	36	36	36	36
Training	67	67	67	67	67	67	67	67	67	67	67	67
Service Planning	25	25	25	25	25	25	25	25	25	25	25	25
Rolling Stock Programs	17	17	17	17	17	17	17	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2	2	2	2	2	2	2
Total Administration	499	499	499	499	499	499	499	499	499	499	499	499
Operations												
Train Operations	2,219	2,219	2,219	2,226	2,249	2,254	2,250	2,250	2,243	2,223	2,218	2,214
Customer Service	303	303	303	303	298	306	306	306	305	303	303	303
Total Operations	2,522	2,522	2,522	2,529	2,547	2,560	2,556	2,556	2,548	2,526	2,521	2,517
Maintenance												
Engineering	1,988	1,988	1,988	1,988	1,988	1,990	1,990	1,988	1,988	1,988	1,988	1,993
Equipment	2,164	2,166	2,186	2,186	2,166	2,154	2,154	2,164	2,152	2,142	2,132	2,132
Procurement (Stores)	96	96	96	96	96	96	96	96	96	96	96	96
Total Maintenance	4,248	4,250	4,270	4,270	4,250	4,240	4,240	4,248	4,236	4,226	4,216	4,221
Engineering/Capital												
Department of Project Management	146	146	146	147	148	148	150	151	151	153	155	156
Special Projects/East Side Access	46	46	46	46	46	46	46	46	46	46	46	46
Positive train Control	11	11	11	11	11	11	11	11	11	11	11	11
Total Engineering/Capital	203	203	203	204	205	205	207	208	208	210	212	213
Total Positions	7,472	7,474	7,494	7,502	7,501	7,504	7,502	7,511	7,491	7,461	7,448	7,450
Non-Reimbursable	6,335	6,388	6,214	6,157	6,149	6,149	6,155	6,199	6,164	6,127	6,120	6,235
Reimbursable	1,137	1,086	1,279	1,345	1,351	1,355	1,347	1,312	1,327	1,333	1,327	1,215
Total Full-Time	7,472	7,474	7,494	7,502	7,501	7,504	7,502	7,511	7,491	7,461	7,448	7,450
Total Full-Time-Equivalents	-	-	-	-	-	-	-	-	-	-	-	-

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	254	254	254	254	254	254	254	254	254	254	254	254
Professional, Technical, Clerical	139	139	139	139	139	139	139	139	139	139	139	139
Operational Hourlies	106	106	106	106	106	106	106	106	106	106	106	106
<b>Total Administration</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>499</b>
<b>Operations</b>												
Managers/Supervisors	295	295	295	295	296	296	297	297	297	296	296	296
Professional, Technical, Clerical	97	97	97	98	99	99	99	99	99	97	96	96
Operational Hourlies	2,130	2,130	2,130	2,136	2,152	2,165	2,160	2,160	2,152	2,133	2,129	2,125
<b>Total Operations</b>	<b>2,522</b>	<b>2,522</b>	<b>2,522</b>	<b>2,529</b>	<b>2,547</b>	<b>2,560</b>	<b>2,556</b>	<b>2,556</b>	<b>2,548</b>	<b>2,526</b>	<b>2,521</b>	<b>2,517</b>
<b>Maintenance</b>												
Managers/Supervisors	777	777	777	777	777	777	777	777	777	777	777	782
Professional, Technical, Clerical	267	267	277	277	267	267	267	267	267	277	267	267
Operational Hourlies	3,204	3,206	3,216	3,216	3,206	3,196	3,196	3,204	3,192	3,172	3,172	3,172
<b>Total Maintenance</b>	<b>4,248</b>	<b>4,250</b>	<b>4,270</b>	<b>4,270</b>	<b>4,250</b>	<b>4,240</b>	<b>4,240</b>	<b>4,248</b>	<b>4,236</b>	<b>4,226</b>	<b>4,216</b>	<b>4,221</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	136	136	136	137	138	138	139	140	140	142	144	145
Professional, Technical, Clerical	67	67	67	67	67	67	68	68	68	68	68	68
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>203</b>	<b>203</b>	<b>203</b>	<b>204</b>	<b>205</b>	<b>205</b>	<b>207</b>	<b>208</b>	<b>208</b>	<b>210</b>	<b>212</b>	<b>213</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	1,462	1,462	1,462	1,463	1,465	1,465	1,467	1,468	1,468	1,469	1,471	1,477
Professional, Technical, Clerical	570	570	580	581	572	572	573	573	573	581	570	570
Operational Hourlies	5,440	5,442	5,452	5,458	5,464	5,467	5,462	5,470	5,450	5,411	5,407	5,403
<b>Total Positions</b>	<b>7,472</b>	<b>7,474</b>	<b>7,494</b>	<b>7,502</b>	<b>7,501</b>	<b>7,504</b>	<b>7,502</b>	<b>7,511</b>	<b>7,491</b>	<b>7,461</b>	<b>7,448</b>	<b>7,450</b>



# LONG ISLAND RAIL ROAD



## Annual Operating Report 2016

**Patrick Nowakowski**  
President

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02/21/17 \*\*\*\*\*

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**Performance Summary**

			<b>2016 Data</b>		<b>2015 Data</b>
			Annual	YTD thru	YTD thru
			Goal	Dec	Dec
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>92.7%</b>	<b>91.6%</b>
		AM Peak		92.6%	90.0%
		PM Peak		90.0%	87.5%
		<b>Total Peak</b>		<b>91.4%</b>	<b>88.8%</b>
		Off Peak Weekday		92.7%	92.0%
		Weekend		94.5%	94.2%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>91.9%</b>	<b>91.7%</b>
		AM Peak		93.7%	91.0%
		PM Peak		88.6%	86.9%
		<b>Total Peak</b>		<b>91.3%</b>	<b>89.1%</b>
		Off Peak Weekday		91.9%	92.6%
		Weekend		92.6%	93.9%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>96.5%</b>	<b>95.5%</b>
		AM Peak		93.5%	90.3%
		PM Peak		96.3%	94.6%
		<b>Total Peak</b>		<b>94.8%</b>	<b>92.2%</b>
		Off Peak Weekday		96.7%	96.3%
		Weekend		97.6%	97.3%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>91.1%</b>	<b>88.6%</b>
		AM Peak		91.6%	88.8%
		PM Peak		88.5%	83.7%
		<b>Total Peak</b>		<b>90.1%</b>	<b>86.3%</b>
		Off Peak Weekday		90.1%	86.4%
		Weekend		93.4%	93.6%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>95.7%</b>	<b>94.8%</b>
		AM Peak		95.8%	94.2%
		PM Peak		92.3%	91.0%
		<b>Total Peak</b>		<b>94.2%</b>	<b>92.7%</b>
		Off Peak Weekday		96.4%	95.3%
		Weekend		96.0%	95.9%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>94.9%</b>	<b>93.3%</b>
		AM Peak		94.8%	91.5%
		PM Peak		93.1%	90.9%
		<b>Total Peak</b>		<b>94.0%</b>	<b>91.2%</b>
		Off Peak Weekday		94.8%	93.6%
		Weekend		96.1%	95.2%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>90.2%</b>	<b>90.0%</b>
		AM Peak		87.7%	88.8%
		PM Peak		90.0%	86.4%
		<b>Total Peak</b>		<b>88.8%</b>	<b>87.6%</b>
		Off Peak Weekday		91.1%	91.9%
		Weekend		90.0%	89.0%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>92.5%</b>	<b>92.4%</b>
		AM Peak		93.8%	92.8%
		PM Peak		85.8%	83.8%
		<b>Total Peak</b>		<b>90.1%</b>	<b>88.7%</b>
		Off Peak Weekday		93.7%	92.8%
		Weekend		93.1%	96.4%

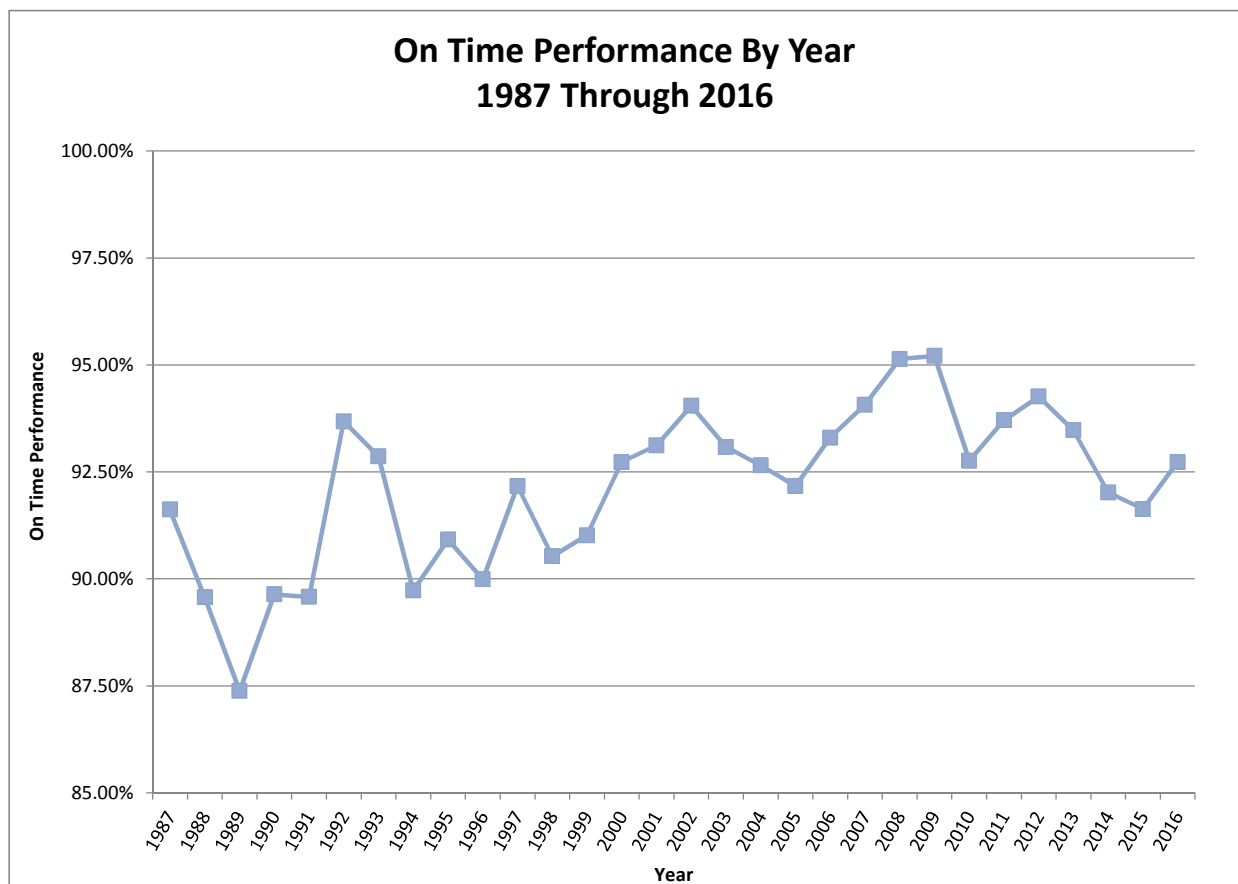
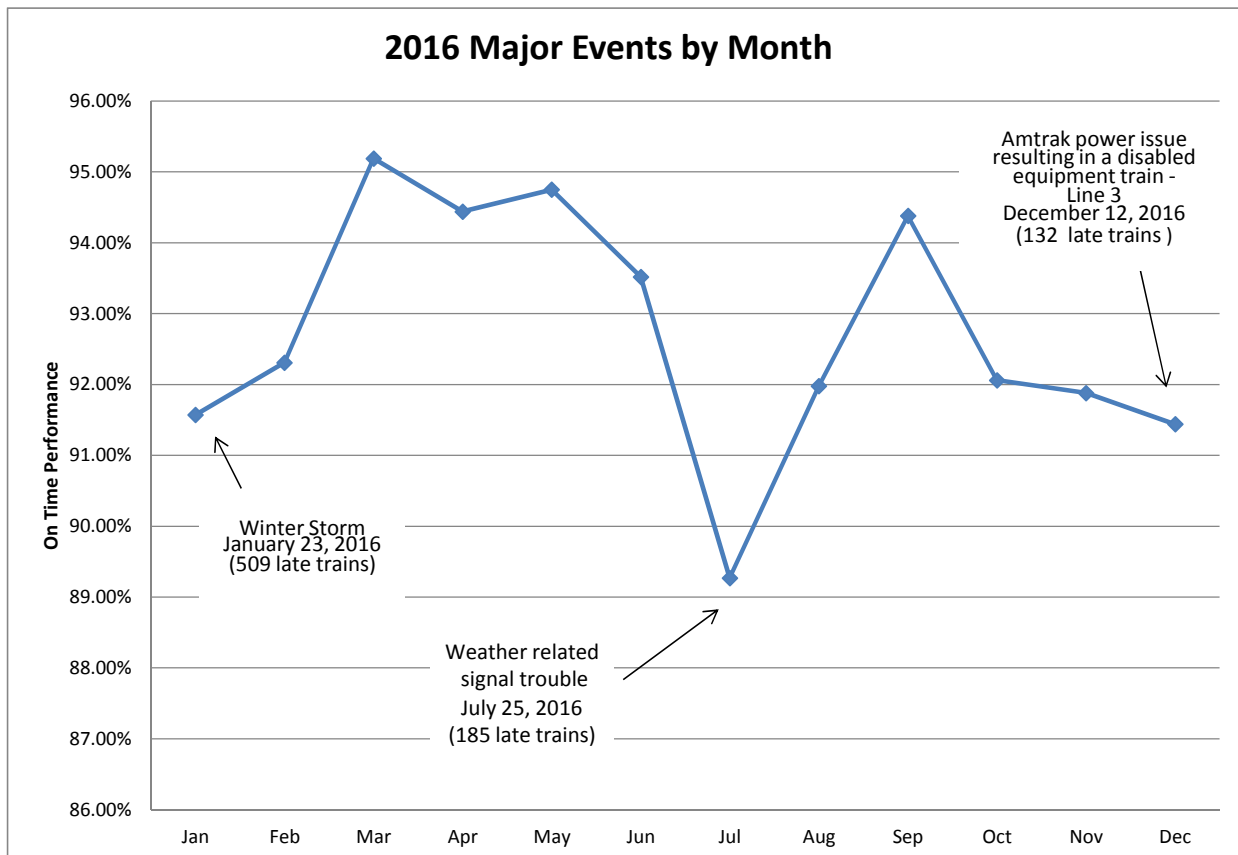
22-Feb-16

**Performance Summary**

		<b>2016 Data</b>		<b>2015 Data</b>
		Annual	YTD thru	YTD thru
		Goal	Dec	Dec
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>89.9%</b>	<b>87.0%</b>
	AM Peak		89.6%	85.6%
	PM Peak		89.7%	83.7%
	<b>Total Peak</b>		<b>89.7%</b>	<b>84.7%</b>
	Off Peak Weekday		87.3%	84.3%
	Weekend		95.4%	96.1%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>93.1%</b>	<b>91.8%</b>
	AM Peak		93.5%	91.2%
	PM Peak		87.0%	85.2%
	<b>Total Peak</b>		<b>90.2%</b>	<b>88.1%</b>
	Off Peak Weekday		92.2%	92.2%
	Weekend		98.2%	95.4%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>90.4%</b>	<b>89.2%</b>
	AM Peak		89.2%	85.1%
	PM Peak		91.6%	89.2%
	<b>Total Peak</b>		<b>90.3%</b>	<b>87.0%</b>
	Off Peak Weekday		90.4%	90.1%
	Weekend		90.6%	90.4%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>96.4%</b>	<b>95.0%</b>
	AM Peak		94.9%	93.7%
	PM Peak		92.2%	89.4%
	<b>Total Peak</b>		<b>93.4%</b>	<b>91.3%</b>
	Off Peak Weekday		97.8%	96.3%
	Weekend		97.2%	96.8%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>247,073</b>	<b>247,112</b>
	<b>Avg. Delay per Late Train (min)</b>		-13.2	-12.9
	excluding trains canceled or terminated			
	<b>Trains Over 15 min. Late</b>		3,254	3,849
	excluding trains canceled or terminated			
	<b>Trains Canceled</b>		1,269	1,260
	<b>Trains Terminated</b>		567	653
<b>Percent of Scheduled Trips Completed</b>			99.3%	99.2%



<b>System Categories Of Delay</b>	<b>% Total</b>	<b>2016 Data YTD Thru Dec.</b>	<b>2015 Data YTD Thru Dec.</b>	<b>YTD 2014 Vs 2015</b>
<b>Engineering (Scheduled)</b>	<b>4.6%</b>	820	421	399
<b>Engineering (Unscheduled)</b>	<b>12.2%</b>	2,196	2,074	122
<b>Maintenance of Equipment</b>	<b>8.4%</b>	1,505	1,859	(354)
<b>Transportation</b>	<b>2.7%</b>	486	776	(290)
<b>Capital Projects</b>	<b>2.6%</b>	460	415	45
<b>Weather and Environmental</b>	<b>11.8%</b>	2,119	3,291	(1,172)
<b>Police</b>	<b>11.6%</b>	2,079	2,616	(537)
<b>Customers</b>	<b>26.7%</b>	4,797	4,694	103
<b>Other</b>	<b>11.3%</b>	2,026	1,938	88
<b>3rd Party Operations</b>	<b>8.1%</b>	1,463	2,605	(1,142)
<b>Total</b>	<b>100.0%</b>	17,951	20,689	(2,738)





### Standee Report

#### East Of Jamaica

			2016 Data	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	5	15
		<b>Total Standees</b>	<b>5</b>	<b>15</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	20	3
		<b>Total Standees</b>	<b>60</b>	<b>3</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	5	0
		<b>Total Standees</b>	<b>5</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	5	3
		<b>Total Standees</b>	<b>5</b>	<b>3</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	14	52
		<b>Total Standees</b>	<b>14</b>	<b>52</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	12	22
		<b>Total Standees</b>	<b>12</b>	<b>22</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>102</b>	<b>95</b>

#### Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

			2016 Data	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	5	23
		<b>Total Standees</b>	<b>5</b>	<b>23</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	3	0
		<b>Total Standees</b>	<b>3</b>	<b>0</b>
	Huntington Branch	Program Standees	10	0
		Add'l Standees	11	41
		<b>Total Standees</b>	<b>21</b>	<b>41</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	28
		<b>Total Standees</b>	<b>1</b>	<b>28</b>
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	6	0
		<b>Total Standees</b>	<b>24</b>	<b>0</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	14	52
		<b>Total Standees</b>	<b>14</b>	<b>52</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	9	15
		<b>Total Standees</b>	<b>9</b>	<b>15</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	14	1
		<b>Total Standees</b>	<b>14</b>	<b>1</b>
<b>System Wide PEAK</b>			<b>93</b>	<b>159</b>

**Definitions**

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

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

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

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

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

# **MTA Long Island Rail Road Maintenance of Equipment**

## **Annual Report on Fleet Maintenance for 2016**

### **LIRR/MNR Committee Meeting**



*Revised as of February 07, 2017*

# Maintenance of Equipment

The Long Island Rail Road Maintenance of Equipment Department (M of E) is responsible for providing a safe and reliable fleet to support the Long Island Rail Road service plan. The overall mission is to maintain rolling stock and associated support equipment while meeting corporate goals regarding safety, resource efficiency, equipment availability, increased Mean Distance Between Failures (MDBF), improved On-Time-Performance (OTP), customer satisfaction, and regulatory compliance.

The Department has implemented a comprehensive approach to safety and maintenance that engages all levels of the M of E Department and has produced great benefits in safety performance, employee availability, productivity, equipment reliability, and customer satisfaction.



# Maintenance Plan

## Introduction

- M of E departmental activities are scheduled to execute an annualized maintenance plan covering the active rolling stock fleet of 1,165 MU and Diesel vehicles consisting of 150 M3, 836 M7, 134 C3, and 45 DE/DM locomotives.
- Each fleet type is scheduled for maintenance events at various shop locations. Calendar Day, 92-Day, 180-Day, 1-Year, and time based interval maintenance (RCM) events are performed at four equipment maintenance facilities and their respective yards, as well as 15 outlying yards.
- M of E's planned maintenance programs consist of interval based preventive maintenance and fleet modification programs. LIRR strives to maximize preventive/planned maintenance in order to provide optimum levels of rolling stock safety, efficiencies, availability, and reliability.
- Interior cleaning and maintenance of work engines are also critical parts of the plan.



# Maintenance Plan

## Scheduled Inspections and Oversight

Daily and Periodic Inspections of Rolling Stock Assets are conducted in accordance to the guidelines as outlined in the Code of Federal Regulations (CFR), and LIRR Maintenance Procedures.

- **Daily Inspections and Tests**

Daily Inspections and brake tests are performed on Electric Multiple Units (EMU), Diesel Locomotives, C-3 Cab Cars and Coaches, and Work Engines every day they are used in service. The inspections and recordkeeping requirements are carried out as per CFR229.21 Daily Inspections, CFR238.303 Exterior calendar day inspections, and CFR238.305 Interior calendar day inspections. The brake tests and recordkeeping requirements are carried out as per CFR 238.311 Single car test, CFR238.313 Class I brake test, CFR238.315 Class IA brake test, CFR238.317 and Class II brake test.

- **Periodic Inspections (PI)**

All EMU, locomotive and coach equipment follow inspection intervals in which all car systems are inspected, periodic maintenance is performed, and all noted defects corrected. The interval length is determined by CFR, shop capacity and maintenance requirements. Periodic inspections and record keeping requirements are carried out according to CFR 229.23: Periodic Inspection: General, CFR 229.25: Tests: Every periodic inspection, CFR 238.307: Periodic mechanical inspection of passenger cars and un-powered vehicles used in passenger trains.





# Maintenance Plan

## Planned Maintenance Programs

MofE's planned maintenance program comprises the majority of the annual maintenance plan. The annualized planned maintenance program and corresponding procedures to develop it are termed by the LIRR as Reliability Centered Maintenance (RCM). In addition to RCM, LIRR conducts Fleet modifications as necessary. LIRR Support Shops provide component rebuild/overhaul capacity to support planned maintenance activities as well as planned corrective based maintenance activities.

- **Reliability Centered Maintenance (RCM)**

MofE adopted and applied a subset of benchmarked RCM principles and procedures to review and optimize the maintenance plans to maintain reliability while increasing resource efficiencies. RCM procedures have contributed to the fleets' improved performance as measured by Mean Distance Between Failure (MDBF) and On Time Performance (OTP).

- **Fleet Modifications (Campaigns, Projects)**

LIRR manages programmed maintenance activities to implement one-time, non-repeating projects to correct fleet-wide defects, redesign components for improved performance, and replace/upgrade certain components based on obsolescence and/or regulatory mandates.



MTA LIRR RCM Schedule by Fleet 2013-2030																					
MU Fleet (prs)		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030		
	M-3	75	75	75	75	75	Decomm														
	M-7	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418		
	M-9						84	180	180	180	180	180	180	180	180	180	180	180	180		
	Total	493	493	493	493	493	502	598	598	598	598	598	598	598	598	598	598	598	598		
M-3 (PRS)	3 YR RCM	25	25	25	25	25	FRA & Essential		LIRR Decommissioining 18 RSU per month												
	6 YR RCM	12	12	12	12	12			corresponding with acceptance of M9												
M-7 (prs)	3 YR RCM	94*	94*	94*	94*	140	140	140	140	140	140	140	140	140	140	140	140	140	140		
	5 YR RCM	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84		
	6 YR RCM	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70		
	8 YR RCM	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52		
	9 YR RCM	46	46	46	46																
	10 YR RCM	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42		
	* offset by 9 yr																				
M-9/ M9A	Acceptance Schedule						M3 Repl-90		M9 ESA - 38		ESA M9A-80										
	RCM TBD (8 YR est AB start)									TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD		
Diesel Fleet		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030		
	C-3	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134		
	DE/DM	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45		
	Total	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179		
C-3	4 yr RCM	34	34	34	34	34	34	34	34	34	34	34	34	replacement cycle							
													34	34	34	34	34	34	34		
DEDM / New Loco	2.5 yr RCM	18	17	5*	5*	5*	5*						new loco								
	5 yr RCM	9	9	9	9	9	9	9	9	9	9	9									
	15 yr RCM DE		1	5	6	6	6	tbd DM	tbd DM	tbd DM	tbd DM										
	* DM Only, offset by 15 YR DE																				



# Maintenance Plan

## **Unscheduled Maintenance – (reactive, unplanned, corrective)**

Rail car work that is not performed as part of a scheduled or preventative maintenance program is defined as unscheduled maintenance. The LIRR, through the implementation of its maintenance plan and failure monitoring/RCM processes, strives to maximize scheduled maintenance and minimize unscheduled maintenance activities.



# Maintenance Plan

## Fleet Cleaning

- Extraordinary Interior Cleaning (EIC) is the highest level of cleaning performed once every 60-days on the MU and 90-days on the Diesel.
- Layup is the most comprehensive *daily* cleaning program conducted prior to the morning rush period on every train.
- Turn-around, pick-up and sweep cleanings between peak hours are performed mid-day depending on lay-up/contact time.
- In addition to the standard interior cleaning listed above, cleaning is also performed on an as needed basis; for example, graffiti removal (interior & exterior), power-washing / clean-up of biological matter (interior & exterior), special detail cleaning (interior & exterior) and enroute cleaning of windshields.
- Toilets are serviced in specified yards by a contractor. In addition to the routine toilet servicing, cleaning & restocking of the toilet compartment, cleaning, servicing and repairs are also performed on an as needed basis.



# Maintenance Plan

## Work Engines

MTA Long Island Rail Road Maintenance of Equipment Department assets include 24 freight locomotives, 19 of which are 1500 hp yard/road engines and 5 are 1000hp switching (yard) engines. These locos are mid 1970's vintage and nearing the end of maintainability.

Collectively, these locomotives are used for yard switching, rail and infrastructure projects, autumn track preparation (sandite and stone "leaf crusher" trains), winter storm and special event protect service, and rescuing disabled passenger equipment. They are an integral part of railroad operations.

These units are being evaluated for either replacement or refurbishment in order to assure future availability.



# 2016 Achievements

## Overall Fleet Performance

- 211,975 MDBF (vs. a goal of 200,000)
- LIRR M of E department met or exceeded Electric Fleet service requirement goals every single month during 2016.
- Successfully managed maintenance operation around major concurrent programs such as Jamaica Capacity Improvements (JCI), VD Yard, WSS/Amtrak tunneling, ESA work, WSY overbuild, and track work programs.

## MTA Inter-Agency Activities

The LIRR continues Service Level Agreement with MNR, and repaired 300 M-7 Components; MOU with NYCT to overhaul air brake components; and continuation of a Joint Task Force with MNR for collaboration on M7 fleet. Coordination of M7/M9 Project Related Design with MNR

## Major Rolling Stock Maintenance Project Activity

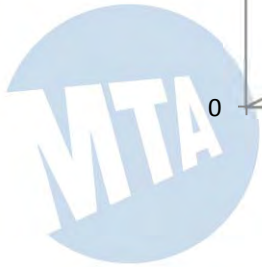
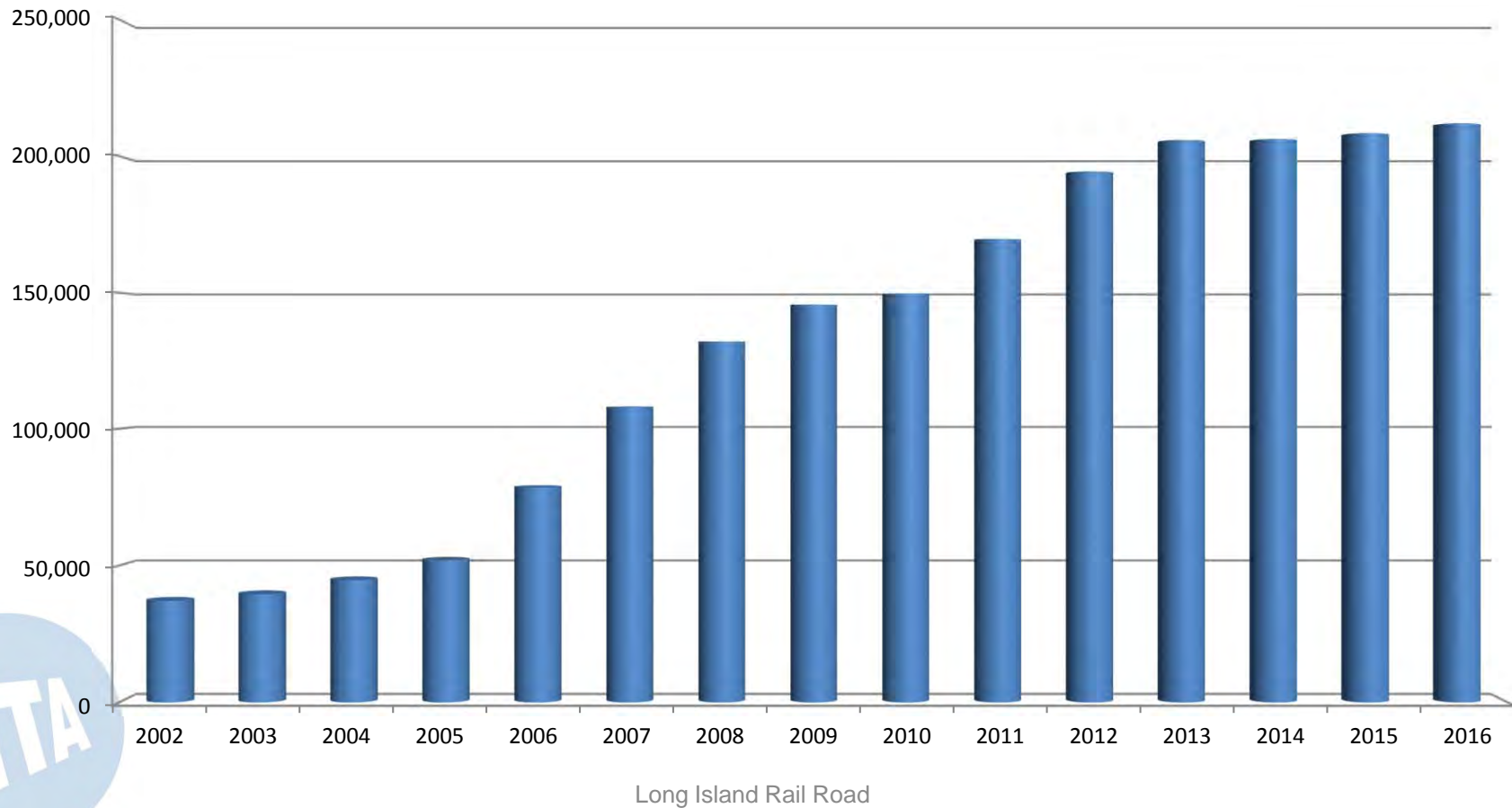
- Completed Design for Diesel Fleet Communication Control Unit (CCU) obsolescence replacement
- Completed Design Reviews for M7 CDS/TOD
- Substantial Design and Fit-ups achieved for fleetwide CCTV/AVRM System
- Began M7 Production Installation of PTC On-board Equipment



# 2016 Achievements

## MDBF:

LIRR fleet reliability indicator, the Mean Distance Between Failures (MDBF), continues to be at its historical best record level. With the help of optimized Reliability Centered Maintenance (RCM), versatile maintenance practices, and strategic management approaches, the MDBF had been remarkably improving every year in the last 17 years. 2016 set a new MDBF performance record for the overall fleet.



## Post RCM Reliability Improvements in MDBF

■ 2016

■ 2008



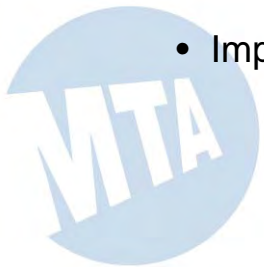
Long Island Rail Road



# 2016 Achievements

## Safety Achievements and Activities

- Implemented an emergency evacuation plan. Evacuation routes have been mapped out and are now displayed throughout Hillside for MofE.
- Revised snow removal process to enhance areas where issues persisted in previous years.
- Created “In case of emergency” cards for Hillside, Richmond Hill, Morris Park, West Side Yard and Shea Yard for employees with the location address and important numbers in the event of an emergency.
- Created/tested and implemented a new Portable Fire Extinguisher application accessible by an Ipad or desktop.
- Procured and implemented new arc-flash Personal Protective Equipment for Car Movers.
- Improved posting of informative safety material for employees to view on bulletin boards between building #1 and #2.
- Coordinated with Corporate Safety and consultants to analyze hazardous job tasks (JTHA).
- Implemented review of customer on-board accidents monthly CMO Safety Meeting.



**Completed RCM Tasks by Year - MU Fleet****M-3 (RSU)**

WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016
M301	50	SYS 3 - Air Brake (COTS)	52	46	52	52	50	50	50	50
M302	24	SYS 3 - ASU Dryer C/O	16	12	27	23	23	26	25	19
M303	26	SYS 7 - 3 YR Truck	24	20	32	34	36	38	30	8
M312	12	SYS 4 - 6 YR Battery	14	13	0	0	12	16	25	15
M315	24	SYS 7 - 6 Yr Coupler	26	24	0	2	50	58	24	16
M316	24	SYS 7 - 6 YR Truck	26	24	22	18	10	12	20	36
M318	13	SYS 12 - Event Recorder	15	14	10	8	9	12	17	18
M319	13	SYS 2 - ATC C/O	20	10	9	9	15	13	13	19

**M-7 (RSU)**

WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016
M701	93	3 YR ASU Dryer	108	58	64	91	86	91	97	125
M710/M762	140	Air Brake	170	142	142	137	148	138	142	172
M753	168	Truck	172	140	170	166	184	166	164	172
M712	140	Aux Power			110	70	166	136	140	118
M713	70/84	Battery	88	32	3	88	68	80	84	86
M714/M750	140	Doors	170	142	148	124	184	136	162	148
M715	168	Car Body				108	162	165	154	168
M717/M745	140	Coupler	172	140	154	64	175	144	142	152
M719	84	HVAC	150	78	81	83	76	82	90	87
M721	42	Event Recorder			367	32	34	37	46	45
M730	140	ATC	140	166	65	73	178	160	160	132
M731	47	ASU (phase out 2016)	67	86	36	44	37	38	43	18
M732	104	Relays			104	112	104	106	100	116
M743	84	PH 2 Toilet					7	71	96	72
M754	140	PH 2 Propulsion						136	134	100

*Note: The RCM work scope quantity is subject to adjustments to include In-service requirement compliance, unscheduled repairs made, and resource & material issues.*



Completed RCM Tasks by Year - Diesel Fleet										
WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016
C301	134	1 YR Air Brake Svc	147	183	164	160	157	154	152	148
C305	34	Air Brake (COTS)	33	31	38	32	36	31	37	30
C306	34	Aux Power - Battery	31	31	37	33	35	33	36	30
C308/332	34	Door	32	31	37	33	37	31	35	31
C310	34	Truck	32	31	37	33	35	34	35	30
C320	34	HVAC	34	31	19	22	21	20	43	50
C312	6	Event Recorder (Cab Cars)	5	4	4	6	6	5	6	6
C321	34	PH 2 Car Body					19	33	37	30
C322	not level	ATC C/O & Test (Cab Cars)	1	0	0	22	1	0	0	0
DE/DM										
WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016
DD11	45	1 YR Air Brake	50	44	51	56	54	51	50	44
DD15	9 / offset	2.5 YR LCM DEDM	7	7	11	7	8	9	6	4
DD06/20	9 / offset	5 YR Engine +DD13	4	8	12	10	9	5	4	0
DD02	9	5 YR Air Brake	7	8	12	10	9	7	10	9
DD03/19	9	5 Aux Power	7	8	12	10	9	6	11	9
DD04	9	5 YR Truck	6	7	15	10	9	7	10	9
DD05	9	5 YR HVAC	6	7	11	9	9	7	12	9
DD12/18	9 / offset	5 YR Propulsion	6	7	12	10	9	6	4	0
DD08	9	5 YR Event Recorder	0	3	6	13	10	7	11	8
DD22	*	6 YR ATC	2	2	37	8	1	0	0	6
DD24	*	15 YR DE RCM						1	5	6

*Note: The RCM work scope quantity is subject to adjustments to include In-service requirement compliance, unscheduled repairs made, and resource & material issues.*



## 2017 Challenges

- Complete Design and start production of major integrated projects – PTC and AVRMC Camera Systems
- Diesel shop capacity issues
- RCM Related Challenges:
  - RCM planning for next phases of M7 Propulsion System
  - Plan and Transition RCM Initiatives to next phases
  - Multi Year Production Plans and Lead Time implications.
- Continuing M9 Readiness preparations & M3 Decommissioning Planning/Support
- Maintaining fleet availability, repair and production with loss of West Side Yard (WSY) shop & Plan and manage to initiate required jobs and personnel move back from Hillside Maintenance to West Side shop
- Fleet System/Component Obsolescence issues.
- MTA Enterprise Asset Management Plan Development and Support for the New MTA Corporate System
- Workforce attrition must be monitored to ensure vacancies are filled on a timely basis and overtime controls remain strong



## 2017 Performance Goals

Description	Target
<b>MDBF - All Fleet</b>	200,000
<b>M-7 MDBF</b>	440,000
<b>M-3 MDBF</b>	65,000
<b>C-3 MDBF</b>	120,000
<b>DE MDBF</b>	22,000
<b>DM MDBF</b>	22,000
<b>HVAC Compliance</b>	97%
<b>MU AM peak Availability requirement</b>	864
<b>Diesel Coach AM peak Availability requirement</b>	113-123
<b>Diesel Fleet Delays per Month</b>	30
<b>MU Fleet Delays per Month</b>	40
<b>Toilet Servicing Compliance - Electric Fleet</b>	92%
<b>Toilet Servicing Compliance - Diesel Fleet</b>	92%





**Long Island Rail Road**

**DIVERSITY/EEO REPORT**

# Metropolitan Transportation Authority

## Long Island Rail Road Workforce As of December 30, 2016

February 21, 2017



## EEO Fourth Quarter 2016 Executive Summary

- ❑ Long Island Rail Road's overall workforce is currently comprised of 7,163 employees; of which 1,092 (15%) are Females,\* 2,542 (35%) are Minorities and 500 (7%) are Veterans.\*
- ❑ Long Island Rail Road hired 477 employees; of which 85(18%) were Females, 219 (46%) were Minorities and 28 (6%) were Veterans.
- ❑ Long Island Rail Road handled a total of 33 EEO complaints; of which 18 were internal and 15 were external.
- ❑ Long Island Rail Road handled a total of 21 Title VI complaints.

\*Includes Minorities, Non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.





# EEO Fourth Quarter 2016 Executive Summary

The table below is a snapshot as of December 30, 2016, of Long Island Rail Road's numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER		VETERANS	
		#	%	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	929	201	22%	662	71%	267	29%	99	11%	73	8%	59	6%	4	0%	0	0%	32	3%	57	6%
Professionals	270	62	23%	156	58%	114	42%	38	14%	25	9%	40	15%	0	0%	0	0%	11	4%	15	6%
Technicians	109	13	12%	57	52%	52	48%	22	20%	15	14%	13	12%	1	1%	0	0%	1	1%	14	13%
Administrative Support	475	215	45%	252	53%	223	47%	125	26%	54	11%	24	5%	2	0%	1	0%	17	4%	19	4%
Skilled Craft	4,387	426	10%	2981	68%	1406	32%	719	16%	476	11%	118	3%	8	0%	0	0%	85	2%	343	8%
Service Maintenance	993	175	18%	513	52%	480	48%	248	25%	153	15%	28	3%	6	1%	2	0%	43	4%	52	5%
Total	7,163	1,092	15%	4,621	65%	2,542	35%	1,251	17%	796	11%	282	4%	21	0%	3	0%	189	3%	500	7%

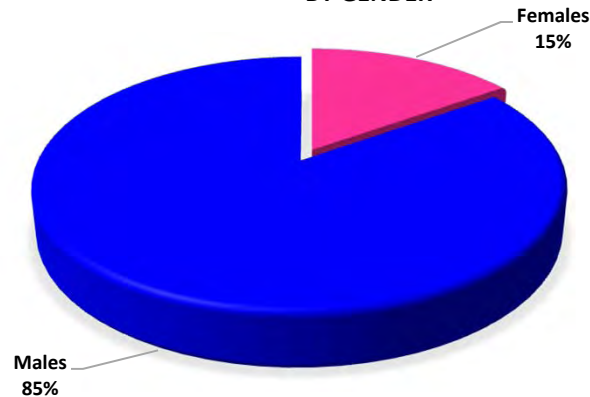
<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

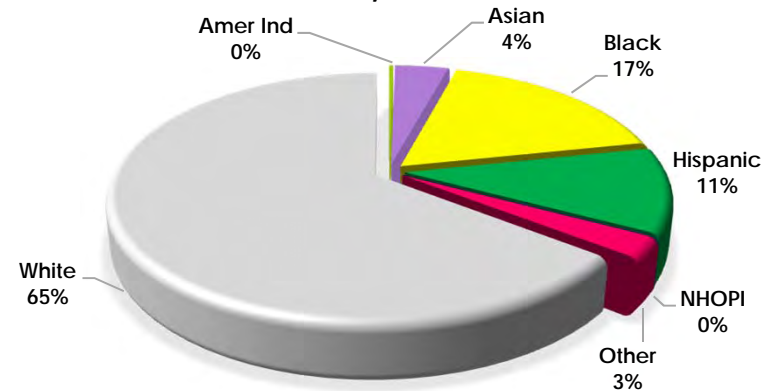


## Long Island Rail Road Workforce as of December 30, 2016

LONG ISLAND RAIL ROAD WORKFORCE  
BY GENDER



LONG ISLAND RAIL ROAD WORKFORCE  
BY RACE/ETHNICITY

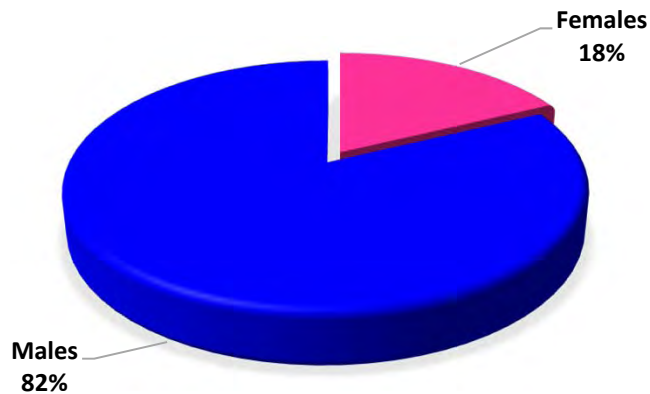


- Long Island Rail Road's workforce consist of 7,163 employees.
- 15% Females, 35% Minorities and 7% Veterans.
- The percentage of Females employed has remained constant since the prior quarter.
- The overall composition of Long Island Rail Road's workforce did not change as it relates to Race and Ethnicity since the prior quarter.

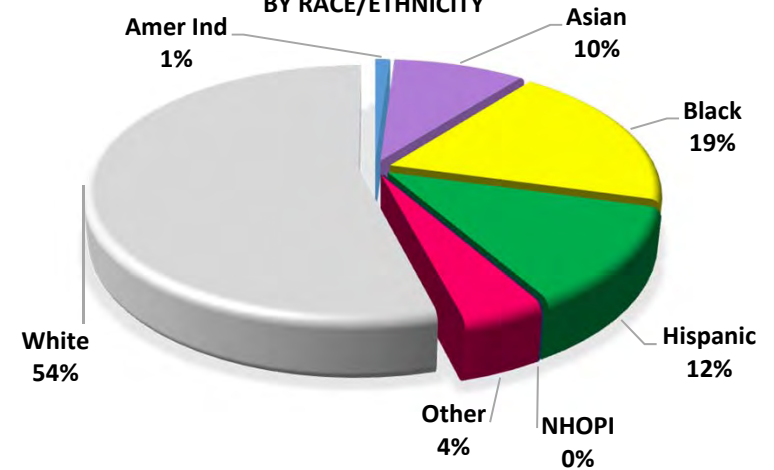


## Long Island Rail Road's New Hires and Veterans By Gender and Race/Ethnicity January 1, 2016 to December 31, 2016

LONG ISLAND RAIL ROAD NEW HIRES  
BY GENDER



LONG ISLAND RAIL ROAD NEW HIRES  
BY RACE/ETHNICITY

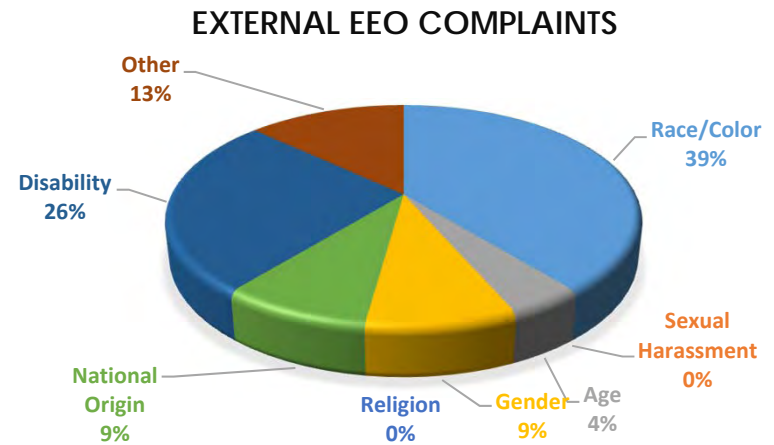
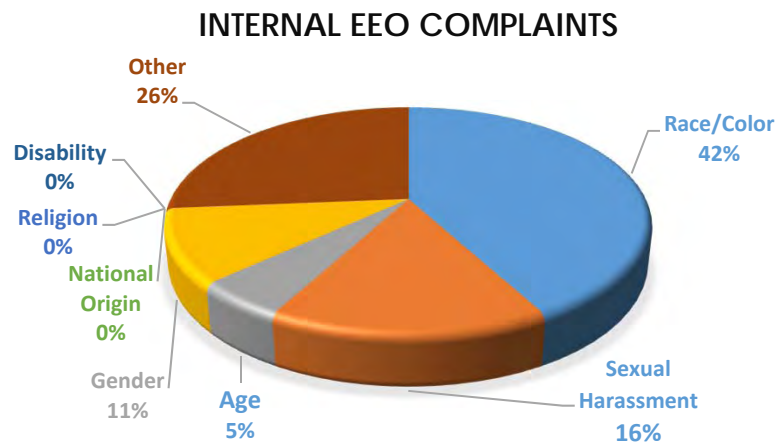


Long Island Rail Road hired 477 Employees and 28 Veterans

- 18% Females of which 1% were Veterans.
- 46% Minorities of which 5% were Veterans.
- 6% Veterans overall were hired.



## Long Island Rail Road's Internal/External EEO Complaints January 1, 2016 to December 31, 2016

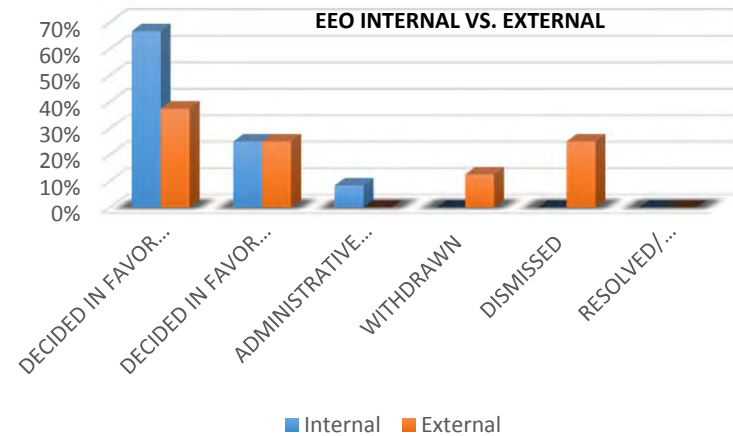
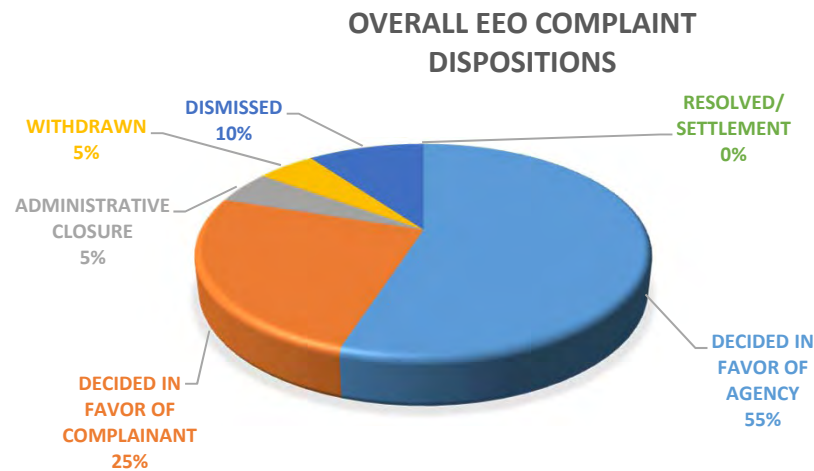


- ❑ Long Island Rail Road handled 33 EEO complaints, citing 42 separate allegations.
- ❑ 18 filed Internal
- ❑ 15 filed External
- ❑ The most frequently cited basis Internally and Externally was Race.



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

## Long Island Rail Road EEO Internal/External Discrimination Complaint Dispositions January 1, 2016 to December 31, 2016

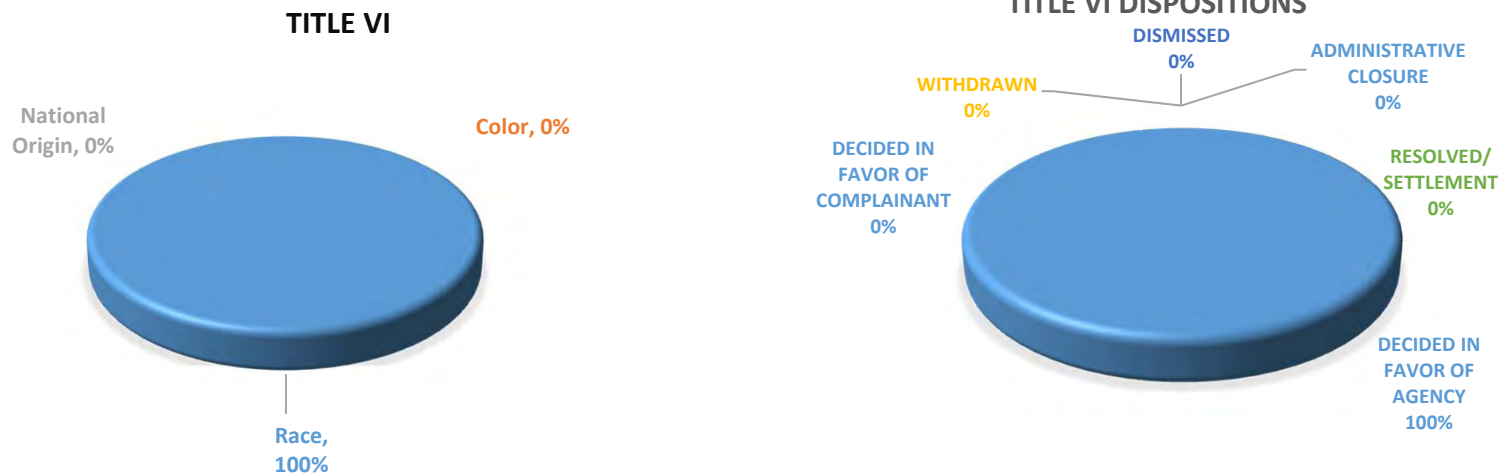


Long Island Rail Road handled 33 EEO complaints, citing 42 separate allegations.

- 55% decided in Favor of the Agency.
- 25% decided in Favor of the Complainant.
- 5% were Administrative Closures.



## Long Island Rail Road Title VI Discrimination Complaints and Dispositions January 1, 2016 to December 31, 2016



Long Island Rail Road handled 21 Title VI Complaints, citing 21 separate allegations.

- ❑ 100% decided in Favor of the Agency
- ❑ 0% decided in Favor of the Complainant
- ❑ 0% were Administrative Closures





# Staff Summary



<b>Subject</b> <b>MARCH TIMETABLE CHANGE &amp; TRACKWORK PROGRAMS</b>						<b>Date</b> <b>JANUARY 30, 2017</b>			
<b>Department</b> <b>SR. VICE PRESIDENT – OPERATIONS</b>						<b>Vendor Name</b>			
<b>Department Head Name</b> <b>D. KUBICEK</b> 						<b>Contract Number</b>			
<b>Department Head Signature</b>						<b>Contract Manager Signature</b>			
<b>Project Manager Name</b>									
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI COMM	2/21/17				3	Sr VP – Eng. 	1	President 
						2	VP Mktg & PA 		

## PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning March 6, 2017, through May 21, 2017. Projects supported during this timetable include Tunnel Lighting, Communication and VD Yard Work on the Atlantic Branch, Roslyn Road Retaining Wall work on the Oyster Bay Branch, weekend Concrete Tie Replacement on the Babylon Branch and Hicksville Station Rehabilitation. Continuing projects include East Side Access work in Harold Interlocking, Wantagh Station rehabilitation, West Side Yard Overbuild, and Jamaica Capacity Improvements. Additionally, a Trackwork Program during the month of March will support Grade Crossing Renewal at William Floyd Parkway on the Montauk Branch at Mastic-Shirley.

## MARCH 6 TIMETABLE CHANGE

- **Atlantic Branch, Brook-East New York – Tunnel Lighting, Communication & VD Yard Work** – One of two main tracks will be out of service midday weekdays as well as weekends, between Brook and East New York Interlockings for multiple projects, including Tunnel Lighting, Communication and VD Yard work.
- **Oyster Bay Branch, Mineola-Locust – Roslyn Road Retaining Walls** – One of two main tracks will be out of service midday weekdays for the installation of new retaining walls at the Roslyn Road overpass.
- **Main Line, Hicksville Station Rehabilitation** – One of three station tracks will be out of service middays for the rehabilitation of Hicksville Station.
- **Babylon Branch, Valley-Port – Concrete Tie Replacement** – One of two main tracks will be out of service weekends for the installation of new concrete ties between Valley and Port Interlockings.

## **TRACK WORK PROGRAMS**

- **Montauk Branch, Patchogue-Montauk – Grade Crossing Renewal at William Floyd Parkway in Mastic-Shirley** – The single main track will be out of service between Patchogue and Montauk for renewal of the William Floyd Parkway grade crossing in Mastic-Shirley for 24 hours on Saturday, March 4.

## **DISCUSSION:**

### *Timetable Change – Construction Activities*

- **Atlantic Branch, Brook-East New York – Tunnel Lighting, Communication & VD Yard Work** – One of two main tracks will be out of service midday weekdays as well as weekends, between Brook and East New York Interlockings for multiple projects, including Tunnel Lighting, Communication and VD Yard work. On midday weekdays, eastbound Hempstead Branch trains are adjusted 4 minutes earlier and westbound Hempstead Branch trains are adjusted 6 minutes earlier. Eastbound Far Rockaway Branch trains are adjusted 4 minutes later, and westbound Far Rockaway Branch trains are adjusted between 4 minutes earlier and 3 minutes later. In addition, some eastbound Huntington trains are adjusted 4 minutes later, some eastbound Babylon Branch trains are adjusted 1 minute later, and some westbound Ronkonkoma Branch trains are adjusted 4 minutes earlier. On weekends, most eastbound Far Rockaway Branch trains are adjusted 10 minutes earlier and most eastbound Hempstead Branch trains are adjusted 3 minutes earlier. Westbound Hempstead Branch trains are adjusted 6 minutes later. Eastbound Long Beach Branch trains are adjusted 3 minutes earlier, and some westbound Huntington trains are adjusted 2 minutes later.
- **Oyster Bay Branch, Mineola-Locust – Roslyn Road Retaining Walls** – One of two main tracks will be out of service midday weekdays for the installation of new retaining walls at the Roslyn Road overpass. As a result, two midday trains are canceled: the 12:08 PM train from Jamaica to Oyster Bay, and the 1:35 PM train from Oyster Bay to Jamaica. Service is available one hour earlier or one hour later in each case. Additionally, the 2:37 PM train from Oyster Bay to Jamaica will depart 2 minutes earlier.
- **Main Line, Hicksville Station Rehabilitation** – One of three station tracks will be out of service middays for the rehabilitation of Hicksville Station. One midday westbound Ronkonkoma Branch train from Farmingdale is adjusted 13 minutes earlier, and two other westbound midday trains from Farmingdale are adjusted 3 minutes later.
- **Babylon Branch, Valley-Port – Concrete Tie Replacement** – One of two main tracks will be out of service weekends for the installation of new concrete ties between Valley and Port Interlockings. As a result, most eastbound Babylon Branch trains are adjusted 5 minutes later, and most westbound Babylon Branch trains are adjusted between 4 and 6 minutes earlier. In addition, Lynbrook stops are removed from 14 eastbound and 14 westbound Babylon Branch trains, reducing weekend Lynbrook service to hourly during this timetable.

### *Trackwork Program – Construction Activities*

- **Montauk Branch, Patchogue-Montauk – Grade Crossing Renewal at William Floyd Parkway in Mastic-Shirley** – The single main track will be out of service between Patchogue and Montauk for renewal of the William Floyd Parkway grade crossing in Mastic-Shirley for 24 hours on Saturday, March 4. Eastbound Montauk Branch trains will terminate at Patchogue, where



customers will transfer to buses for stations Bellport through Montauk. Customers can expect to arrive at their destination up to 29 minutes later than normal. Westbound Montauk Branch trains will originate at Patchogue, with customers from stations Montauk through Bellport boarding buses at their stations for Patchogue, where they will transfer to trains. Westbound buses will depart origin stations up to 34 minutes earlier than normal train times.

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

### **IMPACT ON FUNDING**

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



# **Metro-North Railroad**

## **INFORMATION ITEMS**

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2017-2020  
2016 FINAL ESTIMATE AND 2017 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's (MNR) 2016 Final Estimate, 2017 Adopted Budget, and the Financial Plan for 2017-2020. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the December Financial Plan, and adopted by the Board in December 2016, as well as other technical adjustments.

These adjustments, which are described below, are also presented in the reconciliation schedules from the November Financial Plan included with this submission.

- An average 4% fare increase was approved at the January 2017 MTA Board meeting and will go into effect on March 19, 2017 results in increased Farebox revenues of \$13.3 million in 2017, \$16.8 million in 2018, \$17.0 million in 2019, and \$17.2 million in 2020. The increased Farebox revenues also result in increased credit card transaction costs. These are forecasted to be \$0.2 million in 2017 and in the following years.
- Starting in 2017, West of Hudson ticket sales collected by New Jersey Transit, averaging \$15.5 million annually, will be reclassified Farebox Revenues from Other Business Expenses. This shift neither changes the bottom line or impacts subsidies.
- Effective January 2017, MTA Information Technology will oversee the management of mobile devices, including service support on behalf of Metro-North Railroad. Accordingly, this adjustment reflects a shift of \$1.0 million in annual expenses and one position to MTA Headquarters. The cost reduction to MNR is offset by a chargeback from MTA IT to facilitate proper invoicing to the Connecticut Department of Transportation (CDOT).
- Effective January 2017, non-core Agency procurement functions will be consolidated into a centralized organizational structure at MTA Headquarters (HQ). This consolidation is expected to yield contract savings and other efficiency savings. The Plan has captured some preliminary contract savings. The February Plan reflects a shift of four authorized positions in support of centralized operations from MNR to HQ. It is expected that all related positions will be transferred during the first six months of 2017. For the monthly reporting of expenses and positions, the Plan assumes an effective shift date of April 1, 2017. This is the projected median transfer date, with half of the transfers presumed to take place by then; thereby approximating average expense and headcount levels over the first six months of 2017. While the labor cost of these employees will be assumed by HQ, they are expected to be billed back and expensed within each Agencies' Professional Services.
- The impact from a New York State Public Service Commission ruling on Con Edison rates for the delivery of New York Power Authority supplied power to NYPA governmental customers results in reductions to Electric Power costs of \$0.8 million in 2017, \$1.7 million in 2018, \$2.7 million in 2019 and 2020.

- A revision in fuel price forecasts subsequent to the provision of November Plan instructions results in a decrease of \$0.1 million to Fuel costs in 2016 and increases of \$0.3 million in 2017, \$0.2 million in 2018, \$0.1 million in 2019, and \$0.2 million in 2020.
- Adjust the 2018 subsidy allocation between MTA and CDOT to reflect CDOT's share of the anticipated recoveries for the Park Avenue Viaduct Fire that occurred in May of 2016. This adjustment will increase MTA subsidy by \$1.0 million and reduce CDOT subsidy by \$1.0 million.
- Slight adjustment required to GASB 45 OPEB Liabilities, which increases cash expenditures by approximately \$0.2 million per year, starting in 2018.
- Reclass approximately \$1.9 million in annual cash expenditures from Maintenance and Other Operating Contracts to Electric Power, aligning the budget to actual cash impacts associated with the new chiller units that were recently installed in Grand Central Terminal. This technical adjustment has no impact on subsidies.
- Correct 2016 November Forecast Overtime schedule to show hours in the "Other" Causality as zero. This technical adjustment has no impact on subsidies.

The attached also includes schedules detailing the monthly allocation of financial (including overtime), headcount, and utilization data based on the 2017 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2017 - 2020**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2016		2017		2018		2019		2020	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>	<b>6,300</b>	<b>(\$762.279)</b>	<b>6,250</b>	<b>(\$818.486)</b>	<b>6,234</b>	<b>(\$846.983)</b>	<b>6,252</b>	<b>(\$874.519)</b>	<b>6,252</b>	<b>(\$891.432)</b>
<b>Technical Adjustments:</b>										
Record West of Hudson Farebox Revenue - Offset Expense										
Payment to New Jersey Transit	-	\$0.000		\$15.149		\$15.529		\$15.834		\$16.038
Increase Expense Payment to New Jersey Transit - Offset Farebox Revenue	-	-		(15.149)		(15.529)		(15.834)		(16.038)
Transfer Mobile Device Support to MTA IT	-	-	1	1.596	1	1.633	1	1.673	1	1.716
MTA IT Mobile Device Support Allocation for CDOT Invoicing	-	-		(0.610)		(0.624)		(0.639)		(0.655)
Farebox Revenue Credit Card Fees	-	-		(0.192)		(0.242)		(0.245)		(0.248)
Sub-Total Technical Adjustments	0	\$0.000	1	\$0.795	1	\$0.767	1	\$0.789	1	\$0.812
<b>MTA Plan Adjustments:</b>										
2017 Fare/Toll Increase				\$13.268		\$16.761		\$16.969		\$17.178
MTA Re-estimates:										
Procurement Consolidation			4		4		4		4	
Con Edison Rate Case				0.801		1.674		2.652		2.652
Fuel Re-estimates		0.095		(0.304)		(0.217)		(0.076)		(0.162)
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.095	4	\$13.765	4	\$18.218	4	\$19.545	4	\$19.668
<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>	<b>6,300</b>	<b>(\$762.184)</b>	<b>6,245</b>	<b>(\$803.927)</b>	<b>6,229</b>	<b>(\$827.999)</b>	<b>6,247</b>	<b>(\$854.186)</b>	<b>6,247</b>	<b>(\$870.952)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2017 - 2020**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2016		2017		2018		2019		2020	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>	<b>536</b>	<b>\$0.000</b>	<b>721</b>	<b>\$0.000</b>	<b>762</b>	<b>\$0.000</b>	<b>748</b>	<b>\$0.000</b>	<b>750</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
2017 Fare/Toll Increase										
MTA Re-estimates:										
Procurement Consolidation										
Con Edison Rate Case										
Fuel Re-estimates										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>	<b>536</b>	<b>\$0.000</b>	<b>721</b>	<b>\$0.000</b>	<b>762</b>	<b>\$0.000</b>	<b>748</b>	<b>\$0.000</b>	<b>750</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2017 - 2020**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2016		2017		2018		2019		2020	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2016 November Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>6,836</b>	<b>(\$543.065)</b>	<b>6,971</b>	<b>(\$565.444)</b>	<b>6,996</b>	<b>(\$584.559)</b>	<b>7,000</b>	<b>(\$579.025)</b>	<b>7,002</b>	<b>(\$632.278)</b>
<b>Technical Adjustments:</b>										
<i>Remove West of Hudson Farebox Revenue Increase - Non-Reimbursable Change Only</i>				(\$15.149)		(\$15.529)		(\$15.834)		(\$16.038)
<i>Remove New Jersey Transit Expense Increase - Non-Reimbursable Change Only</i>				15.149		15.529		15.834		16.038
<i>Transfer Mobile Device Support to MTA IT</i>			1	1.596	1	1.633	1	1.673	1	1.716
<i>MTA IT Mobile Device Support Allocation for CDOT Invoicing</i>				(0.610)		(0.624)		(0.639)		(0.655)
<i>Farebox Revenue Credit Card Fees</i>				(0.192)		(0.242)		(0.245)		(0.248)
<i>GASB 45 Incremental Cash Contribution</i>						(0.160)		(0.200)		(0.200)
<i>NYPA Loan Repayment - Increase Electric Power</i>				(1.901)		(1.901)		(1.901)		(1.901)
<i>NYPA Loan Repayment - Decrease Maintenance and Other Contracts</i>				1.901		1.901		1.901		1.901
<i>MTA Subsidy Allocation - Anticipated Recoveries Park Avenue Viaduct Fire</i>						(1.000)				
<i>CDOT Subsidy Allocation - Anticipated Recoveries Park Avenue Viaduct Fire</i>						1.000				
<i>System Adjustments</i>		0.001		0.001		0.003		(0.001)		0.000
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.001</b>	<b>1</b>	<b>\$0.795</b>	<b>1</b>	<b>\$0.609</b>	<b>1</b>	<b>\$0.587</b>	<b>1</b>	<b>\$0.612</b>
<b>MTA Plan Adjustments:</b>										
<i>2017 Fare/Toll Increase</i>				\$13.268		\$16.761		\$16.969		\$17.178
<i>MTA Re-estimates:</i>										
<i>Procurement Consolidation</i>			4		4		4		4	
<i>Con Edison Rate Case</i>		-		0.801		1.674		2.652		2.652
<i>Fuel Re-estimates</i>		0.095		(0.304)		(0.217)		(0.076)		(0.162)
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.095</b>	<b>4</b>	<b>\$13.765</b>	<b>4</b>	<b>\$18.218</b>	<b>4</b>	<b>\$19.545</b>	<b>4</b>	<b>\$19.668</b>
<b>2017 February Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>6,836</b>	<b>(\$542.970)</b>	<b>6,966</b>	<b>(\$550.884)</b>	<b>6,991</b>	<b>(\$565.731)</b>	<b>6,995</b>	<b>(\$558.893)</b>	<b>6,997</b>	<b>(\$611.997)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2017 - 2020**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$687.186	\$740.355	\$754.924	\$761.620	\$768.544
Other Operating Revenue	63.475	68.250	68.698	68.775	68.881
MNR - MTA	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$750.661</b>	<b>\$808.605</b>	<b>\$823.622</b>	<b>\$830.394</b>	<b>\$837.424</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$484.593	\$495.685	\$517.230	\$532.165	\$542.249
Overtime	93.870	97.352	98.921	100.899	102.915
Health and Welfare	104.403	107.144	112.279	118.340	117.410
OPEB Current Payment	30.500	31.200	32.000	33.000	34.000
Pensions	94.070	98.766	100.929	102.178	103.785
Other Fringe Benefits	116.116	118.284	122.537	125.706	127.861
Reimbursable Overhead	(45.071)	(59.303)	(60.706)	(61.787)	(62.654)
<b>Total Labor Expenses</b>	<b>\$878.480</b>	<b>\$889.128</b>	<b>\$923.191</b>	<b>\$950.501</b>	<b>\$965.565</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$64.402	\$78.711	\$80.448	\$81.016	\$87.823
Fuel	14.811	17.460	18.171	19.431	20.756
Insurance	18.998	20.661	22.338	24.316	26.446
Claims	3.472	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	116.274	123.473	123.420	125.525	129.222
Professional Service Contracts	37.313	44.668	46.043	42.877	43.325
Materials & Supplies	83.580	94.845	101.284	99.576	98.883
Other Business Expenses	13.874	32.078	23.817	34.629	36.147
<b>Total Non-Labor</b>	<b>\$352.723</b>	<b>\$412.896</b>	<b>\$416.521</b>	<b>\$428.370</b>	<b>\$443.603</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,231.204</b>	<b>\$1,302.024</b>	<b>\$1,339.711</b>	<b>\$1,378.871</b>	<b>\$1,409.167</b>
Depreciation	\$231.305	\$240.693	\$240.693	\$240.693	\$240.693
OPEB Obligation	68.316	68.316	68.316	68.316	68.316
GASB 68 Pension Adjustment	(21.688)	(2.500)	(1.100)	(7.300)	(13.800)
Environmental Remediation	3.708	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$1,512.844</b>	<b>\$1,612.533</b>	<b>\$1,651.621</b>	<b>\$1,684.580</b>	<b>\$1,708.376</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$762.184)</b>	<b>(\$803.927)</b>	<b>(\$827.999)</b>	<b>(\$854.186)</b>	<b>(\$870.952)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$231.305	\$240.693	\$240.693	\$240.693	\$240.693
Operating Capital	(41.583)	(61.019)	(42.274)	(14.346)	(12.927)
Other Cash Adjustments	29.492	73.369	63.848	68.946	31.189
<b>Total Cash Conversion Adjustments</b>	<b>\$219.214</b>	<b>\$253.043</b>	<b>\$262.267</b>	<b>\$295.293</b>	<b>\$258.955</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$542.970)</b>	<b>(\$550.884)</b>	<b>(\$565.731)</b>	<b>(\$558.893)</b>	<b>(\$611.997)</b>



**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2017 - 2020**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
MNR - MTA	102.250	139.727	156.817	152.841	145.271
MNR - CDOT	87.028	93.643	88.048	55.325	66.673
MNR - Other	25.327	13.744	9.458	10.554	11.595
Capital and Other Reimbursements	214.605	247.115	254.322	218.720	223.539
<b>Total Revenue</b>	<b>\$214.605</b>	<b>\$247.115</b>	<b>\$254.322</b>	<b>\$218.720</b>	<b>\$223.539</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$42.409	\$52.323	\$56.095	\$55.591	\$57.263
Overtime	24.610	25.587	26.186	26.152	27.171
Health and Welfare	14.658	17.593	18.691	18.519	19.087
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	9.751	11.645	12.340	12.262	12.662
Other Fringe Benefits	11.254	13.277	14.079	13.961	14.404
Reimbursable Overhead	43.012	57.339	58.654	60.030	61.407
<b>Total Labor</b>	<b>\$145.695</b>	<b>\$177.764</b>	<b>\$186.045</b>	<b>\$186.514</b>	<b>\$191.994</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.059	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	4.206	4.241	4.822	4.907	5.137
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	22.335	16.769	23.547	7.340	4.457
Professional Service Contracts	12.204	19.041	16.220	0.729	0.748
Materials & Supplies	26.645	29.055	23.506	19.042	21.008
Other Business Expenses	3.462	0.246	0.183	0.188	0.195
<b>Total Non-Labor</b>	<b>\$68.910</b>	<b>\$69.351</b>	<b>\$68.277</b>	<b>\$32.206</b>	<b>\$31.545</b>
<b><u>Other Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$214.604</b>	<b>\$247.115</b>	<b>\$254.322</b>	<b>\$218.720</b>	<b>\$223.539</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$214.604</b>	<b>\$247.115</b>	<b>\$254.322</b>	<b>\$218.720</b>	<b>\$223.539</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2017 - 2020**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Revenue</b>					
Farebox Revenue	\$687.186	\$740.355	\$754.924	\$761.620	\$768.544
Other Operating Revenue	63.475	68.250	68.698	68.775	68.881
MNR - MTA	102.250	139.727	156.817	152.841	145.271
MNR - CDOT	87.028	93.643	88.048	55.325	66.673
MNR - Other	25.327	13.744	9.458	10.554	11.595
Capital and Other Reimbursements	214.605	247.115	254.322	218.720	223.539
<b>Total Revenue</b>	<b>\$965.265</b>	<b>\$1,055.720</b>	<b>\$1,077.944</b>	<b>\$1,049.114</b>	<b>\$1,060.963</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$527.001	\$548.008	\$573.325	\$587.756	\$599.512
Overtime	118.480	122.939	125.107	127.051	130.085
Health and Welfare	119.060	124.737	130.971	136.859	136.497
OPEB Current Payment	30.500	31.200	32.000	33.000	34.000
Pensions	103.822	110.411	113.268	114.440	116.447
Other Fringe Benefits	127.370	131.561	136.616	139.667	142.265
Reimbursable Overhead	(2.059)	(1.964)	(2.052)	(1.757)	(1.247)
<b>Total Labor</b>	<b>\$1,024.175</b>	<b>\$1,066.892</b>	<b>\$1,109.236</b>	<b>\$1,137.015</b>	<b>\$1,157.559</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$64.460	\$78.711	\$80.448	\$81.016	\$87.823
Fuel	14.811	17.460	18.171	19.431	20.756
Insurance	23.204	24.902	27.160	29.223	31.583
Claims	3.472	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	138.609	140.242	146.967	132.865	133.679
Professional Service Contracts	49.516	63.708	62.264	43.606	44.073
Materials & Supplies	110.225	123.899	124.790	118.618	119.891
Other Business Expenses	17.336	32.323	24.000	34.817	36.342
<b>Total Non-Labor</b>	<b>\$421.633</b>	<b>\$482.246</b>	<b>\$484.798</b>	<b>\$460.576</b>	<b>\$475.147</b>
<b><u>Other Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,445.808</b>	<b>\$1,549.138</b>	<b>\$1,594.034</b>	<b>\$1,597.591</b>	<b>\$1,632.706</b>
Depreciation	\$231.305	\$240.693	\$240.693	\$240.693	\$240.693
OPEB Obligation	68.316	68.316	68.316	68.316	68.316
GASB 68 Pension Adjustment	(21.688)	(2.500)	(1.100)	(7.300)	(13.800)
Environmental Remediation	3.708	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$1,727.449</b>	<b>\$1,859.647</b>	<b>\$1,905.943</b>	<b>\$1,903.300</b>	<b>\$1,931.915</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$762.183)</b>	<b>(\$803.927)</b>	<b>(\$827.999)</b>	<b>(\$854.186)</b>	<b>(\$870.952)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$231.305	\$240.693	\$240.693	\$240.693	\$240.693
Operating Capital	(41.583)	(61.019)	(42.274)	(14.346)	(12.927)
Other Cash Adjustments	29.492	73.369	63.848	68.946	31.189
<b>Total Cash Conversion Adjustments</b>	<b>\$219.214</b>	<b>\$253.043</b>	<b>\$262.267</b>	<b>\$295.293</b>	<b>\$258.955</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$542.969)</b>	<b>(\$550.884)</b>	<b>(\$565.731)</b>	<b>(\$558.893)</b>	<b>(\$611.997)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2017 - 2020**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Receipts</b>					
Farebox Revenue	\$691.067	\$729.085	\$743.159	\$749.479	\$756.104
Other Operating Revenue	111.943	115.856	86.746	89.299	85.157
MNR - MTA	105.021	136.514	151.338	160.057	143.469
MNR - CDOT	87.028	93.643	88.048	55.325	66.673
MNR - Other	25.327	13.744	9.458	10.554	11.595
Capital and Other Reimbursements	217.376	243.901	248.843	225.936	221.737
<b>Total Revenue</b>	<b>\$1,020.386</b>	<b>\$1,088.843</b>	<b>\$1,078.749</b>	<b>\$1,064.713</b>	<b>\$1,062.997</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$529.251	\$550.869	\$573.897	\$589.793	\$609.843
Overtime	119.012	123.336	124.830	126.742	132.350
Health and Welfare	122.916	128.576	134.936	140.881	140.455
OPEB Current Payment	30.501	31.200	32.000	33.000	34.000
Pensions	104.317	110.803	113.684	114.806	116.730
Other Fringe Benefits	127.940	132.334	136.766	137.686	145.296
GASB Account	0.000	0.000	0.160	0.200	0.200
Reimbursable Overhead	0.026	(0.000)	0.000	0.000	0.000
<b>Total Labor</b>	<b>\$1,033.961</b>	<b>\$1,077.117</b>	<b>\$1,116.271</b>	<b>\$1,143.107</b>	<b>\$1,178.872</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$64.461	\$80.612	\$82.349	\$82.917	\$89.724
Fuel	14.372	17.012	17.914	19.169	20.489
Insurance	23.483	24.968	27.272	29.252	31.645
Claims	44.425	21.328	1.146	1.146	1.146
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	165.487	171.997	159.435	143.311	144.195
Professional Service Contracts	54.922	71.590	65.345	44.823	44.975
Materials & Supplies	112.022	126.844	134.481	106.401	111.253
Other Business Expenditures	50.223	48.258	40.267	53.480	52.695
<b>Total Non-Labor</b>	<b>\$529.395</b>	<b>\$562.610</b>	<b>\$528.209</b>	<b>\$480.499</b>	<b>\$496.122</b>
<b><u>Other Adjustments:</u></b>					
Other	\$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
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,563.356</b>	<b>\$1,639.727</b>	<b>\$1,644.480</b>	<b>\$1,623.606</b>	<b>\$1,674.995</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$542.970)</b>	<b>(\$550.884)</b>	<b>(\$565.731)</b>	<b>(\$558.893)</b>	<b>(\$611.997)</b>
<b><u>Subsidies</u></b>					
MTA	422.592	442.334	446.554	435.023	480.123
CDOT	120.378	108.550	119.177	123.870	131.874
<b>Total Subsidies</b>	<b>\$542.970</b>	<b>\$550.884</b>	<b>\$565.731</b>	<b>\$558.893</b>	<b>\$611.997</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2017 - 2020**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Receipts</b>					
Farebox Revenue	\$3.881	(\$11.270)	(\$11.765)	(\$12.141)	(\$12.440)
Other Operating Revenue	48.469	47.606	18.048	20.524	16.276
<i>Capital and Other Reimbursements:</i>					
MTA	2.772	(3.214)	(5.479)	7.216	(1.802)
CDOT	0.000	0.000	0.000	0.000	0.000
Other	(0.000)	0.000	0.000	0.000	0.000
Total Capital and Other Reimbursements	2.772	(3.214)	(5.479)	7.216	(1.802)
<b>Total Receipts</b>	<b>\$55.121</b>	<b>\$33.123</b>	<b>\$0.804</b>	<b>\$15.599</b>	<b>\$2.034</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$2.249)	(\$2.861)	(\$0.571)	(\$2.037)	(\$10.330)
Overtime	(0.532)	(0.397)	0.278	0.309	(2.264)
Health and Welfare	(3.855)	(3.839)	(3.965)	(4.021)	(3.958)
OPEB Current Payment	(0.001)	0.000	0.000	0.000	0.000
Pensions	(0.495)	(0.392)	(0.415)	(0.366)	(0.283)
Other Fringe Benefits	(0.570)	(0.773)	(0.149)	1.981	(3.031)
GASB Account	0.000	0.000	(0.160)	(0.200)	(0.200)
Reimbursable Overhead	(2.085)	(1.964)	(2.052)	(1.757)	(1.247)
<b>Total Labor</b>	<b>(\$9.786)</b>	<b>(\$10.225)</b>	<b>(\$7.035)</b>	<b>(\$6.092)</b>	<b>(\$21.313)</b>
<b><u>Non-Labor:</u></b>					
Electric Power	(\$0.001)	(\$1.901)	(\$1.901)	(\$1.901)	(\$1.901)
Fuel	0.439	0.448	0.257	0.262	0.267
Insurance	(0.279)	(0.066)	(0.112)	(0.030)	(0.061)
Claims	(40.953)	(20.328)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(26.878)	(31.755)	(12.469)	(10.446)	(10.516)
Professional Service Contracts	(5.406)	(7.882)	(3.081)	(1.217)	(0.902)
Materials & Supplies	(1.797)	(2.944)	(9.691)	12.217	8.637
Other Business Expenditures	(32.887)	(15.935)	(16.267)	(18.662)	(16.353)
<b>Total Non-Labor</b>	<b>(\$107.762)</b>	<b>(\$80.363)</b>	<b>(\$43.411)</b>	<b>(\$19.923)</b>	<b>(\$20.975)</b>
<b><u>Other Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>(\$62.427)</b>	<b>(\$57.466)</b>	<b>(\$49.642)</b>	<b>(\$10.416)</b>	<b>(\$40.254)</b>
Depreciation Adjustment	\$231.305	\$240.693	\$240.693	\$240.693	\$240.693
OPEB Obligation	68.316	68.316	68.316	68.316	68.316
GASB 68 Pension Adjustment	(21.688)	(2.500)	(1.100)	(7.300)	(13.800)
Environmental Remediation	3.708	4.000	4.000	4.000	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$219.214</b>	<b>\$253.043</b>	<b>\$262.267</b>	<b>\$295.293</b>	<b>\$258.955</b>

**MTA METRO-NORTH RAILROAD**  
**2017 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

		Total		
<b>NON-REIMBURSABLE OVERTIME</b>		Hours	\$	%
	<u>Scheduled Service</u>	583,792	\$36.070	37.1%
	<u>Unscheduled Service</u>	0	\$0.000	0.0%
	<u>Programmatic/Routine Maintenance</u>	618,069	\$35.067	36.0%
	<u>Unscheduled Maintenance</u>	11,381	\$0.612	0.6%
	<u>Vacancy/Absentee Coverage</u>	342,326	\$18.156	18.6%
	<u>Weather Emergencies</u>	130,362	\$7.446	7.6%
	<u>Safety/Security/Law Enforcement</u>	0	\$0.000	0.0%
	<u>Other</u>	0	\$0.000	0.0%
	Subtotal	<b>1,685,929</b>	<b>\$97.352</b>	100.0%
	<b>REIMBURSABLE OVERTIME</b>	427,281	\$25.587	
	<b>TOTAL OVERTIME</b>	<b>2,113,210</b>	<b>\$122.939</b>	

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2017 - 2020**  
**Ridership (Utilization)**

(in millions)

	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b><u>Farebox Revenue by Line &amp; Type</u></b>					
Harlem Line - Commutation Revenue	109.463	113.844	117.499	118.710	119.882
Harlem Line - Non-Commutation Revenue	95.191	101.210	102.179	103.232	104.251
Total	\$204.654	\$215.054	\$219.677	\$221.941	\$224.133
Hudson Line - Commutation Revenue	70.980	73.646	75.883	76.600	77.540
Hudson Line - Non-Commutation Revenue	77.516	81.882	82.870	83.654	84.681
Total	\$148.496	\$155.528	\$158.753	\$160.254	\$162.221
New Haven Line - Commutation Revenue	151.427	160.507	163.639	164.825	165.720
New Haven Line - Non-Commutation Revenue	182.254	193.749	196.952	198.379	200.041
Total	\$333.682	\$354.256	\$360.592	\$363.204	\$365.761
<b>Total Commutation (East of Hudson)</b>	<b>331.870</b>	<b>347.996</b>	<b>357.020</b>	<b>360.134</b>	<b>363.142</b>
<b>Total Non-Commutation (East of Hudson)</b>	<b><u>354.961</u></b>	<b><u>376.841</u></b>	<b><u>382.002</u></b>	<b><u>385.265</u></b>	<b><u>388.973</u></b>
<b>Total Farebox Revenue (East of Hudson)</b>	<b><u>\$686.832</u></b>	<b><u>\$724.838</u></b>	<b><u>\$739.022</u></b>	<b><u>\$745.400</u></b>	<b><u>\$752.115</u></b>
West of Hudson Ridership <sup>(1)</sup>	\$0.354	\$15.517	\$15.902	\$16.220	\$16.429
<b>Total Farebox Revenue</b>	<b>\$687.186</b>	<b>\$740.355</b>	<b>\$754.924</b>	<b>\$761.620</b>	<b>\$768.544</b>
<b><u>Ridership by Line &amp; Type</u></b>					
Harlem Line Ridership - Commutation	16.931	17.157	17.462	17.642	17.832
Harlem Line Ridership - Non-Commutation	<u>10.757</u>	<u>11.037</u>	<u>11.094</u>	<u>11.209</u>	<u>11.329</u>
Total	27.687	28.195	28.556	28.851	29.161
Hudson Line Ridership - Commutation	9.371	9.486	9.640	9.735	9.860
Hudson Line Ridership - Non-Commutation	7.137	7.285	7.342	7.415	7.510
Total	16.508	16.770	16.982	17.150	17.370
New Haven Line Ridership - Commutation	22.718	22.894	23.141	23.327	23.516
New Haven Line Ridership - Non-Commutation	17.730	17.933	18.060	18.206	18.353
Total	40.448	40.827	41.201	41.533	41.868
<b>Total Commutation (East of Hudson)</b>	<b>49.019</b>	<b>49.537</b>	<b>50.242</b>	<b>50.705</b>	<b>51.208</b>
<b>Total Non-Commutation (East of Hudson)</b>	<b><u>35.624</u></b>	<b><u>36.255</u></b>	<b><u>36.497</u></b>	<b><u>36.830</u></b>	<b><u>37.192</u></b>
<b>Total Ridership (East of Hudson)</b>	<b><u>84.643</u></b>	<b><u>85.792</u></b>	<b><u>86.739</u></b>	<b><u>87.534</u></b>	<b><u>88.400</u></b>
West of Hudson Ridership <sup>(2)</sup>	<u>1.726</u>	<u>1.763</u>	<u>1.799</u>	<u>1.834</u>	<u>1.858</u>
<b>Total Ridership</b>	<b>86.370</b>	<b>87.555</b>	<b>88.538</b>	<b>89.368</b>	<b>90.258</b>

(1) Starting in 2017, West of Hudson ticket sales made by New Jersey Transit will be reported in Farebox Revenues, increasing Farebox Revenues by \$15.5 million annually. This is a reclass from Other Business Expenses which will reflect an equal increase in forecasted expense.

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

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

<b>FUNCTION/DEPARTMENT</b>	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Administration</b>					
President	4	4	4	4	4
Labor Relations	18	18	18	18	18
Safety	54	58	58	58	58
Security	21	26	26	26	26
Office of the Executive VP	10	10	10	10	10
Corporate & Public Affairs	19	19	19	19	19
Customer Service	66	68	68	68	68
Legal	19	19	19	19	19
Claims	14	14	14	14	14
Environmental Compliance & Svce	8	8	8	8	8
VP Human Resources	48	48	48	48	48
Training	98	98	98	98	98
Employee Relations & Diversity	6	6	6	6	6
VP Planning	2	2	2	2	2
Operations Planning & Analysis	22	22	22	22	22
Capital Planning & Programming	18	18	18	18	18
Long Range Planning	8	8	8	8	8
VP Finance & Info Systems	7	9	9	9	9
Controller	80	81	81	81	81
Budget	22	23	23	23	23
Procurement & Material Management	34	37	37	37	37
Corporate					
<b>Total Administration</b>	<b>578</b>	<b>596</b>	<b>596</b>	<b>596</b>	<b>596</b>
<b>Operations</b>					
Operations Administration	70	72	72	72	72
Transportation	1,488	1,510	1,510	1,510	1,510
Customer Service	324	330	330	330	330
Metro-North West	46	46	46	46	46
<b>Total Operations</b>	<b>1,928</b>	<b>1,958</b>	<b>1,958</b>	<b>1,958</b>	<b>1,958</b>
<b>Maintenance</b>					
Maintenance of Equipment	1,764	1,764	1,764	1,764	1,764
Maintenance of Way	2,319	2,392	2,417	2,421	2,423
Procurement & Material Management	124	129	129	129	129
<b>Total Maintenance</b>	<b>4,207</b>	<b>4,285</b>	<b>4,310</b>	<b>4,314</b>	<b>4,316</b>
<b>Engineering/Capital</b>					
Construction Management	43	43	43	43	43
Engineering & Design	80	84	84	84	84
<b>Total Engineering/Capital</b>	<b>123</b>	<b>127</b>	<b>127</b>	<b>127</b>	<b>127</b>
<b>Total Positions</b>	<b>6,836</b>	<b>6,966</b>	<b>6,991</b>	<b>6,995</b>	<b>6,997</b>
<b>Non-Reimbursable</b>	<b>6,300</b>	<b>6,245</b>	<b>6,229</b>	<b>6,247</b>	<b>6,247</b>
<b>Reimbursable</b>	<b>536</b>	<b>721</b>	<b>762</b>	<b>748</b>	<b>750</b>
<b>Total Full-Time</b>	<b>6,835</b>	<b>6,965</b>	<b>6,990</b>	<b>6,994</b>	<b>6,996</b>
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2017 - 2020**  
**Total Positions by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP		2016 Final Estimate	2017 Adopted Budget	2018	2019	2020
<b>Administration</b>						
	Managers/Supervisors	169	176	176	176	176
	Professional, Technical, Clerical	409	420	420	420	420
	Operational Hourlies					
	<b>Total Administration</b>	578	596	596	596	596
<b>Operations</b>						
	Managers/Supervisors	230	233	233	233	233
	Professional, Technical, Clerical	198	200	200	200	200
	Operational Hourlies	1,500	1,525	1,525	1,525	1,525
	<b>Total Operations</b>	1,928	1,958	1,958	1,958	1,958
<b>Maintenance</b>						
	Managers/Supervisors	704	717	724	724	724
	Professional, Technical, Clerical	539	554	556	557	557
	Operational Hourlies	2,964	3,014	3,030	3,033	3,035
	<b>Total Maintenance</b>	4,207	4,285	4,310	4,314	4,316
<b>Engineering/Capital</b>						
	Managers/Supervisors	43	44	44	44	44
	Professional, Technical, Clerical	80	83	83	83	83
	Operational Hourlies					
	<b>Total Engineering/Capital</b>	123	127	127	127	127
<b>Public Safety</b>						
	Managers/Supervisors					
	Professional, Technical, Clerical					
	Operational Hourlies					
	<b>Total Public Safety</b>	-	-	-	-	-
<b>Total Positions</b>						
	Managers/Supervisors	1,146	1,170	1,177	1,177	1,177
	Professional, Technical, Clerical	1,226	1,257	1,259	1,260	1,260
	Operational Hourlies	4,464	4,539	4,555	4,558	4,560
	<b>Total Positions</b>	6,836	6,966	6,991	6,995	6,997



**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$56.400	\$54.204	\$59.741	\$60.058	\$63.551	\$64.846	\$64.904	\$62.618	\$62.121	\$63.685	\$62.428	\$65.799	\$740.355
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	5.254	5.495	5.817	5.645	5.375	5.703	5.774	5.653	5.794	5.591	6.412	5.737	68.250
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$61.653</b>	<b>\$59.699</b>	<b>\$65.558</b>	<b>\$65.704</b>	<b>\$68.926</b>	<b>\$70.549</b>	<b>\$70.679</b>	<b>\$68.271</b>	<b>\$67.915</b>	<b>\$69.276</b>	<b>\$68.841</b>	<b>\$71.536</b>	<b>\$808.605</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$41.674	\$38.028	\$43.066	\$37.572	\$42.824	\$41.162	\$40.677	\$44.064	\$40.491	\$41.526	\$41.983	\$42.618	\$495.685
Overtime	8.965	7.854	7.401	7.674	8.070	7.689	8.593	7.734	7.814	7.367	8.214	9.977	97.352
Health and Welfare	9.204	8.107	9.258	7.864	9.279	8.753	8.780	9.515	8.730	8.876	9.152	9.625	107.144
OPEB Current Payment	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	31.200
Pensions	8.046	7.308	8.115	7.235	8.157	7.809	7.831	8.297	7.720	7.854	8.022	12.372	98.766
Other Fringe Benefits	10.018	9.607	10.062	9.089	10.085	9.716	9.747	10.280	9.650	9.757	9.953	10.321	118.284
Reimbursable Overhead	(3.741)	(3.540)	(4.991)	(5.182)	(5.718)	(5.621)	(4.924)	(5.513)	(5.154)	(5.764)	(5.163)	(3.990)	(59.303)
<b>Total Labor Expenses</b>	<b>\$76.765</b>	<b>\$69.965</b>	<b>\$75.511</b>	<b>\$66.852</b>	<b>\$75.296</b>	<b>\$72.108</b>	<b>\$73.303</b>	<b>\$76.978</b>	<b>\$71.851</b>	<b>\$72.216</b>	<b>\$74.761</b>	<b>\$83.523</b>	<b>\$889.128</b>
<b>Non-Labor:</b>													
Electric Power	\$7.610	\$7.646	\$7.013	\$6.220	\$6.199	\$6.513	\$6.741	\$6.179	\$6.393	\$5.736	\$5.815	\$6.646	\$78.711
Fuel	1.504	1.511	1.457	1.550	1.530	1.363	1.373	1.373	1.326	1.402	1.510	1.562	17.460
Insurance	1.674	1.674	1.691	1.692	1.721	1.731	1.719	1.749	1.719	1.719	1.765	1.808	20.661
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	(0.048)	1.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	9.452	9.716	10.883	9.655	9.705	11.974	9.907	9.728	11.665	9.775	9.986	11.026	123.473
Professional Service Contracts	3.610	3.436	3.607	3.716	3.645	4.030	3.658	3.553	3.649	3.690	3.611	4.463	44.668
Materials & Supplies	6.958	7.038	8.413	7.530	7.775	8.782	7.514	7.782	8.777	7.617	7.773	8.886	94.845
Other Business Expenses	2.259	2.130	2.565	2.277	2.608	2.944	3.035	2.759	2.874	3.103	2.593	2.932	32.078
<b>Total Non-Labor</b>	<b>\$33.159</b>	<b>\$33.247</b>	<b>\$35.727</b>	<b>\$32.732</b>	<b>\$33.280</b>	<b>\$37.431</b>	<b>\$34.045</b>	<b>\$33.215</b>	<b>\$36.501</b>	<b>\$33.139</b>	<b>\$33.145</b>	<b>\$37.275</b>	<b>\$412.896</b>
<b>Other Expenses Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$109.924</b>	<b>\$103.211</b>	<b>\$111.238</b>	<b>\$99.584</b>	<b>\$108.576</b>	<b>\$109.539</b>	<b>\$107.348</b>	<b>\$110.193</b>	<b>\$108.352</b>	<b>\$105.356</b>	<b>\$107.906</b>	<b>\$120.798</b>	<b>\$1,302.024</b>
Depreciation	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$240.693
OPEB Obligation	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68.316
GASB 68 Pension Adjustment	-	-	-	-	-	-	-	-	-	-	-	(2.500)	(2.500)
Environmental Remediation	-	-	1.000	-	-	1.000	-	-	1.000	-	-	1.000	4.000
<b>Total Expenses</b>	<b>\$135.675</b>	<b>\$128.962</b>	<b>\$137.989</b>	<b>\$125.334</b>	<b>\$134.327</b>	<b>\$136.289</b>	<b>\$133.099</b>	<b>\$135.943</b>	<b>\$135.103</b>	<b>\$131.106</b>	<b>\$133.657</b>	<b>\$145.049</b>	<b>\$1,612.533</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$74.021)</b>	<b>(\$69.263)</b>	<b>(\$72.431)</b>	<b>(\$59.631)</b>	<b>(\$65.401)</b>	<b>(\$65.740)</b>	<b>(\$62.420)</b>	<b>(\$67.673)</b>	<b>(\$67.188)</b>	<b>(\$61.831)</b>	<b>(\$64.816)</b>	<b>(\$73.513)</b>	<b>(\$803.927)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$240.693
Operating Capital	(3.094)	(2.082)	(9.401)	(3.664)	(3.408)	(7.648)	(3.284)	(4.221)	(6.558)	(4.179)	(2.760)	(10.719)	(61.019)
Other Cash Adjustments	8.238	8.678	(9.550)	14.978	13.740	(1.287)	13.918	8.286	4.872	14.214	2.496	(5.214)	73.369
<b>Total Cash Conversion Adjustments</b>	<b>\$25.201</b>	<b>\$26.654</b>	<b>\$1.106</b>	<b>\$31.372</b>	<b>\$30.390</b>	<b>\$11.122</b>	<b>\$30.692</b>	<b>\$24.122</b>	<b>\$18.372</b>	<b>\$30.093</b>	<b>\$19.794</b>	<b>\$4.125</b>	<b>\$253.043</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$48.820)</b>	<b>(\$42.609)</b>	<b>(\$71.324)</b>	<b>(\$28.259)</b>	<b>(\$35.011)</b>	<b>(\$54.618)</b>	<b>(\$31.728)</b>	<b>(\$43.550)</b>	<b>(\$48.816)</b>	<b>(\$31.738)</b>	<b>(\$45.022)</b>	<b>(\$69.388)</b>	<b>(\$550.884)</b>

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REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements													
MNR - MTA	11.248	10.690	12.392	12.274	13.221	13.295	10.293	11.102	12.004	11.807	10.603	10.799	139.727
MNR - CDOT	5.344	3.870	7.158	8.902	7.431	9.583	8.397	9.077	8.556	9.557	8.475	7.292	93.643
MNR - Other	1.418	1.362	1.514	1.393	1.100	1.172	1.030	1.148	0.957	0.984	0.867	0.798	13.744
Total Revenue	\$18.011	\$15.922	\$21.064	\$22.570	\$21.752	\$24.050	\$19.721	\$21.327	\$21.518	\$22.348	\$19.944	\$18.889	\$247.115
Expenses													
Labor:													
Payroll	\$3.236	\$3.053	\$4.436	\$4.386	\$5.084	\$5.018	\$4.386	\$4.978	\$4.620	\$5.116	\$4.515	\$3.494	\$52.323
Overtime	1.499	1.427	2.190	2.452	2.457	2.323	2.231	2.408	2.170	2.441	2.282	1.708	25.587
Health and Welfare	1.084	1.023	1.516	1.554	1.718	1.675	1.494	1.672	1.547	1.711	1.531	1.069	17.593
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.711	0.673	0.986	1.003	1.124	1.099	0.984	1.104	1.016	1.131	1.013	0.802	11.645
Other Fringe Benefits	0.808	0.763	1.133	1.164	1.293	1.262	1.128	1.263	1.165	1.292	1.156	0.851	13.277
Reimbursable Overhead	3.619	3.418	4.832	5.026	5.526	5.444	4.771	5.311	4.972	5.577	5.001	3.842	57.339
Total Labor	\$10.957	\$10.357	\$15.092	\$15.586	\$17.204	\$16.822	\$14.993	\$16.735	\$15.489	\$17.267	\$15.497	\$11.766	\$177.764
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.232	0.214	0.354	0.384	0.424	0.419	0.363	0.409	0.384	0.430	0.370	0.258	4.241
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.003	1.006	2.558	1.014	0.586	1.893	0.636	0.636	1.816	1.257	0.697	3.667	16.769
Professional Service Contracts	1.657	1.657	1.662	1.677	1.488	1.488	1.585	1.555	1.570	1.570	1.570	1.565	19.041
Materials & Supplies	4.141	2.669	1.378	3.889	2.029	3.407	2.124	1.972	2.238	1.803	1.789	1.614	29.055
Other Business Expenses	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.246
Total Non-Labor	\$7.053	\$5.566	\$5.972	\$6.984	\$4.548	\$7.228	\$4.728	\$4.592	\$6.029	\$5.081	\$4.447	\$7.123	\$69.351
Other Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$18.011	\$15.922	\$21.064	\$22.570	\$21.752	\$24.050	\$19.721	\$21.327	\$21.518	\$22.348	\$19.944	\$18.889	\$247.115
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$18.011	\$15.922	\$21.064	\$22.570	\$21.752	\$24.050	\$19.721	\$21.327	\$21.518	\$22.348	\$19.944	\$18.889	\$247.115
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$56.400	\$54.204	\$59.741	\$60.058	\$63.551	\$64.846	\$64.904	\$62.618	\$62.121	\$63.685	\$62.428	\$65.799	\$740.355
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	5.254	5.495	5.817	5.645	5.375	5.703	5.774	5.653	5.794	5.591	6.412	5.737	68.250
Capital and Other Reimbursements													
MNR - MTA	11.248	10.690	12.392	12.274	13.221	13.295	10.293	11.102	12.004	11.807	10.603	10.799	139.727
MNR - CDOT	5.344	3.870	7.158	8.902	7.431	9.583	8.397	9.077	8.556	9.557	8.475	7.292	93.643
MNR - Other	1.418	1.362	1.514	1.393	1.100	1.172	1.030	1.148	0.957	0.984	0.867	0.798	13.744
<b>Total Revenue</b>	<b>\$79.664</b>	<b>\$75.622</b>	<b>\$86.621</b>	<b>\$88.273</b>	<b>\$90.677</b>	<b>\$94.600</b>	<b>\$90.399</b>	<b>\$89.598</b>	<b>\$89.432</b>	<b>\$91.624</b>	<b>\$88.784</b>	<b>\$90.425</b>	<b>\$1,055.720</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$44.910	\$41.081	\$47.502	\$41.958	\$47.908	\$46.180	\$45.063	\$49.042	\$45.111	\$46.642	\$46.498	\$46.113	\$548.008
Overtime	10.463	9.281	9.591	10.126	10.527	10.013	10.824	10.142	9.984	9.808	10.496	11.685	122.939
Health and Welfare	10.288	9.130	10.773	9.418	10.997	10.429	10.274	11.187	10.277	10.587	10.683	10.694	124.737
OPEB Current Payment	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	31.200
Pensions	8.757	7.981	9.101	8.238	9.281	8.908	8.815	9.401	8.736	8.985	9.035	13.174	110.411
Other Fringe Benefits	10.826	10.370	11.194	10.253	11.378	10.978	10.874	11.543	10.815	11.049	11.109	11.172	131.561
Reimbursable Overhead	(0.122)	(0.122)	(0.159)	(0.156)	(0.192)	(0.177)	(0.153)	(0.202)	(0.183)	(0.188)	(0.162)	(0.149)	(1.964)
<b>Total Labor</b>	<b>\$87.723</b>	<b>\$80.321</b>	<b>\$90.603</b>	<b>\$82.437</b>	<b>\$92.499</b>	<b>\$88.930</b>	<b>\$88.296</b>	<b>\$93.713</b>	<b>\$87.340</b>	<b>\$89.483</b>	<b>\$90.258</b>	<b>\$95.288</b>	<b>\$1,066.892</b>
<b>Non-Labor:</b>													
Electric Power	\$7.610	\$7.646	\$7.013	\$6.220	\$6.199	\$6.513	\$6.741	\$6.179	\$6.393	\$5.736	\$5.815	\$6.646	\$78.711
Fuel	1.504	1.511	1.457	1.550	1.530	1.363	1.373	1.373	1.326	1.402	1.510	1.562	17.460
Insurance	1.906	1.887	2.045	2.076	2.146	2.150	2.082	2.158	2.103	2.149	2.135	2.066	24.902
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	(0.048)	1.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	10.455	10.721	13.441	10.669	10.292	13.868	10.543	10.364	13.482	11.033	10.683	14.693	140.242
Professional Service Contracts	5.266	5.092	5.269	5.392	5.133	5.518	5.243	5.108	5.219	5.260	5.181	6.028	63.708
Materials & Supplies	11.099	9.707	9.791	11.419	9.804	12.190	9.638	9.753	11.016	9.420	9.562	10.500	123.899
Other Business Expenses	2.280	2.150	2.585	2.297	2.628	2.964	3.056	2.779	2.894	3.124	2.614	2.952	32.323
<b>Total Non-Labor</b>	<b>\$40.212</b>	<b>\$38.812</b>	<b>\$41.699</b>	<b>\$39.716</b>	<b>\$37.828</b>	<b>\$44.659</b>	<b>\$38.772</b>	<b>\$37.807</b>	<b>\$42.530</b>	<b>\$38.220</b>	<b>\$37.592</b>	<b>\$44.399</b>	<b>\$482.246</b>
<b>Other Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$127.935</b>	<b>\$119.134</b>	<b>\$132.301</b>	<b>\$122.153</b>	<b>\$130.327</b>	<b>\$133.589</b>	<b>\$127.069</b>	<b>\$131.520</b>	<b>\$129.870</b>	<b>\$127.704</b>	<b>\$127.850</b>	<b>\$139.687</b>	<b>\$1,549.138</b>
Depreciation	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$240.693
OPEB Obligation	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68.316
GASB 68 Pension Adjustment	-	-	-	-	-	-	-	-	-	-	-	(2.500)	(2.500)
Environmental Remediation	-	-	1.000	-	-	1.000	-	-	1.000	-	-	1.000	4.000
<b>Total Expenses</b>	<b>\$153.685</b>	<b>\$144.885</b>	<b>\$159.052</b>	<b>\$147.904</b>	<b>\$156.078</b>	<b>\$160.340</b>	<b>\$152.819</b>	<b>\$157.271</b>	<b>\$156.621</b>	<b>\$153.454</b>	<b>\$153.601</b>	<b>\$163.938</b>	<b>\$1,859.647</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$74.021)</b>	<b>(\$69.263)</b>	<b>(\$72.431)</b>	<b>(\$59.631)</b>	<b>(\$65.401)</b>	<b>(\$65.740)</b>	<b>(\$62.420)</b>	<b>(\$67.673)</b>	<b>(\$67.188)</b>	<b>(\$61.831)</b>	<b>(\$64.816)</b>	<b>(\$73.513)</b>	<b>(\$803.927)</b>
Cash Conversion Adjustments:													
Depreciation	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$20.058	\$240.693
Operating Capital	(3.094)	(2.082)	(9.401)	(3.664)	(3.408)	(7.648)	(3.284)	(4.221)	(6.558)	(4.179)	(2.760)	(10.719)	(61.019)
Other Cash Adjustments	8.238	8.678	(9.550)	14.978	13.740	(1.287)	13.918	8.286	4.872	14.214	2.496	(5.214)	73.369
<b>Total Cash Conversion Adjustments</b>	<b>25.201</b>	<b>26.654</b>	<b>1.106</b>	<b>31.372</b>	<b>30.390</b>	<b>11.122</b>	<b>30.692</b>	<b>24.122</b>	<b>18.372</b>	<b>30.093</b>	<b>19.794</b>	<b>4.125</b>	<b>253.043</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$48.820)</b>	<b>(\$42.609)</b>	<b>(\$71.324)</b>	<b>(\$28.259)</b>	<b>(\$35.011)</b>	<b>(\$54.618)</b>	<b>(\$31.728)</b>	<b>(\$43.550)</b>	<b>(\$48.816)</b>	<b>(\$31.738)</b>	<b>(\$45.022)</b>	<b>(\$69.388)</b>	<b>(\$550.884)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$55.457	\$53.437	\$58.922	\$59.141	\$62.569	\$63.805	\$63.870	\$61.734	\$61.177	\$62.804	\$61.486	\$64.683	\$729.085
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	7.546	6.802	8.487	16.702	6.424	26.231	6.875	6.636	8.019	6.777	7.331	8.026	115.856
Capital and Other Reimbursements													
MNR - MTA	11.170	11.280	7.396	11.351	10.943	12.482	12.180	13.130	13.280	10.461	11.046	11.795	136.514
MNR - CDOT	5.344	3.870	7.158	8.902	7.431	9.583	8.397	9.077	8.556	9.557	8.475	7.292	93.643
MNR - Other	1.418	1.362	1.514	1.393	1.100	1.172	1.030	1.148	0.957	0.984	0.867	0.798	13.744
<b>Total Receipts</b>	<b>\$80.936</b>	<b>\$76.752</b>	<b>\$83.477</b>	<b>\$97.489</b>	<b>\$88.467</b>	<b>\$113.274</b>	<b>\$92.352</b>	<b>\$91.726</b>	<b>\$91.990</b>	<b>\$90.584</b>	<b>\$89.203</b>	<b>\$92.594</b>	<b>\$1,088.843</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$40.427	\$41.968	\$52.298	\$42.258	\$41.366	\$53.721	\$43.279	\$53.767	\$42.854	\$42.123	\$53.409	\$43.399	\$550.869
Overtime	9.672	9.306	10.435	10.154	9.351	11.279	10.447	10.996	9.612	9.028	11.749	11.306	123.336
Health and Welfare	10.584	9.427	11.146	9.730	11.320	10.806	10.573	11.560	10.586	10.896	11.040	10.907	128.576
OPEB Current Payment	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	31.200
Pensions	8.787	8.012	9.142	8.278	9.327	8.952	8.847	9.442	8.774	9.024	9.067	13.149	110.803
Other Fringe Benefits	10.894	10.189	11.282	10.305	11.554	11.319	11.147	11.594	10.796	11.076	11.117	11.062	132.334
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor</b>	<b>\$82.964</b>	<b>\$81.502</b>	<b>\$96.903</b>	<b>\$83.326</b>	<b>\$85.519</b>	<b>\$98.677</b>	<b>\$86.894</b>	<b>\$99.960</b>	<b>\$85.221</b>	<b>\$84.747</b>	<b>\$98.983</b>	<b>\$92.422</b>	<b>\$1,077.117</b>
<b>Non-Labor:</b>													
Electric Power	\$7.768	\$7.804	\$7.171	\$6.379	\$6.357	\$6.672	\$6.900	\$6.337	\$6.552	\$5.894	\$5.973	\$6.804	\$80.612
Fuel	1.504	1.511	1.345	1.550	1.530	1.251	1.373	1.373	1.214	1.402	1.510	1.450	17.012
Insurance	6.761	0.228	0.373	2.513	0.450	1.232	2.264	0.475	3.571	2.334	2.027	2.737	24.968
Claims	3.181	3.186	3.186	3.732	3.737	3.732	0.098	0.093	0.098	0.098	0.093	0.098	21.328
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	7.751	7.156	22.116	8.020	7.503	30.454	7.220	8.539	20.157	7.748	7.651	37.681	171.997
Professional Service Contracts	4.438	4.219	8.604	4.583	4.323	8.846	4.976	4.292	8.411	4.439	4.349	10.110	71.590
Materials & Supplies	11.345	10.032	10.878	12.118	10.277	12.997	9.742	10.126	11.558	11.281	9.831	6.660	126.844
Other Business Expenditures	4.044	3.723	4.223	3.529	3.782	4.030	4.616	4.080	4.025	4.378	3.809	4.019	48.258
<b>Total Non-Labor</b>	<b>\$46.792</b>	<b>\$37.860</b>	<b>\$57.898</b>	<b>\$42.422</b>	<b>\$37.959</b>	<b>\$69.214</b>	<b>\$37.187</b>	<b>\$35.316</b>	<b>\$55.585</b>	<b>\$37.575</b>	<b>\$35.243</b>	<b>\$69.560</b>	<b>\$562.610</b>
<b>Other Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$129.756</b>	<b>\$119.361</b>	<b>\$154.801</b>	<b>\$125.748</b>	<b>\$123.478</b>	<b>\$167.891</b>	<b>\$124.081</b>	<b>\$135.276</b>	<b>\$140.806</b>	<b>\$122.321</b>	<b>\$134.226</b>	<b>\$161.982</b>	<b>\$1,639.727</b>
<b>Net Cash Deficit</b>	<b>(\$48.820)</b>	<b>(\$42.609)</b>	<b>(\$71.324)</b>	<b>(\$28.259)</b>	<b>(\$35.011)</b>	<b>(\$54.618)</b>	<b>(\$31.728)</b>	<b>(\$43.550)</b>	<b>(\$48.816)</b>	<b>(\$31.738)</b>	<b>(\$45.022)</b>	<b>(\$69.388)</b>	<b>(\$550.884)</b>
<b>MTA Subsidy</b>	<b>\$37.192</b>	<b>\$32.135</b>	<b>\$59.920</b>	<b>\$21.005</b>	<b>\$26.354</b>	<b>\$49.923</b>	<b>\$24.056</b>	<b>\$34.381</b>	<b>\$39.005</b>	<b>\$24.310</b>	<b>\$36.948</b>	<b>\$57.105</b>	<b>\$442.334</b>
<b>CDOT Subsidy</b>	<b>\$11.628</b>	<b>\$10.474</b>	<b>\$11.404</b>	<b>\$7.254</b>	<b>\$8.657</b>	<b>\$4.695</b>	<b>\$7.672</b>	<b>\$9.169</b>	<b>\$9.811</b>	<b>\$7.428</b>	<b>\$8.075</b>	<b>\$12.283</b>	<b>\$108.550</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Receipts</b>													
Farebox Revenue	(\$0.942)	(\$0.767)	(\$0.819)	(\$0.917)	(\$0.982)	(\$1.041)	(\$1.034)	(\$0.883)	(\$0.944)	(\$0.881)	(\$0.943)	(\$1.116)	(\$11.270)
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.292	1.307	2.670	11.056	1.050	20.528	1.100	0.983	2.225	1.187	0.918	2.289	47.606
Capital and Other Reimbursements													
MNR - MTA	(0.078)	0.591	(4.996)	(0.924)	(2.278)	(0.813)	1.887	2.028	1.276	(1.346)	0.443	0.996	(3.214)
MNR - CDOT	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$1.272</b>	<b>\$1.130</b>	<b>(\$3.145)</b>	<b>\$9.216</b>	<b>(\$2.210)</b>	<b>\$18.674</b>	<b>\$1.953</b>	<b>\$2.128</b>	<b>\$2.557</b>	<b>(\$1.040)</b>	<b>\$0.419</b>	<b>\$2.169</b>	<b>\$33.123</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
Payroll	\$4.483	(\$0.887)	(\$4.796)	(\$0.301)	\$6.542	(\$7.540)	\$1.784	(\$4.724)	\$2.256	\$4.519	(\$6.911)	\$2.714	(\$2.861)
Overtime	0.791	(0.024)	(0.844)	(0.028)	1.176	(1.267)	0.377	(0.854)	0.372	0.779	(1.253)	0.379	(0.397)
Health and Welfare	(0.296)	(0.297)	(0.372)	(0.312)	(0.323)	(0.377)	(0.300)	(0.373)	(0.309)	(0.309)	(0.358)	(0.213)	(3.839)
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	(0.030)	(0.031)	(0.041)	(0.040)	(0.046)	(0.044)	(0.032)	(0.042)	(0.038)	(0.038)	(0.033)	0.024	(0.392)
Other Fringe Benefits	(0.068)	0.181	(0.088)	(0.052)	(0.176)	(0.341)	(0.273)	(0.052)	0.019	(0.026)	(0.008)	0.111	(0.773)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.122)	(0.122)	(0.159)	(0.156)	(0.192)	(0.177)	(0.153)	(0.202)	(0.183)	(0.188)	(0.162)	(0.149)	(1.964)
<b>Total Labor</b>	<b>\$4.758</b>	<b>(\$1.180)</b>	<b>(\$6.301)</b>	<b>(\$0.889)</b>	<b>\$6.980</b>	<b>(\$9.747)</b>	<b>\$1.403</b>	<b>(\$6.246)</b>	<b>\$2.119</b>	<b>\$4.736</b>	<b>(\$8.725)</b>	<b>\$2.866</b>	<b>(\$10.225)</b>
<b><u>Non-Labor:</u></b>													
Electric Power	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$1.901)
Fuel	-	-	0.112	-	-	0.112	-	-	0.112	-	-	0.112	0.448
Insurance	(4.856)	1.659	1.672	(0.437)	1.695	0.917	(0.182)	1.683	(1.468)	(0.185)	0.108	(0.672)	(0.066)
Claims	(3.089)	(3.089)	(3.089)	(3.639)	(3.639)	(3.639)	-	-	-	-	-	(0.146)	(20.328)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.704	3.565	(8.675)	2.649	2.788	(16.586)	3.323	1.825	(6.675)	3.284	3.032	(22.988)	(31.755)
Professional Service Contracts	0.828	0.874	(3.335)	0.810	0.810	(3.328)	0.267	0.815	(3.192)	0.820	0.831	(4.081)	(7.882)
Materials & Supplies	(0.245)	(0.325)	(1.087)	(0.699)	(0.473)	(0.807)	(0.104)	(0.373)	(0.542)	(1.861)	(0.269)	3.840	(2.944)
Other Business Expenditures	(1.764)	(1.573)	(1.638)	(1.232)	(1.154)	(1.066)	(1.560)	(1.301)	(1.131)	(1.254)	(1.195)	(1.067)	(15.935)
<b>Total Non-Labor</b>	<b>(\$6.580)</b>	<b>\$0.953</b>	<b>(\$16.199)</b>	<b>(\$2.706)</b>	<b>(\$0.131)</b>	<b>(\$24.556)</b>	<b>\$1.585</b>	<b>\$2.491</b>	<b>(\$13.055)</b>	<b>\$0.646</b>	<b>\$2.349</b>	<b>(\$25.161)</b>	<b>(\$80.363)</b>
<b><u>Other Adjustments:</u></b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$0.550)</b>	<b>\$0.903</b>	<b>(\$25.644)</b>	<b>\$5.621</b>	<b>\$4.639</b>	<b>(\$15.628)</b>	<b>\$4.941</b>	<b>(\$1.628)</b>	<b>(\$8.379)</b>	<b>\$4.342</b>	<b>(\$5.957)</b>	<b>(\$20.125)</b>	<b>(\$57.466)</b>
Depreciation Adjustment	20.058	20.058	20.058	20.058	20.058	20.058	20.058	20.058	20.058	20.058	20.058	20.058	240.693
OPEB Obligation	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68.316
GASB 68 Pension Adjustment	-	-	-	-	-	-	-	-	-	-	-	(2.500)	(2.500)
Environmental Remediation	-	-	1.000	-	-	1.000	-	-	1.000	-	-	1.000	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$25.201</b>	<b>\$26.654</b>	<b>\$1.106</b>	<b>\$31.372</b>	<b>\$30.390</b>	<b>\$11.122</b>	<b>\$30.692</b>	<b>\$24.122</b>	<b>\$18.372</b>	<b>\$30.093</b>	<b>\$19.794</b>	<b>\$4.125</b>	<b>\$253.043</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Overtime - Non-Reimbursable/Reimbursable Basis**  
**(\$ in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	3.100	2.804	2.716	3.289	3.098	3.058	3.321	2.747	2.867	2.809	3.121	3.140	36.070
<u>Unscheduled Service</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	2.456	2.112	2.969	2.686	3.278	2.977	3.368	3.090	3.135	2.861	3.232	2.904	35.067
<u>Unscheduled Maintenance</u>	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.051	0.612
<u>Vacancy/Absentee Coverage</u>	1.318	1.357	1.359	1.393	1.387	1.349	1.598	1.591	1.506	1.390	1.556	2.352	18.156
<u>Weather Emergencies</u>	2.040	1.530	0.306	0.255	0.255	0.255	0.255	0.255	0.255	0.255	0.255	1.530	7.446
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Sub-Total</b>	<b>\$8.965</b>	<b>\$7.854</b>	<b>\$7.401</b>	<b>\$7.674</b>	<b>\$8.070</b>	<b>\$7.689</b>	<b>\$8.593</b>	<b>\$7.734</b>	<b>\$7.814</b>	<b>\$7.367</b>	<b>\$8.214</b>	<b>\$9.977</b>	<b>\$97.352</b>
<b>REIMBURSABLE OVERTIME</b>	\$1.499	\$1.427	\$2.190	\$2.452	\$2.457	\$2.323	\$2.231	\$2.408	\$2.170	\$2.441	\$2.282	\$1.708	\$25.587
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$10.463</b>	<b>\$9.281</b>	<b>\$9.591</b>	<b>\$10.126</b>	<b>\$10.527</b>	<b>\$10.013</b>	<b>\$10.824</b>	<b>\$10.142</b>	<b>\$9.984</b>	<b>\$9.808</b>	<b>\$10.496</b>	<b>\$11.685</b>	<b>\$122.939</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Ridership/(Utilization)**  
**in millions**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>Farebox Revenue by Line &amp; Type</u></b>													
Harlem Line - Commutation Revenue	9.230	9.229	9.335	9.601	9.517	9.810	9.456	9.076	9.565	9.890	9.759	9.375	113.844
Harlem Line - Non-Commutation Revenue	7.411	6.754	8.001	8.009	8.997	9.071	9.161	8.895	8.511	8.711	8.366	9.323	101.210
Total	\$16.640	\$15.983	\$17.337	\$17.610	\$18.514	\$18.881	\$18.617	\$17.971	\$18.077	\$18.601	\$18.125	\$18.698	\$215.054
Hudson Line - Commutation Revenue	6.006	6.035	6.115	6.259	6.189	6.228	5.972	5.878	6.240	6.385	6.264	6.073	73.646
Hudson Line - Non-Commutation Revenue	5.631	5.255	6.393	6.467	7.333	7.320	7.764	7.397	7.020	7.212	6.751	7.338	<u>81.882</u>
Total	\$11.637	\$11.291	\$12.508	\$12.726	\$13.523	\$13.548	\$13.737	\$13.275	\$13.260	\$13.598	\$13.015	\$13.411	\$155.528
New Haven Line - Commutation Revenue	13.144	12.986	13.384	13.286	13.326	13.716	13.327	12.838	13.526	13.967	13.693	13.315	160.507
New Haven Line - Non-Commutation Revenue	13.801	12.790	15.238	15.216	16.881	17.354	17.815	17.181	15.920	16.175	16.285	19.092	<u>193.749</u>
Total	\$26.945	\$25.777	\$28.622	\$28.502	\$30.206	\$31.070	\$31.143	\$30.019	\$29.445	\$30.142	\$29.978	\$32.407	\$354.256
<b>Total Commutation (East of Hudson)</b>	<b>28.380</b>	<b>28.250</b>	<b>28.834</b>	<b>29.146</b>	<b>29.032</b>	<b>29.753</b>	<b>28.756</b>	<b>27.791</b>	<b>29.331</b>	<b>30.243</b>	<b>29.716</b>	<b>28.763</b>	<b>347.996</b>
<b>Total Non-Commutation (East of Hudson)</b>	<b><u>26.843</u></b>	<b><u>24.800</u></b>	<b><u>29.633</u></b>	<b><u>29.692</u></b>	<b><u>33.211</u></b>	<b><u>33.745</u></b>	<b><u>34.741</u></b>	<b><u>33.473</u></b>	<b><u>31.450</u></b>	<b><u>32.098</u></b>	<b><u>31.402</u></b>	<b><u>35.753</u></b>	<b><u>376.841</u></b>
<b>Total Farebox Revenue (East of Hudson)</b>	<b>\$55.223</b>	<b>\$53.050</b>	<b>\$58.467</b>	<b>\$58.837</b>	<b>\$62.243</b>	<b>\$63.499</b>	<b>\$63.497</b>	<b>\$61.264</b>	<b>\$60.781</b>	<b>\$62.341</b>	<b>\$61.118</b>	<b>\$64.517</b>	<b>\$724.838</b>
West of Hudson Farebox Revenue	<u>\$1.177</u>	<u>\$1.154</u>	<u>\$1.274</u>	<u>\$1.221</u>	<u>\$1.308</u>	<u>\$1.347</u>	<u>\$1.407</u>	<u>\$1.353</u>	<u>\$1.339</u>	<u>\$1.344</u>	<u>\$1.310</u>	<u>\$1.282</u>	\$15.517
<b>Total Farebox Revenue</b>	<b>\$56.400</b>	<b>\$54.204</b>	<b>\$59.741</b>	<b>\$60.058</b>	<b>\$63.551</b>	<b>\$64.846</b>	<b>\$64.904</b>	<b>\$62.618</b>	<b>\$62.121</b>	<b>\$63.685</b>	<b>\$62.428</b>	<b>\$65.799</b>	<b>\$740.355</b>
<b><u>Ridership by Line &amp; Type</u></b>													
Harlem Line Ridership - Commutation	1.376	1.307	1.580	1.392	1.491	1.513	1.345	1.441	1.384	1.557	1.412	1.359	17.157
Harlem Line Ridership - Non-Commutation	0.842	0.746	0.904	0.880	0.993	0.966	0.970	0.946	0.934	0.940	0.917	1.000	<u>11.037</u>
Total	2.218	2.052	2.484	2.272	2.484	2.479	2.315	2.387	2.318	2.497	2.330	2.359	28.195
Hudson Line Ridership - Commutation	0.759	0.727	0.883	0.773	0.829	0.827	0.733	0.805	0.768	0.858	0.773	0.752	9.486
Hudson Line Ridership - Non-Commutation	0.521	0.466	0.579	0.577	0.663	0.655	0.691	0.659	0.628	0.617	0.590	0.639	<u>7.285</u>
Total	1.280	1.193	1.462	1.350	1.491	1.483	1.424	1.464	1.396	1.475	1.362	1.391	16.770
New Haven Line Ridership - Commutation	1.833	1.724	2.107	1.845	1.998	2.034	1.798	1.932	1.858	2.094	1.887	1.784	22.894
New Haven Line Ridership - Non-Commutation	1.307	1.179	1.440	1.426	1.598	1.625	1.650	1.597	1.487	1.473	1.499	1.652	<u>17.933</u>
Total	3.140	2.903	3.546	3.271	3.596	3.659	3.448	3.530	3.345	3.568	3.386	3.436	40.827
<b>Total Commutation (East of Hudson)</b>	<b>3.969</b>	<b>3.758</b>	<b>4.569</b>	<b>4.010</b>	<b>4.318</b>	<b>4.375</b>	<b>3.876</b>	<b>4.178</b>	<b>4.010</b>	<b>4.509</b>	<b>4.072</b>	<b>3.895</b>	<b>49.537</b>
<b>Total Non-Commutation (East of Hudson)</b>	<b><u>2.670</u></b>	<b><u>2.391</u></b>	<b><u>2.922</u></b>	<b><u>2.883</u></b>	<b><u>3.253</u></b>	<b><u>3.246</u></b>	<b><u>3.310</u></b>	<b><u>3.203</u></b>	<b><u>3.049</u></b>	<b><u>3.031</u></b>	<b><u>3.007</u></b>	<b><u>3.291</u></b>	<b><u>36.255</u></b>
<b>Total Ridership (East of Hudson)</b>	<b>6.638</b>	<b>6.148</b>	<b>7.492</b>	<b>6.893</b>	<b>7.571</b>	<b>7.621</b>	<b>7.186</b>	<b>7.380</b>	<b>7.059</b>	<b>7.539</b>	<b>7.078</b>	<b>7.186</b>	<b>85.792</b>
West of Hudson Ridership	<u>0.134</u>	<u>0.129</u>	<u>0.156</u>	<u>0.138</u>	<u>0.152</u>	<u>0.157</u>	<u>0.151</u>	<u>0.156</u>	<u>0.148</u>	<u>0.156</u>	<u>0.144</u>	<u>0.141</u>	<u>1.763</u>
<b>Total Ridership</b>	<b>6.772</b>	<b>6.277</b>	<b>7.648</b>	<b>7.031</b>	<b>7.723</b>	<b>7.777</b>	<b>7.337</b>	<b>7.537</b>	<b>7.206</b>	<b>7.696</b>	<b>7.222</b>	<b>7.327</b>	<b>87.555</b>

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
President	4	4	4	4	4	4	4	4	4	4	4	4
Labor Relations	17	18	18	18	18	18	18	18	18	18	18	18
Safety	54	54	54	54	54	54	58	58	58	58	58	58
Security	21	22	24	24	26	26	26	26	26	26	26	26
Office of the Executive VP	10	10	10	10	10	10	10	10	10	10	10	10
Corporate & Public Affairs	18	18	18	18	18	18	18	18	18	18	19	19
Customer Service	64	64	64	64	64	64	66	66	66	66	66	68
Legal	18	18	18	18	18	19	19	19	19	19	19	19
Claims	13	13	13	13	13	13	13	13	13	13	13	14
Environmental Compliance & Svce	7	8	8	8	8	8	8	8	8	8	8	8
VP Human Resources	49	49	49	49	49	49	49	49	49	49	49	48
Training	89	95	98	98	98	98	98	98	98	98	98	98
Employee Relations & Diversity	6	6	5	5	5	5	5	5	5	6	6	6
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	22	22	22	22	22	22	22	22	22	22	22	22
Capital Planning & Programming	17	17	18	18	18	18	18	18	18	18	18	18
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems	6	6	6	8	8	8	8	8	8	9	9	9
Controller	76	76	80	80	80	83	83	83	84	84	84	81
Budget	22	22	21	21	21	22	23	23	23	23	23	23
Procurement & Material Management	33	33	33	33	33	33	41	41	41	41	41	37
Total Administration	556	565	573	575	577	582	597	597	598	600	601	596
Operations												
Operations Admin	61	66	68	68	69	70	72	72	72	72	72	72
Transportation	1,570	1,588	1,596	1,624	1,620	1,634	1,636	1,648	1,621	1,639	1,634	1,510
Customer Service	316	316	316	316	316	316	317	317	317	317	317	330
Metro-North West	28	28	31	31	31	31	31	31	31	31	31	46
Total Operations	1,975	1,999	2,010	2,038	2,035	2,051	2,056	2,067	2,041	2,059	2,054	1,958
Maintenance												
Maintenance of Equipment	1,651	1,651	1,661	1,663	1,664	1,623	1,644	1,645	1,650	1,665	1,665	1,764
Maintenance of Way	2,153	2,186	2,219	2,239	2,248	2,277	2,313	2,329	2,332	2,348	2,344	2,392
Procurement & Material Mgmt	124	124	124	124	124	124	129	129	129	129	129	129
Total Maintenance	3,928	3,961	4,004	4,026	4,036	4,024	4,086	4,103	4,111	4,142	4,138	4,285
Engineering/Capital												
Construction Management	43	43	43	43	43	43	43	43	43	43	43	43
Engineering & Design	83	84	84	86	86	86	88	88	88	88	88	84
Total Engineering/Capital	126	127	127	129	129	129	131	131	131	131	131	127
Total Positions	6,585	6,652	6,714	6,768	6,777	6,786	6,870	6,898	6,881	6,932	6,924	6,966
Non-Reimbursable	6,042	6,091	6,030	5,950	5,945	5,958	6,053	6,089	6,051	6,118	6,129	6,245
Reimbursable	543	561	684	819	832	828	817	809	830	814	795	721
Total Full-Time	6,584	6,651	6,713	6,767	6,776	6,785	6,869	6,897	6,880	6,931	6,923	6,965
Total Full-Time-Equivalents	1	1	1	1	1	1	1	1	1	1	1	



**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2017 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	174	182	188	188	188	190	196	196	197	197	197	176
Professional, Technical, Clerical	382	383	385	387	389	392	401	401	401	403	404	420
Operational Hourlies												
<b>Total Administration</b>	<b>556</b>	<b>565</b>	<b>573</b>	<b>575</b>	<b>577</b>	<b>582</b>	<b>597</b>	<b>597</b>	<b>598</b>	<b>600</b>	<b>601</b>	<b>596</b>
<b>Operations</b>												
Managers/Supervisors	238	239	239	239	239	239	241	240	240	240	240	233
Professional, Technical, Clerical	185	191	193	193	194	195	196	196	196	196	196	200
Operational Hourlies	1,552	1,569	1,578	1,606	1,602	1,617	1,619	1,631	1,605	1,623	1,618	1,525
<b>Total Operations</b>	<b>1,975</b>	<b>1,999</b>	<b>2,010</b>	<b>2,038</b>	<b>2,035</b>	<b>2,051</b>	<b>2,056</b>	<b>2,067</b>	<b>2,041</b>	<b>2,059</b>	<b>2,054</b>	<b>1,958</b>
<b>Maintenance</b>												
Managers/Supervisors	592	588	586	584	580	561	564	560	560	555	549	717
Professional, Technical, Clerical	508	508	519	522	524	529	538	538	540	541	541	554
Operational Hourlies	2,828	2,865	2,899	2,920	2,932	2,934	2,984	3,005	3,011	3,046	3,048	3,014
<b>Total Maintenance</b>	<b>3,928</b>	<b>3,961</b>	<b>4,004</b>	<b>4,026</b>	<b>4,036</b>	<b>4,024</b>	<b>4,086</b>	<b>4,103</b>	<b>4,111</b>	<b>4,142</b>	<b>4,138</b>	<b>4,285</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	45	45	45	46	46	46	46	46	46	46	46	44
Professional, Technical, Clerical	81	82	82	83	83	83	85	85	85	85	85	83
Operational Hourlies												
<b>Total Engineering/Capital</b>	<b>126</b>	<b>127</b>	<b>127</b>	<b>129</b>	<b>129</b>	<b>129</b>	<b>131</b>	<b>131</b>	<b>131</b>	<b>131</b>	<b>131</b>	<b>127</b>
<b>Public Safety</b>												
Managers/Supervisors												
Professional, Technical, Clerical												
Operational Hourlies												
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	1,049	1,054	1,058	1,057	1,053	1,036	1,047	1,042	1,043	1,038	1,032	1,170
Professional, Technical, Clerical	1,156	1,164	1,179	1,185	1,190	1,199	1,220	1,220	1,222	1,225	1,226	1,257
Operational Hourlies	4,380	4,434	4,477	4,526	4,534	4,551	4,603	4,636	4,616	4,669	4,666	4,539
<b>Total Positions</b>	<b>6,585</b>	<b>6,652</b>	<b>6,714</b>	<b>6,768</b>	<b>6,777</b>	<b>6,786</b>	<b>6,870</b>	<b>6,898</b>	<b>6,881</b>	<b>6,932</b>	<b>6,924</b>	<b>6,966</b>



# ANNUAL OPERATING REPORT

## 2016



Performance Summary			2016 Data		2015
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.7%</b>	<b>93.5%</b>
		AM Peak	93.0%	91.7%	90.4%
		AM Reverse Peak	93.0%	94.4%	94.7%
		PM Peak	93.0%	94.8%	95.8%
		<b>Total Peak</b>	<b>93.0%</b>	<b>93.4%</b>	<b>93.2%</b>
		Off Peak Weekday	93.0%	92.2%	92.5%
		Weekend	93.0%	96.7%	95.8%
	<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>95.0%</b>	<b>94.2%</b>
		AM Peak	93.0%	92.2%	91.6%
		AM Reverse Peak	93.0%	96.6%	96.8%
		PM Peak	93.0%	96.7%	96.9%
		<b>Total Peak</b>	<b>93.0%</b>	<b>94.7%</b>	<b>94.4%</b>
		Off Peak Weekday	93.0%	94.1%	93.1%
		Weekend	93.0%	97.2%	95.5%
	<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.6%</b>	<b>94.3%</b>
		AM Peak	93.0%	93.5%	90.7%
		AM Reverse Peak	93.0%	95.2%	94.7%
		PM Peak	93.0%	94.9%	95.7%
		<b>Total Peak</b>	<b>93.0%</b>	<b>94.3%</b>	<b>93.4%</b>
		Off Peak Weekday	93.0%	93.7%	93.9%
		Weekend	93.0%	96.9%	96.6%
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>92.1%</b>	<b>92.6%</b>
		AM Peak	93.0%	90.0%	89.3%
		AM Reverse Peak	93.0%	92.4%	93.6%
		PM Peak	93.0%	93.5%	95.2%
		<b>Total Peak</b>	<b>93.0%</b>	<b>91.8%</b>	<b>92.4%</b>
		Off Peak Weekday	93.0%	90.1%	91.2%
		Weekend	93.0%	96.3%	95.5%
<b>Operating Statistics</b>			<b>Trains Scheduled</b>		<b>231,299</b>
			<b>Avg. Delay per Late Train (min)</b>		<b>12.9</b>
			excluding trains canceled or terminated		11.6
			<b>Trains Over 15 min. Late</b>		<b>1,800</b>
			excluding trains canceled or terminated		2,817
			<b>Trains Canceled</b>		<b>220</b>
			<b>Trains Terminated</b>		<b>220</b>
			<b>Percent of Scheduled Trips Completed</b>		<b>99.7%</b>
					99.7%
					99.8%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>99.8%</b>	<b>99.5%</b>	<b>99.7%</b>
		AM Peak	99.8%	98.9%	99.4%
		AM Reverse Peak	99.8%	99.9%	100.0%
		PM Peak	99.8%	99.0%	99.0%
		<b>Total Peak</b>	<b>99.8%</b>	<b>99.1%</b>	<b>99.3%</b>
		Off Peak	99.8%	99.7%	99.9%
		Weekend	99.8%	99.9%	99.9%
	<b>Hudson Line</b>	AM Peak	99.8%	99.9%	99.9%
		PM Peak	99.8%	99.9%	99.8%
	<b>Harlem Line</b>	AM Peak	99.8%	98.9%	99.1%
		PM Peak	99.8%	99.0%	99.0%
	<b>New Haven Line</b>	AM Peak	99.8%	98.3%	99.2%
		PM Peak	99.8%	98.3%	98.4%

**SYSTEM Category of Delay**

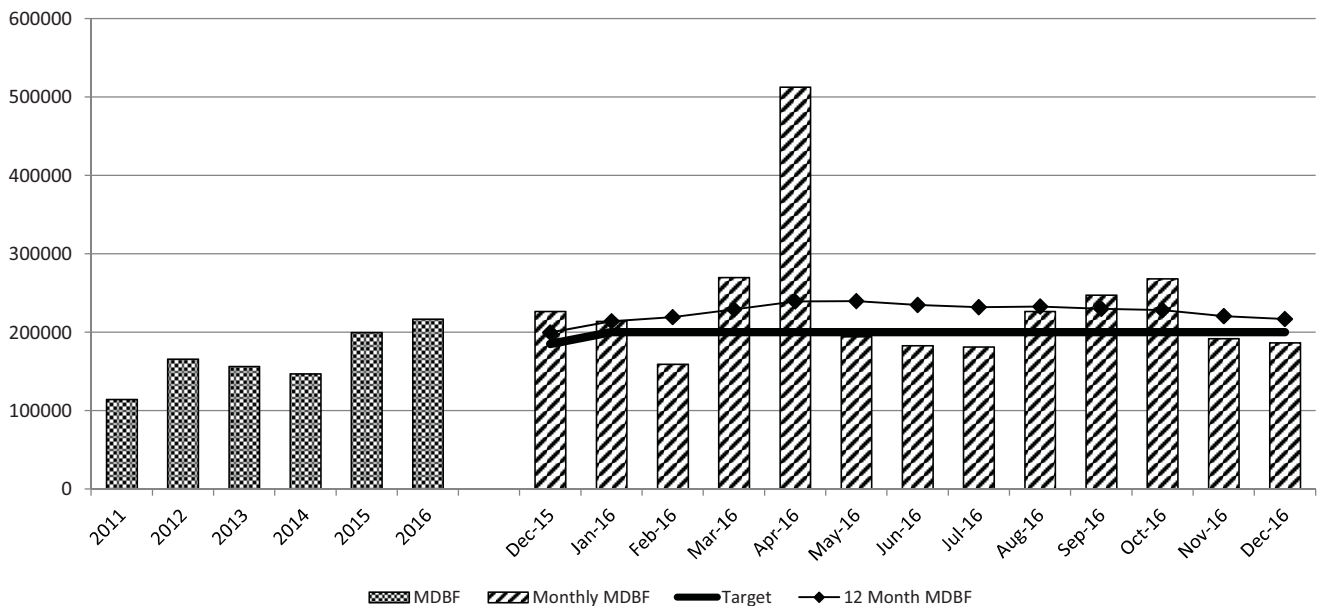
Delay Minutes / Delay Threshold	% Total	2016 Data Year Ending Dec 31	2015 Data Year Ending Dec 31	YTD 2016 Vs 2015
Engineering (Scheduled)	13.4%	4,048	3,587	461
Engineering (Unscheduled)	25.4%	7,654	9,349	-1,695
Maintenance of Equipment	16.1%	4,856	4,867	-11
Transportation	3.4%	1,018	1,015	3
Capital Projects	4.2%	1,267	84	1,183
Weather and Environmental	9.7%	2,909	3,234	-325
Police	12.1%	3,654	2,144	1,510
Customers	4.0%	1,210	1,416	-206
Other	11.5%	3,470	2,166	1,304
3rd Party Operations	0.1%	32	58	-26
<b>TOTAL</b>	100.0%	30,118	27,920	2,198

HUDSON LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2016 Vs 2015
Engineering	34.6%	1,858	3,013	-1,155
Maintenance of Equipment	22.5%	1,207	973	234
Transportation	3.8%	204	214	-10
Capital Projects	0.5%	27	5	22
Weather and Environmental	9.6%	515	582	-67
Police	8.6%	459	318	141
Customers	5.4%	287	376	-89
Other	15.0%	804	518	286
3rd Party Operations	0.0%	2	8	-6
<b>TOTAL</b>	100.0%	5,363	6,007	-644
HARLEM LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2016 Vs 2015
Engineering	34.1%	2,919	3,496	-577
Maintenance of Equipment	14.0%	1,202	1,274	-72
Transportation	3.1%	265	268	-3
Capital Projects	5.7%	487	2	485
Weather and Environmental	14.4%	1,238	1,119	119
Police	12.8%	1,098	878	220
Customers	3.3%	280	355	-75
Other	12.6%	1,080	574	506
3rd Party Operations	0.0%	1	0	1
<b>TOTAL</b>	100.0%	8,570	7,966	604
NEW HAVEN LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2016 Vs 2015
Engineering	42.8%	6,926	6,427	499
Maintenance of Equipment	15.1%	2,446	2,620	-174
Transportation	3.4%	548	532	16
Capital Projects	4.7%	754	77	677
Weather and Environmental	7.1%	1,156	1,534	-378
Police	13.0%	2,097	947	1,150
Customers	4.0%	643	685	-42
Other	9.8%	1,585	1,074	511
3rd Party Operations	0.2%	27	50	-23
<b>TOTAL</b>	100.0%	16,182	13,946	2,236

	Equip- ment Type	Total Fleet Size	2016 Data		2015 Data
			MDBF Goal (miles)	Year Ending as of December-16 (miles)	Year Ending as of December-15 (miles)
Mean Distance Between Failures	M2	36	20,000	29,016	38,862
	M8	405	300,000	400,116	284,388
	M3	138	135,000	101,097	156,027
	M7	334	460,000	425,292	515,182
	Coach	210	295,000	262,165	315,538
	P-32	31	30,000	23,999	24,027
	BL-20	12	13,000	31,272	16,267
	Fleet	1166	200,000	216,772	199,838

*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	Year Ending Dec 31	Year Ending Dec 31
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>95.5%</b>	<b>95.9%</b>	<b>94.9%</b>
		AM Peak	95.5%	95.1%	94.8%
		PM Peak	95.5%	96.0%	94.8%
		<b>Total Peak</b>	<b>95.5%</b>	<b>95.5%</b>	<b>94.8%</b>
		Off Peak Weekday	95.5%	95.6%	95.1%
		Weekend	95.5%	96.9%	94.8%
	<b>Pascack Valley Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.3%</b>	<b>95.2%</b>
		AM Peak	96.5%	95.6%	95.3%
		PM Peak	96.5%	97.0%	94.4%
		<b>Total Peak</b>	<b>96.5%</b>	<b>96.2%</b>	<b>94.9%</b>
		Off Peak Weekday	96.5%	95.7%	95.3%
		Weekend	96.5%	97.5%	95.3%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>95.3%</b>	<b>94.6%</b>
		AM Peak	95.0%	94.4%	94.2%
		PM Peak	95.0%	94.9%	95.2%
		<b>Total Peak</b>	<b>95.0%</b>	<b>94.7%</b>	<b>94.7%</b>
		Off Peak Weekday	95.0%	95.5%	94.8%
		Weekend	95.0%	95.7%	93.9%
<b>Operating Statistics</b>					
<b>Trains Scheduled</b>				<b>19,996</b>	<b>20,167</b>
<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>				20.3	18.3
<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>			200	350	378
<b>Trains Canceled</b>			60	78	71
<b>Trains Terminated</b>			60	64	57
<b>Percent of Scheduled Trips Completed</b>			99.4%	99.3%	99.4%



## ANNUAL 2016 STANDEE REPORT

East of Hudson			YTD 2015	YTD 2016
Daily Average AM Peak	Hudson Line	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Harlem Line	Program Standees	0	0
		Add'l Standees	20	21
		<b>Total Standees</b>	<b>20</b>	<b>21</b>
	New Haven Line	Program Standees	0	0
		Add'l Standees	15	30
		<b>Total Standees</b>	<b>15</b>	<b>30</b>
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>35</b>	<b>51</b>
Daily Average PM Peak	Hudson Line	Program Standees	0	0
		Add'l Standees	1	1
		<b>Total Standees</b>	<b>1</b>	<b>1</b>
	Harlem Line	Program Standees	0	0
		Add'l Standees	19	22
		<b>Total Standees</b>	<b>19</b>	<b>22</b>
	New Haven Line	Program Standees	0	0
		Add'l Standees	33	51
		<b>Total Standees</b>	<b>33</b>	<b>51</b>
	<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>53</b>	<b>74</b>

West of Hudson			YTD 2015	YTD 2016
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - AM PEAK</b>		<b>0</b>	<b>0</b>
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - PM PEAK</b>		<b>0</b>	<b>0</b>

### 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.

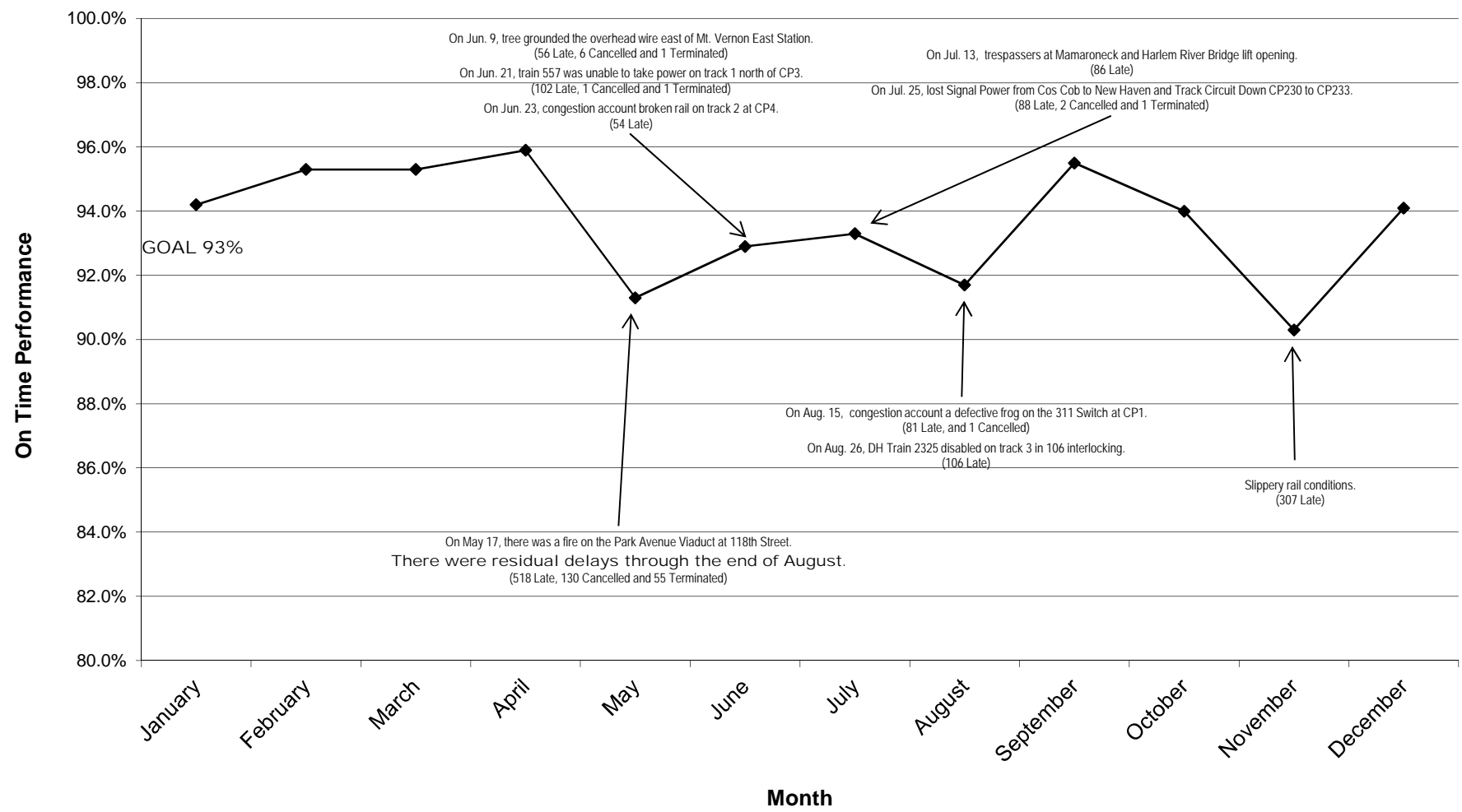
"Program Standees" is the average number of customers in excess of programmed seating capacity.

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

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

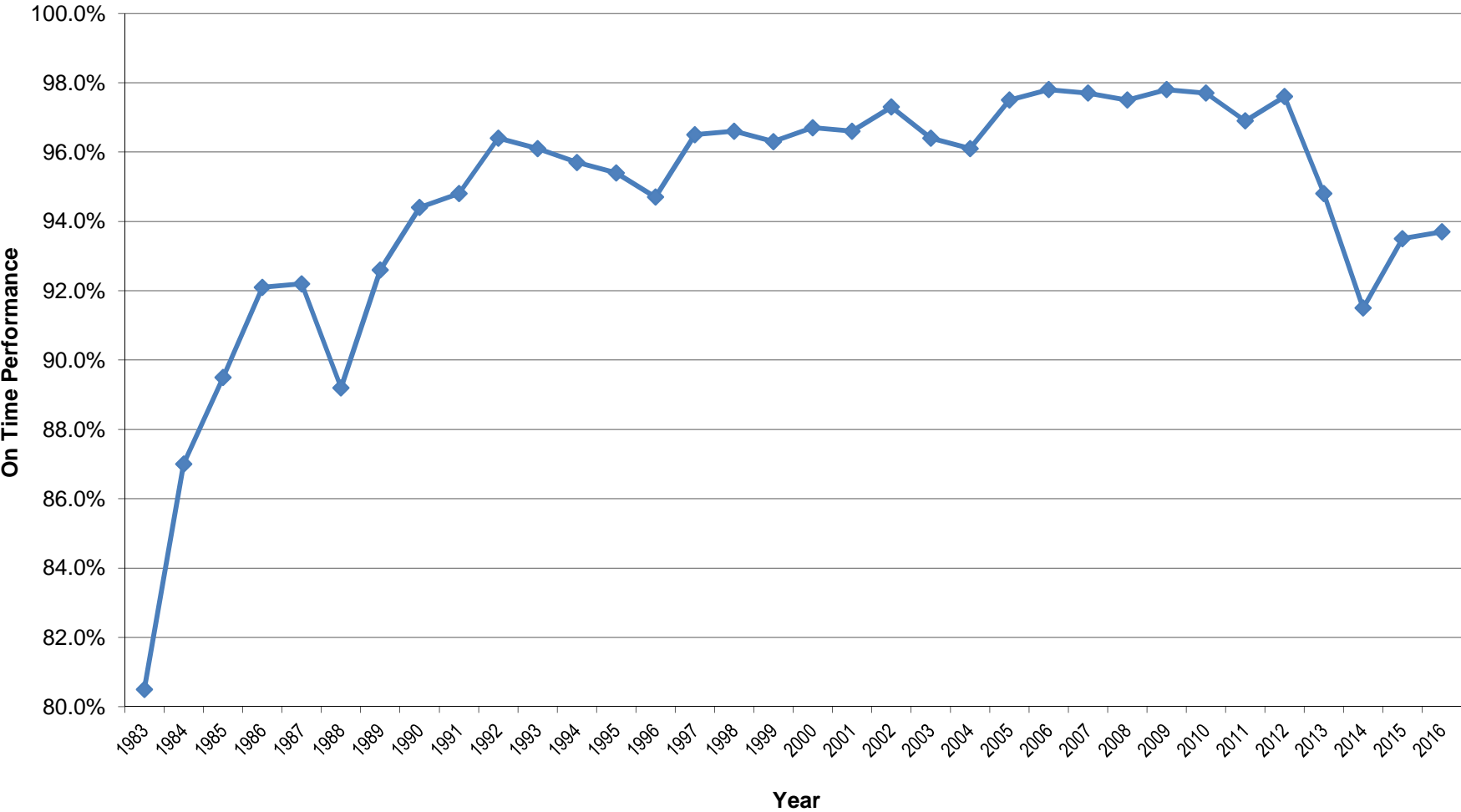
The 2016 East of Hudson numbers shown above reflect a correction to previous monthly reports (July - December), which contained a calculation error.

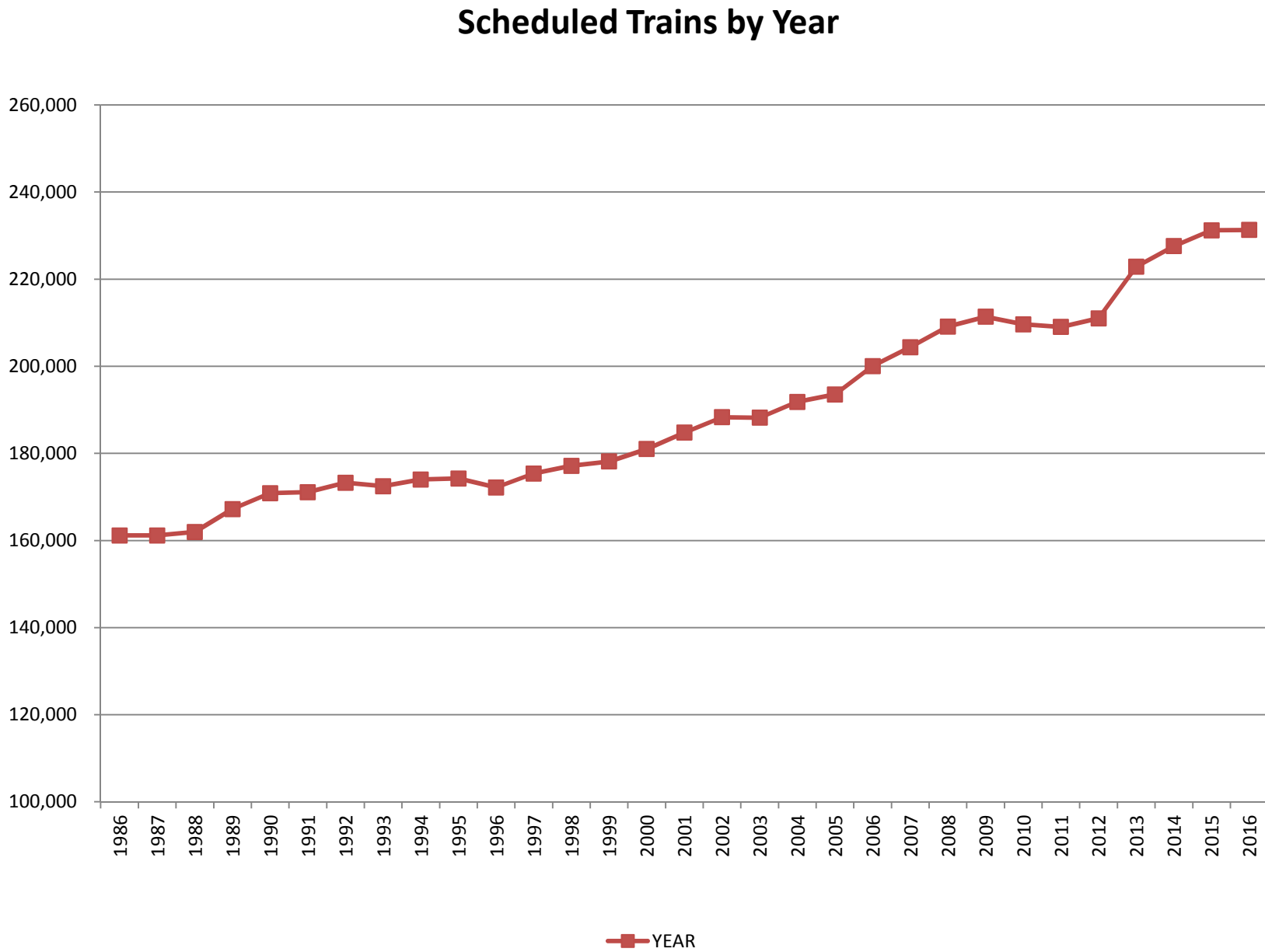
## 2016 On Time Performance and Major Events By Month



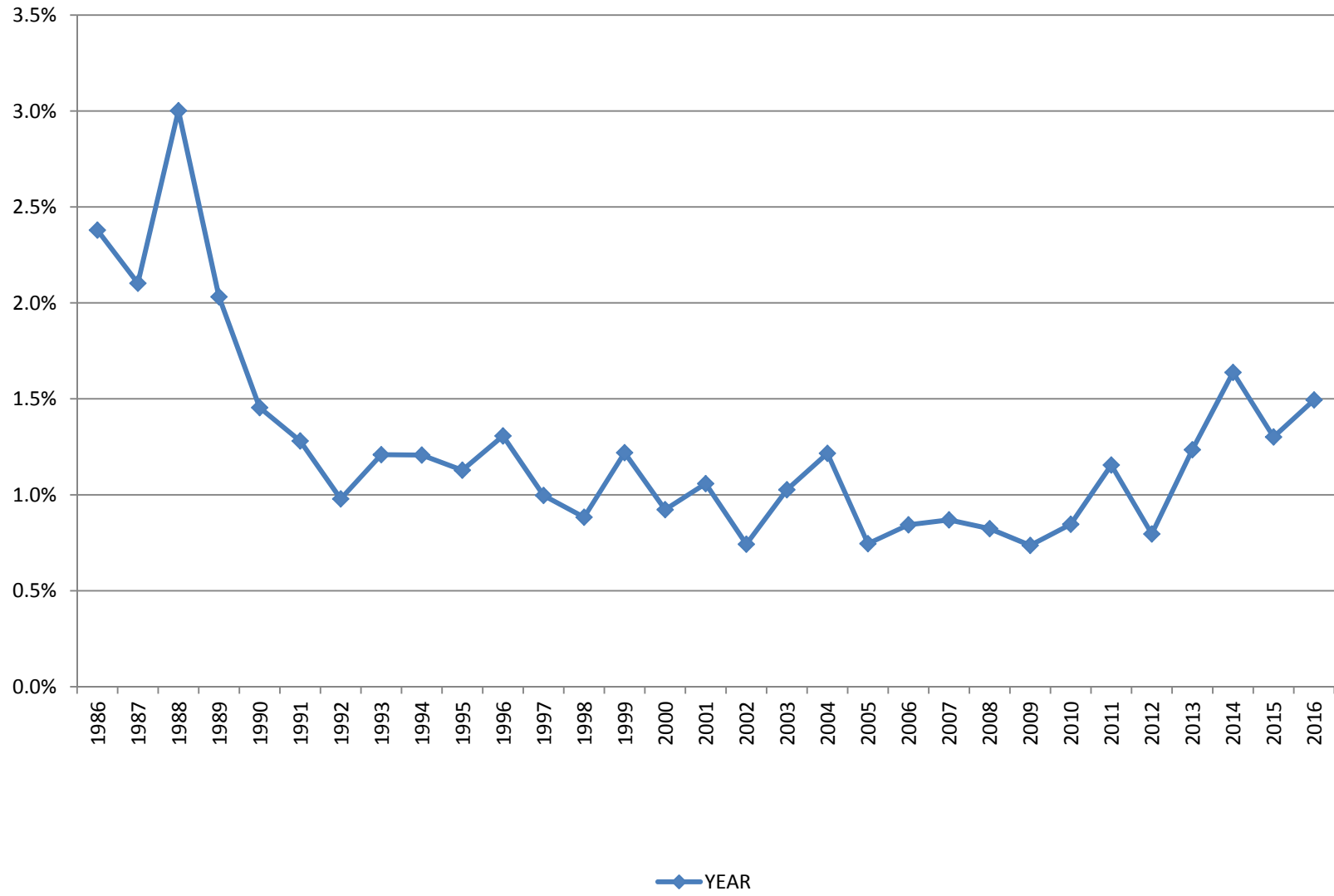


**On Time Performance  
By Year  
1983 through 2016**





# Percentage of Adversely Impacted Trains (>15' Late, Cancelled, Terminated)



# **MTA Metro-North Railroad**

## **Operations Division**

### **Maintenance of Equipment Department**

#### **Annual Report on Fleet Maintenance, for Operating Year 2016**

## **Maintenance of Equipment**

The Maintenance of Equipment (MofE) Department is responsible for providing a safe and reliable fleet of rail vehicles, available to support the Metro-North Railroad service plan. The Passenger Fleet consists of 1,176 units, including: locomotives, diesel hauled coaches, and electric multiple units. M of E is organized to achieve this mission.

MofE performs periodic inspections and maintenance events as specified by our Maintenance Plan. In addition, equipment repairs and modifications are performed as required. These activities ensure rolling stock safety, reliability, availability, and full compliance with regulatory agencies' requirements.

The timing for periodic inspections are governed by regulatory mandates and by best practices. The content of periodic inspections are governed by regulatory mandates for some work scope and are governed by best practices for the remainder of the work scope.

## **Maintenance Plan**

MofE departmental activities are designed to produce and execute an annualized maintenance plan. This effort supports the 20-Year rolling stock plan.

Each fleet is scheduled for maintenance events at various shop locations. Maintenance events are performed at six equipment maintenance facilities and their respective yards, as well as four outlying yards and Grand Central Terminal on the following intervals:

- Calendar Day (CDMI),
- 45-Day
- 92-Day – Quarterly
- 184-Day – Semi-Annual
- 368-Day – Annual
- 1104-Day – 3YR
- 1472-Day – 4YR
- 1840-Day – 5YR
- 6-Year, through 12-Year

Reliability Centered Maintenance (RCM) and its elements define the maintenance plan.

## **Reliability Centered Maintenance**

RCM is a process used to determine the maintenance requirements of rolling stock in its operating environment. RCM is an analytically based system of measures used to identify primary failure modes of unreliable components as well as assess the most efficient maintenance/renewal interval to ensure safety and reliability.

RCM at Metro-North Railroad is applied to assure the design level of reliability, safety and regulatory compliance.

Evaluation and adjustment of the Maintenance Plan to improve rolling stock availability and performance is achieved through continuous assessment.

Reliability Centered Maintenance has contributed to the fleets' improving Mean Distance between Failure (MDBF) and Consist Compliance.

## **Maintenance Plan**

The Maintenance Plan combines federally mandated safety inspection and air brake requirements with Reliability Centered Maintenance activities e.g. inspections, servicing, or replacements relative to vehicle duty cycles. The following is an overview of the Plan's elements.

Where practicable, rolling stock receives planned maintenance activities in conjunction with federally mandated inspection intervals. These intervals vary by fleet type, but typically receive Calendar Day Mechanical Inspection (CDMI), Quarterly, Semi-Annual, Annual, and higher level scopes based on 3, 4, and 5 Year multiples depending on the age and configuration of the vehicle. The scope of each higher level interval is cumulative in nature.

## **Maintenance Plan, continued**

### **Calendar Day Mechanical Inspection -**

The CDMI is the maintenance and inspection activity required once every calendar day, before dispatching a train consist for use in service. The CDMI tests, inspects or validates, the braking system, cab signal, trucks, wheels, lighting, heating ventilation and air conditioning, propulsion and door systems.

### **Quarterly Inspection -**

The quarterly inspection is a mandated Periodic Inspection (PI) performed on all fleets. It includes a comprehensive interior and exterior inspection, and operational test of all major systems. The federally mandated requirements such as air brake gauge calibration and cab signal tests are satisfied during this inspection as well. Renew brake shoes, filters, light bulbs, fluids, contactor tips and other consumable items based on condition assessment for wear or other deficiencies. Clean electrical components, measure wheels, and clean, adjust and test door operations. All work is documented in a comprehensive work packet and federally mandated records.

### **Semi-Annual Inspection -**

In addition to the lower level inspection items, this PI includes functional tests of emergency lighting, door operation, and HVAC systems as well as an undercar/pit inspection. A single car brake test is also performed.

### **Annual Inspection -**

In addition to the Quarterly and Semi-Annual PI requirements, specific filters, strainers and valves for the air brake, and air supply systems are renewed, and additional testing such as Emergency Egress compliance is performed during this inspection. Selectively scheduled component renewals such as batteries, motor alternators are also performed.



## **Maintenance Plan, continued**

### **3-Year, 4-Year, 5-Year and Higher Level Scopes -**

All lower level inspection requirements are satisfied. These Periodic Inspections (PI) satisfy the federally mandated brake system component overhaul requirements. During these events additional scope coordinated in multiples of the mandated cycle is performed. These scopes become increasingly comprehensive relative to the vehicle age and expected service requirements to maintain equipment performance, reliability, and to maximize facility utilization. Typical higher level scope includes removal, rebuild and replacement of air brake components, couplers, toilets, trucks and suspension components, pantographs, HVAC compressors, air compressors, motors, propulsion control devices, and blowers assemblies. In addition, expansion valves, condenser fan motors, weather stripping, air bags, glazing, batteries, diaphragms, wheels and other components are renewed.

In addition to the progressive component replacements in the higher level scopes, the maintenance plan addresses broader equipment issues such as Cab Signal system upgrades and seat renewals.

## EMU Scheduled Programs

		2017	2018	2019	2020	2021	2022	2023	2024
M2									
	3 Year	14	14						
	BATTERY 28- CELLS	7	7						
M3									
	3 Year	48	46	48	46	48	46	46	46
	AIR COMPRESSOR	23	23	23	23	23	23	16	10
	BATTERY 25- CELLS	11	12	11	12	11	12	9	6
	BLOWER SEB B-END	8	9	8	9	8	9	7	5
	BLOWER - SEB F-END	17	18	17	18	17	18	12	8
	MOTOR ALTERNATOR	10	10	10	10	10	10	8	5
M7									
	5 Year								
	10 Year	50					24	68	68
	15 Year	18	68	68	68	68	44		
M8									
	5 Year	96	96	88	49				
	10 Year			8	47	96	96	96	62

## Diesel Hauled Scheduled Programs

		2017	2018	2019	2020	2021	2022	2023	2024
End Door Coaches									
	4 Year				1	2	2		
	8 Year	35	18	1		3			2
	12 Year	3		22	31	19	11	1	
Center Door Coaches									
	4 Year	9	15	6	1		7	6	2
	8 Year	5	18	23	14	9	16	6	6
	12 Year		1		5	5	11	22	12
P32ACDM									
	5 Year	6	6	6	7	6	6	6	6
	8 Year								
	16 Year	6	6	6	5				
BL20GH									
	4 Year				6	6			
	8 Year	2							6
	Overhaul	1	3	4	4				
BL14									
	4 Year						1	1	
	8 Year		1	1					
GP35									
	4 Year		2	2	2	2			
	8 Year						2	2	2
	Overhaul	2	1						

# Completed Work Scope Activity

FLEET	SCOPE	2009	2010	2011	2012	2013	2014	2015	2016	TOTAL
M2	3 - YEAR	72	70	82	58	8	12	20	6	328
	CSR	6								6
	BATTERY	3	6							9
M3	3 - YEAR	4	44	46	46	46	48	44	48	326
	6 - YEAR	52	4							56
	AIR COMPRESSOR ASSEMBLY	36	24	25	17	27	23	12	14	178
	BATTERY	4	11	8	4	10	16	14	9	76
	B END SEB	3	7	12	12	13	11	8	10	76
	F END SEB	14	10	19	18	19	29	12	20	141
	MOTOR ALTERNATOR	14	20	14	9	11	19	21	9	117
M4	3 - YEAR	1	6	9	14	20	3			53
	9 - YEAR	16	17	3						36
	BATTERY			9	1					10
M6	3 - YEAR	3		6	6	1	6			22
	6 - YEAR									0
	9 - YEAR	7	3	27	3					40
	BATTERY	8	11	7	1					27
M7	5 - YEAR	64	80	66	66	34		2		312
	10 - YEAR					26	66	72	64	228
M8	5 - YEAR						8	14	54	76
P32AC-DM	4 - YEAR				3					3
	5 - YEAR	4	5	3	7	5	4	7	4	39
	8 - YEAR	5	4	3	3	2	1	2	1	21
	16 - YEAR							2		2
	BATTERY	6	14	11	20	10	14	9	7	91
BL20GH	4 - YEAR	1			6	4	1	1	4	17
BL14	4 - YEAR					2				2
GP35	OVERHAUL							2	2	4
End Door Coaches	3 - YEAR			9	27					36
	4 - YEAR	16	7			19	33	2		77
	8 - YEAR		8	5	1			18	29	61
	12 - YEAR						4			4
	OVERHAUL	39	28	2	5					74
Center Door Coaches	3 - YEAR				1					1
	4 - YEAR	1				7	12	15	12	47
	6 - YEAR			18	18					36
	8 - YEAR	4	13		2	10	15	10	3	57
	9 - YEAR			8						8
	12 - YEAR	12	24			2		6	2	46
<b>TOTAL</b>		<b>395</b>	<b>416</b>	<b>392</b>	<b>348</b>	<b>276</b>	<b>325</b>	<b>293</b>	<b>298</b>	<b>2,743</b>

# 2016 Achievements

## Overall Fleet Performance -

- 216,772 MDBF vs. a goal of 200,000
- 99.5% Consist Compliance vs. a goal of 99.8%

## MTA Inter-Agency Activities -

- MNR continues to collaborate with the LIRR for repair of M7 ACCU's, CDS TOD's, Communications Control unit power supplies and destination signs under a joint Rail Road MOU.
- Joint Task Force with LIRR, knowledge and experience sharing to execute the M7 RCM program,
- MofE and MNR Capital continue to collaborate with LIRR in the M9 Joint Procurement endeavor.
- Transition to Enterprise Asset Management (EAM) continues to progress. MNR participated in a Joint Agency selection committee where Infor-Bentley was awarded the MTA wide contract.
- MNR MofE, LIRR MofE and NYCTA MofE collaborated in finalizing the language the Concept of Operations RFP document for EAM.
- MNR and LIRR collaborated to develop a specification for the design and installation of Central Diagnostics and Train Operator Displays and the Multifunction Unit for the M7 fleets. This was required to address system component obsolescence. The design effort was completed and the FAI for the displays were completed.

## Budget Performance

- Overall \$1.1 M (0.42 %) **Over** Budget
- Material \$3.2M (5.37%) **Over** Budget
- Labor \$1.9 M (0.94%) **Under** Budget

\*Numbers reflect preliminary Forecast vs Actual report for December 2016.

## **M2/M4/M6 Fleets -**

- To date 308 M2/M4/M6 units have been retired
- 36 M2 cars remain available for service to supplement the M8s

## **M8 Fleet -**

- One M8 car has been equipped with Autonomous Track Geometry Inspection System (ATGIS).
- Three M8 cars have been equipped with on board video cameras.
- Conditionally accepted 3 additional M8 units to replace the 3 units lost in the May 2013 Bridgeport collision. The total count of M8's is 405 cars (380 as pairs and 25 Single non-powered Cars)

## **M7 Fleet -**

- MofE continued implementation of modifications originating from the GSA II Agreement with Bombardier Transportation, e.g. Anti-roll bar 90%, Swing arm articulation 96%, fuse box 96% Complete to date.
- MofE continued implementing 10 YR RCM Maintenance scopes, e.g. Truck Work Scope 83% Complete. M7 Traction Motor Overhaul 100% complete.
- PTC on board hardware installed on 52 of 334 M7 cars.
- Two M7 cars have been equipped with on board video cameras.
- One M7 car has been equipped with Autonomous Track Geometry Inspection System (ATGIS).

**P32 Locomotives -**

- Completed the final off-property 8-Year Scheduled Overhaul of the last P32 ACDM Locomotive in 2016.
- Installed on-board PTC-ATC/ACSES hardware on 30 of 31 P32 ACDM Locomotives.
- Performed RCM Phase 1 rotating component renewals on 5 P32 ACDM Locomotives during 2016.

**GP35 Locomotives -**

- Four GP35 Locomotives have been overhauled at Brookville locomotive during 2016.
- Installed on-board PTC-ATC/ACSES hardware on 4 of 7 GP-35 Locomotives during overhaul.

**Shoreliner Coaches -**

- Installed PTC-ATC/ACSES on-board hardware on 32 of 32 Shoreliner Contract 034 and 038 Cab Cars for 100% Completion for this portion of the fleet.

## **2017 Activities**

### **MTA Inter-Agency Activities -**

- Explore and implement additional inter-agency component repair opportunities with LIRR. MofE will continue to partner with LIRR on M7 RCM investigations and maintenance strategies.
- Continue to collaborate with the LIRR and NYCTA to award the Mini RFP and develop a joint Concept of Operations for the Rolling Stock groups supporting the progression of the Enterprise Asset Management (EAM) initiative.
- On board camera installation will begin on M7, M8, M3, P32 and Shoreliner Coach Fleets.
- Continue to partner with LIRR through strategic integrators contract to equip rolling stock with Positive Train Control.
- Continue to partner with LIRR on the CDS, TOD, MFU software and hardware replacement.
- Continue to progress the MTA-wide Enterprise Asset Management (EAM) integration and transition.
- MofE will execute RCM Phase 1 program on 6 P32AC-DM units during 2017.



## **Fleet Performance -**

- Continue developing RCM plan for M8 Fleet.
- We will continue to apply Six Sigma methodologies to single point failures on P32 ACDM Fleet
- Continue to support performance based improvements for all fleets using RCM methodologies.

## **2017 Challenges**

### **Safety Culture -**

- Develop and support changes in culture to respond to lessons learned from external safety review
- Continue to expand the use of the ETS audit process to include additional supervisory levels.

### **Harmon Shop Replacement -**

- MofE is collaborating with MNR Capital to finalize the EMU Consist Shop and Support Annex design-build, anticipating construction completion in the first half of 2018.
- Continue efforts to incorporate consist-based maintenance concepts and RCM maintenance practices for Coach, M7 and M3 Replacement fleets in the design for all new rolling stock maintenance and servicing facilities.
- Progress design-build effort with Capital Dept. for the remaining EMU Maintenance Shop elements required at Harmon to support fleet requirements.

### **New Haven Shop Facilities -**

- MofE forces established initial occupancy in the new CCO Shop during the third quarter of 2016. The challenge will be to fully integrate Support Shop activities and the full scope of the M8 5 Year Program in 2017.
- Infrastructure changes and outages due to ongoing CDOT New Haven Rail Yard Facility improvements

### **Workforce Attrition -**

- Continue to minimize impact due to loss of experienced personnel. Train new maintenance and repair employees at all levels of the department.
- Continue the Associate Engineer Program to develop internally trained MofE talent.

### **Enterprise Asset Management (EAM) -**

- Continue to support the transition and rollout of EAM as it continues to ramp up in 2017. MofE will we will need to provide the appropriate Subject Matter Experts to help ensure we get the maximum benefit the transformation.
- A core support team has been identified and charged with leading and supporting the MTA-wide EAM initiative as it relates to MofE.

## 2017 Goals

Description	Target
MDBF – All Fleets	200,000
MDBF - M-2	20,000
MDBF - M-8	350,000
MDBF - M-3	120,000
MDBF - M-7	440,000
MDBF - Shoreliner Coach	260,000
MDBF – P32 Locomotives	27,000
MDBF – BL20 Locomotives	13,000
HVAC Compliance	98.5%
Consist Compliance - System	99.5%



# **Diversity/EEO Report**

Metropolitan Transportation Authority

# Metro-North Railroad Workforce

As of December 30, 2016

February 21, 2017



# EEO Fourth Quarter 2016 Executive Summary

- ❑ Metro-North Railroad overall workforce is currently comprised of **6,599** employees; of which **864 (13%)** are Females,\* **2,472 (37%)** are Minorities and **686 (10%)** are Veterans.\*
- ❑ Metro-North Railroad hired **562** employees; of which **86 (15%)** were Females, **253 (45%)** were Minorities and **48 (9%)** were Veterans.
- ❑ Metro-North Railroad handled a total of **87** EEO complaints; of which **66** were internal and **21** were external.
- ❑ Metro-North Railroad handled a total of **34** Title VI complaints.

\*Includes Minorities, Non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.



# EEO Fourth Quarter 2016 Executive Summary

The table below is a snapshot as of December 30, 2016 of Metro-North Railroad numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER		VETERANS	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	736	181	25%	477	65%	259	35%	112	15%	57	8%	63	9%	2	0%	1	0%	24	3%	69	9%
Professionals	307	108	35%	169	55%	138	45%	57	19%	29	9%	36	12%	1	0%	0	0%	15	5%	14	5%
Technicians	43	5	12%	27	63%	16	37%	7	16%	2	5%	6	14%	0	0%	0	0%	1	2%	3	7%
Protective Services	0	0	####	0	####	0	####	0	####	0	####	0	####	0	####	0	####	0	####	0	####
Paraprofessionals	23	15	65%	9	39%	14	61%	8	35%	4	17%	2	9%	0	0%	0	0%	0	0%	0	0%
Administrative Support	463	190	41%	206	44%	257	56%	151	33%	67	14%	17	4%	1	0%	0	0%	21	5%	24	5%
Skilled Craft	4,169	258	6%	2870	69%	1299	31%	730	18%	374	9%	69	2%	17	0%	0	0%	109	3%	515	12%
Service Maintenance	858	107	12%	369	43%	489	57%	299	35%	149	17%	10	1%	1	0%	1	0%	29	3%	61	7%
<b>Total</b>	<b>6,599</b>	<b>864</b>	<b>13%</b>	<b>4,127</b>	<b>63%</b>	<b>2,472</b>	<b>37%</b>	<b>1,364</b>	<b>21%</b>	<b>682</b>	<b>10%</b>	<b>203</b>	<b>3%</b>	<b>22</b>	<b>0%</b>	<b>2</b>	<b>0%</b>	<b>199</b>	<b>3%</b>	<b>686</b>	<b>10%</b>

<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

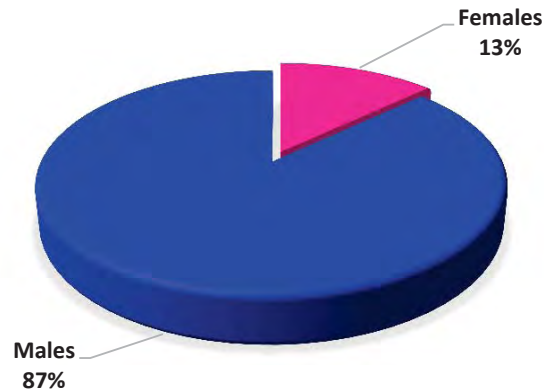
<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.



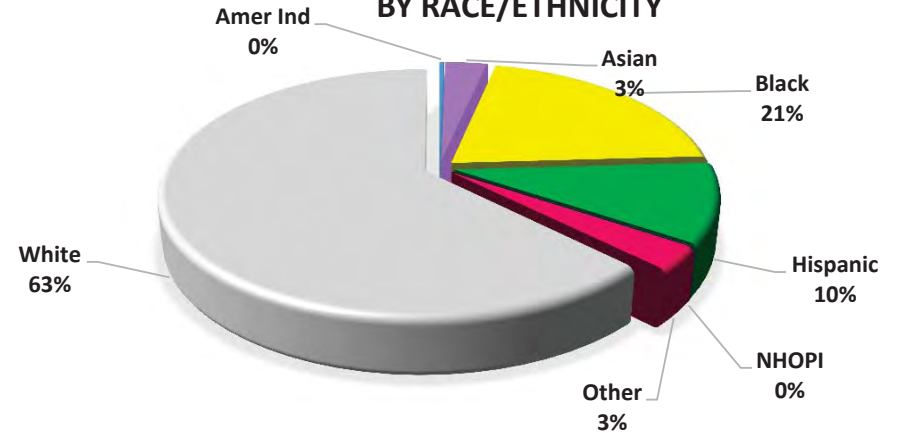


# Metro-North Railroad Workforce as of December 30, 2016

**METRO-NORTH RAILROAD WORKFORCE  
BY GENDER**



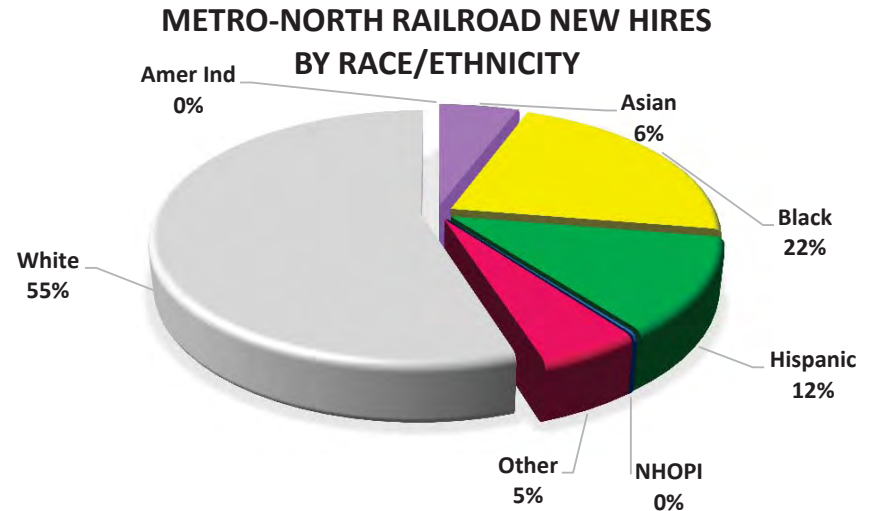
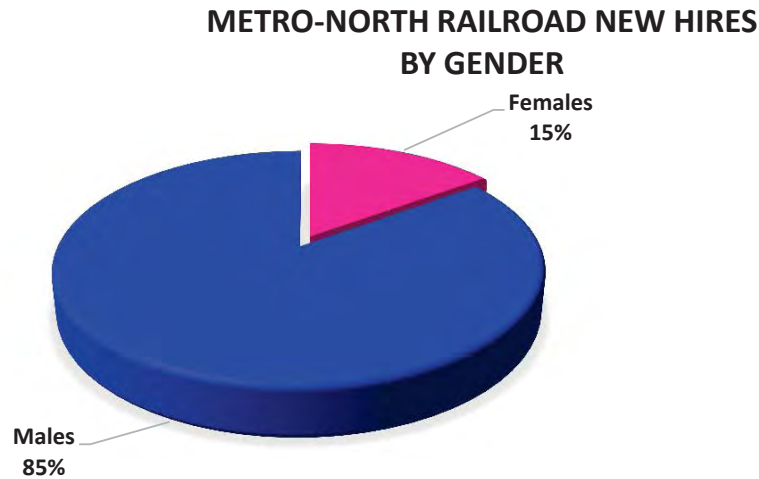
**METRO-NORTH RAILROAD WORKFORCE  
BY RACE/ETHNICITY**



- ❑ Metro-North Railroad workforce consist of **6,599** employees.
- ❑ **13%** Females, **37%** Minorities and **10%** Veterans.
- ❑ The percentage of Females employed has remained constant since the prior quarter.
- ❑ The overall composition of Metro-North Railroad workforce did not change as it relates to Race and Ethnicity since the prior quarter.



## Metro-North Railroad New Hires and Veterans By Gender and Race/Ethnicity January 1, 2016 to December 30, 2016

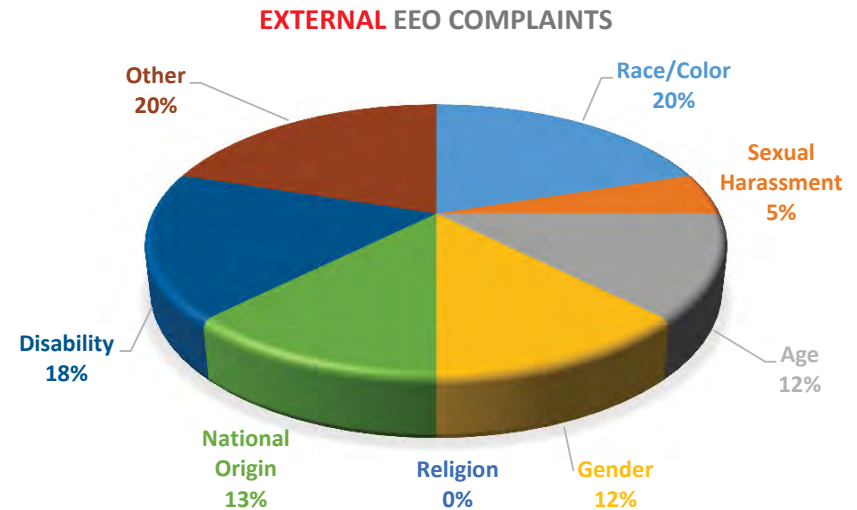
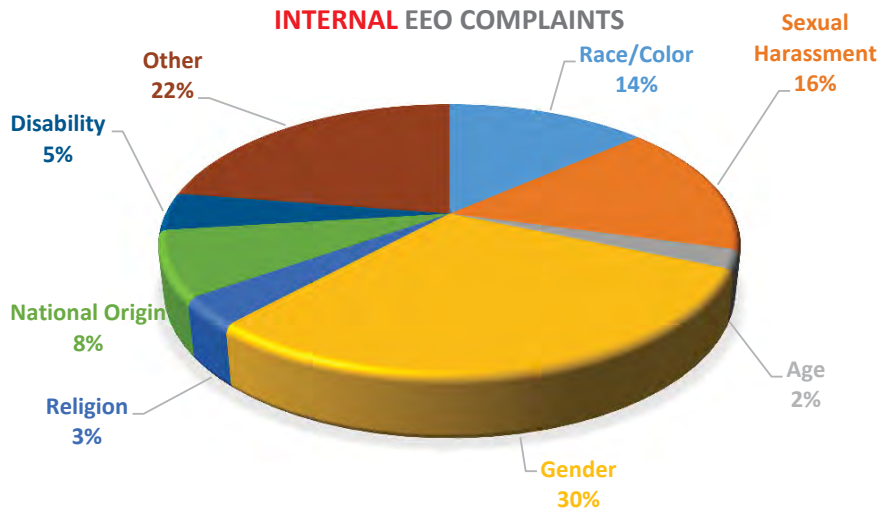


Metro-North Railroad hired **562** Employees and **48** Veterans

- 15% Females of which 4.17% were Veterans.
- 45% Minorities of which 41.67% were Veterans.
- 9% Veterans overall were hired.



# Metro-North Railroad Internal/External EEO Complaints January 1, 2016 to December 30, 2016



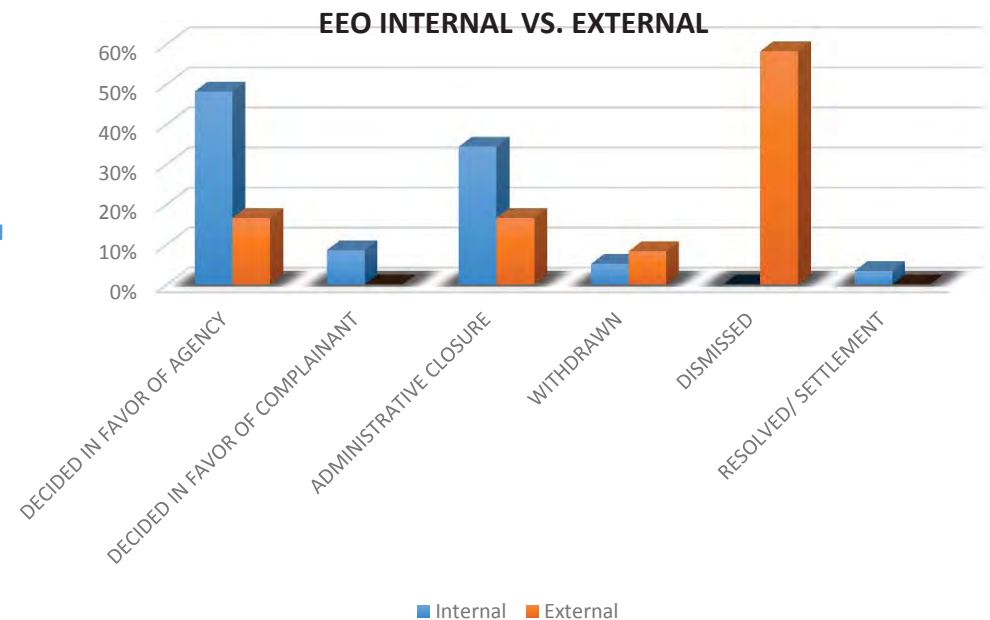
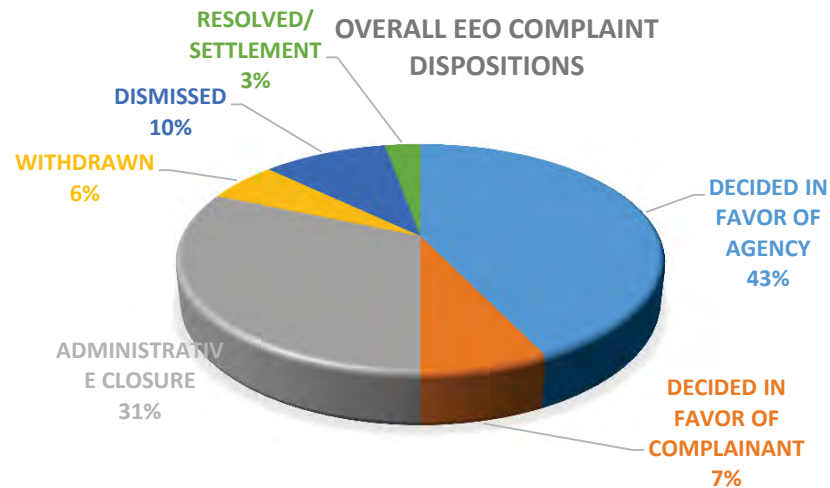
- ❑ Metro-North Railroad handled **87** EEO complaints, citing **129** separate allegations.
- ❑ **66** filed Internal
- ❑ **21** filed External
- ❑ The most frequently cited bases Internally was Gender and Externally was Race and Other.



These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.

"Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.

# Metro-North Railroad EEO Internal/External Discrimination Complaint Dispositions January 1, 2016 to December 30, 2016

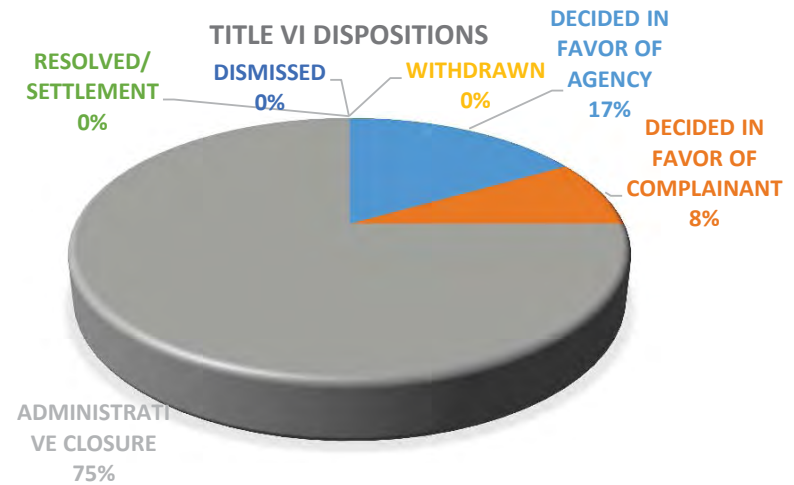
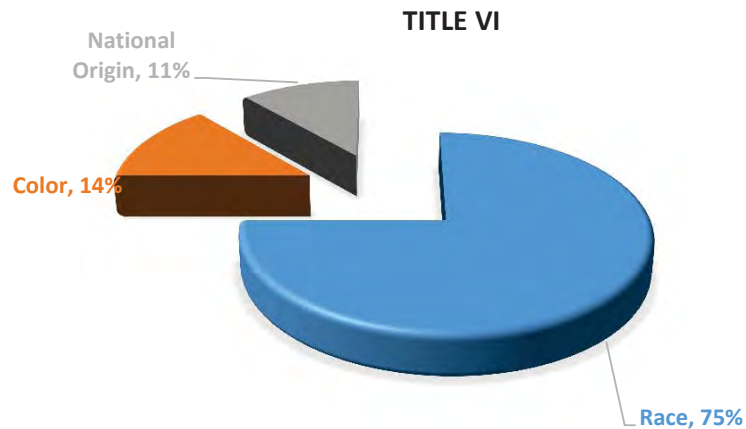


Metro-North Railroad handled **87** Title EEO complaints, citing **129** separate allegations.

- ❑ 43% decided in Favor of the Agency.
- ❑ 7% decided in Favor of the Complainant.
- ❑ 31% were Administrative Closures.



# Metro-North Railroad Title VI Discrimination Complaints and Dispositions January 1, 2016 to December 30, 2016



Metro-North Railroad handled **34** Title VI Complaints, citing **44** separate allegations.

- ❑ **17%** decided in Favor of the Agency
- ❑ **8%** decided in Favor of the Complainant
- ❑ **75%** were Administrative Closures

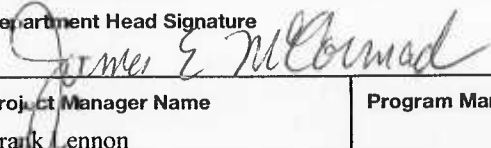




# **Metro-North Railroad**

## **ACTION ITEMS**

# Staff Summary

<b>Subject</b> Westchester County DOT Fare Increase		<b>Date</b> February 13, 2017	
<b>Department</b> Operations Planning and Analysis		<b>Vendor Name</b> N/A	
<b>Department Head Name</b> James McCormack		<b>Contract Number</b> N/A	
<b>Department Head Signature</b> 		<b>Contract Manager Name</b> N/A	
<b>Project Manager Name</b> Frank Lennon	<b>Program Manager Name</b>	<b>Table of Contents Ref#</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	2/21/17	X		
2	MTA Finance Mtg	2/21/17	X		
3	MTA Board Mtg.	2/23/17	X		

Internal Approvals			
Order	Approval	Order	Approval
4	President		Budget
	VP Operations		Capital Programs
5	VP Financial Admin		Engr/Const
	Controller		Project Reporting

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	VP Planning		Government Relations		Labor Relations	2	General Counsel
	Press				Personnel		Other

## NARRATIVE

### I. Purpose and Recommendation:

To obtain MTA Board approval for Metro-North to increase its per ticket subsidy for Westchester County Department of Transportation (WCDOT) Bus and Shuttle UniTickets. This action is effective with the sale of April 2017 monthly tickets.

### II. Discussion:

WCDOT bus service provides connecting service to/from Metro-North train stations throughout Westchester County. This includes both regular bus service and dedicated shuttle service. The proposed subsidy increases, described below, are consistent with the existing contractual arrangement between WCDOT and Metro-North. The subsidy increases will take effect at the same time as UniTicket price increases, which are being put into effect following a fare hearing held by WCDOT on January 23, 2017. The UniTicket fare increases are consistent with similar increases being instituted with respect to other Metro-North UniTicket arrangements (that is, \$1.50 per monthly UniTicket).

#### WCDOT Bee Line UniTicket

Under the current agreement with WCDOT, monthly UniTicket customers pay 50% of the cost of a 30-day unlimited MetroCard while Metro-North and WCDOT split the \$58.25 subsidy per ticket (MNR \$29.13 and WCDOT \$29.12). Under this proposal, in conjunction with the \$1.50 per month increase to the cost of the UniTicket, the Metro-North and WCDOT subsidies will each increase to \$30.63, or \$1.50 per ticket.

#### WCDOT Bee-Line - Rte 39

Currently, WCDOT monthly UniTicket customers pay \$50.00 with a subsidy of \$66.50, split between MNR and WCDOT; Metro-North's subsidy is 50% (\$33.25) and WCDOT pays the other 50% share (\$33.25). Under this proposal, in conjunction with the \$1.50 per month increase to the cost of the UniTicket, the Metro-North subsidy and WCDOT subsidies will each increase by \$1.50, to \$34.75.

#### WCDOT Shuttle

Currently, the customer price for the WCDOT Shuttle UniTicket is 33% of the monthly MetroCard price, and by contract with WCDOT, Metro-North subsidizes the entire balance of the MetroCard price. The new customer price will be \$40.25 - an increase of \$1.50. The Metro-North subsidy will be \$80.75 - a per ticket subsidy increase of \$3.00.

# Staff Summary

## Alternatives:

This recommendation is in line with existing agreements and current formulas. No alternative is proposed.

## III. Budget Impact:

The bottom-line financial impact of higher subsidies for monthly UniTickets would be as follows:

- Bee-line & Bee Line Rte 39: \$8,370 increase in 2017, or \$11,160 each full year.
- Shuttle: \$1,080 increase in 2017, or \$1,440 each full year.

**Total 2017 Financial Impact = \$9,450, which will be absorbed in the 2017 Operating Budget.**

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



**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**February 23, 2017**

# Staff Summary



Long Island Rail Road

Subject : Request for Authorization to Award Various Procurements						Date February 24, 2017			
Department Procurement and Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	02.21.17				1	President		
2	MTA Board	02.24.17				2	Executive VP		

## PURPOSE:

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

## DISCUSSION:

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

None

LIRR proposes to award Competitive Procurements in the following categories: # of Actions \$ Amount  
2 \$5,925,000

### Schedules Requiring Majority Vote

Schedule G:	Miscellaneous Service Contract	1	\$1,725,000
Schedule I:	Modification to Purchase and Public Works Contracts	1	\$4,200,000
SUBTOTAL:		2	\$5,925,000

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

None

**TOTAL:** **2** **\$5,925,000**

**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.

## Staff Summary



Item Number: 2

<b>Vendor Name (&amp; Location)</b>	
Frontier Industrial Corp., Buffalo, NY	
<b>Description</b>	
Removal & Disposal Obsolete Railcars & Miscellaneous Scrap	
<b>Contract Term (including Options, if any)</b>	
March 1, 2017 – December 31, 2018	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	

<b>Contact Number</b>	<b>Renewal?</b>
*TBD	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b> \$1,725,000 NTE	
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> <i>J.W. Allen</i>	
James Allen – Director, Rolling Stock Programs	
<b>Contract Manager:</b> <i>Jackie Waddell</i>	
Jackie Waddell – Sr. Manager, Procurement & Logistics	

**Discussion:**

The Long Island Rail Road (“LIRR”) requests MTA Board approval to Ride MTA Metro-North Railroad’s (MNR) competitively negotiated, five-year miscellaneous service, MTA Metro-North Railroad (MNR) Contract # 2010-001-C with Frontier Industrial Corp. (“Frontier”) for the removal and disposal of (i) obsolete electric propelled passenger coaches and (ii) additional miscellaneous equipment and rolling stock, including but not limited to locomotives, flatcars, boxcars and gondola cars. Under this contract, Frontier will provide removal and disposal services to LIRR in the not-to-exceed amount of \$1,725,000 for a period of 22 months through December 2018 – to be coterminous with MNR’s contract.

LIRR has electric propelled passenger coaches designated M-3 and M-1 railcars that are obsolete or long term out of service (LTOS) and need removal and disposal. The twenty-two (22) M-3 railcars, and two (2) M-1 railcars contain hazardous material and require handling in a manner approved by LIRR’s Safety Department and in accordance with all applicable federal, state, and local rules and regulations. In addition to the railcars, LIRR has a gondola, some flatbed cars and locomotives that require disposal. Frontier, as a full service, nationwide company specializing in removal/salvage operations, held MNR’s prior contract for railcar disposal including M-1 railcars and other miscellaneous rolling stock for the period 2004-2010, and performed satisfactorily. Under the current contract, Frontier has responsibly disposed of MNR’s obsolete M-2, M-4 and M-6 cars as well. As LIRR and MNR rolling stock are of similar configurations, Frontier is adequately qualified to provide these services for LIRR.


The total not-to-exceed value for the work is \$1,725,000, which covers up to a maximum of 24 railcars (M-1/3) plus disposal of additional miscellaneous rolling stock and equipment to be removed/disposed of throughout the contract term. Pricing includes a scrap credit per railcar calculated on a fixed basis throughout the contract term, and is consistent with MNR’s contract pricing and is deemed fair and reasonable. Removal of LIRR’s remaining 150 M-3 coaches will be accomplished under a new contract which will be publicly solicited and include requirements for all MTA Agencies, and be in place on or before the end of the current term of three contracts. The Department of Diversity and Civil Rights did not assign goals to the contract. Funding is included through the LIRR’s Operating Budget.



## Staff Summary



Item Number: 2

<b>Vendor Name (&amp; Location)</b> Kawasaki Railcar Inc., Yonkers, NY	
<b>Description</b> M-9 Closed Circuit Television (CCTV)	
<b>Contract Term (including Options, if any)</b> September 2013 – September 2022	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Rolling Stock Programs, Dave Kubicek 	

Contact Number	AWO/Modification #
929	
<b>Original Amount:</b>	
	\$ 289,441,810
<b>Prior Modifications:</b>	
	\$ 242,000
<b>Prior Budgetary Increases:</b>	
	\$
<b>Current Amount:</b>	
	\$ 289,683,810
<b>This Request:</b>	
	\$ 4,220,000
<b>% of This Request to Current Amount:</b>	
	% 1.4
<b>% of Modifications (including This Request) to Original Amount:</b>	
	% 1.5

**Discussion:**

LIRR requests approval to award a contract modification to Kawasaki Rail Car Inc. (KRC), in a negotiated firm fixed amount of \$4,220,000 for an Enhanced Closed Circuit Television (CCTV) system to be designed and installed on Long Island Rail Road's M-9 Railcars, which are being designed and manufactured by Kawasaki at its facilities in Kobe, Japan.

In September 2013, the Long Island Rail Road (LIRR) on behalf of itself and Metro-North Railroad (MNR) requested and received approval to award the M-9 Car Procurement Contract to KRC in an amount not to exceed \$1,834,888,620 to design, test, furnish and deliver 92 LIRR self-powered married pair cars on a Base Order and up to 584 LIRR and MNR cars (including unpowered cars) on future options. The Base Order Contract for 92 M-9 Cars for LIRR, intended to replace a portion of LIRR's aging M-3 Fleet of cars, was awarded on September 18, 2013 and has a current value of \$289,683,810.

As a result of MNR's incident at Spuyten Duyvil and following the lead of other major transportation agencies nationwide, and the recommendations from the National Transportation Safety Board (NTSB), the Chairman/CEO of the Metropolitan Transportation Authority (MTA) directed the MTA's Commuter Railroads to begin the process of designing and installing CCTV on their railcar fleets. Pursuant to this direction, LIRR and MNR requested and received MTA Board approval to award contracts to design, test and deliver retro-fit CCTV kits to be installed in both Railroad's existing fleets of over 2,000 cars.

The M-9 base Technical Specifications at the time of award included a very limited CCTV system consisting only of one forward facing camera and some minimal provisions for future installation of cameras. The M-9 project has been closely monitoring the MNR and LIRR CCTV contracts to ensure that the M-9 Cars, when delivered, will have, at a minimum, the same enhanced features and capabilities as the other railcars in the respective fleets. Approval of this Change Order will allow the M-9 design continue as the cars are manufactured and delivered.

## **Staff Summary**



Unlike the Railroad's retro-fit CCTV systems for its other fleets of cars, the enhanced M-9 CCTV design will be integrated into the onboard network and diagnostics system of the car, which will provide the "health" status of the CCTV system to onboard crews, as well as to maintenance personnel on the wayside.

The M-9 CCTV system will provide the capability to record digital video and audio (in cab only) for all onboard cameras and microphone, to include: (i) a forward-facing video camera located in the Operator's for recording the Engineer's view through the windshield, (ii) an Operator's Compartment video camera to record the train control console and train operating screens with an integrated microphone to record verbal communications in the cab, and (iii) eight passenger area video cameras that will provide video surveillance coverage of all on-board activates. The CCTV system will include a Network Video Recorder which will provide a minimum of thirty days internal storage capacity.

The cost of this change for which approval is requested herein has been negotiated at a total Firm Fixed Amount of \$4,220,000 (\$1,000,000 for Non-Recurring engineering and administrative costs and \$35,000 unit cost per car for material and installation labor). The Railroad's M-9 third party consultant has reviewed Kawasaki's proposal and has concluded that the proposed hours were found to be within a reasonable percentage of the consultant's estimate. Hourly rates proposed were in accordance with the M-9 contract. Further, mark up on material was consistent with industry standard markups. Additionally, Kawasaki has provided a proposal from its subcontractor for this Work. Lastly, Kawasaki has executed a Certificate of Current Cost or Pricing data certifying that the data provided are current, accurate and complete as of the date of the Proposal (December 23, 2016). As a result, the proposed prices have been determined to be fair and reasonable for the work to be performed. The funding for this change is to be provided through the existing approved M-9 Capital Budget contained in the 2010-2014 Capital program.



**Metro-North Railroad**

# **Procurements**





<b>Subject</b>	Request for Authorization to Award Various Procurements				
<b>Department</b>	Procurement and Material Management				
<b>Department Head Name</b>	Alfred Muir, Sr. Director				
<b>Department Head Signature</b>					
<b>Project Manager Name</b>					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	MNR Comm. Mtg.	2-21-17	X		
2	MTA Board Mtg.	2-23-17	X		

<b>Date</b>	February 10, 2017			
<b>Vendor Name</b>	Various			
<b>Contract Number</b>	Various			
<b>Contract Manager Name</b>	Various			
<b>Table of Contents Ref #</b>				
<b>Internal Approvals</b>				
	<b>Approval</b>		<b>Approval</b>	
X		X	V.P. Planning	
X	Executive V.P.	X	V.P. Capital Programs	
X	Sr. V.P. Operations	X	V.P. & General Counsel	
X	V.P. Finance & IT			

<b>Internal Approvals (cont.)</b>							
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
_____	_____	_____	_____	_____	_____	_____	_____

**PURPOSE:**

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

**DISCUSSION:**

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

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		NONE	
<u>Schedules Requiring Majority Vote</u>			
Schedule G: Miscellaneous Service Contracts		1	\$7,828,160
• Bombardier Transportation, Inc.	\$7,828,160		
SUB TOTAL:		1	\$7,828,160

**MNR proposes to award competitive procurements in the following categories:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	TBD
• Request to Use RFP Process		TBD
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$3,980,000
• Brandt Road Rail Corporation		\$3,980,000

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts	1	\$813,071
• Bowne Management Systems, Inc.		\$813,071
SUB TOTAL:	3	\$4,793,071

**MNR presents the following procurement actions for Ratification:**

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE
---	------

Schedules Requiring Majority Vote

Schedule K: Ratification of Completed Procurement Actions	2	\$1,812,990
• Hitran Corporation		\$358,301
• Amman & Whitney Group		\$1,454,689
SUB TOTAL:	2	\$1,812,990
TOTAL:	6	\$14,434,221

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.

**FEBRUARY 2017**

**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. | <b>Bombardier Transportation, Inc.</b>                  | <b>\$7,828,160</b> | <b><u>Staff Summary Attached</u></b> |
|    | <b>Installation of On Board cameras on M-7 Railcars</b> |                    |                                      |

Approval is requested to award a non-competitive negotiated miscellaneous service contract in the total not-to-exceed amount of \$7,828,160 to the firm, Bombardier Transportation Inc., for the installation of On Board Camera Kits for the MNR M-7 Fleet. This work will be conducted at the MTA's Arch Street facility, which had previously been subleased to Bombardier for the purposes of PTC Kit installations. Bombardier, the Original Equipment Manufacturer (OEM) of the M-7 Railcar fleet, shall furnish all labor necessary to install the On Board camera kits as provided by MNR and as delivered by Sepsa North America. MNR owns and operates 334 M-7 Railcars.

In September 2015, Bombardier was awarded a non-competitive contract to install On Board Vehicle PTC kits to MNR's M-7 Fleet of Railcars. The award was based upon Bombardier's unparalleled knowledge of the M-7 equipment that will allow MNR to increase its installation productivity rates to meet its targeted full implementation deadline. The program is currently progressing successfully in achieving those installations. In addition to the implementation of PTC and as a result of recommendations from the National Transportation Safety Board (NTSB), the Chairman/CEO of the Metropolitan Transportation Authority (MTA) directed the MTA's Commuter Railroads to begin the process of designing and installing inward and outward facing video and audio recorders in the cabs of its rolling stock. MNR currently has 1,256 various rolling stock equipment requiring PTC and On Board camera systems. It is therefore recommended that Bombardier complete both installations. The addition of the camera systems will not negatively impact the installation of PTC. MNR does not have the labor or on-site resources to accomplish PTC and on board camera equipment installations on multiple fleets concurrently and accordingly requires the use of a third party contractor to install camera kits on its 334 car M-7 Fleet.

In an effort to expedite the installation of the PTC Kits, LIRR has made its Arch Street Facility (owned by MTA) available for the performance of the MNR work. Following Board approval, MTA, on behalf of Long Island Rail Road and MNR, executed a license with Bombardier for the use of the Arch Street Facility. The camera installation shall be completed at the Arch Street facility.

Bombardier submitted a total cost proposal of \$7,828,160 for the installation of 334 Kits. The unit cost for the installation of these kits is 6.5% less than the engineer's estimate. In addition to the cost savings associated with using the OEM for these installations, there are considerable advantages in combining PTC and On Board camera kits concurrently. The price submitted is deemed fair and reasonable. The total award amount for this agreement shall not exceed \$7,828,160 over the eighteen month period and is to be funded by the MNR Operating Budget.



# Staff Summary

Item Number G					
Dept. & Dept. Head Name: Procurement & Material Management, Alfred Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	2-21-17	X		
2	MTA Board Mtg.	2-23-17	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	V.P. Finance & IT		V.P. Capital Programs		
X	V.P. & General Counsel				

<b>SUMMARY INFORMATION</b>	
Vendor Name Bombardier Transportation Inc.	Contract Number TBD
Description Installation of On Board Vehicle Camera Kits for the MNR M-7 Fleet.	
Total Amount \$7,828,160 (not-to-exceed)	
Contract Term (including Options, if any) 18 months	
Option(s) included in Total Amount? Yes <input checked="" type="checkbox"/> No	
Renewal? Yes <input checked="" type="checkbox"/> No	
Procurement Type Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type RFP Bid Other: sole source	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

Approval is requested to award an 18 month non-competitive, negotiated, miscellaneous service agreement in the total not-to-exceed amount of \$7,828,160 to the firm, Bombardier Transportation Inc. (Bombardier), for the installation of On Board Vehicle Camera (OBV) Kits on the 334 Railcars in the MNR M-7 Fleet. Combining the current PTC kit installation with the On Board camera system installation will not only create efficiencies but will also maximize fleet availability.

### II. DISCUSSION:

In September 2015, Bombardier was awarded a non-competitive contract to install On Board Vehicle PTC kits to MNR's M-7 Fleet of Railcars. The award was made based upon Bombardier's unparalleled knowledge of the M-7 equipment that will allow MNR to increase its installation productivity rates to meet its targeted full implementation deadline. The program is currently progressing successfully in achieving those installations. In addition to the implementation of PTC and as a result of recommendations from the National Transportation Safety Board (NTSB), the Chairman/CEO of the Metropolitan Transportation Authority (MTA) directed the MTA's Commuter Railroads to begin the process of designing and installing inward and outward facing video and audio recorders in the cabs of its rolling stock. It is therefore recommended that Bombardier complete both installations. The addition of the camera system installation will not negatively impact the installation of PTC. MNR does not have the labor or on-site resources to accomplish PTC and on board camera equipment installations on multiple fleets concurrently and accordingly requires the use of a third party contractor to install camera kits on its 334 car M-7 Fleet.

In an effort to expedite the installation of the PTC Kits, LIRR has made its Arch Street Facility (owned by MTA) available for the performance of the MNR work. Following Board approval, MTA, on behalf of Long Island Rail Road and MNR, executed a license with Bombardier for the use the Arch Street Facility. The camera installation shall be completed at the Arch Street facility.

# Staff Summary

## **III. COST/PRICE ANALYSIS**

Bombardier submitted a total cost proposal of \$7,828,160 for the installation of 334 Kits. The unit cost for the installation of these kits is 6.5% less than the engineer's estimate. In addition to the cost savings associated with using the OEM for these installations, there are considerable advantages in combining PTC and On Board Camera kits concurrently. The price submitted is deemed fair and reasonable.

## **III. IMPACT ON FUNDING:**

The total award amount for this agreement shall not exceed \$7,828,160 over the 18 month period and is to be funded by the MNR Operating Budget.

## **IV. ALTERNATIVES:**

There are no recommended alternatives. MNR does not have the resources to perform these services in-house. Performing this work with another vendor at a different time will reduce fleet availability to unacceptable levels and impact service.



FEBRUARY 2017

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

**B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)**

(Staff Summaries only required for items estimated to be greater than \$1 million)

**1. Request to Use RFP Process** **TBD** **Staff Summary Attached**

**Design/Build Harmon Shop Improvements Phase V – Stage 2**

Approval is requested to use the Request for Proposal (RFP) solicitation process to solicit a team of Architects/Engineers/Contractors to design and construct improvements under the Harmon Shop Replacement Program, Phase V-Stage 2.

The Stage 2 project will replace the westerly portion of the existing facility in its entirety. Replacement of the maintenance facility in the same location as the existing structure will facilitate the efficient movement of cars between the North Yard and the EMU Shop for maintenance. This Stage 2 Design-Build request includes the final design and build out of the Running Repair and Support Shop, including the demolition and replacement of the west portion of the building. The existing shop will be replaced with a new Electric Car Shop/Running Repair/Support Shop with pits and hoist tracks directly adjacent and functionally connected to the Consist Shop Facility (Stage 1) and the EMU Annex (Stage 1-2) via an overpass bridge.

MNR currently has the 30% design-build documents for Stage 2. The design/build teams will be evaluated on their technical ability, past performance, organizational resources, and cost. This procurement is to be funded 100% by the 2015-2019 MNR Capital Program.

**C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**

(Staff Summaries required for items requiring Board approval)

**2. Brandt Road Rail Corporation \$3,980,000 (not-to-exceed)** **Staff Summary Attached**

**Design, Build and Deliver a Powered Continuous Work Platform with a Steel Track Excavator**

Approval is requested to award a competitively solicited (RFP process, one proposal received) 20 month contract to the firm, Brandt Road Rail Corporation ("Brandt") for the design, manufacture and delivery of one Powered Continuous Work Platform ("PCWP") with a Steel Track Excavator.

A PCWP is a nine car articulated consist, suitable for hauling and distributing ballast, maintenance of way materials and rails up to 250 ft. in length. A brief description is as follows:

- An enclosed weather tight powered platform housing an operator's cab with full consist operational controls, HVAC and occupant capacity of two with additional jump seat. Diesel engine/alternator gen set present in separate enclosure.



- Diesel engine meeting all federal emissions standards.
- Consist shall be equipped with braking system designed to meet the current requirements of the AAR (Association of American Railroads).
- Rear gondola will have provisions to incorporate a removable rear operator's cab. This cab will provide a point of control through a remote, as well as necessary safe operational controls and displays that will be train lined with a removable plug in connection to the removable rear cab.

MNR requested and received a Buy America non-availability waiver for the procurement of this PCWP. The Federal Transit Administration (FTA) waived its Buy America requirements, finding that the material for which the waiver was requested is not produced in the United States in sufficient and reasonably available quantities and of satisfactory quality. This waiver is limited to this single procurement by MNR for the PCWP.

In March 2016, the Board approved use of the RFP and in May, 2016 MNR RFP No. 9839-A was advertised in the *New York State Contract Reporter*, *El Diario*, *The Daily Challenge*, *NY Post*) and posted on the MNR website. An extensive contractor outreach was conducted to ensure competition however on the proposal due date of July 11, 2016 only one proposal was received from Brandt Road Rail Corporation ("Brandt").

The program schedule of 20 months by Brandt was found to be aggressive but attainable for this project. Brandt's final BAFO cost of \$3,980,000 is 12% lower than the Engineers estimate. A cost analysis was conducted and was found to be acceptable. This price is considered fair and reasonable.

MNR completed a Responsibility review of Brandt in connection with this award recommendation. There is no significant adverse information concerning Brandt, and has been determined to be a responsible contractor.

Accordingly, it is recommended that the Board approve the selection of Brandt Road Rail Corporation for the design, manufacture and delivery of one Powered Continuous Work Platform ("PCWP") with a Steel Track Excavator. This procurement is to be federally funded.

#### *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.)

#### **3. Bowne Management Systems, Inc. \$813,071 (not-to-exceed)**

##### **Geographic Information System (GIS) Integration Services for Railroad Property Management**

Approval is requested to award a 12 month, competitively solicited miscellaneous service contract (RFP process, nine proposals received, four firms short-listed), in the not-to-exceed amount of \$813,071 to Bowne Management Systems, Inc. ("Bowne") to provide electronic GIS integration services to accurately measure property lines along MNR's right-of-way, stations, leases, yards, easements, encumbrances, and other real estate holdings for MNR to support business operations.

In accordance with MTA procurement guidelines, an advertisement for the subject service was placed in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge, and posted on the MNR website.

A total of fifty vendors were provided the RFP and nine proposals were received. The Selection Committee evaluated nine proposals and short-listed four firms. Bowne demonstrated the highest degree of understanding of the scope of work. In addition, Bowne provided an excellent oral presentation and proposed the lowest cost proposal of the four short listed firms. Bowne's cost proposal was 22% below the engineers estimate. The Committee unanimously determined that Bowne was the best qualified to perform the subject services.

MNR conducted Responsibility and Financial reviews of Bowne and found no significant adverse information. Bowne has been determined to be a responsible firm and a review of their price found costs to be fair and reasonable contractor.

It is recommended that the MTA Board approve the selection of Bowne Management Systems, Inc. to provide electronic GIS integration services to measure property lines of MNR's right-of-way, stations, leases, yards, easements, encumbrances, and other real estate holdings for MNR to support business operations in the not-to-exceed amount of \$813,071 and is to be funded by the MNR Operating Budget.



# Staff Summary

Item Number B					
Dept & Dept Head Name: Procurement & Material Management, Alfred Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	2-21-17	X		
2	MTA Board Mtg.	2-23-17	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	V. P. Capital Programs	X	V.P. Planning		
X	V.P. Finance & IT	X	V.P. & General Counsel		

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number 81933
Description Request to use the RFP Process- Design/Build Harmon Yard Improvements Phase V – Stage 2	
Total Amount TBD	
Contract Term (including Options, if any) 48 months	
Option(s) included in Total Amount?	Yes <input checked="" type="checkbox"/> No
Renewal?	Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP Bid Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## I. PURPOSE:

To obtain MTA Board approval to use the RFP process to solicit and evaluate proposals from a prospective team of Architects/Engineers/Contractors to design and construct improvements at MNR's Harmon Yard, on the Hudson Line, located in Croton-on-Hudson, NY. The contract shall be for the replacement of the remaining western portion of the current maintenance facility with an Electric Multiple Unit (EMU) Running Repair and Support Shop building.

## II. BACKGROUND & DISCUSSION:

The Harmon Phase V project is a two-stage program to design and construct a new Electric Car Shop with a Consist Shop Facility (Stage 1) and new Running Repair and Support Shop (Stage 2) to replace the existing Harmon Old Main Shop Building. When both stages have been completed they will create one large maintenance facility for MNR's Harlem and Hudson Lines electric car fleet. The Stage I contract is now in progress and will be completed in the 1<sup>st</sup> Qtr. of 2018. MNR has an immediate requirement to retain a design/build team to design and construct improvements for Stage 2 in an effort to complete the overall project in the most efficient and timely manner.

The work that will be accomplished in Stage 2 shall include the replacement of the western portion of the existing running repair shop. Replacement of the maintenance facility within the same foot print will facilitate the efficient movement of cars between the North Yard and the EMU Shop for maintenance. This Stage 2 Design-Build request also includes the final design and build out of the Running Repair and Support Shop, including the demolition and replacement of the western portion of the building. The existing shop will be replaced with a new Electric Car Shop/Running Repair/Support Shop with maintenance pits and hoist tracks directly adjacent and functionally connected to the Consist Shop Facility (Stage 1) and the EMU Annex (Stage 1-2) via an overpass bridge.

It is in the best interest of MNR to utilize the Request for Proposal process for the Stage 2 procurement. The successful design/build team will be selected on an evaluation of architectural/engineering/construction technical ability, past performance, organizational resources, experience of team members, and cost.

## Staff Summary

**III. RECOMMENDATION:**

MNR requests the Board adopt a resolution declaring that competitive bidding is impractical and/or inappropriate and that it is in the public interest to use the design/build RFP process for Harmon Phase V, Stage 2 to design and construct improvements at MNR's Harmon Shop.

**IV. D/M/WBE INFORMATION:**

TBD

**V. IMPACT ON FUNDING:**

Funding for this contract is included in the 2015-2019 MNR Capital Program.

**VI. ALTERNATIVES:**

MNR does not have the available in-house design or construction capabilities to complete the scope of the specified work.



# Staff Summary

Item Number C					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	2-21-17	X		
2	MTA Board Mtg.	2-23-17	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President				
X	Sr. V.P. Operations		V.P. Planning		
X	V.P. Finance & IT	X	V. P. & General Counsel		
X	V. P. Capital Programs				

<b>SUMMARY INFORMATION</b>	
Vendor Name Brandt Road Rail Corporation	Contract Number 9839-A
Description Design, Build, Deliver a Continuous Work Platform with a Steel Excavator	
Total Amount \$3,980,000	
Contract Term (including Options, if any) N/A	
Option(s) included in Total Amount?	Yes <input checked="" type="checkbox"/> No
Renewal?	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 Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

To obtain MTA Board approval to award a competitively solicited (RFP process, one proposal received) contract to the firm, Brandt Road Rail Corporation ("Brandt") for the design, manufacture and delivery of one Powered Continuous Work Platform ("PCWP") with a Steel Track Excavator.

### II. DISCUSSION:

The project consists of the design, manufacture and delivery of one Powered Continuous Work Platform ("PCWP") with a Steel Track Excavator for use on MNR's operating territory. A PCWP is a nine platform articulated consist used for hauling and distributing maintenance of way materials such as ballasts and rails up to 250 ft. in length. The PCWP complies with MNR's territorial clearance restrictions without interference to electrical operations. The PCWP will be delivered also with a Steel Track Excavator, heavy construction equipment consisting of a boom, dipper (or stick), bucket and cab on a rotating platform which sits atop an undercarriage with tracks or wheels. The excavator will have a reduced tail swing design that allows the PCWP to work in the MNR locations with minimum disruption to railroad traffic, be capable of negotiating all of MNR's track, tunnels and structures, and stay within the dynamic envelope. The requirements of the PCWP and Steel Track Excavator include:

- An enclosed weather tight powered platform housing an operator's cab with full consist operational controls, HVAC and occupant capacity of two with additional jump seat. Diesel engine/alternator gen set present in separate enclosure.
- Diesel engine meeting all federal emissions standards.
- The Consist will be equipped with braking system designed to meet the current requirements of the AAR (Association of American Railroads).
- A Gondola with provisions to incorporate a removable rear operator's cab. This cab will provide a point of control through a remote, as well as necessary safe operational controls and displays that will be train lined with a removable plug in connection to the removable rear cab.

MNR received Board approval to use the Request for Proposal (RFP) process for this procurement at the March 2016 MTA Board Meeting.



# Staff Summary

On June 9, 2016 MN R RFP No. 9839-A was advertised in the New York State Contract Reporter, El Diario, The Daily Challenge, NY Post and posted on the MNR website. On the proposal due date of September 29, 2016, one proposal was received from Brandt Road Rail Corporation ("Brandt").

A Selection Committee comprised of five voting members representing MNR's Maintenance of Way, Track and Structure and Procurement & Material Management Departments evaluated the proposals using a two phase approach.

The Selection Committee agreed that Brandt could perform the scope of work provided in the contract and their proposal met the requirement of the RFP. Brandt's Best and Final Offer (BAFO) cost is \$3,980,000. After a detailed review of the M of W Track and Structures' estimated cost for this unique track hardware required under the RFP, Brandt's proposal was 12% below engineering's estimated budget of \$4,500,000. The program schedule of 20 months by Brandt was found to be favorable for the level of effort required for this project.

MNR completed a Responsibility review of Brandt in connection with this award recommendation. There is no significant adverse information concerning Brandt, and has been determined to be a responsible contractor.

Accordingly, it is recommended that the MTA Board approve the selection of Brandt Road Rail Corporation for the design, manufacture and delivery of one Powered Continuous Work Platform ("PCWP") with a Steel Track Excavator.

### **III. D/M/WBE INFORMATION:**

The MTA Department of Diversity and Civil Rights canvassed the industry to determine the availability of qualified Disadvantage Business Enterprises (DBE) for participation as prime or subcontractors. DDCR was unable to identify eligible DBE firms providing related services therefore, no DBE subcontracting goal could be established for this contract.

### **IV. IMPACT ON FUNDING:**

The total cost for this procurement is not-to-exceed \$3,980,000. This contract is to be federally funded through MNR's Capital Program Budget.

### **V. ALTERNATIVES:**

MNR does not have the capability to design, manufacture and deliver this unique equipment.

FEBRUARY 2017

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

**K. Ratification of Completed Procurement Actions**

(Staff Summaries required for unusually large or complex items which otherwise would require Board approval)

**1. Hitran Corporation      \$358,301**

**Purchase of Main Line Filter Reactors for MNR's Genesis Locomotives**

Ratification of emergency purchase for five main line filter reactors for MNR's P32 Locomotives which currently have out-of-service locomotives awaiting these reactors.

The absence of P32 Locomotives in service will significantly detract from MNR's overall locomotive service. General Electric, the locomotive Original Equipment Manufacturer (OEM) has elected to no longer provide this equipment. MNR determined the material was originally supplied to General Electric by Hitran, who is the OEM for the reactors. Hitran is now the only available source of these reactors. The immediate need is two main line filter reactors; the remaining three are to ensure critical spares are available.

The cost of \$358,301 for this emergency purchase is deemed to be fair and reasonable and is to be funded by the MNR Operating Budget.

**2. Amman & Whitney Group      \$1,454,689**

Staff Summary Attached

**Emergency Engineering & Design Services for Repairs to Park Ave. Viaduct**

Ratification of emergency agreement for engineering and design services for the Park Avenue Viaduct. This work is being performed under the current Professional Services Contract No. 1000041940 for Engineering Services for the Inspection and Load Rating of All Under grade Bridges Located in NY State.

On May 17th, a fire caused significant damage to the Park Avenue Viaduct in the area of 117<sup>th</sup> and 118<sup>th</sup> Streets in Manhattan. To ensure commuters safety and address immediate and long term repairs as well as minimize the adverse operational impacts to the railroad, it was necessary to engage the services of an engineering consultant familiar with the Viaduct structure. As A&W was performing inspection of the Park Avenue Viaduct at that time, MNR requested A&W perform the necessary engineering and design work.

Under a "Declaration of Emergency" expedited procurement, actions were initiated and A&W was called upon during the night of the fire (and the subsequent days thereafter) to provide engineering consultation to MNR. A&W was asked to provide inspection, structural assessment of the fire damage and design services for emergency temporary supports. A&W was also tasked to develop a preliminary and final design document for an emergency construction contract. The preliminary repair designs allowed MNR crews to make repairs allowing the railroad to lift temporary speed and operational

restrictions through the area.

While the temporary repairs enabled prompt restoration of limited service, it did not completely correct the structural damages. As such, it was necessary to make permanent repairs to the viaduct at 118<sup>th</sup> street and ensure the riding public's safety. A&W's efforts in developing a final repair design document allowed MNR to obtain a contractor within one month of the fire. Due to the extremely limited timeline, A&W was also tasked to provide resident engineering and inspection services during construction. The final negotiated cost for the aforementioned work is \$1,454,689, which is less than the MNR in-house estimate of \$1,551,000.

This ratification in the not-to-exceed amount of \$1,454,689 is to add funding to the existing A&W contract to compensate for the additional design and engineering efforts which enabled MNR to complete the final repairs to structures damaged by the viaduct fire without delay. This additional funding is provided by the MNR Capital Program. Reimbursement of the costs is being pursued as part of the legal claims asserted by MTA and MNR against responsible parties.



## Schedule K: Ratification

**Item Number:** K

**Vendor Name (& Location)**

Ammann & Whitney Group

**Description** Engineering Services for the Inspection and Load Rating of All Undergrade Bridges Located in NY

**Contract Term (including Options, if any)**

36 month

**Option(s) included in Total Amount?**

Yes ☒ No

**Procurement Type**

Competitive ☒ Non-competitive

**Solicitation Type**

RFP Bid ☒ Other:

**Contract Number**

1000041940

**AWO/Modification #**

1

**Renewal?**

Yes ☒ No

**Total Amount:**

\$1,454,689  
(not to exceed)

**Funding Source**

Operating ☒ Capital Federal Other:

Requesting Dept./Div. & Dept./Div. Head Name:  
Procurement & Material Management, Al Muir, Sr. Director

### DISCUSSION:

Ratification of emergency agreement for engineering and design services for the Park Avenue Viaduct. This work is being performed under the current Professional Services Contract No. 1000041940 for engineering services for the inspection and load rating of all undergrade bridges located in NY State.

The original 36 month contract was competitively solicited and awarded to the Ammann & Whitney Group ("A&W") in March of 2015 in the not-to-exceed amount of \$6,840,000. The purpose of this project was to provide engineering services for the inspection and load rating of all undergrade bridges in NY. The scope of work consisted of 1) data collection; 2) load rating field inspection; 3) strain gage test, non-destructive testing and analysis of selected bridges; 4) live load rating and reports; 5) Seismic Screening; and 6) emergency repair designs.

On May 17th, a very serious fire caused significant damage to the Park Avenue Viaduct in the area of 117<sup>th</sup> and 118<sup>th</sup> Streets in Manhattan. To ensure commuters safety and to address immediate and long term repairs as well as minimize the adverse operational impacts to the railroad, it was necessary to engage the services of an engineering consultant familiar with the viaduct structure. Coincidentally; at that time, A&W was performing inspection of the Park Avenue Viaduct as part of their contract work. A&W's familiarity with the structure and the ability to use their previously developed structural analysis models was very beneficial given the extremely critical nature of the damages to the viaduct support structures.

Under a "Declaration of Emergency" expedited procurement actions were initiated and A&W was called upon during the night of the fire (and the subsequent days thereafter) to provide engineering consultation to MNR. A&W was asked to provide inspection, structural assessment of the fire damage and design services for emergency temporary supports. A&W was also tasked to develop a preliminary and final design document for an emergency construction contract. The preliminary repair designs allowed MNR crews to make repairs allowing the railroad to lift temporary speed and operational restrictions through the area. While the emergency temporary repairs enabled prompt restoration of limited service, they did not completely correct the structural damages. As such, it was necessary to perform permanent repairs to the viaduct at 118<sup>th</sup> Street and ensure the riding public's safety. A&W's efforts in developing a final repair design document allowed MNR to obtain a contractor within one month of the fire. Due to the extremely limited timeline, A&W was also tasked to provide resident engineering and inspection services during construction. The final negotiated cost for the aforementioned work is \$1,454,689, which is less than the MNR in-house estimate of \$1,551,000.

This ratification in the not-to-exceed amount of \$1,454,689 is to add funding to the A&W contract to compensate for the additional design and engineering efforts which enabled MNR to complete the final repairs to structures damaged by the fire faster than anticipated. This additional funding is provided by the MNR Capital Program. Reimbursement of the costs is being pursued as part of the legal claims asserted by MTA and MNR against responsible parties.

**METRO NORTH RAILROAD LONG ISLAND RAIL ROAD JOINT COMMITTEE**

**MTA BOARD**

**PROCUREMENT PACKAGE**

**February 2017**



## Staff Summary



<b>Subject</b>	Request for Authorization to Award Various Procurements				
<b>Department</b>	Law and Procurement				
<b>Department Head Name</b>	Evan M. Eisland				
<b>Department Head Signature</b>					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Long Island Rail Road Joint Committee	2/21/17	X		
2	Board	2/23/17	X		

<b>Date:</b> February 8, 2017			
<b>Vendor Name</b> Various			
<b>Contract Number</b> Various			
<b>Contract Manager Name</b> Various			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
4	President 	3	Executive Vice President 
2	Vice President, Program Controls 	1	Chief Procurement Officer 

### PURPOSE

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

### DISCUSSION

MTA Capital Construction proposes to award Competitive Procurements in the following category:

#### Schedules Requiring Majority Vote:

Schedule I Modifications to Purchase and Public Work Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 1,078,222
<b>SUBTOTAL</b>	1	\$ 1,078,222

MTA Capital Construction proposes to award Ratifications in the following category:

#### Schedules Requiring Majority Vote:

Schedule K Ratification of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	2	\$ 28,563,352
<b>SUBTOTAL</b>	2	\$ 28,563,352
<b>TOTAL</b>	3	\$29,641,574

### Budget Impact:

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

### Recommendation:

That the modification and ratifications be approved as proposed. (The items are included in the resolution of approval at the beginning of the Procurement Section.)

**MTA Capital Construction Company**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

February 2017

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

- |    |   |                     |                                      |
|----|---|---------------------|--------------------------------------|
| 1. | <b>GCT Constructors Joint Venture<br/>Contract No. CM014B<br/>Modification No. 60</b> | <b>\$ 1,078,222</b> | <b><u>Staff Summary Attached</u></b> |
|----|---|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks Board approval to modify the Contract to add the requirement to repair and replace deteriorated portions of existing structural steel at the Grand Central Terminal ("GCT") Express Level under 48<sup>th</sup> Street between Madison Avenue and Park Avenue.

**Item Number: 1**

<b>Vendor Name (&amp; Location)</b> GCT Constructors Joint Venture (Secaucus, NJ)	<b>Contract Number</b> CM014B	<b>AWO/Modification #</b> 60
<b>Description</b>  GCT Concourse and Facilities Fit-Out for the ESA Project	<b>Original Contract Amount:</b> \$ 404,622,096 <b>Original Option Amounts:</b> \$ 24,277,904 <b>Original Board Approved Amount:</b> \$ 428,900,000	
<b>Contract Term (including Options, if any):</b>  1,726 Days	<b>Prior Modifications:</b> \$ 7,665,258	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<b>Exercised Options:</b> \$ 24,277,904	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Prior Budgetary Increases:</b> \$ 0	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification	<b>Current Amount:</b> \$ 436,565,258	
<b>Funding Source</b>  <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:	<b>This Request</b> \$ 1,078,222	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>  East Side Access/William Goodrich, P.E.	<b>% of This Request to Current Amount:</b> 0.25%	
	<b>% of Modifications (including This Request) to Original Board Approved Amount:</b> 2%	

**Discussion:**

This Contract is for the architectural, structural, mechanical and electrical fit-out of the new Long Island Railroad ("LIRR") Concourse and includes the installation of elevators and escalators. In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks Board approval to modify the Contract to add the requirement to repair and replace deteriorated portions of existing structural steel at the Grand Central Terminal ("GCT") Express Level under 48<sup>th</sup> Street between Madison Avenue and Park Avenue.

Metro North Railroad ("MNR") has identified existing structural components that are deteriorated and require repairs or need to be replaced. The work includes repairs to two cap beams, two column bases and the replacement of one roof stringer. The CM014B Contractor is working in that area and as part of its work will be enclosing the area which will make these structural repairs much more difficult to complete. Accordingly the repairs need to be performed prior to the completion of the CM014B work. Because the CM014B Contractor is mobilized in the area, has the necessary experience to perform this work and has full access to the existing structural system, MNR and MTACC have agreed that that it is in the MTA's best interest for the CM014B contractor to perform this work on behalf of MNR.

The Contractor submitted a cost proposal of \$1,595,386 with a time extension of 350 calendar days to Milestone 5A, Complete Work at 48<sup>th</sup> Street Entrance. The MTACC project estimate was \$1,003,261 and a time extension of 311 excusable days to Contract Milestone 5A. Negotiations were held and the parties agreed to a cost of \$1,078,222 and a time extension of 311 excusable, non-compensable days to Milestone 5A. The negotiated cost and time is considered fair and reasonable. Funding for this modification will be from MNR.

In connection with previous contracts awarded to the joint venture partners who form GCT Constructors Joint Venture, both John P. Picone Inc. ("JPP") and Schiavone Construction Company, LLC ("Schiavone") were found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2014. No new SAI has been found relating to JPP or Schiavone and they have both been found to be responsible.

February 2017

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

2.        **Parsons Brinckerhoff/STV/Parsons  
Transportation Group, Joint Venture        \$ 27,000,000        Staff Summary Attached**  
            **Contract No. 98-0040-01R**  
            **Modification No. 136**

In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC request that the Board ratify a modification to the Contract to increase the Contract amount allocated to Construction Phase Services ("CPS") by \$27,000,000 to allow the Consultant to continue to provide CPS through the end of 2017.

3.        **Yonkers Contracting Company, Inc.        \$ 1,563,352        Staff Summary Attached**  
            **Contract No. CM014A**  
            **Modification No. 55**

In accordance with Article IX of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to provide labor for the operation and maintenance of Breaker 52-F6 of the B30 Substation.

**Item Number: 2**

<b>Vendor Name (&amp; Location)</b> Parsons Brinckerhoff/STV/Parsons Transportation Group, JV (NY)	
<b>Description</b> East Side Access General Engineering Consultant Services	
<b>Contract Term (including Options, if any)</b> December 2017	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, W. Goodrich	

Contract Number	AWO/Modification #
98-0040-01R	136
<b>Original Amount:</b> \$ 140,000,000	
<b>Prior Modifications:</b> \$ 311,745,518	
<b>Prior Budgetary Increases:</b> \$ -0-	
<b>Current Amount:</b> \$ 451,745,518	
<b>This Request</b> \$ 27,000,000	
<b>% of This Request to Current Amount:</b> 6.0%	
<b>% of Modifications (including This Request) to Original Amount:</b> 242%	

**Discussion:**

This Contract is for engineering, design and construction phase services for the LIRR East Side Access (ESA) project. This procurement item represents an annual modification to this Contract for Construction Phase Services (CPS). In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to increase the Contract amount allocated to CPS by \$27,000,000 to allow the Consultant to continue to provide CPS through the end of 2017.

CPS is provided on a cost-plus-fixed-fee, level-of-effort, not-to-exceed basis. CPS is provided in support of third party and force account construction contracts/packages during construction and may include review of contractor's submittals, shop drawings and requests for information; site inspections; resolution of technical issues; preparation of supplementary drawings; and preparation of record drawings for force account packages.

Given the long duration of this contract, the President has determined it best to evaluate CPS on an annual basis to ensure that the MTA is receiving the most efficient and cost effective services. In January 2016, the MTA Board approved a Modification increasing the Contract CPS amount by \$21,140,000, from \$122,110,635 to \$143,250,635, to allow CPS to continue through the end of 2016. The President later approved a retroactive memorandum authorizing the GEC to continue to provide CPS through March 2017 with a not-to-exceed cap of \$8,500,000. This request seeks ratification of that authorization and requests additional authorization to increase the Contract CPS amount by an additional \$18,500,000, for a total increase of the Contract CPS amount of \$27,000,000, to \$170,250,635, for CPS through the end of 2017.

At Contract inception in August 2004, the initial Contract amount for CPS was \$20,000,000. As the construction program progressed, the amount allocated to CPS was reviewed on a regular basis, new CPS estimates were prepared, and the amount added to the Contract for CPS was increased as needed. A CPS estimate was prepared in early 2014 in the amount of \$167,344,102.

A number of factors have contributed to an increase in CPS costs since the 2014 estimate was prepared. An increased number of highly technical contractor submittals for the systems designs have required more review and analysis by the GEC than was previously anticipated. Related to that, the hourly labor rates for more senior systems engineers has been higher than anticipated. In addition, the resequencing and repackaging of contract work into more construction packages to accommodate force account resource limitations in the Harold Interlocking and other unanticipated circumstances has increased the number of submittals that require review by the GEC. Also, GEC support of the integrated systems testing program has been greater than was anticipated. Finally, the budget estimates prepared in 2014 did not consider labor escalation associated with delayed work being performed in later time periods due to repackaging or the longer program duration. The CPS estimate prepared in early 2014 had a CPS-to-Construction cost ratio of 2.8%. The actual ratio is running at approximately 3.1%.

MTACC continues to review ESA program costs, including CPS services, in an effort to reduce program costs. MTACC intends to return to the Board at the end of 2017 to request additional CPS funding authorization for 2018 and beyond factoring in the results of this continuing effort.



In connection with previous contracts awarded to Parsons Brinckerhoff and STV, both members of the Consultant joint venture, those consultants were found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel (with regard to Parsons Brinckerhoff in January 2007 and with regard to STV in May 2008). No new SAI has been found relating to these Consultants and they have both been found to be responsible.

**Item Number: 3**

<b>Vendor Name (&amp; Location)</b>	
Yonkers Contracting Company, Inc. (Yonkers, New York)	
<b>Description</b>	
GCT Concourse and Facilities Fit-Out for the ESA Project	
<b>Contract Term (including Options, if any)</b>	
1,399 Cal Days SC	
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
East Side Access, W. Goodrich, P.E.	

Contract Number	AWO/Modification #
CM014A	55
<b>Original Amount:</b>	
	\$ 43,502,000
<b>Prior Modifications:</b>	
	\$ 15,321,841
<b>Prior Budgetary Increases:</b>	
	\$ 0
<b>Current Amount:</b>	
	\$ 58,823,841
<b>This Request:</b>	
	\$ 1,563,352
<b>% of This Request to Current Amount:</b>	
	2.7 %
<b>% of Modifications (including This Request) to Original Amount:</b>	
	39%

**Discussion:**

The work under this East Side Access (“ESA”) Contract is the fit-out of the lower portion of the new Long Island Rail Road (“LIRR”) Concourse located in the lower level of Grand Central Station. In accordance with Article IX of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to provide labor for the operation and maintenance of Breaker 52-F6 of the B30 Substation. The 52-F6 breaker provides temporary construction power for all of the East Side Access project work in the Grand Central Terminal (“GCT”) caverns and tunnels, including the work of Contracts CM005, CM006, CM007 and CS179.

The original plan for providing temporary construction power for the East Side Access project work in the GCT caverns and tunnels was to take that power from the existing substation located at 63rd Street and Second Avenue (the “Second Avenue” Substation) which is part of the NYCT 63<sup>rd</sup> Street Ventilation facility. However, Con Edison determined that it would not be able to provide uninterrupted service to the Second Avenue Station unless MTACC installed an additional feeder. Installing a third feeder, however, was not an option because of space limitations and other factors. Accordingly, MTACC opted to provide temporary construction power from its new B30 Substation, which eliminates the requirement of the third feeder but requires the additional operations and maintenance work for the 52-F6 breaker added by this Modification.

The Contractor submitted a cost proposal of \$1,566,154 based upon unit rates for crews of electricians and a not to exceed number of hours. MTACC’s estimate for the same crews and hours was \$1,770,007. Negotiations were held and the parties agreed to unit rates based upon a not to exceed number of hours and a total cost of \$1,563,352 assuming all hours are required. The negotiated amount is considered to be fair and reasonable. There is no time impact related to this change.

In order to continue the temporary electrical service required for critical life safety systems, the President approved a Retroactive Memorandum on February 8, 2017 and the Contractor was directed to provide services up to a not-to-exceed amount of \$510,000.

In connection with previous contracts awarded to Yonkers Contracting Company Inc. (“Yonkers”), they were found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in May 2013. In addition, as a result of the review of the Yonkers’ responsibility since the prior contract award, new significant adverse information was identified and Yonkers was found to be responsible notwithstanding such new significant adverse information and such responsibility finding was subsequently approved by the MTACC President with notification to the MTA’s Interim Chief Executive Officer on February 14, 2017.



# LONG ISLAND RAIL ROAD



## Monthly Operating Report January 2017

Patrick Nowakowski  
President

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02/21/17 \*\*\*\*\*

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**Performance Summary**

			2017 Data			2016 Data	
			Annual	YTD thru		YTD thru	
			Goal	Jan	Jan	Jan	Jan
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>92.4%</b>	<b>92.4%</b>	<b>91.6%</b>	<b>91.6%</b>
		AM Peak		93.1%	93.1%	86.6%	86.6%
		PM Peak		88.1%	88.1%	88.6%	88.6%
		<b>Total Peak</b>		<b>90.7%</b>	<b>90.7%</b>	<b>87.5%</b>	<b>87.5%</b>
		Off Peak Weekday		91.8%	91.8%	92.2%	92.2%
		Weekend		95.5%	95.5%	94.3%	94.3%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>92.2%</b>	<b>92.2%</b>	<b>91.2%</b>	<b>91.2%</b>
		AM Peak		93.3%	93.3%	86.8%	86.8%
		PM Peak		87.4%	87.4%	86.8%	86.8%
		<b>Total Peak</b>		<b>90.6%</b>	<b>90.6%</b>	<b>86.8%</b>	<b>86.8%</b>
		Off Peak Weekday		91.7%	91.7%	92.4%	92.4%
		Weekend		95.8%	95.8%	94.6%	94.6%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>94.7%</b>	<b>94.7%</b>	<b>95.8%</b>	<b>95.8%</b>
		AM Peak		94.4%	94.4%	91.4%	91.4%
		PM Peak		92.1%	92.1%	96.3%	96.3%
		<b>Total Peak</b>		<b>93.3%</b>	<b>93.3%</b>	<b>93.6%</b>	<b>93.6%</b>
		Off Peak Weekday		93.7%	93.7%	96.3%	96.3%
		Weekend		98.0%	98.0%	96.7%	96.7%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>92.1%</b>	<b>92.1%</b>	<b>88.4%</b>	<b>88.4%</b>
		AM Peak		94.6%	94.6%	82.1%	82.1%
		PM Peak		84.7%	84.7%	84.5%	84.5%
		<b>Total Peak</b>		<b>89.8%</b>	<b>89.8%</b>	<b>83.3%</b>	<b>83.3%</b>
		Off Peak Weekday		90.9%	90.9%	86.3%	86.3%
		Weekend		95.2%	95.2%	93.9%	93.9%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>92.7%</b>	<b>92.7%</b>	<b>95.5%</b>	<b>95.5%</b>
		AM Peak		93.3%	93.3%	96.7%	96.7%
		PM Peak		86.8%	86.8%	90.7%	90.7%
		<b>Total Peak</b>		<b>90.2%</b>	<b>90.2%</b>	<b>93.9%</b>	<b>93.9%</b>
		Off Peak Weekday		91.7%	91.7%	96.0%	96.0%
		Weekend		96.8%	96.8%	95.9%	95.9%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>92.4%</b>	<b>92.4%</b>	<b>94.6%</b>	<b>94.6%</b>
		AM Peak		93.7%	93.7%	97.2%	97.2%
		PM Peak		88.3%	88.3%	89.9%	89.9%
		<b>Total Peak</b>		<b>91.1%</b>	<b>91.1%</b>	<b>93.7%</b>	<b>93.7%</b>
		Off Peak Weekday		90.8%	90.8%	94.6%	94.6%
		Weekend		97.0%	97.0%	95.5%	95.5%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>91.7%</b>	<b>91.7%</b>	<b>90.6%</b>	<b>90.6%</b>
		AM Peak		87.5%	87.5%	84.9%	84.9%
		PM Peak		87.4%	87.4%	92.0%	92.0%
		<b>Total Peak</b>		<b>87.5%</b>	<b>87.5%</b>	<b>88.2%</b>	<b>88.2%</b>
		Off Peak Weekday		93.7%	93.7%	92.0%	92.0%
		Weekend		91.6%	91.6%	90.3%	90.3%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>93.0%</b>	<b>93.0%</b>	<b>89.5%</b>	<b>89.5%</b>
		AM Peak		92.5%	92.5%	88.0%	88.0%
		PM Peak		89.7%	89.7%	80.7%	80.7%
		<b>Total Peak</b>		<b>91.2%</b>	<b>91.2%</b>	<b>84.6%</b>	<b>84.6%</b>
		Off Peak Weekday		93.7%	93.7%	90.4%	90.4%
		Weekend		93.6%	93.6%	93.1%	93.1%

<b>Performance Summary</b>		<b>2017 Data</b>			<b>2016 Data</b>	
		Annual	YTD thru		YTD thru	
		Goal	Jan	Jan	Jan	Jan
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>92.9%</b>	<b>92.9%</b>	<b>86.8%</b>	<b>86.8%</b>
	AM Peak		88.1%	88.1%	78.3%	78.3%
	PM Peak		93.9%	93.9%	85.7%	85.7%
	<b>Total Peak</b>	<b>90.8%</b>	<b>90.8%</b>	<b>90.8%</b>	<b>81.8%</b>	<b>81.8%</b>
	Off Peak Weekday		91.9%	91.9%	85.5%	85.5%
	Weekend		97.2%	97.2%	93.5%	93.5%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>91.4%</b>	<b>91.4%</b>	<b>93.4%</b>	<b>93.4%</b>
	AM Peak		97.1%	97.1%	86.5%	86.5%
	PM Peak		83.5%	83.5%	90.7%	90.7%
	<b>Total Peak</b>	<b>90.1%</b>	<b>90.1%</b>	<b>90.1%</b>	<b>88.6%</b>	<b>88.6%</b>
	Off Peak Weekday		89.9%	89.9%	94.5%	94.5%
	Weekend		95.3%	95.3%	95.7%	95.7%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>91.7%</b>	<b>91.7%</b>	<b>87.6%</b>	<b>87.6%</b>
	AM Peak		91.3%	91.3%	77.5%	77.5%
	PM Peak		93.7%	93.7%	89.7%	89.7%
	<b>Total Peak</b>	<b>92.4%</b>	<b>92.4%</b>	<b>92.4%</b>	<b>83.0%</b>	<b>83.0%</b>
	Off Peak Weekday		90.7%	90.7%	88.4%	88.4%
	Weekend		93.0%	93.0%	91.6%	91.6%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>94.7%</b>	<b>94.7%</b>	<b>94.8%</b>	<b>94.8%</b>
	AM Peak		91.4%	91.4%	92.2%	92.2%
	PM Peak		88.9%	88.9%	88.0%	88.0%
	<b>Total Peak</b>	<b>90.0%</b>	<b>90.0%</b>	<b>90.0%</b>	<b>89.9%</b>	<b>89.9%</b>
	Off Peak Weekday		95.5%	95.5%	98.0%	98.0%
	Weekend		98.9%	98.9%	94.2%	94.2%
<b>Operating Statistics</b>		<b>Trains Scheduled</b>	<b>20,964</b>	<b>20,964</b>	<b>20,225</b>	<b>20,225</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-12.1	-12.1	-16.3	-16.3
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			227	227	413	413
<b>Trains Canceled</b>			73	73	266	266
<b>Trains Terminated</b>			89	89	61	61
<b>Percent of Scheduled Trips Completed</b>			99.2%	99.2%	98.4%	98.4%
<b>Consist Compliance</b> (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	98.9%			
		PM Peak	98.6%			
		<b>Total Peak</b>	<b>98.8%</b>			

System Categories Of Delay	% Total	2016	2017 Data		2016 Data		YTD 2016 Vs 2015
		Dec	Jan	YTD Thru Jan	Jan	YTD Thru Jan	
Engineering (Scheduled)	3.0%	74	47	47	66	66	(19)
Engineering (Unscheduled)	12.9%	311	205	205	147	147	58
Maintenance of Equipment	13.5%	114	215	215	78	78	137
Transportation	3.0%	16	47	47	20	20	27
Capital Projects	0.3%	16	5	5	7	7	(2)
Weather and Environmental	21.6%	226	344	344	880	880	(536)
Police	16.3%	269	259	259	106	106	153
Customers	17.9%	395	284	284	227	227	57
Other	5.5%	126	88	88	80	80	8
3rd Party Operations	6.0%	272	95	95	34	34	61
<b>Total</b>	<b>100.0%</b>	<b>1,819</b>	<b>1,589</b>	<b>1,589</b>	<b>1,645</b>	<b>1,645</b>	<b>(56)</b>

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
2-Jan	Mon	Vehicle on the tracks west of Syosset Station				8	2	1	4			12	2	1
3-Jan	Tues	Train 1156 with equipment trouble at Rockville Centre				10	1		2			12	1	
3-Jan	Tues	Vehicle strike at Urban Avenue Crossing							5	2	4	5	2	4
4-Jan	Wed	Vehicle strike at Urban Avenue Crossing (From 1/3)	9						14	3		23	3	
7-Jan	Sat	Winter weather conditions							96			96		
7-Jan	Sat	Vehicle strike east of Little Neck Station							15	2		15	2	
9-Jan	Mon	Track circuit failure in Queens Interlocking	12									12		
9-Jan	Mon	Vehicle strike west of Brentwood				2		1	5		3	7		4
10-Jan	Tues	Crossing protection out of service east of Sayville Station				4			8			12		
10-Jan	Tues	Train 602 with equipment trouble in Stony Brook Station	10	1					1		1	11	1	1
11-Jan	Wed	Amtrak related track condition in C Interlocking				22	14		19	2	16	41	16	16
11-Jan	Wed	Train 2866 with equipment trouble in Atlantic Terminal				6	1		4			10	1	
12-Jan	Thurs	Broken rail east of Brook Interlocking				26	5	2	17	3	14	43	8	16
12-Jan	Thurs	Trespasser strike east of Woodside				5	9		11	2		16	11	
17-Jan	Tues	Weather loading							10			10		
18-Jan	Wed	Track circuit failure in Wantagh Interlocking							14	5	1	14	5	1
19-Jan	Thurs	Bridge strike east of Merillon Avenue							13			13		
23-Jan	Mon	High winds				11			28		20	39		20
23-Jan	Mon	Weather loading	2			4			7			13		
24-Jan	Tues	Broken utility pole east of Oceanside due to high winds	14						12			26		
24-Jan	Tues	Weather loading system wide	1			2			8			11		
25-Jan	Wed	NYCT service disruption				8			2		1	10		1
26-Jan	Thurs	Bridge strike at the Hillside Support Facility	3						7			10		
30-Jan	Mon	Disabled tractor trailer east of Deer Park Station	21						10			31		
TOTAL FOR MONTH			72	1	0	108	32	4	312	19	60	492	52	64
													608	

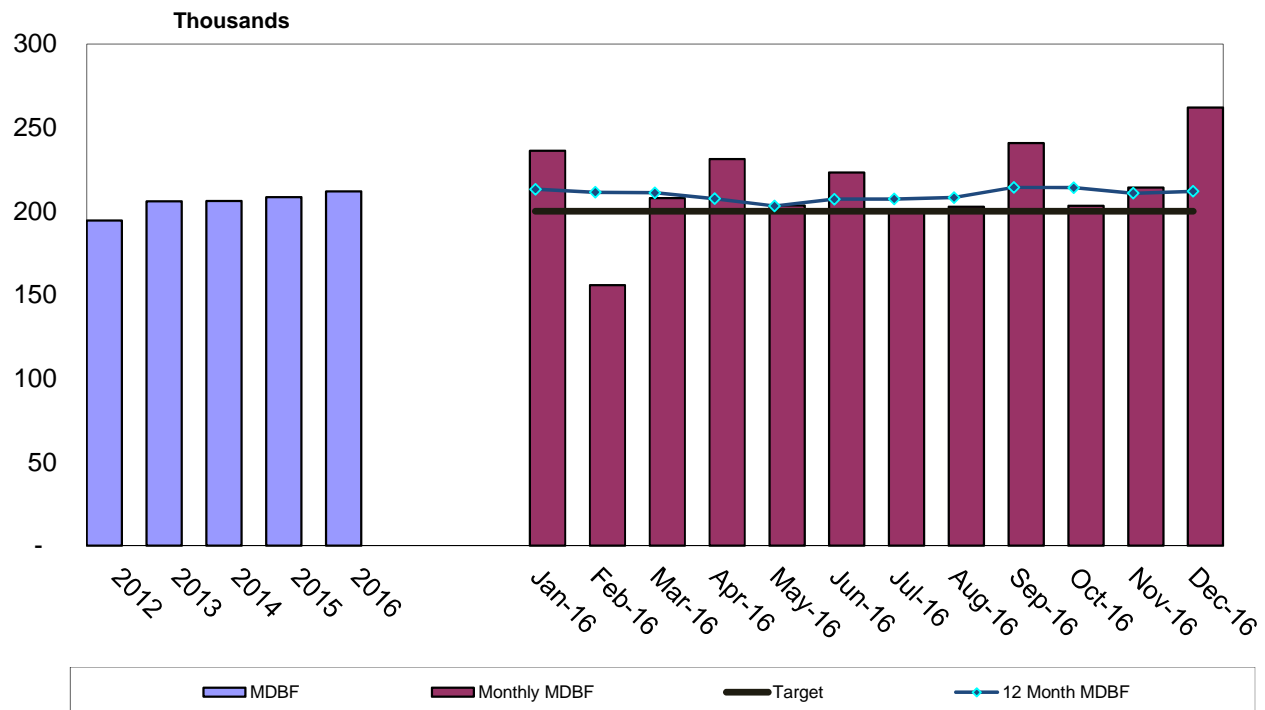
## Long Island Rail Road

### MEAN DISTANCE BETWEEN FAILURES - DECEMBER 2016

	Equip- ment Type	Total Fleet Size	2016 Data					2015 Data		
			MDBF Goal (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)	12 month MDBF Rolling Avg (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)
<b>Mean</b>	M-3	150	75,000	59,759	10	64,417	64,417	70,784	8	63,791
<b>Distance</b>	M-7	836	460,000	1,340,112	4	446,095	446,095	446,939	12	488,470
<b>Between Failures</b>	DM	21	22,000	36,212	2	27,676	27,676	80,247*	0	24,360
	DE	24	22,000	19,131	5	22,421	22,421	43,415	2	25,139
	C-3	134	100,000	137,635	5	159,621	159,621	116,269	6	120,652
	Diesel	179	60,000	71,355	12	77,035	77,035	108,087	8	69,549
	<b>Fleet</b>	<b>1,165</b>	<b>200,000</b>	<b>262,088</b>	<b>26</b>	<b>211,975</b>	<b>211,975</b>	<b>242,651</b>	<b>28</b>	<b>208,383</b>

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

### ALL FLEETS Mean Distance Between Failure 2012 - 2016







### Standee Report

#### East Of Jamaica

			2017 Data	
			January	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	7	17
		<b>Total Standees</b>	<b>7</b>	<b>17</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	25	0
		<b>Total Standees</b>	<b>65</b>	<b>0</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	3	1
		<b>Total Standees</b>	<b>3</b>	<b>1</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	3
		<b>Total Standees</b>	<b>0</b>	<b>3</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	28	40
		<b>Total Standees</b>	<b>28</b>	<b>40</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	13	13
		<b>Total Standees</b>	<b>13</b>	<b>13</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>120</b>	<b>74</b>

#### Definitions

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

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

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

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

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF JANUARY 2017

### Standee Report

#### West Of Jamaica

			2017 Data January	
			AM Peak	PM Peak
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	6	38
		<b>Total Standees</b>	<b>6</b>	<b>38</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	4	0
		<b>Total Standees</b>	<b>4</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0	0
		Add'l Standees	10	30
		<b>Total Standees</b>	<b>10</b>	<b>30</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	2	21
		<b>Total Standees</b>	<b>2</b>	<b>21</b>
	<b>Long Beach Branch</b>	Program Standees	28	0
		Add'l Standees	16	0
		<b>Total Standees</b>	<b>44</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	28	40
		<b>Total Standees</b>	<b>28</b>	<b>40</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	6	9
		<b>Total Standees</b>	<b>6</b>	<b>9</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	23	0
		<b>Total Standees</b>	<b>23</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>123</b>	<b>137</b>

#### Definitions

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

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

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

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

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

### ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF JANUARY 2017

Elevator Availability		2017		2016	
		January	Year to Date	January	Year to Date
Branch	Babylon Branch	99.20%	99.20%	99.40%	99.40%
	Far Rockaway Branch	99.10%	99.10%	98.10%	98.10%
	Hempstead Branch	99.30%	99.30%	98.60%	98.60%
	Long Beach Branch	98.30%	98.30%	99.70%	99.70%
	Port Jefferson Branch	98.80%	98.80%	98.90%	98.90%
	Port Washington Branch	99.50%	99.50%	97.70%	97.70%
	Ronkonkoma Branch	98.70%	98.70%	97.50%	97.50%
	City Terminal Stations	94.40%	94.40%	97.50%	97.50%
	Overall Average	97.90%	97.90%	98.10%	98.10%

Escalator Availability		2017		2016	
		January	Year to Date	January	Year to Date
Branch	Babylon Branch	98.40%	98.40%	98.40%	98.40%
	Far Rockaway Branch	97.70%	97.70%	97.40%	97.40%
	Hempstead Branch	99.20%	99.20%	99.10%	99.10%
	Long Beach Branch	90.60%	90.60%	98.80%	98.80%
	Port Jefferson Branch	97.20%	97.20%	96.30%	96.30%
	City Terminal	98.60%	98.60%	100.00%	100.00%
	Overall Average	98.10%	98.10%	98.90%	98.90%



**Long Island Rail Road**

**OPERATIONS**  
**SAFETY REPORT**

ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT  
FOR MONTH OF JANUARY 2017

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Baldwin	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
No Escalators incidents were reported in January 2017		

## 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.

# December Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	January 2014 - December 2014	January 2015 - December 2015	January 2016 - December 2016
FRA Reportable Customer Accident Rate per Million Customers	4.84	4.16	2.80
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.76	3.57	2.99
Grade Crossing Incidents <sup>1</sup>	3	12	7
Mainline FRA Reportable Train Derailments	0	0	2
Mainline FRA Reportable Train Collisions	3	2	1

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

Leading Indicators				
Employee: Focus on C3RS	2015		2016	
	December	Year to Date	December	Year to Date
Total Reports Received	23	89	27	261
Total Reports Reviewed by PRT	15	79	0	187
Total Reports that Meet C3RS Program Criteria	10	54	0	211
Total Corrective Actions being Developed	1	1	1	12
Total Corrective Actions Implemented	0	0	0	5
Customer and Community: Focus on Grade Crossings	December	Year to Date	December	Year to Date
Broken Gates	16	129	6	133
MTA Police Details	40	869	24	488
Summons	87	1,214	91	1,716
Warnings	60	600	30	823
Arrests	0	1	0	5
Community Education and Outreach	11,804	109,872	8,964	118,230
		Completed	Total	% Complete
Cameras on Rolling Stock	Production to begin in May 2017		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**

**December 2016**

**MTA LONG ISLAND RAIL ROAD  
DECEMBER 2016 FINANCIAL REPORT  
YEAR TO DATE PRELIMINARY ACTUAL VERSUS FINAL ESTIMATE  
(\$ In Millions)**

**SUMMARY**

December Preliminary YTD operating results were favorable by \$171.6 million or 14.2% lower than the Final Estimate. Excluding the GASB 68 Pension Expense Adjustment which will be addressed in a future Post Close, December Preliminary YTD operating results were favorable by \$24.6 million or 2.0% lower than the Final Estimate.

Non-Reimbursable revenues through December were \$1.9 million or 0.2% below the Final Estimate due to timing of advertising revenue accruals. Total Non-Reimbursable expenses through December were \$173.5 million lower than projected due to timing of GASB 68 Pension Adjustment, materials and lower labor expenses as a result of vacant positions and associated fringe costs, partially offset by higher maintenance overtime, Electric Power and Fuel, Environmental Remediation and Claims.

YTD capital and other reimbursable expenditures (and reimbursements) were \$9.5 million higher than the Final Estimate due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date December **Total Revenues** (including Capital and Other Reimbursements) of \$1,109.9 were \$7.6 or 0.7% favorable to the Final Estimate.

- **Y-T-D Farebox Revenues** were \$0.2 favorable to Final Estimate due to higher ridership. Ridership through December was 89.3 million. This was 1.9% above 2015 (adjusted for same number of calendar work days) and 0.1% higher than the Final Estimate.
- **Y-T-D Other Operating Revenues** were \$(2.1) unfavorable to Final Estimate due to timing of advertising revenue accruals.
- **Y-T-D Capital and Other Reimbursements** were \$9.5 million favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date December **Total Expenses** (including depreciation and other) of \$2,150.7 were favorable to the Final Estimate by \$164.0 or 7.1%.

**Labor Expenses**, \$10.9 favorable Y-T-D.

- **Payroll**, \$12.3 favorable Y-T-D (primarily vacant positions, lower retiree sick payouts, lower vacation pay accruals and higher sick pay/law claims).
- **Overtime**, \$(7.1) unfavorable Y-T-D (higher capital project activity, maintenance and scheduled service partially offset by lower unscheduled service and weather related overtime).
- **Health & Welfare**, \$0.8 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$4.5 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$0.3 favorable Y-T-D (primarily lower FELA indemnity Reserves).

**Non-Labor Expenses**, \$7.1 favorable Y-T-D.

- **Electric Power**, \$(1.3) unfavorable Y-T-D (primarily higher rates and accrual adjustments).
- **Fuel**, \$(0.5) unfavorable Y-T-D (primarily higher rates).
- **Insurance**, \$1.0 favorable Y-T-D (lower Force Account insurance).
- **Claims**, \$(1.8) unfavorable Y-T-D (increase in reserves of public liability expenses).
- **Maintenance and Other Operating Contracts**, \$4.3 favorable Y-T-D (primarily timing of various operating funded capital initiatives, lower parking garage maintenance fees, TVM maintenance/modifications, Penn Station and Atlantic Terminal cleaning and various other maintenance contracts, partially offset by higher joint facility accruals to be adjusted in a future Post Close).
- **Professional Services**, \$(1.6) unfavorable Y-T-D (timing of capital project activity and higher Maintenance of Way costs for rail grinding and to correct track bed conditions, partially offset by timing of MTA Chargebacks and GEC contracts and lower medical services fees, homeless outreach, postage and mail services and various other professional services).



- **Materials and Supplies**, \$6.3 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments, partially offset by timing of capital project activity).
- **Other Business Expense**, \$0.6 favorable Y-T-D (lower bad debt, lower stationary, print and office supplies, and higher restitution of property damage, partially offset by higher debit/credit card fees.)

**Depreciation and Other**, \$146.0 favorable Y-T-D (primarily timing of GASB 68 Pension Adjustment to be addressed in a future Post Close).

### **CASH DEFICIT SUMMARY**

The Cash Deficit through December of \$583.3 million was \$33.0 favorable to the Final Estimate due to higher receipts and lower expenses.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 52.0%, 1.2 percentage points above the Final Estimate resulting from lower expenses and higher revenue.
- Through December, the Adjusted Farebox Operating Ratio was 61.0%, which is favorable to the Final Estimate due to lower expenses.
- Through December, the Adjusted Cost per Passenger was \$14.07, which is lower than the Final Estimate due to lower expenses and higher ridership.
- Through December, the Revenue per Passenger was \$7.97, which was slightly below the Final Estimate.

**MTA LONG ISLAND RAIL ROAD**  
**2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**(\$ in millions)**

<b>NON-REIMBURSABLE</b>							
	<b>2016</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>2016 Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$702.622	\$711.894	\$712.080	\$9.458	1.3	\$0.186	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	54.339	57.004	54.950	0.611	1.1	(2.054)	(3.6)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$756.961</b>	<b>\$768.898</b>	<b>\$767.030</b>	<b>\$10.069</b>	<b>1.3</b>	<b>(\$1.868)</b>	<b>(0.2)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$518.383	\$510.224	\$504.676	\$13.707	2.6	\$5.548	1.1
Overtime	115.247	119.585	122.281	(7.034)	(6.1)	(2.696)	(2.3)
Health and Welfare	99.809	96.667	95.784	4.025	4.0	0.883	0.9
OPEB Current Payment	66.700	62.504	57.982	8.718	13.1	4.522	7.2
Pensions	126.855	140.400	138.318	(11.463)	(9.0)	2.082	1.5
Other Fringe Benefits	130.547	124.907	124.254	6.293	4.8	0.653	0.5
Reimbursable Overhead	(18.853)	(28.297)	(34.398)	15.545	82.5	6.101	21.6
<b>Total Labor Expenses</b>	<b>\$1,038.688</b>	<b>\$1,025.990</b>	<b>\$1,008.898</b>	<b>\$29.790</b>	<b>2.9</b>	<b>\$17.092</b>	<b>1.7</b>
<b>Non-Labor:</b>							
Electric Power	\$93.295	\$76.338	\$77.550	\$15.745	16.9	(\$1.212)	(1.6)
Fuel	18.483	14.025	14.548	3.935	21.3	(0.523)	(3.7)
Insurance	24.714	22.559	22.572	2.142	8.7	(0.013)	0.0
Claims	4.303	4.406	6.178	(1.875)	(43.6)	(1.772)	(40.2)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	85.474	66.318	66.236	19.238	22.5	0.082	0.1
Professional Service Contracts	32.110	25.367	24.932	7.178	22.4	0.435	1.7
Materials & Supplies	173.866	139.099	126.688	47.178	27.1	12.411	8.9
Other Business Expenses	15.761	16.780	15.852	(0.091)	(0.6)	0.928	5.5
<b>Total Non-Labor Expenses</b>	<b>\$448.006</b>	<b>\$364.892</b>	<b>\$354.556</b>	<b>\$93.450</b>	<b>20.9</b>	<b>\$10.336</b>	<b>2.8</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,486.694</b>	<b>\$1,390.882</b>	<b>\$1,363.453</b>	<b>\$123.241</b>	<b>8.3</b>	<b>\$27.429</b>	<b>2.0</b>
Depreciation	\$327.053	\$335.945	\$334.456	(\$7.403)	(2.3)	\$1.489	0.4
Other Post Employee Benefits	76.744	83.476	83.954	(7.210)	(9.4)	(0.478)	(0.6)
GASB 68 Pension Expense Adjustment	0.000	169.000	21.951	(21.951)	-	147.049	87.0
Environmental Remediation	2.000	2.000	4.020	(2.020)	*	(2.020)	*
<b>Total Expenses</b>	<b>\$1,892.491</b>	<b>\$1,981.303</b>	<b>\$1,807.835</b>	<b>\$84.656</b>	<b>4.5</b>	<b>\$173.468</b>	<b>8.8</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(\$1,135.530)</b>	<b>(\$1,212.405)</b>	<b>(\$1,040.805)</b>	<b>\$94.725</b>	<b>8.3</b>	<b>\$171.600</b>	<b>14.2</b>
<b>Cash Depreciation Adjustments</b>							
Depreciation	327.053	335.945	334.456	\$7.403	2.3	(\$1.489)	(0.4)
Operating/Capital	(32.412)	(15.671)	(12.586)	19.826	61.2	3.085	19.7
Other Cash Adjustments	98.383	275.872	135.634	37.252	37.9	(140.238)	(50.8)
<b>Total Cash Conversion Adjustments</b>	<b>\$393.024</b>	<b>\$596.146</b>	<b>\$457.505</b>	<b>\$64.481</b>	<b>16.4</b>	<b>(\$138.641)</b>	<b>(23.3)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$742.506)</b>	<b>(\$616.259)</b>	<b>(\$583.300)</b>	<b>\$159.206</b>	<b>21.4</b>	<b>\$32.959</b>	<b>5.3</b>

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

**MTA LONG ISLAND RAIL ROAD**  
**2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

<b>REIMBURSABLE</b>							
	<b>2016</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>2016 Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000				
Vehicle Toll Revenue	0.000	0.000	0.000				
Other Operating Revenue	0.000	0.000	0.000				
Capital and Other Reimbursements	330.688	333.374	342.871	12.183	3.7	9.497	2.8
<b>Total Revenue</b>	<b>\$330.688</b>	<b>\$333.374</b>	<b>\$342.871</b>	<b>\$12.183</b>	<b>3.7</b>	<b>\$9.497</b>	<b>2.8</b>
<b>Expenses</b>							
Labor:							
Payroll	\$109.608	\$104.637	\$97.878	\$11.730	10.7	\$6.759	6.5
Overtime	26.807	34.178	38.614	(11.807)	(44.0)	(4.436)	(13.0)
Health and Welfare	22.479	23.318	23.389	(0.910)	(4.1)	(0.071)	(0.3)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	36.522	40.500	42.582	(6.060)	(16.6)	(2.082)	(5.1)
Other Fringe Benefits	22.986	24.138	24.447	(1.461)	(6.4)	(0.309)	(1.3)
Reimbursable Overhead	18.853	28.297	34.398	(15.545)	(82.5)	(6.101)	(21.6)
<b>Total Labor Expenses</b>	<b>\$237.255</b>	<b>\$255.068</b>	<b>\$261.308</b>	<b>(\$24.053)</b>	<b>(10.1)</b>	<b>(\$6.240)</b>	<b>(2.4)</b>
Non-Labor:							
Electric Power	\$0.635	\$0.965	\$1.047	(\$0.412)	(64.9)	(\$0.082)	(8.5)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	8.269	7.401	6.366	1.903	23.0	1.035	14.0
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	26.010	24.392	20.138	5.872	22.6	4.254	17.4
Professional Service Contracts	3.768	1.397	3.402	0.366	9.7	(2.005)	*
Materials & Supplies	54.439	43.339	49.447	4.992	9.2	(6.108)	(14.1)
Other Business Expenses	0.312	0.812	1.163	(0.851)	*	(0.351)	(43.2)
<b>Total Non-Labor Expenses</b>	<b>\$93.433</b>	<b>\$78.306</b>	<b>\$81.563</b>	<b>\$11.870</b>	<b>12.7</b>	<b>(\$3.257)</b>	<b>(4.2)</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$330.688</b>	<b>\$333.374</b>	<b>\$342.871</b>	<b>(\$12.183)</b>	<b>(3.7)</b>	<b>(\$9.497)</b>	<b>(2.8)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employee Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$330.688</b>	<b>\$333.374</b>	<b>\$342.871</b>	<b>(\$12.183)</b>	<b>(3.7)</b>	<b>(\$9.497)</b>	<b>(2.8)</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<i>Cash Depreciation Adjustments</i>							
Depreciation	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

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**MTA LONG ISLAND RAIL ROAD**  
**2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**(\$ in millions)**

<div style="border: 1px solid black; padding: 2px; text-align: center;">NON-REIMBURSABLE/ REIMBURSABLE</div>	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2016 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$702.622	\$711.894	\$712.080	\$9.458	1.3	\$0.186	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	54.339	57.004	54.950	0.611	1.1	(2.054)	(3.6)
Capital and Other Reimbursements	330.688	333.374	342.871	12.183	3.7	9.497	2.8
<b>Total Revenue</b>	<b>\$1,087.649</b>	<b>\$1,102.272</b>	<b>\$1,109.901</b>	<b>\$22.252</b>	<b>2.0</b>	<b>\$7.629</b>	<b>0.7</b>
<b>Expenses</b>							
Labor:							
Payroll	\$627.991	\$614.861	\$602.554	\$25.437	4.1	\$12.307	2.0
Overtime	142.054	153.763	160.895	(18.841)	(13.3)	(7.132)	(4.6)
Health and Welfare	122.288	119.985	119.173	3.115	2.5	0.812	0.7
OPEB Current Payment	66.700	62.504	57.982	8.718	13.1	4.522	7.2
Pensions	163.377	180.900	180.900	(17.523)	(10.7)	0.000	0.0
Other Fringe Benefits	153.533	149.045	148.702	4.831	3.1	0.343	0.2
Reimbursable Overhead	0.000	0.000	0.000	(0.000)	-	(0.000)	-
<b>Total Labor Expenses</b>	<b>\$1,275.943</b>	<b>\$1,281.058</b>	<b>\$1,270.205</b>	<b>\$5.738</b>	<b>0.4</b>	<b>\$10.853</b>	<b>0.8</b>
Non-Labor:							
Electric Power	\$93.930	\$77.303	\$78.597	\$15.333	16.3	(\$1.294)	(1.7)
Fuel	18.483	14.025	14.548	3.935	21.3	(0.523)	(3.7)
Insurance	32.983	29.960	28.938	4.045	12.3	1.022	3.4
Claims	4.303	4.406	6.178	(1.875)	(43.6)	(1.772)	(40.2)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	111.484	90.710	86.374	25.110	22.5	4.336	4.8
Professional Service Contracts	35.878	26.764	28.333	7.545	21.0	(1.569)	(5.9)
Materials & Supplies	228.305	182.438	176.135	52.170	22.9	6.303	3.5
Other Business Expenses	16.073	17.592	17.015	(0.942)	(5.9)	0.577	3.3
<b>Total Non-Labor Expenses</b>	<b>\$541.439</b>	<b>\$443.198</b>	<b>\$436.119</b>	<b>\$105.320</b>	<b>19.5</b>	<b>\$7.079</b>	<b>1.6</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,817.382</b>	<b>\$1,724.256</b>	<b>\$1,706.324</b>	<b>\$111.058</b>	<b>6.1</b>	<b>\$17.932</b>	<b>1.0</b>
Depreciation	\$327.053	\$335.945	\$334.456	(\$7.404)	(2.3)	\$1.489	0.4
Other Post Employee Benefits	76.744	83.476	83.954	(7.210)	(9.4)	(0.478)	(0.6)
GASB 68 Pension Expense Adjustment	0.000	169.000	21.951	(21.951)	-	147.049	87.0
Environmental Remediation	2.000	2.000	4.020	(2.020)	*	(2.020)	*
<b>Total Expenses</b>	<b>\$2,223.179</b>	<b>\$2,314.677</b>	<b>\$2,150.706</b>	<b>\$72.473</b>	<b>3.3</b>	<b>\$163.971</b>	<b>7.1</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(\$1,135.530)</b>	<b>(\$1,212.405)</b>	<b>(\$1,040.805)</b>	<b>\$94.725</b>	<b>8.3</b>	<b>\$171.600</b>	<b>14.2</b>
<i>Cash Depreciation Adjustments</i>							
Depreciation	327.053	335.945	334.456	\$7.403	2.3	(\$1.489)	(0.4)
Operating/Capital	(32.412)	(15.671)	(12.586)	19.826	61.2	3.085	19.7
Other Cash Adjustments	98.383	275.872	135.634	37.252	37.9	(140.238)	(50.8)
<b>Total Cash Conversion Adjustments</b>	<b>\$393.024</b>	<b>\$596.146</b>	<b>\$457.505</b>	<b>\$64.481</b>	<b>16.4</b>	<b>(\$138.641)</b>	<b>(23.3)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$742.506)</b>	<b>(\$616.259)</b>	<b>(\$583.300)</b>	<b>\$159.206</b>	<b>21.4</b>	<b>\$32.959</b>	<b>5.3</b>

Totals may not add due to rounding

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**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2016 Final Estimate and Preliminary Actual**  
**December 2016 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<b>Revenue</b>				
Farebox Revenue	Non Reimb.	\$0.186	0.0%	Higher ridership \$0.560, partially offset by lower yield per passenger \$(0.374).
Other Operating Revenue	Non Reimb.	(\$2.054)	-3.6%	Lower advertising, miscellaneous and freight revenue, partially offset by higher special services and rental revenue.
Capital and Other Reimbursements	Reimb.	\$9.497	2.8%	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>				
Payroll	Non Reimb.	\$5.548	1.1%	Vacant positions, lower retiree sick payouts, lower rates, vacation pay accrual reversals, and higher sick pay law claims.
	Reimb.	\$6.759	6.5%	Primarily due to timing of project activity and interagency reimbursements.
Overtime	Non Reimb.	(\$2.696)	-2.3%	Higher maintenance and scheduled service, partially offset by lower unscheduled service and weather-related overtime.
	Reimb.	(\$4.436)	-13.0%	Over-run attributed to second track main line, East Side Access related projects, East Rail Yard, Jamaica capacity improvements and Atlantic Terminal mitigation, partially offset by PTC delays.
Health & Welfare	Non Reimb.	\$0.883	0.9%	Vacant positions.
	Reimb.	(\$0.071)	-0.3%	Primarily due to timing of project activity and interagency reimbursements.
OPEB Current Payment	Non Reimb.	\$4.522	7.2%	Fewer retirees/beneficiaries than projected.
Pension	Non Reimb.	\$2.082	1.5%	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(\$2.082)	-5.1%	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	\$0.653	0.5%	Lower FELA Indemnity reserves.
	Reimb.	(\$0.309)	-1.3%	Primarily due to timing of project activity and interagency reimbursements.
Reimbursable Overhead	Non Reimb.	\$6.101	21.6%	Timing of capital project activity.
	Reimb.	(\$6.101)	-21.6%	Timing of capital project activity.
Electric Power	Non Reimb.	(\$1.212)	-1.6%	Primarily higher rates and accrual adjustments.
	Reimb.	(\$0.082)	-8.5%	Traction Power reimbursement for train displacement due to third party West Side Yard construction.
Fuel	Non Reimb.	(\$0.523)	-3.7%	Primarily higher rates.

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2016 Final Estimate and Preliminary Actual**  
**December 2016 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Insurance	Non Reimb.	(\$0.013)	0.0%	
	Reimb.	\$1.035	14.0%	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(\$1.772)	-40.2%	Higher public liability expenses and administrative claims.
Maintenance and Other Operating Contracts	Non Reimb.	\$0.082	0.1%	Lower maintenance expenditures in the Engineering Department, lower expenditures for parking facilities maintenance, TVM maintenance, JCC maintenance and Penn Station cleaning and timing of real estate lease payments, partially offset by higher accruals for joint facilities.
	Reimb.	\$4.254	17.4%	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	\$0.435	1.7%	Lower payments for MTA chargebacks, homeless outreach, medical services, postage and mail services, General Engineering Contracts and various other professional services, partially offset by higher expenses for rail grinding and track bed maintenance.
	Reimb.	(\$2.005)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	\$12.411	8.9%	Lower corporate inventory adjustments, higher reclaims of pool material, delayed non-recurring engineering expenses for on-board cameras, reliability centered maintenance activities (primarily C-3 activities), fleet modifications (M-7 Drop Sash window and DE/DM gate unit), and lower running repair material usage for the Wheel Shop (lower use of M-3 wheel sets), partially offset by higher chargeouts of track material.
	Reimb.	(\$6.108)	-14.1%	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	\$0.928	5.5%	Lower bad debt expense print and stationary supplies, higher restitution for property damage and timing of miscellaneous expenses, partially offset by higher credit/debit card fees.
	Reimb.	(\$0.351)	-43.2%	Primarily due to timing project activity.
Depreciation	Non Reimb.	\$1.489	0.4%	Based on certain assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.478)	-0.6%	Latest actuarial estimates.
GASB 68 Pension Expense Adjustment	Non Reimb.	147.049	87.0%	Timing of GASB 68 Pension Adjustments. Entries to be made in a future Post Close.
Environmental Remediation	Non Reimb.	(2.020)	*	Revised expenses for environmental remediation.

**MTA LONG ISLAND RAIL ROAD**  
**2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
**December Year-to-Date**  
**(\$ in millions)**

	<b>2016</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted</b>	<b>Final</b>	<b>Preliminary</b>	<b>2016 Adopted Budget</b>		<b>Final Estimate</b>	
	<b><u>Budget</u></b>	<b><u>Estimate</u></b>	<b><u>Actual</u></b>	<b><u>\$</u></b>	<b><u>%</u></b>	<b><u>\$</u></b>	<b><u>%</u></b>
<b>Receipts</b>							
Farebox Revenue	\$723.872	\$732.847	\$731.942	\$8.070	1.1	(\$0.905)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	39.864	47.904	46.939	7.075	17.7	(0.965)	(2.0)
Capital and Other Reimbursements	297.752	308.888	319.045	21.293	7.2	10.157	3.3
<b>Total Receipts</b>	<b>\$1,061.488</b>	<b>\$1,089.639</b>	<b>\$1,097.926</b>	<b>\$36.438</b>	<b>3.4</b>	<b>\$8.287</b>	<b>0.8</b>
<b>Expenditures</b>							
Labor:							
Payroll	\$620.364	\$610.911	\$601.470	\$18.894	3.0	\$9.441	1.5
Overtime	142.054	154.417	159.750	(17.696)	(12.5)	(5.333)	(3.5)
Health and Welfare	122.288	107.590	105.921	16.367	13.4	1.669	1.6
OPEB Current Payment	66.700	58.259	53.634	13.066	19.6	4.625	7.9
Pensions	163.377	177.889	176.880	(13.503)	(8.3)	1.009	0.6
Other Fringe Benefits	152.533	148.297	146.241	6.292	4.1	2.056	1.4
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$1,267.316</b>	<b>\$1,257.363</b>	<b>\$1,243.896</b>	<b>\$23.420</b>	<b>1.8</b>	<b>\$13.467</b>	<b>1.1</b>
Non-Labor:							
Electric Power	\$93.930	\$77.913	\$78.854	\$15.076	16.1	(\$0.941)	(1.2)
Fuel	18.483	14.125	13.878	4.605	24.9	0.247	1.7
Insurance	33.259	27.694	25.263	7.996	24.0	2.431	8.8
Claims	1.733	2.636	2.978	(1.245)	(71.8)	(0.342)	(13.0)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	107.778	101.781	79.931	27.847	25.8	21.850	21.5
Professional Service Contracts	31.486	23.971	23.685	7.801	24.8	0.286	1.2
Materials & Supplies	213.803	166.550	174.464	39.339	18.4	(7.914)	(4.8)
Other Business Expenses	14.956	13.865	14.282	0.674	4.5	(0.417)	(3.0)
<b>Total Non-Labor Expenditures</b>	<b>\$515.428</b>	<b>\$428.535</b>	<b>\$413.334</b>	<b>\$102.094</b>	<b>19.8</b>	<b>\$15.201</b>	<b>3.5</b>
Other	21.250	20.000	20.177	1.073	5.0	(0.177)	(0.9)
<b>Total Other Expenditure Adjustments</b>	<b>\$21.250</b>	<b>\$20.000</b>	<b>\$20.177</b>	<b>\$1.073</b>	<b>5.0</b>	<b>(\$0.177)</b>	<b>(0.9)</b>
<b>Total Expenditures</b>	<b>\$1,803.994</b>	<b>\$1,705.898</b>	<b>\$1,677.406</b>	<b>\$126.588</b>	<b>7.0</b>	<b>\$28.492</b>	<b>1.7</b>
Cash Timing and Availability Adjustment	0.000	0.000	(3.820)	(3.820)	-	(3.820)	-
<b>Operating Cash Deficit</b>	<b>(\$742.506)</b>	<b>(\$616.259)</b>	<b>(\$583.300)</b>	<b>\$159.206</b>	<b>21.4</b>	<b>\$32.959</b>	<b>5.3</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2016 Final Estimate and Preliminary Actual Cash Basis**  
**December 2016 Year-to-Date**

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%	
<b>Receipts</b>			
Farebox Revenue	(0.905)	(0.1)	Lower advance sales impact \$(1.274) and lower yields \$(0.374), partially offset by higher ridership \$0.560 and higher Metrocard/AirTrain sales \$0.183.
Other Operating Revenue	(0.965)	(2.0)	Primarily due to the non-collection of the final quarter of NYCTA Transportation Pass reimbursements, partially offset by higher rental revenue.
Capital and Other Reimbursements	10.157	3.3	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>			
Labor:			
Payroll	9.441	1.5	Primarily due to vacant positions, lower retiree sick payouts, lower rates and higher sick pay law claims, partially offset by the timing of intercompany reimbursements.
Overtime	(5.333)	(3.5)	Primarily due to higher project overtime, programmatic/routine maintenance and unscheduled maintenance, partially offset by lower unscheduled service and weather emergencies.
Health and Welfare	1.669	1.6	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	4.625	7.9	Primarily due to fewer retirees/beneficiaries.
Pensions	1.009	0.6	Due to higher intercompany reimbursements.
Other Fringe Benefits	2.056	1.4	Primarily lower FELA payments and lower Railroad Retirement payments including intercompany reimbursements, partially offset by higher payments for meals.
Non-Labor:			
Electric Power	(0.941)	(1.2)	Primarily due to higher rates.
Fuel	0.247	1.7	Timing of payments, partially offset by higher rates.
Insurance	2.431	8.8	Timing of payments.
Claims	(0.342)	(13.0)	Higher Claim payments.
Maintenance and Other Operating Contracts	21.850	21.5	Primarily the timing of and lower payments for maintenance services.
Professional Service Contracts	0.286	1.2	Primarily the timing of and lower payments for MTA Chargebacks, partially offset by the timing of intercompany reimbursements.
Material and Supplies	(7.914)	(4.8)	Timing of material purchase and payments.
Other Business Expenses	(0.417)	(3.0)	Primarily due to higher credit/debit fee payments.
Other Expenditure Adjustments	(0.177)	(0.9)	Higher Metrocard/AirTrain pass through payments.



**MTA LONG ISLAND RAIL ROAD**  
**2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2016 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$21.250	\$20.953	\$19.862	(\$1.388)	(6.5)	(\$1.091)	(5.2)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	(14.475)	(9.100)	(8.011)	6.464	44.7	1.089	12.0
Capital and Other Reimbursements	(32.936)	(24.486)	(23.826)	9.110	27.7	0.660	2.7
<b>Total Receipts</b>	<b>(\$26.161)</b>	<b>(\$12.633)</b>	<b>(\$11.975)</b>	<b>\$14.186</b>	<b>54.2</b>	<b>\$0.658</b>	<b>5.2</b>
<b>Expenditures</b>							
Labor:							
Payroll	\$7.627	\$3.950	\$1.084	(\$6.543)	(85.8)	(\$2.866)	(72.6)
Overtime	0.000	(0.654)	1.145	1.145	-	1.799	*
Health and Welfare	0.000	12.395	13.252	13.252	-	0.857	6.9
OPEB Current Payment	0.000	4.245	4.348	4.348	-	0.103	2.4
Pensions	0.000	3.011	4.020	4.020	-	1.009	33.5
Other Fringe Benefits	1.000	0.748	2.461	1.461	*	1.713	*
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$8.627</b>	<b>\$23.695</b>	<b>\$26.309</b>	<b>\$17.682</b>	<b>*</b>	<b>\$2.614</b>	<b>11.0</b>
Non-Labor:							
Electric Power	\$0.000	(\$0.610)	(\$0.256)	(\$0.256)	-	\$0.354	58.0
Fuel	0.000	(0.100)	0.669	0.669	-	0.769	*
Insurance	(0.276)	2.266	3.676	3.952	*	1.410	62.2
Claims	2.570	1.770	3.201	0.631	24.5	1.431	80.8
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	3.706	(11.071)	6.443	2.737	73.9	17.514	*
Professional Service Contracts	4.392	2.793	4.648	0.256	5.8	1.855	66.4
Materials & Supplies	14.502	15.888	1.671	(12.831)	(88.5)	(14.217)	(89.5)
Other Business Expenses	1.117	3.727	2.733	1.616	*	(0.994)	(26.7)
<b>Total Non-Labor Expenditures</b>	<b>\$26.011</b>	<b>\$14.663</b>	<b>\$22.786</b>	<b>(\$3.225)</b>	<b>(12.4)</b>	<b>\$8.123</b>	<b>55.4</b>
Other Expense Adjustments:							
Other	(21.250)	(20.000)	(20.177)	1.073	5.0	(0.177)	(0.9)
<b>Total Other Expenditure Adjustments</b>	<b>(\$21.250)</b>	<b>(\$20.000)</b>	<b>(\$20.177)</b>	<b>\$1.073</b>	<b>5.0</b>	<b>(\$0.177)</b>	<b>(0.9)</b>
<b>Total Expenditures Before Depreciation</b>	<b>\$13.388</b>	<b>\$18.358</b>	<b>\$28.918</b>	<b>\$15.530</b>	<b>*</b>	<b>\$10.560</b>	<b>57.5</b>
Depreciation	\$327.053	\$335.945	\$334.456	<b>\$7.404</b>	<b>2.3</b>	<b>(\$1.489)</b>	<b>(0.4)</b>
Other Post Employee Benefits	76.744	83.476	83.954	7.210	9.4	0.478	0.6
GASB 68 Pension Expense Adjustment	0.000	169.000	21.951	21.951	-	(147.049)	(87.0)
Environmental Remediation	2.000	2.000	4.020	2.020	*	2.020	*
<b>Total Expenditures</b>	<b>\$419.185</b>	<b>\$608.779</b>	<b>\$473.300</b>	<b>\$54.115</b>	<b>12.9</b>	<b>(\$135.479)</b>	<b>(22.3)</b>
Cash Timing and Availability Adjustment	0.000	0.000	(3.820)	(3.820)	-	(3.820)	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$393.024</b>	<b>\$596.146</b>	<b>\$457.505</b>	<b>\$64.481</b>	<b>16.4</b>	<b>(\$138.641)</b>	<b>(23.3)</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2016 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	2016 Adopted Budget		2016 Final Estimate		Preliminary Actual		2016 Adopted Budget vs. Actuals		2016 Final Estimate vs. Actuals	
							Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>										
<u>Scheduled Service</u> <sup>1</sup>	403,260	\$24.434	396,117	\$23.931	404,013	\$24.303	(753) -0.2%	\$0.130 0.5%	(7,897) -2.0%	(\$0.372) -1.6%
<u>Unscheduled Service</u>	103,961	6.512	96,532	6.054	88,653	5.525	15,309 14.7%	0.987 15.2%	7,879 8.2%	0.529 8.7%
<u>Programmatic/Routine Maintenance</u>	627,414	35.421	714,746	40.003	751,102	42.453	(123,688) -19.7%	(7.032) -19.9%	(36,356) -5.1%	(2.451) -6.1%
<u>Unscheduled Maintenance</u>	5,894	0.347	9,093	0.533	22,580	1.309	(16,686) *	(0.961) *	(13,487) *	(0.775) *
<u>Vacancy/Absentee Coverage</u>	657,744	38.191	640,577	37.181	645,666	37.181	12,078 1.8%	1.010 2.6%	(5,089) -0.8%	0.001 0.0%
<u>Weather Emergencies</u>	160,522	9.180	163,553	9.874	157,004	9.509	3,518 2.2%	(0.328) -3.6%	6,549 4.0%	0.366 3.7%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	-	-	-	-	-	-	-	-	-
<u>All Other</u> <sup>3</sup>	21,713	1.162	17,194	2.008	22,262	2.001	(549) -2.5%	(0.840) -72.3%	(5,068) -29.5%	0.007 0.3%
<b>TOTAL NON-REIMBURSABLE OVERTIME</b>	1,980,508	\$115.247	2,037,812	\$119.585	2,091,279	\$122.281	(110,771) -5.6%	(\$7.034) -6.1%	(53,468) -2.6%	(\$2.696) -2.3%
<b>REIMBURSABLE OVERTIME</b>	465,256	\$26.807	578,384	\$34.178	637,519	\$38.614	(172,263) -37.0%	(\$11.807) -44.0%	(59,135) -10.2%	(\$4.436) -13.0%
<b>TOTAL OVERTIME</b>	2,445,764	\$142.054	2,616,196	\$153.763	2,728,798	\$160.895	(283,034) -11.6%	(\$18.841) -13.3%	(112,602) -4.3%	(\$7.132) -4.6%

1 Includes Tour Length and Holiday overtime.

2 Not Applicable

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

\* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2015 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Var. - Fav./(Unfav)		December 2016 Year-to-Date
	Hours	\$	Explanations
<b>NON-REIMBURSABLE OVERTIME</b>			
<u>Scheduled Service</u> <sup>1</sup>	(7,897)	(\$0.372)	Greater than anticipated holiday overtime within Equipment and Stations, partially offset by lower crew book and holiday overtime within Transportation.
	-2.0%	-1.6%	
<u>Unscheduled Service</u>	7,879	\$0.529	Lower than forecasted overtime needed to maintain On-Time Performance.
	8.2%	8.7%	
<u>Programmatic/Routine Maintenance</u>	(36,356)	(\$2.451)	Greater than anticipated maintenance efforts within Engineering which can only be completed on overtime due to track time outage and track availability, partially offset by lower than anticipated rolling stock maintenance within Equipment.
	-5.1%	-6.1%	
<u>Unscheduled Maintenance</u>	(13,487)	(\$0.775)	Higher system wide emergencies including derailments at the New Hyde Park, Hall, Woodside and Speonk Yard.
	*	*	
<u>Vacancy/Absentee Coverage</u>	(5,089)	\$0.001	
	-0.8%	0.0%	
<u>Weather Emergencies</u>	6,549	\$0.366	Lower than forecasted weather related expenses.
	4.0%	3.7%	
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	-	
<u>All Other</u> <sup>3</sup>	(5,068)	\$0.007	
	-29.5%	0.3%	
<b>TOTAL NON-REIMBURSABLE OVERTIME</b>	(53,468)	(\$2.696)	
	-2.6%	-2.3%	
<b>REIMBURSABLE OVERTIME</b>	(59,135)	(\$4.436)	Over-run attributed to 2nd track main line, East Side Access related projects, East Rail Yard, Jamaica capacity improvements and Atlantic Terminal mitigation, partially offset by PTC delays.
	-10.2%	-13.0%	
<b>TOTAL OVERTIME</b>	(112,602)	(\$7.132)	
	-4.3%	-4.6%	

1 Includes Tour Length and Holiday overtime.

2 Not Applicable

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

\* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2016 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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</u> resulting from extraordinary events, 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**  
**2016 Final Estimate vs. Preliminary Actual**  
**Total Full-Time Positions & FTEs by Function and Department**  
**December 2016**

	<b>Final Estimate</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Reason For Variance</b>
<b>Administration</b>				
Executive VP	2	2	0	
Sr Vice President - Engineering	13	9	4	
Labor Relations	19	17	2	
Procurement & Logistics (excl. Stores)	86	75	11	
Human Resources	33	31	2	
Sr VP Administration	2	1	1	
Strategic Investments	25	23	2	
President	4	4	0	
VP & CFO	4	3	1	
Controller	43	42	1	
Management and Budget	21	15	6	
BPM, Controls, & Compliance	7	7	0	
Market Dev. & Public Affairs	71	60	11	
Gen. Counsel & Secretary	33	31	2	
Diversity Management	3	3	0	
Security	14	9	5	
System Safety	36	33	3	
Training	65	63	2	
Service Planning	23	19	4	
Rolling Stock Programs	11	9	2	
Sr Vice President - Operations	2	2	0	
<b>Total Administration</b>	<b>517</b>	<b>458</b>	<b>59</b>	
<b>Operations</b>				
Train Operations	2,173	2,126	47	
Customer Service	299	296	3	
<b>Total Operations</b>	<b>2,472</b>	<b>2,422</b>	<b>50</b>	
<b>Maintenance</b>				
Engineering	1,902	1,889	13	
Equipment	2,079	2,074	5	
Procurement (Stores)	94	95	(1)	
<b>Total Maintenance</b>	<b>4,075</b>	<b>4,058</b>	<b>17</b>	
<b>Engineering/Capital</b>				
Department of Project Management	156	133	23	
Special Projects/East Side Access	46	43	3	
<b>Total Engineering/Capital</b>	<b>202</b>	<b>176</b>	<b>26</b>	
<b>Baseline Total Positions</b>	<b>7,266</b>	<b>7,114</b>	<b>152</b>	
<i>Non-Reimbursable</i>	6,148	6,195	(47)	<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 47 positions primarily due to Engineering field forces working on maintenance activity instead of capital activity, partially offset by vacancies in Train Operations and various administrative departments.
<i>Reimbursable</i>	1,118	919	199	<b>REIMBURSABLE POSITIONS</b> - Favorable 199 positions primarily due to the timing of project activity and vacant positions.
<b>Total Full-Time</b>	<b>7,266</b>	<b>7,114</b>	<b>152</b>	
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**MTA LONG ISLAND RAIL ROAD**  
**2016 Final Estimate vs. Preliminary Actual**  
**Total Positions by Function and Occupational Group**  
**December 2016**

	Final Estimate	Actual	Favorable (unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	262	236	26
Professional, Technical, Clerical	151	115	36
Operational Hourlies	104	107	(3)
<b>Total Administration</b>	<b>517</b>	<b>458</b>	<b>59</b>
<b>Operations</b>			
Managers/Supervisors	293	292	1
Professional, Technical, Clerical	96	93	3
Operational Hourlies	2,083	2,037	46
<b>Total Operations</b>	<b>2,472</b>	<b>2,422</b>	<b>50</b>
<b>Maintenance</b>			
Managers/Supervisors	750	695	55
Professional, Technical, Clerical	255	260	(5)
Operational Hourlies	3,070	3,103	(33)
<b>Total Maintenance</b>	<b>4,075</b>	<b>4,058</b>	<b>17</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	136	119	17
Professional, Technical, Clerical	66	57	9
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>202</b>	<b>176</b>	<b>26</b>
<b>Public Safety</b>			
Managers/Supervisors	0	0	0
Professional, Technical, Clerical	0	0	0
Operational Hourlies	0	0	0
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Baseline Total Positions</b>			
Managers/Supervisors	1,441	1,342	99
Professional, Technical, Clerical	568	525	43
Operational Hourlies	5,257	5,247	10
<b>Total Baseline</b>	<b>7,266</b>	<b>7,114</b>	<b>152</b>

**MTA LONG ISLAND RAIL ROAD**  
**2016 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL (December Preliminary)**  
**UTILIZATION**  
(in millions)

	Year-to-Date as of December 2016				Variance Favorable/(Unfavorable)					
	Adopted Budget	Final Estimate	Actual (Prelim)	Adjusted* 2015	vs. Budget		vs. Final Estimate		vs. Adjusted 2015	
	\$	%	\$	#	%	%	\$	%	#	%
<b>Farebox Revenue</b>										
Monthly	\$344.506	\$350.145	\$351.133		\$6.627	1.9	\$0.988	0.3		
Weekly	19.387	18.154	17.828		(1.559)	(8.0)	(0.326)	(1.8)		
<b>Total Commutation</b>	<b>\$363.893</b>	<b>\$368.299</b>	<b>\$368.961</b>		<b>\$5.068</b>	<b>1.4</b>	<b>\$0.662</b>	<b>0.2</b>		
One Way Full	\$91.407	\$92.935	\$93.606		\$2.199	2.4	\$0.670	0.7		
One Way Off Peak	170.575	172.669	171.577		1.002	0.6	(1.092)	(0.6)		
All Other	76.747	77.991	77.937		1.190	1.6	(0.054)	(0.1)		
<b>Total Non Commutation</b>	<b>\$338.729</b>	<b>\$343.595</b>	<b>\$343.119</b>		<b>\$4.390</b>	<b>1.3</b>	<b>(\$0.476)</b>	<b>(0.1)</b>		
<b>Total Farebox Revenue</b>	<b>\$702.622</b>	<b>\$711.894</b>	<b>\$712.080</b>		<b>9.458</b>	<b>1.3</b>	<b>\$0.186</b>	<b>0.0</b>		
<b>Ridership</b>										
Monthly	48.793	49.629	49.837	48.424	1.044	2.1	0.208	0.4	1.413	2.9
Weekly	2.035	1.904	1.875	1.965	(0.160)	(7.9)	(0.029)	(1.5)	(0.090)	(4.6)
<b>Total Commutation</b>	<b>50.828</b>	<b>51.533</b>	<b>51.712</b>	<b>50.389</b>	<b>0.884</b>	<b>1.7</b>	<b>0.179</b>	<b>0.3</b>	<b>1.323</b>	<b>2.6</b>
One Way Full	8.430	8.531	8.554	8.491	0.124	1.5	0.023	0.3	0.063	0.7
One Way Off Peak	18.174	18.357	18.265	18.105	0.090	0.5	(0.093)	(0.5)	0.160	0.9
All Other	10.620	10.824	10.784	10.667	0.164	1.5	(0.039)	(0.4)	0.118	1.1
<b>Total Non Commutation</b>	<b>37.224</b>	<b>37.712</b>	<b>37.603</b>	<b>37.263</b>	<b>0.378</b>	<b>1.0</b>	<b>(0.109)</b>	<b>(0.3)</b>	<b>0.340</b>	<b>0.9</b>
<b>Total Ridership</b>	<b>88.053</b>	<b>89.245</b>	<b>89.315</b>	<b>87.651</b>	<b>1.262</b>	<b>1.4</b>	<b>0.070</b>	<b>0.1</b>	<b>1.663</b>	<b>1.9</b>

\*Prior year adjusted to reflect current year calendar. Applicable to ridership only.

**MTA LONG ISLAND RAIL ROAD**  
**2016 FINAL ESTIMATE vs PRELIMINARY ACTUALS**  
**MONTHLY PERFORMANCE INDICATORS**  
**December 2016**

		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Preliminary</u>	<u>Final</u>		<u>vs. Final</u>	<u>vs.</u>
		<u>Actual</u>	<u>Estimate</u>	<u>2015</u>	<u>Estimate</u>	<u>2015</u>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	52.0%	50.8%	51.0%	1.2%	1.0%
	Adjusted <sup>(2)</sup>	61.0%	60.0%	61.5%	1.0%	-0.5%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$15.41	\$15.76	\$15.62	\$0.35	\$0.22
	Adjusted <sup>(2)</sup>	\$14.07	\$14.36	\$13.92	\$0.29	(\$0.14)
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.97	\$7.98	\$7.97	(\$0.01)	\$0.00

(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



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# **MTA LONG ISLAND RAIL ROAD**

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## **MONTHLY RIDERSHIP REPORT**

**PRELIMINARY DECEMBER 2016**

**PRELIMINARY DECEMBER 2016 RIDERSHIP & REVENUE REPORT  
MTA LONG ISLAND RAIL ROAD**

**EXECUTIVE SUMMARY**

**DECEMBER Ridership and Revenue (millions)**

	PRELIMINARY DECEMBER 2016	% Change vs. 2015
Total Rail Ridership	7.647	0.6% ▲
Commutation Ridership	4.237	0.8% ▲
Non-Commutation Ridership	3.409	0.5% ▲
Rail Revenue	\$61.0	0.7% ▲

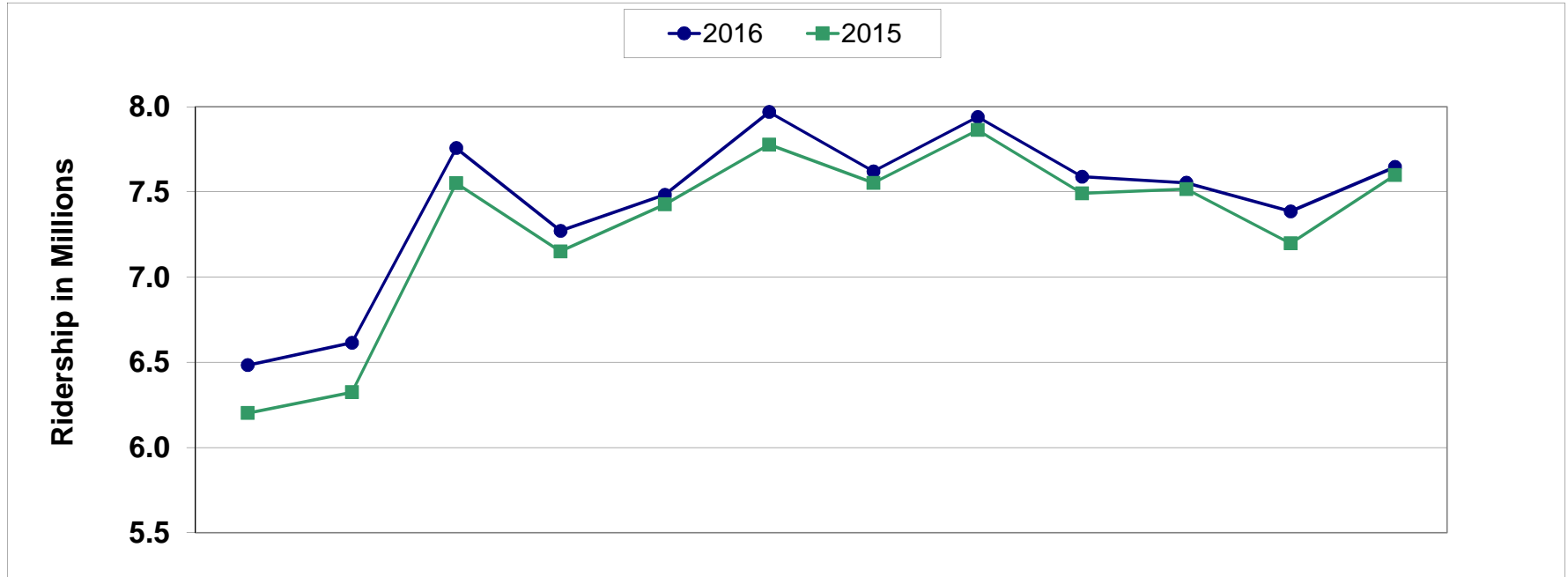
- The Long Island Rail Road finished the year with a strong ridership of 89.3 million passengers and an overall increase of 1.9%. This marks the highest ridership since 1949.
- The Commutation market showed a 2.6% ridership increase, as did the Non-Commutation market, which experienced a +0.9% ridership growth. The sustained growth in NYC's key job sectors, along with gains in occasional travel contributed to the 2016 ridership growth.

**Year-to-Date through DECEMBER Ridership and Revenue (millions)**

	PRELIMINARY DECEMBER 2016	% Change vs. 2015	Comparison to Mid-Year
Total Rail Ridership	89.315	1.9% ▲	0.4% ▲
Commutation Ridership	51.712	2.6% ▲	0.8% ▲
Non-Commutation Ridership	37.603	0.9% ▲	-0.1% ▼
Rail Revenue	\$712.1	2.4% ▲	0.3% ▲

# PRELIMINARY DECEMBER RIDERSHIP

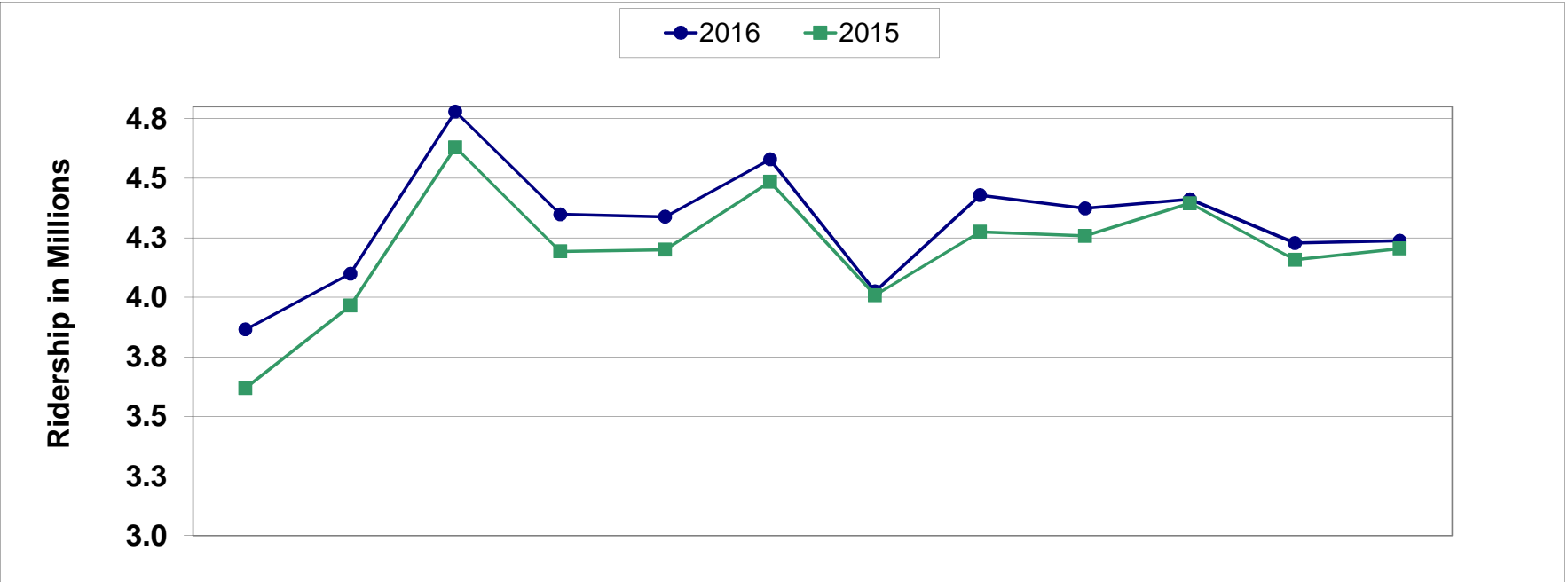
- December's Total Ridership was 0.6% above '15 and -0.3% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	6.5	6.6	7.8	7.3	7.5	8.0	7.6	7.9	7.6	7.6	7.4	7.6	89.3
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	87.7
PCT CHG.	4.5%	4.6%	2.7%	1.7%	0.8%	2.5%	0.9%	1.0%	1.3%	0.5%	2.6%	0.6%	1.9%

# PRELIMINARY DECEMBER COMMUTATION RIDERSHIP

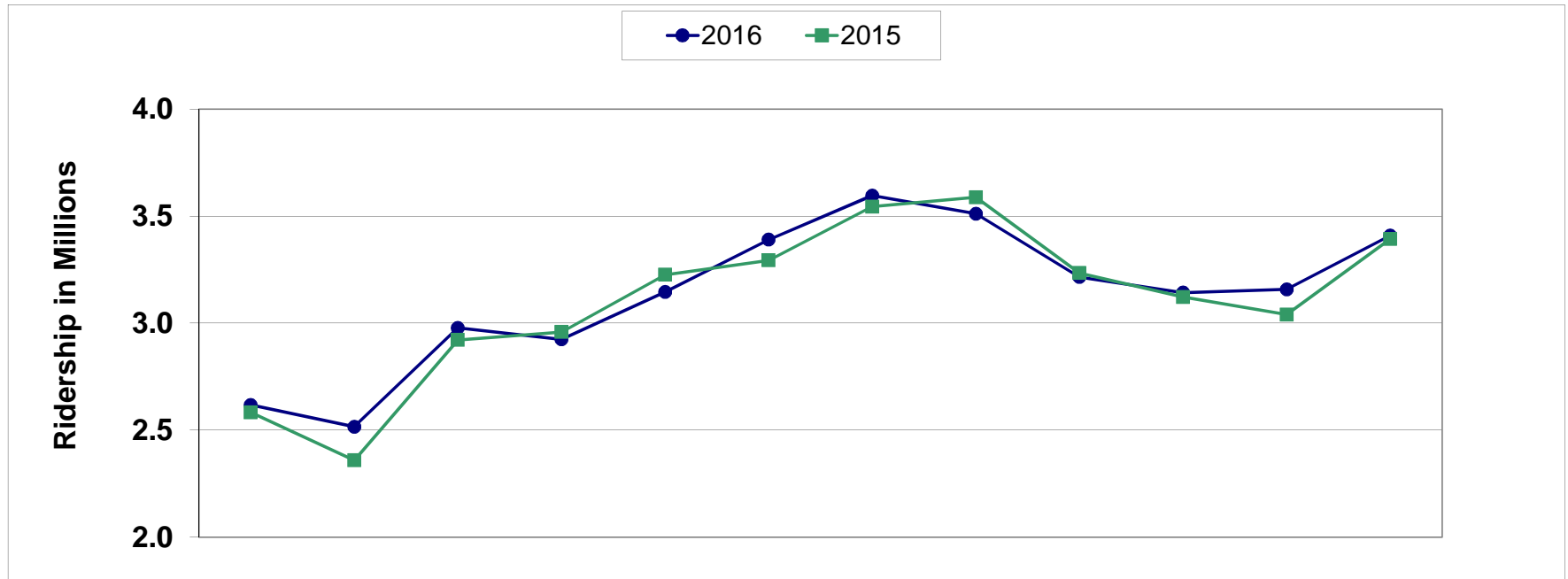
•December's Commutation Ridership was 0.8% above '15 and 0.3% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.9	4.1	4.8	4.3	4.3	4.6	4.0	4.4	4.4	4.4	4.2	4.2	51.7
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	50.4
PCT CHG.	6.8%	3.4%	3.2%	3.7%	3.3%	2.1%	0.4%	3.6%	2.7%	0.4%	1.7%	0.8%	2.6%

# PRELIMINARY DECEMBER NON-COMMUTATION RIDERSHIP

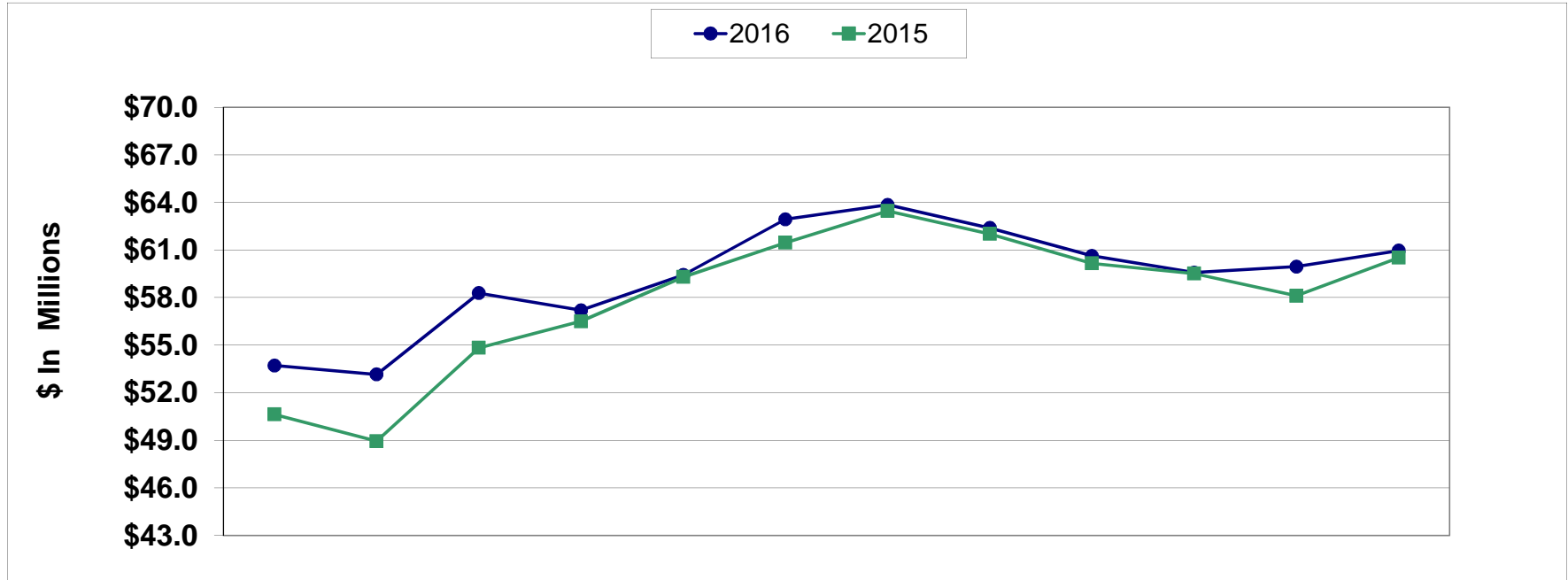
•December's Non-Commutation Ridership was 0.5% above '15 and -1.1% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6	2.5	3.0	2.9	3.1	3.4	3.6	3.5	3.2	3.1	3.2	3.4	37.6
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	37.3
PCT CHG.	1.4%	6.6%	1.9%	-1.2%	-2.5%	2.9%	1.5%	-2.1%	-0.6%	0.7%	3.9%	0.5%	0.9%

# PRELIMINARY DECEMBER REVENUE

•December's Total Revenue was 0.7% above '15 and -0.2% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$53.7	\$53.1	\$58.3	\$57.2	\$59.4	\$62.9	\$63.9	\$62.4	\$60.6	\$59.6	\$60.0	\$61.0	\$712.1
2015	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5	\$62.0	\$60.2	\$59.5	\$58.1	\$60.5	\$695.4
PCT CHG.	6.1%	8.6%	6.3%	1.2%	0.2%	2.4%	0.6%	0.6%	0.8%	0.1%	3.2%	0.7%	2.4%

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
PRELIMINARY DECEMBER 2016**

TICKET TYPE/SERVICE	PRELIMINARY DECEMBER 2016	DECEMBER 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,237,134	4,204,860	32,274	0.8%
NON-COMMUTATION RIDERSHIP	3,409,475	3,393,353	16,122	0.5%
<b>TOTAL RIDERSHIP</b>	<b>7,646,609</b>	<b>7,598,213</b>	<b>48,396</b>	<b>0.6%</b>

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

TICKET TYPE/SERVICE	PRELIMINARY DECEMBER 2016	DECEMBER 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	51,711,886	50,388,754	1,323,132	2.6%
NON-COMMUTATION RIDERSHIP	37,602,856	37,262,746	340,110	0.9%
<b>TOTAL RIDERSHIP</b>	<b>89,314,742</b>	<b>87,651,500</b>	<b>1,663,242</b>	<b>1.9%</b>

\* 2015 ridership numbers were adjusted using 2016 factors.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
PRELIMINARY DECEMBER 2016**

REVENUE	PRELIMINARY DECEMBER 2016	DECEMBER 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,065,795	\$29,917,467	\$148,328	0.5%
NON-COMMUTATION REVENUE	\$30,899,043	\$30,600,567	\$298,475	1.0%
<b>TOTAL REVENUE</b>	<b>\$60,964,838</b>	<b>\$60,518,035</b>	<b>\$446,803</b>	<b>0.7%</b>

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

REVENUE	PRELIMINARY DECEMBER 2016	DECEMBER 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$368,960,928	\$358,497,459	\$10,463,469	2.9%
NON-COMMUTATION REVENUE	\$343,119,277	\$336,949,692	\$6,169,584	1.8%
<b>TOTAL REVENUE</b>	<b>\$712,080,205</b>	<b>\$695,447,152</b>	<b>\$16,633,053</b>	<b>2.4%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**



**LONG ISLAND RAIL ROAD  
CAPITAL PROGRAM HIGHLIGHTS & UPDATES  
JANUARY 2017**

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**L703010WB: 2016 ANNUAL TRACK PROGRAM**

Project Budget: \$65.00M

Milestone: Beneficial Use

The annual life cycle replacement and upgrade of select track structures for 2016 is complete. Track structure renewal included 72 miles of track surfacing, 19,500 mechanized wood ties, 16,897 concrete ties, 858 field welds, 3 grade crossings, and 12 switches. The Annual Track Program facilitates the LIRR's efforts to provide reliable service and maintain a State of Good Repair throughout the railroad's track infrastructure.

**L60401BK: 150<sup>TH</sup> STREET JAMAICA BRIDGES REHABILITATION**

Project Budget: \$24.82M

Milestone: Beneficial Use

Rehabilitation, installation, and replacement of various bridge component parts on the three 150<sup>th</sup> St Bridges [Atlantic Bridges 1 & 2 and the South Bridge] is complete. The work included new bearings and bridge seats, and repairs to abutments, concrete underdeck, piers, and miscellaneous structural steel. Above deck work included waterproofing, end girder repairs, and drainage. This project contributes to the LIRR's efforts to bring its bridges to a State of Good Repair and minimize disruptions to railroad service.

**SANDY PROJECTS**

**EL0902ZF: INFRASTRUCTURE AND SYSTEM UPGRADES**

Project Budget: \$9.70M

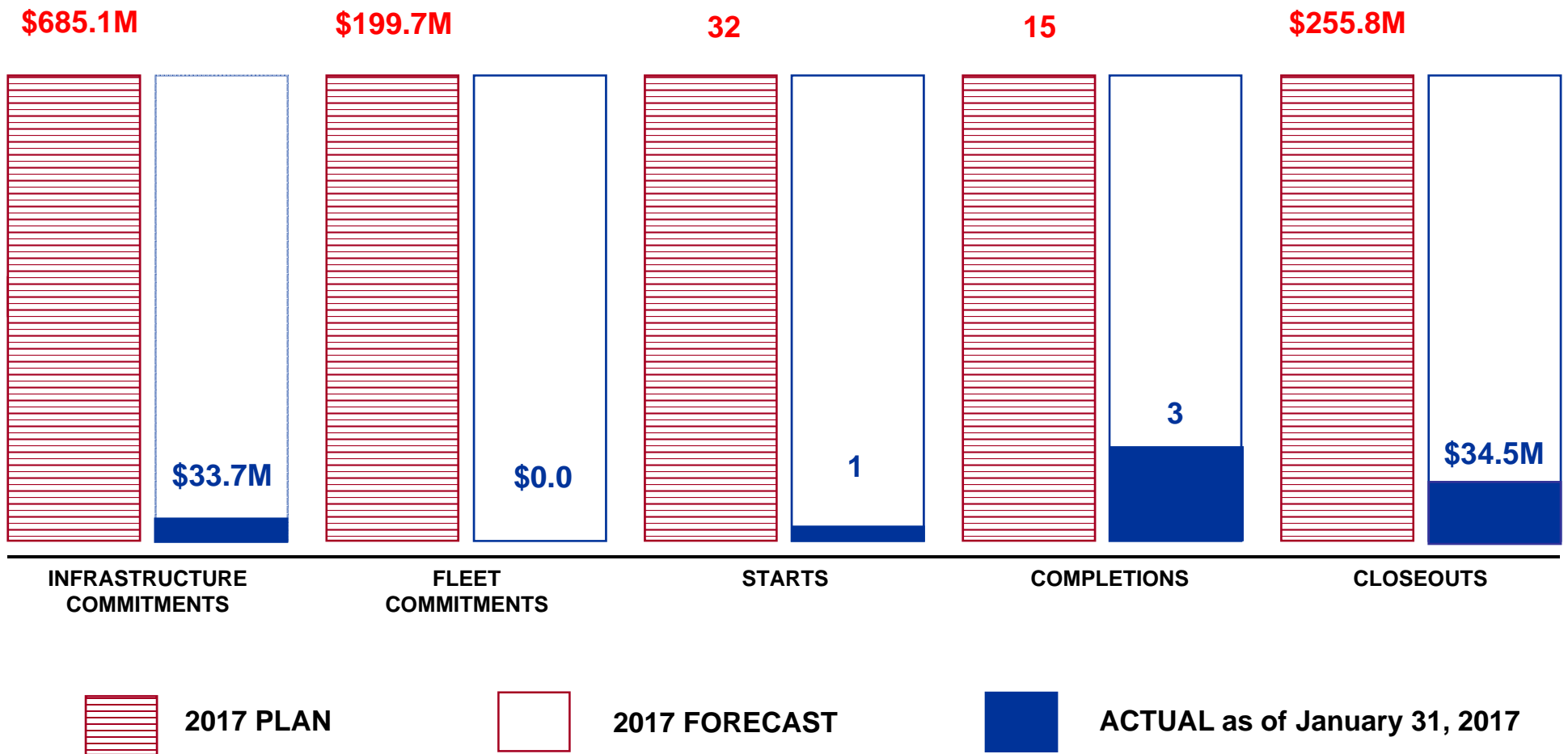
Milestone: Beneficial Use

Repairs and replacement of the infrastructure and system upgrades at various locations damaged by Superstorm Sandy are complete. Project work included replacement of third rail cable, switches, and yard system components at Far Rockaway Yard and Shea Yard; portable emergency generators, roof replacement, and carpeting at the Hillside Support Facility; a platform shelter shed at Westbury; platform lighting at Oceanside and Island Part Stations; and a new roll-out security gate at the Penn Station 34<sup>th</sup> Street entrance.

**SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES**

- 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: Contract NOA issued.
- Morris Park Site Preparation: Contract NOA issued.
- HSF Substation Roof: Procurement in process.
- New Hyde Park Fence: Procurement in process.

# 2017 LIRR Capital Program Goals





**Metro-North Railroad**

# **Operations Report**

Performance Summary			2017 Data			2016 Data	
			Annual Goal	January	YTD thru January	January	YTD thru January
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>96.2%</b>	<b>96.2%</b>	<b>94.2%</b>	<b>94.2%</b>
		AM Peak	93.0%	95.4%	95.4%	85.7%	85.7%
		AM Reverse Peak	93.0%	97.1%	97.1%	93.9%	93.9%
		PM Peak	93.0%	95.5%	95.5%	97.4%	97.4%
		<b>Total Peak</b>	<b>93.0%</b>	<b>95.7%</b>	<b>95.7%</b>	<b>91.7%</b>	<b>91.7%</b>
		Off Peak Weekday	93.0%	95.2%	95.2%	94.4%	94.4%
		Weekend	93.0%	98.2%	98.2%	97.2%	97.2%
	<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>97.0%</b>	<b>97.0%</b>	<b>95.5%</b>	<b>95.5%</b>
		AM Peak	93.0%	95.9%	95.9%	87.4%	87.4%
		AM Reverse Peak	93.0%	99.1%	99.1%	98.1%	98.1%
		PM Peak	93.0%	96.7%	96.7%	98.6%	98.6%
		<b>Total Peak</b>	<b>93.0%</b>	<b>96.6%</b>	<b>96.6%</b>	<b>93.4%</b>	<b>93.4%</b>
		Off Peak Weekday	93.0%	96.0%	96.0%	96.6%	96.6%
		Weekend	93.0%	98.8%	98.8%	96.8%	96.8%
	<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>96.8%</b>	<b>96.8%</b>	<b>95.2%</b>	<b>95.2%</b>
		AM Peak	93.0%	96.6%	96.6%	86.0%	86.0%
		AM Reverse Peak	93.0%	96.6%	96.6%	93.1%	93.1%
		PM Peak	93.0%	95.0%	95.0%	98.1%	98.1%
		<b>Total Peak</b>	<b>93.0%</b>	<b>95.9%</b>	<b>95.9%</b>	<b>92.1%</b>	<b>92.1%</b>
		Off Peak Weekday	93.0%	96.2%	96.2%	96.5%	96.5%
		Weekend	93.0%	99.2%	99.2%	97.6%	97.6%
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>95.2%</b>	<b>95.2%</b>	<b>92.8%</b>	<b>92.8%</b>
		AM Peak	93.0%	94.2%	94.2%	84.4%	84.4%
		AM Reverse Peak	93.0%	96.4%	96.4%	92.5%	92.5%
		PM Peak	93.0%	95.2%	95.2%	96.1%	96.1%
		<b>Total Peak</b>	<b>93.0%</b>	<b>94.9%</b>	<b>94.9%</b>	<b>90.4%</b>	<b>90.4%</b>
		Off Peak Weekday	93.0%	94.1%	94.1%	91.8%	91.8%
		Weekend	93.0%	97.1%	97.1%	97.1%	97.1%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>19,259</b>	<b>19,259</b>	<b>18,484</b>	<b>18,484</b>
	<b>Avg. Delay per Late Train (min)</b> <i>excluding trains canceled or terminated</i>			11.8	11.8	11.0	11.0
	<b>Trains Over 15 min. Late</b> <i>excluding trains canceled or terminated</i>		2,300	134	134	142	142
	<b>Trains Cancelled</b>		230	1	1	14	14
	<b>Trains Terminated</b>		230	13	13	31	31
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.9%	99.9%	99.8%	99.8%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>99.5%</b>	<b>99.2%</b>	<b>99.2%</b>	<b>99.6%</b>	<b>99.6%</b>
		AM Peak	99.0%	98.6%	98.6%	99.1%	99.1%
		AM Reverse Peak	99.5%	100.0%	100.0%	100.0%	100.0%
		PM Peak	99.0%	97.9%	97.9%	99.0%	99.0%
		<b>Total Peak</b>	<b>99.0%</b>	<b>98.5%</b>	<b>98.5%</b>	<b>99.2%</b>	<b>99.2%</b>
		Off Peak Weekday	99.5%	99.6%	99.6%	99.9%	99.9%
		Weekend	99.5%	99.8%	99.8%	99.9%	99.9%
	<b>Hudson Line</b>	AM Peak	99.5%	99.9%	99.9%	100.0%	100.0%
		PM Peak	99.5%	100.0%	100.0%	99.8%	99.8%
	<b>Harlem Line</b>	AM Peak	99.0%	98.0%	98.0%	98.8%	98.8%
		PM Peak	99.0%	97.4%	97.4%	98.5%	98.5%
	<b>New Haven Line</b>	AM Peak	98.5%	98.3%	98.3%	98.6%	98.6%
		PM Peak	98.5%	96.8%	96.8%	98.8%	98.8%

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	December	2017 Data YTD thru January		2016 Data YTD thru January		YTD 2017 Vs 2016
Engineering (Scheduled)	15.7%	354	224	224	133	133	92
Engineering (Unscheduled)	31.7%	588	453	453	611	611	-158
Maintenance of Equipment	25.2%	228	360	360	327	327	33
Transportation	5.5%	108	78	78	49	49	29
Capital Projects	0.4%	1,108	5	5	5	5	1
Weather and Environmental	4.0%	14	57	57	459	459	-402
Police	5.4%	266	78	78	76	76	1
Customers	4.2%	170	60	60	93	93	-32
Other	7.8%	32	111	111	111	111	0
3rd Party Operations	0.0%	0	0	0	3	3	-3
<b>TOTAL</b>	<b>100.0%</b>	<b>2,869</b>	<b>1,427</b>	<b>1,427</b>	<b>1,866</b>	<b>1,866</b>	<b>-439</b>

HUDSON LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2017 Vs 2016
Engineering	44.2%	120	110	110	136	136	-26
Maintenance of Equipment	26.1%	55	65	65	62	62	3
Transportation	4.8%	19	12	12	7	7	5
Capital Projects	0.0%	21	0	0	0	0	0
Weather and Environmental	10.8%	5	27	27	156	156	-129
Police	4.8%	28	12	12	12	12	0
Customers	4.0%	17	10	10	17	17	-7
Other	5.2%	2	13	13	36	36	-23
3rd Party Operations	0.0%	0	0	0	1	1	-1
<b>TOTAL</b>	<b>100.0%</b>	<b>267</b>	<b>249</b>	<b>249</b>	<b>427</b>	<b>427</b>	<b>-178</b>

HARLEM LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2017 Vs 2016
Engineering	37.6%	270	138	138	208	208	-70
Maintenance of Equipment	35.1%	42	129	129	74	74	55
Transportation	5.4%	12	20	20	13	13	7
Capital Projects	0.0%	482	0	0	0	0	0
Weather and Environmental	4.1%	8	15	15	111	111	-96
Police	5.2%	147	19	19	23	23	-4
Customers	3.3%	32	12	12	19	19	-7
Other	9.3%	0	34	34	2	2	32
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>993</b>	<b>367</b>	<b>367</b>	<b>450</b>	<b>450</b>	<b>-83</b>

NEW HAVEN LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2017 Vs 2016
Engineering	53.0%	551	430	430	400	400	30
Maintenance of Equipment	20.4%	130	166	166	190	190	-24
Transportation	5.7%	78	46	46	29	29	17
Capital Projects	0.6%	604	5	5	4	4	1
Weather and Environmental	2.0%	2	16	16	192	192	-176
Police	5.8%	91	47	47	41	41	6
Customers	4.7%	122	38	38	57	57	-19
Other	7.9%	30	64	64	73	73	-9
3rd Party Operations	0.0%	0	0	0	1	1	-1
<b>TOTAL</b>	<b>100.0%</b>	<b>1,608</b>	<b>812</b>	<b>812</b>	<b>987</b>	<b>987</b>	<b>-175</b>



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

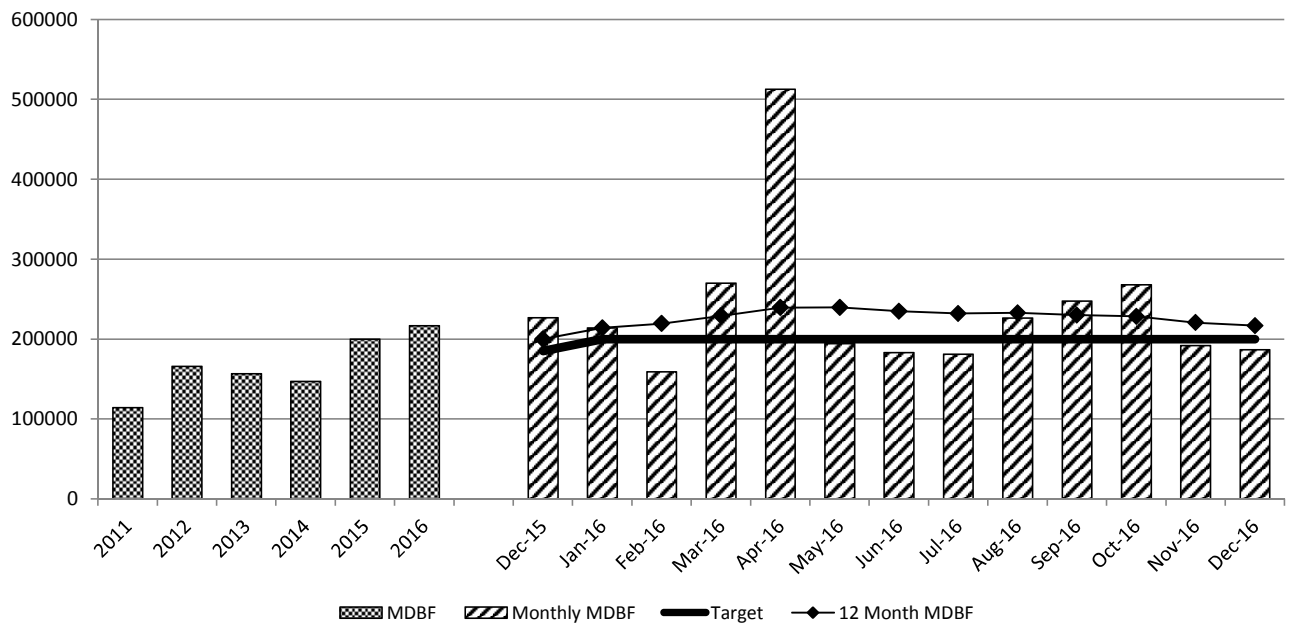
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Late Cxld Term		
			L	C	T	L	C	T	L	C	T	L	C	T			
01/05	Thu	A broken rail south of the 3N signal at CP112.	17	0	0	3	0	0	0	0	0	5	0	0	25	0	0
01/10	Tue	Equipment of train 434 disabled on the Lower Level Ladder N to track B.	10	0	0	0	0	0	0	0	0	3	0	0	13	0	0
01/11	Wed	Train 1509 was stopped on track 1 west of Pelham, with pantograph damage.	30	0	1	5	0	0	0	0	0	2	0	0	37	0	1
01/20	Fri	Train 663 was disabled on track 2 in Bedford Hills with contact shoe damage.	0	0	0	0	0	0	4	0	1	11	0	0	15	0	1
01/20	Fri	Third Rail failure on track 3 at CP1.	0	0	0	0	0	0	25	0	0	6	0	0	31	0	0
01/23	Mon	Trains were delayed due to freezing rain.	0	0	0	0	0	0	7	0	0	6	0	0	13	0	0
01/25	Wed	Train 1264 was disabled on track 3 near 88th Street account loss of 3rd Rail contact.	0	0	0	0	0	0	19	0	0	15	0	0	34	0	0
<b>TOTAL FOR MONTH</b>			57	0	1	8	0	0	55	0	1	48	0	0	168	0	2
																<b>170</b>	

	Equip- ment Type	Total Fleet Size	2016 Data						2015 Data		
			MDBF Goal (miles)	Dec MDBF (miles)	Primary Failure Goal	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
<b>Mean Distance Between Failures</b>	M2	36	20,000	21,009	3	3	29,016	29,016	11,496	5	38,862
	M8	405	300,000	262,768	8	10	400,116	400,116	221,141	12	284,388
	M3	138	135,000	48,785	2	7	101,097	101,097	296,159	0	156,027
	M7	334	460,000	397,121	4	5	425,292	425,292	2,093,516	0	515,182
	Coach	210	295,000	366,182	5	4	262,165	262,165	367,260	4	315,538
	P-32	31	30,000	32,175	6	6	23,999	23,999	27,507	7	24,027
	BL-20	12	13,000	39,763	3	1	31,272	31,272	20,705	2	16,267
	<b>Fleet</b>	<b>1166</b>	<b>200,000</b>	<b>186,537</b>	<b>31</b>	<b>36</b>	<b>216,772</b>	<b>216,772</b>	<b>226,795</b>	<b>30</b>	<b>199,838</b>
	M2/8		200,000	206,978	11	13	318,474	318,474	159,481	17	209,455
	M3/7		320,000	193,925	6	12	301,133	301,133	2,389,674	0	398,836
	Diesel/Coach		120,000	154,322	14	11	113,931	113,931	131,000	13	111,647

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



<b>West of Hudson Performance Summary</b>			<b>2017 Data</b>			<b>2016 Data</b>	
			Annual Goal	January	YTD thru January	January	YTD thru January
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>95.5%</b>	<b>95.9%</b>	<b>95.9%</b>	<b>96.2%</b>	<b>96.2%</b>
		AM Peak	95.5%	91.4%	91.4%	95.1%	95.1%
		PM Peak	95.5%	93.8%	93.8%	96.4%	96.4%
		<b>Total Peak</b>	<b>95.5%</b>	<b>92.6%</b>	<b>92.6%</b>	<b>95.7%</b>	<b>95.7%</b>
		Off Peak Weekday	95.5%	96.5%	96.5%	97.1%	97.1%
		Weekend	95.5%	98.8%	98.8%	95.3%	95.3%
	<b>Pascack Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>97.1%</b>	<b>97.1%</b>	<b>97.1%</b>	<b>97.1%</b>
	<b>Valley Line</b>	AM Peak	96.5%	95.0%	95.0%	95.4%	95.4%
		PM Peak	96.5%	94.3%	94.3%	99.2%	99.2%
		<b>Total Peak</b>	<b>96.5%</b>	<b>94.7%</b>	<b>94.7%</b>	<b>97.2%</b>	<b>97.2%</b>
		Off Peak Weekday	96.5%	97.1%	97.1%	98.3%	98.3%
		Weekend	96.5%	99.6%	99.6%	95.0%	95.0%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>94.1%</b>	<b>94.1%</b>	<b>95.0%</b>	<b>95.0%</b>
		AM Peak	95.0%	86.7%	86.7%	94.7%	94.7%
		PM Peak	95.0%	93.3%	93.3%	93.0%	93.0%
		<b>Total Peak</b>	<b>95.0%</b>	<b>90.0%</b>	<b>90.0%</b>	<b>93.9%</b>	<b>93.9%</b>
		Off Peak Weekday	95.0%	95.7%	95.7%	95.4%	95.4%
		Weekend	95.0%	97.5%	97.5%	95.9%	95.9%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>1,688</b>	<b>1,688</b>	<b>1,587</b>	<b>1,587</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			18.2	18.2	21.5	21.5
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		300	31	31	31	31
	<b>Trains Cancelled</b>		60	0	0	3	3
	<b>Trains Terminated</b>		60	2	2	5	5
	<b>Percent of Scheduled Trips Completed</b>		99.4%	99.9%	99.9%	99.5%	99.5%



## JANUARY 2017 STANDEE REPORT

### East of Hudson

East of Hudson			JAN 2016	YTD 2016	JAN 2017	YTD 2017	
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0	
		Add'l Standees	0	0	1	1	
		Total Standees	0	0	1	1	
	Harlem Line	Program Standees	0	0	0	0	
		Add'l Standees	14	14	51	51	
		Total Standees	14	14	51	51	
	New Haven Line	Program Standees	0	0	0	0	
		Add'l Standees	54	54	13	13	
		Total Standees	54	54	13	13	
	EAST OF HUDSON TOTAL - AM PEAK		68	68	65	65	
	Daily Average PM 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	28	28	21	21	
		Total Standees	28	28	21	21	
New Haven Line		Program Standees	0	0	0	0	
		Add'l Standees	49	49	98	98	
		Total Standees	49	49	98	98	
EAST OF HUDSON TOTAL - PM PEAK		77	77	119	119		

### West of Hudson

West of Hudson			JAN 2016	YTD 2016	JAN 2017	YTD 2017
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - AM PEAK		0	0	0	0
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - PM PEAK		0	0	0	0

### Definitions

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

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

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

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

## ELEVATOR AND ESCALATOR OPERATING REPORT

### FOR MONTH OF January 2017

<b>Elevator Availability</b>	<b>2017</b>		<b>2016</b>	
	January	Year to Date	January	Year to Date
Grand Central Terminal	100.00%	100.00%	97.63%	97.63%
Harlem	100.00%	100.00%	99.78%	99.78%
Hudson	100.00%	100.00%	99.75%	99.75%
New Haven	99.77%	99.77%	99.77%	99.77%
Overall Average	99.94%	99.94%	99.23%	99.23%

<b>Escalator Availability</b>	<b>2017</b>		<b>2016</b>	
	January	Year to Date	January	Year to Date
Grand Central Terminal	100.00%	100.00%	91.67%	91.67%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	100.00%	95.83%	95.83%



**Metro-North Railroad**

# **Finance Report**



## **FINANCIAL STATEMENTS**

**MONTH ENDED: DECEMBER 2016**

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD  
DECEMBER 2016 PRELIMINARY FINANCIAL AND RIDERSHIP REPORT  
EXECUTIVE SUMMARY**

Preliminary 2016 results are compared to the Final Estimate and are subject to change pending final year-end accounting adjustments and audit review.

Preliminary 2016 Net Deficit (Non-Reimbursable and Reimbursable) of \$741.5 million was \$20.7 million or 2.7% favorable vs. the Final Estimate. Major drivers of the favorable results include lower Non-Reimbursable Expenses of \$16.9 million primarily due to timing of both maintenance contracts and professional services expenditures (\$22.3 million), lower than forecasted health and welfare and pension rates (\$8.1 million) and decreased overtime due to fewer weather events and higher staff availability for service coverage (\$3.5 million). Partly offsetting these favorable expense results were higher payroll costs primarily due to an increase in the reserve for unused vacation and sick time and the reallocation of forces to operations coverage due to the rescheduling of capital projects (\$11.1 million), higher depreciation expense due to timing of the capitalization of assets (\$4.8 million), higher materials & supplies expense related to the component change-out shop, support shop work and on-going repairs (\$3.2 million) and higher claims expense (\$1.3 million). In addition, Non-Reimbursable Revenues were \$3.8 million favorable due to favorable farebox revenue (\$2.3 million), reflecting higher than forecasted non-commutation ridership and higher other operating revenue reflecting increased revenue from net GCT retail operations and higher commuter parking revenue (\$1.5 million).

Preliminary 2016 Reimbursable results (Capital and Other Reimbursements) of \$197.5 million was \$17.1 million favorable vs. the Final Estimate primarily due to rescheduling of several capital projects including Turnout Replacement – Mainline High Speed Programs, Cyclical Track Program, Signal Replacement - Greenwich to South Norwalk, Network Infrastructure Replacement and New Haven Yard – Component Change Out partially offset by the timing of contractual expenditures for Positive Train Control project.

**REVENUE/RIDERSHIP**

- Farebox Revenue – \$2.3 million favorable vs. the Final Estimate (0.3%) primarily due to higher than forecasted for non-commutation ridership partially offset by lower than forecasted commutation ridership.
- Metro-North Total Rail Ridership of 86.5 million was the highest in Metro-North's history, surpassing 2015's record of 86.3 million by 0.2 million rides. In addition, Total Rail Ridership was slightly higher than the Final Estimate.
  - East of Hudson Ridership of 84.8 million was 0.2% favorable vs. the Final Estimate and 0.3% favorable compared to 2015.
  - West of Hudson Ridership of 1.7 million was 2.4% unfavorable vs. the Final Estimate and 3.5% unfavorable vs. 2015.
  - Total Commutation ridership of 49.8 million was 0.4% unfavorable vs. the Final Estimate and 0.5% favorable vs. 2015.
  - Total Non-commutation ridership of 36.7 million was 0.9% favorable vs. the Final Estimate and 0.1% unfavorable vs. 2015.
- Other Operating Revenue – \$1.5 million favorable vs. the Final Estimate reflecting higher revenue from net GCT retail operations and commuter parking.
- Capital and Other Reimbursements – \$17.1 million unfavorable vs. the Final Estimate due to scheduling and timing changes noted above.

**TOTAL EXPENSES**

Preliminary 2016 expenses of \$1,693.5 million were \$34.0 million or 2.0% favorable vs. the Final Estimate.

**Labor Expenses (including fringes and overhead recoveries)** of \$1,016.5 million were \$7.6 million favorable vs. the Final Estimate.

- **Payroll** – \$8.5 million unfavorable vs. the Final Estimate due to an increase in the reserve for unused vacation and sick time.
- **Overtime** – \$4.8 million favorable vs. the Final Estimate due to improved employee availability for train service coverage and lower Reimbursable project activity.

**Non-Labor Expenses** of \$389.7 million were \$32.0 million favorable vs. the Final Estimate.

- **Electric Power** – \$1.3 million unfavorable due to timing of payments
- **Fuel** – \$0.4 million favorable reflecting lower diesel fuel prices per gallon.
- **Maintenance & Other Operating Contracts** – \$19.8 million favorable vs. the Final Estimate primarily due to the following Non-Reimbursable expenses: timing of contracted repairs of M-8 equipment damaged in the Bridgeport derailment, lower expenditures for GCT utilities resulting from efficient chiller equipment implemented in conjunction with NYPA, reduced maintenance services and the timing of the Signal Replacement between Greenwich to South Norwalk Reimbursable Project.

- **Professional Services** – \$5.9 million favorable vs. the Final Estimate primarily due to the timing of Non-Reimbursable expenses for engineering and consulting services, outside training, market research studies, legal services and advertising partially offset by increased Reimbursable project activity.
- **Materials & Supplies** – \$4.6 million favorable vs. the Final Estimate primarily due to the rescheduling of Reimbursable project activity partially offset by higher Non-Reimbursable expenses for rolling stock parts and supplies related to the component change-out shop, support shop work and on-going repairs as well as increased obsolete and excess materials reserve.
- **Other Business Expenses** – \$3.6 million favorable vs. the Final Estimate primarily due to the rescheduling of the Reimbursable Cyclical Track Program.

**Depreciation and Other Non-Cash Liability Adjustments** were \$5.6 million unfavorable vs. the Final Estimate primarily due to the timing of the capitalization of assets (\$4.8 million) and GASB 68 Pension Adjustment (\$0.8 million).

#### **CASH DEFICIT SUMMARY**

The 2016 Cash Deficit of \$509.9 million was \$33.0 million or 6.1% favorable to the Final Estimate. This is due to lower expenditures of \$57.5 million resulting from the timing of claims payments and maintenance contracts. These are partly offset by higher labor expenditures of \$22.6 million due to higher employee claims paid for Spuyten Duyvil and Bridgeport incidents and the prepayment of a NYSHIP invoice.

#### **FINANCIAL PERFORMANCE MEASURES**

The 2016 performance indicators reflects favorable overall expenses vs. the Final Estimate:

- Adjusted Farebox Operating Ratio of 66.8 was 1.9% favorable vs. Final Estimate.
- Adjusted Cost per Passenger of \$13.61 was \$0.34 favorable to the Final Estimate.
- Revenue per Passenger of \$8.21 was on target vs. Final Estimate.

**MTA METRO NORTH RAILROAD**  
**2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-A

**NON-REIMBURSABLE**

	2016			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>2016 Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Revenue</b>							
Farebox Revenue	\$693.277	\$687.186	\$689.439	(\$3.838)	(0.6)	\$2.254	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	60.341	63.475	64.983	4.642	7.7	1.509	2.4
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$753.618</b>	<b>\$750.661</b>	<b>\$754.423</b>	<b>\$0.805</b>	<b>0.1</b>	<b>\$3.762</b>	<b>0.5</b>
<b>Expenses</b>							
<u><b>Labor:</b></u>							
Payroll	\$476.464	\$484.593	\$495.708	(\$19.244)	(4.0)	(\$11.115)	(2.3)
Overtime	98.451	93.870	90.333	8.118	8.2	3.537	3.8
Health and Welfare	107.051	104.403	99.279	7.772	7.3	5.124	4.9
OPEB Current Payment	27.282	30.500	30.061	(2.779)	(10.2)	0.439	1.4
Pensions	91.904	94.070	91.059	0.845	0.9	3.012	3.2
Other Fringe Benefits	117.375	116.116	115.082	2.293	2.0	1.034	0.9
GASB Account				0.000	-	0.000	-
Reimbursable Overhead	(51.169)	(45.071)	(47.123)	(4.045)	(7.9)	2.052	4.6
<b>Total Labor Expenses</b>	<b>\$867.358</b>	<b>\$878.480</b>	<b>\$874.399</b>	<b>(\$7.041)</b>	<b>(0.8)</b>	<b>\$4.082</b>	<b>0.5</b>
<u><b>Non-Labor:</b></u>							
Electric Power	\$82.288	\$64.402	\$65.611	\$16.676	20.3	(\$1.210)	(1.9)
Fuel	\$21.229	\$14.811	\$14.424	\$6.805	32.1	\$0.386	2.6
Insurance	20.015	18.998	18.258	1.757	8.8	0.740	3.9
Claims	1.000	3.472	4.758	(3.758)	*	(1.286)	(37.0)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	127.374	116.274	101.199	26.175	20.5	15.075	13.0
Professional Service Contracts	40.075	37.313	30.134	9.941	24.8	7.179	19.2
Materials & Supplies	78.869	83.580	86.777	(7.908)	(10.0)	(3.198)	(3.8)
Other Business Expenses	15.754	13.874	13.115	2.639	16.8	0.759	5.5
<b>Total Non-Labor Expenses</b>	<b>\$386.603</b>	<b>\$352.723</b>	<b>\$334.277</b>	<b>\$52.327</b>	<b>13.5</b>	<b>\$18.447</b>	<b>5.2</b>
<u><b>Other Expense Adjustments:</b></u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,253.961</b>	<b>\$1,231.204</b>	<b>\$1,208.675</b>	<b>\$45.286</b>	<b>3.6</b>	<b>\$22.528</b>	<b>1.8</b>
Depreciation	\$234.092	\$231.305	\$236.067	(\$1.975)	(0.8)	(\$4.763)	(2.1)
OPEB Obligation	68.316	68.316	68.316	0.000	0.0	0.000	0.0
GASB68 Pension Adjustment	0.000	(21.688)	(20.837)	20.837	-	(0.852)	(3.9)
Environmental Remediation	5.000	3.708	3.694	1.306	26.1	0.014	0.4
<b>Total Expenses</b>	<b>\$1,561.370</b>	<b>\$1,512.844</b>	<b>\$1,495.916</b>	<b>\$65.454</b>	<b>4.2</b>	<b>\$16.928</b>	<b>1.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$807.751)</b>	<b>(\$762.184)</b>	<b>(\$741.493)</b>	<b>\$66.259</b>	<b>8.2</b>	<b>\$20.691</b>	<b>2.7</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$234.092	\$231.305	\$236.067	\$1.975	0.8	\$4.763	2.1
Operating/Capital	(48.011)	(41.583)	(34.844)	13.167	27.4	6.739	16.2
Other Cash Adjustments	54.431	29.492	30.340	(24.090)	(44.3)	0.848	2.9
<b>Total Cash Conversion Adjustments</b>	<b>\$240.511</b>	<b>\$219.214</b>	<b>\$231.564</b>	<b>(\$8.947)</b>	<b>(3.7)</b>	<b>\$12.350</b>	<b>5.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$567.240)</b>	<b>(\$542.970)</b>	<b>(\$509.929)</b>	<b>\$57.311</b>	<b>10.1</b>	<b>\$33.041</b>	<b>6.1</b>

**Notes:**

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD**  
**2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-B

**REIMBURSABLE**

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2016 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
MTA	147.643	102.250	88.373	(59.270)	(40.1)	(13.877)	(13.6)
CDOT	85.886	87.028	84.999	(0.887)	(1.0)	(2.029)	(2.3)
Other	16.384	25.327	24.164	7.780	47.5	(1.163)	(4.6)
Capital and Other Reimbursements	249.913	214.605	197.536	(52.377)	(21.0)	(17.068)	(8.0)
<b>Total Revenue</b>	<b>\$249.913</b>	<b>\$214.605</b>	<b>\$197.536</b>	<b>(\$52.377)</b>	<b>(21.0)</b>	<b>(\$17.068)</b>	<b>(8.0)</b>
<b>Expenses</b>							
<b><u>Labor:</u></b>							
Payroll	\$44.179	\$42.409	\$39.743	\$4.436	10.0	\$2.666	6.3
Overtime	18.498	24.610	23.337	(4.839)	(26.2)	1.274	5.2
Health and Welfare	14.347	14.658	13.640	0.707	4.9	1.018	6.9
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	9.439	9.751	9.139	0.300	3.2	0.612	6.3
Other Fringe Benefits	10.977	11.254	10.610	0.366	3.3	0.644	5.7
GASB Account				0.000	-	0.000	-
Reimbursable Overhead	49.053	43.012	45.662	3.392	6.9	(2.649)	(6.2)
<b>Total Labor Expenses</b>	<b>\$146.493</b>	<b>\$145.695</b>	<b>\$142.130</b>	<b>\$4.363</b>	<b>3.0</b>	<b>\$3.564</b>	<b>2.4</b>
<b><u>Non-Labor:</u></b>							
Electric Power	\$0.000	\$0.059	\$0.131	(\$0.131)	-	(\$0.072)	*
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Insurance	3.481	4.206	4.793	(1.312)	(37.7)	(0.587)	(14.0)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	10.803	22.335	17.619	(6.816)	(63.1)	4.717	21.1
Professional Service Contracts	28.070	12.204	13.478	14.592	52.0	(1.274)	(10.4)
Materials & Supplies	60.630	26.645	18.811	41.819	69.0	7.834	29.4
Other Business Expenses	0.437	3.462	0.574	(0.138)	(31.6)	2.888	83.4
<b>Total Non-Labor Expenses</b>	<b>\$103.420</b>	<b>\$68.910</b>	<b>\$55.406</b>	<b>\$48.014</b>	<b>46.4</b>	<b>\$13.504</b>	<b>19.6</b>
<b><u>Other Expense Adjustments:</u></b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation</b>	<b>\$249.913</b>	<b>\$214.604</b>	<b>\$197.536</b>	<b>\$52.377</b>	<b>21.0</b>	<b>\$17.068</b>	<b>8.0</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$249.913</b>	<b>\$214.604</b>	<b>\$197.536</b>	<b>\$52.377</b>	<b>21.0</b>	<b>\$17.068</b>	<b>8.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$0.000)</b>	<b>(100.0)</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

**Notes:**

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.



**MTA METRO NORTH RAILROAD**  
**2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-C

NON-REIMBURSABLE/ REIMBURSABLE	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2016 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$693.277	\$687.186	\$689.439	(\$3.838)	(0.6)	\$2.254	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	60.341	63.475	64.983	4.642	7.7	1.509	2.4
MTA	147.643	102.250	88.373	(59.270)	(40.1)	(13.877)	(13.6)
CDOT	85.886	87.028	84.999	(0.887)	(1.0)	(2.029)	(2.3)
Other	16.384	25.327	24.164	7.780	47.5	(1.163)	(4.6)
Capital and Other Reimbursements	249.913	214.605	197.536	(52.377)	(21.0)	(17.068)	(8.0)
<b>Total Revenue</b>	<b>\$1,003.532</b>	<b>\$965.265</b>	<b>\$951.959</b>	<b>(\$51.572)</b>	<b>(5.1)</b>	<b>(\$13.306)</b>	<b>(1.4)</b>
<b>Expenses</b>							
<b><u>Labor:</u></b>							
Payroll	\$520.643	\$527.001	\$535.451	(\$14.808)	(2.8)	(\$8.450)	(1.6)
Overtime	116.949	118.480	113.670	3.279	2.8	4.811	4.1
Health and Welfare	121.398	119.060	112.919	8.480	7.0	6.142	5.2
OPEB Current Payment	27.282	30.500	30.061	(2.779)	(10.2)	0.439	1.4
Pensions	101.343	103.822	100.198	1.145	1.1	3.624	3.5
Other Fringe Benefits	128.352	127.370	125.693	2.659	2.1	1.677	1.3
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(2.115)	(2.059)	(1.462)	(0.654)	(30.9)	(0.597)	(29.0)
<b>Total Labor Expenses</b>	<b>\$1,013.851</b>	<b>\$1,024.175</b>	<b>\$1,016.529</b>	<b>(\$2.678)</b>	<b>(0.3)</b>	<b>\$7.646</b>	<b>0.7</b>
<b><u>Non-Labor:</u></b>							
Electric Power	\$82.288	\$64.460	\$65.742	\$16.546	20.1	(\$1.282)	(2.0)
Fuel	\$21.229	\$14.811	\$14.424	\$6.805	32.1	\$0.386	2.6
Insurance	23.496	23.204	23.051	0.445	1.9	0.152	0.7
Claims	1.000	3.472	4.758	(3.758)	*	(1.286)	(37.0)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	138.177	138.609	118.817	19.359	14.0	19.792	14.3
Professional Service Contracts	68.144	49.516	43.612	24.532	36.0	5.904	11.9
Materials & Supplies	139.499	110.225	105.589	33.911	24.3	4.636	4.2
Other Business Expenses	16.190	17.336	13.689	2.502	15.5	3.647	21.0
<b>Total Non-Labor Expenses</b>	<b>\$490.024</b>	<b>\$421.633</b>	<b>\$389.682</b>	<b>\$100.341</b>	<b>20.5</b>	<b>\$31.951</b>	<b>7.6</b>
<b><u>Other Expense Adjustments:</u></b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,503.875</b>	<b>\$1,445.808</b>	<b>\$1,406.211</b>	<b>\$97.663</b>	<b>6.5</b>	<b>\$39.597</b>	<b>2.7</b>
Depreciation	\$234.092	\$231.305	\$236.067	(\$1.975)	(0.8)	(\$4.763)	(2.1)
OPEB Obligation	68.316	68.316	68.316	0.000	0.0	0.000	0.0
GASB68 Pension Adjustment	0.000	(21.688)	(20.837)	20.837	-	(0.852)	(3.9)
Environmental Remediation	5.000	3.708	3.694	1.306	26.1	0.014	0.4
<b>Total Expenses</b>	<b>\$1,811.283</b>	<b>\$1,727.449</b>	<b>\$1,693.452</b>	<b>\$117.831</b>	<b>6.5</b>	<b>\$33.997</b>	<b>2.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$807.751)</b>	<b>(\$762.183)</b>	<b>(\$741.493)</b>	<b>\$66.259</b>	<b>8.2</b>	<b>\$20.690</b>	<b>2.7</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$234.092	\$231.305	\$236.067	\$1.975	0.8	\$4.763	2.1
Operating/Capital	(48.011)	(41.583)	(34.844)	13.167	27.4	6.739	16.2
Other Cash Adjustments	54.431	29.492	30.340	(24.090)	(44.3)	0.848	2.9
<b>Total Cash Conversion Adjustments</b>	<b>240.511</b>	<b>219.214</b>	<b>231.564</b>	<b>(\$8.947)</b>	<b>(3.7)</b>	<b>\$12.350</b>	<b>5.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$567.240)</b>	<b>(\$542.970)</b>	<b>(\$509.929)</b>	<b>\$57.311</b>	<b>10.1</b>	<b>\$33.041</b>	<b>6.1</b>

**Notes:**

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**2016 FINAL ESTIMATE VS. ACTUAL**  
**DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)**  
**EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Final Estimate		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$17.068)	(8.0%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$11.115)	(2.3%)	Primarily reflects an increase in the reserve for unused vacation and sick time and the reallocation of forces to operations coverage due to the rescheduling of capital projects.
		\$2.666	6.3%	Reflects lower activity for the following projects: Cyclical Track Program, Turnout Replacement – Mainline High Speed Programs, Program Scope Development, Signal Replacement - Greenwich to South Norwalk, Replacement of the Anchor Bridge Substation and Cos Cob Bridge Mitre Rail Replacement.
OVERTIME	Non-Reimb	\$3.537	3.8%	See overtime tables.
	Reimb	\$1.274	5.2%	See overtime tables.
HEALTH AND WELFARE	Reimb	\$1.018	6.9%	Reflects lower activity for the following projects: Turnout Replacement – Mainline High Speed Programs, Cyclical Track Program, Railtop Culverts and Cos Cob Bridge Mitre Rail Replacement.
PENSIONS	Non-Reimb	\$3.012	3.2%	Primarily due to lower than forecasted rates. Pension expense will be adjusted pending the year-end Actuarial Valuation Report.
	Reimb	\$0.612	6.3%	Reflects lower project activity driven by the Cyclical Track Program, Turnout Replacement – Mainline High Speed Project and Cos Cob Bridge Mitre Rail Replacement.
OTHER FRINGE BENEFITS	Reimb	\$0.644	5.7%	Reflects lower project activity driven by the Cyclical Track Program, Turnout Replacement – Mainline High Speed Project and Cos Cob Bridge Mitre Rail Replacement.
REIMBURSABLE OVERHEAD	Non-Reimb	\$2.052	4.6%	The non-reimbursable and reimbursable variances primarily reflect higher activity for the following projects : C-31 Track Program, NHL Grade Crossing Renewal, Drainage and Undercutting Program, Cameras for the M8 Fleet, MNR East Side Access, MNR Technology Move and the Saga Bridge Repair.
INSURANCE	Reimb	(\$0.587)	(14.0%)	Reflects higher activity for the following projects: MNR East Side Access, Drainage and Undercutting program, Hudson Line Power and Signal Replacement, MNR Technology Move, C-30 & C-31 Track Programs and NHL Grade Crossing Renewal.

**MTA METRO-NORTH RAILROAD**  
**2016 FINAL ESTIMATE VS. ACTUAL**  
**DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)**  
**EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Final Estimate		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
CLAIMS	Non-Reimb	(\$1.286)	(37.0%)	Reflects higher claims expense primarily related to the 2013 Bridgeport derailment and NJT employees injured on Metro-North property while servicing the West of Hudson Line. Claims expense will be adjusted pending the year-end Actuarial Valuation Report.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$15.075	13.0%	Primarily reflects timing of expenses for contracted repairs of M-8 equipment damaged in the Bridgeport derailment, lower GCT utilities costs resulting from efficient chiller equipment implemented in conjunction with NYPA and reduced maintenance services.
	Reimb	\$4.717	21.1%	Reflects lower activity primarily due to the Signal Replacement between Greenwich to South Norwalk Project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$7.179	19.2%	Primarily due to lower expenses for engineering and consulting services, outside training, market share studies, legal fees and advertising.
	Reimb	(\$1.274)	(10.4%)	Reflects higher activity for MNR Technology projects, Design of Railway Signals and Communications System.
MATERIAL AND SUPPLIES	Reimb	\$7.834	29.4%	Reflects timing of expenses for the following projects: Turnout Replacement – Mainline High Speed, Network Infrastructure Replacement, Replace Timbers Undergrade Bridge, Replace Fiber Communications and the NHL Yard Component Change Out Shop.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.759	5.5%	Primarily reflects lower than forecasted expenses for non-capital equipment purchases and printing supplies.
	Reimb	\$2.888	83.4%	Primarily reflects the rescheduling of the Cyclical Track Program.
OPERATING CAPITAL	Non-Reim	\$6.739	16.2%	Primarily due to timing of the following projects: 2016 Vehicle Replacement Plan, GP35 Locomotive Overhauls, GCT Escalator Replacement, Track Geometry Car and Graybar Post Construction Addition.

**MTA METRO-NORTH RAILROAD**  
**Preliminary 2016 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	2016 Adopted Budget		2016 Final Estimate		Preliminary Actual		2016 Adopted Budget vs. Actuals		2016 Final Estimate vs. Actuals	
							Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>										
<u>Scheduled Service</u> <sup>1</sup>	652,974	\$ 39.797	643,174	\$ 37.903	584,647	\$ 35.239	68,327 10.5%	\$4.558 11.5%	58,527 9.1%	\$2.664 7.0%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	575,818	\$ 31.244	557,528	\$ 29.874	578,913	\$ 32.374	(3,094) -0.5%	(\$1.129) -3.6%	(21,385) -3.8%	(\$2.499) -8.4%
<u>Unscheduled Maintenance</u>	12,397	\$ 0.600	10,149	\$ 0.600	12,604	\$ 0.663	(207) -1.7%	(\$0.063) -10.5%	(2,455) -24.2%	(\$0.063) -10.5%
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	316,232	\$ 17.810	316,631	\$ 17.810	331,395	\$ 17.379	(15,163) -4.8%	\$0.431 2.4%	(14,764) -4.7%	\$0.431 2.4%
<u>Weather Emergencies</u>	164,002	\$ 9.000	132,494	\$ 7.300	76,485	\$ 4.266	87,518 53.4%	\$4.734 52.6%	56,009 42.3%	\$3.034 41.6%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u> <sup>4,5</sup>	0	\$ 0.000	0	\$ 0.383	0	\$ 0.413	-	(\$0.413)	-	(\$0.030)
Subtotal	1,721,424	\$ 98.451	1,659,976	\$ 93.870	1,584,043	\$ 90.333	137,380	\$8.118	75,932	\$3.537
<b>REIMBURSABLE OVERTIME</b>	330,756	\$ 18.496	400,324	\$ 24.610	388,725	\$ 23.337	(57,969) -17.5%	(\$4.840) -26.2%	11,599 2.9%	\$1.274 5.2%
<b>TOTAL OVERTIME</b>	<b>2,052,180</b>	<b>\$ 116.947</b>	<b>2,060,300</b>	<b>\$ 118.480</b>	<b>1,972,768</b>	<b>\$ 113.669</b>	<b>79,411</b> <b>3.9%</b>	<b>\$3.278</b> <b>2.8%</b>	<b>87,532</b> <b>4.2%</b>	<b>\$4.811</b> <b>4.1%</b>

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category)

<sup>3</sup> Not Applicable

<sup>4</sup> 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.

<sup>5</sup> 2016 Final Estimate "Other" Causality was revised to zero hours

**MTA Metro-North Railroad**  
**Preliminary 2016 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Final Estimate December Year-to-Date		
	Var. - Fav./(Unfav)		Explanations
	Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>			
<u>Scheduled Service</u> <sup>1</sup>	58,527	\$2.664	Higher staff availability due to recently graduated conductor classes available for service coverage.
	9.1%	7.0%	
<u>Unscheduled Service</u>	0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(21,385)	(\$2.499)	Accelerated infrastructure maintenance due to the mild weather and higher maintenance in GCT.
	-3.8%	-8.4%	
<u>Unscheduled Maintenance</u>	(2,455)	(\$0.063)	
	-24.2%	-10.5%	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	(14,764)	\$0.431	Slightly lower vacation, sick and vacancy coverage requirements.
	-4.7%	2.4%	
<u>Weather Emergencies</u>	56,009	\$3.034	Fewer weather events than budgeted.
	42.3%	41.6%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	
<u>Other</u> <sup>4,5</sup>	0	(\$0.030)	Reflects timing differences related to payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>75,932</b>	<b>\$3.537</b>	
<b>REIMBURSABLE OVERTIME</b>	11,599	\$1.274	Reflects lower than forecasted project activity for Turnouts Mainline High Speed, Cyclical Track Program and Cos Cob Bridge Mitre Rail Replacement.
	2.9%	5.2%	
<b>TOTAL OVERTIME</b>	<b>87,532</b>	<b>\$4.811</b>	

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category)

<sup>3</sup> Not Applicable

<sup>4</sup> 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.

<sup>5</sup> 2016 Final Estimate "Other" Causality was revised to zero hours

**MTA METRO-NORTH RAILROAD**  
**2016 Overtime Report**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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**  
**2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

SCHEDULE III

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2016 Adopted Budget		Final Estimate	
	\$			\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$698.155	\$691.067	\$692.126	(\$6.029)	(0.9)	\$1.059	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	142.657	111.943	86.320	(56.337)	(39.5)	(25.623)	(22.9)
MTA	153.786	105.021	129.733	(24.053)	(15.6)	24.712	23.5
CDOT	85.886	87.028	84.763	(1.123)	(1.3)	(2.265)	(2.6)
Other	17.618	25.327	25.567	7.949	45.1	0.240	0.9
Capital & Other Reimbursements	257.290	217.376	240.063	(17.227)	(6.7)	22.687	10.4
<b>Total Receipts</b>	<b>\$1,098.102</b>	<b>\$1,020.386</b>	<b>\$1,018.509</b>	<b>(\$79.593)</b>	<b>(7.2)</b>	<b>(\$1.877)</b>	<b>(0.2)</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	\$531.485	\$529.251	\$533.765	(\$2.280)	(0.4)	(\$4.514)	(0.9)
Overtime	116.651	119.012	113.262	3.389	2.9	5.750	4.8
Health and Welfare	125.144	122.916	133.939	(8.795)	(7.0)	(11.023)	(9.0)
OPEB Current Payment	27.282	30.501	30.424	(3.142)	(11.5)	0.077	0.3
Pensions	102.525	104.317	102.271	0.254	0.2	2.046	2.0
Other Fringe Benefits	129.421	127.940	142.897	(13.476)	(10.4)	(14.957)	(11.7)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.026	0.000	0.000	-	0.026	100.0
<b>Total Labor</b>	<b>\$1,032.508</b>	<b>\$1,033.961</b>	<b>\$1,056.558</b>	<b>(\$24.050)</b>	<b>(2.3)</b>	<b>(\$22.597)</b>	<b>(2.2)</b>
<b>Non-Labor:</b>							
Electric Power	\$83.859	\$64.461	\$65.458	\$18.401	21.9	(\$0.997)	(1.5)
Fuel	\$20.349	\$14.372	\$13.189	\$7.160	35.2	\$1.183	8.2
Insurance	23.914	23.483	20.057	3.857	16.1	3.426	14.6
Claims	56.473	44.425	15.947	40.526	71.8	28.478	64.1
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	156.192	165.487	135.381	20.811	13.3	30.106	18.2
Professional Service Contracts	78.873	54.922	58.355	20.518	26.0	(3.433)	(6.2)
Materials & Supplies	149.497	112.022	123.103	26.394	17.7	(11.081)	(9.9)
Other Business Expenditures	63.678	50.223	40.390	23.288	36.6	9.833	19.6
<b>Total Non-Labor</b>	<b>\$632.834</b>	<b>\$529.395</b>	<b>\$471.880</b>	<b>\$160.954</b>	<b>25.4</b>	<b>\$57.515</b>	<b>10.9</b>
<b>Other Expenditure Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$1,665.342</b>	<b>\$1,563.356</b>	<b>\$1,528.438</b>	<b>\$136.904</b>	<b>8.2</b>	<b>\$34.918</b>	<b>2.2</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$567.240)</b>	<b>(\$542.970)</b>	<b>(\$509.929)</b>	<b>\$57.311</b>	<b>10.1</b>	<b>\$33.041</b>	<b>6.1</b>
<b>Subsidies</b>							
MTA	\$445.187	\$422.592	\$364.118	(81.069)	(18.2)	(58.474)	(13.8)
CDOT	122.053	120.378	\$134.205	12.152	10.0	13.827	11.5
<b>Total Subsidies</b>	<b>\$567.240</b>	<b>\$542.970</b>	<b>\$498.323</b>	<b>(\$68.917)</b>	<b>(12.1)</b>	<b>(\$44.647)</b>	<b>(8.2)</b>
Opening Cash Balance	0.000	0.000	0.000	0.000		0.000	
Cash Timing and Availability Adjustment	0.000	0.000	12.941	12.941		12.941	
Closing Cash Balance	0.000	0.000	0.000	0.000		0.000	

**Notes:**

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD  
CASH RECEIPTS AND EXPENDITURES  
2016 FINAL ESTIMATE vs. ACTUAL  
DECEMBER YEAR-TO-DATE  
EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE, AND ACTUAL RESULTS  
(\$ in millions)**

\$ Detail

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2016 vs. 2016 Final Estimate		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
OTHER OPERATING REVENUE	(25.623)	(22.9%)	Timing of claims reimbursement from FMTAC relating to Spuyten Duyvil incident, lower reimbursement from Amtrak resulting from on-time incentives discontinued under new agreement and timing of 4th quarter MTA-LaSalle charges.
CAPITAL AND OTHER REIMBURSEMENTS:			
MTA	24.712	23.5%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
CDOT	(2.265)	(2.6%)	
OTHER	0.240	0.9%	
HEALTH & WELFARE	(11.023)	(9.0%)	Prepayment of January 2017 NYSHIP invoice made in December 2016.
OTHER FRINGE BENEFITS	(14.957)	(11.7%)	Higher employee claims paid for Spuyten Duyvil and Bridgeport than forecasted.
FUEL	1.183	8.2%	Primarily reflects a lower diesel fuel price per gallon partially offset by timing of payments.
INSURANCE	3.426	14.6%	Timing of payments of insurance premiums for All Agency - Catastrophic Bond, All Agency Property and Excess Liability partially offset by Force Account.
CLAIMS	28.478	64.1%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	30.106	18.2%	Timing of Capital related projects (Signal Replacement Greenwich to South Norwalk, 2016 Vehicle Replacement Plan, GCT Leaks Remediation, Purchase of 72 Vehicles and Rail Vacuum Mitigation), Auto & Other Vehicles, Maintenance & Repairs, Safety Equipment, Real Estate Management Services and Steam.
PROFESSIONAL SERVICE CONTRACTS	(3.433)	(6.2%)	Higher Engineering Services (PTC) and IT Costs partially offset by lower Purchases - Office Furniture, Professional Services and Outside Training.
MATERIALS & SUPPLIES	(11.081)	(9.9%)	Timing of materials placed into inventory.
OTHER BUSINESS EXPENSES	9.833	19.6%	Lower Other Misc. Expenses, timing of Cyclical Tack Program, lower Travel & Meeting Expenses, Stationary & Printing, New Jersey Transit Subsidy and Purchases - Non-Operating.
MTA SUBSIDY RECEIPTS	(58.474)	(13.8%)	Lower cash deficit combined with higher CDOT subsidy and available cash balances.
CDOT SUBSIDY RECEIPTS	13.827	11.5%	Receipt of payment for admin assets, YTD calendarization adjustment and true-up of 2015 deficit.

\* Variance exceeds 100%



**MTA METRO NORTH RAILROAD**  
**2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2016 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$4.877	\$3.881	\$2.687	(\$2.191)	(44.9)	(\$1.194)	(30.8)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	82.316	48.469	21.337	(60.979)	(74.1)	(27.132)	(56.0)
MTA	6.143	2.772	41.360	35.217	*	38.588	*
CDOT	0.000	0.000	(0.236)	(0.236)	-	(0.236)	*
Other	1.234	(0.000)	1.403	0.169	13.7	1.403	*
Capital & Other Reimbursements	7.377	2.772	42.527	35.150	*	39.755	*
<b>Total Receipts</b>	<b>\$94.570</b>	<b>\$55.121</b>	<b>\$66.550</b>	<b>(\$28.020)</b>	<b>(29.6)</b>	<b>\$11.429</b>	<b>20.7</b>
<b>Expenditures</b>							
<b><u>Labor:</u></b>							
Payroll	(\$10.842)	(\$2.249)	\$1.686	\$12.528	*	\$3.935	*
Overtime	0.298	(0.532)	0.408	0.110	36.8	0.939	*
Health and Welfare	(3.746)	(3.855)	(21.020)	(17.275)	*	(17.165)	*
OPEB Current Payment	0.000	(0.001)	(0.363)	(0.363)	-	(0.362)	*
Pensions	(1.182)	(0.495)	(2.073)	(0.891)	(75.4)	(1.579)	*
Other Fringe Benefits	(1.069)	(0.570)	(17.204)	(16.135)	*	(16.634)	*
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(2.115)	(2.085)	(1.462)	0.654	30.9	0.623	29.9
<b>Total Labor</b>	<b>(\$18.657)</b>	<b>(\$9.786)</b>	<b>(\$40.029)</b>	<b>(\$21.372)</b>	<b>*</b>	<b>(\$30.242)</b>	<b>*</b>
<b><u>Non-Labor:</u></b>							
Electric Power	(\$1.571)	(\$0.001)	\$0.284	\$1.855	*	\$0.285	*
Fuel	\$0.880	\$0.439	\$1.235	\$0.355	40.3	\$0.796	*
Insurance	(0.418)	(0.279)	2.994	3.412	*	3.274	*
Claims	(55.473)	(40.953)	(11.189)	44.284	79.8	29.763	72.7
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(18.015)	(26.878)	(16.564)	1.452	8.1	10.315	38.4
Professional Service Contracts	(10.728)	(5.406)	(14.743)	(4.015)	(37.4)	(9.337)	*
Materials & Supplies	(9.997)	(1.797)	(17.514)	(7.517)	(75.2)	(15.718)	*
Other Business Expenditures	(47.487)	(32.887)	(26.701)	20.786	43.8	6.186	18.8
<b>Total Non-Labor</b>	<b>(\$142.810)</b>	<b>(\$107.762)</b>	<b>(\$82.198)</b>	<b>\$60.613</b>	<b>42.4</b>	<b>\$25.564</b>	<b>23.7</b>
<b><u>Other Expenditure Adjustments:</u></b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$66.897)</b>	<b>(\$62.427)</b>	<b>(\$55.677)</b>	<b>\$11.220</b>	<b>16.8</b>	<b>\$6.750</b>	<b>10.8</b>
Depreciation	\$234.092	\$231.305	\$236.067	\$1.975	0.8	\$4.763	2.1
OPEB Obligation	68.316	68.316	68.316	0.000	0.0	0.000	0.0
GASB68 Pension Adjustment	0.000	(21.688)	(20.837)	(20.837)	-	0.852	3.9
Environmental Remediation	5.000	3.708	3.694	(1.306)	(26.1)	(0.014)	(0.4)
<b>Total Cash Conversion Adjustments</b>	<b>\$240.511</b>	<b>\$219.214</b>	<b>\$231.564</b>	<b>(\$8.947)</b>	<b>(3.7)</b>	<b>\$12.350</b>	<b>5.6</b>

**Notes:**

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.

**2016 ADOPTED BUDGET AND FINAL ESTIMATE VS ACTUAL  
RIDERSHIP/UTILIZATION  
DECEMBER 2016  
(in millions)**

	YTD AS OF DECEMBER 2016				Favorable/(Unfavorable) Variance					
	ADOPTED BUDGET	FINAL ESTIMATE	2016	2015	ADOPTED BUDGET		FINAL ESTIMATE		2015	
	\$				\$	%	\$	%	\$	%
<b><u>FAREBOX REVENUE</u></b>										
Harlem Line - Commutation	109.019	109.463	108.944	106.636	(0.075)	-0.1%	(0.519)	-0.5%	2.308	2.2%
Harlem Line - Non-Commutation	98.035	95.191	96.010	95.113	(2.025)	-2.1%	0.819	0.9%	0.897	0.9%
TOTAL HARLEM LINE	\$207.054	\$204.654	\$204.954	\$201.749	(\$2.101)	-1.0%	\$0.300	0.1%	\$3.205	1.6%
Hudson Line - Commutation	71.439	70.980	70.784	69.792	(0.655)	-0.9%	(0.196)	-0.3%	0.992	1.4%
Hudson Line - Non-Commutation	79.356	77.516	78.699	77.098	(0.657)	-0.8%	1.183	1.5%	1.601	2.1%
TOTAL HUDSON LINE	\$150.795	\$148.496	\$149.483	\$146.890	(\$1.312)	-0.9%	\$0.987	0.7%	\$2.593	1.8%
New Haven Line - Commutation	150.833	151.427	151.027	148.342	0.194	0.1%	(0.400)	-0.3%	2.685	1.8%
New Haven Line - Non-Commutation	184.187	182.254	183.716	180.199	(0.471)	-0.3%	1.462	0.8%	3.517	2.0%
TOTAL NEW HAVEN LINE	<u>\$335.020</u>	<u>\$333.681</u>	<u>\$334.743</u>	<u>\$328.541</u>	<u>(\$0.277)</u>	<u>-0.1%</u>	<u>\$1.062</u>	<u>0.3%</u>	<u>\$6.202</u>	<u>1.9%</u>
All Lines - Commutation	331.291	331.870	330.755	324.770	(0.536)	-0.2%	(1.115)	-0.3%	5.985	1.8%
All Lines - Non-Commutation	361.578	354.961	358.425	352.410	(3.154)	-0.9%	3.464	1.0%	6.015	1.7%
TOTAL EAST OF HUDSON LINES	\$692.869	\$686.832	\$689.180	\$677.180	(\$3.690)	-0.5%	\$2.348	0.3%	\$12.000	1.8%
West of Hudson Mail-n-Ride Revenue <sup>(1)</sup>	<u>\$0.408</u>	<u>\$0.354</u>	<u>\$0.259</u>	<u>\$0.378</u>	<u>(0.149)</u>	<u>-36.6%</u>	<u>(0.095)</u>	<u>-26.8%</u>	<u>(0.119)</u>	<u>-31.5%</u>
TOTAL FAREBOX REVENUE	\$693.277	\$687.186	\$689.439	\$677.558	(\$3.838)	-0.6%	\$2.253	0.3%	\$11.881	1.8%
<b><u>RIDERSHIP</u></b>										
Harlem Line - Commutation	16.902	16.931	16.861	16.693	(0.041)	-0.2%	(0.070)	-0.4%	0.168	1.0%
Harlem Line - Non-Commutation	11.111	10.757	10.859	10.897	(0.252)	-2.3%	0.102	0.9%	(0.038)	-0.3%
TOTAL HARLEM LINE	28.013	27.688	27.720	27.590	(0.293)	-1.0%	0.032	0.1%	0.130	0.5%
Hudson Line - Commutation	9.417	9.371	9.346	9.280	(0.071)	-0.8%	(0.025)	-0.3%	0.066	0.7%
Hudson Line - Non-Commutation	7.312	7.137	7.258	7.196	(0.054)	-0.7%	0.121	1.7%	0.062	0.9%
TOTAL HUDSON LINE	16.729	16.508	16.604	16.476	(0.125)	-0.7%	0.096	0.6%	0.128	0.8%
New Haven Line - Commutation	22.711	22.718	22.614	22.557	(0.097)	-0.4%	(0.104)	-0.5%	0.057	0.3%
New Haven Line - Non-Commutation	18.160	17.730	17.870	17.911	(0.290)	-1.6%	0.140	0.8%	(0.041)	-0.2%
TOTAL NEW HAVEN LINE	<u>40.871</u>	<u>40.448</u>	<u>40.484</u>	<u>40.468</u>	<u>(0.387)</u>	<u>-0.9%</u>	<u>0.036</u>	<u>0.1%</u>	<u>0.016</u>	<u>0.0%</u>
Total Ridership East of Hudson										
All Lines - Commutation	49.030	49.019	48.821	48.530	(0.209)	-0.4%	(0.198)	-0.4%	0.291	0.6%
All Lines - Non-Commutation	36.582	35.624	35.987	36.004	(0.595)	-1.6%	0.363	1.0%	(0.017)	0.0%
TOTAL EAST OF HUDSON LINES	85.612	84.643	84.808	84.534	(0.804)	-0.9%	0.165	0.2%	0.274	0.3%
Total Ridership West of Hudson										
All Lines - Commutation	1.030	0.957	0.943	0.988	(0.087)	-8.4%	(0.014)	-1.5%	(0.045)	-4.6%
All Lines - Non-Commutation	0.772	0.769	0.742	0.758	(0.030)	-3.9%	(0.027)	-3.5%	(0.016)	-2.1%
TOTAL WEST OF HUDSON LINES <sup>(2)</sup>	1.802	1.726	1.685	1.746	(0.117)	-6.5%	(0.041)	-2.4%	(0.061)	-3.5%
Total Ridership East & West of Hudson										
All Lines - Commutation	50.060	49.976	49.764	49.518	(0.296)	-0.6%	(0.212)	-0.4%	0.246	0.5%
All Lines - Non-Commutation	37.354	36.393	36.729	36.762	(0.625)	-1.7%	0.336	0.9%	(0.032)	-0.1%
TOTAL EAST & WEST OF HUDSON LINES	87.414	86.369	86.493	86.280	(0.921)	-1.1%	0.124	0.1%	0.214	0.2%

(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 FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2016**

<u>Department</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	4	3	1	
Labor Relations	18	16	2	
Safety	54	42	12	A
Security	21	18	3	
Office of the Executive VP	10	8	2	
Corporate & Public Affairs	19	16	3	
Customer Service	66	58	8	A
Legal	19	16	3	
Claims	14	11	3	
Environmental Compliance & Svce	8	7	1	
Human Resources	48	44	4	
Training	98	77	21	A
Employee Relations & Diversity	6	6	0	
VP Planning	2	2	-	
Operations Planning & Analysis	22	18	4	
Capital Planning & Programming	18	13	5	
Long Range Planning	8	8	-	
VP Finance & Info Systems	7	2	5	
Controller	80	72	8	A
Budget	22	18	4	
Procurement & Material Management	34	26	8	A
Corporate	-	-	-	
<b>Total Administration</b>	<b>578</b>	<b>482</b>	<b>96</b>	
<b>Operations</b>				
Operations Administration	70	57	13	A
Transportation	1,488	1,578	(90)	B
Customer Service	324	308	16	A
Metro-North West	46	26	20	
<b>Total Operations</b>	<b>1,928</b>	<b>1,969</b>	<b>(41)</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,764	1,628	136	A
Maintenance of Way	2,319	2,050	269	A
Procurement & Material Mgmt	124	120	4	
<b>Total Maintenance</b>	<b>4,207</b>	<b>3,799</b>	<b>408</b>	
<b>Engineering/Capital</b>				
Construction Management	43	38	5	
Engineering & Design	80	70	10	
<b>Total Engineering/Capital</b>	<b>123</b>	<b>109</b>	<b>14</b>	
<b>Total Positions</b>	<b>6,836</b>	<b>6,359</b>	<b>477</b>	
<b>Non-Reimbursable</b>	<b>6,300</b>	<b>5,981</b>	<b>319</b>	
<b>Reimbursable</b>	<b>536</b>	<b>377</b>	<b>159</b>	
<b>Total Full-Time</b>	<b>6,835</b>	<b>6,358</b>	<b>477</b>	
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>1</b>	<b>-</b>	
<b>(of part-time positions)</b>				

**Notes**

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

(B) Variance reflects higher recruiting than planned.

**MTA METRO-NORTH RAILROAD**  
**2016 FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2016**

<b>FUNCTION/OCCUPATION</b>	<b>Final Estimate</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	169	153	16
Professional, Technical, Clerical	409	329	80
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>578</b>	<b>482</b>	<b>96</b>
<b>Operations</b>			
Managers/Supervisors	230	228	2
Professional, Technical, Clerical	198	162	36
Operational Hourlies	1,500	1,579	(79)
<b>Total Operations</b>	<b>1,928</b>	<b>1,969</b>	<b>(41)</b>
<b>Maintenance</b>			
Managers/Supervisors	704	616	88
Professional, Technical, Clerical	539	492	47
Operational Hourlies	2,964	2,692	272
<b>Total Maintenance</b>	<b>4,207</b>	<b>3,799</b>	<b>408</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	43	43	-
Professional, Technical, Clerical	80	66	14
Operational Hourlies	-	-	-
	<b>123</b>	<b>109</b>	<b>14</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	1,146	1,040	106
Professional, Technical, Clerical	1,226	1,048	178
Operational Hourlies	4,464	4,271	193
<b>Total Positions</b>	<b>6,836</b>	<b>6,359</b>	<b>477</b>

**MTA METRO-NORTH RAILROAD  
2016 FINAL ESTIMATE VS. ACTUALS  
DECEMBER 31, 2016**

<b>Agency-wide (Non-Reimbursable and Reimbursable)</b>	<b>Final Estimate</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<i>Functional Classification:</i>				
Operations	1,928	1,969	(41)	Reflects higher recruiting than planned.
Maintenance	4,207	3,799	408	Reflects vacant positions in Maintenance of Way (electricians, mechanics, engineers, plumbers, terminal attendants, trackworkers) and Maintenance of Equipment (electricians and carmen) 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	578	482	96	Vacancies reflects timing differences in hiring of positions primarily in the Training, Safety and Procurement departments.
Engineering / Capital	123	109	14	
<b>Total Agency-wide Headcount</b>	<b>6,836</b>	<b>6,359</b>	<b>477</b>	
Non-Reimbursable	6,300	5,981	319	
Reimbursable	536	377	159	

**MTA METRO-NORTH RAILROAD**  
**2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>**  
**DECEMBER 2016**

	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>2016</b>	<b>FINAL ESTIMATE</b>	<b>2015</b>	<b>FINAL ESTIMATE</b>	<b>2015</b>
Farebox Operating Ratio					
Standard <sup>(B)</sup>	59.0%	57.5%	59.4%	1.5%	-0.4%
Adjusted <sup>(C)</sup>	66.8%	64.9%	67.1%	1.9%	-0.3%
Cost per Passenger					
Standard <sup>(B)</sup>	\$13.93	\$14.27	\$13.67	\$0.34	(\$0.26)
Adjusted <sup>(C)</sup>	\$13.61	\$13.95	\$13.39	\$0.34	(\$0.22)
Passenger Revenue/Passenger <sup>(D)</sup>	\$8.21	\$8.21	\$8.12	\$0.00	\$0.09

	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>2016</b>	<b>ADOPTED BUDGET</b>	<b>2015</b>	<b>ADOPTED BUDGET</b>	<b>2015</b>
Farebox Operating Ratio					
Standard <sup>(B)</sup>	59.0%	55.7%	59.4%	3.3%	-0.4%
Adjusted <sup>(C)</sup>	66.8%	62.4%	67.1%	4.4%	-0.3%
Cost per Passenger					
Standard <sup>(B)</sup>	\$13.93	\$14.68	\$13.67	\$0.75	(\$0.26)
Adjusted <sup>(C)</sup>	\$13.61	\$14.40	\$13.39	\$0.79	(\$0.22)
Passenger Revenue/Passenger <sup>(D)</sup>	\$8.21	\$8.18	\$8.12	\$0.03	\$0.09

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

(B) Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, Other Post Employment Benefits, Environmental Remediation (GASB-49), and the NHL share of MTA Police, Business Service Center and IT costs.

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

(D) Includes Commissary Services.



**Metro-North Railroad**

# **Ridership Report**

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# **MTA METRO-NORTH RAILROAD**

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## **MONTHLY RIDERSHIP REPORT**

**DECEMBER 2016**

Operations Planning & Analysis Department  
February, 2017



# DECEMBER 2016 RIDERSHIP & REVENUE REPORT

## MTA METRO-NORTH RAILROAD

### EXECUTIVE SUMMARY

#### December Ridership and Revenue (millions)

	December 2016	% Change vs. 2015
Total Rail Ridership	7.416	-0.9% ▼
Commutation Ridership	3.998	-1.0% ▼
Non-Commutation Ridership	3.418	-0.6% ▼
Connecting Service Ridership	0.045	+2.7% ▲
Total MNR System Ridership	7.461	-0.8% ▼
Rail Revenue	\$62.7	+2.1% ▲

#### Key Factors Impacting Ridership

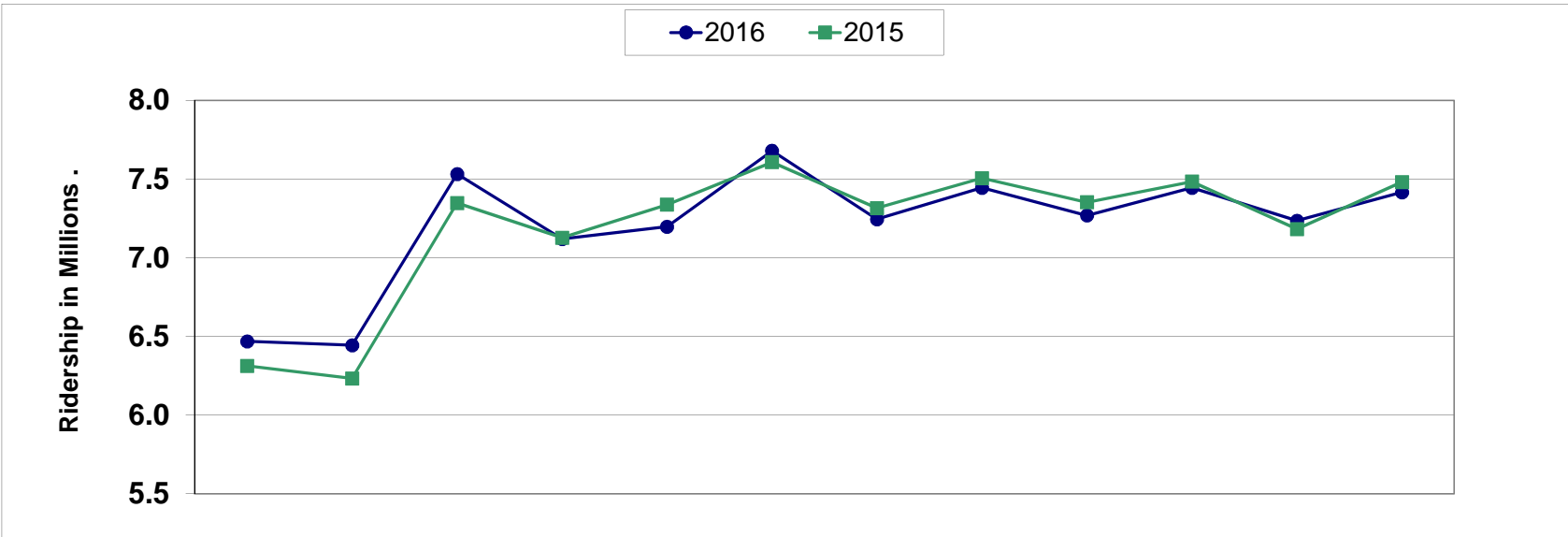
- **Total Metro-North Rail annual ridership is projected to be approximately 86.5 million, the highest in MNR history** (surpassing by approximately 0.2 million rides the previous record of 86.3 million, set last year).
- **2016 was a record-setting year for all three lines**
  - Both the Harlem Line and the Hudson Line surpassed last year's record by over 125,000 each, with 27.7 and 16.6 million annual rides respectively.
  - The New Haven Line also had a record setting year 40.5 million annual rides despite the December CTDOT fare increase (surpassed last's year's record by approximately 20,000).

#### Year-to-Date to December Ridership and Revenue (millions)

	YTD 2016	% Change vs. 2015	Comparison to Forecast
Total Rail Ridership	86.493	+0.2% ▲	+0.1% ▲
Commutation Ridership	49,764	+0.5% ▲	-0.4% ▼
Non-Commutation Ridership	36.729	-0.1% ▼	+0.9% ▲
Connecting Service Ridership	0.577	+3.8% ▲	+1.5% ▲
Total MNR System Ridership	87.070	+0.3% ▲	+0.2% ▲
Rail Revenue	\$703.8	+1.7% ▲	+0.3% ▲

# DECEMBER RAIL RIDERSHIP <sup>(1)</sup>

- December's Total Rail Ridership was 0.9% below 2015 and 0.1% above forecast.

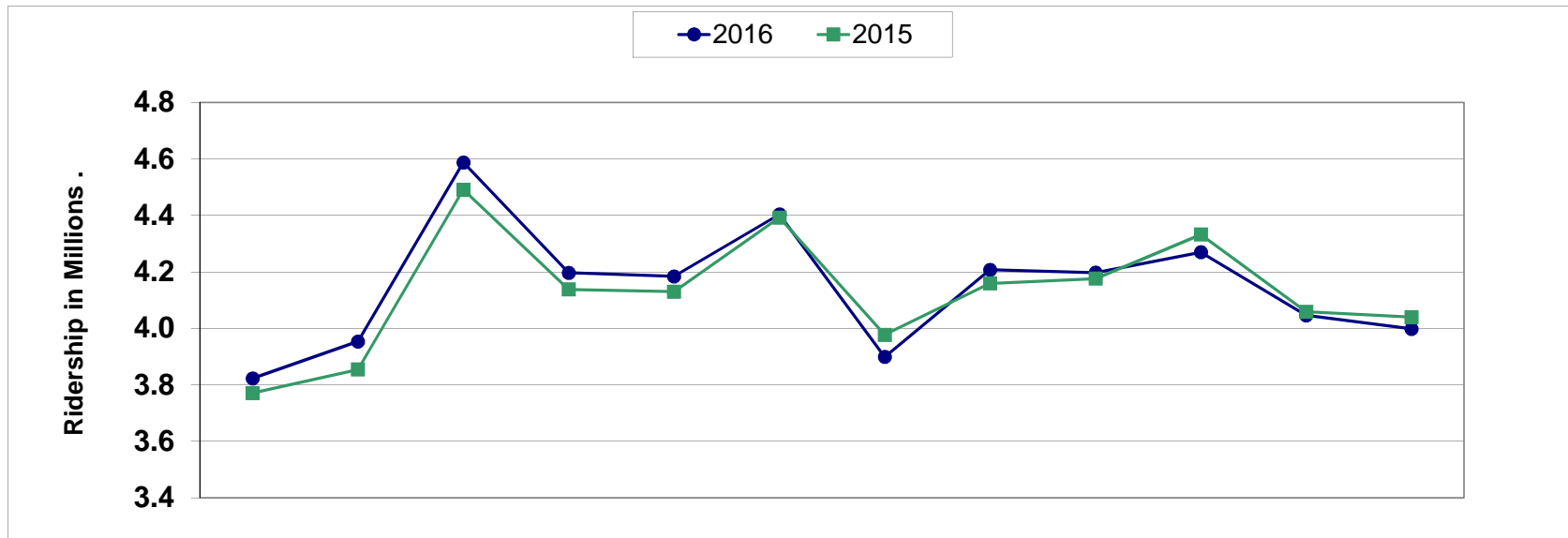


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	6.5	6.4	7.5	7.1	7.2	7.7	7.2	7.4	7.3	7.4	7.2	7.4	86.5
2015	6.3	6.2	7.3	7.1	7.3	7.6	7.3	7.5	7.4	7.5	7.2	7.5	86.3
PCT CHG.	2.5%	3.4%	2.5%	-0.1%	-1.9%	1.0%	-1.0%	-0.8%	-1.1%	-0.5%	0.8%	-0.9%	0.2%

1) Includes East and West of Hudson.

# DECEMBER RAIL COMMUTATION RIDERSHIP <sup>(1)</sup>

- December's Rail Commutation Ridership was 1.0% below 2015 and 1.8% below forecast.

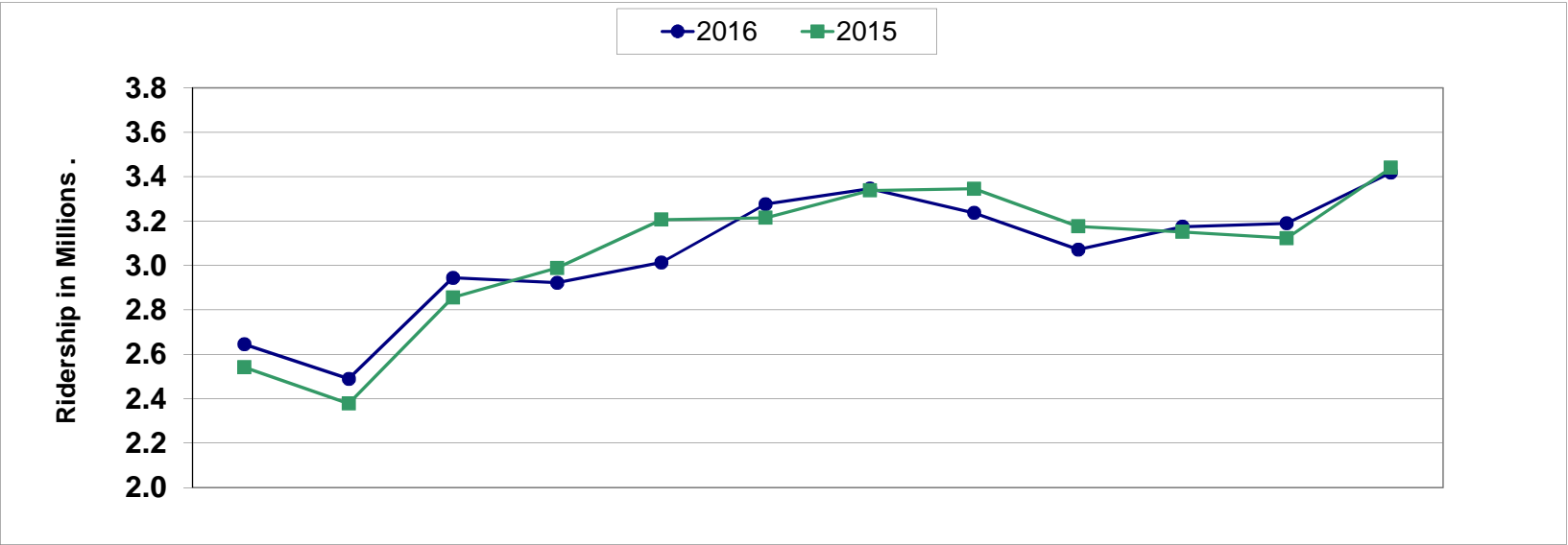


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.8	4.0	4.6	4.2	4.2	4.4	3.9	4.2	4.2	4.3	4.0	4.0	49.8
2015	3.8	3.9	4.5	4.1	4.1	4.4	4.0	4.2	4.2	4.3	4.1	4.0	49.5
PCT CHG.	1.4%	2.6%	2.1%	1.4%	1.3%	0.3%	-2.0%	1.2%	0.5%	-1.4%	-0.3%	-1.0%	0.5%

1) Includes East and West of Hudson.

# DECEMBER RAIL NON-COMMUTATION RIDERSHIP <sup>(1)</sup>

- December's Rail Non-Commutation Ridership was 0.6% below 2015 and 2.5% above forecast.

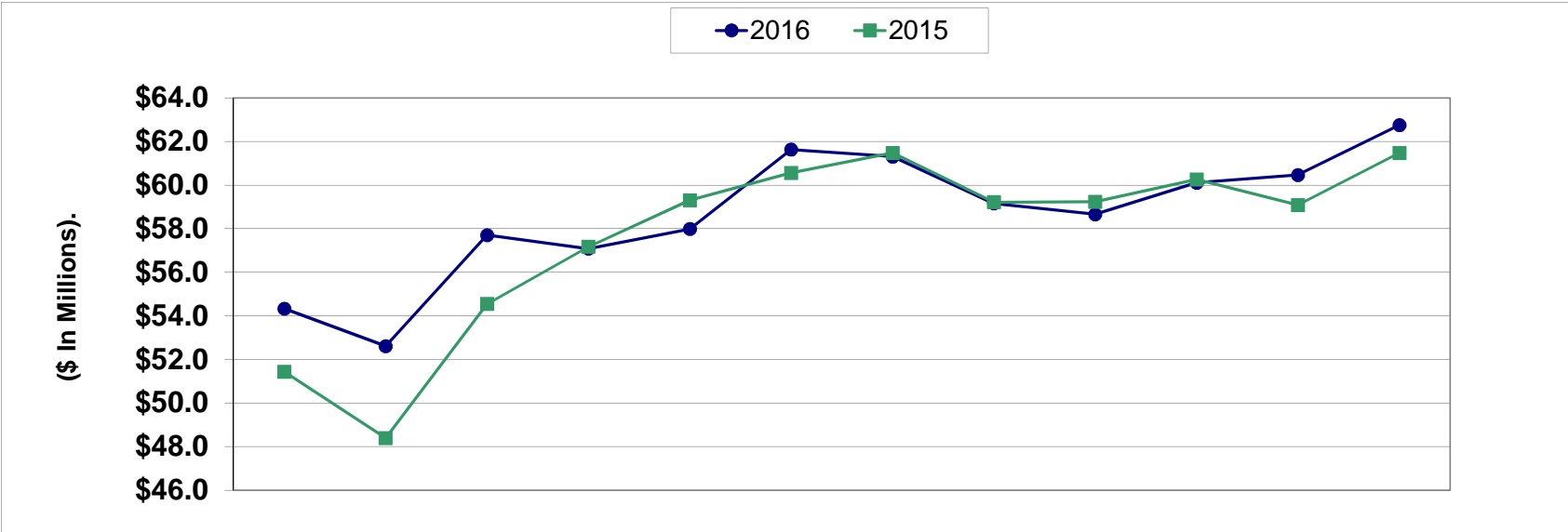


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6	2.5	2.9	2.9	3.0	3.3	3.3	3.2	3.1	3.2	3.2	3.4	36.7
2015	2.5	2.4	2.9	3.0	3.2	3.2	3.3	3.3	3.2	3.2	3.1	3.4	36.8
PCT CHG.	4.1%	4.7%	3.1%	-2.2%	-6.0%	1.9%	0.2%	-3.3%	-3.3%	0.7%	2.1%	-0.6%	-0.1%

1) Includes East and West of Hudson.

# DECEMBER RAIL REVENUE<sup>(1)</sup>

- December's Total Rail Revenue was 2.1% above 2015 and 1.0% above 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	\$60.5	\$62.7	\$703.8
2015	\$51.4	\$48.4	\$54.5	\$57.2	\$59.3	\$60.6	\$61.5	\$59.2	\$59.2	\$60.3	\$59.1	\$61.5	\$692.1
PCT CHG.	5.6%	8.7%	5.8%	-0.1%	-2.2%	1.8%	-0.3%	-0.1%	-1.0%	-0.3%	2.3%	2.1%	1.7%

1) Includes East and West of Hudson.

# MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY DECEMBER 2016

TICKET TYPE/SERVICE	DECEMBER 2016 ACTUAL	DECEMBER 2016 YEAR-END	VARIANCE VS. YEAR-END		DECEMBER 2015 RESTATED <sup>(1)</sup>	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	3,927,257	3,997,064	(69,807)	-1.7%	3,963,043	(35,786)	-0.9%
West of Hudson	70,712	74,107	(3,395)	-4.6%	76,648	(5,936)	-7.7%
<b>Total Rail Commutation Ridership</b>	<b>3,997,969</b>	<b>4,071,171</b>	<b>(73,202)</b>	<b>-1.8%</b>	<b>4,039,691</b>	<b>(41,722)</b>	<b>-1.0%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	3,353,139	3,268,787	84,352	2.6%	3,377,705	(24,566)	-0.7%
West of Hudson	65,348	67,427	(2,079)	-3.1%	62,906	2,442	3.9%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,418,487</b>	<b>3,336,214</b>	<b>82,273</b>	<b>2.5%</b>	<b>3,440,611</b>	<b>(22,124)</b>	<b>-0.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	7,280,396	7,265,851	14,545	0.2%	7,340,748	(60,352)	-0.8%
West of Hudson <sup>(2)</sup>	136,060	141,534	(5,474)	-3.9%	139,554	(3,494)	-2.5%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,416,456</b>	<b>7,407,385</b>	<b>9,071</b>	<b>0.1%</b>	<b>7,480,302</b>	<b>(63,846)</b>	<b>-0.9%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(3)</sup></b>	<b>44,806</b>	<b>44,367</b>	<b>439</b>	<b>1.0%</b>	<b>43,617</b>	<b>1,189</b>	<b>2.7%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,461,262</b>	<b>7,451,752</b>	<b>9,510</b>	<b>0.1%</b>	<b>7,523,919</b>	<b>(62,657)</b>	<b>-0.8%</b>

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 YEAR-END	VARIANCE VS. YEAR-END		2015 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	48,821,188	49,019,291	(198,103)	-0.4%	48,530,285	290,903	0.6%
West of Hudson	942,547	956,559	(14,012)	-1.5%	987,678	(45,131)	-4.6%
<b>Total Rail Commutation Ridership</b>	<b>49,763,735</b>	<b>49,975,850</b>	<b>(212,115)</b>	<b>-0.4%</b>	<b>49,517,963</b>	<b>245,772</b>	<b>0.5%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	35,987,096	35,624,197	362,899	1.0%	36,003,567	(16,471)	0.0%
West of Hudson	742,291	769,477	(27,186)	-3.5%	758,528	(16,237)	-2.1%
<b>Total Rail Non-Commutation Ridership</b>	<b>36,729,387</b>	<b>36,393,674</b>	<b>335,713</b>	<b>0.9%</b>	<b>36,762,095</b>	<b>(32,708)</b>	<b>-0.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	84,808,284	84,643,488	164,796	0.2%	84,533,852	274,432	0.3%
West of Hudson	1,684,838	1,726,036	(41,198)	-2.4%	1,746,206	(61,368)	-3.5%
<b>TOTAL RAIL RIDERSHIP</b>	<b>86,493,122</b>	<b>86,369,524</b>	<b>123,598</b>	<b>0.1%</b>	<b>86,280,058</b>	<b>213,064</b>	<b>0.2%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>577,089</b>	<b>568,555</b>	<b>8,534</b>	<b>1.5%</b>	<b>555,930</b>	<b>21,159</b>	<b>3.8%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>87,070,211</b>	<b>86,938,079</b>	<b>132,132</b>	<b>0.2%</b>	<b>86,835,988</b>	<b>234,223</b>	<b>0.3%</b>

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

### DECEMBER 2016

LINE	DECEMBER 2016 ACTUAL	DECEMBER 2015 RESTATED <sup>(1)</sup>	CHANGE FROM 2015	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,378,417	2,391,835	(13,418)	-0.6%
Hudson Line	1,415,909	1,409,961	5,948	0.4%
New Haven Line	3,486,070	3,538,952	(52,882)	-1.5%
<b>Total East of Hudson</b>	<b>7,280,396</b>	<b>7,340,748</b>	<b>(60,352)</b>	<b>-0.8%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	82,007	82,481	(474)	-0.6%
Pascack Valley Line	54,053	57,073	(3,020)	-5.3%
<b>Total West of Hudson <sup>(2)</sup></b>	<b>136,060</b>	<b>139,554</b>	<b>(3,494)</b>	<b>-2.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,416,456</b>	<b>7,480,302</b>	<b>(63,846)</b>	<b>-0.9%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	31,239	30,055	1,184	3.9%
Haverstraw-Ossining Ferry	9,262	9,141	121	1.3%
Newburgh-Beacon Ferry	4,305	4,421	(116)	-2.6%
<b>Total Connecting Services</b>	<b>44,806</b>	<b>43,617</b>	<b>1,189</b>	<b>2.7%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,461,262</b>	<b>7,523,919</b>	<b>(62,657)</b>	<b>-0.8%</b>

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 <sup>(1)</sup>	CHANGE FROM 2015	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	27,720,718	27,590,335	130,383	0.5%
Hudson Line	16,603,772	16,475,918	127,854	0.8%
New Haven Line	40,483,794	40,467,599	16,195	0.0%
<b>Total East of Hudson</b>	<b>84,808,284</b>	<b>84,533,852</b>	<b>274,432</b>	<b>0.3%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	1,005,985	1,039,689	(33,704)	-3.2%
Pascack Valley Line	678,853	706,517	(27,664)	-3.9%
<b>Total West of Hudson</b>	<b>1,684,838</b>	<b>1,746,206</b>	<b>(61,368)</b>	<b>-3.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>86,493,122</b>	<b>86,280,058</b>	<b>213,064</b>	<b>0.2%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	384,044	378,203	5,841	1.5%
Haverstraw-Ossining Ferry	130,550	117,794	12,756	10.8%
Newburgh-Beacon Ferry	62,495	59,933	2,562	4.3%
<b>Total Connecting Services</b>	<b>577,089</b>	<b>555,930</b>	<b>21,159</b>	<b>3.8%</b>
<b>TOTAL MNR SYSTEM</b>	<b>87,070,211</b>	<b>86,835,988</b>	<b>234,223</b>	<b>0.3%</b>

Notes:

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



**Metro-North Railroad**

# **Capital Program Report**

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**January 31, 2017**

#### ***GRAND CENTRAL TERMINAL (GCT)***

##### **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: Elevator is in service.

SE-2: Commenced with lead abatement on the vertical tube inside the shaft. The elevator is forecasted to be placed- in-service in June 2017.

A-car: Completed installation of elevator doors at 5 of the 6 levels. The forecasted place-in-service date is March 2017.

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

Installation of pipes, hangers and related electrical items continue across Lower Level tracks, at various cross-streets; and in the 43<sup>rd</sup> Street, 45<sup>th</sup> Street and west tunnels. Field inspections of the facility are ongoing for shop drawing generation.

Overall project completion anticipated in June 2018.

##### **GCT Leaks Remediation Phase II**

Structural steel repairs at select sidewalk expansion joints and at the 45th Street bridges continue.

Overall Project completion is June 2017.

##### **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. A test laboratory is in the process of constructing a mockup of the recommended design and subjecting it to cyclical loading to test the integrity of the proposed system. Subsequently, a design document will be prepared to enable Metro-North force account to commence with repairs. Overall project completion is anticipated for January 2018.

## ***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. Construction of the ADA ramp footings continues. Completed installation of mini-piles for the new stairs. The elevator is forecasted to be placed- in- service in the 3<sup>rd</sup> quarter 2017.

### **Harlem 125th Street Improvements**

- Kicked-off construction, utilizing the Small Business Tier II Mentoring Program, to replace historic stairways located on the south side of 125th Street under the viaduct. These stairs offer a secondary route to the platform outside the station building.
- Exterior Lighting Improvements & Arts for Transit Work on the Viaduct – Design package is progressing towards 90% level; with submission due in February 2017. The Small Business Mentoring Program will be utilized for the construction services.

### **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. Of the eight CSI packages, three were advertised in November; three in January; and the remaining package(s) in February 2017.

### **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. The design documents are progressing to 30% level, with next submission due in March 2017. It is anticipated that a design-build contract will be awarded in third quarter of 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 April 2017. During this outage, reverse off-peak busing is provided for customers at Philipse Manor and Scarborough stations. Work progress includes the following:

- Completed 2 track crossings near Philipse Manor and 1 track crossing near Scarborough. All track crossing work during Track 3 outage is expected to be complete by 2<sup>nd</sup> week of February 2017.
- Completed installation of C&S trough and precast signal power duct bank, except for bridge and culvert locations. Cable installation work is to commence and continue during February 2017.
- Completed installation of six equipment platforms to date and continue with installation of the remaining two.

Overall project completion of Phase I is anticipated in January 2018.

### **Power Infrastructure Restoration – Substations – Sandy**

Riverdale and Tarrytown: Completed delivery and set up of prefabricated substation and electrical equipment on site; continued with wiring and terminations of the switchgear.

Croton-Harmon: Fabrication is underway with Factory Acceptance Testing scheduled in March 2017, and delivery in April 2017.

Overall project completion anticipated in third quarter 2017.

### **Harlem & Hudson Lines Power Improvements**

#### *Construction of 86<sup>th</sup> Street Substation and 110<sup>th</sup> Negative Return Reactors*

- 86th St: Completed UPS support structure and testing of DC equipment traction power rectifier/transformer. Commenced footings for new columns and pit work for AC switchgear at the west platform. Fabrication and testing of DC switchgear equipment is complete. Fabrication of AC switchgear equipment is in progress and testing is scheduled for the second quarter 2017. Both AC and DC switchgear equipment is forecasted to be delivered in second quarter of 2017.
- 110th St (replacement of negative return reactors in the substation under the viaduct): Operating as of July 2016.

### *Brewster Substation*

- Brewster: Fabrication is underway with Factory Acceptance Testing scheduled in March 2017, and delivery in April 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 was successfully tested and is in service. Work continues on miscellaneous punch list items. Signal Substation fabrication at Factory to continue. SCADA system package is scheduled to be tested and shipped in April 2017.
- Pelham - Final testing of the voltage balancing station has commenced and is expected to be complete in February 2017. Catenary system wiring relocation at Columbus Avenue in Pelham is complete. Pipe Bridge 31T installation at Columbus Ave location is scheduled for weekend of March 10, 2017.
- New Rochelle – Final preparation for a future 15KV power redundancy connection is in progress. Substantial completion is anticipated in April 2017 for this location only.

Overall project completion anticipated in October 2017.

### ***TRACK AND STRUCTURES***

#### **Bronx Drainage Phase II B Improvements between Mott Haven and Fordham**

Pipe installation between E 162nd Street and E 168th Street is currently on hold due to the winter weather and will resume and be completed in spring 2017. Track outages are being coordinated with the CP109 project. The base scope of the contract, installation of high-density polyethylene pipe along Tracks 1, 2, 3 and 4 was completed previously. 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.

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

The field inspection phase of the bridges continues and is approximately 90% 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.

Project completion anticipated in March 2018.

### **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 spring 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 first quarter 2019.

## ***COMMUNICATIONS AND SIGNAL***

### **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, with a third of all sites approved by the FCC. Installation and testing of transponders for Civil Speed Enforcement was completed on the New Haven Line, between CP 215 to CP 274, and is in use by Amtrak revenue service. Installation and testing of PTC transponders is complete for Pilot 2 (Hudson Line CP 25 to 35) and is ongoing for Pilot 1 (New Haven Line CP 255 to CP 274). 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 and is ongoing. 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 August of 2017.

## ***SHOPS AND YARDS***

### **Harmon Shop Improvements**

#### *Phase V, Stage I Design-Build*

- Consist Shop Facility/Building 6 (CSF): Completed placement of concrete for slabs in the main shop area and the exterior foundation walls. Continued installation of architectural precast concrete wall panels and exterior metal wall panel system.
- EMU (Electric Multiple Unit) Annex Building: Completed installation of 1<sup>st</sup> floor slab. Continued with the installation of exterior metal wall panels and installation of architectural partitions on the 2<sup>nd</sup> floor. Commenced with insulating the roof; installation of roof membrane to follow in spring.
- West of the EMU Annex Building (Chirico Street): All buried utility work on Chirico Road including branch feeds to buildings is complete. Final milling and repaving of the roadway will occur in the spring of this year.

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

#### *Phase V Stage II Preliminary Design*

- The Stage II draft 30% Preliminary Design for the Running Repair and Support Facility was submitted for review in January 2017. Preliminary Design completion is anticipated in March 2017. Data collection for the Hudson and Harlem Master Plan update is complete and a draft report summarizing the data is expected in March 2017.



# 2017 MNR Capital Program Goals

As of January 31, 2017

In Millions

