



**Metropolitan Transportation Authority**

# Meeting of Metro-North and Long Island Committees

## June 2017

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### Members

**M. Pally, LIRR Chair**

**S. Metzger, MNR 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  
Monday, 6/19/2017  
8:30 - 10:00 AM ET**

## **1. Public Comments Period**

## **2. APPROVAL OF MINUTES - May 22, 2017**

### **a. LIRR Minutes**

*LIRR Minutes from May 22, 2017 - Page 5*

### **b. MNR Minutes**

*MNR Minutes from May 22, 2017 - Page 14*

## **3. 2017 Work Plans**

### **a. LIRR 2017 Work Plan**

*LIRR 2017 Work Plan - Page 22*

### **b. MNR 2017 Work Plan**

*MNR 2017 Work Plan - Page 29*

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

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

### **b. MNR Report (no material)**

#### **• MNR Safety Report**

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### **c. MTA Capital Construction Report**

*MTA Capital Construction Report - Page 38*

### **d. MTA Police Report**

*MTA Police Report - Page 42*

## **5. ACTION ITEMS**

### **a. LIRR Action Item**

#### **Amendment to Gateway Tunnel Agreement**

*Amendment to Gateway Tunnel Agreement - Page 49*

### **b. MNR Action Item**

#### **Public Hearing for Proposed Service Changes - Melrose and Tremont stations**

*Public Hearing for Proposed Service Changes - Melrose and Tremont Stations - Page 52*

## **6. AGENCY INFORMATION ITEMS**

**a. Joint Information Items**

- **Bi-Annual Report on M-9 Procurement**  
*Bi-Annual Report on M-9 Procurement - Page 54*
- **Status Update on PTC**  
*Status update on PTC - Page 63*

**b. LIRR Information Items**

- **Summer Trackwork Programs**  
*Summer Trackwork Programs - Page 79*

**c. MNR Information Items**

- **License agreement with Philipstown Depot Theater - Garrison station**  
*License agreement with Philipstown Depot Theater - Garrison station - Page 82*
- **Sub-lease with the Town of Fishkill - Breakneck Ridge station**  
*Sublease with the Town of Fishkill-Breakneck Ridge station - Page 85*

**7. PROCUREMENTS**

**a. LIRR Procurements (No Items)**

**b. MNR Procurements (No Items)**

**c. MTA CC Procurements**

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- **Non-Competitive (No Items)**
- **Competitive**  
*MTA CC Competitive - Page 90*
- **Ratifications**  
*MTA CC Ratifications - Page 94*

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

**a. LIRR - Performance Summaries**

- **LIRR Operations - Transportation**  
*LIRR Operating - Transportation Report - Page 96*
- **LIRR Operations - Mechanical**  
*LIRR Operations - Mechanical Report - Page 101*
- **LIRR Operations - Safety**  
*LIRR Operations - Safety Report - Page 106*
- **LIRR Finance Report**  
*LIRR Finance Report - Page 109*
- **LIRR Ridership Report**  
*LIRR Ridership Report - Page 130*
- **LIRR Capital Program Report**  
*LIRR Capital Program Report - Page 137*

**b. MNR Reports**

- **MNR Operations Report**

*MNR Operations Report - Page 140*

- **MNR Finance Report**

*MNR Finance Report - Page 149*

- **MNR Ridership Report**

*MNR Ridership Report - Page 169*

- **MNR Capital Program Report**

*MNR Capital Program Report - Page 179*

Next Meeting: Monday, July 24, 2017

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

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, May 22, 2017**

**Meeting held at  
2 Broadway – 20<sup>th</sup> Floor  
New York, New York 10004  
10:00 a.m.**

**The following members were present:**

Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee  
Hon. David Jones  
Hon. Ira R. Greenberg  
Hon. Susan G. Metzger  
Hon. Vincent Tessitore, Jr.  
Hon. Veronica Vanterpool  
Hon. Carl V. Wortendyke

**The following members were not present:**

Hon. Charles G. Moerdler  
Hon. John. J. Malloy  
Hon. James E. Vitiello  
Hon. Neal Zuckerman

**Representing Long Island Rail Road:** Patrick A. Nowakowski, Bruce R. Pohlott, David Kubicek, Timothy Doddo, Mark Young, Elisa Picca, Dennis Mahon, and Mark D. Hoffer

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

**Representing MTA Police:** Chief Owen Monaghan

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

**PUBLIC COMMENTS**

Mark D. Hoffer, LIRR Vice President-General Counsel & Secretary introduced the four public speakers, requesting them to limit their comments to two minutes, and to address matters on the agenda for the meeting.

Jason A. Pineiro stated that Penn Station is managed by the wrong entity and that he does not support Governor Cuomo's suggestion that management of Penn Station be transferred to the Port Authority, which has its own problems. He further stated that Penn Station should be managed by LIRR.

Michael Augugliaro spoke about subway platform safety. He proposed that the Metropolitan Transportation Authority ("MTA") build subway platform safety doors. He stated that the cost to the MTA could be recovered by commercial advertising and that platform safety doors are being used over all the world. He further stated that many people die each year due to falls onto the subway tracks, and that platform safety doors are the only foolproof method to solve this problem.

Murray Bodin spoke about railroad grade crossing safety and a recent email to Chair Mitchell H. Pally requesting a meeting at a railroad crossing where there are both traffic and red flashing lights. He stated that light rail systems, such as Boston, Washington and Denver, have traffic lights and gates, and that traffic lights and gates are also used on the Willis Avenue Bridge and on the Hutchinson River Parkway. He suggested that at grade crossings, LIRR install traffic lights with a camera to capture grade crossing violators. He stated that the Board's responsibility is to enforce the law, and that by not requiring traffic lights along with gates, the Board is not standing up for public safety.

Orrin Getz stated that he supported LIRR's proposed procurement action on today's agenda, calling for approval of an Inter-Governmental lease agreement with Maryland Transit Administration for the lease of passenger coach cars to enhance summer service to the East End of Long Island. He encouraged LIRR to look for additional cars to support such service.

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

### **APPROVAL OF MINUTES AND 2017 WORK PLAN CHANGES**

Upon motion duly made and seconded, the Committee approved the minutes of the April 24, 2017 Long Island Rail Road Committee Meeting. There were no reported changes to the 2017 Work Plan.

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

President Nowakowski reported on the recent incidents at Penn Station affecting LIRR service. As a result of the number of incidents, including a New Jersey Transit derailment, Amtrak has announced plans to do major improvements to the Penn Station infrastructure, particularly the track infrastructure. The improvements have begun and the work is being done

during evening hours and weekends. Amtrak's plan is to significantly progress the work during the summer. As a result, LIRR's service will be impacted in and out of Penn Station during peak hours. The extent of the impact on LIRR service is yet to be determined. LIRR's objective is to minimize the negative impact on service to its customers and to make sure that the sacrifices associated with the repairs are spread equitably across LIRR, Amtrak and New Jersey Transit. LIRR's goal is to provide as much service as possible into Penn Station. LIRR will offer alternative service to its customers and make an announcement when alternative service plans are finalized to LIRR customers and the general public.

President Nowakowski reported on LIRR's summer service. To supplement its seating capacity during the summer season, LIRR is seeking permission to lease rail cars from the Maryland Transit Administration, which operates the MARC commuter railroad serving Washington, D.C., Baltimore, and suburban Maryland. The Inter-Governmental Lease agreement is part of LIRR's procurement package on today's agenda.

President Nowakowski reported that LIRR's new timetables go into effect today with improved summer service to Belmont Park and the South Shore of Long Island. LIRR will offer more summer Getaway trains with additional cars to provide more seats for LIRR customers. This morning, LIRR introduced a new weekday morning train with Long Island anglers in mind, the "Fisherman's Train", with non-stop service from Ronkonkoma to Greenport.

President Nowakowski reported that starting today, LIRR crews will be working on a construction project to rebuild Hicksville Station. This phase of work will require taking the north platform out of service in order to expedite the construction. The work will continue until September.

President Nowakowski reported that March 2017 ended the 25 consecutive months of LIRR ridership growth. April ridership increased by 0.8% compared to 2016. May 2017 ridership growth is showing to be positive and year-to-date ridership increased 1.5% compared to 2017, a 400,000 ridership gain.

Board Member Vincent Tessitore, Jr., commented on the recent Penn Station publicity and stated that he hopes this Committee, LIRR staff and the general public recognizes that LIRR employees are not responsible and should not be blamed for the Penn Station service disruptions. He stated that he understood the riding public's frustration about what has transpired, and is aware of the challenges that LIRR faces during the summer months. He stated that LIRR's frontline crews understand their role and will hear the complaints, but those complaints have the potential to become elevated and create an unsafe situation. Board Member Tessitore commented that while LIRR crews are willing to listen and work hard, he hopes the general public understands the challenges that LIRR faces, the dedication of LIRR employees, and the fact that they do not deserve to face hostility or unsafe situations due to the infrastructure work being performed at Penn Station during the summer.

President Nowakowski agreed with Board Member Tessitore's comments and stated that Conductors and Ticket Agents are the front line employees dealing with the general public. LIRR apologizes to the riding public and encourages them not to take their frustration out on the Conductors and Ticket Agents because they have nothing to do with the situation at Penn Station.

In response to Board Member Tessitore's remarks, Chair Pally commented that, unfortunately, LIRR Conductors and Ticket Agents are the nearest persons, and the nearest person often receives the complaints. We all understand that July and August are not going to be easy from an operational standpoint. The goal is to provide as much information as possible to the riding public, as early as possible. It is essential that LIRR has a printout of the schedule for July and August for service in and out of Penn Station as well as other service options. It should be the goal of the LIRR and the MTA to provide the July and August service schedule by June 1, 2017.

President Nowakowski commented that we already know that some peak hour trains will be affected. We want to maintain as much service as we can by diverting trains to Hunterspoint Avenue, Atlantic Terminal and Jamaica, where customers can transfer to the subway or another LIRR train. LIRR is working diligently to minimize the number of trains that will be cancelled as well as working on different types of service enhancements.

### **LIRR SAFETY REPORT**

Deputy Chief Safety Officer Timothy J. Doddo reported that LIRR's Safety Performance Report can be found on Page 79 of the Committee Book, reporting through the end of March 2017.

Reporting on LIRR's 12-month average Federal Railroad Administration ("FRA") Reportable Customer Accident and Employee Lost Time Injury Rates for a three year period reflecting the months of April through March, Deputy Chief Safety Officer Doddo stated that LIRR's customer injury rate continues to decline and that the employee lost time injury rate increased slightly from last year.

Deputy Chief Safety Officer Doddo reported that there were seven grade crossing incidents, and eight cases of broken gates in March, up from the same period last year.

Deputy Chief Safety Officer Doddo reported that June 2, 2017 is International Grade Crossing Safety Awareness Day. In partnership with the MTA Police Department ("MTAPD"), the Public Transportation Safety Board and the FRA, LIRR will be targeting five grade crossings during the day for Operation Lifesaver events. These crossings were chosen because they had the most broken gates, incidents, and enforcement concerns in 2016. LIRR also sent a mailing to all schools in our service area highlighting the winners of LIRR's 2016-2017 school safety



slogan contest. The contest was focused on safety around railroads. The winners developed slogans, wrote essays, and participated in a Public Service Announcement to help us publicize the importance of safety around the tracks and grade crossings.

Deputy Chief Safety Officer Doddo reported that 219 first responder training events were conducted in March, with 696 training events to date. There were 96 employee safety training courses in March and 140 delivered year –to-date.

### **MTA CAPITAL CONSTRUCTION**

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

ESA has awarded 90% of all contracts, and completed 70% of construction work.

In Manhattan, the Grand Central Concourse and Facilities Fit-Out (CM014B) contractor set the dining concourse escalators into place and began rigging the Wellway Number 1 escalator sections. The contractor has also removed the track in Madison Yard to enable installation of the final section of the Grand Central Terminal concourse under slab utilities and the remainder of floor slab.

In the Harold Interlocking, the Harold Structures Part 3 (CH057) contractor completed the LIRR Main Line 2 Track over the 48<sup>th</sup> Street Bridge, which is expected to be put into service over the weekend of June 24, 2017. The Systems Facilities Package No. 1 (CS179) contractor completed work on the B-10 Power Substation & Facility Plaza which provides power to the Plaza Interlocking facilities and two traction power substations. Testing is underway in preparation for ConEd energization. CS179 has also installed fans at four of the eleven ventilation facilities.

Dr. Horodniceanu discussed several risks to the ESA project: (i) Amtrak's New York Penn Station Infrastructure - State of Good Repair Plan, which will impact ESA Harold construction productivity by diverting protection resources. The full extent of the impact is under review; (ii) Steel fabrication delays on CM014B. The Contractor intends to start delivering steel in June in sufficient quantities to mobilize three crews to work extended shifts to mitigate time lost; and (iii) Completion of a CH057A bypass tunnel which has encountered issues that have yet to be resolved.

As this was Dr. Horodniceanu's final report to the Committee, Chair Pally thanked Dr. Horodniceanu for his service, for his monthly reports, and for his diligence and hard work.

### **MTA POLICE DEPARTMENT**

MTAPD Chief Owen Monaghan reported that system-wide during the month of April, total major felonies decreased by 13; 16 compared to 29 in 2016, a reduction of 45%. Year-to-date there was a decrease in crime; 78 crimes compared to 92 in 2016, a reduction of 15%. During April 2017, LIRR experienced a 25% reduction in major felonies, 9 compared to 12 in 2016; year-to-date there was no increase in felonies; 39 compared to 39 in 2016 and there was an increase in robberies, five compared to zero in 2016; of those five robberies, three resulted in arrests.

On Friday, May 19, 2017 MTAPD recognized and honored MTAPD Officers at its Annual Medal Day Ceremony. MTAPD Chief Monaghan saluted those awardees for their outstanding and heroic work.

### **LONG ISLAND RAIL ROAD INFORMATION ITEMS**

- Diversity/EEO Report – 1<sup>st</sup> Quarter 2017
- Summer Service & Track Work Programs

President Nowakowski reported that the Diversity/EEO Report – 1<sup>st</sup> Quarter 2017 will be presented at today's Diversity Committee meeting.

President Nowakowski reported on LIRR's Summer Service and Track Work Programs. As part of the Double Track Project, switch installation work will take place on the Ronkonkoma branch during weekends in June. Busing service will be provided.

Chair Pally thanked President Nowakowski and LIRR for expanding its East End service, which will make a difference to the residents and visitors there.

President Nowakowski responded that LIRR is working closely with the communities on the East End of Long Island and that it has been a positive relationship.

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

#### **Procurement**

LIRR Director of Procurement & Logistics Dennis Mahon presented three procurement items to the Committee for approval. Details of the items are set forth below and in the Staff Summaries, copies of which are on file with the record of this meeting.

Non Competitive:

- **Miscellaneous Procurement Contracts** - LIRR requests MTA Board approval to award a non-competitive Inter-Governmental lease agreement with Maryland Transit Administration, a modal division of the Maryland Department of Transportation, for the lease of between 8-21 passenger coach cars in the Not-to-Exceed amount of \$ 4,159,700 covering a three-year term (one year base plus two one-year options).

Competitive:

- **Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)** - LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal ("RFP") procurement method pursuant to Section 1265-a of the Public Authorities Law to award a construction contract for the replacement of the Meadowbrook Substation.
- **Competitive Request for Proposals (Award of Purchase and Public Work Contracts)** - LIRR requests MTA Board approval to award a Firm Fixed Price contract to Railroad Construction Company, Inc. ("RCC"), in the amount of \$10,561,680 to provide Design-Build Services for Replacement of the Buckram Road Bridge.

Ratification:

- **Ratification of Completed Procurement Actions** – LIRR requests MTA Board ratification of a Firm Fixed Price contract award to Plasser American Corp. in the amount of \$1,297,387 to provide for the purchase of a Track Stabilizer.

Board Member Veronica Vanterpool asked about the Maryland Transit Administration lease options and the housing of the eight passenger cars after the summer season. Senior Vice President – Operations Dave Kubicek responded that in September or October, the passenger cars will be returned to Maryland Transit Administration and that it is important to proceed with this lease so that LIRR can expand its service in 2018 and 2019.

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

## **MTA CAPITAL CONSTRUCTION**

### **Procurement**

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

The competitive procurement items are as follows:

- Modification to Contract No. 98-0040-01R to increase the Guaranteed Maximum Cost in order to prepare final designs for work associated with the implementation of a Positive Train Control (PTC) system in the ESA tunnels in the amount of \$937,113.
- Modification to Contract No. CS179 to add the requirement to furnish and install permanent cable trough covers for the ESA tunnel benches. This is a scope and budget transfer in the amount of \$4,900,000.

The procurement ratifications are as follows:

- Ratification of a modification to Contract No. 98-0040-01R to increase the Guaranteed Maximum Cost in order to revise the final design of the Mid-Day Storage Yard in the amount of \$1,819,778.
- Ratification of a modification to Contract No. CH057A to remove obstructions interfering with the work and to revise the required support of excavation methodologies to protect existing structures in the amount of \$1,318,450.

Upon motion duly made and seconded, the procurement items were 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.

Chair Pally commented that Amtrak shows up a lot on Page 72 of the Committee Book and he was not surprised.

Board Member Vanterpool commented that Amtrak has recently talked about a number of things relating to Penn Station, including looking at coordinated concourse management. She

asked President Nowakowski if there was anything further to report on developments at Penn Station.

President Nowakowski responded that LIRR is continuing to meet with Amtrak and there are no additional details to report at this time.

**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, May 22, 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. Andrew Saul  
Hon. Vincent Tessitore, Jr.  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke

Not Present:

Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Neal J. Zuckerman

Also Present:

Catherine Rinaldi – Executive Vice President  
Susan J. Doering – Vice President, Customer Service and Stations  
Richard L. Gans – Vice President and General Counsel  
Glen Hayden – Vice President, Engineering  
John Kesich – Senior Vice President, Operations  
John Kennard – Vice President – Capital Programs  
Owen Monaghan – Chief, MTA Police Department  
Andrew Paul – Vice President, Labor Relations  
Kim Porcelain – Vice President, Finance and Information Systems  
Robert Rodriguez – Director, Diversity and EEO  
Michael Shiffer – Vice President, Planning  
Jami Spordone – Assistant Deputy Director of Safety Analytics and Initiatives, System Safety

Ms. Metzger, as Chair of the Metro-North Committee, called the meeting to order.

**PUBLIC COMMENT**

There were four public speakers.

Randy Glucksman, Chairman Metro-North Railroad Commuter Council and the Permanent Citizen's Advisory Committee for the MTA, commented on reports regarding the track and switch reconstruction project to be undertaken by Amtrak this summer. He noted that three Empire Service trains would be diverted to Grand Central Terminal during the project. He suggested that all Empire Service trains be diverted to Grand Central Terminal except for those that have special servicing requirements and may not be able to be moved into Grand Central Terminal. He believes that moving the Empire Service trains into Grand Central Terminal will avoid customer confusion. Mr. Glucksman thanked Long Island Rail Road Sr. Vice President David Kubicek for following up on the Commuter Council's suggestion to lease cars from MTA Maryland for use on the Long Island Rail Road.

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council asked Metro-North to look into what can be done to improve cellular service in Grand Central Terminal and in the Park Avenue Tunnel. He stated that the police trailer parked at Harriman Station has been a deterrent. Mr. Getz stated that there is problem with crime at Spring Valley and suggested that the MTA Police man the empty police booth at Spring Valley that was once occupied by the Village of Spring Valley police. He noted that local officials have stated that it would be beneficial to have a greater police presence in Rockland County. Mr. Getz asked that the cameras at Spring Valley Station be examined to determine whether they are working and, if not, if can they be fixed. He stated that the Suffern Station should be made handicapped accessible.

Murray Bodin expressed his opinion that many Board members are not fulfilling their obligations. He stated that there are problems at Mt. Kisco Station and asked that a Board member tour that station with him.

Jason Piniero advocated for the adoption of the Freedom Ticket concept by Metro-North on the Hudson Line on all stations south of Ludlow, including Spuyten Duyvil and spoke in favor of improved Wi-Fi service at Grand Central Terminal.

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

#### **APPROVAL OF MINUTES AND 2017 WORK PLAN**

Upon motion duly made and seconded, the Committee approved the minutes of the April 24, 2017 Metro-North Committee meeting. There were no changes to the 2017 Metro-North Railroad Committee Work Plan. The details of the work plan are contained in the 2017 Metro-North Railroad Committee Work Plan filed with the records of this meeting.

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

Executive Vice President Rinaldi gave the President's report. She reported on a derailment that took place at approximately 5 p.m. on May 18 when a Metro-North train travelling in a slow-speed zone from Stamford to Grand Central Terminal on the New Haven line experienced a derailment on Track 3 just east of Rye Station. The train remained upright during the derailment

which caused five cars of the 12-car train to come off the tracks. There were approximately 185 passengers on board. Interim Executive Director Hakim and President Giulietti were at the scene following the derailment along with several Metro-North personnel and MTA Police officers. Three customers and one employee were transported to two local hospitals and eight people who were evaluated on-scene refused medical attention. By 6:30 p.m., Metro-North personnel safely completed the transfer of passengers to another train. Metro-North appreciates the quick response and assistance from the many local first responders. The loss of Track 3 resulted in 11 cancelled trains and two terminated trains. Customers experienced average delays of 40 minutes for the remainder of the evening. Metro-North crews continued to work through the night at the derailment site and three of the five derailed cars were re-railed by the next morning. Since the derailment, Metro-North has been operating regular New Haven Line service on three of the four tracks. Because of track damage, bridge plates were put up across Track 3 at Greenwich, Port Chester and Rye and Metro-North is using the inbound platform to operate service to New Haven. Customers traveling between Stamford and Rye to Grand Central Terminal need to use the opposite (outbound) platform to access train service to Grand Central Terminal. The a.m. peak service plan will remain in effect until the repairs to Track 3 are completed. Customers can expect a.m. peak delays of 10-15 minutes until the repair work is completed. It is anticipated that the repair work will be completed in time for the May 24 morning commute. During the off-peak, p.m. peak and weekend service periods, Metro-North operated regular New Haven Line service and customers did not have to switch to the opposite platform. Over the weekend, the remaining cars were re-railed and the train was removed from the area. Crews were then able to assess the track damage and begin repairs to approximately 800 feet of rail. The cause of the derailment is under investigation by the Federal Railroad Administration and Metro-North. The National Transportation Safety Board will be sending investigators to the scene today and will assess whether further investigation is warranted.

Ms. Rinaldi provided an update on a project underway to install a new, modern Wayside Cab Signal System which will replace the existing older Automatic Block System for the Port Jervis Line. The new system supports the installation of an ACSES (Advanced Civil Speed Enforcement System) on the line to enhance the level of safety and provides for additional future service growth, demonstrating the MTA's continued investment in Metro-North's west of Hudson service. The first of five segment cutovers was implemented the first week of April with the second cutover scheduled to take place in August. The project is scheduled for completion in 2020.

Ms. Rinaldi reported that Metro-North's Office of System Safety's TRACKS (Together Railroads and Communities Keeping Safe) program will be participating in this year's ILCAD (International Level Crossing Awareness Day) event on Friday, June 2<sup>nd</sup>. ILCAD is an international event that takes place annually in over 40 countries on the first Friday in June to bring awareness to grade crossing and rail safety. Metro-North, in coordination with the MTA Police, will carry out ILCAD and Metro-North's mission to raise public awareness on the dangers of risky behavior at grade crossings by being present at certain crossings and handing out informational brochures that focus on driver and pedestrian safety at or around railroad tracks and at grade crossings.

Ms. Rinaldi reported on operations, noting that during the month of April, trains operated above goal at 96.3% and year to date at 95.7%. All service periods across all three lines operated above goal. West of Hudson service operated at 93.7% during the month of April. Fleet



availability remained good during the month with a consist compliance of 99%. In March the overall Fleet Mean Distance Between Failures was slightly above goal.

Ms. Rinaldi reported that customer complaints during the month of April were 13% lower than in the month of March and 41% lower than April of 2016.

Ms. Rinaldi noted that, as indicated in the May 22 memorandum distributed to the Committee, required schedule adjustments for certain Harlem and Hudson Line trains will take effect on Sunday, June 4, through Saturday, October 7; most of the temporary schedule changes are between one and six minutes. During this 18 week period, Metro-North will conduct a \$5 million comprehensive track improvement program between Mount Vernon West and Crestwood that will renew the railroad's infrastructure and ensure continuing train safety and reliability. This ongoing proactive work to repair the railroad's infrastructure will cover track and drainage improvements. Crews will install 1,000 new crossties and 1,160 feet of new rail, improve drainage, renew the rail bed, and perform general clean-up of the area along the tracks. To minimize the disruption, the project will remove one track at a time from service for an uninterrupted period in this three-track area, allowing several maintenance groups to work concurrently. To lessen the potential for rush hour train congestion and delays on this four-mile segment, Metro-North is making a number of temporary schedule changes. No trains will be canceled or combined as part of this schedule change. The aggressive track improvements will take place during the day and late night in order to limit the impact on Metro-North customers and the communities Metro-North serves and complete the work in time for the October schedule change. Metro-North has begun a comprehensive communication effort to inform customers in advance of this upcoming schedule change and appreciate its customers' patience as these infrastructure improvements are made.

Ms. Rinaldi reported that, as noted at last month's Committee meeting, Metro-North teamed up with the New York Blood Center for the Fifth Annual Blood Drive in Grand Central's Vanderbilt Hall. Employees and customers rolled up their sleeves and contributed to this much-needed effort. The event generated 259 donations of blood which will be used to replenish the Blood Center's blood inventory. Since each unit of blood can help to save up to three lives, this event has the potential to touch the lives of up to 777 area hospital patients, according to the Blood Center. Metro-North thanks all employees and community members who gave so generously to this cause. Metro-North will be hosting additional employee blood drives this year at our outlying facilities.

Ms. Rinaldi completed her report with an announcement of the retirement of Katherine Betries-Kendall who joined Metro-North in 2014 as Vice President of Human Resources after working for headquarters for two years. Prior to working for headquarters, Ms. Betries-Kendall served three years at the BSC and 28 years at New York City Transit. Ms. Rinaldi thanked Ms. Betries-Kendall for her dedication and hard work and wish her the very best in retirement. Metro-North hopes to fill Ms. Betries-Kendall's position expeditiously. Yvonne Hill-Donald will serve as Acting Vice President of Human Resources until a permanent replacement is appointed.

Ms. Metzger complemented Metro-North on the east of Hudson on-time performance. The details of the President's Report are contained in the video recording of the meeting produced by the

MTA and maintained in the MTA, which recording includes Ms. Metzger's comments regarding the President's report.

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

Ms. Spordone reported that the customer accident rate is down over 12% versus the previous 12 months and the employee lost time injury rate is up nearly 18% versus the previous 12 months with much of the increase due to winter storm Stella. She reported that in the month of March there were no new grade crossing incidents, mainline FRA train derailments or train collisions. Metro-North's community outreach program, TRACKS, reached over 5,600 individuals in March bringing the year-to-date total to 21,000.

There was a discussion between Board member Metzger and Chief Monaghan regarding the efficacy of Metro-North's grade crossing efforts. Chief Monaghan noted that the MTA Police have increased visibility at grade crossings to change behavior. The MTA Police have issued an increased number of summonses in the first three months of 2017 during which 193 summonses were issued versus 118 summonses issued in the comparable period of 2016. The MTA Police have increased details at grade crossings during the first three months of 2017 during which 451 details were conducted at rail crossings versus 385 during the comparable period of 2016. Ms. Rinaldi noted that Metro-North has done significant outreach via its TRACKS program to increase awareness of grade crossing safety. In response to Board member Pally's question, Chief Monaghan noted that the MTA Police focus on issuing summonses for crossing a down crossing gate.

The details of Ms. Spordone'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 reported on crime statistics, noting that system wide the number of major felonies in April 2017 decreased by 45% versus the previous April, 16 versus 29. Year-to-date April 2017, system wide the number of major felonies decreased by 15%, 78 versus 92. There was a 46% decrease in major felonies on the Metro-North system in April 2017 versus the previous April, seven versus 13. Year-to-date, total major felonies in April 2017 on the Metro-North system were down 18%, 37 versus 45. Chief Monaghan reported that on May 19, the MTA Police recognized officers for heroism and outstanding police work at the annual medal day ceremony. He thanked the Board for supporting the MTA Police and thanked all of the awardees for their outstanding police work.

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.

## **INFORMATION ITEM:**

One information item was presented to the Committee:

- Diversity-EEO Report – 1<sup>st</sup> Quarter 2017 – Ms. Rinaldi noted that the first quarter report for 2017 will be discussed in greater detail at the May Diversity Committee Meeting.

The details of the 1<sup>st</sup> Quarter Diversity-EEO Report are contained in a report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

## **PROCUREMENTS:**

### **MTA Metro-North Railroad:**

Two non-competitive procurements were presented to the Committee:

- Approval for additional funding in the not to exceed amount of \$5,060,970 for a modification to an existing miscellaneous service contract with ARINC, Inc. (ARINC) to upgrade the current proprietary Supervisory Control and Data Acquisition (SCADA) system along with a five-year maintenance agreement.
- Approval for additional funding in the estimated amount of \$2,500,000 to an existing, negotiated and Board approved all-Agency agreement with NYSID for as-needed temporary personnel services.

Six competitive procurements were presented to the Committee:

- Approval to use the Request for Proposals (RFP) process to solicit and evaluate proposals from prospective contractors for supply, lease and delivery of an Automated Vehicle Location and Monitoring System (AVLM).
- Approval to use the Request for Proposals (RFP) process to solicit and evaluate proposals from prospective contractors to design and construct a portion of the Empire State Trail on Metro-North's Beacon Line. This procurement will be funded with monies set aside in the New York State Budget adopted in April, 2017.
- Approval to award a three-year competitively bid and negotiated public works joint procurement contract in the not-to-exceed amount of \$18,199,44 with Metro-North as lead agency (Metro-North \$7,500,00) and Long Island Rail Road (\$10,699,44) to the firm Loram Maintenance of Way, Inc. to provide a self-propelled specialty excavating equipment and personnel for use at various points along each Railroads' operating territory.
- Approval to award a competitively solicited and negotiated five-year personal service contract in the not-to-exceed amount of \$2,142,399 to the firm Bowery Residents' Committee, Inc. to operate Metro-North's Homeless Outreach Services Program at its outlying stations and along its Right-of-Way.

- Approval to award a five-year competitively-negotiated miscellaneous service contract in the not-to-exceed amount of \$3,929,197 to the firm Trapeze Software Group, Inc. to provide a Centralized Train Scheduling System which will be capable of developing and maintaining individual train schedules, crew schedules and equipment programs/schedules. This joint procurement with Metro-North as the lead Agency and the Long Island Rail Road is to purchase a new, unified and automated train, crew and Equipment Schedule Development Software System to provide all of the functions that are currently done manually in a labor intensive, time consuming process. This system is to be developed by a third-party and once tested and successful at Metro-North, an optional task is included to develop a similar specification for Long Island Rail Road. Once the system is operational, it is expected to enable the development of multiple scheduling scenarios for analysis that will enable a greater degree of responsiveness to changing conditions and circumstances.
- On behalf of Metro-North Railroad, Long Island Rail Road, and New York City Transit (NYCT) Paratransit, approval to extend a multi-agency miscellaneous service contract for an additional two years (from July 31, 2017 - July 31, 2019) with Automotive Resources International (ARI) in the total not-to-exceed amount of \$19,100,000. ARI manages all aspects of vehicle repair approvals, recording repair details, payment of invoices from maintenance repair vendors who service MTA vehicles and the consolidation of monthly invoices for payment by each participating MTA agency.

Board member Vitiello and Mr. Kennard discussed the trail on the Beacon Line. Mr. Kennard noted that the trail is a walking and biking trail that will be a continuation of the Dutchess trail that extends to the Walkway on the Hudson. He noted that the state set aside \$40 million in the budget for construction of the trail.

There was a discussion between Board member Saul and Mr. Muir regarding the proposed contract with LORAM. Mr. Muir noted that there was a lack of responsive bidders because the equipment would be used for an entire season and not available to the vendor for other projects during that time period.

Thereafter, there was a lengthy discussion between Board members, Ms. Rinaldi and staff regarding the proposed extension of the contract with Automotive Resources International. Mr. Muir noted that the increased price is associated with the additional vehicles that require repair due to the aging of the fleets. It was noted that the majority of the contract cost is for the Long Island Rail Road heavy duty fleet. It was noted that as vehicles are replaced, not as much maintenance will be required and the railroad does not anticipate spending the entire contract amount. Ms. Metzger noted that she believes the cost is justified because of the age of the fleet and the number of heavy duty Long Island Rail Road vehicles that require maintenance. Board member Saul questioned the decision to not bid out this contract, and Phillip Eng, Chief Operating Officer, MTA and Wael Hibri, Senior Director, MTA Business Service Center, joined the discussion regarding circumstances at the MTA Business Service Center which required the extension of certain contracts prior to their eventual solicitation on a competitive basis. Ms. Rinaldi noted that every few months a number of contract extensions will be brought before the Committee due to the MTA procurement consolidation. She noted that the railroad was specifically asked to extend existing contracts that may be eligible as consolidated, all-agency procurements to allow eligible contracts to

expire at the same time. It was noted that administrative issues at the BSC have led to delays in the consolidation of procurements. Mr. Vitiello noted the Committee has not been given much time to consider the contract as it is due in July. He asked that the railroad try to give the Committee as much runtime as possible before requiring it to vote on procurements and Ms. Rinaldi agreed that his concern was valid.

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

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

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

#### **ADJOURNMENT**

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Linda Montanino", written in a cursive style.

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**

	<u>Responsibility</u>
<u>June 2017</u> (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
<u>July 2017</u>	
Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
2017 Fall Construction Schedule Change	Service Planning
<u>September 2017</u>	
2018 Preliminary Budget (Public Comment)	
2017 Mid Year Forecast	Management & Budget
Diversity/EEO Report – 2 <sup>nd</sup> Q 2017	Administration/Diversity
Fall Track Work	Service Planning
<u>October 2017</u> (Joint Meeting with MNR)	
2018 Preliminary Budget (Public Comment)	
Status Update on PTC	President/Sr. Staff
November Schedule Change	Service Planning
MTA Homeless Outreach	MTA
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
<u>November 2017</u>	
Review of Committee Charter	Committee Chair & Members
East Side Access Support Projects Update	President/Sr. Staff
2017 Holiday Schedule	Service Planning
<u>December 2017</u> (Joint Meeting with MNR)	
Diversity/EEO Report – 3 <sup>rd</sup> Q 2016	Administration/Diversity
2018 Final Proposed Budget	Management & Budget
2018 Proposed Committee Work Plan	Committee Chair & Members

### January 2018

Approval of 2018 Committee Work Plan

Committee Chair & Members

### February 2018 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2018  
2017 Annual Operating Results  
2017 Annual RCM Fleet Maintenance Report  
Status Update on PTC  
Diversity/EEO Report – 4<sup>th</sup> Q 2017  
2018 Spring Schedule Change

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

### March 2018

Annual Strategic Investments & Planning Study  
Annual Elevator/Escalator Report  
Spring Track Work  
Customer Satisfaction Survey Report

Strategic Investments  
Engineering  
Service Planning  
Public Affairs

### April 2018 (Joint Meeting with MNR)

Final Review of 2017 Operating Results  
Annual Inventory Report  
2017 Annual Ridership/Marketing Plan Report  
May Timetable Change & Spring Trackwork Programs  
MTA Homeless Outreach

Management & Budget  
Procurement  
Finance/Marketing  
Service Planning  
MTA

### May 2018

Diversity/EEO Report – 1<sup>st</sup> Q 2018

Administration/Diversity

# 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**

### **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.

## **FEBRUARY 2018 (Joint Meeting with MNR)**

### Adopted Budget/Financial Plan 2018

The Agency will present its revised 2018 Financial Plan. These plans will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget.

### 2018 Annual Operating Results

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

### 2018 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 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 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 2018 .

## **MARCH 2018**

### 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 2018 (Joint Meeting with MNR)**

### Final Review of 2017 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.

#### 2017 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2017 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

#### 2018 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2018.

#### 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 2018**

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2018

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 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

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

Status Update on PTC	President
Bi-Annual Report on M-9 Procurement	President

#### July 2017

Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance
Track Program Quarterly Update	Engineering

#### September 2017

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

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

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

#### November 2017

Review of Committee Charter	Committee Chairs & Members
Holiday Schedule	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

February 2018 (Joint meeting with LIRR)

Adopted Budget/Financial Plan 2018  
2017 Annual Operating Results  
2017 Annual Fleet Maintenance Report  
Status Update on PTC  
Diversity/EEO Report – 4<sup>th</sup> Quarter 2017

Finance  
Operations  
Operations  
President  
Diversity and EEO

March 2018

Annual Strategic Investments & Planning Studies  
2018 Spring/Summer Schedule Change  
Annual Elevator & Escalator Report

Capital Planning  
Operations Planning & Analysis  
Engineering

April 2018 (Joint meeting with LIRR)

Final Review of 2017 Operating Budget Results  
2017 Annual Ridership Report  
Annual Inventory Report  
Track Program Quarterly Update  
MTA Homeless Outreach

Finance  
Operations Planning & Analysis  
Procurement  
Engineering  
MTA

May 2018

Diversity/EEO Report – 1<sup>st</sup> Quarter 2018

Diversity and EEO

# 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**

### **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 2017 (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.

## **FEBRUARY 2018 (Joint Meeting with LIRR)**

### Adopted Budget/Financial Plan 2018

The Agency will present its revised 2018 Financial Plan. These plans will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018 reflecting the out-year impact of any changes incorporated into the 2018 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. Highlights to include cost of PTC along with operation and implementation risks.

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

## **MARCH 2018**

### 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.

### 2018 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 2018.

### Annual Elevator/Escalator Report

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

## **APRIL 2018 (Joint Meeting with LIRR)**

### Final Review of 2017 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.

### 2017 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2017 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 2018**

Diversity & EEO Report– 1<sup>st</sup> Quarter 2018

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.



**Metro-North Railroad**

# **Safety Report**

## April 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	May 2014 -April 2015	May 2015 -April 2016	May 2016 -April 2017
FRA Reportable Customer Accident Rate per Million Customers	1.93	1.23	1.06
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.37	2.56	2.84
Grade Crossing Incidents <sup>1</sup>	1	3	1
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				
Safety Training	2016		2017	
	April	Year End	April	Year to Date
First Responders Trained	-	1,314	176	671
Employee Safety Training Courses	-	307	92	389
Employees Trained	-	6,161	1,066	3,879
Employee Safety Training Hours	-	268,469	18,935	69,435
Customer and Community: Focus on Grade Crossings	2016		2017	
	April	Year to Date	April	Year to Date
Broken Gates	3	20	3	13
MTA Police Details	158	543	123	574
Summons	54	172	54	247
Warnings	18	60	31	46
Community Education and Outreach	NA	NA	2,190	23,340
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	957	8	0.84%	
Passenger Compartment Cameras	1,088	8	0.74%	

### Definitions:

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

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

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

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

**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 - June 2017

Expenditures thru May 2017; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,028.8	\$ 7,483.4	\$ 5,425.5
Design	\$ 732.7	\$ 732.7	\$ 704.3
Project Management	\$ 1,036.2	\$ 882.0	\$ 778.0
Real Estate	\$ 178.0	\$ 119.9	\$ 117.3
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 9,218.1</b>	<b>\$ 7,025.1</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	December-2018
Project Construction Start	September-2001
Revenue Service Date	December-2022

	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
Project Description								
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work Yonkers Contracting	\$61.1	\$60.5	\$0.6	\$56.7	Nov-2011	Nov-2011	Apr-2013	Jun-2017
CM006: Manhattan Northern Structures Frontier Kemper Constructors, Inc.	\$361.6	\$350.2	\$11.5	\$318.1	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out GCT Constructors JV	\$463.6	\$441.6	\$22.0*	\$136.2	Dec-2014	Feb-2015	Aug-2018	Jun-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out Tutor Perini Corporation	\$712.3	\$663.4	\$48.9	\$67.9	Jul-2015	Apr-2016	Jan-2020	Jan-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	\$263.9	\$262.0	\$1.9	\$240.8	Aug-2011	Aug-2011	Aug-2014	Jun-2017
Harold Construction								
CH057A: Harold Structures - Part 3: West Bound Bypass Harold Structures JV	\$142.8	\$117.8	\$25.0	\$62.1	Nov-2013	Nov-2013	Feb-2016	Aug-2018
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge Tutor Perini Corporation	\$89.9	\$68.5	\$21.4	\$56.8	Nov-2014	Dec-2015	Aug-2017	Jul-2017
CH061A: Harold Tunnel A Cut and Cover Structures Michels Corp.	\$42.0	\$34.1	\$7.8	\$0.2	N/A	Nov-2016	May-2018	May-2018
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) Tutor Perini Corporation	\$606.9	\$547.0	\$59.9***	\$205.8	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS086)	In Design (Repackaging)				N/A	Jul-2017	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc.	\$21.8	\$19.9	\$1.9	\$4.1	Jun-2014	Jun-2014	Dec-2019	Jul-2020
Systems Package 4: Traction Power (CS084) E-J Electrical Installation Company	\$79.7	\$72.6	\$7.1	\$8.0	Sep-2014	Oct-2014	Dec-2019	Jul-2020

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

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

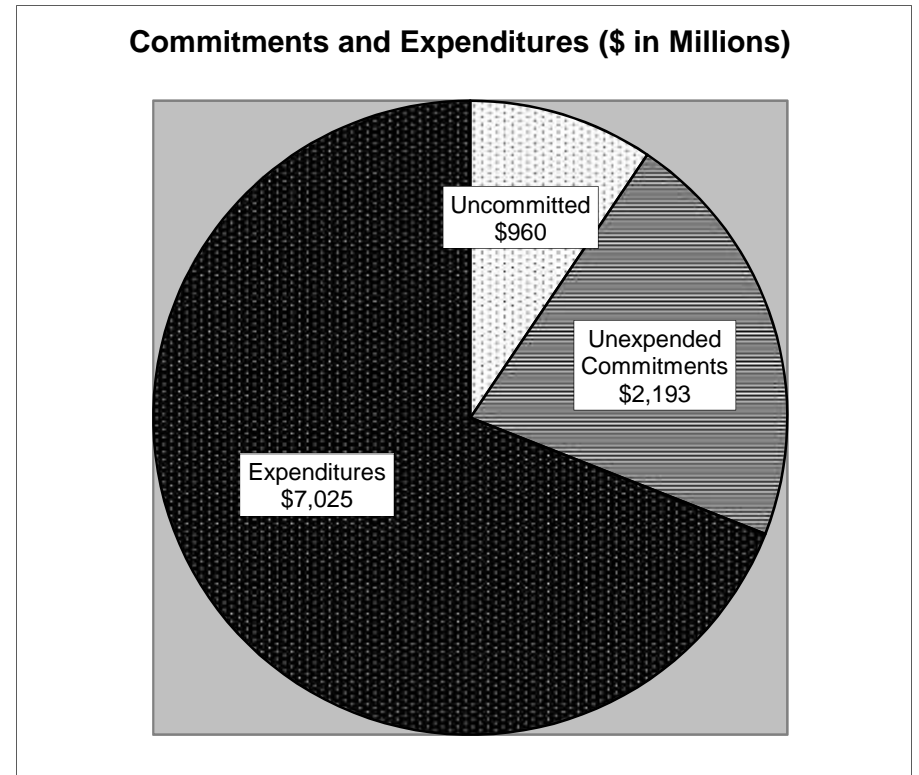
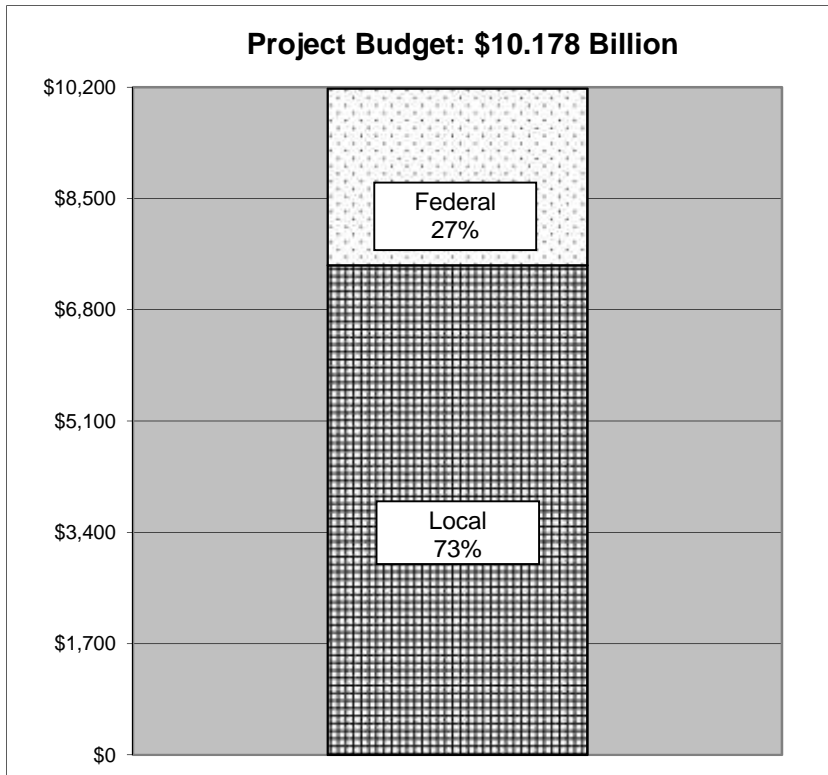
\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

# East Side Access Status

## Report to the Railroad Committee - June 2017

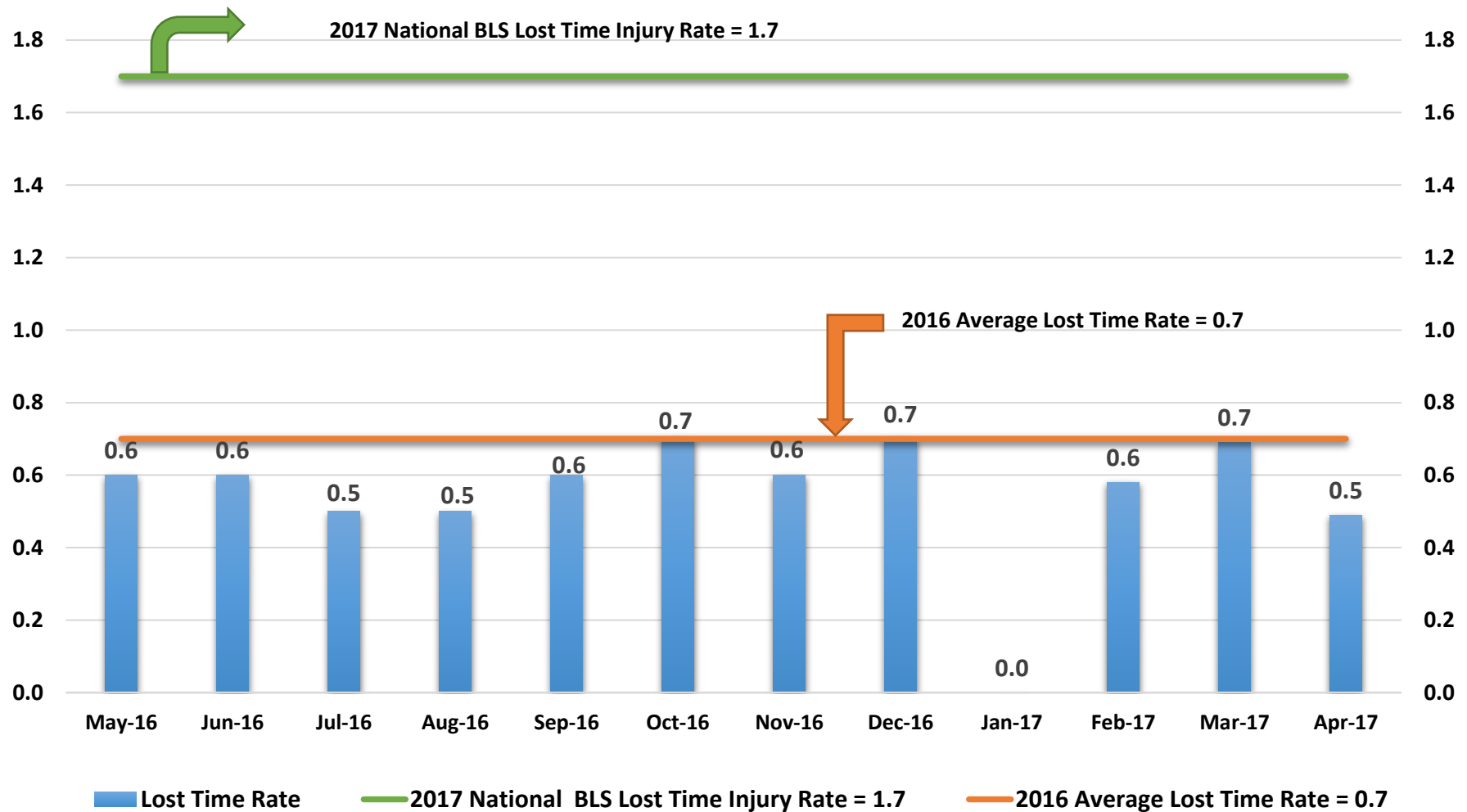
data thru May 2017

MTA Capital Program \$ in Millions	Budgeted	Local Funding	Funding Sources		Status of Commitments		
			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	1,523
2005-2009	2,683	839	1,843	1,843	2,675	8	2,637
2010-2014	3,232	3,232	-	-	3,156	76	2,413
2015-2019	2,572	2,572	-	-	1,696	876	294
Total	\$ 10,178	\$ 7,479	\$ 2,699	\$ 2,699	\$ 9,218	\$ 960	\$ 7,025





# ESA Annual Cumulative Profile of Lost Time Injury Rates





# **POLICE REPORT**



# **METROPOLITAN TRANSPORTATION AUTHORITY**

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

### **May 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>4</b>	<b>-3</b>	<b>-75%</b>
<b>Felony Assault</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Burglary</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>60%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>10</b>	<b>13</b>	<b>-3</b>	<b>-23%</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>12</b>	<b>10</b>	<b>2</b>	<b>20%</b>
<b>Felony Assault</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>17%</b>
<b>Burglary</b>	<b>1</b>	<b>6</b>	<b>-5</b>	<b>-83%</b>
<b>Grand Larceny</b>	<b>28</b>	<b>29</b>	<b>-1</b>	<b>-3%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>49</b>	<b>52</b>	<b>-3</b>	<b>-6%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Metro North Railroad**

### **May 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>2</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Burglary</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>33%</b>
<b>Grand Larceny Auto</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>200%</b>
<b>Total Major Felonies</b>	<b>18</b>	<b>16</b>	<b>2</b>	<b>13%</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>6</b>	<b>8</b>	<b>-2</b>	<b>-25%</b>
<b>Felony Assault</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>75%</b>
<b>Burglary</b>	<b>4</b>	<b>7</b>	<b>-3</b>	<b>-43%</b>
<b>Grand Larceny</b>	<b>35</b>	<b>40</b>	<b>-5</b>	<b>-13%</b>
<b>Grand Larceny Auto</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>150%</b>
<b>Total Major Felonies</b>	<b>57</b>	<b>61</b>	<b>-4</b>	<b>-7%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Staten Island Rapid Transit**

### **May 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>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</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>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Felony Assault</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>1</b>	<b>5</b>	<b>-4</b>	<b>-80%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>2</b>	<b>8</b>	<b>-6</b>	<b>-75%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **May 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	6	-3	-50%
<b>Felony Assault</b>	2	4	-2	-50%
<b>Burglary</b>	0	4	-4	-100%
<b>Grand Larceny</b>	20	14	6	43%
<b>Grand Larceny Auto</b>	3	1	2	200%
<b>Total Major Felonies</b>	28	29	-1	-3%

#### **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>	18	20	-2	-10%
<b>Felony Assault</b>	15	11	4	36%
<b>Burglary</b>	5	13	-8	-62%
<b>Grand Larceny</b>	64	74	-10	-14%
<b>Grand Larceny Auto</b>	6	3	3	100%
<b>Total Major Felonies</b>	108	121	-13	-11%



# MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 5/31/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	14	12
Felony Assault	20	11
Burglary	3	10
Grand Larceny	21	18
Grand Larceny Auto	2	2
Aggravated Harassment	3	0
Aggravated Unlicensed Operator	8	12
Assault-Misdemeanor	25	21
Breach of Peace	4	7
Child Endangerment	1	2
Criminal Contempt	3	2
Criminal Impersonation	5	2
Criminal Mischief	25	23
Criminal Possession Stolen Property	6	4
Criminal Tampering	7	1
Criminal Trespass	15	20
Disorderly Conduct	2	2
Drug Offenses	44	22
DUI Offenses	2	1
Falsely Reporting an Incident	1	0
Forgery	22	24
Fraud	0	6
Graffiti	14	6
Harassment	1	0
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	5	2
Obstruct Government	5	10
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	56	74
Public Lewdness	10	85
Reckless Endangerment	3	0
Resisting Arrest	17	16
Sex Offenses	6	6
Stalking	1	0
Theft of Services	79	77
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	1
Warrant Arrest	18	21
Weapons Offenses	2	2
<b>Total Arrests</b>	<b>450</b>	<b>511</b>

# INDEX CRIME REPORT

## Per Day Average

### May 2017

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	3	1	2	0
<b>Fel. Assault</b>	2	1	1	0
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	20	8	12	0
<b>GLA</b>	3	0	3	0
<b>Total</b>	28	10	18	0
<b>Crimes Per Day</b>	0.90	0.32	0.58	0.00





# Long Island Rail Road

**ACTION**

**ITEMS**


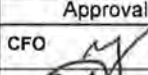

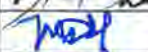

# Staff Summary



Subject <b>AMENDMENT TO GATEWAY TUNNEL AGREEMENT – Change Order to LIRR WHEEL TRUER WORK</b>
Department <b>LIRR ESA/SPECIAL PROJECT&amp; MAINTENANCE OF EQUIPMENT DEPARTMENTS</b>
Department Head Name <b>A. Hezarkhani / C. Daly</b>
Department Head Signature 
Project Manager Name <b>G. EHRHARDT / Eric Carlson</b>

Date <b>June 2017</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee		X		
1	Finance Committee		X		
2	Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	President 	5	CFO 
2	Sr. VP - Operations		
3	Sr. VP - Engineering		
4	VP & General Counsel		

## PURPOSE AND RECOMMENDATION:

That the Board grant approval authorizing the execution of an amendment to the Gateway Tunnel Agreement with Amtrak for the design, manufacture and installation of a new tandem wheel truing machine in the re-built Maintenance of Equipment (“MoE”) Facility at West Side Yard (“WSY”), so as to increase the previously authorized not-exceed cost for such work by \$3.85 million, from \$ 9.5 million to a revised not-to-exceed cost of \$13.35 million.

## DISCUSSION:

In April 2013, the Board approved a Staff Summary and Resolution which authorized LIRR to enter into a Gateway Tunnel Agreement with Amtrak, pursuant to which Amtrak would construct a concrete Tunnel Casing beneath the Eastern Rail Yard (ERY) portion of the LIRR’s WSY so as to preserve a future subsurface right-of-way for Amtrak’s proposed Gateway Tunnel. In order to allow for the construction of the Tunnel Casing, Amtrak was permitted to partially demolish and then rebuild LIRR’s existing MoE Facility in the ERY, at Amtrak’s expense. While Amtrak was responsible for ensuring that the new facility could be used to replicate the same maintenance functions performed at the existing facility, it was not responsible for replacing major items of shop equipment located in the facility. The existing MoE Facility contained a milling-type single wheel truing machine, which was used to correct flat spots on train wheels and restore the wheels to serviceable condition. This machine, which was purchased in 1983, had exceeded its useful life and was not functioning efficiently. In order to obtain a new machine in the most cost effective and shortest possible time frame, LIRR sought and obtained Board approval, in March 2015, to execute an amendment to the Gateway Tunnel Agreement, pursuant to which LIRR contracted with Amtrak, as part of such agreement, to design, manufacture and install a new tandem wheel truing machine (“collectively, the “Wheel Truer Work”), at a total not-to-exceed cost of \$9.5 million.

## **Staff Summary**

The price of the Wheel Truer Work was based in part on conceptual plans and specifications that were not detailed design documents, and on allowance items, to expedite the work. This decision was necessitated by the long lead time for the Wheel Truer Machine and the need to secure shop space with the supplier for its manufacture. The amendment to the Gateway Tunnel Agreement authorized by the Board and covering the Wheel Truer Work specifically acknowledged that plans and specifications had not been developed for the scope of work related to the new concrete pit for the wheel truing machine, including location, structural details, underground piping and utilities.

Because of unanticipated site conditions, which upon excavation for the pit to house the Wheel Truer Machine revealed 1) a high water table that requires continuous dewatering until completion of pit construction and 2) unstable soil requiring additional concrete work for the pit construction, both items which were not identified in the original scope of work, additional work has been required and the projected cost of installing the new wheel truing machine has increased. In addition, costs have increased due to changes to the waterproofing system, ensuring a dry installation of the new machine, along with increased storage costs in Germany, where the new machine was manufactured and where it is being held pending readiness of the site where it is to be installed. Based on negotiations with Amtrak and its contractor, the increase in cost is estimated to be approximately \$3.85 million in the aggregate, including additional design costs, contractor work, inspection costs, and management fees.

These additional costs are consistent with LIRR estimates and will be subject to audit and verification. LIRR has reviewed these costs and believes they are fair and reasonable. Only agreed-upon, actual costs will be paid.

### **ALTERNATIVE:**

There are no acceptable alternatives regarding the installation of the new tandem wheel truer, as the original outmoded wheel truer has been removed, the new tandem wheel truer manufactured, and the pit where it will be installed excavated.

### **BUDGET IMPACTS:**

Project will be funded within the MTA 2015 – 2019 Capital Program.

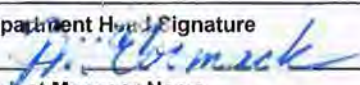







# **Metro-North Railroad**

## **ACTION ITEMS**



# Staff Summary

<b>Subject</b> Public Hearing for Proposed Service Changes	<b>Date</b> June 6, 2017
<b>Department</b> Operations Planning & Analysis	<b>Vendor Name</b>
<b>Department Head Name</b> J. McCormack	<b>Contract Number</b>
<b>Department Head Signature</b> 	<b>Contract Manager Name</b>
<b>Project Manager Name</b> B. Cornelius	<b>Table of Contents Ref#</b>

Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	M-N Comm. Mtg.	6/19	X			6	President 		VP Capital Programs
2	MTA Fin. Comm.	6/19	X			5	Executive VP 		Engr/Const
3	MTA Board Mtg.	6/21	X			1	VP Planning 		Project Reporting
						 3	Gov't. Relations	2 	General Counsel

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Sr. VP Operations 	4	VP Financial Admin 		Budget		Controller
	VP Labor Relations		VP Human Resources		Personnel		Other

## Narrative

### Purpose:

To authorize a public hearing with regard to proposed permanent service changes at Harlem Line stations in the Bronx, to be effective in October 2017.

### Discussion:

Under the requirements of the Board approved process for major service changes, MNR is required to conduct a public hearing prior to implementation of any service change that represents a change in frequency of service greater than 25% to any station on a given day.

During a routine review of service characteristics MNR determined that service at Melrose and Tremont stations on the Harlem Line may not meet the needs of the community. Metro-North implemented a pilot program to increase service frequency during weekday off-peak and weekend times, from service every two hours to service at the stations every hour. This service change would increase the frequency of service by more than 25% on certain days of the week at these stations. Three criteria were evaluated under the pilot program: overall effect on train operations/reliability and infrastructure maintenance; Title VI implications; and effect upon ridership at the two stations. MNR has determined that the increased service frequency has had no significant negative effect on train operations, reliability, or infrastructure maintenance, and that the service increase addresses a condition that would have been viewed as a Title VI deficiency. MNR plans to finalize the ridership evaluation during July, 2017. Given that the preponderance of criteria have been met and that we believe the ridership criteria is likely to be met, MNR has determined the pilot program is a success and should be made permanent.

### Recommendation:

That the Board authorize a public hearing with regard to proposed permanent service changes at Harlem Line stations in the Bronx, to be effective in October 2017.



**Long Island Rail Road**



**Metro-North Railroad**

## **JOINT INFORMATION ITEMS**



# LIRR/MNR Joint M-9 Railcar Procurement

June 19, 2017



# LIRR/MNR Joint Procurement for M-9 Cars

## Progress to Date

- Contract Awarded: September 2013
- Design Review Completed: 4<sup>th</sup> qtr 2016
- First Article Inspections (FAI) Commenced: 1<sup>st</sup> qtr 2016
- Qualification Testing (QT) Commenced: 2<sup>nd</sup> qtr 2016





# **LIRR/MNR Joint Procurement for M-9 Cars**

## **Major Milestone Look Ahead**

- System Qualification Tests Complete: 2<sup>nd</sup> qtr 2017
- First Article Inspections Complete: 3<sup>rd</sup> qtr 2017
- Pilot Car testing in Pueblo: Sep 2017 - Jan 2018
- Pilot Car testing at LIRR: Jan 2018 - Jun 2018
- 92 Base Car Deliveries: Jul 2018 - Feb 2019



## M-9 Interior



## M9 Interior





# M-9 Engineer Compartment



## M-9 Exterior



# Questions.





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

June 19, 2017



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

## Project Overview

### Overall Status

Item	Comments
Schedule	Beneficial Use is December 2018
Cost	Current Budget is \$968M; Revised project EACs are under review

### Highlights

**Progress (47% complete)**

- Progressed Wayside and On-Board equipment deliveries and installations.
- LIRR started the installation of Office equipment at Primary Control Center location.
- Progressed Final Design Review (FDR)
  - Completed Software FDRs in February
  - Completed first phase of Office and On-Board Software Factory Acceptance Tests (FATs) in April
  - Finalizing Interoperability design with Amtrak
- Initiated Integrated System Testing with interim version of subsystem software
- Continued preliminary field testing of the communications interface between the train and wayside/office elements.
- MNR received FRA approval for Waterbury branch for its Request For Addendum (RFA) and Cab Signal upgrade in their PTC Implementation Plan.
- Continued training of Railroad Forces.



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

## Project Overview

### Highlights (continued)

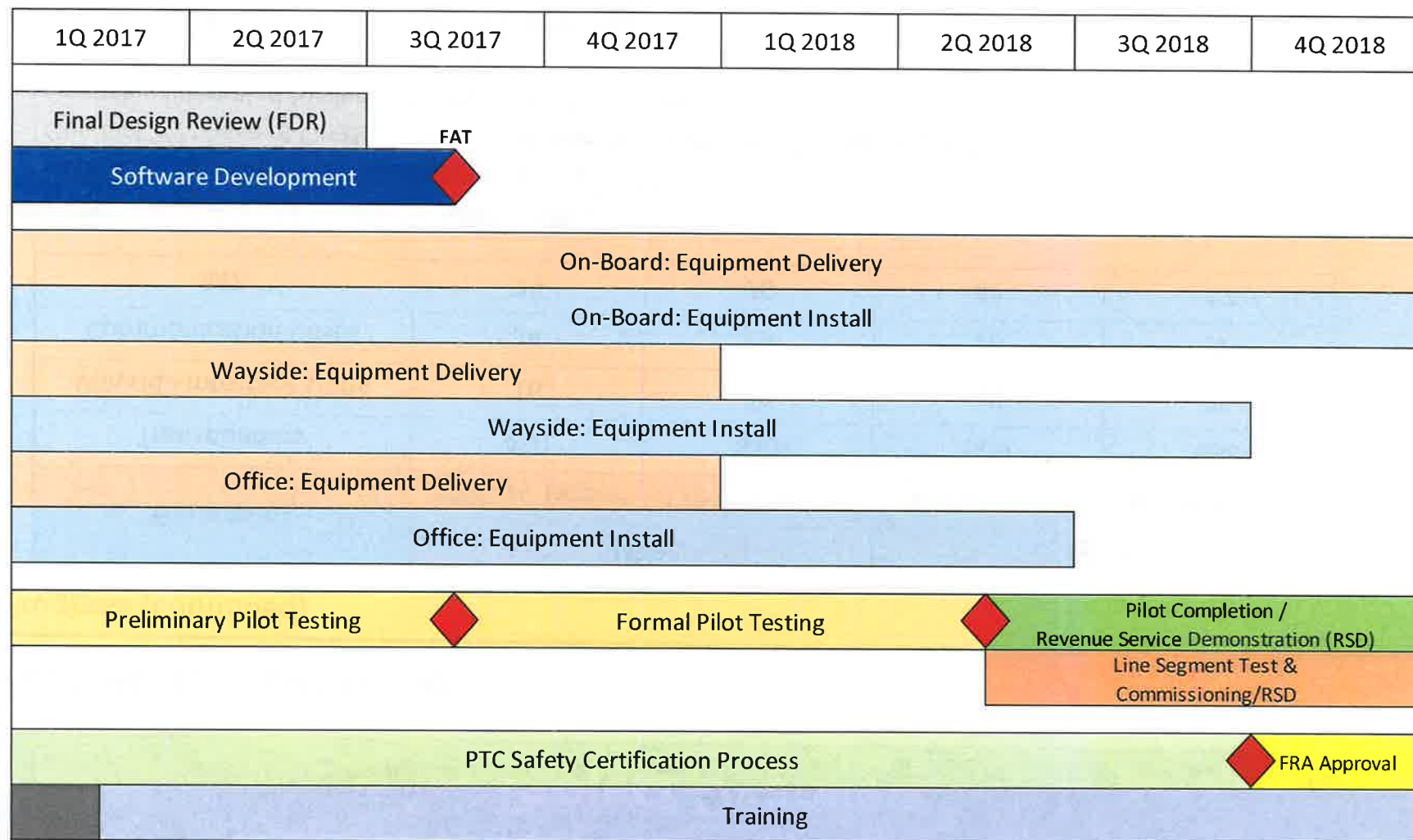
#### Progress (continued)

Equipment	<u>LIRR</u>		<u>MNR</u>	
	120 Day Target	120 Day Actual	120 Day Target	120 Day Actual
Transponders	450	530	500	588
Wayside Interface Units	16	20	18	25
Communication Cases	24	24	20	6
M7	79	76	42	47

#### 120 Day Look Ahead (June to September)

- Complete Subsystem Factory Acceptance Tests (FATs)
- Conduct 2<sup>nd</sup> phase of On-Board and Office Software FATs (core PTC functionality)
- Complete Integrated System FAT (core PTC functionality)
- Equip required vehicles for pilot testing
- Initiate formal Pilot Testing on MNR/LIRR pilot lines
- Continue deliveries and installation of On-Board and Wayside equipment
- Continue training of Railroad Forces
- Complete first draft of PTC Safety Plan for preliminary FRA review
- Complete the Verification & Validation of the PTC vital database for the pilot lines
- Conduct audit on Contractor's internal safety review process.

# 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 through Sept '16	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	350	322	294			3072
	Actual	971	605	530						2106
WIUs	Planned		24	16	14	14	15	16		153
	Actual	49	25	20						94
C-Cases	Planned		10	24	28	28	20			108
	Actual	0	8	24						32
M7	Planned		61	79	72	72	72	49		418
	Actual	15	62	76						153
DE/DM	Planned		0	8	4	12	13	16		45
	Actual	0	0	0						0
C3	Planned		0	4	2	4	8	9		23
	Actual	0	0	0						0
E15 (DPM)	Planned		0	0	0	2	6	17		25
	Actual	0	0	0						0
NYAR (GP38)	Planned		0	0	0	0	4			4
	Actual	0	0	0						0
NYAR (E15)	Planned		0	0	0	0	2	2		4
	Actual	0	0	0						0
M9	Planned		0	0	0	0	0	33	33	66
	Actual	0	0	0						0
TC-82	Planned		0	1	1					1
	Actual	0	0	0						0



# PTC MNR Installation Totals and Projections

PTC Equipment		Total through Sept '16	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	258				2913
	Actual	1122	405	588						2115
WIUs	Planned		15	18	18	17	1			85
	Actual	13	11	25						49
C-Cases	Planned		3	20	24	25	24	24		104
	Actual	0	1	6						7
M7	Planned		36	42	42	37				168
	Actual	4	38	47						89
M3A	Planned		0	8	10	10	17	17	13	69
	Actual	0	0	2						2
Cab Cars C12/19/21	Planned		0	1	4	4	4	4	3	19
	Actual	0	0	0						0
Cab Cars C34/38	Planned		0	1	4	4	8	8	9	33
	Actual	0	0	0						0
P32	Planned		0	0	4	4	8	8	7	31
	Actual	0	0	0						0
BL20	Planned		0	0	0	2	4	4	2	12
	Actual	0	0	0						0
BL14	Planned		0	0	0	0	0	0	2	2
	Actual	0	0	0						0
GP35	Planned		0	0	0	0	0	3	4	7
	Actual	0	0	0						0
M8	Planned		0	0	0	0	60	65	65	190
	Actual	0	0	0						0

PTC




Long Island Rail Road






Metro-North Railroad

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Yellow</b>	<b>Final Design &amp; Software Development</b>	<b>August 2017</b>	<p><b>Issue:</b> Potential delays by the Contractor to finalize design and software development including the vital database.</p> <p><b>Impact:</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>Mitigation:</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

	<b>Red</b>	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones.
	<b>Yellow</b>	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	<b>Green</b>	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 available 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 each 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>

### 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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Long Island Rail Road






Metro-North Railroad

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Yellow</b>	<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.

PTC




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Metro-North Railroad

## Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Yellow</b>	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 will 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 will submit a Request For Amendment (RFA) to its PTC Implementation Plan requesting a schedule extension for PTC Commissioning on the Line.</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.



PTC



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Metro-North Railroad

## LIRR PTC Photos



Primary Computer Center (PCC) Cable Tray Installation



Office PCC Isolator Plate Installation



PCC Office Cabinet Installation



Final PCC Office Cabinet Install Cabinets 1-10



Transponders Installation on Far Rockaway Branch



WIU Installation at Far Rockaway



C-Case Fit Out at Babylon Yard



DE / DM MCP Fitup

PTC

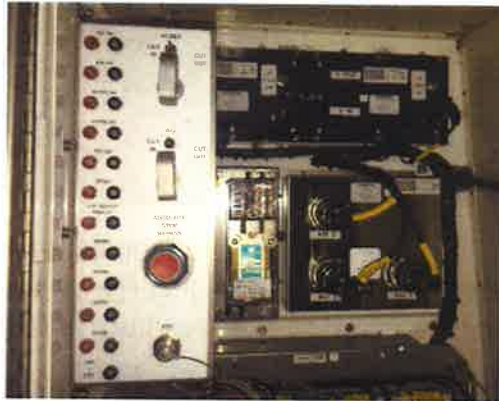


Long Island Rail Road

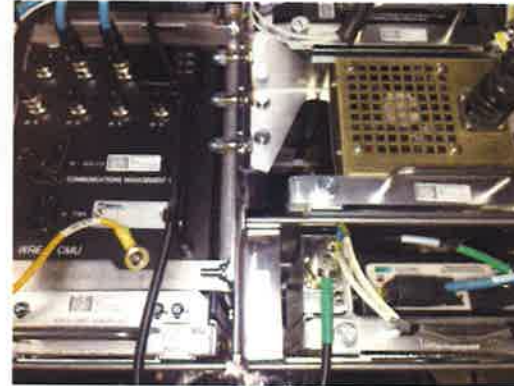


Metro-North Railroad

## MNR PTC Photos



M7A – Absolute Stop Bypass (ABS)



M7A – Mobile Communication Package (MCP)



M7A – On-Board Computer Card File (OBC)



M7A – Undercar Antenna/Scanner



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

## Appendix (as of 5/31/2017)

### LIRR Wayside Equipment Installation Tracking

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

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	242	204	38	84.3%
Wayside Interface Unit Locations	17	17	0	100.0%
Communication Cases	7	7	0	100.0%
Poles / Antennas	7	7	0	100.0%

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

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	170	168	2	98.8%
Wayside Interface Unit Locations	8	8	0	100.0%
Communication Cases	8	8	0	100.0%
Poles / Antennas	8	8	0	100.0%

#### LIRR System Total

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	3072	2106	966	68.6%
Wayside Interface Unit Locations	153	94	59	61.4%
Communication Cases	108	32	76	29.6%
Poles / Antennas	108	39	69	36.1%

**PTC****Long Island Rail Road****Metro-North Railroad****Appendix** (as of 5/31/2017)**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	153	NA	NA	4	4
DE / DM	45	0	4	0	NA	NA
C3	23	0	4	0	NA	NA
E15	25	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>586</b>	<b>153</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	173	153	201	177
DE / DM	15	13	4	0

**PTC****Long Island Rail Road****Metro-North Railroad****Appendix (as of 5/31/2017)****MNR Wayside Equipment Installation Tracking****MNR Pilot 1 (Bridgeport to New Haven)**

<b>PTC Equipment</b>	<b>Target Quantity</b>	<b>Actuals to Date</b>	<b>Remaining</b>	<b>% Complete</b>
Transponders	554	554	0	100.0%
Wayside Interface Unit Locations	10	10	0	100.0%
Communication Cases	12	4	8	33.3%
Poles / Antennas	12	12	0	100.0%

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

<b>PTC Equipment</b>	<b>Target Quantity</b>	<b>Actuals to Date</b>	<b>Remaining</b>	<b>% Complete</b>
Transponders	208	208	0	100.0%
Wayside Interface Unit Locations	5	5	0	100.0%
Communication Cases	5	3	2	60.0%
Poles / Antennas	5	4	1	80.0%

**MNR System Total**

<b>PTC Equipment</b>	<b>Target Quantity</b>	<b>Actuals to Date</b>	<b>Remaining</b>	<b>% Complete</b>
Transponders	2913	2115	798	72.6%
Wayside Interface Unit Locations	85	49	36	57.6%
Communication Cases	104	7	97	6.7%
Poles / Antennas	104	16	88	15.4%

**PTC****Long Island Rail Road****Metro-North Railroad****Appendix (as of 5/31/2017)****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	89	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	2	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>91</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>4</b>

**On-Board Partial Installation Tracking**

33 - Cab Car C34/38

33 Partials (OBC &amp; Undercar Antenna)

31 - P32

31 Partials (OBC &amp; Undercar Antenna)

12 - BL20

12 Partials (OBC &amp; Undercar Antenna)

7 - GP35

5 Partials (OBC &amp; Undercar Antenna)

190 - M8

190 Partials (OBC &amp; Undercar Antenna)



**Long Island Rail Road**

**INFORMATION**


**ITEMS**



## Staff Summary



Long Island Rail Road

Subject <b>SUMMER TRACKWORK PROGRAMS</b>						Date <b>MAY 31, 2017</b>			
Department <b>SR. VICE PRESIDENT – OPERATIONS</b>						Vendor Name			
Department Head Name <b>D. KUBICEK</b>						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
<b>Board Action</b>						<b>Internal Approval</b>			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	6/19/17				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 plans to adjust schedules to support trackwork programs during June and July throughout the system, including Amtrak's Penn Station State of Good Repair program, Main Line Second Track construction, and Babylon Branch Mechanized Tie replacement.

### TRACK WORK PROGRAMS

- **Main Line, Brentwood-Ronkonkoma – Main Line Second Track Construction** – The single main track will be out of service between Brentwood and Ronkonkoma for various construction efforts related to the Main Line Second Track project for 48 hours each on three separate weekends: June 24-25, July 8-9, and July 15-16, 2017.
- **Penn Station – Amtrak State of Good Repair Project** – Various tracks and switches within Penn Station will be out of service to allow Amtrak to make necessary repairs. This project will have weekday Peak period and weekday overnight service impacts from Monday, July 10 through Friday, September 1, 2017.
- **Babylon Branch, Wantagh-Babylon – Mech Tie Replacement** – One of two main tracks will be out of service between Wantagh and Babylon for Mechanized Tie Replacement midday weekdays July 24-August 18, 2017.



## **DISCUSSION:**

### *Trackwork Program – Construction Activities*

- **Main Line, Brentwood-Ronkonkoma – Main Line Second Track Construction** – The single main track will be out of service between Brentwood and Ronkonkoma for various construction efforts related to the Main Line Second Track project for 48 hours each on three separate weekends: June 24-25, July 8-9, and July 15-16, 2017. Eastbound customers traveling to Central Islip and Ronkonkoma will board buses at Brentwood for their stations, and will experience up to 34 minutes additional travel time. Westbound customers from Ronkonkoma and Central Islip will board buses for Brentwood, where train service will resume. Westbound buses will depart up to 34 minutes earlier than normal train times in order to connect with trains at Brentwood. Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma. In addition, three trains in each direction, which normally provide half-hourly service between Ronkonkoma and Penn Station during certain day parts, will originate or terminate at Farmingdale.
- **Penn Station – Amtrak State of Good Repair Project** – Various tracks and switches within Penn Station will be out of service to allow Amtrak to make necessary repairs. This project will have weekday Peak period and weekday overnight service impacts from Monday, July 10 through Friday, September 1, 2017. As a result of reduced capacity in Penn Station, the MTA Long Island Rail Road will be required to make changes to Peak period service, including adding cars to existing trains, diverting trains to/from Atlantic Terminal and Hunterspoint Avenue, and cancelling/combining trains. Additionally, alternate bus and ferry service is planned from key Long Island and Queens locations to Manhattan to provide additional capacity due to cancelled trains.
- **Babylon Branch, Wantagh-Babylon – Mech Tie Replacement** – One of two main tracks will be out of service between Wantagh and Babylon for Mechanized Tie Replacement midday weekdays July 24-August 18, 2017. In order to provide the double block, service east of Freeport is reduced. Instead of half-hourly local service to and from Babylon, there will be hourly local service, operating on adjusted schedules with the remaining pair of locals each hour operating between New York and Freeport only. The expresses serving as scoot connections at Babylon will continue to operate, but on adjusted schedules and with stopping patterns changed to allow them to operate through the work zone and still maintain connections at Babylon with diesel trains to/from Patchogue/Speonk. Some eastbound diesels to Patchogue/Speonk will be adjusted 3 minutes earlier. Westbound Babylon locals and expresses are adjusted between 23 and 30 minutes later. Some westbound diesels from Speonk/Patchogue are adjusted 41 minutes later. In addition, the 10:00 AM train from Farmingdale to Penn Station is adjusted 5 minutes later due to connections at Jamaica.

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**

# Staff Summary

Subject <b>LICENSE AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>ANTHONY CAMPBELL</b>

Date <b>JUNE 19, 2017</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North Committee	6/19/17		X	
2	Finance Committee	6/19/17	X		
3	Board	6/21/17	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal 
3	Chief of Staff 		
2	Chief Financial Officer 		

AGENCY: MTA Metro-North Commuter Railroad Company ("Metro-North")

LICENSEE: Philipstown Depot Theatre Inc. ("PDT")

LOCATION: Hudson Line right-of-way adjacent to 10 Garrison's Landing, Garrison, NY 10524 ("the Property")

PROPERTY: Approximately 4,500 square feet

ACTION REQUESTED: Approval of terms

TERM: 5 years with two 5 year options thereafter

TERMINATION: Terminable at will upon 60 days' notice, without compensation

COMPENSATION: \$100.00 annually plus performance of \$63,339 in surface, drainage and lighting improvements

## COMMENTS:

The Philipstown Depot Theatre Inc. is community-based performing arts center that connects families and individuals in the Hudson River Valley with affordable theater, music and films. PDT is the current tenant of the former Garrison Station building ("the Building"), which was sold in 1962 by Metro-North's predecessor to Garrison Landing Association. PDT has requested authorization to use and make improvements to the former platform area behind the Building that is controlled by Metro-North pursuant to the Harlem-Hudson lease. The Property is situated at the rear of the Building and is not accessible for use by any other entity. PDT proposes to use it as an outdoor plaza ancillary to its use of the Building.

The Property currently consists of uneven and broken concrete and is not used by Metro-North. PDT will resurface the Property, improve its drainage and install new lighting around its perimeter, at a cost to PDT of approximately \$63,339. This project will address potential slip/trip/fall issues at the Property and Metro-North will benefit from the improvements, maintenance, insurance and indemnification provided by PDT.

In accordance with MTA Real Estate's Policies and Procedures for the Licensing of Real Property, no request for proposals is required for two reasons, first, because (apart from Metro-North) only a single adjacent owner can make use of the Property and, in addition, because it is to be licensed to a nonprofit for beautification purposes. Additionally, the license agreement will be terminable by Metro-North on 60 days' notice, with or without cause, for any or no reason and without repayment of any unamortized tenant improvement costs or any other financial penalty.


# Staff Summary

## **FINANCE COMMITTEE MEETING Phillipstown Depot Theatre Inc. (Cont'd.)**

MTA Real Estate's independent consultant has estimated the fair market rental value of the Property to be \$4,500 annually. The compensation is slightly below estimated fair market rental value over the proposed 15 year term (assuming that both renewal options are exercised and the license agreement is not sooner terminated), but is acceptable recognizing that such fair market rental value may not be obtainable in the case of a license subject to termination on short notice as described above.




Based on the foregoing, MTA Real Estate requests authorization to enter into a license with PDT on the above-described terms and conditions.

# Staff Summary

Subject <b>SUBLEASE</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>DAVID ROTH</b>

Date <b>JUNE 19, 2017</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North Committee	6/19/17		X	
2	Finance Committee	6/19/17	X		
3	Board	6/21/17	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal 
3	Chief of Staff 		
2	Chief Financial Officer 		

AGENCY: MTA Metro-North Commuter Railroad Company ("Metro-North")

SUBLESSEE: Town of Fishkill (the "Town")

LOCATION: Hudson Line adjacent to the New York State Parks Breakneck Ridge Trail, New York State Route 9D and Metro-North's Breakneck Station.

USE: Construction, operation and maintenance of a multi-use recreational trail

SPACE: 3.15± acres

ACTION REQUESTED: Approval of terms

TERM: 257 years, to expire February 27, 2274, one day prior to expiration of MTA's lease of the Harlem and Hudson Lines. (The Town's funding is predicated upon it receiving a long term sublease versus a license)

TERMINATION: Should Metro-North require the Location for a transportation or other corporate purpose the sublease will be terminable upon not less than 60 days' prior written notice to the Town

ASSIGNMENT: The Town may not transfer or assign the sublease to any private entity

APPRAISED VALUE: \$8,400.00 (valued as a sale of the fee interest)

COMPENSATION: Construction of two new mini high-level platforms and appurtenances to subsequently be maintained by Metro-North, the cost of which is estimated to be \$200,000

## COMMENTS:

The Town has requested use of a portion of Metro-North's property to construct, operate and maintain a multi-use trail of approximately three-quarters of a mile (the "Trail"), located between New York State Route 9D and Metro North's Hudson Line. The Trail will run from the New York State Parks' Breakneck Ridge Trailhead, located proximate to the Route 9D tunnel, north to the pedestrian overpass that provides access to the inbound side of Metro-North's Breakneck Ridge Station. The Trail is referred to by the parties as the "Breakneck Connector" and is the first segment to be constructed of the proposed 7-mile Hudson Highlands Fjord Trail (the "Fjord Trail"). The Fjord Trail will start at the Village of Cold Spring and end in the City of Beacon. Metro-North has been working with the Town and other sponsors of the Trail to progress its development in a way that encourages security and safety, and protects Metro-North's interests. The other segments of the Fjord Trail are still in the planning stages and design concepts have not yet been presented to Metro-North for review or comment.

# Staff Summary

## FINANCE COMMITTEE MEETING Town of Fishkill (Cont'd.)

Breakneck Ridge has drawn a growing number of visitors each year. A majority of such visitors drive to Breakneck Ridge and struggle with the limited available parking capacity. However, convenient location of the Metro-North station provides an attractive alternative to driving and as a result, Metro-North has experienced an increased number passengers each year to its Breakneck Ridge Station. Metro-North has increased the frequency of weekend service to the station to accommodate the demand.

Currently, boarding passengers use low-level platforms, requiring conductors to open a trap and expose stairs used to access the platforms. A dirt path connects the station's outbound platform to Route 9D, while a pedestrian overpass connects passengers from the inbound platform to another dirt path that leads to Route 9D. From there, visitors use a combination of informal pathways and the shoulder area of Route 9D to get to and from the Breakneck Ridge Trailhead. This arrangement poses a safety risk, as does the current use of makeshift parking areas on Metro-North's property that fronts Route 9D.

The Trail will provide a direct connection from the trailhead to the station in a manner that is separate and protected from vehicular traffic on Route 9D. In addition, fencing will be placed along all at-grade portions of the Trail (and where the path is elevated, the Trail will have a railing) to discourage trespassing onto Metro-North's right-of-way. The current low-level platforms on Metro-North Property will be replaced with mini high-level platforms with ADA accessible ramps. A newly designed parking lot for visitor and emergency vehicle parking will be constructed so it maintains an existing Metro-North access point for maintenance vehicles. Along Route 9D, formalized parallel parking spaces will be created, as well as safety measures for visitors crossing the road. And a "welcome center" will be built at the trailhead and new trailhead information signs will be installed. The Town may issue permit(s), subject to Metro-North's approval, for mobile vendor(s) to provide limited customer amenities such as food and drink at the Trail.

The Town, through its own bidding process, will procure a construction firm to construct the two new mini high-level platforms and appurtenances, as described above, and to fund its estimated \$200,000 construction cost. The Town will also be responsible for the long-term operation and maintenance of the Trail; however, Metro-North will own and be responsible for the maintenance of the mini high-level platforms post-construction.

The fair market value of the Trail (as though a fee interest were being transferred) as determined by MTA Real Estate's independent appraiser is less than \$15,000 and, therefore, pursuant to Public Authorities Law Section 2897, disposition of the same may be by negotiation and no "explanatory statement" is required.

Based on the foregoing, MTA Real Estate requests authorization to enter into a sublease with the Town on the above-described terms and conditions.

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



**MTA BOARD**

**PROCUREMENT PACKAGE**

**JUNE 2017**



<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	MNR & LIRR Joint Committee	6/19/17	X		
2	Board	6/21/17	X		

<b>Date:</b> June 15, 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 contracts and a modification and, to inform the Metro North and Long Island Rail Road Joint Committee of these procurement actions.

**DISCUSSION**

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

**Schedules Requiring Two-Thirds Vote:**

Schedule B Competitive Request for Proposals (Solicitation)

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ TBD
<b>SUBTOTAL</b>	1	\$ TBD

**Schedules Requiring Majority Vote:**

Schedule G Miscellaneous Service Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 3,000,000
<b>SUBTOTAL</b>	1	\$ 3,000,000

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

**Schedules Requiring Majority Vote:**

Schedule K Ratifications of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 970,558
<b>SUBTOTAL</b>	1	\$ 970,558
<b>TOTAL</b>	3	\$ 3,970,558

**Competitive Bidding Requirements**

The procurement action in Schedule B is subject to the competitive bidding requirements of the Public Authorities Law 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

**Budget Impact:**

The approval of the contracts and ratification of the modification 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 contracts and ratification of a modification 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.

June 2017

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**Schedule B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts  
(Staff Summaries required for all items estimated to be greater than \$1M)**

- |    |   |                        |                               |
|----|---|------------------------|-------------------------------|
| 1. | Contractor to be Determined<br>Contract Term To Be Determined<br>Contract No. CS086 | Costs To Be Determined | <u>Staff Summary Attached</u> |
|----|---|------------------------|-------------------------------|

To request and recommend that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article IIIB (6) of the All Agency General Contract Procurement Guidelines, it is in the public interest to issue a competitive Request for Proposal ("RFP") for Contract CS086, Tunnel System Package 2, Signal Installation for the East Side Access Project.

**Procurements Requiring Majority Vote:**

**Schedule 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.)**

- |    |   |                              |                               |
|----|---|------------------------------|-------------------------------|
| 2. | Various Firms<br>5 Year Term<br>Contract Nos. PS851A – PS851D | NTE \$ 3,000,000 (Aggregate) | <u>Staff Summary Attached</u> |
|----|---|------------------------------|-------------------------------|

In accordance with Article X (B) of the All Agency Service Contract Procurement Guidelines, MTACC requests Board approval to award four competitively solicited and negotiated contracts to provide independent testing and laboratory services.

**Schedule B: Competitive Requests for Proposals  
Staff Summary**



<b>Item Number:</b> 1						<b>SUMMARY INFORMATION</b>	
<b>Dept &amp; Dept Head Name:</b> Law & Procurement, E. Eisland						<b>Vendor Name</b>	<b>Contract Number</b>
						RFP Authorizing Resolution	CS086
<b>Division &amp; Division Head Name:</b> Procurement, D. Cannon						<b>Description</b>	
						Tunnels Systems Package 2, Signal Installation for the ESA Project	
						<b>Total Amount</b>	
						N/A	
<b>Board Reviews</b>							
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Contract Term (including Options, if any)</b>	
1	MNR & LI Committee		X			To Be Determined	
2	Board		X			<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	
						<b>Renewal?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	
						<b>Procurement Type</b>	
						<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
						<b>Solicitation Type</b>	
1	Executive Vice President		2	President		<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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**I. PURPOSE/RECOMMENDATION**

To request and recommend that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article IIIB (6) of the All Agency General Contract Procurement Guidelines, it is in the public interest to issue a competitive Request for Proposal ("RFP") for Contract CS086, Tunnel System Package 2, Signal Installation for the East Side Access Project.

**II. DISCUSSION**

The work under this contract is for the installation of Federal Railroad Administration compliant signal equipment procured under a separate Contract (VS086). The installation work shall take place in the East Side Access ("ESA") Tunnels.

Based on review and analysis, MTACC has determined that access to the work site, productivity of the work force and coordination with adjacent contractors are major risks under this Contract. The high level of risk could translate into a high level of contingency reflected in the prices that will be received when the Contract is solicited. The access and coordination required by each contractor to facilitate the best price for the work depends on site access, each contractor's planned sequence of performance, technical approaches to the work and other anticipated means and methods. Procurement through the RFP process mitigates the risks as it will allow the MTA the opportunity to work through access, coordination and other perceived risks with each contractor in an effort to achieve the lowest price possible for the work. The RFP process will also permit MTACC to evaluate the relative benefits of alternative technical proposals and weigh alternatives that are in the best interest of the MTA.

The RFP process will require the interested firms to submit technical and cost proposals, which will include their technical approach, qualifications, experience, schedule and overall costs. The technical and cost proposals will be evaluated against MTACC's established criteria and based on the results, negotiations on technical and commercial issues, schedule and costs will be held with one or more firms. At the conclusion of negotiations, a Best and Final Offer ("BAFO") will be requested. Award will be made to the responsible firm whose BAFO offers the best value to the MTA.

**II. IMPACT ON FUNDING**

Funding for this Contract will be from the Capital Program.

**III. ALTERNATIVES**

The use of a sealed bid process in which factors other than cost cannot be considered is not recommended as it does not provide a means to evaluate different technical matters or to consider or negotiate alternative proposals to achieve the overall best value to the MTA.



## Schedule G Miscellaneous Service Contracts

Page 1 of 2

<b>Item Number</b> 2																									
<b>Dept &amp; Dept Head Name:</b> Program Controls, Ray Schaeffer,																									
<b>Division and Division Head Name:</b> Quality Division, Ehambaran Sundaresan																									
<b>Board Reviews</b>																									
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>																				
1	MNR and LIRR Joint Committee	6/19/17	X																						
2	Board	6/21/17	X																						
<b>Internal Approvals</b>																									
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>																						
2	Sr. Vice President & General Counsel	4	President																						
1	Chief Procurement Officer	3	Executive Vice President																						
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="text-align: left;"><b>SUMMARY INFORMATION</b></td> </tr> <tr> <td style="width: 50%;"><b>Vendor Names</b> Various</td> <td style="width: 50%;"><b>Contract Number</b> PS851A – PS851D</td> </tr> <tr> <td colspan="2"><b>Description</b> Independent Testing and Laboratory Services on an As-Needed Basis</td> </tr> <tr> <td colspan="2"><b>Total Amount</b> Not To Exceed \$ 3,000,000 (Aggregate)</td> </tr> <tr> <td colspan="2"><b>Contract Term</b> Five Years</td> </tr> <tr> <td colspan="2"><b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</td> </tr> <tr> <td colspan="2"><b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</td> </tr> <tr> <td colspan="2"><b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive</td> </tr> <tr> <td colspan="2"><b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:</td> </tr> <tr> <td colspan="2"><b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:</td> </tr> </table>						<b>SUMMARY INFORMATION</b>		<b>Vendor Names</b> Various	<b>Contract Number</b> PS851A – PS851D	<b>Description</b> Independent Testing and Laboratory Services on an As-Needed Basis		<b>Total Amount</b> Not To Exceed \$ 3,000,000 (Aggregate)		<b>Contract Term</b> Five Years		<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A		<b>Renewal?</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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
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<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:																									

**I. PURPOSE/RECOMMENDATION:**

Pursuant to Article X (B) of the All Agency Service Contract Procurement Guidelines, MTACC requests Board approval to award competitively solicited and negotiated Contracts PS851A through PS851D to provide independent testing and laboratory services for an amount not to exceed \$3,000,000 (aggregate) and a term of five years to the following firms:

1. Distinct Engineering Solutions, Inc. P.C.
2. HAKS Construction Management Land Surveying
3. MT Group
4. Tectonic Engineering & Surveying Consultants, P.C.

**II. DISCUSSION:**

MTACC requires independent testing and laboratory services to support MTACC construction projects on an as-needed basis. The required services include testing such as field density tests, proctor tests, gradation tests, ultrasonic tests and compressive strengths tests and inspections such as batch plant inspections, and American Welding Society (AWS) and American Society of Non-Destructive Testing (ASNT) certified inspections. MTACC requests Board approval to enter into four such contracts in order to increase the available resources that will be available. MTACC intends to issue "Task Orders" against the base contracts based upon identified needs. The Task Orders will be either competitively solicited, rotated among the pool of consultants, or awarded based on particular skills, resources and requirements as determined by MTACC's Chief Procurement Officer.

The Request for Proposal was advertised on March 14, 2016. The advertisement appeared in the New York State Contract Reporter, the New York Post, Engineering News-Record, Minority Commerce Weekly and on the MTA Website. A total of five firms requested the RFP documents and on April 29, 2016 proposals were received from the following firms:

**Schedule G Miscellaneous Service Contracts**

Item No. 2

1. Distinct Engineering Solutions, Inc. P.C.
2. Haider Engineering P.C.
3. HAKS Construction Management Land Surveying
4. MT Group
5. Tectonic Engineering & Surveying Consultants, P.C.

The Selection Committee for this Contract consisted of representatives from MTACC's Procurement Division and Program Controls Department. The selection committee evaluated the technical proposals against the following criteria:

1. Testing Capabilities
2. Experience
3. Plan of Approach
4. Past Performance
5. DBE Participation
6. Current Work Load

After evaluating and then scoring the technical evaluations, the Selection Committee determined that the proposals received from four of the five firms were within the competitive range. They are:

1. Distinct Engineering Solutions, Inc. P.C.
2. HAKS Construction Management Land Surveying
3. MT Group
4. Tectonic Engineering & Surveying Consultants, P.C.

The selection committee only opened the costs proposals of the four entities in the competitive range and negotiations were held with all four firms as to their various rates. Upon completion of negotiations the cost proposals were evaluated and the selection committee determined that the rates of all four entities are fair and reasonable and that MTACC should enter into contracts with all four. The total award will be for an aggregate not-to-exceed amount of \$3,000,000

In connection with a previous contract awarded to HAKS Construction Management Land Surveying, the company was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2016. No new SAI has been found relating to HAKS. In connection with the review of the other three entities, no significant adverse information was found and they were all found to be responsible.

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

This Contract is federally funded and is therefore covered by the regulation promulgated by the U.S Department of Transportation at 49 CFR Part 26. The Department of Diversity and Civil Rights (DDCR) reviewed the requirements of the Contract and after undertaking a thorough analysis determined a goal of 17% for this contract due to the nature of the work and the availability of DBE contractors able to perform the work.

Each firm submitted a DBE Utilization Plan indicating they will meet the 17% DBE goal on the Contract. DDCR has reviewed and approved all four DBE Utilization Plans.

None of the firms have experience with MTA contracts with D/M/WBE so no evaluation can be made on their performance in meeting D/M/WBE goals. Please note, however, that HAKS Construction Management Land Surveying is a certified DBE and MBE firm.

**IV. IMPACT ON FUNDING:**

Funding is available in the Capital Program and a portion of which will come from the Federal Transit Administration (FTA).

**V. ALTERNATIVES:**

MTACC does not have the resources or facilities to provide these types of services. The four selected firms have the experience, capabilities and facilities to perform this work.

June 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)**

3.	Tutor Perini Corporation Contract No. CH057 Modification No. 24	\$ 970,558	<b><u>Staff Summary Attached</u></b>
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In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC is requesting the Board ratify a modification to the contract to furnish and install remote panels and to furnish additional materials to support control of certain Long Island Railroad track switches and signals from Jamaica Control Center.

**Item Number: 3**

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation (New Rochelle, NY)		<b>Contract Number</b> CH057	<b>AWO/Modification #</b> 24
<b>Description</b> Harold Structures Part 3 for the ESA Project			
<b>Contract Term (including Options, if any)</b> 19 Months		<b>Original Amount:</b>	\$ 53,352,586
		<b>Prior Modifications:</b>	\$ 6,518,586
		<b>Exercised Options:</b>	\$ 8,680,000
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<b>Current Amount:</b>	\$ 68,551,172
<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>This Request</b>	\$ 970,558
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b>	1.4%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, W. Goodrich, P.E.		<b>% of Modifications (including This Request) to Original Amount:</b>	14%

**Discussion:**

This Contract is for the construction of the Track D Approach Structure, 48th Street MM2 Bridge, and retaining walls 48-S2 and 39-S6, site grading, demolition of the existing G02 Substation, demolition of Signal Bridges 18 and 22, and installation of catenary structures, track work, sewers, and electrical and communication utilities. In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC is requesting the Board ratify a modification to the contract to furnish and install remote panels and to furnish additional materials to support control of certain Long Island Railroad track switches and signals from Jamaica Control Center.

As presented in previous contract modifications, the separation of Long Island Railroad and Amtrak signal power was a change to the original East Side Access design and the subject of an errors and omissions claim against the designer. As a result of the change in design, the work required to achieve signal power separation and the associated work related to control of track switches and signals in the Harold Interlocking has been added to various East Side Access contracts by modifications. This modification will require the Contractor to install the remote panels that will allow for control of certain Long Island Railroad track switches and signals from the Jamaica Control Center. In addition, under this modification, the Contractor will furnish disconnect switches, conduit, cable and other necessary equipment and material to connect the signal infrastructure to be installed by Long Island Railroad forces.

The Contractor submitted a cost proposal of \$1,065,660 while the MTACC project estimate was \$952,227. Negotiations were held on April 12, 2017, and both parties agreed to a cost of \$970,558, which is considered fair and reasonable.

In order to complete this added work without delay to the Substantial Completion date for this Contract, the MTACC President signed a Retroactive Authorization Memorandum and on May 9, 2017, the Contractor was directed to proceed with the work for the agreed upon price of \$970,558.

In connection with a previous contract awarded to Tutor Perini Corporation (TPC), TPC was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA Acting General Counsel in February 2017. No new SAI has been found relating to TPC and TPC has been found to be responsible.





# LONG ISLAND RAIL ROAD



## Monthly Operating Report May 2017

Patrick Nowakowski  
President

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06/19/17 \*\*\*\*\*

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**Performance Summary**

			2017 Data			2016 Data	
			Annual	YTD thru		YTD thru	
			Goal	May	May	May	May
<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>89.0%</b>	<b>90.4%</b>	<b>94.7%</b>	<b>93.7%</b>
		AM Peak		88.9%	89.6%	96.2%	94.2%
		PM Peak		79.0%	81.7%	94.3%	91.6%
		<b>Total Peak</b>		<b>84.2%</b>	<b>85.9%</b>	<b>95.3%</b>	<b>93.0%</b>
		Off Peak Weekday		88.8%	90.6%	93.8%	93.5%
		Weekend		95.3%	95.2%	95.8%	95.0%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>87.5%</b>	<b>88.8%</b>	<b>92.4%</b>	<b>92.5%</b>
		AM Peak		91.3%	90.5%	96.0%	94.9%
		PM Peak		78.3%	79.7%	94.2%	90.1%
		<b>Total Peak</b>		<b>85.2%</b>	<b>85.5%</b>	<b>95.2%</b>	<b>92.7%</b>
		Off Peak Weekday		87.1%	90.0%	91.1%	93.1%
		Weekend		92.5%	91.3%	91.2%	91.0%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>94.9%</b>	<b>94.6%</b>	<b>97.4%</b>	<b>97.0%</b>
		AM Peak		87.6%	90.0%	97.0%	95.1%
		PM Peak		93.4%	89.9%	98.4%	97.1%
		<b>Total Peak</b>		<b>90.2%</b>	<b>90.0%</b>	<b>97.6%</b>	<b>96.0%</b>
		Off Peak Weekday		95.5%	95.0%	96.6%	97.3%
		Weekend		98.8%	98.3%	98.7%	97.2%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>88.0%</b>	<b>88.8%</b>	<b>95.2%</b>	<b>92.2%</b>
		AM Peak		88.8%	88.3%	96.5%	94.1%
		PM Peak		73.4%	75.3%	94.6%	90.7%
		<b>Total Peak</b>		<b>81.3%</b>	<b>82.0%</b>	<b>95.6%</b>	<b>92.4%</b>
		Off Peak Weekday		85.5%	87.8%	93.5%	89.8%
		Weekend		97.4%	95.9%	96.9%	95.1%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>93.7%</b>	<b>92.7%</b>	<b>98.0%</b>	<b>96.6%</b>
		AM Peak		94.1%	92.0%	98.1%	97.4%
		PM Peak		80.8%	81.8%	96.8%	93.9%
		<b>Total Peak</b>		<b>87.8%</b>	<b>87.2%</b>	<b>97.5%</b>	<b>95.7%</b>
		Off Peak Weekday		94.6%	92.9%	98.6%	97.0%
		Weekend		97.6%	97.7%	97.4%	96.5%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>91.7%</b>	<b>92.1%</b>	<b>96.1%</b>	<b>95.5%</b>
		AM Peak		93.6%	91.8%	98.8%	96.8%
		PM Peak		84.7%	84.7%	95.2%	93.5%
		<b>Total Peak</b>		<b>89.3%</b>	<b>88.4%</b>	<b>97.1%</b>	<b>95.2%</b>
		Off Peak Weekday		90.8%	91.8%	95.2%	95.1%
		Weekend		96.7%	97.1%	96.7%	96.6%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>89.0%</b>	<b>90.5%</b>	<b>94.3%</b>	<b>92.4%</b>
		AM Peak		91.5%	90.1%	94.0%	89.4%
		PM Peak		83.6%	86.4%	96.7%	93.0%
		<b>Total Peak</b>		<b>87.8%</b>	<b>88.4%</b>	<b>95.3%</b>	<b>91.1%</b>
		Off Peak Weekday		91.6%	92.0%	95.4%	93.5%
		Weekend		85.4%	89.9%	91.7%	91.6%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>89.4%</b>	<b>90.4%</b>	<b>96.1%</b>	<b>93.5%</b>
		AM Peak		92.2%	90.6%	98.6%	96.3%
		PM Peak		72.0%	77.9%	88.9%	88.0%
		<b>Total Peak</b>		<b>82.9%</b>	<b>84.8%</b>	<b>94.1%</b>	<b>92.5%</b>
		Off Peak Weekday		90.1%	91.1%	96.1%	92.9%
		Weekend		97.5%	96.3%	98.6%	96.3%

<b>Performance Summary</b>		<b>2017 Data</b>			<b>2016 Data</b>	
		Annual	YTD thru		YTD thru	
		Goal	May	May	May	May
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>88.7%</b>	<b>89.3%</b>	<b>94.4%</b>	<b>89.9%</b>
	AM Peak		88.1%	88.5%	96.4%	90.7%
	PM Peak		80.4%	82.8%	95.9%	90.8%
	<b>Total Peak</b>		<b>84.5%</b>	<b>85.8%</b>	<b>96.2%</b>	<b>90.8%</b>
	Off Peak Weekday		87.1%	87.1%	90.5%	85.9%
	Weekend		97.6%	97.7%	99.3%	96.5%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>84.6%</b>	<b>89.8%</b>	<b>93.1%</b>	<b>94.6%</b>
	AM Peak		80.6%	89.4%	95.0%	95.2%
	PM Peak		66.7%	77.9%	87.7%	89.3%
	<b>Total Peak</b>		<b>73.5%</b>	<b>83.5%</b>	<b>91.2%</b>	<b>92.2%</b>
	Off Peak Weekday		85.0%	89.6%	91.8%	94.1%
	Weekend		97.1%	97.3%	97.5%	98.0%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>85.8%</b>	<b>88.2%</b>	<b>93.6%</b>	<b>91.9%</b>
	AM Peak		84.1%	85.6%	94.4%	90.5%
	PM Peak		84.5%	86.5%	96.5%	93.4%
	<b>Total Peak</b>		<b>84.3%</b>	<b>86.0%</b>	<b>95.4%</b>	<b>91.8%</b>
	Off Peak Weekday		83.6%	87.5%	92.5%	91.7%
	Weekend		93.2%	92.8%	93.7%	92.3%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>94.6%</b>	<b>94.2%</b>	<b>98.0%</b>	<b>96.5%</b>
	AM Peak		94.5%	92.6%	96.2%	95.5%
	PM Peak		85.6%	85.6%	97.6%	92.4%
	<b>Total Peak</b>		<b>89.7%</b>	<b>88.7%</b>	<b>97.0%</b>	<b>93.8%</b>
	Off Peak Weekday		96.2%	95.9%	98.0%	98.1%
	Weekend		98.1%	97.9%	99.4%	96.5%
<b>Operating Statistics</b>						
<b>Trains Scheduled</b>			<b>21,251</b>	<b>102,531</b>	<b>20,994</b>	<b>101,272</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-12.3	-12.9	-10.5	-12.8
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			310	1,696	121	1,093
<b>Trains Canceled</b>			183	829	33	553
<b>Trains Terminated</b>			89	465	16	213
<b>Percent of Scheduled Trips Completed</b>			98.7%	98.7%	99.8%	99.2%
<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	99.2%			
		PM Peak	98.3%			
		<b>Total Peak</b>	<b>98.8%</b>			

System Categories Of Delay	% Total	2017	2017 Data		2016 Data		YTD 2016 Vs 2015
		Apr	May	YTD Thru May	May	YTD Thru May	
Engineering (Scheduled)	3.4%	27	79	263	21	174	89
Engineering (Unscheduled)	4.9%	136	115	1,210	200	728	482
Maintenance of Equipment	7.1%	126	166	902	80	650	252
Transportation	2.4%	90	56	421	25	154	267
Capital Projects	4.0%	174	93	309	67	226	83
Weather and Environmental	6.9%	28	161	1,615	11	1,307	1
Police	9.3%	147	219	831	109	601	230
Customers	22.4%	332	526	1,738	402	1,543	195
Other	6.3%	57	147	479	125	643	(164)
3rd Party Operations	33.5%	842	786	2,110	63	360	1,750
<b>Total</b>	<b>100.0%</b>	<b>1,959</b>	<b>2,348</b>	<b>9,878</b>	<b>1,103</b>	<b>6,386</b>	<b>3,492</b>

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-May	Mon	Amtrak related track condition between A and JO Interlocking	5			2			10			17		
1-May	Mon	Suspicious package in Jamaica	12									12		
3-May	Wed	Amtrak related track condition in Line 2				27	7		17	2		44	9	
5-May	Fri	Track circuit failure Hunt Interlocking due to a defective IJ	29						2			31		
5-May	Fri	Bridge strike west of Westbury Station	9						5			14		
5-May	Fri	Inclement Weather				18	1		22			40	1	
5-May	Fri	High water condition at Hicksville				40	1					40	1	
8-May	Mon	Amtrak related track condition in Line 2				38	10	1	16	2	14	54	12	15
8-May	Mon	Train 907 requiring police assistance in Jamaica	11									11		
8-May	Mon	Scheduled track work program-Jay to Harold Interlocking							13			13		
9-May	Tues	4x track out of service A Interlocking and NJT6610 with medical asst.	34			1			10			45		
9-May	Tues	Amtrak train 49 disabled in Line 2, Penn Station				24	4		15	1		39	5	
9-May	Tues	Motor vehicle accident at Long Beach Road				5			6			11		
10-May	Wed	Crossing gate activation failure at Little Neck Parkway Crossing	7						4			11		
10-May	Wed	Amtrak related signal trouble in C Interlocking				20	78		27	17	18	47	95	18
11-May	Thurs	NJT3373 disabled in JO Interlocking				9			8			17		
12-May	Fri	Unauthorized person fell off Track 18 in Penn Station				3			27	3	2	30	3	2
12-May	Fri	Amtrak train 293 disabled in Line 2, Penn Station				13	2		3			16	2	
12-May	Fri	Train 660 with equipment trouble				10			1			11		
15-May	Mon	Heavy loading system wide	10			4			2			16		
18-May	Thurs	Track condition between Nassau and Queens Interlocking				33	3		38	3	1	71	6	1
19-May	Fri	Bridge strike at Forest Hills				17			28		1	45		1
19-May	Fri	Train 872 requiring medical assistance in Penn Station				4	3		3			7	3	
23-May	Tues	SRS Defect - Nassau Interlocking	23						10			33		
24-May	Wed	Gas line issue in Floral Park	5						8		1	13		1
25-May	Thurs	Amtrak track repairs in Penn Station				10			13	1		23	1	
25-May	Thurs	Train 17 with equipment trouble in Babylon	9						1			10		
26-May	Fri	Heavy Holiday Loading				4	1		26			30	1	
26-May	Fri	Trespasser strike west of Sayville Station				8	2		5	2	3	13	4	3
29-May	Mon	Heavy Holiday Loading							10			10		
30-May	Tues	Amtrak related third rail condition in F Interlocking	71	2	10				46	9	7	117	11	17
30-May	Tues	Amtrak State of Good Repair work				2			8			10		
31-May	Wed	Trespasser strike west of Plandome Station				4	5	1	9	1	2	13	6	3
TOTAL FOR MONTH			225	2	10	296	117	2	393	41	49	914	160	61
													1135	



**Long Island Rail Road**

**OPERATIONS**

**MECHANICAL REPORT**

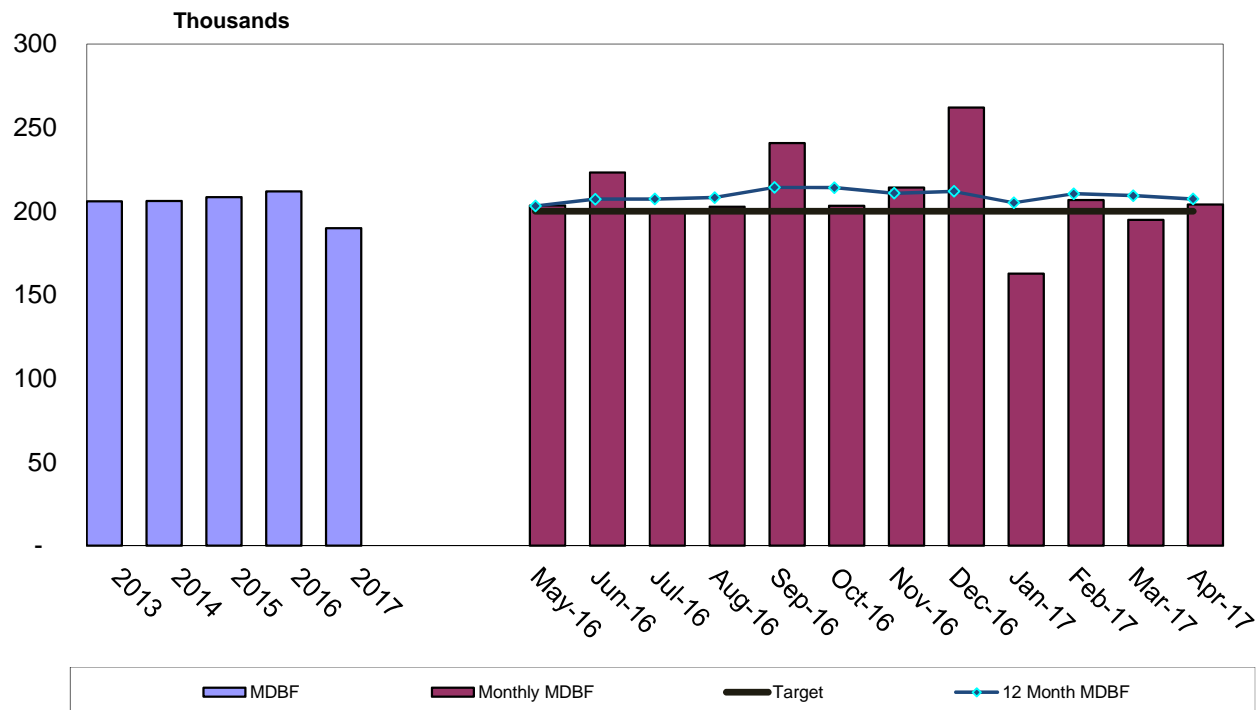
## Long Island Rail Road

### MEAN DISTANCE BETWEEN FAILURES - APRIL 2017

	Equip- ment Type	Total Fleet Size	2017 Data					2016 Data		
			MDBF Goal (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)	12 month MDBF Rolling Avg (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)
<b>Mean</b>	M-3	150	67,000	131,424	4	64,950	60,491	76,136	7	83,023
<b>Distance</b>	M-7	836	440,000	277,896	18	375,615	446,863	319,547	16	373,637
<b>Between Failures</b>	DM	21	22,000	33,904	2	23,793	25,983	38,605	2	28,979
	DE	24	22,000	29,025	3	23,357	24,402	NO DELAY	0	18,358
	C-3	134	122,000	161,286	4	131,392	156,112	222,626	3	139,694
	Diesel	179	65,000	88,892	9	69,441	77,316	165,908	5	68,821
	<b>Fleet</b>	<b>1,165</b>	<b>200,000</b>	<b>204,125</b>	<b>31</b>	<b>189,854</b>	<b>207,324</b>	<b>231,259</b>	<b>28</b>	<b>202,162</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 2013 - 2017





### Standee Report

#### East Of Jamaica

			2017 Data	
			May	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	6	12
		<b>Total Standees</b>	<b>6</b>	<b>12</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	17	4
		<b>Total Standees</b>	<b>57</b>	<b>4</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	3	0
		<b>Total Standees</b>	<b>3</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	3
		<b>Total Standees</b>	<b>0</b>	<b>3</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	4
		<b>Total Standees</b>	<b>0</b>	<b>4</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	24	77
		<b>Total Standees</b>	<b>24</b>	<b>77</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	20	39
		<b>Total Standees</b>	<b>20</b>	<b>39</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>109</b>	<b>138</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 MAY 2017

### Standee Report

#### West Of Jamaica

			2017 Data	
			May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	6	31
		<b>Total Standees</b>	<b>6</b>	<b>31</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Huntington Branch	Program Standees	40	0
		Add'l Standees	12	39
		<b>Total Standees</b>	<b>52</b>	<b>39</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	40
		<b>Total Standees</b>	<b>0</b>	<b>40</b>
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>30</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	4	1
		<b>Total Standees</b>	<b>4</b>	<b>1</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	24	77
		<b>Total Standees</b>	<b>24</b>	<b>77</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	15	26
		<b>Total Standees</b>	<b>15</b>	<b>26</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>130</b>	<b>214</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 MAY 2017

Elevator Availability		2017		2016	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	99.00%	99.00%	99.20%	99.00%
	Far Rockaway Branch	99.10%	99.00%	99.60%	98.90%
	Hempstead Branch	99.50%	99.40%	96.80%	98.70%
	Long Beach Branch	98.80%	98.70%	98.90%	99.40%
	Port Jefferson Branch	98.50%	98.90%	99.40%	96.70%
	Port Washington Branch	99.30%	99.30%	98.70%	98.80%
	Ronkonkoma Branch	99.70%	99.10%	99.50%	99.00%
	City Terminal Stations	99.20%	98.40%	98.60%	97.90%
	Overall Average	99.10%	98.90%	99.00%	98.50%

Escalator Availability		2017		2016	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	96.80%	97.00%	98.20%	97.80%
	Far Rockaway Branch	95.20%	98.00%	98.90%	98.40%
	Hempstead Branch	97.60%	98.60%	99.10%	97.00%
	Long Beach Branch	95.50%	92.00%	96.90%	98.10%
	Port Jefferson Branch	95.90%	97.30%	98.20%	97.60%
	City Terminal	99.20%	99.10%	99.80%	99.60%
	Overall Average	98.30%	97.80%	98.90%	98.70%



**Long Island Rail Road**

**OPERATIONS**  
**SAFETY REPORT**

# April Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	May 2014-April 2015	May 2015-April 2016	May 2016 - April 2017
FRA Reportable Customer Accident Rate per Million Customers	4.43	3.95	2.96
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.81	3.14	3.31
Grade Crossing Incidents <sup>1</sup>	8	10	10
Mainline FRA Reportable Train Derailments	0	0	3
Mainline FRA Reportable Train Collisions	2	2	2

<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				
Focus on Safety Training	2016		2017	
	Year End		April	Year to Date
First Responders Trained	1537		283	696
Employee Safety Training Courses	210		88	155
Employees Trained	6,013		1,085	3,042
Employee Safety Training Hours	223,736		19,078	87,192
Customer and Community:	April	Year to Date	April	Year to Date
Broken Gates	20	42	9	32
MTA Police Details	41	195	90	240
Summons	137	557	216	696
Warnings	88	331	100	324
Arrests	0	3	0	0
Community Education and Outreach	13,858	40,192	10,575	34,594
	Completed		Total	% Complete
Cameras on Rolling Stock	May - Installation complete on two M7 cars and one C3 for testing.		TBD	TBD

## Definitions:

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

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

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

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

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

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

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

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

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

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

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT  
FOR MONTH OF MAY 2017**

<b>Elevators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>	<b>Entrapment</b>
<b>Baldwin</b>	0	0	1
<b>Hicksville B</b>	0	0	1

<b>Escalators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>
<b>Floral Park</b>	0	1
<b>Penn Station</b>	0	1

**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.



# **Long Island Rail Road**

## **Monthly Financial Report**

**April 2017**

**MTA LONG ISLAND RAIL ROAD  
APRIL 2017 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET  
(\$ In Millions)**

**SUMMARY**

April YTD operating results were favorable by \$48.3 or 11.8% lower than the Adopted Budget.

Non-Reimbursable revenues through April were \$0.5 favorable to budget. Farebox Revenue was favorable as a result of higher ridership, partially offset by lower yield per passenger. This was partially offset by lower advertising revenue. Total Non-Reimbursable expenses through April were \$47.9 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs and timing of materials and other maintenance and professional services contracts.

YTD capital and other reimbursable expenditures (and reimbursements) were \$6.7 higher than the Adopted Budget due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date April **Total Revenues** (including Capital and Other Reimbursements) of \$352.9 were \$7.1 or 2.1% favorable to the Adopted Budget.

- **Y-T-D Farebox Revenues** were \$2.3 favorable to budget due to higher ridership. Ridership through April was 28.4 million. This was 1.5% above 2016 (adjusted for same number of calendar work days) and 1.4% higher than budget.
- **Y-T-D Other Operating Revenues** were \$(1.8) unfavorable to budget due to lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$6.7 favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date April **Total Expenses** (including depreciation and other) of \$714.0 were favorable to the Adopted Budget by \$41.2 or 5.5%.

**Labor Expenses**, \$8.4 favorable Y-T-D.

- **Payroll**, \$9.8 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(6.2) unfavorable Y-T-D (higher capital project activity, maintenance, vacancy/absentee coverage and scheduled service, partially offset by lower unscheduled service and weather-related overtime).
- **Health & Welfare**, \$2.1 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$2.7 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, on forecast Y-T-D (higher FELA indemnity Reserves, offset by Railroad Retirement Taxes).

**Non-Labor Expenses**, \$33.5 favorable Y-T-D.

- **Electric Power**, \$1.7 favorable Y-T-D (primarily lower consumption and NYPA Loan payments captured in Other Business Expense, partially offset by higher rates).
- **Fuel**, \$0.4 favorable Y-T-D (primarily lower consumption).
- **Insurance**, \$1.1 favorable Y-T-D (Liability, Property and Force Account Insurance).
- **Claims**, \$0.5 favorable Y-T-D (decrease in reserves).
- **Maintenance and Other Operating Contracts**, \$6.0 favorable Y-T-D (primarily timing of expenses for non-revenue vehicle repairs, elevator/escalator maintenance, vegetation management, Penn Station cleaning, security guards and other maintenance contracts).
- **Professional Services**, \$3.5 favorable Y-T-D (timing of MTA chargebacks, M7 Propulsion Consultant, customer satisfaction study, advertising and various other professional services).
- **Materials and Supplies**, \$20.6 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments).
- **Other Business Expense**, \$(0.4) unfavorable Y-T-D (higher bad debt, debit/credit card fees, and NYPA Loan payments now captured in Other Business Expense, partially offset by lower stationary, print and office supplies and higher restitution of property damage).



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

**CASH DEFICIT SUMMARY**

The Cash Deficit through April of \$248.1 was \$52.3 favorable to the Adopted Budget due to lower expenditures and higher receipts.

**FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 49.4%, 5.1 percentage points above the Adopted Budget resulting from lower expenses and higher revenue.
- Through April, the Adjusted Farebox Operating Ratio was 57.8%, which is favorable to the Adopted Budget due to lower expenses and higher revenue.
- Through April, the Adjusted Cost per Passenger was \$14.86, which is lower than the Adopted Budget due to lower expenses and higher ridership.
- Through April, the Revenue per Passenger was \$8.07, which was below the Adopted Budget.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**APRIL 2017**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$59.712	\$59.678	(\$0.034)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$59.712	\$59.678	(\$0.034)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.838	3.477	(0.361)	(9.4)	0.000	0.000	0.000	-	3.838	3.477	(0.361)	(9.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	29.048	31.803	2.755	9.5	29.048	31.803	2.755	9.5
<b>Total Revenue</b>	<b>\$63.550</b>	<b>\$63.155</b>	<b>(\$0.395)</b>	<b>(0.6)</b>	<b>\$29.048</b>	<b>\$31.803</b>	<b>\$2.755</b>	<b>9.5</b>	<b>\$92.598</b>	<b>\$94.958</b>	<b>\$2.360</b>	<b>2.5</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$41.285	\$39.639	\$1.646	4.0	\$10.341	\$9.646	\$0.695	6.7	\$51.626	\$49.286	\$2.340	4.5
Overtime	8.373	9.034	(0.661)	(7.9)	2.720	4.638	(1.918)	(70.5)	11.093	13.672	(2.579)	(23.2)
Health and Welfare	9.061	8.050	1.011	11.2	2.185	2.403	(0.218)	(10.0)	11.246	10.452	0.794	7.1
OPEB Current Payment	5.756	4.992	0.764	13.3	0.000	0.000	0.000	-	5.756	4.992	0.764	13.3
Pensions	11.828	11.633	0.195	1.6	3.550	3.744	(0.194)	(5.5)	15.378	15.377	0.001	0.0
Other Fringe Benefits	11.744	11.936	(0.192)	(1.6)	2.234	2.675	(0.441)	(19.7)	13.978	14.611	(0.633)	(4.5)
Reimbursable Overhead	(2.361)	(3.864)	1.503	63.6	2.361	3.864	(1.503)	(63.6)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$85.686</b>	<b>\$81.421</b>	<b>\$4.265</b>	<b>5.0</b>	<b>\$23.391</b>	<b>\$26.969</b>	<b>(\$3.578)</b>	<b>(15.3)</b>	<b>\$109.077</b>	<b>\$108.390</b>	<b>\$0.687</b>	<b>0.6</b>
<i>Non-Labor:</i>												
Electric Power	\$7.597	\$7.267	\$0.330	4.3	\$0.000	\$0.124	(\$0.124)	-	\$7.597	\$7.391	\$0.206	2.7
Fuel	1.405	1.300	0.105	7.4	0.000	0.020	(0.020)	-	1.405	1.320	0.085	6.0
Insurance	2.028	1.869	0.159	7.8	0.754	0.673	0.081	10.8	2.782	2.542	0.240	8.6
Claims	0.364	(0.283)	0.647	*	0.000	0.000	0.000	-	0.364	(0.283)	0.647	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.338	5.061	1.277	20.2	1.554	0.543	1.011	65.1	7.892	5.604	2.288	29.0
Professional Service Contracts	2.985	1.766	1.219	40.8	0.060	(0.271)	0.331	*	3.045	1.495	1.550	50.9
Materials & Supplies	16.903	8.607	8.296	49.1	3.259	3.694	(0.435)	(13.3)	20.162	12.301	7.861	39.0
Other Business Expenses	1.388	1.316	0.072	5.2	0.030	0.053	(0.023)	(76.6)	1.418	1.369	0.049	3.5
<b>Total Non-Labor Expenses</b>	<b>\$39.008</b>	<b>\$26.903</b>	<b>\$12.105</b>	<b>31.0</b>	<b>\$5.657</b>	<b>\$4.834</b>	<b>\$0.823</b>	<b>14.5</b>	<b>\$44.665</b>	<b>\$31.738</b>	<b>\$12.927</b>	<b>28.9</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$124.694</b>	<b>\$108.325</b>	<b>\$16.369</b>	<b>13.1</b>	<b>\$29.048</b>	<b>\$31.803</b>	<b>(\$2.755)</b>	<b>(9.5)</b>	<b>\$153.742</b>	<b>\$140.128</b>	<b>\$13.614</b>	<b>8.9</b>
Depreciation	\$28.274	\$31.248	(\$2.974)	(10.5)	\$0.000	\$0.000	\$0.000	-	\$28.274	\$31.248	(\$2.974)	(10.5)
Other Post Employment Benefits	7.165	7.329	(0.164)	(2.3)	0.000	0.000	0.000	-	7.165	7.329	(0.164)	(2.3)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	0.167	0.167	0.000	0.2
<b>Total Expenses</b>	<b>\$160.300</b>	<b>\$147.068</b>	<b>\$13.232</b>	<b>8.3</b>	<b>\$29.048</b>	<b>\$31.803</b>	<b>(\$2.755)</b>	<b>(9.5)</b>	<b>\$189.348</b>	<b>\$178.871</b>	<b>\$10.477</b>	<b>5.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$96.750)</b>	<b>(\$83.913)</b>	<b>\$12.837</b>	<b>13.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$96.750)</b>	<b>(\$83.913)</b>	<b>\$12.837</b>	<b>13.3</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.274	\$31.248	\$2.974	10.5	\$0.000	\$0.000	\$0.000	-	\$28.274	\$31.248	\$2.974	10.5
Operating/Capital	(0.724)	0.334	1.058	*	0.000	0.000	0.000	-	(0.724)	0.334	1.058	*
Other Cash Adjustments	(6.483)	(4.547)	1.936	29.9	0.000	0.000	0.000	-	(6.483)	(4.547)	1.936	29.9
<b>Total Cash Conversion Adjustments</b>	<b>\$21.067</b>	<b>\$27.035</b>	<b>\$5.968</b>	<b>28.3</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$21.067</b>	<b>\$27.035</b>	<b>\$5.968</b>	<b>28.3</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$75.683)</b>	<b>(\$56.878)</b>	<b>\$18.805</b>	<b>24.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$75.683)</b>	<b>(\$56.878)</b>	<b>\$18.805</b>	<b>24.8</b>

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

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**APRIL Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$225.645	\$227.927	\$2.282	1.0	\$0.000	\$0.000	\$0.000	-	\$225.645	\$227.927	\$2.282	1.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	17.446	15.628	(1.818)	(10.4)	0.000	0.000	0.000	-	17.446	15.628	(1.818)	(10.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	102.685	109.351	6.666	6.5	102.685	109.351	6.666	6.5
<b>Total Revenue</b>	<b>\$243.091</b>	<b>\$243.554</b>	<b>\$0.463</b>	<b>0.2</b>	<b>\$102.685</b>	<b>\$109.351</b>	<b>\$6.666</b>	<b>6.5</b>	<b>\$345.776</b>	<b>\$352.906</b>	<b>\$7.130</b>	<b>2.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$175.250	\$169.075	\$6.175	3.5	\$38.421	\$34.784	\$3.637	9.5	\$213.671	\$203.859	\$9.812	4.6
Overtime	40.311	42.759	(2.448)	(6.1)	8.762	12.504	(3.742)	(42.7)	49.073	55.264	(6.191)	(12.6)
Health and Welfare	36.832	34.223	2.609	7.1	7.969	8.517	(0.548)	(6.9)	44.801	42.739	2.062	4.6
OPEB Current Payment	23.024	20.306	2.718	11.8	0.000	0.000	0.000	-	23.024	20.306	2.718	11.8
Pensions	48.562	48.452	0.110	0.2	12.948	13.057	(0.109)	(0.8)	61.510	61.509	0.001	0.0
Other Fringe Benefits	49.755	48.680	1.075	2.2	8.148	9.269	(1.121)	(13.8)	57.903	57.950	(0.047)	(0.1)
Reimbursable Overhead	(8.478)	(12.928)	4.450	52.5	8.478	12.928	(4.450)	(52.5)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$365.256</b>	<b>\$350.568</b>	<b>\$14.688</b>	<b>4.0</b>	<b>\$84.726</b>	<b>\$91.058</b>	<b>(\$6.332)</b>	<b>(7.5)</b>	<b>\$449.982</b>	<b>\$441.626</b>	<b>\$8.356</b>	<b>1.9</b>
<i>Non-Labor:</i>												
Electric Power	\$29.823	\$27.809	\$2.014	6.8	\$0.031	\$0.361	(\$0.330)	*	\$29.854	\$28.170	\$1.684	5.6
Fuel	5.886	5.465	0.421	7.1	0.000	0.020	(0.020)	-	5.886	5.485	0.401	6.8
Insurance	8.112	7.470	0.642	7.9	2.558	2.092	0.466	18.2	10.670	9.562	1.108	10.4
Claims	1.456	0.913	0.543	37.3	0.000	0.000	0.000	-	1.456	0.913	0.543	37.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	25.225	20.862	4.363	17.3	4.683	3.005	1.678	35.8	29.908	23.867	6.041	20.2
Professional Service Contracts	10.823	7.247	3.576	33.0	0.212	0.259	(0.047)	(22.4)	11.035	7.507	3.528	32.0
Materials & Supplies	58.059	35.484	22.575	38.9	10.365	12.334	(1.969)	(19.0)	68.424	47.818	20.606	30.1
Other Business Expenses	5.490	5.775	(0.285)	(5.2)	0.110	0.221	(0.111)	*	5.600	5.997	(0.397)	(7.1)
<b>Total Non-Labor Expenses</b>	<b>\$144.874</b>	<b>\$111.025</b>	<b>\$33.849</b>	<b>23.4</b>	<b>\$17.959</b>	<b>\$18.293</b>	<b>(\$0.334)</b>	<b>(1.9)</b>	<b>\$162.833</b>	<b>\$129.318</b>	<b>\$33.515</b>	<b>20.6</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$510.130</b>	<b>\$461.593</b>	<b>\$48.537</b>	<b>9.5</b>	<b>\$102.685</b>	<b>\$109.351</b>	<b>(\$6.666)</b>	<b>(6.5)</b>	<b>\$612.815</b>	<b>\$570.945</b>	<b>\$41.870</b>	<b>6.8</b>
Depreciation	\$113.096	\$113.346	(0.250)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$113.096	\$113.346	(\$0.250)	(0.2)
Other Post Employment Benefits	28.660	28.975	(0.315)	(1.1)	0.000	0.000	0.000	-	28.660	28.975	(0.315)	(1.1)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.668	0.767	(0.099)	(14.8)	0.000	0.000	0.000	-	0.668	0.767	(0.099)	(14.8)
<b>Total Expenses</b>	<b>\$652.554</b>	<b>\$604.681</b>	<b>\$47.873</b>	<b>7.3</b>	<b>\$102.685</b>	<b>\$109.351</b>	<b>(\$6.666)</b>	<b>(6.5)</b>	<b>\$755.239</b>	<b>\$714.033</b>	<b>\$41.206</b>	<b>5.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$409.463)</b>	<b>(\$361.127)</b>	<b>\$48.336</b>	<b>11.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$409.463)</b>	<b>(\$361.127)</b>	<b>\$48.336</b>	<b>11.8</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$113.096	\$113.346	\$0.250	0.2	\$0.000	\$0.000	\$0.000	-	\$113.096	\$113.346	\$0.250	0.2
Operating/Capital	(0.835)	(1.800)	(0.965)	*	0.000	0.000	0.000	-	(0.835)	(1.800)	(0.965)	*
Other Cash Adjustments	(3.213)	1.512	4.725	*	0.000	0.000	0.000	-	(3.213)	1.512	4.725	*
<b>Total Cash Conversion Adjustments</b>	<b>\$109.048</b>	<b>\$113.058</b>	<b>\$4.010</b>	<b>3.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$109.048</b>	<b>\$113.058</b>	<b>\$4.010</b>	<b>3.7</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$300.415)</b>	<b>(\$248.069)</b>	<b>\$52.346</b>	<b>17.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$300.415)</b>	<b>(\$248.069)</b>	<b>\$52.346</b>	<b>17.4</b>

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

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**

April 2017					Year-to-Date April 2017		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(0.034)	(0.1)	Lower yield per passenger \$(0.246), partially offset by higher ridership \$0.212.	2.282	1.0	Higher ridership \$3.127, partially offset by lower yield per passenger \$(0.845).
Other Operating Revenue	Non Reimb.	(0.361)	(9.4)	Primarily due to lower station privileges, rental, special services and timing of freight revenues, partially offset by timing of miscellaneous revenue.	(1.818)	(10.4)	Primarily due to lower advertising and timing of freight revenue, partially offset by higher rental, special services and timing of miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	2.755	9.5	Timing of capital project activity and interagency reimbursements.	6.666	6.5	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	1.646	4.0	Primarily vacant positions.	6.175	3.5	Primarily vacant positions, lower vacation pay accruals and higher credits for sick pay law claim.
	Reimb.	0.695	6.7	Primarily due to timing of project activity.	3.637	9.5	Primarily due to timing of project activity.
Overtime	Non Reimb.	(0.661)	(7.9)	Higher vacancy/absentee coverage and higher scheduled service overtime, partially offset by lower maintenance overtime.	(2.448)	(6.1)	Higher vacancy/absentee coverage, maintenance, rates and scheduled service, partially offset by lower unscheduled service and weather-related overtime.
	Reimb.	(1.918)	(70.5)	Primarily due to Annual Track Program, East Side Access, East Rail Yard and Main Line double track.	(3.742)	(42.7)	Primarily due to Annual Track Program, East Side Access, East Rail Yard and Main Line double track.
Health and Welfare	Non Reimb.	1.011	11.2	Vacant positions.	2.609	7.1	Vacant positions.
	Reimb.	(0.218)	(10.0)	Primarily due to timing of project activity.	(0.548)	(6.9)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.764	13.3	Fewer retirees/beneficiaries.	2.718	11.8	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.195	1.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.110	0.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.194)	(5.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.109)	(0.8)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**

April 2017				Year-to-Date April 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	(0.192)	(1.6)	Primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes.	1.075	2.2	Primarily lower Railroad Retirement taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.441)	(19.7)	Primarily due to timing of project activity.	(1.121)	(13.8)	Primarily due to timing of project activity.
Reimbursable Overhead	Reimb.	(1.503)	(63.6)	Primarily due to timing of project activity.	(4.450)	(52.5)	Primarily due to timing of project activity.
	Non Reimb.	1.503	63.6	Primarily due to timing of project activity.	4.450	52.5	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.330	4.3	Primarily lower rates and NYPA Loan payments captured in Other Business Expense, partially offset by higher	2.014	6.8	Primarily lower consumption and NYPA Loan payments captured in Other Business Expense, partially offset by higher rates.
	Reimb.	(0.124)	-	VD Yard	(0.330)	*	VD Yard
Fuel	Non Reimb.	0.105	7.4	Primarily lower rates.	0.421	7.1	Lower consumption and rates.
	Reimb.	(0.020)	-		(0.020)	-	
Insurance	Non Reimb.	0.159	7.8	Lower Liability and Property insurance.	0.642	7.9	Lower Property and Liability insurance.
	Reimb.	0.081	10.8	Force Account Insurance associated with project activity.	0.466	18.2	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.647	*	Decrease in reserves.	0.543	37.3	Lower public liability expenses.
Maintenance & Other Operating Contracts	Non Reimb.	1.277	20.2	Timing of payments for TVM maintenance, vegetation management, elevator/escalator maintenance and Penn Station cleaning.	4.363	17.3	Primarily timing of expenses for non-revenue vehicle repairs, elevator/escalator maintenance, vegetation management, Penn Station cleaning, security guards and other maintenance contracts.
	Reimb.	1.011	65.1	Primarily due to timing of project activity.	1.678	35.8	Primarily due to timing of project activity.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**

April 2017				Year-to-Date April 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	1.219	40.8	Timing of M7 propulsion consultant, MTA Chargebacks and prior period accrual reversals.	3.576	33.0	Primarily timing of activities/payments for MTA chargebacks, M7 propulsion consultant, customer satisfaction survey, advertising and other professional services contracts.
	Reimb.	0.331	*	Primarily due to timing of project activity.	(0.047)	(22.4)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	8.296	49.1	Primarily NRE and material costs related to delays in the implementation of fleet modification initiatives (MFU, TOD and CDS) and delayed 12 year propulsion initiative under the reliability centered maintenance program.	22.575	38.9	Primarily NRE and material costs related to delays in the implementation of fleet modification initiatives (MFU, TOD and CDS), timing of corporate inventory adjustments and lower usage of running repair material in the Support Shops.
	Reimb.	(0.435)	(13.3)	Primarily due to timing of project activity.	(1.969)	(19.0)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.072	5.2	Primarily lower bad debt and office/printing supplies, partially offset by higher debit/credit card fees and NYPA Loan payments captured in Other Business Expense.	(0.285)	(5.2)	Higher bad debt, debit/credit card fees, and NYPA Loan payments now captured in Other Business Expense, partially offset by lower stationary, print and office supplies and higher restitution of property damage.
	Reimb.	(0.023)	(76.6)	Primarily due to timing of project activity.	(0.111)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(2.974)	(10.5)	Based on certain capital assets being fully depreciated.	(0.250)	(0.2)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.164)	(2.3)	Primarily due to latest actuarial estimates	(0.315)	(1.1)	Primarily due to latest actuarial estimates
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	0.000	0.2		(0.099)	(14.8)	Timing of Expenses

Table 4

<b>MTA LONG ISLAND RAIL ROAD</b> <b>FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET</b> <b>CASH RECEIPTS and EXPENDITURES</b> <b>April 2017</b> (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$61.379	\$57.716	(\$3.663)	(6.0)	\$232.313	\$232.787	\$0.474	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.579	1.874	(0.705)	(27.4)	12.414	16.483	4.069	32.8
Capital & Other Reimbursements	16.051	21.188	5.137	32.0	85.657	82.956	(2.701)	(3.2)
<b>Total Receipts</b>	<b>\$80.009</b>	<b>\$80.777</b>	<b>\$0.768</b>	<b>1.0</b>	<b>\$330.384</b>	<b>\$332.226</b>	<b>\$1.842</b>	<b>0.6</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$49.466	\$44.805	\$4.661	9.4	\$208.769	\$193.056	\$15.713	7.5
Overtime	11.093	13.237	(2.144)	(19.3)	50.800	53.890	(3.090)	(6.1)
Health and Welfare	11.246	9.725	1.521	13.5	44.801	39.549	5.252	11.7
OPEB Current Payment	5.756	4.874	0.882	15.3	23.024	19.896	3.128	13.6
Pensions	15.378	14.703	0.675	4.4	61.510	59.587	1.923	3.1
Other Fringe Benefits	14.392	12.826	1.566	10.9	59.677	54.572	5.105	8.6
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$107.331</b>	<b>\$100.171</b>	<b>\$7.160</b>	<b>6.7</b>	<b>\$448.581</b>	<b>\$420.551</b>	<b>\$28.030</b>	<b>6.2</b>
<i>Non-Labor:</i>								
Electric Power	\$7.597	\$3.996	\$3.601	47.4	\$29.854	\$24.915	\$4.939	16.5
Fuel	1.405	0.237	1.168	83.1	5.886	4.535	1.351	23.0
Insurance	4.708	4.286	0.422	9.0	15.211	16.230	(1.019)	(6.7)
Claims	0.146	0.171	(0.025)	(17.2)	0.584	0.555	0.029	5.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.891	6.315	1.576	20.0	29.907	28.396	1.511	5.1
Professional Service Contracts	3.527	1.683	1.844	52.3	10.363	9.709	0.654	6.3
Materials & Supplies	20.057	16.629	3.428	17.1	78.366	62.918	15.448	19.7
Other Business Expenses	1.363	1.407	(0.044)	(3.3)	5.379	5.431	(0.052)	(1.0)
<b>Total Non-Labor Expenditures</b>	<b>\$46.694</b>	<b>\$34.725</b>	<b>\$11.969</b>	<b>25.6</b>	<b>\$175.550</b>	<b>\$152.689</b>	<b>\$22.861</b>	<b>13.0</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.667	\$1.408	\$0.259	15.6	\$6.668	\$6.066	\$0.602	9.0
<b>Total Other Expenditure Adjustments</b>	<b>\$1.667</b>	<b>\$1.408</b>	<b>\$0.259</b>	<b>15.6</b>	<b>\$6.668</b>	<b>\$6.066</b>	<b>\$0.602</b>	<b>9.0</b>
<b>Total Expenditures</b>	<b>\$155.692</b>	<b>\$136.303</b>	<b>\$19.389</b>	<b>12.5</b>	<b>\$630.799</b>	<b>\$579.306</b>	<b>\$51.493</b>	<b>8.2</b>
Cash Timing and Availability Adjustment	0.000	(1.352)	(1.352)	-	0.000	(0.989)	(0.989)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$75.683)</b>	<b>(\$56.878)</b>	<b>\$18.805</b>	<b>24.8</b>	<b>(\$300.415)</b>	<b>(\$248.069)</b>	<b>\$52.346</b>	<b>17.4</b>
<b>Subsidies</b>								
MTA	75.683	56.880	(18.803)	(24.8)	300.415	248.071	(52.344)	(17.4)



**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	April 2017			Year-to-Date as of April 30, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	(3.663)	(6.0)	Lower advance sales impact \$(3.472), lower yields \$(0.246) and lower MetroCard/AirTrain sales \$(0.157), partially offset by higher ridership \$0.212.	0.474	0.2	Higher ridership \$3.127, partially offset by lower advance sales impact \$(0.993), lower yields \$(0.845) and lower MetroCard/AirTrain sales \$(0.815).
Other Operating Revenue	(0.705)	(27.4)	Primarily due to the timing of rental revenue.	4.069	32.8	Primarily due to timing of leased line revenue.
Capital and Other Reimbursements	5.137	32.0	Timing of activity and reimbursement for capital and other reimbursements.	(2.701)	(3.2)	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	4.661	9.4	Primarily due to vacant positions, rates and the timing of intercompany reimbursements.	15.713	7.5	Primarily due to vacant positions, rates, the timing of intercompany reimbursements and sick pay law claims, partially offset by the timing of tax payments.
Overtime	(2.144)	(19.3)	Primarily due to higher project overtime, vacancy/absentee coverage and scheduled service overtime, partially offset by lower rates and maintenance overtime.	(3.090)	(6.1)	Primarily due to higher project overtime, vacancy/absentee coverage and maintenance overtime, partially offset by lower weather-related overtime, rates and unscheduled service overtime.
Health and Welfare	1.521	13.5	Primarily due to vacant positions, the timing of payments and intercompany reimbursements.	5.252	11.7	Primarily due to vacant positions, the timing of payments and intercompany reimbursements.
OPEB Current Payment	0.882	15.3	Primarily due to fewer retirees/beneficiaries and the timing of payments.	3.128	13.6	Primarily due to fewer retirees/beneficiaries and the timing of payments.
Pensions	0.675	4.4	Due to intercompany reimbursements.	1.923	3.1	Due to intercompany reimbursements.

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	April 2017			Year-to-Date as of April 30, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.566	10.9	Primarily lower Railroad Retirement payments and the timing of FELA payments, partially offset by higher meal payments.	5.105	8.6	Primarily lower Railroad Retirement payments, the timing of FELA payments and intercompany reimbursements, partially offset by higher meal payments.
Non-Labor:						
Electric Power	3.601	47.4	Primarily due to the non payment of PSEG traction power and lower NYPA traction power rates, partially offset by the timing of non-traction payments.	4.939	16.5	Primarily due to the non payment of one month of PSEG traction power and lower traction power consumption, partially offset by the timing of non-traction payments.
Fuel	1.168	83.1	Primarily due to the timing of payments and lower rates.	1.351	23.0	Primarily due to the timing of payments and lower usage.
Insurance	0.422	9.0	Primarily lower quarterly payments for force account and station liability insurance.	(1.019)	(6.7)	Timing of insurance payments, partially offset by lower force account, station liability and excess liability premium payments.
Claims	(0.025)	(17.2)		0.029	5.1	
Maintenance and Other Operating Contracts	1.576	20.0	Timing of payments.	1.511	5.1	Timing of payments.
Professional Service Contracts	1.844	52.3	Primarily the timing of MTA Chargeback service payments and the timing of intercompany receipts.	0.654	6.3	Primarily the timing of payments and intercompany receipts.
Materials and Supplies	3.428	17.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.	15.448	19.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.044)	(3.3)	Higher credit/debit card fee payments.	(0.052)	(1.0)	Higher credit/debit card fee payments, partially offset by the timing of payments for other business expenses.

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

**Table 5**

Generic Revenue or Expense Category	April 2017			Year-to-Date as of April 30, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Expenditure Adjustments	0.259	15.6	Lower MetroCard/AirTrain pass through payments.	0.602	9.0	Lower MetroCard/AirTrain pass through payments.

Table 6

<b>MTA LONG ISLAND RAIL ROAD</b> <b>FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET</b> <b>CASH CONVERSION (CASH FLOW ADJUSTMENTS)</b> <b>April 2017</b> (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.667	(\$1.962)	(\$3.629)	*	\$6.668	\$4.860	(\$1.808)	(27.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.259)	(1.603)	(0.344)	(27.3)	(5.032)	0.855	5.887	*
Capital & Other Reimbursements	(12.997)	(10.616)	2.381	18.3	(17.028)	(26.395)	(9.367)	(55.0)
<b>Total Receipts</b>	<b>(\$12.589)</b>	<b>(\$14.181)</b>	<b>(\$1.592)</b>	<b>(12.6)</b>	<b>(\$15.392)</b>	<b>(\$20.680)</b>	<b>(\$5.288)</b>	<b>(34.4)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$2.160	\$4.480	\$2.320	*	\$4.902	\$10.802	\$5.900	*
Overtime	0.000	0.435	0.435	-	(1.727)	1.374	3.101	*
Health and Welfare	0.000	0.727	0.727	-	0.000	3.191	3.191	-
OPEB Current Payment	0.000	0.118	0.118	-	0.000	0.409	0.409	-
Pensions	0.000	0.674	0.674	-	0.000	1.922	1.922	-
Other Fringe Benefits	(0.414)	1.786	2.200	*	(1.774)	3.378	5.152	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$1.746</b>	<b>\$8.220</b>	<b>\$6.474</b>	<b>*</b>	<b>\$1.401</b>	<b>\$21.075</b>	<b>\$19.674</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$3.394	\$3.394	-	\$0.000	\$3.254	\$3.254	-
Fuel	0.000	1.083	1.083	-	0.000	0.951	0.951	-
Insurance	(1.926)	(1.745)	0.181	9.4	(4.541)	(6.668)	(2.127)	(46.8)
Claims	0.218	(0.454)	(0.672)	*	0.872	0.359	(0.513)	(58.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.001	(0.712)	(0.713)	*	0.001	(4.529)	(4.530)	*
Professional Service Contracts	(0.482)	(0.187)	0.295	61.1	0.672	(2.203)	(2.875)	*
Materials & Supplies	0.105	(4.329)	(4.434)	*	(9.942)	(15.101)	(5.159)	(51.9)
Other Business Expenses	0.055	(0.039)	(0.094)	*	0.221	0.566	0.345	*
<b>Total Non-Labor Expenditures</b>	<b>(\$2.029)</b>	<b>(\$2.988)</b>	<b>(\$0.959)</b>	<b>(47.2)</b>	<b>(\$12.717)</b>	<b>(\$23.371)</b>	<b>(\$10.654)</b>	<b>(83.8)</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.667)	(\$1.408)	\$0.259	15.6	(\$6.668)	(\$6.066)	\$0.602	9.0
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.667)</b>	<b>(\$1.408)</b>	<b>\$0.259</b>	<b>15.6</b>	<b>(\$6.668)</b>	<b>(\$6.066)</b>	<b>\$0.602</b>	<b>9.0</b>
<b>Total Expenditures before Depreciation</b>	<b>(\$1.950)</b>	<b>\$3.825</b>	<b>\$5.775</b>	<b>*</b>	<b>(\$17.984)</b>	<b>(\$8.361)</b>	<b>\$9.623</b>	<b>53.5</b>
Depreciation Adjustment	\$28.274	\$31.248	\$2.974	10.5	\$113.096	\$113.346	\$0.250	0.2
Other Post Employment Benefits	7.165	7.329	0.164	2.3	28.660	28.975	0.315	1.1
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.668	0.767	0.099	14.8
<b>Total Expenditures</b>	<b>\$33.656</b>	<b>\$42.568</b>	<b>\$8.912</b>	<b>26.5</b>	<b>\$124.440</b>	<b>\$134.727</b>	<b>\$10.287</b>	<b>8.3</b>
Cash Timing and Availability Adjustment	0.000	(1.352)	(1.352)	-	0.000	(0.989)	(0.989)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$21.067</b>	<b>\$27.035</b>	<b>\$5.968</b>	<b>28.3</b>	<b>\$109.048</b>	<b>\$113.058</b>	<b>\$4.010</b>	<b>3.7</b>

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

	April 2017						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	32,368	\$1.976	35,659	\$2.191	(3,291)	(\$0.215)	134,390	\$8.249	137,246	\$8.435	(2,856)	(\$0.186)
					-10.2%	-10.9%					-2.1%	-2.3%
<u>Unscheduled Service</u>	9,132	\$0.601	8,514	\$0.548	618	\$0.053	37,176	\$2.400	30,852	\$1.853	6,324	\$0.547
					6.8%	8.8%					17.0%	22.8%
<u>Programmatic/Routine Maintenance</u>	55,223	\$3.203	49,902	\$2.913	5,321	\$0.290	217,133	\$12.365	224,748	\$12.694	(7,615)	(\$0.329)
					9.6%	9.0%					-3.5%	-2.7%
<u>Unscheduled Maintenance</u>	200	\$0.012	1,011	\$0.059	(811)	(\$0.048)	2,100	\$0.123	12,512	\$0.723	(10,412)	(\$0.600)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	40,790	\$2.377	53,878	\$3.078	(13,088)	(\$0.701)	155,943	\$9.175	202,952	\$11.771	(47,009)	(\$2.596)
					-32.1%	-29.5%					-30.1%	-28.3%
<u>Weather Emergencies</u>	1,429	\$0.081	1,182	\$0.072	247	\$0.010	134,115	\$7.510	98,075	\$5.800	36,040	\$1.710
					17.3%	11.9%					26.9%	22.8%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> <sup>3</sup>	2,301	\$0.122	1,475	\$0.172	826	(\$0.050)	9,203	\$0.490	5,464	\$1.484	3,740	(\$0.995)
					35.9%	*					40.6%	*
<b>NON-REIMBURSABLE OVERTIME</b>	141,444	\$8.373	151,622	\$9.034	(10,178)	(\$0.661)	690,062	\$40.311	711,850	\$42.759	(21,788)	(\$2.448)
					-7.2%	-7.9%					-3.2%	-6.1%
<b>REIMBURSABLE OVERTIME</b>	49,157	\$2.720	75,364	\$4.638	(26,207)	(\$1.918)	154,960	\$8.762	202,306	\$12.504	(47,345)	(\$3.742)
					-53.3%	-70.5%					-30.6%	-42.7%
<b>TOTAL OVERTIME</b>	<b>190,601</b>	<b>\$11.093</b>	<b>226,986</b>	<b>\$13.672</b>	<b>(36,385)</b>	<b>(\$2.579)</b>	<b>845,022</b>	<b>\$49.073</b>	<b>914,156</b>	<b>\$55.264</b>	<b>(69,134)</b>	<b>(\$6.191)</b>
					-19.1%	-23.2%					-8.2%	-12.6%

<sup>1</sup> Includes Tour Length and Holiday overtime.

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

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

\* Exceeds 100%

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

	April 2017			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(3,291)	(\$0.215)	Due to more tours in Train Service amongst collectors, extra collectors that work on the holiday to cover various assignments outside of their normal work assignment and higher Crew book overtime all within Transportation department.	(2,856)	(\$0.186)	Higher holiday overtime on New Year's day within Equipment and higher Train Service and Crew book overtime within Transportation.
	-10.2%	-10.9%		-2.1%	-2.3%	
<u>Unscheduled Service</u>	618	\$0.053	Lower overtime needed to maintain on-time performance.	6,324	\$0.547	Lower overtime needed to maintain on-time performance.
	6.8%	8.8%		17.0%	22.8%	
<u>Programmatic/Routine Maintenance</u>	5,321	\$0.290	Lower maintenance within the Equipment Department due to timing of camera installations and less MU running repair, partially offset by installation of timber, right of way drainage and high security switch installation, fresh pond bridge rehab, Atlantic tunnel impedance box half tie maintenance, mud spot remediation, state of good repair Woodside stairs within the Engineering Department.	(7,615)	(\$0.329)	Higher maintenance efforts within the Engineering Department including removal of rails, ties and debris from the right of way, switch modifications, installation of timber and track ties by hand and high security switch installation, partially offset by timing of cameras installation and less MU running repair in the Equipment Department.
	9.6%	9.0%		-3.5%	-2.7%	
<u>Unscheduled Maintenance</u>	(811)	(\$0.048)		(10,412)	(\$0.600)	Engineering department efforts due to derailment at Atlantic Terminal on January 4th, Jamaica derailment on February 8th and Babylon Yard derailment.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	(13,088)	(\$0.701)	Open jobs within the Equipment and Transportation Department and lower availability within Transportation Department.	(47,009)	(\$2.596)	Open jobs within the Equipment and Transportation Department and lower availability with Transportation Department, partially offset by higher availability within Stations Department.
	-32.1%	-29.5%		-30.1%	-28.3%	
<u>Weather Emergencies</u>	247	\$0.010		36,040	\$1.710	
	17.3%	11.9%		26.9%	22.8%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	826	(\$0.050)	Due to double time impact and higher rated crafts, partially offset by favorable variance between actual and budgeted wage rates.	3,740	(\$0.995)	Due to double time impact and higher rated crafts, partially offset by favorable variance between actual and budgeted wage rates.
	35.9%	*		40.6%	*	
<b>NON-REIMBURSABLE OVERTIME</b>	<b>(10,178)</b>	<b>(\$0.661)</b>		<b>(21,788)</b>	<b>(\$2.448)</b>	
	-7.2%	-7.9%		-3.2%	-6.1%	
<b>REIMBURSABLE OVERTIME</b>	<b>(26,207)</b>	<b>(\$1.918)</b>	Primarily due to Annual Track Program, East Side Access, Second Track Central Islip to Ronkonkoma, East Rail Yard and Main Line double track.	<b>(47,345)</b>	<b>(\$3.742)</b>	Over-run attributed to Annual Track Program, East Side Access projects, East Rail Yard, Western Rail Yards and Jamaica capacity improvements.
	-53.3%	-70.5%		-30.6%	-42.7%	
<b>TOTAL OVERTIME</b>	<b>(36,385)</b>	<b>(\$2.579)</b>		<b>(69,134)</b>	<b>(\$6.191)</b>	
	-19.1%	-23.2%		-8.2%	-12.6%	

**METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD**  
**2017 Overtime Reporting**  
**Overtime Legend**

**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 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  
END-of-MONTH APRIL 2017

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	2	2	0
Enterprise Asset Management	7	7	0
Sr. Vice President - Engineering	2	2	0
Labor Relations	19	17	2
Procurement & Logistics (excl. Stores)	70	66	4
Human Resources	33	32	1
Sr VP Administration	2	1	1
Strategic Investments	17	14	3
President	4	4	0
VP & CFO	4	3	1
Information Technology	0	0	0
Controller	43	41	2
Management & Budget	21	15	6
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	71	62	9
Gen. Counsel & Secretary	33	32	1
Diversity Management	3	3	0
Security	14	8	6
System Safety	36	36	0
Training	67	65	2
Service Planning	25	21	4
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
<b>Total Administration</b>	<b>499</b>	<b>449</b>	<b>50</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,226	2,176	50
Customer Services	303	289	14
<b>Total Operations</b>	<b>2,529</b>	<b>2,465</b>	<b>64</b>
<b>Maintenance</b>			
Engineering	1,988	1,932	56
Equipment	2,186	2,081	105
Procurement (Stores)	96	100	(4)
<b>Total Maintenance</b>	<b>4,270</b>	<b>4,113</b>	<b>157</b>
<b>Engineering/Capital</b>			
Department of Program Management	147	135	12
Special Projects/East Side Access	46	44	2
Positive Train Control	11	9	2
<b>Total Engineering/Capital</b>	<b>204</b>	<b>188</b>	<b>16</b>
<b>Baseline Total Positions</b>	<b>7,502</b>	<b>7,215</b>	<b>287</b>
<i>Non-Reimbursable</i>	<b>6,157</b>	<b>6,061</b>	<b>96</b>
<i>Reimbursable</i>	<b>1,345</b>	<b>1,154</b>	<b>191</b>
<b>Total Full-Time</b>	<b>7,502</b>	<b>7,215</b>	<b>287</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
NON-REIMBURSABLE and REIMBURSABLE  
END-OF-MONTH APRIL 2017**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 96 positions due to the vacancies in Maintenance of Equipment, Engineering and Train Operations departments, partially offset by Engineering workforce working on maintenance activity instead of capital project activity.
<b>REIMBURSABLE POSITIONS</b> - Favorable 191 positions primarily due to the timing of project activity in the Engineering, Maintenance of Equipment and Train Operations departments.

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
**END-of-MONTH APRIL 2017**

	<b>Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	254	236	18
Professional, Technical, Clerical	139	105	34
Operational Hourlies	106	108	(2)
<b>Total Administration</b>	<b>499</b>	<b>449</b>	<b>50</b>
<b>Operations</b>			
Managers/Supervisors	295	297	(2)
Professional, Technical, Clerical	98	90	8
Operational Hourlies	2,136	2,078	58
<b>Total Operations</b>	<b>2,529</b>	<b>2,465</b>	<b>64</b>
<b>Maintenance</b>			
Managers/Supervisors	777	705	72
Professional, Technical, Clerical	277	246	31
Operational Hourlies	3,216	3,162	54
<b>Total Maintenance</b>	<b>4,270</b>	<b>4,113</b>	<b>157</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	137	127	10
Professional, Technical, Clerical	67	61	6
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>204</b>	<b>188</b>	<b>16</b>
<b>Total Positions</b>			
Managers/Supervisors	1,463	1,365	98
Professional, Technical, Clerical	581	502	79
Operational Hourlies	5,458	5,348	110
<b>Total Positions</b>	<b>7,502</b>	<b>7,215</b>	<b>287</b>

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**RIDERSHIP**  
**(In Millions)**

RIDERSHIP	APRIL 2017							APRIL YEAR TO DATE 2017						
	Month			Variance				YTD			Variance			
	Adopted	Actual	Adjusted*	Adopted		Adjusted*		Adopted	Actual	Adjusted*	Adopted		Adjusted*	
	Budget	2017	2016	Budget		2016		Budget	2017	2016	Budget		2016	
				#	%	#	%				#	%	#	%
Monthly	4.010	3.923	4.033	(0.088)	-2.2%	-0.110	-2.7%	16.252	16.367	16.339	0.116	0.7%	0.028	0.2%
Weekly	0.150	0.170	0.145	0.019	12.9%	0.024	16.7%	0.579	0.542	0.557	(0.037)	-6.5%	-0.015	-2.7%
Total Commutation	4.161	4.093	4.178	(0.068)	-1.6%	-0.085	-2.0%	16.831	16.909	16.897	0.078	0.5%	0.013	0.1%
One-Way Full Fare	0.684	0.681	0.679	(0.003)	-0.4%	0.002	0.4%	2.550	2.607	2.534	0.057	2.2%	0.074	2.9%
One-Way Off-Peak	1.419	1.490	1.383	0.071	5.0%	0.107	7.7%	5.362	5.494	5.273	0.132	2.5%	0.220	4.2%
All Other	0.870	0.895	0.862	0.025	2.9%	0.033	3.8%	3.232	3.353	3.228	0.121	3.7%	0.125	3.9%
Total Non-Commutation	2.973	3.066	2.924	0.093	3.1%	0.142	4.9%	11.144	11.454	11.035	0.309	2.8%	0.419	3.8%
Total	7.133	7.159	7.102	0.025	0.4%	0.057	0.8%	27.975	28.363	27.932	0.388	1.4%	0.431	1.5%

\*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**MONTHLY PERFORMANCE INDICATORS**  
**April 2017**

		<b>MONTH</b>			<b>VARIANCE</b>	
		<b>Actual</b>	<b>Adopted</b>	<b>Actual</b>	<b>vs.</b>	<b>vs.</b>
		<b><u>2017</u></b>	<b><u>Budget</u></b>	<b><u>2016</u></b>	<b><u>Budget</u></b>	<b><u>2016</u></b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	55.5%	47.8%	53.8%	7.7%	1.7%
	Adjusted <sup>(2)</sup>	64.6%	55.6%	63.6%	9.0%	1.0%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$15.09	\$17.58	\$14.69	\$2.50	(\$0.39)
	Adjusted <sup>(2)</sup>	\$13.66	\$16.04	\$13.14	\$2.37	(\$0.53)
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.37	\$8.40	\$7.90	(\$0.03)	\$0.47
		<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
		<b>Actual</b>	<b>Adopted</b>	<b>Actual</b>	<b>vs.</b>	<b>vs.</b>
		<b><u>2017</u></b>	<b><u>Budget</u></b>	<b><u>2016</u></b>	<b><u>Budget</u></b>	<b><u>2016</u></b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	49.4%	44.3%	49.9%	5.1%	-0.5%
	Adjusted <sup>(2)</sup>	57.8%	52.1%	59.7%	5.7%	-1.9%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$16.34	\$18.26	\$15.89	\$1.93	(\$0.45)
	Adjusted <sup>(2)</sup>	\$14.86	\$16.67	\$14.21	\$1.81	(\$0.65)
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.07	\$8.10	\$7.94	(\$0.03)	\$0.13

(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**

**APRIL 2017**

# **APRIL 2017 RIDERSHIP & REVENUE REPORT** **MTA LONG ISLAND RAIL ROAD**

## **EXECUTIVE SUMMARY**

### **April Ridership and Revenue (millions)**

	April 2017	% Change vs. 2016
Total Rail Ridership	7.159	0.8% ▲
Commutation Ridership	4.093	-2.0% ▼
Non-Commutation Ridership	3.066	4.9% ▲
Rail Revenue	\$59.7	4.3% ▲

### **Key Factors Impacting April Ridership**

- April ridership was affected by a series of NJ Transit/Amtrak events throughout the month, which caused several LIRR train delays/cancellations.
- Ridership may have been impacted by the Easter Holiday falling in April of this year, as compared to last year's holiday occurring in March.

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

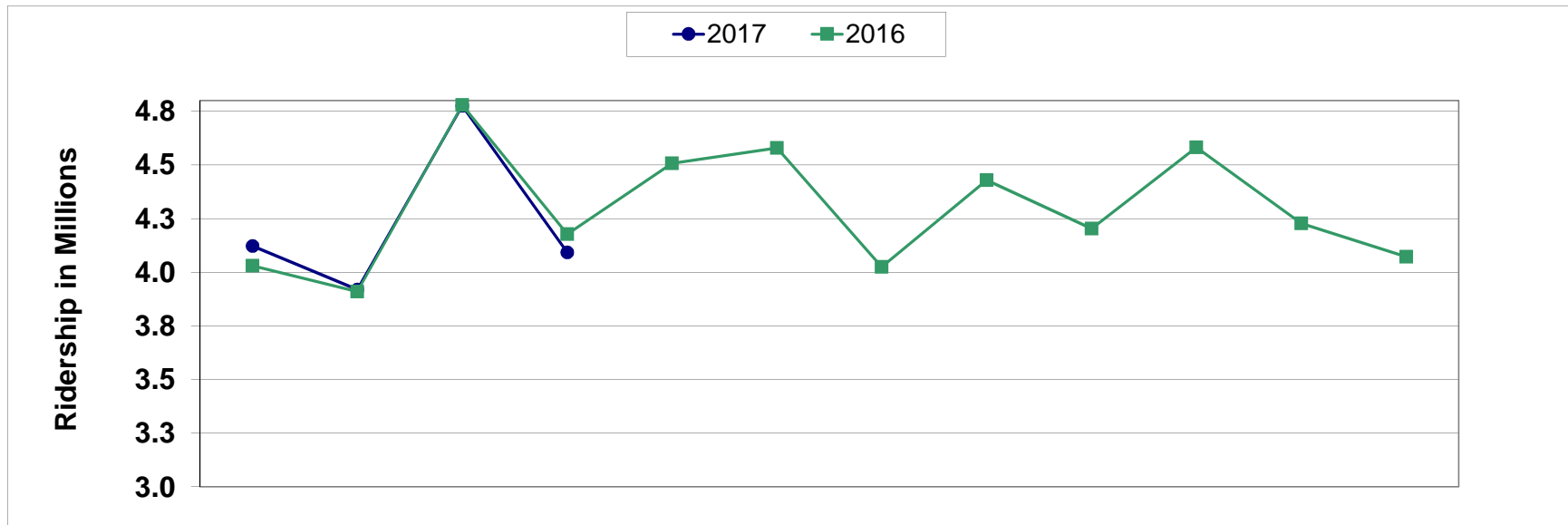
	April 2017	% Change vs. 2016	Comparison to Budget
Total Rail Ridership	28.363	1.5% ▲	1.4% ▲
Commutation Ridership	16.909	0.1% ▲	0.5% ▲
Non-Commutation Ridership	11.454	3.8% ▲	2.8% ▲
Rail Revenue	\$227.9	2.5% ▲	1.0% ▲



## APRIL RIDERSHIP

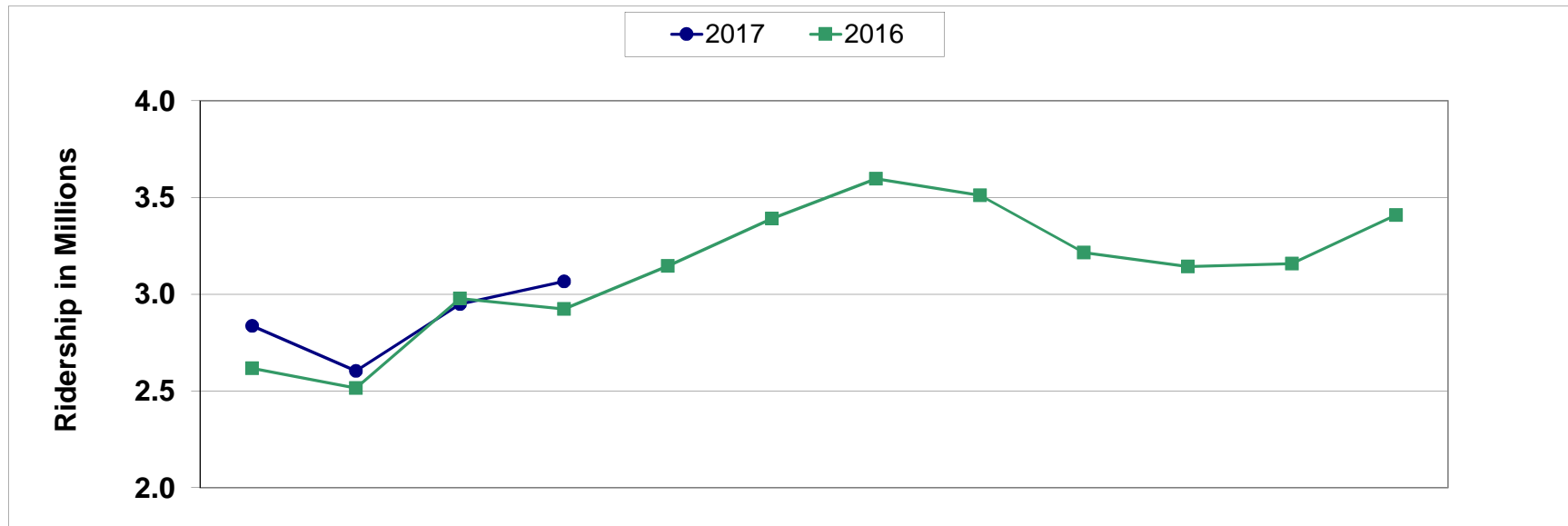
## APRIL COMMUTATION RIDERSHIP

•April's Commutation Ridership was -0.2% below '16 and -1.6% below Budget.

[illegible]

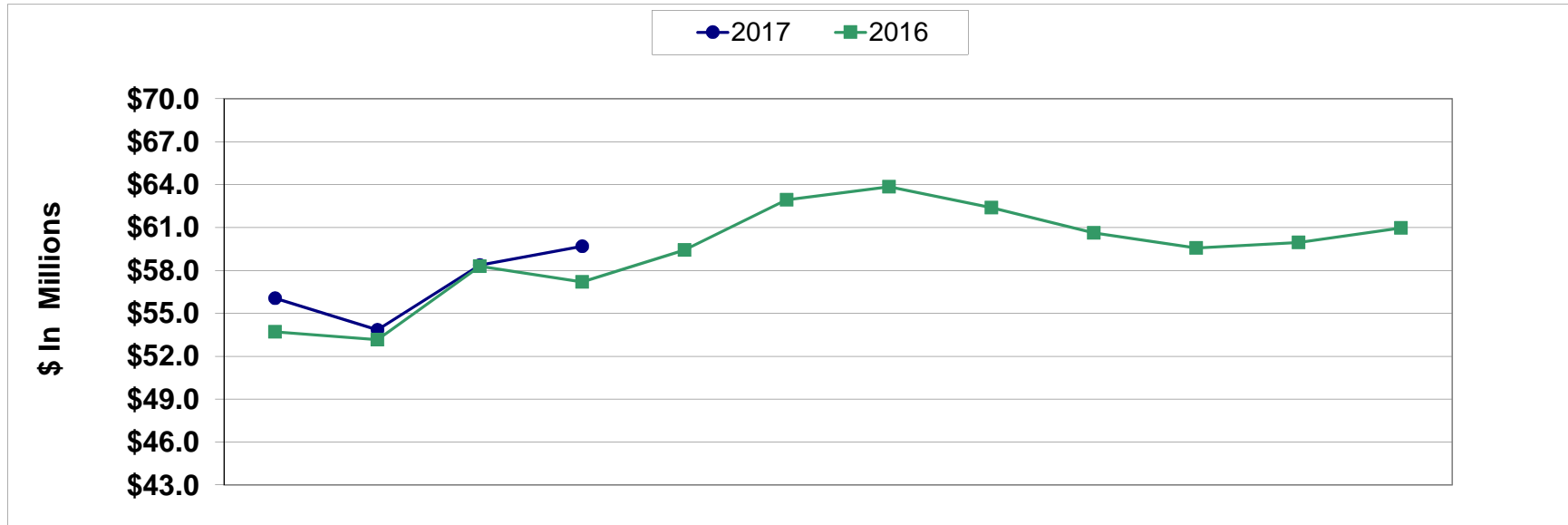
## APRIL NON-COMMUTATION RIDERSHIP

•April's Non-Commutation Ridership was 4.9% above '16 and 3.1% above Budget.

[illegible]

# APRIL REVENUE

- April's Total Revenue was 4.3% above '16 and -0.1% below Budget\*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	\$56.0	\$53.8	\$58.4	\$59.7									\$227.9
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	\$222.3
PCT CHG.	4.3%	1.3%	0.1%	4.3%									2.5%

\*Fare increase was implemented in March 2017.

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
APRIL 2017**

TICKET TYPE/SERVICE	APRIL 2017	APRIL 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,092,653	4,178,082	(85,429)	-2.0%
NON-COMMUTATION RIDERSHIP	3,066,014	2,923,932	142,082	4.9%
<b>TOTAL RIDERSHIP</b>	<b>7,158,667</b>	<b>7,102,014</b>	<b>56,653</b>	<b>0.8%</b>

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
2017 YEAR-TO-DATE**

TICKET TYPE/SERVICE	APRIL 2017	APRIL 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	16,909,208	16,896,599	12,609	0.1%
NON-COMMUTATION RIDERSHIP	11,453,776	11,034,927	418,849	3.8%
<b>TOTAL RIDERSHIP</b>	<b>28,362,984</b>	<b>27,931,526</b>	<b>431,458</b>	<b>1.5%</b>

\* 2016 ridership numbers were adjusted using 2017 factors.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
APRIL 2017**

REVENUE	APRIL 2017	APRIL 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,407,837	\$30,992,840	\$414,997	1.3%
NON-COMMUTATION REVENUE	\$28,270,314	\$26,209,635	\$2,060,679	7.9%
<b>TOTAL REVENUE</b>	<b>\$59,678,150</b>	<b>\$57,202,475</b>	<b>\$2,475,676</b>	<b>4.3%</b>

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
2017 YEAR-TO-DATE**

REVENUE	APRIL 2017	APRIL 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$123,742,582	\$123,128,950	\$613,633	0.5%
NON-COMMUTATION REVENUE	\$104,184,108	\$99,220,472	\$4,963,636	5.0%
<b>TOTAL REVENUE</b>	<b>\$227,926,691</b>	<b>\$222,349,422</b>	<b>\$5,577,269</b>	<b>2.5%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

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**L70401BQ: BRIDGE PROGRAM STRUCTURAL RENEWALS – BUCKRAM ROAD BRIDGE**

Project Budget: \$22.32M

Milestone: Contract Award

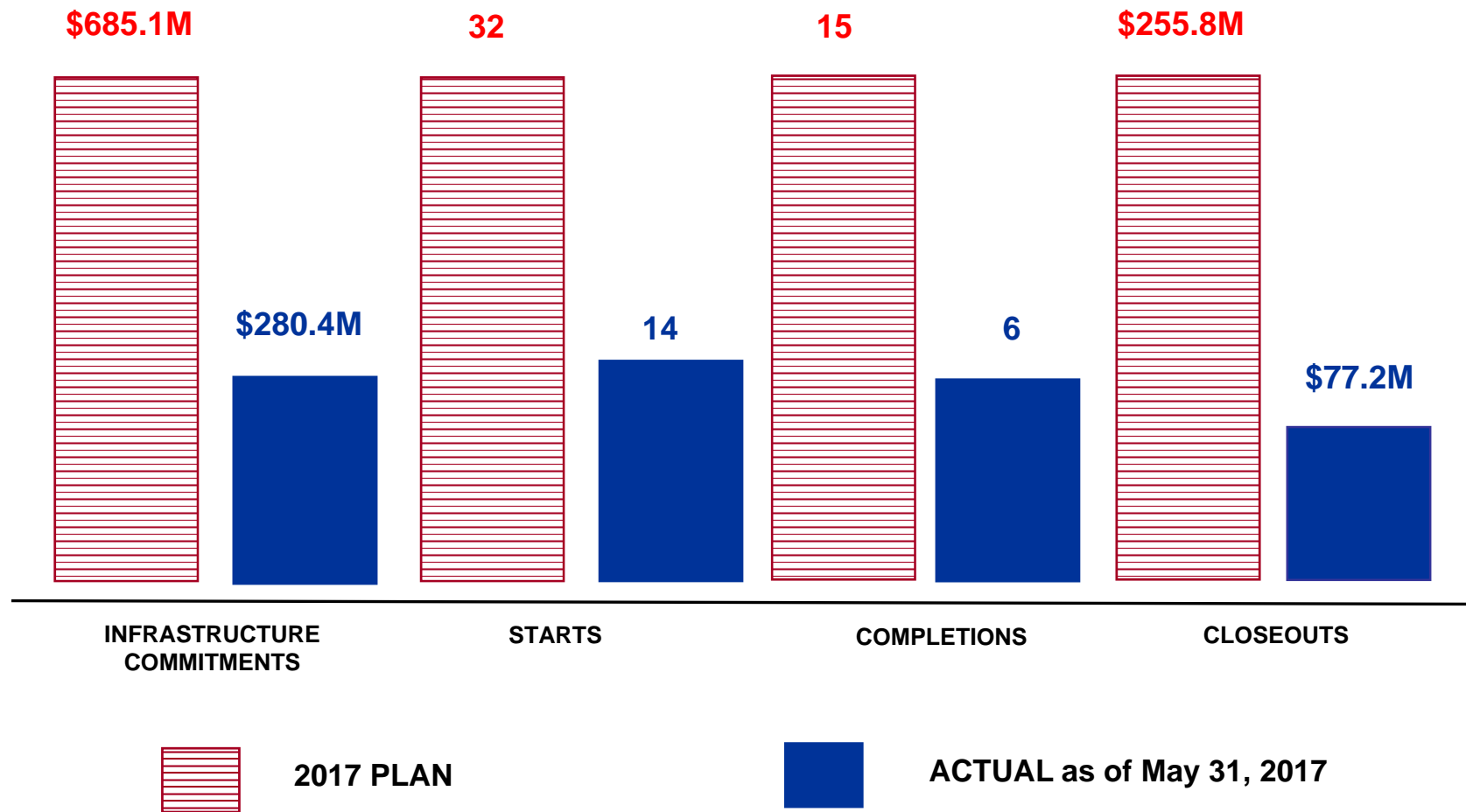
A Design-Build Contract for replacement of the circa 1889 Buckram Road Bridge on the Oyster Bay Branch in Locust Valley, Nassau County, was awarded to Railroad Construction Company, Inc [RCC] for \$10,561,680. The one-track three-span bridge will be replaced with a new single-span ballasted deck bridge having an increased NYSDOT 14'-0" vertical clearance that will significantly reduce the probability of bridge strikes. This project contributes to the LIRR's efforts to maintain the railroad's bridges in a State of Good Repair and improve safety while reducing overall maintenance costs.

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

- Stations Air Conditioning Installations: Work continued.
- Locust Manor Railings and Locust Valley Roof: Work continued.
- Morris Park Site Preparation: Work continued.
- HSF Substation Roof: Contract awarded.
- New Hyde Park Fence: Project canceled.
- Speonk Metals Treatment System: Contract awarded.
- Little Neck, Gibson, and Cedarhurst Parking: Procurement continued.
- Ronkonkoma Bus Loop: Procurement continued.
- Penn Station Lost and Found: Procurement commenced.



# 2017 LIRR Capital Program Goals





**Metro-North Railroad**

# **Operations Report**

Performance Summary			2017 Data			2016 Data	
			Annual Goal	May	YTD thru May	May	YTD thru May
<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>93.1%</b>	<b>95.2%</b>	<b>91.3%</b>	<b>94.4%</b>
		AM Peak	93.0%	95.8%	95.6%	93.0%	91.3%
		AM Reverse Peak	93.0%	91.1%	96.0%	90.5%	95.3%
		PM Peak	93.0%	92.8%	95.8%	90.7%	95.2%
		<b>Total Peak</b>	<b>93.0%</b>	<b>93.9%</b>	<b>95.7%</b>	<b>91.7%</b>	<b>93.5%</b>
		Off Peak Weekday	93.0%	90.4%	93.8%	90.0%	94.0%
		Weekend	93.0%	97.1%	96.8%	92.6%	96.5%
	<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>96.1%</b>	<b>96.2%</b>	<b>92.2%</b>	<b>95.0%</b>
		AM Peak	93.0%	96.7%	95.6%	90.1%	90.9%
		AM Reverse Peak	93.0%	99.2%	98.0%	93.3%	96.9%
		PM Peak	93.0%	97.9%	97.7%	94.5%	96.3%
		<b>Total Peak</b>	<b>93.0%</b>	<b>97.5%</b>	<b>96.8%</b>	<b>92.4%</b>	<b>93.9%</b>
		Off Peak Weekday	93.0%	93.5%	95.0%	91.9%	95.1%
		Weekend	93.0%	98.3%	97.2%	92.4%	96.6%
	<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>95.0%</b>	<b>95.7%</b>	<b>91.7%</b>	<b>94.7%</b>
		AM Peak	93.0%	98.0%	96.9%	95.5%	92.1%
		AM Reverse Peak	93.0%	97.1%	97.1%	90.3%	95.5%
		PM Peak	93.0%	92.4%	95.0%	85.8%	93.8%
		<b>Total Peak</b>	<b>93.0%</b>	<b>95.6%</b>	<b>96.2%</b>	<b>90.7%</b>	<b>93.4%</b>
		Off Peak Weekday	93.0%	93.3%	94.5%	91.0%	94.7%
		Weekend	93.0%	97.3%	96.9%	93.8%	96.7%
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>89.9%</b>	<b>94.2%</b>	<b>90.6%</b>	<b>93.8%</b>
		AM Peak	93.0%	93.5%	94.4%	92.9%	90.8%
		AM Reverse Peak	93.0%	81.4%	93.8%	89.2%	94.3%
		PM Peak	93.0%	89.9%	95.1%	92.4%	95.6%
		<b>Total Peak</b>	<b>93.0%</b>	<b>90.2%</b>	<b>94.6%</b>	<b>92.1%</b>	<b>93.3%</b>
		Off Peak Weekday	93.0%	86.6%	92.7%	88.4%	93.0%
		Weekend	93.0%	96.3%	96.4%	91.9%	96.2%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>19,909</b>	<b>94,949</b>	<b>19,185</b>	<b>95,147</b>
	<b>Avg. Delay per Late Train (min)</b> <i>excluding trains cancelled or terminated</i>			13.5	12.6	15.4	13.5
	<b>Trains Over 15 min. Late</b> <i>excluding trains cancelled or terminated</i>		2,300	341	932	353	1,016
	<b>Trains Canceled</b>		230	18	132	140	214
	<b>Trains Terminated</b>		230	19	113	90	188
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.8%	99.7%	98.8%	99.6%
<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>99.3%</b>	<b>99.1%</b>	<b>99.7%</b>	<b>99.7%</b>
		AM Peak	99.0%	98.4%	98.1%	99.6%	99.4%
		AM Reverse Peak	99.5%	99.7%	99.9%	100.0%	100.0%
		PM Peak	99.0%	98.6%	97.7%	99.3%	99.2%
		<b>Total Peak</b>	<b>99.0%</b>	<b>98.7%</b>	<b>98.2%</b>	<b>99.6%</b>	<b>99.4%</b>
		Off Peak Weekday	99.5%	99.6%	99.5%	99.7%	99.8%
		Weekend	99.5%	99.9%	99.8%	99.9%	99.9%
	<b>Hudson Line</b>	AM Peak	99.5%	100.0%	99.9%	99.9%	99.9%
		PM Peak	99.5%	100.0%	99.9%	100.0%	99.9%
	<b>Harlem Line</b>	AM Peak	99.0%	99.3%	98.3%	99.8%	99.2%
		PM Peak	99.0%	99.6%	97.9%	98.9%	98.9%
	<b>New Haven Line</b>	AM Peak	98.5%	96.6%	96.8%	99.3%	99.3%
		PM Peak	98.5%	96.9%	96.2%	99.3%	98.9%

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	April	2017 Data YTD thru May		2016 Data YTD thru May		YTD 2017 Vs 2016
Engineering (Scheduled)	12.4%	247	377	1,119	285	928	192
Engineering (Unscheduled)	30.0%	441	909	2,319	623	2,397	-78
Maintenance of Equipment	10.1%	281	304	1,371	310	1,670	-299
Transportation	2.0%	47	61	280	74	344	-65
Capital Projects	0.0%	0	1	6	16	58	-52
Weather and Environmental	0.9%	28	27	1,480	308	1,022	457
Police	6.9%	169	209	640	97	1,612	-972
Customers	2.4%	74	72	335	98	415	-81
Other	35.1%	163	1,061	1,541	1,861	2,634	-1,093
3rd Party Operations	0.2%	0	6	6	2	15	-9
<b>TOTAL</b>	<b>100.0%</b>	<b>1,450</b>	<b>3,026</b>	<b>9,095</b>	<b>3,672</b>	<b>11,095</b>	<b>-2,000</b>

HUDSON LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2017 Vs 2016
Engineering	61.6%	169	282	680	128	649	31
Maintenance of Equipment	12.9%	49	59	358	143	528	-170
Transportation	2.2%	9	10	49	7	65	-16
Capital Projects	0.0%	0	0	0	1	2	-2
Weather and Environmental	3.7%	1	17	410	2	254	156
Police	5.9%	22	27	115	23	153	-38
Customers	4.1%	36	19	99	23	86	13
Other	9.6%	43	44	112	477	615	-503
3rd Party Operations	0.0%	0	0	0	0	1	-1
<b>TOTAL</b>	<b>100.0%</b>	<b>329</b>	<b>458</b>	<b>1,823</b>	<b>804</b>	<b>2,353</b>	<b>-530</b>

HARLEM LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2017 Vs 2016
Engineering	54.2%	190	409	1,002	241	1,000	2
Maintenance of Equipment	15.0%	109	113	430	80	434	-4
Transportation	2.5%	16	19	81	13	104	-23
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	0.8%	2	6	501	302	502	-1
Police	11.0%	59	83	234	3	561	-327
Customers	2.5%	9	19	74	26	125	-51
Other	14.0%	41	106	267	538	834	-567
3rd Party Operations	0.0%	0	0	0	0	1	-1
<b>TOTAL</b>	<b>100.0%</b>	<b>426</b>	<b>755</b>	<b>2,589</b>	<b>1,203</b>	<b>3,561</b>	<b>-972</b>

NEW HAVEN LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2017 Vs 2016
Engineering	32.8%	330	595	1,756	539	1,676	80
Maintenance of Equipment	7.3%	123	132	584	87	707	-123
Transportation	1.8%	21	32	150	53	175	-25
Capital Projects	0.0%	0	0	6	14	56	-50
Weather and Environmental	0.2%	25	4	569	4	266	303
Police	5.5%	88	99	291	71	898	-607
Customers	1.9%	29	34	161	48	205	-44
Other	50.2%	80	911	1,162	846	1,184	-22
3rd Party Operations	0.3%	0	6	6	2	12	-6
<b>TOTAL</b>	<b>100.0%</b>	<b>696</b>	<b>1,813</b>	<b>4,685</b>	<b>1,664</b>	<b>5,179</b>	<b>-494</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			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
05/01	Mon	Loss of Signals between Harmon and Peekskill due to off-property damage.	0	0	0	0	0	0	4	0	0	24	0	0	28	0	0
05/02	Tue	Loss of Signals between Harmon and Peekskill due to off-property damage.	23	0	0	2	0	0	0	0	0	12	0	0	37	0	0
05/08	Mon	The 35 Switch at CP234 was failing in the normal position.	9	0	0	5	0	0	0	0	0	7	0	0	21	0	0
05/12	Fri	Required opening of 138th Street Bridge.	0	0	0	0	0	0	0	0	0	36	0	0	36	0	0
05/15	Mon	Tree in wires North of Talmadge Hill on New Canaan.	0	0	0	0	0	0	2	0	4	4	1	2	6	1	6
05/17	Wed	Track circuit was down on track 5 in CP235 interlocking.	0	0	0	0	0	0	1	0	0	15	0	0	16	0	0
05/17	Wed	Vehicle struck a fence against the 3rd rail at Valhalla Station.	0	0	0	0	0	0	31	0	3	45	1	0	76	1	3
05/18	Thu	Congestion from CP112 to CP233 due to derailment east of Rye on track 3.	0	0	0	0	0	0	44	2	1	37	7	1	81	9	2
05/18	Thu	A track circuit was down on track 5 at CP235.	0	0	0	0	0	0	0	0	0	34	2	0	34	2	0
05/19	Fri	Gates are down continuously at Roaring Brook Road, MP34.2, in Chappaqua with the 3552BK Track Circuit down at CP136.	3	0	0	1	0	0	6	0	0	13	0	0	23	0	0
05/19	Fri	Residual delays due to Thursday, May 18th derailment at Rye.	32	0	0	18	0	0	17	0	0	59	0	0	126	0	0
05/22	Mon	Residual delays due to Thursday, May 18th derailment at Rye.	9	0	0	20	0	0	2	0	0	26	0	0	57	0	0
05/23	Tue	Broken rail on track 1 over the 12A switch at CP3.	0	0	0	0	0	0	35	0	0	12	0	0	47	0	0
05/23	Tue	Residual delays due to Thursday, May 18th derailment at Rye.	3	0	0	11	0	0	11	0	0	17	0	0	42	0	0
05/24	Wed	Residual delays due to Thursday, May 18th derailment at Rye.	8	0	0	11	0	0	1	0	0	16	0	0	36	0	0

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

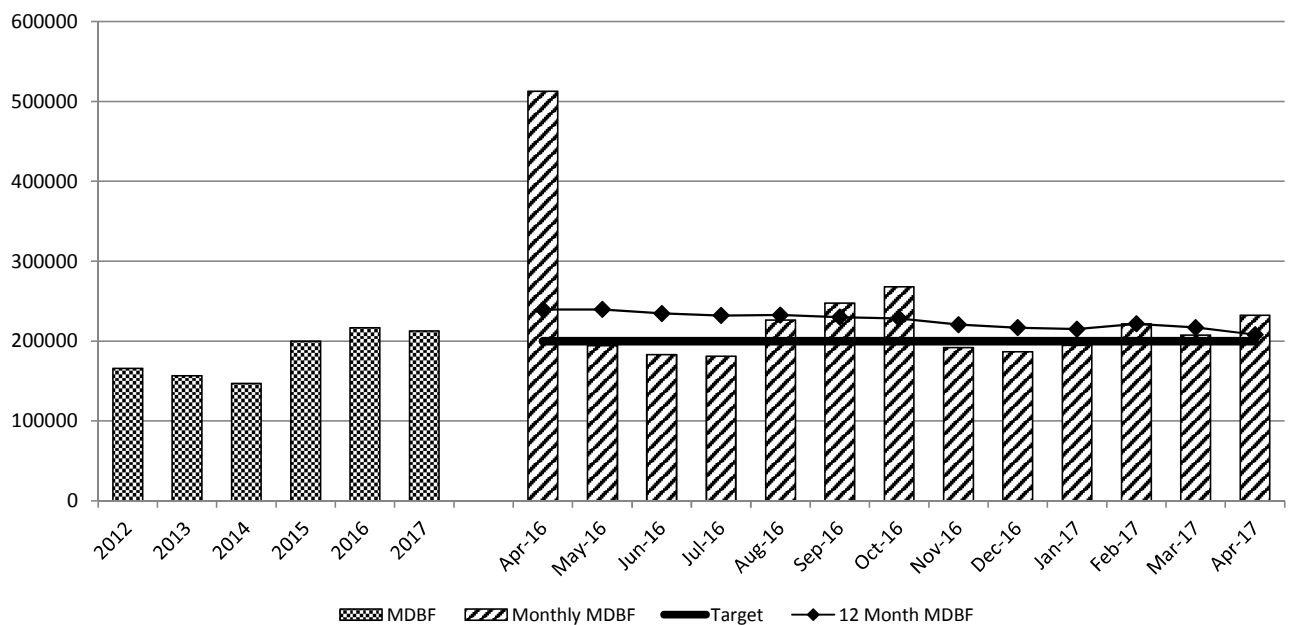
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			AM Reverse			PM Peak			Off Peak		
			L	C	T	L	C	T	L	C	T	L	C	T
05/26	Fri	Heavy holiday travel.	0	0	0	0	0	0	5	0	0	12	0	0
05/31	Wed	Congestion between GCT and MO due to train 743 disabled and 12 switch in CP3 locked in the reverse position.	0	0	0	0	0	0	14	0	0	38	0	0
TOTAL FOR MONTH			87	0	0	68	0	0	173	2	8	407	11	3
												759		

	Equip- ment Type	Total Fleet Size	2017 Data						2016 Data		
			MDBF Goal (miles)	Apr MDBF (miles)	Primary Failure Goal	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)	12 month MDBF Rolling Avg (miles)	Apr MDBF (miles)	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)
<b>Mean Distance Between Failures</b>	M2	36	20,000	33,049	2	2	24,133	27,382	26,978	0	27,417
	M8	405	350,000	625,224	7	4	354,315	362,078	657,511	4	493,012
	M3	138	120,000	167,293	3	2	107,488	118,889	277,614	0	70,307
	M7	334	440,000	389,951	4	5	296,642	365,961	1,035,549	2	457,014
	Coach	209	260,000	1,424,021	6	1	470,644	282,861	717,019	2	335,064
	P-32	31	27,000	20,597	7	9	30,697	24,639	37,835	5	27,770
	BL-20	12	13,000	8,637	3	5	20,803	25,261	37,461	0	38,887
	<b>Fleet</b>	<b>1165</b>	<b>200,000</b>	<b>232,283</b>	<b>32</b>	<b>28</b>	<b>212,725</b>	<b>208,050</b>	<b>512,801</b>	<b>13</b>	<b>242,847</b>
	M2/8		260,000	427,832	9	6	261,187	281,392	664,256	4	389,547
	M3/7		300,000	326,335	7	7	236,909	285,284	1,174,356	2	275,034
	Diesel/Coach		110,000	110,172	16	15	148,883	116,287	237,239	7	137,530

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

## ALL FLEETS

### Mean Distance Between Failures 2012 - 2017



<b>West of Hudson Performance Summary</b>			<b>2017 Data</b>			<b>2016 Data</b>	
			Annual Goal	May	YTD thru May	May	YTD thru May
<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>96.2%</b>	<b>94.4%</b>	<b>98.4%</b>	<b>97.1%</b>
		AM Peak	95.5%	96.8%	93.6%	97.3%	96.3%
		PM Peak	95.5%	96.1%	94.6%	98.9%	98.1%
		<b>Total Peak</b>	<b>95.5%</b>	<b>96.5%</b>	<b>94.1%</b>	<b>98.1%</b>	<b>97.2%</b>
		Off Peak Weekday	95.5%	95.6%	95.0%	98.3%	97.1%
		Weekend	95.5%	97.4%	93.8%	99.2%	96.9%
	<b>Pascack Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.8%</b>	<b>96.0%</b>	<b>98.4%</b>	<b>97.3%</b>
	<b>Valley Line</b>	AM Peak	96.5%	97.2%	96.6%	95.8%	96.4%
		PM Peak	96.5%	96.8%	96.4%	98.6%	98.5%
		<b>Total Peak</b>	<b>96.5%</b>	<b>97.0%</b>	<b>96.5%</b>	<b>97.1%</b>	<b>97.4%</b>
		Off Peak Weekday	96.5%	96.1%	95.8%	98.4%	97.3%
		Weekend	96.5%	98.2%	95.7%	100.0%	97.1%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>95.4%</b>	<b>92.2%</b>	<b>98.4%</b>	<b>96.8%</b>
		AM Peak	95.0%	96.2%	89.7%	99.2%	96.2%
		PM Peak	95.0%	95.4%	92.5%	99.2%	97.8%
		<b>Total Peak</b>	<b>95.0%</b>	<b>95.8%</b>	<b>91.1%</b>	<b>99.2%</b>	<b>97.0%</b>
		Off Peak Weekday	95.0%	94.8%	93.9%	98.1%	96.8%
		Weekend	95.0%	96.1%	90.4%	97.9%	96.6%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>1,732</b>	<b>8,321</b>	<b>1,708</b>	<b>8,331</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			17.8	21.2	16.2	19.7
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		300	25	190	7	114
	<b>Trains Canceled</b>		0	2	29	2	13
	<b>Trains Terminated</b>		60	4	29	1	18
	<b>Percent of Scheduled Trips Completed</b>		99.4%	99.7%	99.3%	99.8%	99.6%



## MAY 2017 STANDEE REPORT

### East of Hudson

East of Hudson			MAY 2016	YTD 2016	MAY 2017	YTD 2017	
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0	
		Add'l Standees	0	0	0	2	
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
	Harlem Line	Program Standees	0	0	0	0	
		Add'l Standees	4	9	20	39	
		<b>Total Standees</b>	<b>4</b>	<b>9</b>	<b>20</b>	<b>39</b>	
	New Haven Line	Program Standees	0	0	0	0	
		Add'l Standees	11	32	51	32	
		<b>Total Standees</b>	<b>11</b>	<b>32</b>	<b>51</b>	<b>32</b>	
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>15</b>	<b>41</b>	<b>70</b>	<b>73</b>	
	Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
			Add'l Standees	0	0	0	2
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
Harlem Line		Program Standees	0	0	0	0	
		Add'l Standees	13	20	7	23	
		<b>Total Standees</b>	<b>13</b>	<b>20</b>	<b>7</b>	<b>23</b>	
New Haven Line		Program Standees	0	0	0	0	
		Add'l Standees	79	64	116	106	
		<b>Total Standees</b>	<b>79</b>	<b>64</b>	<b>116</b>	<b>106</b>	
<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>92</b>	<b>84</b>	<b>123</b>	<b>132</b>		

### West of Hudson

West of Hudson			MAY 2016	YTD 2016	MAY 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 May 2017

<b>Elevator Availability</b>	<b>2017</b>		<b>2016</b>	
	May	Year to Date	May	Year to Date
Grand Central Terminal	93.75%	95.14%	100.00%	99.44%
Harlem	100.00%	99.99%	99.93%	99.91%
Hudson	100.00%	100.00%	100.00%	99.77%
New Haven	100.00%	99.95%	100.00%	99.57%
Overall Average	98.44%	98.77%	99.98%	99.67%

<b>Escalator Availability</b>	<b>2017</b>		<b>2016</b>	
	May	Year to Date	May	Year to Date
Grand Central Terminal	98.42%	98.78%	98.42%	97.52%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	99.21%	99.39%	99.21%	98.76%



**Metro-North Railroad**

# **Finance Report**

**MTA METRO-NORTH RAILROAD  
APRIL 2017 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET  
(\$ in millions)**

**SUMMARY**

April 2017 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$286.2 million was \$7.2 million or 2.6% favorable vs. the Adopted Budget. The month of April Net Deficit (Non-Reimbursable and Reimbursable) of \$58.9 million was \$0.7 million or 1.2% favorable vs. the Adopted Budget.

Major drivers of the April 2017 YTD favorable result of \$7.2 million include lower Non-Reimbursable Expenses of \$12.7 million mainly due to the timing of both maintenance contracts and professional services (\$13.4 million) and favorable electric power rates (\$5.0 million) partially offset by higher labor costs mainly due to higher holiday pay for represented employees as well as the reallocation of forces to operations coverage due to the rescheduling of capital projects (\$6.9 million). These favorable expense results were partially offset by unfavorable Non-Reimbursable Revenues of \$5.5 million. Farebox revenue was \$2.6 million unfavorable resulting from lower commutation ridership as well as the impact of the system-wide suspension of service related to Winter Storm Stella on non-commutation ridership. Other operating revenue was unfavorable by \$2.9 million mainly due to the current suspension of commissary services – *note that April YTD budgeted net commissary earnings would have been approximately \$0.4 million.*

April 2017 YTD Reimbursable results (Capital and Other Reimbursements) of \$59.0 million was \$18.6 million favorable vs. the Adopted Budget primarily due to timing for several capital projects including Signal Replacement from Greenwich to South Norwalk, Cyclical Track Program, West of Hudson Track Improvements, GCT Turnouts Switch Renewal and Network Infrastructure Replacement.

**REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD was \$2.6 million unfavorable vs. the Adopted Budget (1.1%) primarily due to lower commutation ridership and the adverse impact of Winter Storm Stella on non-commutation ridership. For the month, revenue was \$0.4 million favorable vs. the Adopted Budget.
  - YTD Ridership of 27.3 million was 1.5% unfavorable vs. the Adopted Budget and 0.2% favorable when compared to YTD 2016. April ridership of 7.0 million was 0.2% unfavorable vs. the Adopted Budget and 1.1% favorable compared to 2016.
  - YTD East of Hudson Ridership of 26.8 million was 1.4% unfavorable vs. the Adopted Budget and 0.2% favorable compared to YTD 2016. East of Hudson ridership for April of 6.9 million was 0.1% unfavorable vs. the Adopted Budget and 1.1% favorable compared to 2016.
    - YTD commutation ridership of 15.9 million was 2.5% unfavorable vs. the Adopted Budget and 1.0% unfavorable vs. YTD 2016. April commutation ridership of 3.9 million was 3.2% unfavorable vs. the Adopted Budget and 1.9% unfavorable compared to 2016.
    - YTD non-commutation ridership of 10.9 million was 0.3% favorable vs. the Adopted Budget and 2.1% favorable vs. YTD 2016. April non-commutation ridership of 3.0 million was 4.1% favorable vs. the Adopted Budget and 5.3% favorable vs. 2016.
  - YTD West of Hudson Ridership of 0.5 million was 5.6% unfavorable vs. the Adopted Budget and 2.9% unfavorable vs. YTD 2016. April ridership of 0.1 million was 5.9% unfavorable vs. the Adopted Budget and 1.8% unfavorable when compared to 2016.
- **Other Operating Revenue** – YTD was \$2.9 million (13.1%) unfavorable vs. the Adopted Budget primarily due to the current suspension of commissary services as well as lower advertising. For the month, revenue was \$0.8 million unfavorable vs. the Adopted Budget.
- **Capital and Other Reimbursements** – YTD was \$18.6 million unfavorable vs. the Adopted Budget due to scheduling and timing changes noted above. For the month, reimbursements were \$7.0 million unfavorable vs. the Adopted Budget.

**TOTAL EXPENSES**

**Total Expenses** – YTD expenses of \$574.2 million were \$31.3 million or 5.2% favorable vs. the Adopted Budget. For the month, expenses of \$139.7 million were \$8.2 million or 5.5% favorable vs. the Adopted Budget.

**Labor Expenses (including fringes and overhead recoveries)** of \$339.8 million YTD were \$1.3 million favorable vs. the Adopted Budget. For the month, expenses of \$79.5 million were \$3.0 million favorable vs. the Adopted Budget.

- **Payroll** – YTD was \$0.5 million unfavorable vs. the Adopted Budget due to higher Non-Reimbursable payroll expense resulting from higher holiday pay for represented employees partially offset by lower Reimbursable activity. For the month, expenses were \$0.4 million favorable vs. the Adopted Budget.

- **Overtime** – YTD was \$1.8 million favorable vs. the Adopted Budget due to lower Non-Reimbursable overtime requirements for programmatic/routine maintenance and vacancy/absentee coverage and lower Reimbursable project activity. For the month, Overtime was \$1.3 million favorable vs. the Adopted Budget.

**Non-Labor Expenses** of \$134.5 million YTD were \$26.0 million favorable vs. the Adopted Budget. For the month, expenses of \$35.4 million were favorable by \$4.4 million compared to the Adopted Budget.

- **Electric Power** – Lower rates yielded favorable YTD results of \$5.0 million vs. the Adopted Budget. For the month, expenses were \$0.8 million favorable vs. the Adopted Budget.
- **Fuel** – YTD expenses of \$5.9 million were on target vs. the Adopted Budget mainly due to the timing of invoices. For the month, expenses were \$0.4 million favorable when compared to the Adopted Budget.
- **Maintenance & Other Operating Contracts** – YTD was \$8.9 million favorable vs. the Adopted Budget primarily due to the timing of Non-Reimbursable expenses for timing of expenses for the BL-20 locomotive overhaul, maintenance contracts, uniforms, fare equipment maintenance, environmental services, and real estate rentals as well as lower GCT utilities costs. For the month, expenses were \$0.6 million favorable compared to the Adopted Budget.
- **Professional Services** – YTD was \$9.3 million favorable vs. the Adopted Budget primarily due to timing of Non-Reimbursable expenses for engineering, consulting and legal services, outside training and market research studies combined with lower Reimbursable project activity for the Signal Replacement from Greenwich to South Norwalk. For the month, expenses were favorable by \$2.4 million compared to the Adopted Budget.
- **Materials & Supplies** – YTD was \$2.8 million favorable vs. the Adopted Budget primarily due to timing of Reimbursable project activity (West of Hudson Track Improvements, Cyclical Track Program and the Network Infrastructure Replacement) partially offset by higher Non-Reimbursable expenses for infrastructure maintenance. For the month, expenses were \$0.3 million favorable vs. the Adopted Budget.
- **Other Business Expenses** – YTD expenses were \$0.2 million favorable vs. the Adopted Budget primarily due to lower subsidy payments to NJT for West of Hudson operations and the timing of expenses for non-capital equipment purchases. For the month, expenses were \$0.5 million unfavorable compared to the Adopted Budget.

**Depreciation and Other Non-Cash Liability Adjustments** were \$4.0 million favorable vs. the YTD Adopted Budget primarily due to the timing of the capitalization of assets (\$2.5 million), environmental remediation (\$0.9 million) and GASB68 Pension Adjustment (\$0.6 million). For the month, expenses were \$0.8 million favorable vs. the Adopted Budget.

#### **CASH DEFICIT SUMMARY**

April YTD Net Cash Deficit of \$168.4 million was \$22.6 million or 11.8% favorable to the Adopted Budget. This is mainly due to the timing of expenditures for capital projects, operations and passenger injury settlements.

#### **FINANCIAL PERFORMANCE MEASURES**

April YTD performance indicators primarily reflect favorable overall expenses vs. the Adopted Budget:

- Adjusted Farebox Operating Ratio of 62.3% was 1.3% favorable vs. the Adopted Budget.
- Adjusted Cost per Passenger of \$14.72 was \$0.42 favorable to the Adopted Budget.
- Revenue per Passenger of \$8.34 was \$0.05 unfavorable vs. the Adopted Budget.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**April 2017**  
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$60.058	\$60.419	\$0.361	0.6	\$0.000	\$0.000	\$0.000	-	\$60.058	\$60.419	\$0.361	0.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.645	4.840	(0.805)	(14.3)	0.000	0.000	0.000	-	5.645	4.840	(0.805)	(14.3)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	12.274	6.907	(5.368)	(43.7)	12.274	6.907	(5.368)	(43.7)
CDOT	0.000	0.000	0.000	-	8.902	5.985	(2.917)	(32.8)	8.902	5.985	(2.917)	(32.8)
Other	0.000	0.000	0.000	-	1.393	2.687	1.294	92.9	1.393	2.687	1.294	92.9
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	22.570	15.579	(6.991)	(31.0)	22.570	15.579	(6.991)	(31.0)
<b>Total Revenue/Receipts</b>	<b>\$65.704</b>	<b>\$65.259</b>	<b>(\$0.444)</b>	<b>(0.7)</b>	<b>\$22.570</b>	<b>\$15.579</b>	<b>(\$6.991)</b>	<b>(31.0)</b>	<b>\$88.273</b>	<b>\$80.838</b>	<b>(\$7.435)</b>	<b>(8.4)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$37.572	\$38.199	(\$0.628)	(1.7)	\$4.386	\$3.212	\$1.174	26.8	\$41.958	\$41.411	\$0.546	1.3
Overtime	7.674	7.030	0.644	8.4	2.452	1.778	0.674	27.5	10.126	8.809	1.317	13.0
Health and Welfare	7.864	8.375	(0.511)	(6.5)	1.554	1.148	0.406	26.2	9.418	9.522	(0.104)	(1.1)
OPEB Current Payment	2.600	2.662	(0.062)	(2.4)	0.000	0.000	0.000	-	2.600	2.662	(0.062)	(2.4)
Pensions	7.235	7.026	0.208	2.9	1.003	0.716	0.287	28.6	8.238	7.742	0.495	6.0
Other Fringe Benefits	9.089	8.601	0.489	5.4	1.164	0.855	0.309	26.6	10.253	9.455	0.798	7.8
Reimbursable Overhead	(5.182)	(3.774)	(1.408)	(27.2)	5.026	3.646	1.379	27.4	(0.156)	(0.127)	(0.029)	(18.5)
<b>Total Labor</b>	<b>\$66.852</b>	<b>\$68.120</b>	<b>(\$1.268)</b>	<b>(1.9)</b>	<b>\$15.586</b>	<b>\$11.356</b>	<b>\$4.230</b>	<b>27.1</b>	<b>\$82.437</b>	<b>\$79.475</b>	<b>\$2.962</b>	<b>3.6</b>
<i>Non-Labor:</i>												
Electric Power	\$6.220	\$5.375	\$0.845	13.6	\$0.000	\$0.063	(\$0.063)	-	\$6.220	\$5.438	\$0.783	12.6
Fuel	1.550	1.157	0.393	25.4	0.000	0.000	0.000	-	1.550	1.157	0.393	25.4
Insurance	1.692	1.489	0.203	12.0	0.384	0.410	(0.026)	(6.7)	2.076	1.899	0.177	8.5
Claims	0.093	0.000	0.093	100.0	0.000	0.000	0.000	-	0.093	0.000	0.093	100.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.655	8.482	1.173	12.2	1.014	1.568	(0.554)	(54.7)	10.669	10.050	0.619	5.8
Professional Service Contracts	3.716	2.370	1.346	36.2	1.677	0.590	1.087	64.8	5.392	2.959	2.433	45.1
Materials & Supplies	7.530	9.507	(1.977)	(26.3)	3.889	1.580	2.309	59.4	11.419	11.087	0.333	2.9
Other Business Expenses	2.277	2.748	(0.471)	(20.7)	0.020	0.013	0.007	34.5	2.297	2.761	(0.464)	(20.2)
<b>Total Non-Labor</b>	<b>\$32.732</b>	<b>\$31.127</b>	<b>\$1.605</b>	<b>4.9</b>	<b>\$6.984</b>	<b>\$4.223</b>	<b>\$2.761</b>	<b>39.5</b>	<b>\$39.716</b>	<b>\$35.350</b>	<b>\$4.366</b>	<b>11.0</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$99.584</b>	<b>\$99.246</b>	<b>\$0.337</b>	<b>0.3</b>	<b>\$22.570</b>	<b>\$15.579</b>	<b>\$6.991</b>	<b>31.0</b>	<b>\$122.153</b>	<b>\$114.825</b>	<b>\$7.328</b>	<b>6.0</b>
Depreciation	20.058	19.230	0.828	4.1	0.000	0.000	0.000	-	20.058	19.230	0.828	4.1
OPEB Obligation	5.693	5.693	0.000	0.0	0.000	0.000	0.000	-	5.693	5.693	0.000	0.0
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$125.334</b>	<b>\$124.169</b>	<b>\$1.165</b>	<b>0.9</b>	<b>\$22.570</b>	<b>\$15.579</b>	<b>\$6.991</b>	<b>31.0</b>	<b>\$147.904</b>	<b>\$139.748</b>	<b>\$8.156</b>	<b>5.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$59.631)</b>	<b>(\$58.910)</b>	<b>\$0.721</b>	<b>1.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$59.631)</b>	<b>(\$58.910)</b>	<b>\$0.721</b>	<b>1.2</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.058	19.230	(0.828)	(4.1)	0.000	0.000	0.000	-	20.058	19.230	(0.828)	(4.1)
Operating/Capital	(3.664)	(3.294)	0.370	10.1	0.000	0.000	0.000	-	(3.664)	(3.294)	0.370	10.1
Other Cash Adjustments	14.978	4.754	(10.224)	(68.3)	0.000	0.000	0.000	-	14.978	4.754	(10.224)	(68.3)
<b>Total Cash Conversion Adjustments</b>	<b>\$31.372</b>	<b>\$20.690</b>	<b>(\$10.682)</b>	<b>(34.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$31.372</b>	<b>\$20.690</b>	<b>(\$10.682)</b>	<b>(34.0)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$28.259)</b>	<b>(\$38.220)</b>	<b>(\$9.961)</b>	<b>(35.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$28.259)</b>	<b>(\$38.220)</b>	<b>(\$9.961)</b>	<b>(35.2)</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**April Year-To-Date**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$230.403	\$227.773	(\$2.631)	(1.1)	\$0.000	\$0.000	\$0.000	-	\$230.403	\$227.773	(\$2.631)	(1.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	22.211	19.303	(2.908)	(13.1)	0.000	0.000	0.000	-	22.211	19.303	(2.908)	(13.1)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	46.604	30.397	(16.207)	(34.8)	46.604	30.397	(16.207)	(34.8)
CDOT	0.000	0.000	0.000	-	25.274	20.155	(5.120)	(20.3)	25.274	20.155	(5.120)	(20.3)
Other	0.000	0.000	0.000	-	5.688	8.423	2.735	48.1	5.688	8.423	2.735	48.1
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	77.566	58.974	(18.592)	(24.0)	77.566	58.974	(18.592)	(24.0)
<b>Total Revenue/Receipts</b>	<b>\$252.614</b>	<b>\$247.076</b>	<b>(\$5.539)</b>	<b>(2.2)</b>	<b>\$77.566</b>	<b>\$58.974</b>	<b>(\$18.592)</b>	<b>(24.0)</b>	<b>\$330.180</b>	<b>\$306.049</b>	<b>(\$24.131)</b>	<b>(7.3)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$160.340	\$163.650	(\$3.310)	(2.1)	\$15.111	\$12.248	\$2.863	18.9	\$175.451	\$175.898	(\$0.447)	(0.3)
Overtime	31.893	30.523	1.370	4.3	7.568	7.144	0.423	5.6	39.461	37.668	1.793	4.5
Health and Welfare	34.433	36.271	(1.838)	(5.3)	5.177	4.440	0.737	14.2	39.610	40.712	(1.102)	(2.8)
OPEB Current Payment	10.400	10.848	(0.448)	(4.3)	0.000	0.000	0.000	-	10.400	10.848	(0.448)	(4.3)
Pensions	30.704	29.858	0.846	2.8	3.373	2.770	0.602	17.9	34.077	32.629	1.448	4.2
Other Fringe Benefits	38.776	39.256	(0.480)	(1.2)	3.867	3.304	0.564	14.6	42.643	42.560	0.084	0.2
Reimbursable Overhead	(17.454)	(14.457)	(2.997)	(17.2)	16.896	13.934	2.962	17.5	(0.558)	(0.523)	(0.036)	(6.4)
<b>Total Labor</b>	<b>\$289.092</b>	<b>\$295.950</b>	<b>(\$6.858)</b>	<b>(2.4)</b>	<b>\$51.992</b>	<b>\$43.841</b>	<b>\$8.151</b>	<b>15.7</b>	<b>\$341.084</b>	<b>\$339.790</b>	<b>\$1.294</b>	<b>0.4</b>
<i>Non-Labor:</i>												
Electric Power	\$28.489	\$23.468	\$5.021	17.6	\$0.000	\$0.064	(\$0.064)	-	\$28.489	\$23.532	\$4.957	17.4
Fuel	6.021	5.892	0.130	2.2	0.000	0.000	0.000	-	6.021	5.892	0.130	2.2
Insurance	6.730	5.987	0.743	11.0	1.184	1.556	(0.372)	(31.4)	7.914	7.543	0.371	4.7
Claims	0.380	1.025	(0.645)	*	0.000	0.000	0.000	-	0.380	1.025	(0.645)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	39.706	31.559	8.147	20.5	5.580	4.849	0.730	13.1	45.286	36.409	8.877	19.6
Professional Service Contracts	14.368	9.107	5.261	36.6	6.651	2.640	4.011	60.3	21.020	11.748	9.272	44.1
Materials & Supplies	29.939	33.292	(3.353)	(11.2)	12.078	5.919	6.159	51.0	42.016	39.210	2.806	6.7
Other Business Expenses	9.230	8.999	0.232	2.5	0.082	0.104	(0.022)	(27.5)	9.312	9.103	0.209	2.2
<b>Total Non-Labor</b>	<b>\$134.864</b>	<b>\$119.329</b>	<b>\$15.536</b>	<b>11.5</b>	<b>\$25.575</b>	<b>\$15.133</b>	<b>\$10.441</b>	<b>40.8</b>	<b>\$160.439</b>	<b>\$134.462</b>	<b>\$25.977</b>	<b>16.2</b>
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjts.</b>	<b>\$423.957</b>	<b>\$415.278</b>	<b>\$8.678</b>	<b>2.0</b>	<b>\$77.566</b>	<b>\$58.974</b>	<b>\$18.592</b>	<b>24.0</b>	<b>\$501.523</b>	<b>\$474.252</b>	<b>\$27.271</b>	<b>5.4</b>
Depreciation	80.231	77.685	2.546	3.2	0.000	0.000	0.000	-	80.231	77.685	2.546	3.2
OPEB Obligation	22.772	22.772	0.000	0.0	0.000	0.000	0.000	-	22.772	22.772	0.000	0.0
GASB68 Pension Adjustment**	0.000	(0.574)	0.574	-	0.000	0.000	0.000	-	0.000	(0.574)	0.574	-
Environmental Remediation	1.000	0.088	0.912	91.2	0.000	0.000	0.000	-	1.000	0.088	0.912	91.2
<b>Total Expenses</b>	<b>\$527.960</b>	<b>\$515.249</b>	<b>\$12.710</b>	<b>2.4</b>	<b>\$77.566</b>	<b>\$58.974</b>	<b>\$18.592</b>	<b>24.0</b>	<b>\$605.526</b>	<b>\$574.223</b>	<b>\$31.303</b>	<b>5.2</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$275.345)</b>	<b>(\$268.174)</b>	<b>\$7.171</b>	<b>2.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$275.345)</b>	<b>(\$268.174)</b>	<b>\$7.171</b>	<b>2.6</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	80.231	77.685	(2.546)	(3.2)	0.000	0.000	0.000	-	80.231	77.685	(2.546)	(3.2)
Operating/Capital	(18.241)	(9.323)	8.918	48.9	0.000	0.000	0.000	-	(18.241)	(9.323)	8.918	48.9
Other Cash Adjustments	22.343	31.408	9.065	40.6	0.000	0.000	0.000	-	22.343	31.408	9.065	40.6
<b>Total Cash Conversion Adjustments</b>	<b>\$84.333</b>	<b>\$99.770</b>	<b>\$15.437</b>	<b>18.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$84.333</b>	<b>\$99.770</b>	<b>\$15.437</b>	<b>18.3</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$191.013)</b>	<b>(\$168.404)</b>	<b>\$22.609</b>	<b>11.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$191.013)</b>	<b>(\$168.404)</b>	<b>\$22.609</b>	<b>11.8</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**APRIL 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	(\$0.805)	(14.3%)	Primarily due to the current suspension of commissary services and lower advertising revenue.	(\$2.908)	(13.1%)	Primarily due to the current suspension of commissary services and lower advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$6.991)	(31.0%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$18.592)	(24.0%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$1.174	26.8%	Reflects lower monthly activity in the Cyclical Track Program, the GCT Turnouts Switch Renewal, the new Turnouts Mainline High Speed project, the Power Infrastructure Restoration, the Undergrade Bridge Replacement, the C-30 Track Program, the Walk Bridge project, the Capital Training Center for CT and the Devon Bridge Repairs.	\$2.863	18.9%	Reflects reclass for the current Cyclical Track Program as well as the Park Ave Viaduct Repair and lower activity in the GCT Turnouts Switch Renewal, the current Cyclical Track Program, the Power Infrastructure Restoration and the Signal Replacement from Greenwich to South Norwalk.
OVERTIME	Non-Reimb	\$0.644	8.4%	See overtime tables.	\$1.370	4.3%	See overtime tables.
	Reimb	\$0.674	27.5%	See overtime tables.	\$0.423	5.6%	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	(\$0.511)	(6.5%)	Primarily reflects higher than budgeted rates.	(\$1.838)	(5.3%)	Primarily reflects higher than budgeted rates.
	Reimb	\$0.406	26.2%	Reflects lower monthly project activity driven by the new Cyclical Track Program, the GCT Turnouts Switch Renewal, the Replacement of Timbers for the Undergrade Bridge and the C-30 Track Program.	\$0.737	14.2%	Reflects lower YTD activity for the GCT Turnouts Switch Renewal project and both the current and new Cyclical Track Program.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.062)	(2.4%)		(\$0.448)	(4.3%)	Reflects additional retirees.
PENSIONS	Reimb	\$0.287	28.6%	Reflects lower monthly project activity driven by the new Cyclical Track Program, the GCT Turnouts Switch Renewal and the C-30 Track Program.	\$0.602	17.9%	Reflects lower yearly project activity driven by the GCT Turnouts Switch Renewal, the current and new Cyclical Track Programs, the Power Infrastructure Restoration and the Positive Train Control Project.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.489	5.4%	Primarily due to timing of employee claims.	(\$0.480)	(1.2%)	
	Reimb	\$0.309	26.6%	Reflects lower monthly project activity driven by the new Cyclical Track Program, the GCT Turnouts Switch Renewal, the C-30 Track Program and the Devon Bridge Repairs.	\$0.564	14.6%	Reflects lower YTD activity for the GCT Turnouts Switch Renewal project and both the current and new Cyclical Track Programs.



**MTA METRO-NORTH RAILROAD**  
**ACCURAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**APRIL 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.408)	(27.2%)	The non-reimbursable and reimbursable variances reflect lower activity on the following projects: Cyclical Track Program, GCT Turnouts Switch Renewal, Power Infrastructure Replacement and Positive Train Control.	(\$2.997)	(17.2%)	The non-reimbursable and reimbursable variances primarily reflect lower activity for the GCT Switch Renewal, Positive Train Control, Power Infrastructure Replacement and Cyclical Track Program.
	Reimb	\$1.379	27.4%		\$2.962	17.5%	
ELECTRIC POWER	Non-Reimb	\$0.845	13.6%	Reflects favorable rates.	\$5.021	17.6%	Reflects favorable rates.
FUEL	Non-Reimb	\$0.393	25.4%	Primarily reflects timing of invoices.	\$0.130	2.2%	
INSURANCE	Non-Reimb	\$0.203	12.0%	Reflects lower insurance premiums.	\$0.743	11.0%	Reflects lower insurance premiums.
	Reimb	(\$0.026)	(6.7%)	Reflects higher activity in the current Turnouts Mainline High Speed Project.	(\$0.372)	(31.4%)	Reflects higher yearly activity in the Turnouts Mainline High Speed Project, the Replace Timbers on the Undergrade Bridge, the NHL COS COB Bridge Mitre Rail Project, the C-29 Track Program, the NHL Grade Crossing Renewal, the Catenary Replacement project and the NH Yard Component Change Out Shop.
CLAIMS	Non-Reimb	\$0.093	100.0%	Primarily due to timing of claims expense.	(\$0.645)	*	Primarily due to higher claims expense.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.173	12.2%	Primarily reflects timing of expenses for maintenance contracts and real estate rentals as well as lower GCT utilities costs resulting from efficient chiller equipment implemented in conjunction with NYPA.	\$8.147	20.5%	Primarily reflects timing of expenses for the BL-20 locomotive overhaul, maintenance contracts, uniforms, fare equipment maintenance, environmental services, and real estate rentals as well as lower GCT utilities costs resulting from efficient chiller equipment implemented in conjunction with NYPA.
	Reimb	(\$0.554)	(54.7%)	Reflects higher monthly activity for the GCT Leaks and Remediation project.	\$0.730	13.1%	Reflects lower yearly activity in the ESA T-01 Elevator Project, the MNR East Side Access and the C-31 Track Program.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.346	36.2%	Primarily due to timing of expenses for engineering and consulting services, outside training and market research studies.	\$5.261	36.6%	Primarily due to timing of expenses for engineering, consulting and legal services as well as outside training and market research studies.
	Reimb	\$1.087	64.8%	Reflects lower monthly activity for the Signal Replacement program for Greenwich to South Norwalk.	\$4.011	60.3%	Reflects lower yearly activity for the Signal Replacement program for Greenwich to South Norwalk.

MTA METRO-NORTH RAILROAD  
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY  
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS  
 FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
 APRIL 2017  
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	(\$1.977)	(26.3%)	Reflects higher expenses for track infrastructure improvements and timing of materials obsolescence adjustments.	(\$3.353)	(11.2%)	Reflects higher expenses for track infrastructure improvements and timing of materials obsolescence adjustments.
	Reimb	\$2.309	59.4%	Reflects lower monthly activity for the Network Infrastructure Replacement and the C-31 Track Program.	\$6.159	51.0%	Reflects lower yearly activity in the Network Infrastructure Replacement, the new Cyclical Track Program, the West of Hudson Track Improvements and the C-31 Track Program.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.471)	(20.7%)	Primarily due to timing of cost recoveries from other railroads.	\$0.232	2.5%	
	Reimb	\$0.007	34.5%	Reflects lower monthly activity of the M-3 Replacement program and the M-8 New Haven Line Purchase	(\$0.022)	(27.5%)	Reflects higher yearly activity for the current Turnouts Mainline High Speed
DEPRECIATION	Non-Reimb	\$0.828	4.1%	Reflects timing of the capitalization of assets.	\$2.546	3.2%	
OPERATING CAPITAL	Non-Reim	\$0.370	10.1%	Mainly due to the Power Scada Upgrade project.	\$8.918	48.9%	Driven by the GCT Biltmore Restroom project, the Cameras and Audio for Non-M8 Fleet and the GCT Escalators Project.

\* Variance exceeds 100%.

**MTA Metro-North Railroad**  
**February Financial Plan - 2017 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	April						Year To Date(April)					
	Adopted Budget		Actual		Var. - Fav/(Unfav)		Adopted Budget		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	53,231	\$ 3.289	42,680	\$ 2.609	10,551 19.8%	\$0.680 20.7%	192,737	\$ 11.909	195,525	\$ 11.812	(2,788) -1.4%	\$0.096 0.8%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	47,347	\$ 2.686	46,544	\$ 2.620	803 1.7%	\$0.066 2.5%	180,180	\$ 10.223	171,623	\$ 9.639	8,557 4.7%	\$0.584 5.7%
<u>Unscheduled Maintenance</u>	948	\$ 0.051	568	\$ 0.028	380 40.1%	\$0.023 44.5%	3,794	\$ 0.204	2,404	\$ 0.116	1,389 36.6%	\$0.088 43.2%
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	26,259	\$ 1.393	25,339	\$ 1.344	920 3.5%	\$0.049 3.5%	102,324	\$ 5.427	94,314	\$ 4.980	8,011 7.8%	\$0.447 8.2%
<u>Weather Emergencies</u>	4,464	\$ 0.255	2,568	\$ 0.142	1,896 42.5%	\$0.113 44.2%	72,324	\$ 4.131	72,139	\$ 3.944	185 0.3%	\$0.187 4.5%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u> <sup>4</sup>	0	\$ -	8	\$ 0.286	(8)	(\$0.286)	0	\$ -	26	\$ 0.032	(26)	(\$0.032)
Subtotal	132,250	\$ 7.674	117,707	\$ 7.030	14,543 11.0%	\$0.644 8.4%	551,359	\$ 31.893	536,031	\$ 30.523	15,328 2.8%	\$1.370 4.3%
<b>REIMBURSABLE OVERTIME</b>	41,022	\$ 2.452	29,635	\$ 1.778	11,386 27.8%	\$0.674 27.5%	126,131	\$ 7.568	109,193	\$ 7.144	16,938 13.4%	\$0.423 5.6%
<b>TOTAL OVERTIME</b>	<b>173,272</b>	<b>\$ 10.126</b>	<b>147,342</b>	<b>\$ 8.809</b>	<b>25,929 15.0%</b>	<b>\$1.317 13.0%</b>	<b>677,490</b>	<b>\$ 39.461</b>	<b>645,224</b>	<b>\$ 37.668</b>	<b>32,265 4.8%</b>	<b>\$1.793 4.5%</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.

**MTA Metro-North Railroad**  
**February Financial Plan - 2017 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
**(\$ in millions)**

	April			Year To Date(April)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	10,551	\$0.680	Higher staff availability due to recently graduated conductor classes available for service coverage.	(2,788)	\$0.096	Higher staff availability due to recently graduated conductor classes available for service coverage.
	19.8%	20.7%		-1.4%	0.8%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	803	\$0.066	Slightly lower infrastructure repair work and RCM maintenance.	8,557	\$0.584	Lower infrastructure repair work in Maintenance of Way and lower RCM maintenance in Maintenance of Equipment due to coverage for Winter Storm Stella.
	1.7%	2.5%		4.7%	5.7%	
<u>Unscheduled Maintenance</u>	380	\$0.023		1,389	\$0.088	
	40.1%	44.5%		36.6%	43.2%	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	920	\$0.049	Slightly lower vacation, sick and vacancy coverage requirements.	8,011	\$0.447	Lower vacation, sick and vacancy coverage requirements.
	3.5%	3.5%		7.8%	8.2%	
<u>Weather Emergencies</u>	1,896	\$0.113	Fewer weather events than budgeted.	185	\$0.187	Fewer weather events than budgeted partially offset by Winter Storm Stella.
	42.5%	44.2%		0.3%	4.5%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -		0	\$ -	
<u>Other</u> <sup>4</sup>	(8)	(\$0.286)	Reflects timing differences related to payroll and calendar cutoff dates.	(26)	(\$0.032)	Reflects timing differences related to payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>14,543</b>	<b>\$0.644</b>		<b>15,328</b>	<b>\$1.370</b>	
	11.0%	8.4%		2.8%	4.3%	
<b>REIMBURSABLE OVERTIME</b>	11,386	\$0.674	Reflects lower monthly activity in the GCT Turnouts Switch Renewal project and the new Cyclical Track Program.	16,938	\$0.423	Primarily reflects the rescheduling of the Cyclical Track Program.
	27.8%	27.5%		13.4%	5.6%	
<b>TOTAL OVERTIME</b>	<b>25,929</b>	<b>\$1.317</b>		<b>32,265</b>	<b>\$1.793</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.

**MTA METRO-NORTH RAILROAD**  
**2017 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**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

## SCHEDULE III

	April 2017				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$59.141	\$56.070	(\$3.071)	(5.2)	\$226.958	\$223.328	(\$3.630)	(1.6)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	16.702	2.716	(13.986)	(83.7)	39.537	31.678	(7.859)	(19.9)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	11.351	8.280	(3.071)	(27.1)	41.197	31.106	(10.091)	(24.5)
CDOT	8.902	14.267	5.365	60.3	25.274	32.553	7.279	28.8
Other	1.393	5.194	3.801	*	5.688	7.367	1.679	29.5
Total Capital and Other Reimbursements	21.646	27.741	6.095	28.2	72.159	71.026	(1.133)	(1.6)
<b>Total Receipts</b>	<b>\$97.489</b>	<b>\$86.527</b>	<b>(\$10.962)</b>	<b>(11.2)</b>	<b>\$338.654</b>	<b>\$326.032</b>	<b>(\$12.622)</b>	<b>(3.7)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$42.258	\$41.345	\$0.913	2.2	\$176.952	\$178.314	(\$1.362)	(0.8)
Overtime	10.154	8.530	1.624	16.0	39.567	37.472	2.095	5.3
Health and Welfare	9.730	11.355	(1.625)	(16.7)	40.888	41.743	(0.855)	(2.1)
OPEB Current Payment	2.600	2.557	0.043	1.7	10.400	10.628	(0.228)	(2.2)
Pensions	8.278	8.671	(0.393)	(4.8)	34.219	34.779	(0.560)	(1.6)
Other Fringe Benefits	10.305	11.108	(0.803)	(7.8)	42.670	47.738	(5.068)	(11.9)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$83.326</b>	<b>\$83.566</b>	<b>(\$0.240)</b>	<b>(0.3)</b>	<b>\$344.695</b>	<b>\$350.674</b>	<b>(\$5.979)</b>	<b>(1.7)</b>
<i>Non-Labor:</i>								
Electric Power	\$6.379	\$5.868	\$0.511	8.0	\$29.123	\$21.198	\$7.925	27.2
Fuel	1.550	1.795	(0.245)	(15.8)	5.909	5.730	0.179	3.0
Insurance	2.513	5.797	(3.284)	*	9.876	15.125	(5.249)	(53.1)
Claims	3.732	0.077	3.655	97.9	13.285	5.521	7.764	58.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.020	5.482	2.538	31.6	45.043	33.560	11.483	25.5
Professional Service Contracts	4.583	3.539	1.044	22.8	21.844	9.471	12.373	56.6
Materials & Supplies	12.118	12.222	(0.104)	(0.9)	44.372	39.078	5.294	11.9
Other Business Expenditures	3.529	6.401	(2.872)	(81.4)	15.519	14.079	1.440	9.3
<b>Total Non-Labor</b>	<b>\$42.422</b>	<b>\$41.181</b>	<b>\$1.241</b>	<b>2.9</b>	<b>\$184.972</b>	<b>\$143.762</b>	<b>\$41.210</b>	<b>22.3</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$125.748</b>	<b>\$124.747</b>	<b>\$1.001</b>	<b>0.8</b>	<b>\$529.666</b>	<b>\$494.436</b>	<b>\$35.230</b>	<b>6.7</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$28.259)</b>	<b>(\$38.220)</b>	<b>(\$9.961)</b>	<b>(35.2)</b>	<b>(\$191.013)</b>	<b>(\$168.404)</b>	<b>\$22.609</b>	<b>11.8</b>
<b>Subsidies</b>								
MTA	21.005	30.086	9.081	43.2	150.252	132.373	(17.879)	(11.9)
CDOT	7.254	7.542	0.288	4.0	40.761	34.578	(6.183)	(15.2)
<b>TOTAL Subsidies</b>	<b>\$28.259</b>	<b>\$37.628</b>	<b>\$9.369</b>	<b>33.2</b>	<b>\$191.013</b>	<b>\$166.951</b>	<b>(\$24.062)</b>	<b>(12.6)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>(\$0.222)</b>	<b>(\$0.222)</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.118</b>	<b>\$0.118</b>	<b>-</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
**EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS**  
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	April Month vs Budget			Year-To-Date as of April 30, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(3.071)	(5.2%)	Timing of cash in transit.	(3.630)	1.6%	
OTHER OPERATING REVENUE	(13.986)	(83.7%)	Timing of FMTAC reimbursement for injury claims relating to Spuyten Duyvil, MTA-LaSalle charges and current suspension of Commissary Services.	(7.859)	(19.9%)	Timing of MTA-LaSalle charges, current suspension of Commissary Services, timing of MTA TWU Pass Reimbursements and lower Other & Miscellaneous.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(3.071)	(27.1%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.	(10.091)	(24.5%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.
CDOT	5.365	60.3%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	7.279	28.8%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
OTHER	3.801	*	Higher cash receipts due to timing of payments combined with higher capital related project activity.	1.679	29.5%	Higher cash receipts due to higher capital related project activity partially offset by timing of payments.
PAYROLL	0.913	2.2%		(1.362)	(0.8%)	
OVERTIME	1.624	16.0%	Lower scheduled service and capital related project activity combined with timing of overtime paid.	2.095	5.3%	Lower Programmatic/Routine Maintenance, Vacancy/Absentee Coverage, capital related project activity and Weather Emergencies combined with timing of overtime paid.
HEALTH & WELFARE	(1.625)	(16.7%)	Timing of payments for dental & vision premiums.	(0.856)	(2.1%)	
OPEB CURRENT PAYMENT	0.043	1.7%		(0.227)	(2.2%)	
PENSIONS	(0.393)	(4.8%)		(0.560)	(1.6%)	
OTHER FRINGE BENEFITS	(0.803)	(7.8%)	Timing of payroll taxes partially offset by lower employee claims.	(5.068)	(11.9%)	Timing of payroll taxes partially offset by lower employee claims.
GASB ACCOUNT	0.000	0.0%		0.000	0.0%	
ELECTRIC POWER	0.511	8.0%	Lower rates partially offset by timing of payments.	7.925	27.2%	Lower rates combined with timing of payments.
FUEL	(0.245)	(15.8%)	Primarily due to timing of payments.	0.179	3.0%	

MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
CASH RECEIPTS AND EXPENDITURES  
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS  
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	April Month vs Budget			Year-To-Date as of April 30, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	(3.284)	*	Timing of premium payments for Force Account, Station Liability and Automobile.	(5.249)	(53.1%)	Timing of premium payments for Force Account, Station Liability, All Agency Property - Bio Terrorism, Automobile and All Agency Excess.
CLAIMS	3.655	97.9%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.	7.764	58.4%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	2.538	31.6%	Timing of payments for Maintenance & Repairs, Steam and Security Services.	11.483	25.5%	Timing of payments for MTA Police Services, Maintenance & Repairs, Construction Costs, Security Surveillance Equipment, Security Services and Real Estate Mgmt. Services partially offset by Track Leases.
PROFESSIONAL SERVICE CONTRACTS	1.044	22.8%	Timing of Engineering Services.	12.373	56.6%	Timing of payments for Engineering Services, NHL BSC Costs, Professional Services, Medical Services and Outside Training.
MATERIALS & SUPPLIES	(0.104)	(0.9%)		5.294	11.9%	Timing of material purchases for Trucks Suspension, Projects, Communication, Roadway Equipment, Friction Brakes, Switch & Signal, Carbody and Propulsion partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	(2.872)	(81.4%)	Timing of NJT Subsidy payments combined with Purchases - Non Operating (Stak System for Harmon Shop).	1.440	9.3%	Lower subsidy payments to New Jersey Transit.
MTA SUBSIDY RECEIPTS	9.081	43.2%	Higher cash deficit partially offset by available cash balance and CDOT subsidy.	(17.879)	(11.9%)	Lower cash deficit and available cash balance partially offset by lower CDOT subsidy.
CDOT SUBSIDY RECEIPTS	0.288	4.0%		(6.183)	(15.2%)	Lower share of prior months deficit than budgeted.
TOTAL SUBSIDY RECEIPTS	9.369	33.2%		(24.062)	(12.6%)	



**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	April 2017				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.917)	(\$4.349)	(\$3.432)	*	(\$3.445)	(\$4.445)	(\$0.999)	(29.0)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	11.056	(2.124)	(13.181)	*	17.326	12.375	(4.951)	(28.6)
<i>Capital &amp; Other Reimbursements:</i>		0.000			0.000	0.000		
MTA	(0.924)	1.373	2.297	*	(5.407)	0.709	6.116	*
CDOT	0.000	8.282	8.282	-	0.000	12.398	12.398	-
Other	0.000	2.507	2.507	-	0.000	(1.056)	(1.056)	-
Total Capital and Other Reimbursements	(0.924)	12.162	13.086	*	(5.407)	12.052	17.459	*
<b>Total Revenue/Receipts</b>	<b>\$9.216</b>	<b>\$5.689</b>	<b>(\$3.527)</b>	<b>(38.3)</b>	<b>\$8.473</b>	<b>\$19.983</b>	<b>\$11.509</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$0.301)	\$0.066	\$0.367	*	(\$1.501)	(\$2.416)	(\$0.916)	(61.0)
Overtime	(0.028)	0.279	0.307	*	(0.106)	0.196	0.302	*
Health and Welfare	(0.312)	(1.833)	(1.520)	*	(1.278)	(1.031)	0.246	19.3
OPEB Current Payment	0.000	0.105	0.000		0.000	0.220	0.220	-
Pensions	(0.040)	(0.929)	(0.889)	*	(0.142)	(2.150)	(2.008)	*
Other Fringe Benefits	(0.052)	(1.653)	(1.601)	*	(0.027)	(5.178)	(5.152)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.156)	(0.127)	0.029	18.5	(0.558)	(0.523)	0.036	6.4
<b>Total Labor</b>	<b>(\$0.889)</b>	<b>(\$4.091)</b>	<b>(\$3.202)</b>	<b>*</b>	<b>(\$3.611)</b>	<b>(\$10.884)</b>	<b>(\$7.273)</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.158)	(\$0.430)	(\$0.272)	*	(\$0.634)	\$2.334	\$2.968	*
Fuel	0.000	(0.638)	(0.638)	-	0.112	0.162	0.050	44.5
Insurance	(0.437)	(3.898)	(3.461)	*	(1.962)	(7.582)	(5.620)	*
Claims	(3.639)	(0.077)	3.562	97.9	(12.904)	(4.496)	8.408	65.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	2.649	4.568	1.919	72.4	0.243	2.849	2.606	*
Professional Service Contracts	0.810	(0.580)	(1.390)	*	(0.824)	2.277	3.101	*
Materials & Supplies	(0.699)	(1.135)	(0.437)	(62.5)	(2.356)	0.132	2.488	*
Other Business Expenses	(1.232)	(3.640)	(2.408)	*	(6.207)	(4.976)	1.231	19.8
<b>Total Non-Labor</b>	<b>(\$2.706)</b>	<b>(\$5.831)</b>	<b>(\$3.125)</b>	<b>*</b>	<b>(\$24.533)</b>	<b>(\$9.300)</b>	<b>\$15.232</b>	<b>62.1</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures Adjustments before Non-Cash Liability Adj.</b>	<b>(\$3.595)</b>	<b>(\$9.922)</b>	<b>(\$6.327)</b>	<b>*</b>	<b>(\$28.144)</b>	<b>(\$20.184)</b>	<b>\$7.960</b>	<b>28.3</b>
Depreciation	20.058	19.230	(0.828)	(4.1)	80.231	77.685	(2.546)	(3.2)
OPEB Obligation	5.693	5.693	0.000	0.0	22.772	22.772	0.000	0.0
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	(0.574)	(0.574)	-
Environmental Remediation	0.000	0.000	0.000	-	1.000	0.088	(0.912)	91.2
<b>Total Expenditures Adjustments</b>	<b>\$22.156</b>	<b>\$15.001</b>	<b>(\$7.155)</b>	<b>(32.3)</b>	<b>\$75.859</b>	<b>\$79.787</b>	<b>\$3.928</b>	<b>5.2</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$31.372</b>	<b>\$20.690</b>	<b>(\$10.682)</b>	<b>(34.0)</b>	<b>\$84.333</b>	<b>\$99.770</b>	<b>\$15.437</b>	<b>18.3</b>

**Notes:**

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

-- Differences are due to rounding.

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**RIDERSHIP/UTILIZATION**  
**APRIL 2017**  
(in millions)

	MONTH			VARIANCE				YTD			VARIANCE			
				Fav/(Unfav)							Fav/(Unfav)			
	ADOPTED BUDGET	2017	2016	ADOPTED BUDGET		2016		ADOPTED BUDGET	2017	2016	ADOPTED BUDGET		2016	
				\$	%	\$	%				\$	%	\$	%
<b>FAREBOX REVENUE</b>														
Harlem Line - Commutation	9.601	9.300	9.161	(0.301)	-3.1%	0.139	1.5%	37.395	36.463	36.515	(0.931)	-2.5%	(0.051)	-0.1%
Harlem Line - Non-Commutation	8.009	8.197	7.561	0.188	2.3%	0.636	8.4%	30.175	29.939	28.964	(0.236)	-0.8%	0.975	3.4%
TOTAL HARLEM LINE	\$17.610	\$17.497	\$16.722	(\$0.113)	-0.6%	\$0.776	4.6%	\$67.570	\$66.402	\$65.479	(\$1.167)	-1.7%	\$0.924	1.4%
Hudson Line - Commutation	6.259	6.119	5.987	(0.140)	-2.2%	0.132	2.2%	24.416	23.942	23.888	(0.474)	-1.9%	0.054	0.2%
Hudson Line - Non-Commutation	6.467	6.915	6.127	0.448	6.9%	0.788	12.9%	23.746	24.045	22.853	0.299	1.3%	1.192	5.2%
TOTAL HUDSON LINE	\$12.726	\$13.034	\$12.114	\$0.309	2.4%	\$0.920	7.6%	\$48.162	\$47.987	\$46.741	(\$0.175)	-0.4%	\$1.246	2.7%
New Haven Line - Commutation	13.286	13.037	12.574	(0.249)	-1.9%	0.463	3.7%	52.800	52.091	50.329	(0.709)	-1.3%	1.762	3.5%
New Haven Line - Non-Commutation	15.216	15.717	14.501	0.502	3.3%	1.216	8.4%	57.046	56.795	54.499	(0.251)	-0.4%	2.296	4.2%
TOTAL NEW HAVEN LINE	<u>\$28.502</u>	<u>\$28.755</u>	<u>\$27.076</u>	<u>\$0.253</u>	<u>0.9%</u>	<u>\$1.679</u>	<u>6.2%</u>	<u>\$109.846</u>	<u>\$108.886</u>	<u>\$104.828</u>	<u>(\$0.960)</u>	<u>-0.9%</u>	<u>\$4.058</u>	<u>3.9%</u>
All Lines - Commutation	29.146	28.457	27.722	(0.689)	-2.4%	0.734	2.6%	114.611	112.496	110.731	(2.114)	-1.8%	1.765	1.6%
All Lines - Non-Commutation	29.692	30.829	28.189	1.138	3.8%	2.640	9.4%	110.968	110.779	106.315	(0.188)	-0.2%	4.464	4.2%
TOTAL EAST OF HUDSON LINES	\$58.837	\$59.286	\$55.911	\$0.449	0.8%	\$3.375	6.0%	\$225.577	\$223.275	\$217.046	(\$2.302)	-1.0%	\$6.229	2.9%
West of Hudson	<u>\$1.221</u>	<u>\$1.133</u>	<u>\$1.173</u>	<u>(0.088)</u>	<u>-7.2%</u>	<u>(0.040)</u>	<u>-3.4%</u>	<u>\$4.826</u>	<u>\$4.498</u>	<u>\$4.684</u>	<u>(0.328)</u>	<u>-6.9%</u>	<u>(0.187)</u>	<u>-4.0%</u>
TOTAL FAREBOX REVENUE	\$60.058	\$60.419	\$57.084	\$0.361	0.6%	\$3.335	5.8%	\$230.403	\$227.773	\$221.731	(\$2.630)	-1.1%	\$6.042	2.7%
<b>RIDERSHIP**</b>														
Harlem Line - Commutation	1.392	1.343	1.370	(0.049)	-3.6%	(0.027)	-2.0%	5.655	5.499	5.551	(0.156)	-2.8%	(0.052)	-0.9%
Harlem Line - Non-Commutation	0.880	0.910	0.865	0.030	3.4%	0.044	5.1%	3.371	3.378	3.281	0.007	0.2%	0.097	3.0%
TOTAL HARLEM LINE	2.272	2.253	2.236	(0.019)	-0.8%	0.017	0.8%	9.026	8.877	8.832	(0.149)	-1.6%	0.045	0.5%
Hudson Line - Commutation	0.773	0.752	0.762	(0.021)	-2.8%	(0.010)	-1.3%	3.142	3.076	3.087	(0.066)	-2.1%	(0.011)	-0.4%
Hudson Line - Non-Commutation	0.577	0.621	0.568	0.044	7.6%	0.053	9.2%	2.143	2.186	2.090	0.043	2.0%	0.096	4.6%
TOTAL HUDSON LINE	1.350	1.373	1.330	0.023	1.7%	0.043	3.2%	5.285	5.262	5.177	(0.023)	-0.4%	0.085	1.6%
New Haven Line - Commutation	1.845	1.788	1.825	(0.056)	-3.1%	(0.037)	-2.0%	7.509	7.322	7.420	(0.187)	-2.5%	(0.098)	-1.3%
New Haven Line - Non-Commutation	1.426	1.472	1.417	0.046	3.2%	0.056	3.9%	5.352	5.332	5.300	(0.020)	-0.4%	0.032	0.6%
TOTAL NEW HAVEN LINE	<u>3.271</u>	<u>3.261</u>	<u>3.242</u>	<u>(0.010)</u>	<u>-0.3%</u>	<u>0.019</u>	<u>0.6%</u>	<u>12.861</u>	<u>12.654</u>	<u>12.720</u>	<u>(0.207)</u>	<u>-1.6%</u>	<u>(0.066)</u>	<u>-0.5%</u>
Total Ridership East of Hudson														
All Lines - Commutation	4.010	3.883	3.957	(0.127)	-3.2%	(0.074)	-1.9%	16.306	15.897	16.058	(0.409)	-2.5%	(0.161)	-1.0%
All Lines - Non-Commutation	2.883	3.003	2.850	0.119	4.1%	0.152	5.3%	10.866	10.896	10.672	0.030	0.3%	0.225	2.1%
TOTAL EAST OF HUDSON LINES	6.893	6.886	6.807	(0.008)	-0.1%	0.078	1.1%	27.172	26.793	26.730	(0.379)	-1.4%	0.064	0.2%
West of Hudson	<u>0.138</u>	<u>0.130</u>	<u>0.132</u>	<u>(0.008)</u>	<u>-5.9%</u>	<u>(0.002)</u>	<u>-1.8%</u>	<u>0.557</u>	<u>0.526</u>	<u>0.542</u>	<u>(0.031)</u>	<u>-5.6%</u>	<u>(0.016)</u>	<u>-2.9%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.031	7.016	6.939	(0.016)	-0.2%	0.076	1.1%	27.729	27.319	27.272	(0.410)	-1.5%	0.048	0.2%

2016 Ridership figures have been restated to eliminate calendar impacts on ridership

**MTA METRO-NORTH RAILROAD**  
**2017 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**April 30, 2017**

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	4	3	1	
Labor Relations	18	18	0	
Safety	54	44	10	A
Security	24	20	4	
Office of the Executive VP	10	9	1	
Corporate & Public Affairs	18	17	1	
Customer Service	64	58	6	A
Legal	18	14	4	
Claims	13	11	2	
Environmental Compliance & Svce	8	7	1	
Human Resources	49	44	5	
Training	98	79	19	A
Employee Relations & Diversity	5	4	1	
VP Planning	2	2	-	
Operations Planning & Analysis	22	20	2	
Capital Planning & Programming	18	14	4	
Long Range Planning	8	8	-	
VP Finance & Info Systems	8	3	5	
Controller	80	72	8	A
Budget	21	17	4	
Procurement & Material Management	33	26	7	
<b>Total Administration</b>	<b>575</b>	<b>489</b>	<b>86</b>	
<b>Operations</b>				
Operations Administration	68	60	8	
Transportation	1,624	1,587	37	
Customer Service	316	264	52	B
Metro-North West	31	30	1	
<b>Total Operations</b>	<b>2,038</b>	<b>1,941</b>	<b>98</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,663	1,661	2	
Maintenance of Way	2,239	2,090	149	A
Procurement & Material Mgmt	124	123	1	
<b>Total Maintenance</b>	<b>4,026</b>	<b>3,875</b>	<b>151</b>	
<b>Engineering/Capital</b>				
Construction Management	43	37	6	
Engineering & Design	86	70	16	
<b>Total Engineering/Capital</b>	<b>129</b>	<b>107</b>	<b>22</b>	
<b>Total Positions</b>	<b>6,768</b>	<b>6,411</b>	<b>357</b>	
<b>Non-Reimbursable</b>	<b>5,950</b>	<b>5,874</b>	<b>75</b>	
<b>Reimbursable</b>	<b>819</b>	<b>537</b>	<b>282</b>	
<b>Total Full-Time</b>	<b>6,767</b>	<b>6,410</b>	<b>357</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

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

(B) Variance reflects the current suspension of Commissary group operations.

**MTA METRO-NORTH RAILROAD**  
**2017 ADOPTED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**April 30, 2017**

<b>FUNCTION/OCCUPATION</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	188	168	20
Professional, Technical, Clerical	387	321	66
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>575</b>	<b>489</b>	<b>86</b>
<b>Operations</b>			
Managers/Supervisors	239	208	31
Professional, Technical, Clerical	193	182	11
Operational Hourlies	1,606	1,551	56
<b>Total Operations</b>	<b>2,038</b>	<b>1,941</b>	<b>98</b>
<b>Maintenance</b>			
Managers/Supervisors	584	599	(15)
Professional, Technical, Clerical	522	502	20
Operational Hourlies	2,920	2,774	146
<b>Total Maintenance</b>	<b>4,026</b>	<b>3,875</b>	<b>151</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	46	43	3
Professional, Technical, Clerical	83	64	19
Operational Hourlies	-	-	-
	<b>129</b>	<b>107</b>	<b>22</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	1,057	1,018	39
Professional, Technical, Clerical	1,185	1,069	116
Operational Hourlies	4,526	4,325	202
<b>Total Positions</b>	<b>6,768</b>	<b>6,411</b>	<b>357</b>

**MTA METRO-NORTH RAILROAD  
2017 ADOPTED BUDGET VS. ACTUALS  
April 30, 2017**

<b>Agency-wide (Non-Reimbursable and Reimbursable)</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<i>Functional Classification:</i>				
Operations	2,038	1,941	98	Reflects the current suspension of Commissary group operations and timing differences in hiring of positions in the Operations Administration department.
Maintenance	4,026	3,875	151	Reflects vacant positions in Maintenance of Way (engineers, electricians, mechanics and trackworkers) which are under active recruitment. Vacancies are driven by a high degree of internal transfers in filling open jobs which has extended the time of filling vacant positions.
Administration	575	489	86	Vacancies reflects timing differences in hiring of positions primarily in the Training, Safety and Controller departments.
Engineering / Capital	129	107	22	Vacancies reflects timing differences in hiring of positions primarily in the Engineering & Design department.
<b>Total Agency-wide Headcount</b>	<b>6,768</b>	<b>6,411</b>	<b>357</b>	
Non-Reimbursable	5,950	5,874	75	
Reimbursable	819	537	282	

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>**  
**APRIL 2017**

	<b>MONTH</b>			<b>VARIANCE</b>	
	<b>BUDGET</b>	<b>2017</b>	<b>2016</b>	<b>Fav/(Unfav)</b>	
				<b>BUDGET</b>	<b>2016</b>
Farebox Operating Ratio					
Standard <sup>(B)</sup>	60.6%	60.8%	61.3%	0.2%	-0.5%
Adjusted <sup>(C)</sup>	68.2%	68.1%	69.7%	-0.1%	-1.6%
Cost per Passenger					
Standard <sup>(B)</sup>	\$14.23	\$14.18	\$13.21	\$0.05	(\$0.97)
Adjusted <sup>(C)</sup>	\$13.88	\$13.84	\$12.87	\$0.04	(\$0.97)
Passenger Revenue/Passenger	\$8.63	\$8.62	\$8.10	(\$0.01)	\$0.52

	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>BUDGET</b>	<b>2017</b>	<b>2016</b>	<b>Fav/(Unfav)</b>	
				<b>BUDGET</b>	<b>2016</b>
Farebox Operating Ratio					
Standard <sup>(B)</sup>	54.2%	55.3%	57.4%	1.1%	-2.1%
Adjusted <sup>(C)</sup>	61.0%	62.3%	65.2%	1.3%	-2.9%
Cost per Passenger					
Standard <sup>(B)</sup>	\$15.49	\$15.09	\$14.17	\$0.40	(\$0.92)
Adjusted <sup>(C)</sup>	\$15.14	\$14.72	\$13.85	\$0.42	(\$0.87)
Passenger Revenue/Passenger	\$8.39	\$8.34	\$8.13	(\$0.05)	\$0.21

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

(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.



**Metro-North Railroad**

# **Ridership Report**

# APRIL 2017 RIDERSHIP & REVENUE REPORT

## MTA METRO-NORTH RAILROAD

### EXECUTIVE SUMMARY

#### April Ridership and Revenue (millions)

	April 2017	% Change vs. 2016
Total Rail Ridership	7.016	+1.1% ▲
Commutation Ridership	3.958	-1.9% ▼
Non-Commutation Ridership	3.058	+5.3% ▲
Connecting Service Ridership	0.046	-2.8% ▼
Total MNR System Ridership	7.062	+1.1% ▲
Rail Revenue	\$60.5	+5.9% ▲

#### Key Factors Impacting April Ridership

- Large increases in non-commutation ridership can be attributed to a combination of factors:
  - Warmer weather which occurred during April. It was much warmer in April 2017 than in April 2016 (average monthly temperature was 57.2 degrees vs. 54.2 degrees last April).
  - Higher Pre-Easter week off-peak inbound (10 AM to 2 PM) GCT ridership counts were 25% higher than April 2016.
  - Higher Hudson line non-commutation ridership increased 9.2%; this was due in part to off-peak customer diversions from West of Hudson to the Hudson Line (Beacon and Tarrytown station off-peak one-way ridership increase +36%). Also the Hudson Line benefited from higher Yankee game day ridership which was up 23% vs. April of 2016.

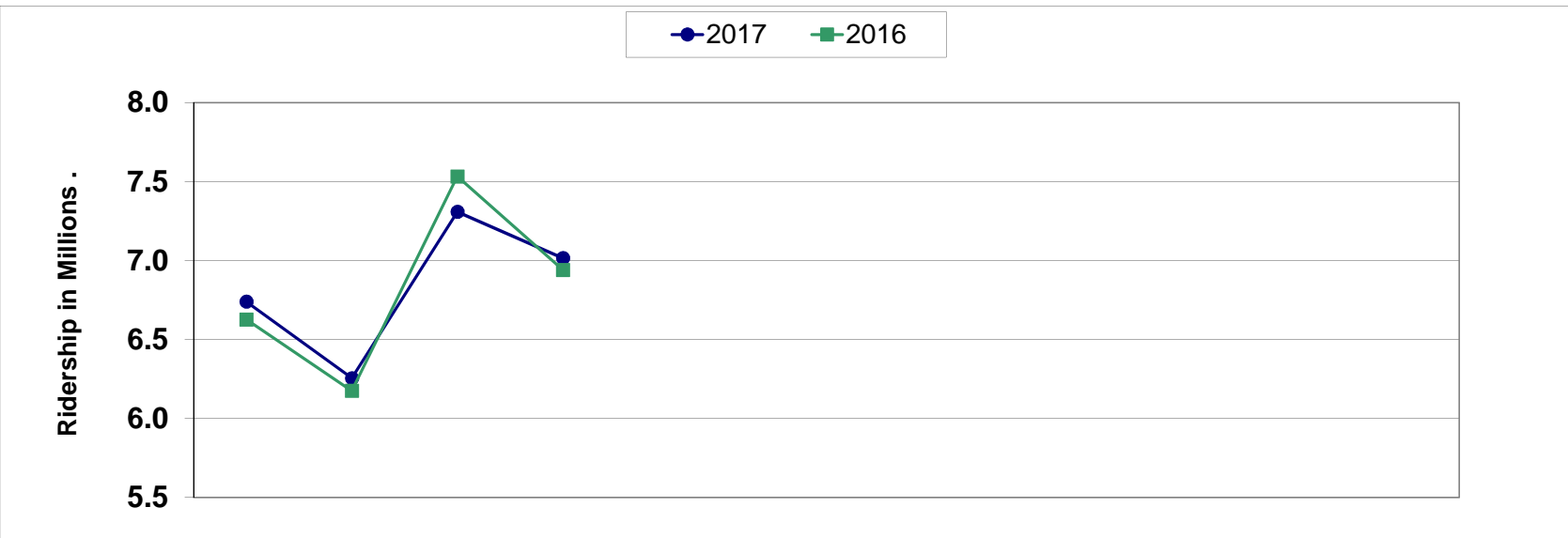
#### Year-to-Date to April Ridership and Revenue (millions)

	YTD 2017	% Change vs. 2016	Comparison to Budget
Total Rail Ridership	27.320	+0.2% ▲	-1.5% ▼
Commutation Ridership	16.202	-1.1% ▼	-2.6% ▼
Non-Commutation Ridership	11.118	+2.1% ▲	+0.2% ▲
Connecting Service Ridership	0.189	-0.6% ▼	-1.6% ▼
Total MNR System Ridership	27.509	+0.2% ▲	-1.5% ▼
Rail Revenue	\$227.9	+2.8% ▲	-1.1% ▼



# APRIL RAIL RIDERSHIP <sup>(1)</sup>

- April's Total Rail Ridership was 1.1% above 2016 and 0.2% below budget.

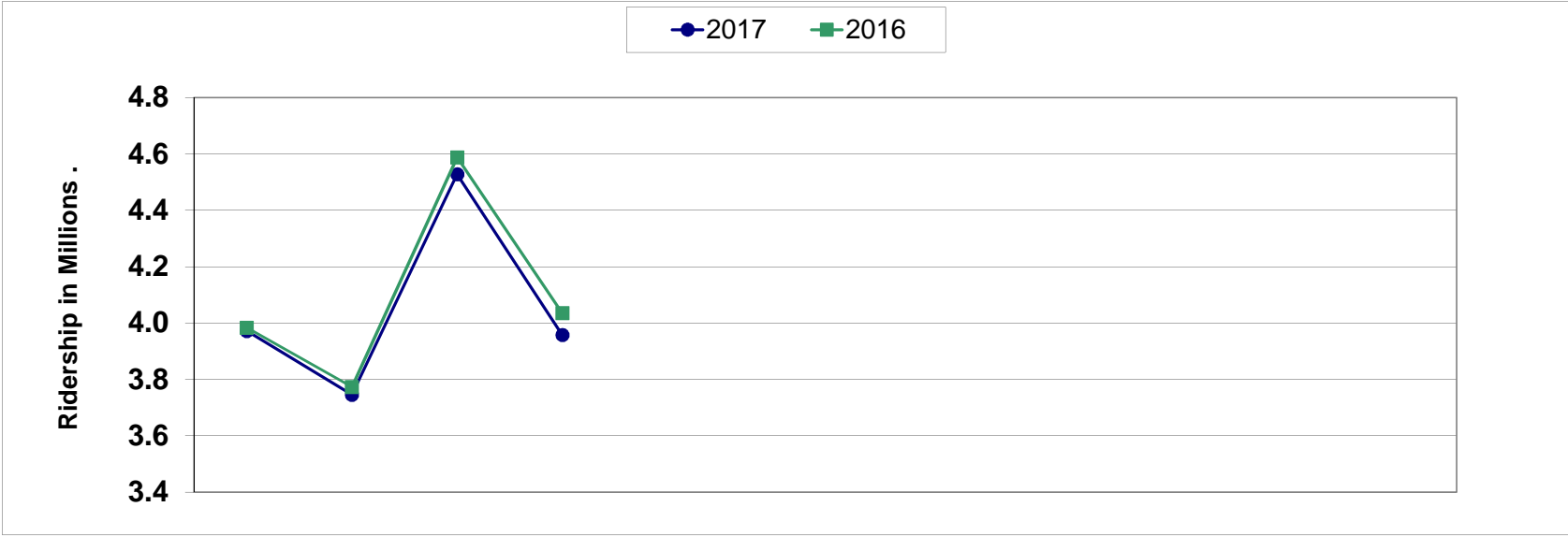


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	6.7	6.3	7.3	7.0									27.3
2016	6.6	6.2	7.5	6.9									27.3
PCT CHG.	1.7%	1.3%	-3.0%	1.1%									0.2%

1) Includes East and West of Hudson.

# APRIL RAIL COMMUTATION RIDERSHIP <sup>(1)</sup>

- April's Rail Commutation Ridership was 1.9% below 2016 and 3.2% below budget.

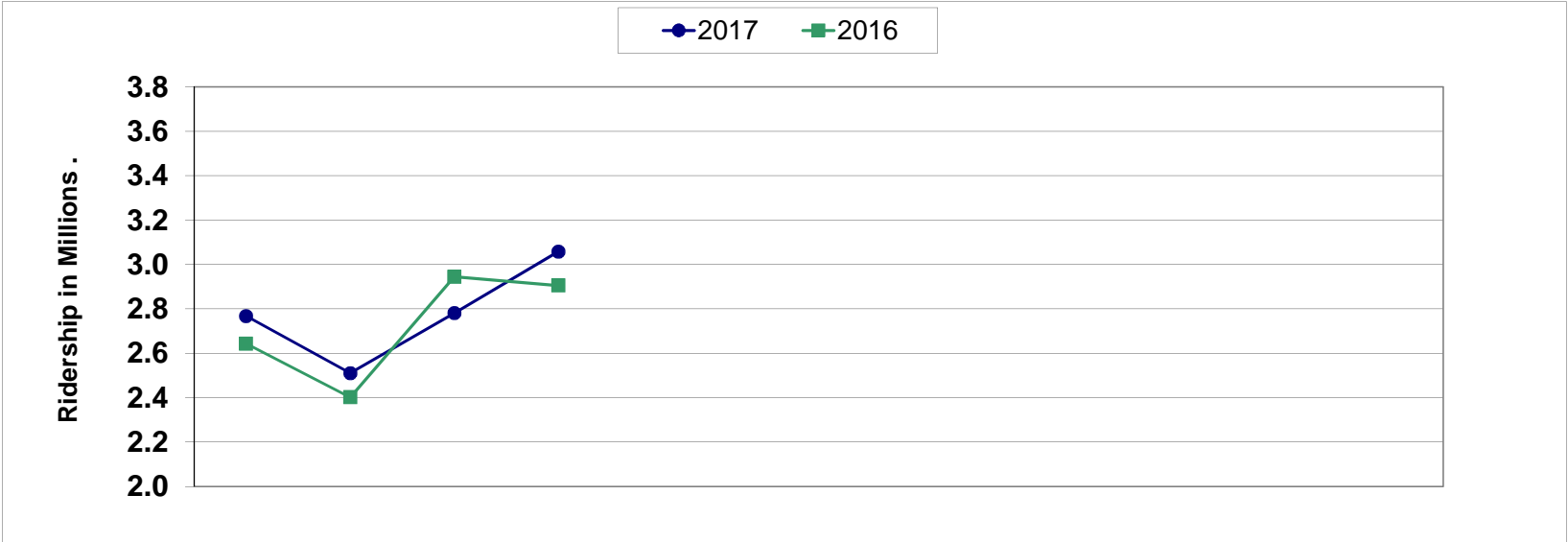


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	4.0	3.7	4.5	4.0									16.2
2016	4.0	3.8	4.6	4.0									16.4
PCT CHG.	-0.3%	-0.7%	-1.3%	-1.9%									-1.1%

1) Includes East and West of Hudson.

# APRIL RAIL NON-COMMUTATION RIDERSHIP <sup>(1)</sup>

- April's Rail Non-Commutation Ridership was 5.3% above 2016 and 4.0% above budget.

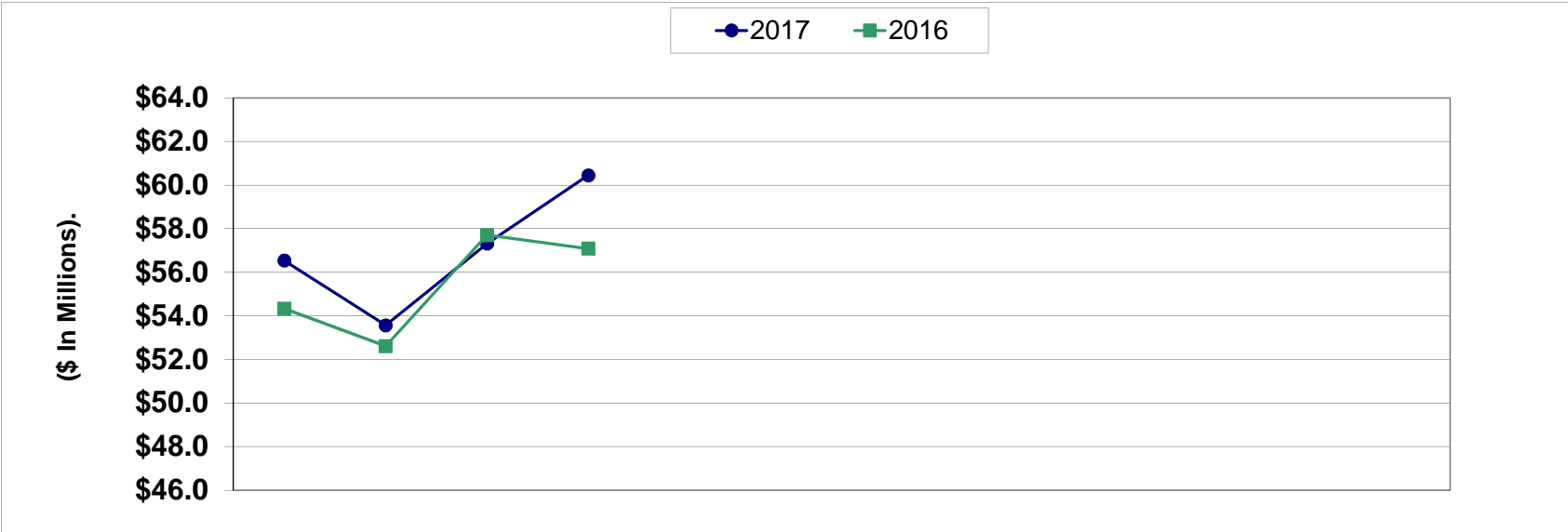


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	2.8	2.5	2.8	3.1									11.1
2016	2.6	2.4	2.9	2.9									10.9
PCT CHG.	4.7%	4.5%	-5.5%	5.3%									2.1%

1) Includes East and West of Hudson.

# APRIL RAIL REVENUE<sup>(1)</sup>

- April's Total Rail Revenue was 5.9% above 2016 and 0.7% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	\$56.5	\$53.6	\$57.3	\$60.5									\$227.9
2016	\$54.3	\$52.6	\$57.7	\$57.1									\$221.7
PCT CHG.	4.1%	1.8%	-0.7%	5.9%									2.8%

1) Includes East and West of Hudson.

# MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY APRIL 2017

TICKET TYPE/SERVICE	APRIL 2017 ACTUAL	APRIL 2017 BUDGET	VARIANCE VS. BUDGET		APRIL 2016 RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	3,883,082	4,010,236	(127,154)	-3.2%	3,957,018	(73,936)	-1.9%
West of Hudson	74,216	79,500	(5,284)	-6.6%	77,708	(3,492)	-4.5%
<b>Total Rail Commutation Ridership</b>	<b>3,957,298</b>	<b>4,089,736</b>	<b>(132,438)</b>	<b>-3.2%</b>	<b>4,034,726</b>	<b>(77,428)</b>	<b>-1.9%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	3,002,514	2,883,021	119,493	4.1%	2,850,303	152,211	5.3%
West of Hudson	55,711	58,607	(2,896)	-4.9%	54,578	1,133	2.1%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,058,225</b>	<b>2,941,628</b>	<b>116,597</b>	<b>4.0%</b>	<b>2,904,881</b>	<b>153,344</b>	<b>5.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	6,885,596	6,893,257	(7,661)	-0.1%	6,807,321	78,275	1.1%
West of Hudson <sup>(2)</sup>	129,927	138,107	(8,180)	-5.9%	132,286	(2,359)	-1.8%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,015,523</b>	<b>7,031,364</b>	<b>(15,841)</b>	<b>-0.2%</b>	<b>6,939,607</b>	<b>75,916</b>	<b>1.1%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(3)</sup></b>	<b>46,220</b>	<b>48,562</b>	<b>(2,342)</b>	<b>-4.8%</b>	<b>47,533</b>	<b>(1,313)</b>	<b>-2.8%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,061,743</b>	<b>7,079,926</b>	<b>(18,183)</b>	<b>-0.3%</b>	<b>6,987,140</b>	<b>74,603</b>	<b>1.1%</b>

Notes:

- 1) 2016 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 2017 YEAR-TO-DATE

TICKET TYPE/SERVICE	2017 YTD ACTUAL	2017 YTD BUDGET	VARIANCE VS. BUDGET		2016 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	15,897,158	16,305,700	(408,542)	-2.5%	16,058,450	(161,292)	-1.0%
West of Hudson	304,943	328,022	(23,079)	-7.0%	320,124	(15,181)	-4.7%
<b>Total Rail Commutation Ridership</b>	<b>16,202,101</b>	<b>16,633,722</b>	<b>(431,621)</b>	<b>-2.6%</b>	<b>16,378,574</b>	<b>(176,473)</b>	<b>-1.1%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	10,896,094	10,865,823	30,271	0.3%	10,671,502	224,592	2.1%
West of Hudson	221,325	229,454	(8,129)	-3.5%	221,677	(352)	-0.2%
<b>Total Rail Non-Commutation Ridership</b>	<b>11,117,419</b>	<b>11,095,277</b>	<b>22,142</b>	<b>0.2%</b>	<b>10,893,179</b>	<b>224,240</b>	<b>2.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	26,793,252	27,171,523	(378,271)	-1.4%	26,729,952	63,300	0.2%
West of Hudson	526,268	557,476	(31,208)	-5.6%	541,801	(15,533)	-2.9%
<b>TOTAL RAIL RIDERSHIP</b>	<b>27,319,520</b>	<b>27,728,999</b>	<b>(409,479)</b>	<b>-1.5%</b>	<b>27,271,753</b>	<b>47,767</b>	<b>0.2%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>189,467</b>	<b>192,637</b>	<b>(3,170)</b>	<b>-1.6%</b>	<b>190,546</b>	<b>(1,079)</b>	<b>-0.6%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>27,508,987</b>	<b>27,921,636</b>	<b>(412,649)</b>	<b>-1.5%</b>	<b>27,462,299</b>	<b>46,688</b>	<b>0.2%</b>

Notes:

1) 2016 ridership figures have been restated to eliminate calendar impacts on ridership.

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

# MTA METRO-NORTH RAILROAD

## RIDERSHIP BY LINE

### APRIL 2017

LINE	APRIL 2017 ACTUAL	APRIL 2016 RESTATED <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,252,524	2,235,699	16,825	0.8%
Hudson Line	1,372,524	1,329,925	42,599	3.2%
New Haven Line	3,260,548	3,241,697	18,851	0.6%
<b>Total East of Hudson</b>	<b>6,885,596</b>	<b>6,807,321</b>	<b>78,275</b>	<b>1.1%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	77,524	78,848	(1,324)	-1.7%
Pascack Valley Line	52,403	53,438	(1,035)	-1.9%
<b>Total West of Hudson <sup>(2)</sup></b>	<b>129,927</b>	<b>132,286</b>	<b>(2,359)</b>	<b>-1.8%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,015,523</b>	<b>6,939,607</b>	<b>75,916</b>	<b>1.1%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	30,420	30,559	(139)	-0.5%
Haverstraw-Ossining Ferry	10,517	11,967	(1,450)	-12.1%
Newburgh-Beacon Ferry	5,283	5,007	276	5.5%
<b>Total Connecting Services</b>	<b>46,220</b>	<b>47,533</b>	<b>(1,313)</b>	<b>-2.8%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,061,743</b>	<b>6,987,140</b>	<b>74,603</b>	<b>1.1%</b>

Notes:

1) 2016 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

### 2017 YEAR-TO-DATE

TICKET TYPE/SERVICE	2017 YTD ACTUAL	2016 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	8,877,427	8,832,208	45,219	0.5%
Hudson Line	5,261,750	5,177,132	84,618	1.6%
New Haven Line	12,654,075	12,720,612	(66,537)	-0.5%
<b>Total East of Hudson</b>	<b>26,793,252</b>	<b>26,729,952</b>	<b>63,300</b>	<b>0.2%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	312,035	319,443	(7,408)	-2.3%
Pascack Valley Line	214,233	222,358	(8,125)	-3.7%
<b>Total West of Hudson</b>	<b>526,268</b>	<b>541,801</b>	<b>(15,533)</b>	<b>-2.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>27,319,520</b>	<b>27,271,753</b>	<b>47,767</b>	<b>0.2%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	131,573	129,926	1,647	1.3%
Haverstraw-Ossining Ferry	39,171	42,113	(2,942)	-7.0%
Newburgh-Beacon Ferry	18,723	18,507	216	1.2%
<b>Total Connecting Services</b>	<b>189,467</b>	<b>190,546</b>	<b>(1,079)</b>	<b>-0.6%</b>
<b>TOTAL MNR SYSTEM</b>	<b>27,508,987</b>	<b>27,462,299</b>	<b>46,688</b>	<b>0.2%</b>

Notes:

1) 2016 ridership figures have been restated to eliminate calendar impacts on ridership.





**Metro-North Railroad**

# **Capital Program Report**

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**May 31, 2017**

#### ***ROLLING STOCK***

##### **M-8 Procurement Option**

Metro-North, in partnership with Connecticut Department of Transportation, executed an agreement with the manufacturer in January 2017 to purchase 60 additional M-8 cars for the New Haven Line, with an option for an additional 34 cars. The new cars will begin arriving in the fourth quarter of 2019. These cars will be fully interoperable and benefit from parts compatibility, reducing operating and future procurement costs with the 405 M-8 cars already purchased. The manufacturer is reviewing and incorporating Metro-North's comments on its Program Schedule and Management Plan.

#### ***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-2 elevator rehabilitation work is nearing completion; plan to place in-service in June 2017. SE-1 and A-car elevators are in service.

##### **GCT Utilities (fire suppression system upgrade at lower level of Trainshed and utility tunnels, and replacement of 49<sup>th</sup> St. existing fire pump)**

Installation of pipes, hangers and related electrical items continues across the lower level tracks and is complete in the 43rd Street and 45th Street utility tunnels. Installation of control systems in the tunnels has commenced and the new fire pump installation is underway at 49th Street.

Overall project completion anticipated in June 2018.

##### **GCT Leaks Remediation Phase II**

Structural steel repairs were completed at the 45th Street bridges and continue at select sidewalk expansion joints. Ongoing restoration continues with offsite cleaning and painting of the 45th Street bridge architectural panels.

Overall Project completion is June 2017.

## ***STATIONS/PARKING/FACILITIES***

### **Station Building Renewal Projects**

The project scope is to furnish and install a new elevator at Port Chester Station and replace the adjacent stairs to the outbound platform; demolish an abandoned building and construct an ADA compliant ramp on the inbound side from Westchester Avenue to customer parking lot. Roofing, canopy, painting, exterior and electrical work progressing at the elevator and elevator machine room. The stairs and elevator controller were installed. The ADA ramp is nearing completion.

The elevator is forecasted to be in service in the third quarter of 2017.

### **Harlem-125th Street Improvements**

- *Replace historic stairways located on the south side of 125th Street (Small Business Mentoring Program Tier II)* – Continue with pre-construction submittals phase; site mobilization is scheduled to commence in July 2017.
- *Exterior Lighting Improvements & Arts & Design Work on the Viaduct* – Bids were received in May 2017 and are under review; award is anticipated in July 2017.

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

The purpose of this project is to design a replacement for GCT's Information System (big boards, gate boards, digital track indicators, monitors and platform displays) with a modern, more capable and robust infrastructure as well as develop a new station public address system that will provide audio and visual display of scheduled trains at outlying stations.

In addition, 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 Customer Service Initiative (CSI) packages, three were advertised in November 2016; three in January 2017; one in March 2017; and the remaining package in April 2017. Bids for six CSI packages have been received and are under review. Anticipate awarding the various packages by end of the year.

### **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 experience, and improve stations through design innovation and excellence, all with minimal disruptions to customers. The design documents are progressing to 30% level, with completion anticipated this summer. It is anticipated that a design-build contract will be awarded in the third quarter of 2017.

## ***POWER***

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

Completed continuous outage for Tracks 1 and 3 from CP26 to CP33 (north of Tarrytown to south of Croton-Harmon) and resumed normal service. Completed the installation of signal power conduits across Tracks 1 and 2 under continuous and off-peak outages. Continue with out-of-outage (outside the track limits for a power outage) work: cable pulling, trough and duct bank installation at Croton-Harmon and platform installation at Philipse Manor. Metro-North in-house work is underway which includes track resurfacing, power and signal, and train testing on the tracks.

Overall project completion of Phase I is anticipated in December 2018.

### **Power Infrastructure Restoration – Substations – Sandy**

- Tarrytown: Completed copper bus interconnections between transformer and DC rectifier.
- Riverdale: Completed commissioning and testing of switchgear components; installation of the transformer copper bus; grounding of cable racks in vault, and electrical termination of auxiliary transformers. Continue testing of auxiliary transformer components.
- Croton-Harmon: Placed concrete for staircase landings north and south of substation and continue cable pulling for tracks 1 and 2.

Overall project completion anticipated in the fourth quarter 2017.

## **Harlem & Hudson Lines Power Improvements**

### *Construction of 86<sup>th</sup> Street Substation and 110<sup>th</sup> Street Negative Return Reactors*

- 86th St.: Installation of the Con Edison low voltage service continues. Metro-North completed work associated with the turnover of the substation to the contractor. Con Edison is scheduled to disconnect high voltage traction power feeder in June 2017. Subsequently, demolition and removal of equipment on the east platform will commence. Footings for new columns and pit work for AC switchgear at the west platform are ongoing. Fabrication and testing of DC switchgear equipment is complete. Fabrication of AC switchgear equipment is ongoing, with delivery forecasted in the second quarter of 2017.
- 110th St. (replacement of negative return reactors in the substation under the viaduct): Operating as of July 2016.

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

## **Substation Replacement Bridge-23**

- Mount Vernon - Signal substation supervisory control and data acquisition (SCADA) system package fabrication continues with Factory Acceptance Test forecasted in August 2017.
- Pelham - Final testing of the voltage balancing station continues. Metro-North personnel have completed their training and final acceptance is anticipated by end of June 2017 with SCADA tie-in to GCT.
- New Rochelle – Final preparation for a future 15KV power redundancy connection is underway with completion anticipated in September 2017.

Overall project completion anticipated in October 2017.

## ***TRACK AND STRUCTURES***

### **Bronx Drainage Phase II B Improvements between Mott Haven and Fordham**

Work is anticipated to resume in July 2017 when track outages are more available, project completion remains November 2017. 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. Surveying for the design on the Melrose Tunnel drainage improvements will commence shortly.

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

The field inspection phase of the bridges continues and is nearing completion. 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 (between Harriman and Campbell Hall Stations)**

Force account repairs to three bridges along the Port Jervis Line will commence in June 2017. Overall project completion anticipated in December 2018.

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

Design-build contract was begun in May 2017. Submittal phase is underway. Anticipate mobilization at the site to commence in June 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. FAT testing for sub-system level software for On-Board and Office has commenced. Surveys and FCC / Tribal applications continue for communication site locations, with a third of all sites approved by the FCC. Civil Speed Enforcement (MAS) is available from New Rochelle to New Haven for use by Amtrak and freight 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 was completed. M7A on-board PTC hardware installation commenced in August 2016 and is ongoing. 90 M7A on-boards kits out of 167 have been installed to-date. Training of employees continues. Project is on schedule to meet the FRA requirements of December 31, 2018.

### **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. MNR forces are continuing to work on installations in preparation for a series of cut overs. The first signal cut over took place in April 2017 from CP-Sterling to Suffern. The second cut over from CP-Sterling to CP-Harriman is scheduled for August of 2017.

## ***SHOPS AND YARDS***

### **Harmon Shop Improvements**

#### *Phase V, Stage I Design-Build*

- Consist Shop Facility/Building 6 (CSF): Completed installation of metal wall panels. Continued roofing; interior installation such as: duct work, plumbing, fire suppression, gas piping work, electrical conduit rough-in, panel boards, and installation of new track running rail.
- EMU (Electric Multiple Unit) Annex Building: Completed installation of translucent panels. Continued roofing; interior installation such as: masonry walls, interior duct work, plumbing, fire suppression, gas piping work, electrical conduit rough-in, panel boards, metal stairs. Commenced with the installation of elevator rails and supports, and wiring of switchgear and panels inside the electrical room.
- Yard Utilities and Miscellaneous: Continued installation of underground utilities at CSF and EMU Annex. Commenced fabrication of steel pipe for gas line.

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

#### *Phase V Stage II Preliminary Design*

The preliminary 30% design pre-final bid documents are complete to facilitate the phase I solicitation for qualified Design-Builders; advertisement is scheduled for June 2017. The award of Stage II is timed with the completion of Stage I for a seamless transition in 2018.

# 2017 MNR Capital Program Goals

As of May 31, 2017

In Millions

