



**Metropolitan Transportation Authority**

# Meeting of Metro-North and Long Island Committees

---

## October 2017

### Members

S. Metzger, Chair, MNR Committee

M. Pally, Chair, LIRR Committee

N. Brown

R. Glucksman

I. Greenberg

C. Moerdler

J. Molloy

A. Saul

S. Rechler

V. Tessitore, Jr.

V. Vanterpool

J. Vitiello

C. Wortendyke

N. Zuckerman

# **Joint Metro-North and Long Island Committees Meeting**

**2 Broadway  
20th Floor Board Room  
New York, NY  
Monday, 10/23/2017  
8:30 - 10:00 AM ET**

## **1. Public Comments Period**

## **2. Approval of Minutes - September 25, 2017**

### **a. MNR Minutes**

*MNR Minutes - Page 5*

### **b. LIRR Minutes**

*LIRR Minutes - Page 14*

## **3. 2017 Work Plans**

### **a. MNR 2017 Work Plan**

*MNR 2017 Work Plan - Page 24*

### **b. LIRR 2017 Work Plan**

*LIRR 2017 Work Plan - Page 31*

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

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

#### **• MNR Safety Report**

*MNR Safety Report - Page 38*

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

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

*MTA Capital Construction Report - Page 40*

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

*MTA Police Report - Page 44*

## **5. AGENCY INFORMATION ITEMS**

### **a. Joint Information Items**

*Joint Information Items - Page 50*

#### **• MTA Homeless Outreach**

*MTA Homeless Outreach - Page 51*

#### **• 2018 Preliminary Budget (Public Comment)**

#### **• LIRR/MNR PTC Project Update**

*LIRR/MNR PTC Project Update - Page 55*

#### **• Bi-Annual Report on M-9 Procurement**

*Bi-Annual Report on M-9 Procurement - Page 78*

**b. MNR Information Item**

*MNR Information Items - Page 88*

- **Track Program Quarterly Update**

*Track Program Quarterly Update - Page 89*

**c. LIRR Information Items**

- **November Schedule Change**

*November Schedule Change - Page 103*

**6. PROCUREMENTS**

**a. MNR Procurements**

*MNR Procurements - Page 108*

- **Non-Competitive (None)**

- **Competitive**

*MNR Competitive Procurements - Page 112*

- **Ratifications**

*MNR Ratifications - Page 128*

**b. LIRR Procurements**

*LIRR Procurements - Page 130*

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

- **Competitive**

*LIRR Competitive Procurements - Page 134*

- **Ratifications (No Items)**

**c. MTA CC Procurements**

*MTACC Procurements - Page 138*

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

- **Competitive**

*MTACC Competitive Procurements - Page 141*

- **Ratifications (No Items)**

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

**a. MNR**

- **Operations**

*MNR Operations Report - Page 146*

- **Finance**

*MNR Finance Report - Page 156*

- **Ridership**

*MNR Ridership Report - Page 176*

- **Capital Program**

*MNR Capital Program Report - Page 187*

**b. LIRR - Performance Summaries**

- **LIRR Operations - Transportation**  
*LIRR Operations - Transportation Report - Page 195*
- **LIRR Operations - Mechanical**  
*LIRR Operations - Mechanical Report - Page 200*
- **LIRR Operations - Safety**  
*LIRR Operations - Safety Report - Page 205*
- **LIRR Finance**  
*LIRR Finance Report - Page 208*
- **LIRR Ridership**  
*LIRR Ridership Report - Page 229*
- **LIRR Capital Program**  
*LIRR Capital Program Report - Page 236*

Date of Next Meeting: Monday November 13, 2017  
MNR at 8:30 am, LIRR at 9:30 am

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, September 25, 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. Norman Brown  
Hon. Randy Glucksman  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Mitchell H. Pally  
Hon. Andrew Saul  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Neal J. Zuckerman

Not Present:

Hon. Carl V. Wortendyke

Also Present:

Catherine Rinaldi – Acting President, Metro-North Railroad  
Susan J. Doering – Vice President, Customer Service and Stations  
Richard L. Gans – Vice President and General Counsel  
Glen Hayden – Vice President, Engineering  
Yvonne Hill-Donald - Acting Vice President-Human Resources  
John Kesich – Senior Vice President, Operations  
John Kennard – Vice President – Capital Programs  
Mark Mannix – Sr. Director, Corporate and Public Affairs  
Joseph McGrann – Chief of Operations, MTA Police Department  
Andrew Paul – Vice President, Labor Relations  
Kim Porcelain – Vice President, Finance and Information Systems  
Robert Rodriguez – Director, Diversity and EEO  
Sean Ryan – Chief Security Officer, Security Department  
Michael Shiffer – Vice President, Planning  
Justin Vonashek – Vice President, System Safety

Ms. Metzger called the meeting to order.

## **PUBLIC COMMENT**

There were two public speakers.

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council, discussed a letter from the County Executive in which the County Executive expresses his support for making Suffern Station ADA accessible. Mr. Getz noted that Rockland County paratransit cannot provide service at Ramsey Station, an ADA accessible station, because it is across the state line. Mr. Getz has spoken to New Jersey Transit and they are willing to work with Metro-North but want Metro-North to fund the project. Mr. Getz provided the Committee with an article stating that New Jersey Transit's project to install PTC is lagging behind. He stated that Metro-North should be provided with an update on the status of PTC and information regarding the retrofitting of cars and locomotives and the training of train crews. Mr. Getz concluded his remarks with a discussion of a New Jersey Transit article noting that New Jersey Transit crews have been working on Metro-North service, creating a shortage of crews for New Jersey Transit. He stated that this is not good for west of Hudson service.

Murray Bodin expressed his opinion that the culture at Metro-North needs to change. He stated that Metro-North should not be purchasing railcars in married pairs. He stated that the red box at the Mt. Kisco railroad crossing is illegal.

Board member Metzger noted that a PTC status update will be presented during the October CPOC meeting. She asked that west of Hudson be included in the status report.

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, which recording includes Board member Metzger's comments regarding the October PTC status report.

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

Upon motion duly made and seconded, the Committee approved the minutes of the July 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**

Acting President Rinaldi recognized five Metro-North employees whose extraordinary efforts helped save a man's life. Minutes after departing Grand Central Terminal on July 19, a customer on the northbound 4:45 p.m. New Haven train began to experience a possible seizure. A fellow passenger ran to the first car and alerted Engineer Danielle Bonge and Conductor John O'Brien of the emergency. As Ms. Bonge stopped the train and called Rail Traffic Control (RTC), Mr. O'Brien rushed back to the passenger where a doctor traveling on the train had started CPR on the man, and confirmed that the man was having a cardiac emergency. Mr. O'Brien placed a second call to the RTC seeking clearance to return to Grand Central Terminal,

and the train reversed back to the Terminal. The RTC alerted emergency personnel to meet the train when it arrived in the Terminal. With MTA Police assistance, Fire Brigade Assistant Fire Chief Andrew Seicol and Fire EMS Officer James Tipa arrived on scene. Chief Jonathan Lee provided supervisory support, and three medical professionals who were on board the train also assisted. Armed with a ventilator, supplemental oxygen and an automatic external defibrillator, Assistant Fire Chief Seicol and Fire EMS Officer Tipa began immediate emergency treatment on the man who regained a pulse after a single shock from the defibrillator. As he was being loaded into an ambulance, the man started talking again. We later learned that he was resting at the hospital. This incident underscores the exemplary professionalism, skill and compassion of our employees. Their actions show that customers, employees and visitors to Grand Central Terminal should feel assured in the event of an emergency. Acting President Rinaldi presented Ms. Bonge, Mr. O'Brien, Assistant Fire Chief Seicol, Mr. Tipa and Mr. Lee with certificates of appreciation and thanked the MTA Police for their assistance.

Acting President Rinaldi reported on service reliability. She noted that during the month of July service reliability was at 93.4%. In August service reliability improved to 94.1%. Year-to-date August, service reliability was at 94.2%. During July and August, Metro-North operated 256 Amtrak Empire Service trains, carrying more than 28,000 customers, into and out of Grand Central Terminal to provide New York State Regional Service while the required track work was underway in Penn Station. West of Hudson service operated at 94.7% in the month of August and 94.5% year-to-date August.

Acting President Rinaldi reported that Metro-North continues to communicate its concerns to New Jersey Transit regarding their system-wide operational issues that have resulted in the cancellation of trains on the Pt. Jervis and Pascack Valley Lines due to a shortage of train crews. Metro-North will continue to monitor this situation until it is resolved.

Acting President Rinaldi reported that during July, Metro-North equipment averaged a distance of slightly over 289,000 miles before breaking down and causing a delay, with year-to-date Mean-Distance-Between-Failures above goal at 212,761 miles.

Acting President Rinaldi noted that at the June Committee and Board meetings Metro-North received approval to hold a public hearing on making the pilot program of service changes at Melrose and Tremont Stations permanent. In an effort to build ridership and provide Bronx residents with more convenient travel options, Metro-North implemented a demonstration project last fall to increase service at the Melrose and Tremont Stations from the current two-hour frequency to hourly frequency. The demonstration project made service at Melrose and Tremont Stations consistent with most other Bronx stations. In addition to the increased frequency, the service day was extended, with earlier inbound service on weekdays and significantly later outbound service on weekdays and weekends. The recommended service change was the subject of a public hearing held on August 23, 2017 at which six speakers spoke in support of the permanent service changes. Acting President Rinaldi noted that the Committee will be voting on an action item later in this meeting requesting Board authorization for a permanent service change at Melrose and Tremont Stations.

Acting President Rinaldi reported that customer complaints during the month of August increased 28% from July and were 19% higher than in August 2016. However, year-to-date complaints are down as compared to the same period of 2016.

Acting President Rinaldi reported that the expanded weekend Tappan Zee Express bus service is off to a great start with Saturday service averaging 459 passengers/day since the service expansion, up 4.5% from the 2017 Saturday average of 439 before the expansion, and up 3% from the average for all Saturdays in 2016, which was 446. Saturday ridership will likely increase, as this data reflects only the first month of operation. More importantly, the Sunday service averaged 247 passengers/day for the first five weeks of its operation which is extremely good, since the service didn't exist before August 6. Both Metro-North and the Rockland County Department of Public Transportation are very pleased with the response to the enhanced Tappan Zee Express service.

Acting President Rinaldi noted that Metro-North will be presenting four interrelated procurement items at today's Committee meeting. These items seek approval of contract awards in support of Metro-North's Customer Service Initiative (CSI). This important project, which is funded in the 2015-2019 Capital Program, is intended to improve the level of information that is being provided to Metro-North customers. It is a multi-part, multi-phase project that includes upgrades to systems at Grand Central Terminal, outlying passenger stations and other Metro-North facilities. Metro-North will seek funding for later phases of this project in the 2020-2024 Capital Program. Metro-North currently utilizes several systems to provide audio and visual information for its customers within Grand Central Terminal and at the outlying passenger stations. The current systems are either at the end of their useful life or no longer provide a sufficient level of customer information. The global CSI Project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance and access control systems at Metro-North stations and facilities throughout New York and Connecticut. It also includes upgrades to elevator monitoring, providing network connectivity for new and existing equipment and real-time data improvements. A new Public Address and Visual Information System will be deployed with redundant central control systems located in multiple facilities to ensure a high state of reliability. Metro-North will return to the Committee in November for approval of another CSI contract: a proposed award for enhanced security systems and elevator and escalator management systems and controllers.

Acting President Rinaldi noted that in February, Metro-North rolled out its Ride2Drive program, making Zipcars available at nine Hudson Valley stations along the Harlem, Hudson and New Haven Lines. She reported that Metro-North has expanded the Ride2Drive program with the addition of Zipcars at four more east of Hudson stations and two west of Hudson stations. Ride2Drive provides customers with the ease of simply stepping off a train and into a Zipcar. Customers can now access a total of 26 Zipcar vehicles at 15 stations. With the expansion of the Ride2Drive program, Metro-North offers new Hudson Valley getaway packages, all within easy reach from select stations via Zipcar.

There was a discussion between Board members Metzger and Vanterpool and Mr. Mannix regarding Zipcar advertising. It was noted that there is a page on the Internet indicating

the stations at which Zipcars are available. Board member Metzger noted that there is substantial signage at the station she uses regarding Zipcar availability. Mr. Mannix will see if Zipcar information is available on the Internet pages that provide station information.

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 discussion between Board members and staff regarding the President's Report.

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

Mr. Vonashek reported that the customer accident rate continues to trend downward and is nearly 28% lower than the previous 12 months. The employee lost time injury rate has essentially remained flat since the last committee report. To help reduce injuries, this month Metro-North rolled out our Supervising for Safety training for all managers and supervisors. The training will first focus on those managers whose work groups have a high number of injuries. Metro-North is also performing job safety analyses for those tasks which are deemed to be high risk. This will ensure Metro-North has the proper safety controls in place for those tasks. Grade crossing incidents, derailments and collisions remained unchanged for this month's report. Metro-North's community outreach program, TRACKS, has reached nearly 40,000 through July. Mr. Vonashek reported that this week is US Rail Safety Week. In partnership with Operation Lifesaver and the MTAPD, Safety will be at various stations and grade crossings throughout the system informing the community about grade crossing and rail safety.

Board member Moerdler asked what was being done to mitigate the increase in employee injuries. Mr. Vonashek stated that the Supervising for Safety training for managers teaches supervisors how to identify risks before an accident occurs and how to mitigate those risks. Training is also focusing on how to conduct good job safety briefings concentrating on all aspects of the job and the risks associated with those jobs. Mr. Vonashek noted that Safety segregates injuries by the type of work being performed and the job location and then zeros in on areas that need attention. Board member Zuckerman is glad the railroad is doing outreach at grade crossings through Operation Lifesaver. He would like Operation Lifesaver to hold an event at the Patterson and Brewster, New York crossings. Board member Metzger asked that there be a discussion at a future Committee meeting on the grade crossing revisions taking place in Orange County.

The details of Mr. Vonashek's report are contained in the safety report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussion between Board members and staff regarding the safety report.

### **MTA POLICE DEPARTMENT REPORT**

Chief Joseph McGrann, MTAPD Chief of Operations, gave the police report. He reported on crime statistics, noting that system wide total major felonies in August 2017 were 19% lower than in the comparable period of 2016 and decreased 10% year-to-date August. On the Metro-North system, total major felonies decreased 13% in August 2017 versus the previous August and decreased 10% year-to-date August versus the comparable period of 2016. Year-to-date August,

there was a slight increase in Grand Larceny Auto, seven versus three. Three of the seven cars have been recovered. In response to a request from the Houston Police Department following the hurricane, five MTA Police Officers delivered an aid package containing requested items.

There was a discussion between Board member Moerdler and Chief McGrann regarding hate crimes. Chief McGrann reported that year-to-date August, there have been 16 hate crimes versus 21 in the comparable period of 2016. The MTAPD believes that six of the 16 hate crimes were committed by the same person and resulted in arrest. Board member Moerdler asked Chief McGrann to provide him with the name of the offender, the county in which the offender was booked, the court venue, and the court case number. Chief McGrann noted that the hate crimes are in the form of anti-Semitic and anti-minority graffiti. Board member Vitiello discussed the opioid epidemic and the rise in heroin use at Beacon and Poughkeepsie Stations. He noted that a petition is being circulated asking for full time police presence at Poughkeepsie Station. It was noted that Chief Monaghan has met with the Poughkeepsie Chief of Police and they are coordinating their efforts, along with the State police, to deal with the situation. Board member Saul discussed the situation in the area surrounding Harlem 125<sup>th</sup> Street Station. Chief McGrann stated that the MTAPD is coordinating efforts with the NYPD who are responsible for that area. The MTAPD does patrol outside of the station but needs assistance from the local forces. Board member Moerdler noted that the MTAPD needs assistance from the NYCDOT and other agencies. Acting President Rinaldi noted that actions are being taken. She will meet with Chief Monaghan and Chief McGrann to make adjustments to policing outside Harlem 125<sup>th</sup> Street Station and will report back to the Committee.

The details of Chief McGrann's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions regarding the MTAPD report.

### **INFORMATION ITEMS:**

Four information items were presented to the Committee:

- 2018 Preliminary Operating Budget - Metro-North Railroad's Preliminary budget was presented at the July MTA Board meeting and is available on the MTA website. This item will appear on the Committee's agenda for this month and next to provide an opportunity for public comment.
- MNR 2017 Final Mid-Year Forecast - Metro-North's Mid-Year Forecast financial information for revenues and expenses by month is provided in the Committee book as information. The June and July financial reports in the Committee book also report against the Mid-Year Forecast.
- MNR Diversity/EEO Report—2nd Quarter 2017 - The second quarter report is in the Committee book and will be discussed in greater detail at the Diversity Committee Meeting later today during which Acting President Rinaldi will provide a fuller report on Metro-North's recruitment and outreach efforts.

- Fall Schedule Change – Mr. Shiffer provided a brief overview on the upcoming October 8 schedule change for the Hudson, Harlem and New Haven lines. The details of Mr. Shiffer’s report are contained in memorandum filed with the records of this meeting.

Board member Glucksman asked that the west of Hudson report contain statistics of delays that effect 10 or more trains.

Acting President Rinaldi thanked the Maintenance of Way and Operations Planning forces for the terrific job they did on the Harlem Line track project.

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

### **ACTION ITEMS:**

Two action items were presented to the Committee.

- Adoption of a Resolution approving the permanent service change at Melrose and Tremont Stations on the Harlem Line in the Bronx to increase frequency during weekday, off-peak, and weekend times, from service every two hours to service every hour; AM Peak service to begin 90 minutes earlier and late night service to extend four hours later.
- Approval to enter into a contract to accept up to \$565,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2017 through September 30, 2018.

Upon motion duly made and seconded, the foregoing action items were approved for recommendation to the Board. The details of the above action item are contained in a staff summary filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board member Vanterpool’s comments regarding the service improvements at Melrose Station.

### **PROCUREMENTS:**

One non-competitive procurement was presented to the Committee:

- Approval to award a 15-month, non-competitive and negotiated public works contracts to Balfour Beatty Infrastructure, Inc. in the not-to-exceed amount of \$1,500,000 to provide track undercutting services.

Board member Moerdler discussed the proposed contract with Balfour Beatty Infrastructure, Inc. He expressed concern regarding the reporting of SAIs and how responsibility review research is conducted.

Four competitive procurements were presented to the Committee:

- Approval to award a 24-month competitively solicited and negotiated design-build contract in the not-to-exceed amount of \$30,800,000 to Halmar Transportation Systems, LLC to complete the design and construction of a new cable plant to support audio-visual systems and infrastructure in Grand Central Terminal.
- Approval to award a competitively solicited and negotiated 32-month contract in the not-to-exceed amount of \$8,389,829 to Ford Audio-Visual Systems, LLC design and construct the Visual Display System in Grand Central Terminal.
- Approval to award a 29-month competitively solicited and negotiated design-build contract in the not-to-exceed amount of \$54,200,000 to Mass. Electric Construction Company, LLC to perform the design and construction services for security, audio-video and facility enhancements at various Metro-North stations.
  - Approval to award a 33-month competitively solicited and negotiated apparatus contract in the not-to-exceed amount of \$15,893,146 to Signet Electronic Systems, Inc. to design, furnish, install, test and integrate a new Public Address and Visual Information System (PA/VIS) central control which will replace the current PA/VIS, as well as develop a new Real Time Train Database System.

### **RATIFICATIONS:**

Two ratifications were presented to the Committee:

- Approval of a non-competitive procurement in the not to exceed amount of \$349,800 for the purchase of two hundred Grade H Axles for the Metro-North M-7 and M-8 fleet. This purchase will require scheduled deliveries to Metro-North property commencing in November 2017 through March 2018. Presently, the inventory of these axles is being depleted at a higher rate than anticipated and there is a critical need for delivery to keep the M-7 and M-8 fleets in service.
- Approval of a ratification in the total amount of \$1,202,982. Under Contract 1000044225 between Metro-North and New York Waterway, New York Waterway performs certain ferry related services on Metro-North's behalf on the Haverstraw-Ossining and Newburgh-Beacon routes with connections at Ossining and Beacon Metro-North train stations. The Haverstraw Ferry Dock has reached the end of its useful life and is in immediate need of replacement. New York Waterway has specific expertise procuring and managing similar dock replacement projects. The period of performance is two months and is funded through the Metro-North Operating Budget and the Village of Haverstraw.

There was a lengthy discussion between Board members, Acting President Rinaldi and staff addressing Board members' concern regarding the cost and procurement process associated with the four interrelated CSI competitive procurements. Acting President Rinaldi noted that Metro-North conducted a detailed analysis before bringing these procurements before the Committee. Following that discussion, upon motion duly made and seconded, the four competitive procurements were tabled until the October Board cycle prior to which, the Committee will be provided with additional information regarding each contract, as well as, an understanding about how the procurements are

interrelated. Metro-North will also address the accuracy of the engineers' estimates. Acting President Rinaldi will provide Board member Vitiello with an update on the installation of security cameras at Poughkeepsie Station. She noted that stations in Putnam and Dutchess counties are not included in the CSI project at this time because fiber optics are not yet available at these stations.

Upon motion duly made and seconded, the non-competitive procurement item and ratifications were approved for recommendation to the Board. The details of the 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 Board member' comments and discussion regarding the proposed procurements.

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

Board member Zuckerman discussed the availability of elevators in Grand Central Terminal, stating that an availability of elevators below 90% is unacceptable. Mr. Kennard noted that the elevators and escalators in Grand Central Terminal are to be replaced in the upcoming capital programs. He will provide the Committee with the name of the company that was awarded the maintenance contract, as well as, with information regarding their overall performance under that contract.

The details of the Operations, Financial, Ridership and Capital Program Reports are contained in reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board member Zuckerman's comments regarding elevator and escalator operating report.

#### **ADJOURNMENT**

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

Respectfully submitted,



Linda Montanino  
Assistant Secretary

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, September 25, 2017**

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

**The following members were present:**

Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee  
Hon. Randy Glucksman  
Hon. Ira R. Greenberg  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Scott Rechler  
Hon. Vincent Tessitore, Jr.  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke  
Hon. Neal Zuckerman

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

**Representing MTA Capital Construction Company:** Janno Lieber, William Goodrich, Evan Eisland, David Cannon, and Peter Kohner

**Representing MTA Police: Chief Joseph McGrann**

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.

Omar Vera commented about LIRR's summer service changes at Penn Station and its ticket cross-honoring program with New York City Transit during that time. He suggested that LIRR should consider making the Long Island City Station a full time terminal. Mr. Vera reiterated his comment from 2016 regarding how directional signs should be labelled when travelling between

stations within New York City. He suggested that directional signs say “To Manhattan” rather than “To New York.”

Jason A. Pineiro commented that he was happy to learn that MTA Capital Construction (“MTACC”) will be presenting its ESA report at today’s meeting. He suggested that LIRR install WiFi service at Atlantic Terminal Station and also suggested that LIRR move one of the Air Train Ticket Machines from Penn Station to Atlantic Terminal. Mr. Pineiro requested an update regarding Freedom Tickets and the production of the M-9.

Orin Getz made reference to a news article entitled *Repairs are Far From Finished at Penn Station*, a copy of which he gave to Chair Pally and President Nowakowski. He commented that LIRR should start preparing for future Amtrak work so that the riding public can plan their commute in advance. Mr. Getz expressed his concern regarding LIRR scoot service from downtown Brooklyn to Jamaica and the inconvenience it will pose to its customers, particularly platform connection changes.

Murray Bodin spoke about why people do not pay attention to red flashing lights at grade crossings. In connection with Positive Train Control (“PTC”), Mr. Bodin made reference to Thomas L. Friedman’s book, *Thank you For Being Late*. He commented that PTC is outdated and a waste of time and money. He further commented that by implementing *Fast Track*, New York City Transit changed the culture of that institution.

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

Upon motion duly made and seconded, the Committee approved the minutes of the July 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 LIRR’s performance during Amtrak’s Penn Station Summer Track Work Program. From July 10, 2017 to September 1, 2017 Amtrak’s state of good repair work at Penn Station took three tracks out of service at the western portion of the station, which required LIRR to reduce peak service to Penn Station.

LIRR observed a shift in ridership from Penn Station to the other western terminals, Atlantic Terminal and Hunterspoint Avenue, during Peak periods resulting in a 13% decrease in Penn Station ridership during the AM peak, and an 8% decrease in the PM peak. There was a 45% increase in Atlantic Terminal usage during the AM Peak, and a 25% increase during the PM Peak. Hunterspoint Avenue/Long Island City saw a 77% increase in the AM peak, and a 69% increase in the PM peak.

The Long Island City – 34th Street ferry service was underutilized and was terminated in the midst of the program. The Glen Cove route was more popular and remained in place for the duration. Alternate bus service was also underutilized and was reduced based on customer demand as the summer progressed. As stated in the July plan, LIRR's expenses for ferry and bus services were below budget and during this period On-Time Performance (OTP) was at its highest for the year. Amtrak's improvement efforts at Penn Station will continue into 2018.

LIRR is taking lessons learned during the summer and applying them to its regular operations. LIRR is adopting faster, quicker decision-making protocols and continues to regularly staff the "war room" whenever there is a problem in the system.

President Nowakowski thanked Amtrak for completing its summer work program at Penn Station on time, and thanked LIRR customers, LIRR employees, who went above and beyond the call of duty, Metro-North Railroad, New York City Transit and the Department of Transportation for making LIRR's alternative service plans a successful endeavor.

President Nowakowski reported that LIRR ridership was significantly impacted by the summer service plan. Compared to August 2016, there was a 4.4% decrease in commutation ridership and a total ridership decrease of 1.6%. From June through August 2017, the Montauk Branch ridership increased 1.5% compared to the same period in 2016. Total year-to-date ("YTD") ridership increased 0.2% compared to 2016.

President Nowakowski reported on the Hicksville Platform A Project. Hicksville Station is the third largest ridership station behind Penn Station and Jamaica. It consists of three tracks and two platforms on an elevated structure. From Memorial Day through Labor Day, Platform A was taken out of service for construction of a new 12-car concrete platform. Work on Platform B commenced on September 5<sup>th</sup> and the project is scheduled for completion during Spring 2018. The Hicksville renovation project is supported by the MTA Capital Program.

Board Member Randy Glucksman asked if leasing the Maryland Rail Commuter ("MARC") cars was positive and will continue into 2018.

President Nowakowski responded that the agreement with MARC is a three-year agreement and that LIRR has the ability to lease the cars in 2018 and beyond.

Chair Pally thanked President Nowakowski and his team, LIRR employees and LIRR customers for their patience and forbearance during the Amtrak's Summer 2017 state of good repair work at Penn Station. He commented that this project was a tremendous learning opportunity for LIRR and its customers and that he would be interested to know the ridership numbers at Atlantic Terminal in September and October.

President Nowakowski responded that LIRR is tracking the ridership statistics and that there is early indication that higher ridership is continuing into Atlantic Terminal and Hunterspoint.

Chair Pally thanked the bus and ferry systems for providing Long Islanders with other transportation options. He commented that LIRR learned from Long Islanders their willingness to try a new way of commuting and that LIRR will have to continue with the lessons learned from the experience that make sense.

### **LIRR SAFETY REPORT**

Vice President - Corporate Safety Loretta Ebbighausen reported that LIRR's Safety Performance Report can be found on page 92 of the Committee Book, reporting through the end of July 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 August through July, LIRR's customer injury rate continues to decline and LIRR's employee lost time injury rate increased in the previous 12-month period. Slips, trips and falls followed by material handling are the two activities that result in the majority of employee injuries. Soft tissue injuries are the largest category of injury.

LIRR's Third Quarter Safety Focus Day took place on Tuesday, September 19<sup>th</sup> focusing on strategies for preventing slips, trips and fall.

During the month of September LIRR will be hosting a number of Safety, Health, and Wellness Events; seven events will be held at various LIRR locations on various tours. These events will help our employees implement strategies for supporting safety in the LIRR's work environment.

Reporting on LIRR's Community Outreach Program, undertaken in collaboration with the MTA Police Department ("MTAPD"), Vice President Ebbighausen noted that LIRR's T.R.A.C.K.S. classroom presentations reached over 61,000 participants through the end of July 2017.

From September 25-29, 2017 and in collaboration with the MTAPD, FRA and the Public Transportation Safety Board, LIRR will be supporting Operation Lifesaver rail safety activities at various LIRR stations and grade crossings.

LIRR's next Safety Committee meeting will be held on Wednesday, September 27, 2017.

Board Member Neal Zuckerman commended Vice President Ebbighausen on her reporting on the cause of employee lost time injuries. He asked if Vice President Ebbighausen along with Metro-North could provide further information at the Safety Committee meeting regarding commonalities between the railroads on the frequency and types of employee lost time injuries.

Board Member Charles G. Moerdler commented that a number of riders on LIRR and Metro-North Railroad bring food on board trains. He asked if LIRR has a significant number of incidents involving food being littered on tracks and on the platforms and what is being done regarding clean-up.

President Nowakowski responded that some passengers' disposal method is to leave the trash on board the train while others will deposit their litter in a receptacle on the platform. The debris that is left on the train, is cleaned up by LIRR crews. LIRR is working on the safety challenges regarding spills on board trains. LIRR does not have trash receptacles in train coaches because law enforcement is concerned about receptacles being used to hide explosives.

Board Member Ira R. Greenberg commented that grade crossing incidents increased during the past 12 month period and asked what LIRR is doing to reduce the number of those incidents.

Vice President Ebbighausen responded that over time incidents will plateau and LIRR needs to create other ways of engaging with the community regarding safety awareness at grade crossings. LIRR is canvassing the industry and working with the MTAPD and MTA Headquarters to identify potential safety enhancements at specific crossings. She stated that there are unique characteristics and challenges at each of LIRR's 290 grade crossings and LIRR is engaged in a number of activities to improve overall safety at crossings.

Chair Pally commented that LIRR can remove grade crossings and try not to increase the number of grade crossings on the East End of Long Island. He further commented that at Wednesday's Safety Committee Meeting, there will be a discussion regarding lights, warnings and other measures.

### **MTA CAPITAL CONSTRUCTION**

Chief Development Officer Janno Lieber reported that he is continuing to evaluate the East Side Access ("ESA") Project to determine how it can be delivered more effectively. Mr. Lieber noted that the project is already placing into service significant improvements to railroad infrastructure. Mr. Lieber asked MTA Capital Construction Executive Vice President Bill Goodrich to report on the ESA Project.

Mr. Goodrich presented a report noting that construction on the project is 72% complete as of September 1, 2017. In Manhattan, the Concourse contract, which includes construction of the structure and all finishes, is 41% complete. Schindler Corporation is making good progress on the escalator truss installations. A total of 11 out of 22 escalators have been installed. In the terminal, the caverns are completely excavated and the contractor is in the process of installing the precast concrete structure which is now over 31% complete. After several months of submittals, planning, fabrication, and preparation, ESA has begun the installation of the permanent low vibration track in the 63<sup>rd</sup> Street Tunnels.

The Harold Interlocking in Queens presents a very challenging work environment. It is the busiest passenger interlocking in North America, with over 780 train movements per day and utilized by four operating railroads. In early September, ESA and LIRR forces began the pre-cutover testing of the final five Central Instrument Locations (CILs). In total, ten new CILs will control signals, switches, and train movements within Harold Interlocking for all the railroads. Pre-cutover testing of the remaining CILs will be performed over eleven weekends between September 2017 and March 2018, leading up to the cutover in May 2018. The May 2018 cutover is critical to the overall program schedule. Following the May 2018 cutover, work to relocate, remove, and replace tracks and switches at the eastern end of the interlocking will get underway during summer 2018. This will allow for the start of work at the end of 2018 on the final remaining tunnel approach structure, which will bring Tunnel B/C to the surface.

As work progresses throughout the interlocking, ESA is using this opportunity to upgrade, modernize, and bring the signals, tracks, switches, and power system in the interlocking to a state of good repair. The benefits to the riding public of these investments and improvements are seen as they are completed and cut over into the existing Harold infrastructure. While there is so much work to be done and the team is focused on achieving Revenue Service, the CIL cutover in May 2018 will be the culmination of many years and over \$1billion in work by MTA, LIRR, and Amtrak to reconfigure the interlocking and allow for new service to Grand Central Terminal.

Board Member Carl Wortendyke asked about the low vibration track installed in the 63<sup>rd</sup> Street Tunnels. Mr. Goodrich confirmed that resilient tie blocks are part of the support system and installed immediately below the track.

Board Member Ira Greenberg inquired about the relationship between the MTA and Amtrak. Mr. Lieber replied that when Amtrak announced that it had to do its own work, the ESA project lost significant outage weekends. That triggered MTACC to initiate the Regional Master Schedule Initiative which provides for a single forum and single schedule to eliminate and reconcile conflicts between all the agencies. MTACC has initiated executive level weekly meetings, and this plan is on the way to becoming functional. The program provides for a three month schedule, a 2018 schedule, and a ten-year look-ahead. Right now, while all the conflicts have not been resolved, the initiative provides for a highly functional collaborative process and has resolved conflicts and has been able to accommodate one major outage for a developer's

piece of work. Right now, MTACC is on the verge of confirming replacement outages for those lost this summer. So far it has been collaborative and MTACC will continue to report to the Board on this process.

Board Member Greenberg also asked whether the CILs will control all of the trains through the interlocking. Long Island Railroad President Nowakowski replied that they will. Board Member Greenberg asked whether the other agencies contribute to paying for some of this work that they benefit from. Mr. Goodrich explained that this, and similar work, are regional improvements funded through FRA grants.

Board Member Charles Moerdler stated that Schindler uses a proprietary chip on their elevators, which limits who can maintain and repair Schindler elevators. This increases the cost and delay in elevator maintenance. Board Member Moerdler asked whether there is any similar proprietary chip on Schindler escalators. Mr. Goodrich explained that this procurement was a project wide procurement for escalators and elevators which includes an option for Schindler to operate and maintain the escalators and elevators. Mr. Moerdler asked Mr. Goodrich to check on whether there is a proprietary chip. Mr. Lieber confirmed that they would.

Board Member Scott Rechler asked Mr. Lieber to analyze how the delays that have already taken place have affected the overall schedule. Mr. Lieber explained that he is still working on providing that answer, and anticipates being able to provide a thorough report in the next month or so.

Chair Pally noted that there are ancillary benefits that will be put into service before ESA is complete. Mr. Lieber commented that because these changes are hard for the public to see, he will continue to report these benefits to the board. Chair Pally requested that MTACC provide a report on the benefits that have already been realized.

Board Member Moerdler asked whether there is any opportunity during the course of the implementation of the ESA project to provide some means by which the proposed four stations in the Bronx could funnel into Grand Central. Mr. Lieber committed to looking at that issue again. Board Member Greenberg noted that if we are looking into areas in New York City that do not have good mass transit, southeast Queens is another underserved area.

### **MTA POLICE DEPARTMENT**

MTAPD Chief Joseph McGrann reported that system-wide there was a decrease in total major felonies, YTD and for the month of August. For LIRR, there was a 50% reduction in major felonies for the month of August and an 11% reduction YTD. Although grand larcenies have decreased, YTD and monthly, grand larcenies seem to be the driving force behind crime in the system. Most of these are attributable to unattended packages and sleeping passengers.

During the past few weeks MTAPD received a request from their brother and sister officers at the Houston Metro Police Department for assistance with Hurricane Harvey. As a result, five MTAPD police officers traveled to Houston, Texas with an aid package consisting of diapers, toiletries and other essentials.

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

- 2018 Preliminary Budget
- 2017 Mid-Year Forecast
- Diversity/EEO Report - 2nd Quarter 2017
- Fall Trackwork Programs

President Nowakowski reported on each information item. He stated that the 2018 Preliminary Budget is open for Public Comment and can be found on LIRR's website and the Diversity/EEO Report will be presented at this afternoon's Diversity Committee Meeting.

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

#### **Procurement**

LIRR Chief Procurement & Logistics Officer Dennis Mahon presented two 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.

#### Competitive:

- **Competitive RFP Contract No. TBD** - 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 interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design and furnish an upgraded signal system for the Babylon to Patchogue segment of the LIRR Montauk Branch.

- **Competitive RFP Contract No. TBD** - 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 interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design and furnish and deliver manufactured signal equipment for the LIRR's new Beaver Interlocking and newly-signalized Johnson Ave. Yard, associated with the Jamaica Capacity Improvements Project (PN-TU).

Board Member Moedler commented that at this morning's Metro-North Committee meeting there was a discussion regarding Design-Build contracts and the process of reformulating the specifications so that the procurement could be turned into a straight bid if necessary. He suggested that LIRR consider providing a hedge in procurement resolutions moving forward to allow that kind of flexibility with appropriate notification to the Board.

President Nowakowski responded that this is a traditional purchase of materials to be installed by LIRR and that is why LIRR is using the RFP process for this particular procurement.

Chair Pally commented that based on the extensive discussion at this morning's Metro-North Committee Meeting, he and Metro-North Committee Chair Susan Metzger have agreed to ask both railroads at the Finance Committee Meeting: (1) whether the use of Design-Build contracts reduces the number of bidders, and (2) whether Design-Build process and the RFP process connect with each other to provide the greatest efficiency in procurements. Chair Pally added that as the Design-Build process is being used more and more, we need to find out how useful it has been.

Board Member Metzger commented that she and Chair Pally came to the conclusion that as soon as there is a major issue with any kind of procurement, be it RFP or a Design-Build, such as a dramatic increase in cost, the Board needs to be made aware of this development without delay, so that the Board is not surprised when they are facing a procurement that needs to be approved right away.

Board Member Greenberg commented that it is his understanding that for an RFP, if the process is not going well, the MTA can put the project out for bid again a straight bid. He asked what are the dynamics of this issue and how many vendors will LIRR get for these signal contracts.

President Nowakowski responded there are only two signal companies that supply the railroad.

Board Member Greenberg commented regarding the second procurement, that every time LIRR moves ahead with the Jamaica Reconfiguration Project, we slowly close the door on something that he thinks is a major error, which is turning Brooklyn service into a shuttle

service. He voiced his objections and requested that the whole project be reviewed within the context of the second procurement presented to the Committee.

Chair Pally responded that LIRR will do so.

Board Member Glucksman commented that he was not happy with the Jamaica Reconfiguration Project and that making the Brooklyn service a shuttle service is not going to please LIRR's customers on the East End of Long Island

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

### **MTA CAPITAL CONSTRUCTION**

#### **Procurement**

MTACC presented no procurement items to the Committee.


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

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

#### **Adjournment**

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

Respectfully submitted,

  
Mark D. Hoffer  
Secretary

## 2017 Metro-North Railroad Committee Work Plan

---

### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chairs & Members
2017 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

.....	
<u>October 2017 (Joint meeting with LIRR)</u>	
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
<u>November 2017</u>	
Review of Committee Charter	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis
<u>December 2017 (Joint meeting with LIRR)</u>	
2018 Final Proposed Budget	Finance
2018 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2017	Diversity and EEO
<hr/>	
<u>January 2018</u>	
Approval of 2018 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
<u>February 2018 (Joint meeting with LIRR)</u>	
Adopted Budget/Financial Plan 2018	Finance
2017 Annual Operating Results	Operations
2017 Annual Fleet Maintenance Report	Operations
Status Update on PTC	President

Diversity/EEO Report – 4<sup>th</sup> Quarter 2017

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

June 2018 (Joint meeting with LIRR)

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

President  
President

July 2018

Grand Central Terminal Retail Development  
Environmental Audit  
Track Program Quarterly Update

MTA Real Estate  
Environmental Compliance  
Engineering

September 2018

2019 Preliminary Budget (Public Comment)  
2018 Mid-Year Forecast  
Diversity/EEO Report – 2<sup>nd</sup> Quarter 2018  
2018 Fall Schedule Change

Finance  
Finance  
Diversity and EEO  
Operations Planning & Analysis

# METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

---

## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **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**

### **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.

---

### **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.

### **JUNE 2018 (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 2018**

#### 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**

### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

### 2018 Final Mid-Year Forecast

The agency will provide the 2018 Mid-Year Forecast financial information for revenue and expense by month.

### Diversity & EEO Report– 2<sup>nd</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.

### 2018 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 2018.

## 2017 Long Island Rail Road Committee Work Plan

---

<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<u>Responsibility</u>
Approval of Minutes	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
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<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 & Trackwork	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
<u>January 2018</u>	
Approval of 2018 Committee Work Plan	Committee Chair & Members
<u>February 2018</u> (Joint Meeting with MNR)	
Adopted Budget/Financial Plan 2018	Management & Budget
2017 Annual Operating Results	Operations
2017 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 <sup>th</sup> Q 2017	Administration/Diversity
2018 Spring Schedule Change	Service Planning
<u>March 2018</u>	
Annual Strategic Investments & Planning Study	Strategic Investments
Annual Elevator/Escalator Report	Engineering

Spring Track Work  
Customer Satisfaction Survey Report

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

June 2018 (Joint Meeting with MNR)

Status Update on PTC  
Bi-Annual Report on M-9 Procurement  
Summer Track Work

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

July 2018

Penn Station Retail Development  
Environmental Audit  
2018 Fall Construction Schedule Change

MTA Real Estate  
Corporate Safety  
Service Planning

September 2018

2019 Preliminary Budget (Public Comment)  
2018 Mid Year Forecast  
Diversity/EEO Report – 2<sup>nd</sup> Quarter 2018  
Fall Trackwork Programs

Management & Budget  
Administration/Diversity  
Service Planning

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

---

## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### Approval of Minutes

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

#### 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**

### **OCTOBER 2017** (Joint Meeting with MNR)

#### 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 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.

## **JUNE 2018 (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 2018**

### 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 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.

### 2018 Fall Construction Schedule Change

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

## **SEPTEMBER 2018**

### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

### 2018 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 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.



**Metro-North Railroad**

# **Safety Report**

## August 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	September 2014 - August 2015	September 2015 - August 2016	September 2016 - August 2017
FRA Reportable Customer Accident Rate per Million Customers	1.76	1.27	0.84
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.20	2.69	3.13
Grade Crossing Incidents <sup>1</sup>	1	3	1
Mainline FRA Reportable Train Derailments	1	1	2
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	
	August	Year End	August	Year to Date
First Responders Trained	-	1,314	18	976
Employee Safety Training Courses	-	307	142	291
Employees Trained	-	6,161	1,886	5,864
Employee Safety Training Hours	-	268,469	19,545	171,044
Customer and Community: Focus on Grade Crossings	2016		2017	
	August	Year to Date	August	Year to Date
Broken Gates	5	39	0	18
MTA Police Details	112	1,056	128	996
Summons	25	277	61	453
Warnings	4	83	22	134
Community Education and Outreach	7,651	20,368	5,455	44,965
Cars Equipped with Cameras				
	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	957	84	8.78%	
Passenger Compartment Cameras	1,088	86	7.90%	

### 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 - October 2017

Expenditures thru September 2017; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,028.8	\$ 7,506.1	\$ 5,652.6
Design	\$ 732.7	\$ 735.9	\$ 712.7
Project Management	\$ 1,036.2	\$ 881.2	\$ 790.2
Real Estate	\$ 178.0	\$ 119.9	\$ 117.3
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 9,243.1</b>	<b>\$ 7,272.8</b>

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

	Schedule
Project Design Start	March-1999
Project Design Completion	December-2018
Project Construction Start	September-2001
Revenue Service Date	December-2022

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
<b>Manhattan Construction</b>								
CM014A: GCT Concourse Finishes Early Work Yonkers Contracting	\$61.1	\$60.5	\$0.6	\$58.1	Nov-2011	Nov-2011	Apr-2013	Oct-2017
CM006: Manhattan Northern Structures Frontier Kemper Constructors, Inc.	\$361.6	\$350.2	\$11.4	\$328.3	Mar-2014	Mar-2014	Nov-2016	Oct-2017
CM014B: GCT Concourse & Cavern Fit-Out GCT Constructors JV	\$463.6	\$442.0	\$21.6*	\$175.9	Dec-2014	Feb-2015	Aug-2018	Mar-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out Tutor Perini Corporation	\$712.3	\$664.1	\$48.2	\$123.4	Jul-2015	Apr-2016	Jan-2020	Jul-2020
<b>Queens Construction</b>								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	\$263.9	\$262.4	\$1.5	\$242.0	Aug-2011	Aug-2011	Aug-2014	Nov-2017
<b>Harold Construction</b>								
CH057A: Harold Structures - Part 3: West Bound Bypass Harold Structures JV	\$142.8	\$121.3	\$21.5	\$66.5	Nov-2013	Nov-2013	Feb-2016	Nov-2018
CH061A: Harold Tunnel A Cut and Cover Structures Michels Corp.	\$42.0	\$34.3	\$7.7	\$6.0	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
<b>Systems Contracts</b>								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) Tutor Perini Corporation	\$606.9	\$550.3	\$56.6***	\$284.8	Mar-2014	Mar-2014	Dec-2019	Nov-2020
Systems Package 2: Signal Installation (CS086)		In Design (Repackaging)			N/A	Dec-2017	N/A	Nov-2020
Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc.	\$21.8	\$19.9	\$1.9	\$5.1	Jun-2014	Jun-2014	Dec-2019	Nov-2020
Systems Package 4: Traction Power (CS084) E-J Electrical Installation Company	\$79.7	\$72.9	\$6.9	\$8.5	Sep-2014	Oct-2014	Dec-2019	Nov-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.

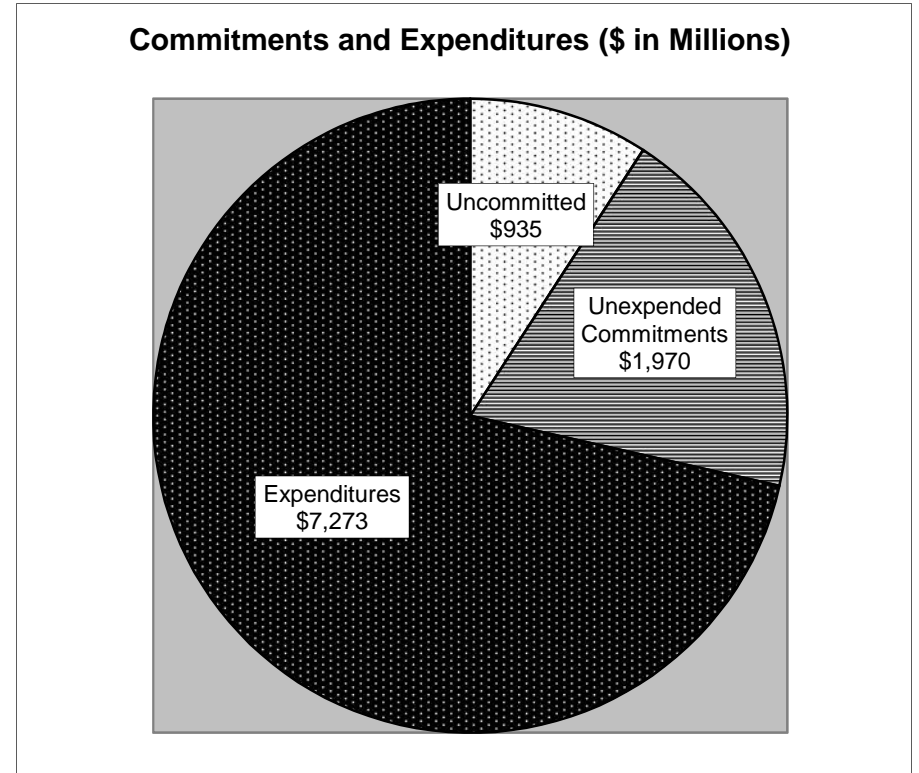
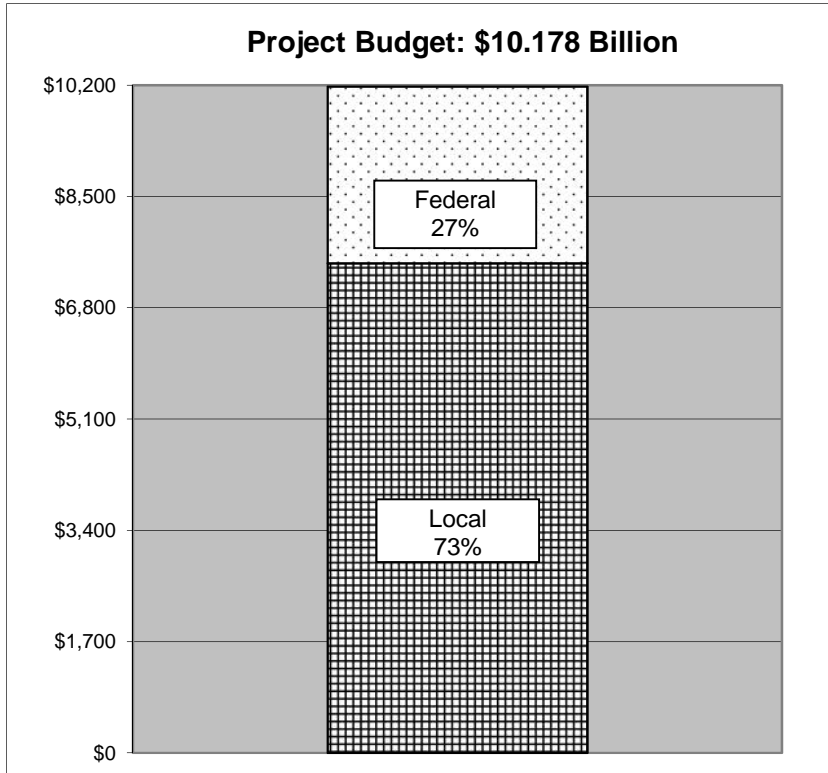
\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

# East Side Access Status

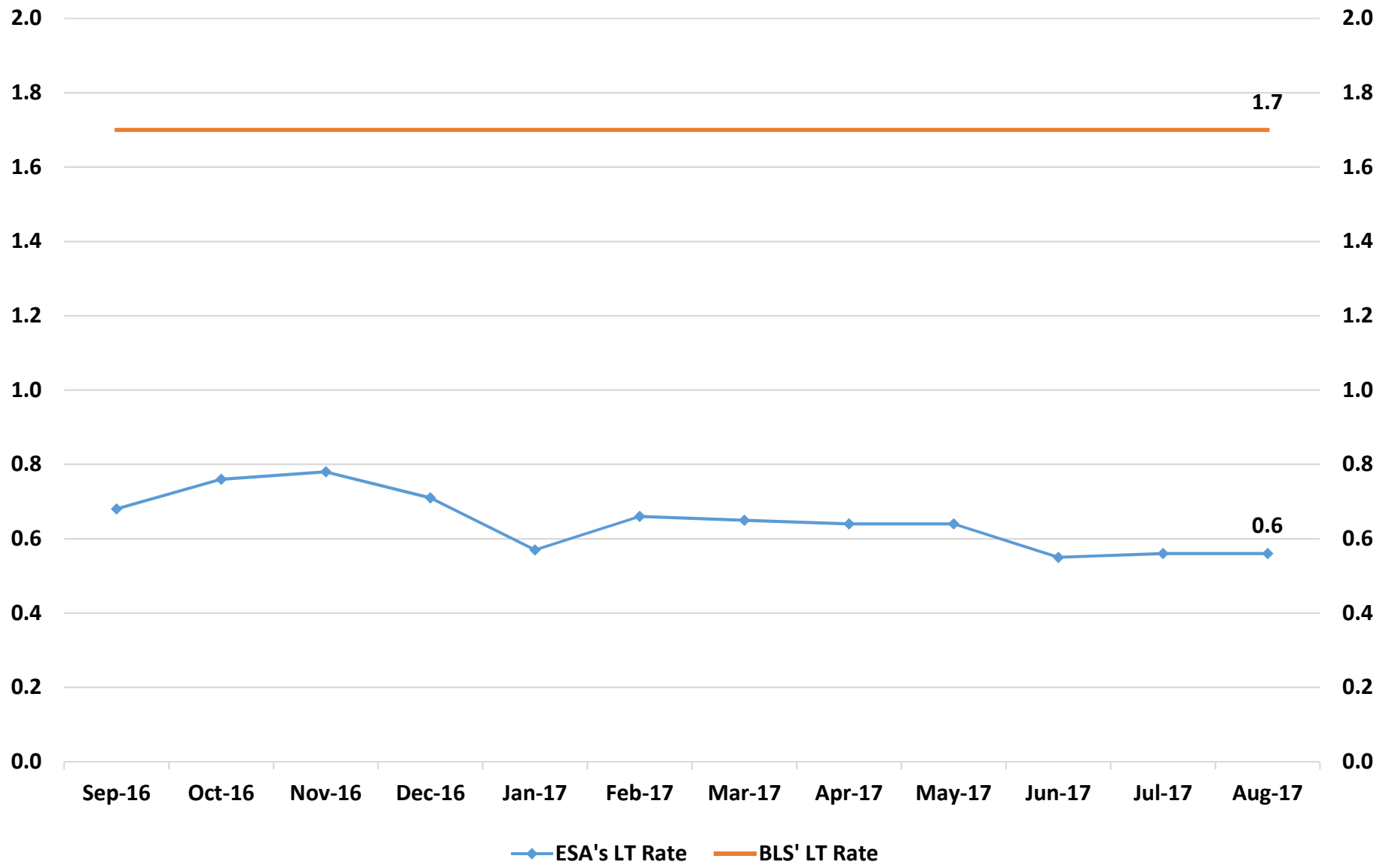
## Report to the Railroad Committee - October 2017

data thru September 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	1,529	5	1,523
2005-2009	2,683	839	1,843	1,843	2,674	9	2,642
2010-2014	3,232	3,232	-	-	3,147	85	2,551
2015-2019	2,572	2,572	-	-	1,736	836	398
Total	\$ 10,178	\$ 7,479	\$ 2,699	\$ 2,699	\$ 9,243	\$ 935	\$ 7,273



# East Side Access 12 Month Rolling Average Lost Time(LT) Injury Rates





# Police Report



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**Long Island Rail Road**

**September 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>	1	1	0	0%
<b>Felony Assault</b>	0	2	-2	-100%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	4	11	-7	-64%
<b>Grand Larceny Auto</b>	0	1	-1	-100%
<b>Total Major Felonies</b>	5	15	-10	-67%

**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>	19	16	3	19%
<b>Felony Assault</b>	11	12	-1	-8%
<b>Burglary</b>	1	8	-7	-88%
<b>Grand Larceny</b>	43	56	-13	-23%
<b>Grand Larceny Auto</b>	2	3	-1	-33%
<b>Total Major Felonies</b>	76	95	-19	-20%



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

**September 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>1</b>	<b>-1</b>	<b>-100%</b>
<b>Felony Assault</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Burglary</b>	<b>1</b>	<b>3</b>	<b>-2</b>	<b>-67%</b>
<b>Grand Larceny</b>	<b>6</b>	<b>10</b>	<b>-4</b>	<b>-40%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>10</b>	<b>15</b>	<b>-5</b>	<b>-33%</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>9</b>	<b>11</b>	<b>-2</b>	<b>-18%</b>
<b>Felony Assault</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>6</b>	<b>15</b>	<b>-9</b>	<b>-60%</b>
<b>Grand Larceny</b>	<b>68</b>	<b>78</b>	<b>-10</b>	<b>-13%</b>
<b>Grand Larceny Auto</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>167%</b>
<b>Total Major Felonies</b>	<b>104</b>	<b>120</b>	<b>-16</b>	<b>-13%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **September 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>4</b>	<b>-2</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>2</b>	<b>3</b>	<b>-1</b>	<b>-33%</b>
<b>Burglary</b>	<b>1</b>	<b>3</b>	<b>-2</b>	<b>-67%</b>
<b>Grand Larceny</b>	<b>10</b>	<b>21</b>	<b>-11</b>	<b>-52%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>16</b>	<b>32</b>	<b>-16</b>	<b>-50%</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>34</b>	<b>33</b>	<b>1</b>	<b>3%</b>
<b>Felony Assault</b>	<b>28</b>	<b>26</b>	<b>2</b>	<b>8%</b>
<b>Burglary</b>	<b>7</b>	<b>23</b>	<b>-16</b>	<b>-70%</b>
<b>Grand Larceny</b>	<b>115</b>	<b>141</b>	<b>-26</b>	<b>-18%</b>
<b>Grand Larceny Auto</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>67%</b>
<b>Total Major Felonies</b>	<b>194</b>	<b>229</b>	<b>-35</b>	<b>-15%</b>

# INDEX CRIME REPORT

## Per Day Average

### September 2017

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	2	1	0	1
<b>Fel. Assault</b>	2	0	2	0
<b>Burglary</b>	1	0	1	0
<b>Grand Larceny</b>	10	4	6	0
<b>GLA</b>	1	0	1	0
<b>Total</b>	16	5	10	1
<b>Crimes Per Day</b>	0.53	0.17	0.33	0.03



# MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 9/30/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	31	23
Felony Assault	34	28
Burglary	5	18
Grand Larceny	48	42
Grand Larceny Auto	2	3
Aggravated Harassment	4	3
Aggravated Unlicensed Operator	15	16
Assault-Misdemeanor	42	36
Breach of Peace	7	9
Child Endangerment	2	3
Criminal Contempt	6	3
Criminal Impersonation	6	5
Criminal Mischief	46	36
Criminal Possession Stolen Property	17	12
Criminal Tampering	8	2
Criminal Trespass	31	25
Disorderly Conduct	2	3
Drug Offenses	77	39
DUI Offenses	7	7
Failure to Appear	1	0
Falsely Reporting an Incident	3	3
Forgery	47	54
Fraud	1	8
Graffiti	23	10
Harassment	3	0
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	6	5
Obstruct Government	8	14
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	95	159
Public Lewdness	18	100
Reckless Endangerment	6	3
Resisting Arrest	28	25
Sex Offenses	14	7
Stalking	1	0
Theft of Services	154	131
Unlawful Fleeing a Police Officer	0	1
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	1
Warrant Arrest	38	35
Weapons Offenses	7	5
<b>Total Arrests</b>	<b>843</b>	<b>883</b>

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

**OCTOBER 23, 2017**

# MTA HOMELESS OUTREACH

Long Island Rail Road  
Metro-North Railroad

October 2017



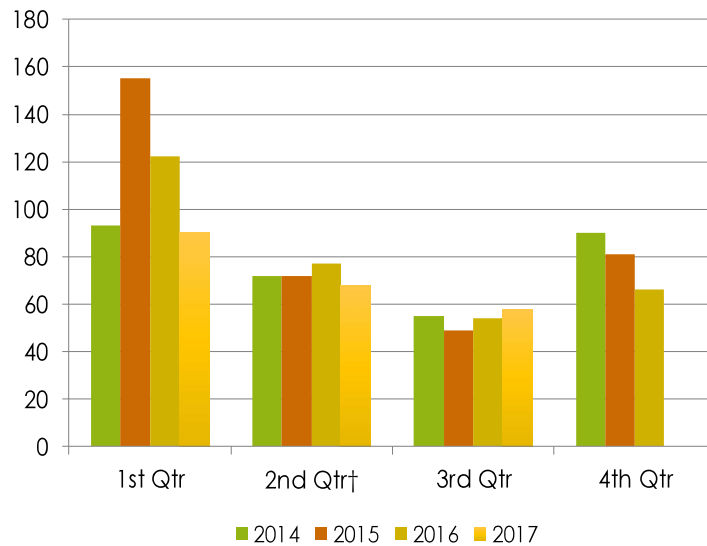
# MTA HOMELESS OUTREACH

- Service Providers
  - Bowery Residents' Committee (BRC)
    - LIRR & MNR property within NYC
    - MTA issued RFP for NYC Outreach
- Services for the Underserved (SUS)
  - LIRR Eastern counties
- Bowery Residents' Committee
  - MNR Northern counties
- Placements
  - Voluntary
  - Exception for those individuals who pose a danger to themselves or others
  - Partners
    - MTAPD
    - Amtrak



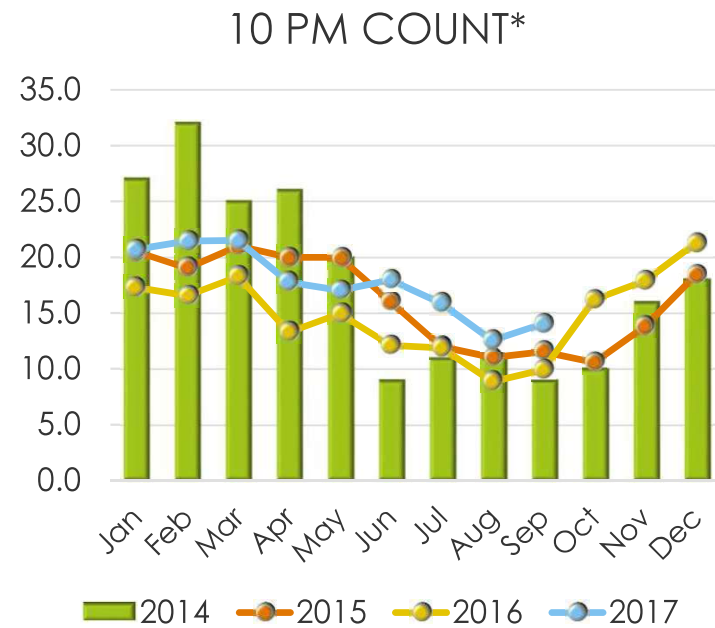
# MTA HOMELESS OUTREACH

## GCT Placements



†Preliminary Sep 2017 Data

## GCT Homeless Counts

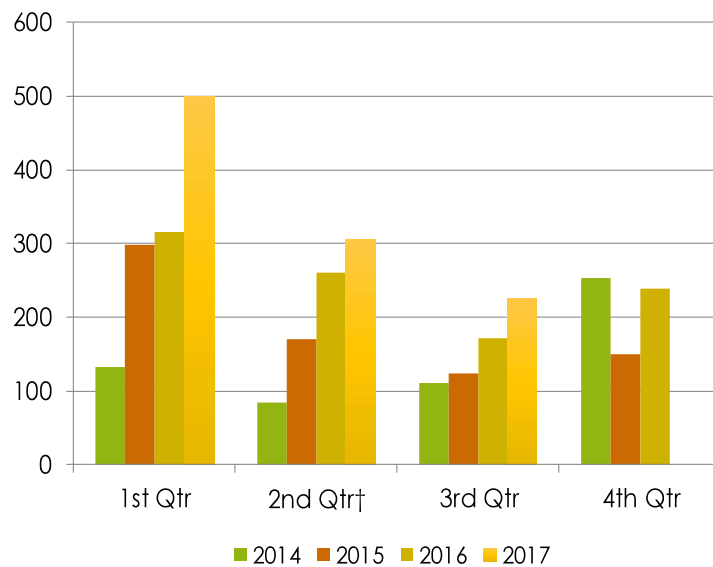


\* Inside Terminal



# MTA HOMELESS OUTREACH

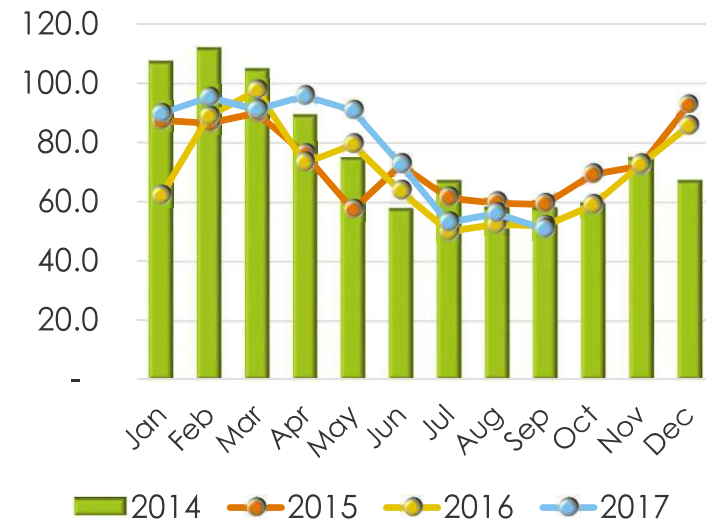
## Penn Placements



†Preliminary Sep 2017 Data

## Penn Homeless Counts

Average of Penn Initiative Weekly Counts\*



\*Penn Initiative includes Amtrak level, Subway areas & Street level



# October 2017 CPOC LIRR/MNR PTC Project Update

October 23, 2017



## PTC Overall Project Status

Item	Comments
Schedule	FRA Compliance by December 31, 2018
Cost	Current Budget is \$968M



# PTC New PTC Implementation Approach

MNR/LIRR revised their implementation approach based on the realization of 3 project risks in August and September:

- Risk #1 - FDR completion
- Risk #2 - Complete development of Site Acceptance Test documentation
- Risk #3 – Commissioning on Port Jervis Line

The new approach:

- Gives the software developers more time to develop and test.
- Focuses on FRA compliance in December 2018.
- Provides more time to the field test team to create their detailed test plans/procedures.
- Utilizes new information from FRA to streamline the timeline for testing on non-pilot lines.
- Assumes formal pilot testing will utilize the pre-FAT integrated system software.
- Focuses on getting into RSD followed by FRA safety certification.



## PTC FRA Compliance

In 2015, Congress set a PTC deadline to December 31, 2018.

As part of the new law, an alternate schedule may be requested by the Railroads to complete implementation of PTC if the following criteria are met:

- Necessary hardware to support operations is installed by December 31, 2018;
- Acquired all necessary spectrum for the Railroads' PTC system by December 31, 2018;
- Training programs are completely developed and enough staff are trained to support RSD by December 31, 2018;
- Functional testing and documentation is complete and RSD has been approved for at least one territory by December 31, 2018.



**LIRR/MNR are on schedule to be in FRA Compliance at the end of 2018.**

## PTC Highlights – June to September 2017

**Progress (54% complete)**

**Both MNR and LIRR:**

- Progressed Wayside and On-Board equipment deliveries and installations.
- Progressed Final Design Review (FDR).
- Continued development of Software.
  - Completed On-Board Computer (OBC) FAT in July.
  - Conducted Communications FAT (Base to Mobile Interface) in August.
  - Conducted Office Software FAT in July.
  - Conducted Transponder FAT for pilot lines in August.
- Continued finalizing Interoperability design with Amtrak.
- Continued preliminary field testing of the communications interface between the train and wayside/office elements.
- Continued training of Railroad Forces.
- Equipped vehicles required for pilot testing.
- Completed the audit on Contractor's internal safety review process.



# PTC Highlights – June to September 2017

## LIRR

- Completed equipment installations in their Office Primary Control Center location.
- Completed all the equipment installations on the Port Washington pilot line.
- Established communications from all wayside elements to the Backup Control Center on Port Washington pilot line.

## MNR

- Installed, verified, tested and commissioned Civil Speed Enforcement (CSE).
  - Hudson Line from Spuyten Duyvil (CP12) to GCT (CP1)
  - New Haven Line from Pelham (CP215) to Mount Vernon (CP12).
- Installed, tested and qualified their Test Track to begin dynamic testing.
- Completed the training of 381 locomotive engineers to support Civil Speed Enforcement (1<sup>st</sup> Qtr. 2018).
  - To date trained 2197 employees on PTC for different crafts.
- Finalizing interoperability requirements with other Tenant Railroads.



# PTC Highlights – June to September 2017

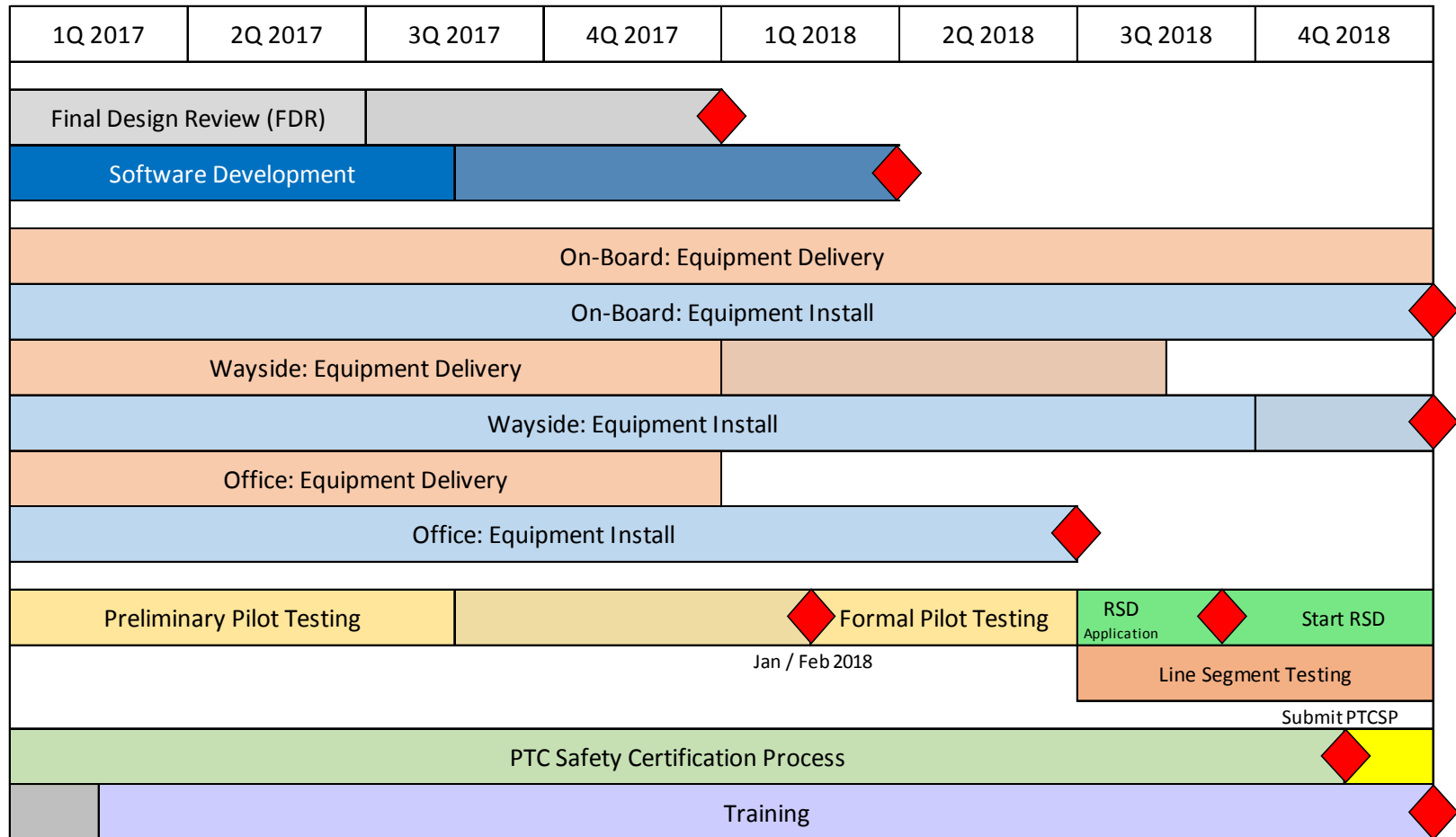
## Equipment Installations

Equipment	LIRR		MNR	
	120 Day Target	120 Day Actual	120 Day Target	120 Day Actual
Transponders	350	260 <sup>1</sup>	500 (276 <sup>4</sup> )	238
Wayside Interface Units (WIU)	14	8 <sup>2</sup>	18	29
Radio Communication Cases	28	37	24	4 <sup>5</sup>
M7	72	133	42	51
Diesel Electric/Dual Mode (DE/DM)	4	1 <sup>3</sup>	n/a	n/a

1. Delays due to processing of data from camera surveys.
2. Deferred installations to coordinate with other capital contracts.
3. Addressing a safety concern with current design.
4. Transponder forecast was an estimate required to complete CSE Installations. The final design only requires 276 with 38 remaining to be installed.
5. Deliveries lagged due to design issues found during environmental testing requiring retrofits at the factory.



# PTC Summary Schedule



## Pilot Lines

MNR: Hudson Line

LIRR: Port Washington and Montauk ABS territory



# PTC Software

## Proven Software Products

- On-Board Computer (OBC) Software – used on other Railroads.
- Safety Servers – Office system built upon platform used for other signaling systems.
- Communications Manager – used on other Railroads.

**However, the LIRR/MNR PTC systems require a large degree of customization.**

Office Software is on the project's critical path.

- It includes security, interoperability, diagnostics maintenance, network management, Roadway Worker Protection (RWPS) for LIRR only, User interface, Safety Servers.

FAT Completion extended to January 2018 (new approach).

Integrated System FAT completion targeted in March 2018.

## Other software elements:

- Transponders and WIUs – line specific.
  - Requires verification of PTC database.
  - Testing on pilot will validate the design for rest of the system.
- Communications Manager – FAT in progress.
- On Board Computer – FAT completed with the exception of remote diagnostics.



# PTC Forecast – October 2017 to January 2018

## Equipment Installations

Equipment	LIRR	MNR
	120 Day Target	120 Day Target
Transponders	30	38
Wayside Interface Units	11	6
Communication Cases	39	10
M7	96	28

## 120 Day Look Ahead

### **MNR and LIRR**

- Achieve Final Design Review.
- Complete Subsystem Factory Acceptance Tests (FATs).
- Complete Office Software Factory Acceptance Tests (ALL PTC functionality).
- Complete System Integrated Pre-FAT (ALL PTC functionality).
- Start Integrated System FAT (ALL PTC functionality).
- Continue deliveries and installation of On-Board and Wayside equipment.
- Continue the development of additional training material and training of Railroad Forces.
- Complete the Verification & Validation of the PTC vital database for the pilot lines.
- Continue preliminary field testing.
- Start formal pilot testing with Pre-FAT version of integrated system software.
- Start the development of Revenue Service Demonstration (RSD) request.



# PTC Forecast – October 2017 to January 2018

## 120 Day Look Ahead (continued)

### LIRR

- ▣ Start commissioning of M7 vehicles with in-service OBC software.
- ▣ Award installation contract for Atlantic tunnel PTC cable.
- ▣ Award installation contract (Mentoring Program) for PCC electrical & HVAC upgrade
- ▣ Configure, connect and test workstations in BCC to support pilot testing.
- ▣ Start surveys and designs for remote workstation locations.

### MNR

- ▣ Install and test remaining 38 transponders required for CSE.
- ▣ Complete CSE testing (Hudson, Harlem, New Haven, New Canaan, Danbury and Waterbury lines).  
This will be a **major accomplishment**.
- ▣ Complete the wiring and testing of the Emergency Control Center equipment.
- ▣ Perform PTC level testing on the Test Track.
- ▣ Start uploading approved CSE software onto the M7 and M8 vehicles.
- ▣ Complete installation of remaining 6 WIUs.
- ▣ Complete installation for remaining 28 M7 vehicles.



# 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	30	394	393		3183
	Actual	971	605	530	260					2366
WIUs	Planned		24	16	14	11	15	22		150
	Actual	49	25	20	8					102
C-Cases	Planned		10	24	28	39	3			111
	Actual	0	8	24	37					69
M7	Planned		61	79	72	96	36			418
	Actual	15	62	76	133					286
DE/DM	Planned		0	8	4	12	13	19		45
	Actual	0	0	0	1					1
C3	Planned		0	4	2	4	8	11		23
	Actual	0	0	0	0					0
E15 (DPM)	Planned		0	0	0	2	6	11		19
	Actual	0	0	0	0					0
NYAR (GP38)	Planned		0	0	0	0	4			4
	Actual	0	0	0	0					0
NYAR (E15)	Planned		0	0	0	0	2	2		4
	Actual	0	0	0	0					0
M9	Planned		0	0	0	0	0	33	33	66
	Actual	0	0	0	0					0
TC-82	Planned		0	1	1	1				1
	Actual	0	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	38	100	200	222	2913
	Actual	1122	405	588	238					2353
WIUs	Planned		15	18	18	6				84
	Actual	13	11	25	29					78
C-Cases	Planned		3	20	24	10	20	30	32	104
	Actual	0	1	7	4					12
M7	Planned		36	42	42	28				168
	Actual	4	38	47	51					140
M3A	Planned		0	8	10	16	17	17	17	69
	Actual	0	0	2	0					2
Cab Cars C12/19/21	Planned		0	1	4	5	8	6		19
	Actual	0	0	0	0					0
Cab Cars C34/38	Planned		0	1	4	5	8	8	12	33
	Actual	0	0	0	0					0
P32	Planned		0	0	4	5	8	8	10	31
	Actual	0	0	0	0					0
BL20	Planned		0	0	0	0	5	4	3	12
	Actual	0	0	0	0					0
BL14	Planned		0	0	0	0	0	0	2	2
	Actual	0	0	0	0					0
GP35	Planned		0	0	0	0	0	3	4	7
	Actual	0	0	0	0					0
M8	Planned		0	0	0	0	60	65	65	190
	Actual	0	0	0	0					0






# PTC Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 Red	Final Design & Software Development	<b>December 2017 (FDR)</b>  <b>March 2018 (Software)</b>	<p><b>RISK REALIZED in August 2017</b></p> <p><b>Issue:</b> Continued delays by the Contractor to finalize design and software development including the vital database.</p> <p><b>Impact:</b> The design and software for FDR was not completed by the need date impacting the completion of the Office software FAT and end date.</p> <p><b>Mitigation:</b> The Railroads re-evaluated their plan and established a new implementation approach to collapse the software development into a single phase, giving more time for the developers to build the required PTC functionality and reducing unnecessary overhead to a multi-phase approach. The Railroads will continue to audit the development process making regular trips to Pittsburgh to monitor progress. 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 worked with the contractor to revise the project CPM schedule to reflect this new approach.</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 Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 Red	Site Acceptance Testing and Commissioning Plans/Procedures	December 2017	<p><b>RISK REALIZED in August 2017</b></p> <p><b>Issue:</b> Continued 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 has delayed the overall test program and reduced the available time to test and demonstrate complete PTC functionality.</p> <p><b>Mitigation:</b> The new PTC implementation approach has re-focused the project resources to support the completion of FDR and office and integrated system FATs. This gives the field test team more time to develop a detailed test strategy and write the required test procedures to support full PTC deployment. The Railroads will continue to take opportunities to test PTC functionality earlier. Further discussions with the FRA have also better defined the requirements for the RSD application, changed previous assumptions that were incorporated into the CPM schedule, and streamlined the testing timeline for the non-pilot segments. The Railroads' test tracks (extension to the lab) have already proven to minimize the amount of time required to test on live tracks.</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 Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 Red	PTC Commissioning on Port Jervis Line	December 2018	<p><b>RISK REALIZED in September 2017</b></p> <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 could go beyond December 2018.</p> <p><b>Mitigation:</b> MNR continues to actively work with NJ Transit to recover schedule delays for PTC design and delivery of equipment for installation by December 2018. Anticipate NJ Transit to request a time extension to complete PTC commissioning.</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 Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	<b>Manufacturing and Delivery of On-Board and Wayside Equipment</b>	<b>June 2018</b>	<p><b><u>Issue:</u></b> Equipment manufacturing and deliveries of PTC equipment due to late designs.</p> <p><b><u>Impact:</u></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 period in order to match the testing program.</p> <p><b><u>Mitigation:</u></b> The Contractor has increased their engineering support for data validation and post data processing of the camera surveys to minimize the delays in WIU and transponder engineering; Railroads will continue to accept deliveries to allow installations to continue without all the completed programming; The Contractor continues to ramp up their production levels through early 2018 and LIRR is utilizing third party installers to support their installation efforts. They will be issuing a new contract to have the PTC antenna cable installed in the Atlantic Tunnel in order to ensure they meet the PTC deadline.</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 LIRR PTC Photos



Vortok Bracket Trial Installation



BCC Office Patch Cable Installation



C-Case Site Acceptance Testing



Final PCC Office Cabinet Install  
Cabinets #8-13



NYAR Undercar Install  
Fit-Up



C-Case Conduit Installation



Pilot Line 1 Transponder Installation



# PTC MNR PTC Photos

Radio Case Environmental Testing –Wind Blown Rain Test @ 40 Mph



# PTC Appendix - LIRR Wayside Equipment Installation Tracking (as of 9/30/2017)

## LIRR Pilot 1 (Babylon to Patchogue)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	372	347	25	93.3%
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	177	177	0	100.0%
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	3183	2366	817	74.3%
Wayside Interface Unit Locations	150	102	48	68.0%
Communication Cases	111	69	42	62.2%
Poles / Antennas	111	69	42	62.2%

# PTC Appendix - LIRR On-Board Equipment Installation Tracking (as of 9/30/2017)

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	286	NA	NA	4	4
DE / DM	45	1	4	1	NA	NA
C3	23	0	4	0	NA	NA
E15	19	0	6	0	NA	NA
NYAR	8	0	4	0	NA	NA
TC-82	1	0	NA	NA	NA	NA
M9	66	0	NA	NA	NA	NA
<b>Totals</b>	<b>580</b>	<b>287</b>	<b>18</b>	<b>1</b>	<b>4</b>	<b>4</b>

On-Board Partial Installation Tracking				
Train Type	Undercar Scanner Antenna	OBC / Completion	Roof Antenna	MCP
M7	296	286	316	304
DE / DM	21	21	7	2



# PTC Appendix - MNR Wayside Equipment Installation Tracking (as of 9/30/2017)

## MNR Pilot (Tarrytown to Croton Harmon)

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
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	5	0	100.0%

## MNR System Total

PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	2913	2353	560	80.8%
Wayside Interface Unit Locations	84	78	6	92.9%
Communication Cases	104	12	92	11.5%
Poles / Antennas	104	17	87	16.3%



# PTC Appendix - MNR On-Board Equipment Installation Tracking (as of 9/30/2017)

Vehicle Type	Vehicles Total	Complete Vehicle Retrofitted (MCP/OBC/Undercar Antenna/Scanner)	Partial Vehicle Retrofitted (OBC/Undercar Antenna/Scanner)
M7	168	140	0
Cab Car C34/38	33	0	33
Cab Car C12/19/21	19	0	0
M3	69	2	4
BL20	12	0	12
BL14	2	0	0
P32	31	0	31
GP35	7	0	0
M8 Car	190	0	190
MCP - Mobile Communication Package			
OBC - On-Board Computer			



# M-9 Railcar Procurement LIRR/MNR Committee October 2017



## M-9 Railcar Procurement Contract Information

- Budget (92 LIRR Base Order Cars)
  - Initial Estimate at Completion                      \$375.0M
  - Current Estimate at Completion                      \$382.4M
  - Total Project Funding                                      \$393.7M (Includes \$11.3M Contingency)
- Kawasaki has achieved 40% Commercial-Off-The-Shelf (COTS) which meets the contractual goal
- LIRR is in the process of negotiating the option for 110-cars



## M-9 Railcar Procurement 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



## M-9 Railcar Procurement Major Milestone Look Ahead

Milestone	Current Schedule	Approximate Shift from 2016 CPOC
System Qualification Tests Complete	4 <sup>th</sup> Quarter 2017	12-Months
First Article Inspections Complete	4 <sup>th</sup> Quarter 2017	9-Months
Pilot Car testing in Pueblo	Nov 2017 – Feb 2018	4-Months
Pilot Car testing at LIRR	Mar 2018 - Jun 2018	4-Months
92 Base Car Deliveries	Jul 2018 - Mar 2019	1-Month



# M-9 Pilot Car Interior

Kawasaki Heavy Industries (KHI), Japan



# M-9 Pilot Car Interior

Kawasaki Heavy Industry (KHI) , Japan



# M-9 Pilot Car Engineers Cab

Kawasaki Heavy Industry (KHI), Japan



# M-9 Production Car

Kawasaki Motors Manufacturing (KMM), Lincoln Nebraska



Side Walls



Final Car Shell Assembly



# M-9 Production Car

Kawasaki Motors Manufacturing (KMM), Lincoln Nebraska



End Frame



Roof Assembly



# M-9 Final Assembly

Kawasaki Rail Car (KRC), Yonkers New York

- Underfloor Equipment
- Underfloor Wiring
- Coupler
- Luggage Rack
- Seating
- Truck
- Function Test





**Metro-North Railroad**

# **Information Items**

# **2017 3rd Quarter Maintenance of Way Division**

## **Track, Structures, Stations & Facilities**

**Metro-North Railroad**

**September 30, 2017**



■ **Production Tie Replacement – 1,737,600 systemwide wood ties (42,000 ties planned)**

- Hudson – 19,000 planned - 2,469 ties (13% complete)
- New Haven – 7,000 planned - 8,003 ties (100% complete)
- Port Jervis – 16,000 planned - 4,574 ties (28% complete)
- Total 2017 to date –15,046 ties(36% complete)

■ **Rail Vac (Wood Ties)**

- GCT – 252 ties
- Hudson – 1,007 ties
- Harlem – 1,353 ties
- New Haven – 344 ties
- Total 2017 to date – 2,956 ties



## ■ Rail Replacement – 1,508 rail miles systemwide (9.9 miles planned)

- Hudson – 1.4 miles planned (0% complete)
- Harlem – TBD
- New Haven – 7.0 miles planned, 7.9 miles complete (112% complete)
- Port Jervis – 1.5 planned (0% complete)
- Total 2017 to date – 7.9 miles complete (79% complete)

## ■ Surfacing - 754 track miles systemwide (94 miles planned)

- GCT – 4.0 miles planned, 4.0 miles complete (100% complete)
- Hudson – 46.3 miles planned, 26.8 miles complete (58% complete)
- Harlem – 18.7 miles planned, 14.8 miles complete (79% complete)
- New Haven
  - NY – 8.1 miles planned, 3.7 miles complete (46% complete)
  - CT – 16.9 miles planned, 16.8 miles complete (99% complete)
- Total 2017 to date – 66.1 miles complete (70% complete)



■ **Switch Renewal - 1,500 Switches systemwide (36 switches planned)**

- GCT – 7 switches planned, 7 switches complete, (100% complete)
- Hudson – 8 switches planned, 9 switches complete, (112% complete)
- Harlem – 2 switches planned, 2 switches complete, (100% complete)
- New Haven – 17 switches planned, 8 switches complete, (47 % complete)
- West of Hudson - 2 switches planned (0% complete)
- Total 2017 to date –26 switches, (72% complete)

■ **Grade Crossing Renewal – 111 Grade Crossings systemwide (17 crossings planned)**

- Hudson Line – 1 crossings planned, (0% complete)
- Harlem Line – 5 crossings planned, 2 complete (40% complete)
- New Haven
  - Danbury – 6 planned, 4 complete (66% complete)
  - Waterbury – 5 planned, 5 complete, (100% complete)
- Total in 2017 –11 complete (65% complete)



- **Welds (1,600 joints planned)**

- Hudson – 547 joints
- Harlem – 486 joints
- New Haven – 527 joints
- West of Hudson – 0 joints
- Total 2017 to date –1,560 joints (97% complete)

- **Loram Rail Grinder (34.3 miles planned)**

- Hudson – 5.4 miles planned, (0% complete)
- Harlem –12.2 complete (61% complete)
- New Haven - CT 8.9 miles 8 curves CP 229-261, Total 22.9 miles complete, CP 241- CP 261 performed 14.0 additional miles
- Total 2017 to date – 40.5 miles complete 118% complete



- **GCT Station Track Rehabilitation (44 Platforms)**

- Track 11 - Complete

- 2,146' rail, 96 bracket ties, 1,094 block ties

- Track 41 - Complete

- 2,400' rail, 110 bracket ties, 1,220 block ties

- Track 32 – Post Amtrak-GCT Service – Under Construction

- 2,200' rail, 90 bracket ties, 1,000 block ties



- **Sperry Rail (2x per year)**

- 1st run - field survey 100% complete
- Defects corrected from 1<sup>st</sup> run: NY- 36, CT - 40

- **Ensco Geometry (2x per year)**

- Contracted for 6 tests over 3 years
- 1st run – Survey completed March 2017
- 2<sup>nd</sup> run – Survey complete September 2017



## ▣ Overhead Bridge Program

- ▣ Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements.

## ▣ Hudson

- ▣ Ludlow Street (MP 14.43) (40% complete)

## ▣ New Haven

- ▣ Broadway Steel Repairs (MP 21.91) (90% complete)
- ▣ Central Avenue Steel Repairs (MP 23.50) (80% complete)
- ▣ Williams Street (MP 25.39) (60% complete)



## ■ Bridge Timbers (CT only)

- NH 29.48 Sachem Road Tk3 (26 ties)
- NH 29.68 Luke's Crossing Tk2 (34 ties) (100% complete)
- NH 29.90 Cos Cob Bridge Tk2 (850 ties) (100% complete)
- NH 33.75 Elm Street T3 (52 ties), Tk2 (52 ties)
- NH 40.89 Franklin Street Tk1 (43 ties), Tk2 (43 ties)
- NH 41.28 Washington & Main Tk2 (96 ties)
- NH 41.96 Osborne Ave Tk2 (34 ties)
- NH 49.66 Mill River Tk4 (63 ties)
- NH 56.20 East Main Street Tk2 (56 ties)
- NH 56.46 Hallett Street Tk1 (43 ties) (100% complete)
- NH 57.45 Bishop Ave Tk4 (48 ties) (100% complete)
- NH 59.96 East Main Street Tk3 (39 ties)
- Devon Bridge (780 Ties) Tk 2 (80% complete)
- NH 62.94 Beardsley Ave Tk1 (30 ties)(100% complete)
- NH 70.36 Washington Ave Tk2 (44 ties), Tk4 (44 ties) (100% complete)
- WB 26.18 Washington Ave (63 ties)(100% complete)



## ■ S-Program (New Haven – CT only)

- Canal St. (MP 33.41) – Steel repairs/masonry repairs
- New Creek Rd. (MP 47.15) – Steel repairs/masonry repairs (60% complete)
- Hallett St. (MP 56.46) – Steel repairs/masonry repairs (100% complete)
- Seaview Ave. (MP 56.77) – Steel repairs/masonry repairs (100% complete)
- West Broad St. (MP 58.72) – Steel repairs/masonry repairs (100% complete)
- Main St. (MP 59.01) – Steel repairs/masonry repairs
- East Main St. (MP 59.96) – Steel repairs/masonry repairs
- Cos Cob Bridge (MP 29.90 Track 2) – Steel repairs/masonry repairs (100% complete)
- Saga Bridge (MP 44.32, Track 2) – Steel repairs/masonry repairs (100% complete)
- Devon Bridge (MP 60.42, Track 2) – Steel Repairs/masonry repairs (100% complete)

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

- Completed 65 various (minor) steel /or concrete repairs



## ▣ **Bridge Timbers (NY only)**

- ▣ Harlem - Titicus River (MP 46.26, Tk1) (100% complete)
- ▣ New Haven - Westchester Avenue (MP 25.54, Tk2, Tk1, Tk3)
- ▣ New Haven – Locust Avenue (MP 23.71, Tk1 & Tk3)(100% complete)
- ▣ Port Jervis - Cattle Pass (MP 38.98 Tk1)

## ▣ **Direct Fixation Fasteners, Park Ave Viaduct & Trainshed Repairs 31,584**

### **Fasteners systemwide**

- ▣ Park Avenue Viaduct – replaced 9,024 fasteners with new fastening system (Tk 4 – 28%, Tk 2 – 19% , Tk 1 – 28 %, Tk 3 –42%, Overall –29%)
- ▣ GCT Trainshed
  - ▣ Replaced 108 direct fixation pads on 3 tracks (Trks 34, 36, 38 - 100% complete)
  - ▣ Repoint circular arch brick vents (Track 3/4, 66<sup>th</sup> to 95<sup>th</sup> streets)
  - ▣ Completed repointing brick tunnel (Track 3/4, 87<sup>th</sup> to 95<sup>th</sup> streets)



## ▣ NY Bridge Repair Program

### ▣ Hudson Line

- ▣ Wells Ave. (MP 15.31) – Masonry repairs (10% complete)

### ▣ Harlem

- ▣ Bronx River (MP 14.57) – Steel repairs (100% complete)

### ▣ New Haven

- ▣ Highland Ave. (MP 25.83) – Masonry repairs
- ▣ North Main St. (MP 25.93) – Steel/Masonry repairs (100% complete)

### ▣ Port Jervis

- ▣ Ramapo River (MP 32.06JS) – Steel repairs (70% complete)
- ▣ Stream (MP 44.80JS) – Wingwall repairs
- ▣ Shea Rd. (MP 63.04JS) – Concrete repairs on arch
- ▣ NY O&W RR – Floorbeam repair (35% complete)

## ▣ Bridge Flag Repairs (Harlem, Hudson New Haven-NY/Port Jervis Line)

- ▣ Completed 62 various (minor) steel /or concrete repairs



## ■ Tomac & Soundbeach Contractor Support

- Tomac Bridge (Track 1&2) – 100% complete
  - Removed bridge timbers/rail
  - Contractor installed a temporary superstructure
  - Installed new rail/timbers on temporary superstructure
- Soundbeach Bridge (Track 1&2) – 100% complete
  - Fabricated/installed steel ballast retainers
  - Installed bridge timbers

## ■ Graffiti Removal Program

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

## ■ Right of Way Fence

- Installed 3,000 ft of fence



## Right of Way Clean-up

Fleetwood Before



Fleetwood After



Cos Cob Before



Cos Cob After





# Long Island Rail Road

**INFORMATION**

**ITEMS**

# Staff Summary



Long Island Rail Road

Subject <b>NOVEMBER TIMETABLE CHANGE &amp; TRACKWORK PROGRAMS</b>						Date <b>OCTOBER 4, 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									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	10/25/17				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 beginning November 13, 2017. Projects supported during this timetable include Positive Train Control testing on the Port Washington and Montauk Branches, Mechanized Tie Replacement on the Babylon Branch, and PTC Cable Installation on the Atlantic Branch. The November timetable also includes restructured weekday service between Ronkonkoma and Greenport to better meet local needs. Additionally, trackwork programs during October and November will support Main Line second track work and switch replacement, East Side Access Harold Interlocking signal pre-cutover testing, Babylon Branch Concrete Tie replacement, and Speonk-Montauk signal system cutover on the Montauk Branch.

## NOVEMBER 13 TIMETABLE CHANGE

### *Service Changes & Improvements*

- **Added AM Peak Stops** – In response to customer feedback, two added station stops that were made during the Amtrak State Of Good Repair work will become permanent. The 3:38 AM train from Huntington to Penn Station will add a stop at Floral Park at 4:12 AM, and the 7:19 AM train from Huntington to Atlantic Terminal will add a stop at Carle Place at 7:45 AM.
- **Evening Westbound Montauk Service Adjustment** – As a result of the new signal system being installed on the Single Main Track between Speonk and Montauk, the “meet” locations between eastbound and westbound trains are being adjusted in some cases. This allows the previous 10:38 PM train from Montauk to be adjusted earlier, to 10:05 PM, providing an earlier arrival at Jamaica and earlier connection to New York (arriving 1:42 AM instead of 2:12 AM).
- **North Fork Service Improvements** – After a series of coordination meetings with East End officials and transportation and business groups, weekday service between Ronkonkoma and Greenport has been restructured to better meet local needs.

Rev.1

- New westbound service from Greenport at 9:43 AM now allows east end customers to travel into New York for the afternoon (arriving New York 12:33 PM).
- As a result, existing daytime roundtrip to and from Greenport is moved 2 hours later (arriving Greenport 2:06 PM instead of 12:08 PM, and departing Greenport 2:43 PM instead of 12:58 PM).
  - This later midday eastbound service provides commuters with an “early quit” option when needed, departing NYK 11:14 AM (previous eastbound was 9:11 AM).
- New westbound service from Yaphank at 6:00 PM, serving Medford and Ronkonkoma. (No westbound connection at Ronkonkoma at present. Will not operate on Summer Fridays.)
- “Jury Train,” which previously operated Deer Park-Riverhead, is repurposed to allow additional Greenport service
  - It is still possible to travel to between Ronkonkoma and Riverhead in time for Jury Duty on newly scheduled Train 202, arriving Riverhead 8:14 AM (return west on Train 251 at 3:21 PM)
- Seasonal service increases will return in May 2018, including early morning eastbound “Fisherman's Train,” and additional Friday evening Greenport roundtrip.
- Weekend service improvements will begin in May 2018, with service doubled May-November (four Ronkonkoma-Greenport roundtrips instead of two)

#### *Construction Activities*

- **Port Washington Branch, Bayside-Great Neck – Positive Train Control Testing** – One of two main tracks will be out of service weekday overnights between Bayside and Great Neck for the testing of PTC equipment.
- **Babylon Branch, Amityville-Babylon – Mechanized Tie Replacement** – One of two main tracks will be out of service weekday overnights for Mechanized Tie Replacement between Amityville and Babylon.
- **Montauk Branch, Babylon-Sayville – Positive Train Control Testing** – One of two main tracks will be out of service weekend overnights between Babylon and Sayville for the testing of PTC equipment.
- **Atlantic Branch, East New York-Dunton – PTC Cable Installation** – One of two main tracks will be out of service weekends between East New York and Dunton Interlocking in Jamaica for PTC cable installation.

### **TRACK WORK PROGRAMS**

- **Montauk Branch, Speonk-Montauk – Mechanized Tie Replacement** – On the week of November 13-17, Single Main Track will be out of service midday weekdays between Speonk and Montauk for mechanized tie replacement. (This is to complete work begun in the September timetable and first reported in July.)
- **Main Line, Farmingdale-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for switch replacement and other construction related to the Main Line Second Track project on the weekend of October 28-29.
- **Babylon Branch, Rockville Centre-Wantagh – Concrete Tie Replacement** – Continuing work that was first reported on last month, one of two main tracks will be out of service between Rockville Centre and Wantagh for Concrete Tie Replacement on the weekends of November 4-5 & November 11-12.
- **East Side Access, Harold Interlocking – Signal Pre-Cutover Testing (Tentative)** – Continuing work that was first reported on last month, East Side Access plans to take various tracks in Harold Interlocking

out of service for pre-testing of new signals and signal apparatus prior to the cutover of these new systems next year. These outages are tentatively scheduled to occur on multiple weekends: October 28-29, November 4-5, and November 11-12.

- **Montauk Branch, Speonk-Montauk – Signal System Cutover** – On the weekend of November 11-12, Single Main Track will be out of service for approximately 52 hours between Speonk and Montauk to allow the cutover of a new signal system.

## **DISCUSSION:**

### *Timetable Changes – Construction Activities*

- **Port Washington Branch, Bayside-Great Neck – Positive Train Control Testing** – One of two main tracks will be out of service weekday overnights between Bayside and Great Neck for the testing of PTC equipment. As a result, six eastbound and seven westbound overnight trains are adjusted between 1 minute earlier and 10 minutes later.
- **Babylon Branch, Amityville-Babylon – Mechanized Tie Replacement** – One of two main tracks will be out of service weekday overnights for Mechanized Tie Replacement between Amityville and Babylon. As a result, nine eastbound and five westbound overnight Babylon Branch trains are adjusted between 25 minute earlier and 7 minutes later. In addition, one connecting eastbound Montauk Branch train is adjusted 15 minutes earlier.
- **Montauk Branch, Babylon-Sayville – Positive Train Control Testing** – One of two main tracks will be out of service weekend overnights between Babylon and Sayville for the testing of PTC equipment. As a result, one eastbound overnight train is adjusted up to 10 minutes later, and one westbound overnight train departs 10 minutes earlier.
- **Atlantic Branch, East New York-Dunton – PTC Cable Installation** – One of two main tracks will be out of service weekends between East New York and Dunton Interlocking in Jamaica for PTC cable installation work. As a result, eastbound Far Rockaway Branch trains are adjusted 9 minutes later, eastbound Hempstead Branch trains are adjusted 2 minutes later, westbound Far Rockaway Branch trains have additional running time and will arrive 1 minute later, and westbound Hempstead Branch trains are adjusted 7 minutes earlier. Some trains in the overnight have further adjustments of up to 18 minutes later.

### *Trackwork Program – Construction Activities*

- **Montauk Branch, Speonk-Montauk – Mechanized Tie Replacement** – On the week of November 13-17, Single Main Track will be out of service midday weekdays between Speonk and Montauk for mechanized tie replacement. (This is to complete work begun in the September timetable and first reported in July.) As a result, two eastbound midday trains that normally operate to Montauk will instead terminate at Speonk, with bus connections provided for passengers for stations east of Speonk. Additionally, two westbound midday trains that normally originate in Montauk will instead originate at Speonk, with bus connections for passengers from stations Montauk through Westhampton. Customers can expect up to 28 minutes additional travel time. Westbound buses will leave up to 30 minutes earlier than normal train times in order to preserve connections with trains at Speonk.
- **Main Line, Farmingdale-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for switch replacement and other construction related to the Main Line Second Track project on the weekend of October 28-29. Eastbound customers traveling to stations Pinelawn through Ronkonkoma will board buses at Hicksville for their station. Eastbound customers can expect up to 44 minutes additional travel time. Westbound customers

traveling from stations Ronkonkoma through Pinelawn will board buses at their station for Hicksville, where they will transfer to train service. Westbound buses will depart up to 44 minutes earlier than normal train service in order to connect with trains at Hicksville. Bethpage and Farmingdale customers will have normal train service in both directions. Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma.

- **Babylon Branch, Rockville Centre-Wantagh – Concrete Tie Replacement** – Continuing work that was first reported on last month, one of two main tracks will be out of service between Rockville Centre and Wantagh for Concrete Tie Replacement on the weekend of November 4-5 & November 11-12. Babylon Branch service will be reduced to hourly from half-hourly, with stopping patterns revised on remaining trains. As a result, Montauk Branch trains, many of which connect with Babylon Branch trains at Babylon, will also be adjusted to preserve connections. Forest Hills and Kew Gardens stops will be added to some Huntington trains to replace cancelled Babylon trains normally making those stops. Additionally, some eastbound Huntington trains will have added dwell time in Jamaica to connect with Far Rockaway trains from Atlantic Terminal in place of cancelled Babylon trains.
- **East Side Access, Harold Interlocking – Signal Pre-Cutover Testing (Tentative)** – Continuing work that was first reported on last month, East Side Access plans to take various tracks in Harold Interlocking out of service for pre-testing of new signals and signal apparatus prior to the cutover of these new systems next year. These outages are tentatively scheduled to occur on multiple weekends: October 28-29, November 4-5, and November 11-12. Some train schedules throughout the system will have minor adjustments to prevent conflicts between Long Island Rail Road, Amtrak and NJ Transit trains within Harold Interlocking resulting from the decrease in available routes, and the changes implemented for Babylon Branch Concrete Tie (described above) on the weekends of November 4-5 & November 11-12 will be repeated on the weekend of October 28-29 due to the decrease in available routes through Harold.
- **Montauk Branch, Speonk-Montauk – Signal System Cutover** – On the weekend of November 11-12, Single Main Track will be out of service for approximately 52 hours between Speonk and Montauk to allow the cutover of a new signal system. As a result, bus service will be offered between Patchogue and Montauk during this weekend. Eastbound customers for stations Bellport through Montauk will board buses at Patchogue for service to their station, and can expect up to 29 minutes additional travel time. Westbound customers from stations Montauk through Bellport will board buses at their station for Patchogue where train service will resume. Westbound buses will depart up to 34 minutes earlier than normal train time to preserve train connections at Patchogue.

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

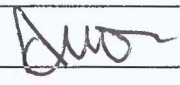
## **IMPACT ON FUNDING**

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



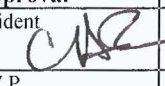
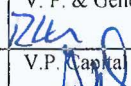
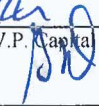


**Metro-North Railroad**

# **Procurements**

<b>Subject</b>	Request for Authorization to Award Various Procurements
<b>Department</b>	Procurement and Material Management
<b>Department Head Name</b>	Alfred Muir, Sr. Director
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	

<b>Date</b>	October 12, 2017
<b>Vendor Name</b>	Various
<b>Contract Number</b>	Various
<b>Contract Manager Name</b>	Various
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	10-23-17	X		
2	MTA Board Mtg.	10-25-17	X		

Internal Approvals			
	Approval		Approval
X	Acting President 	X	V. P. & General Counsel 
X	Executive V.P.	X	V.P. Capital Programs 
X	Sr. V.P. Operations 		
X	VP Finance & IT 		

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

**PURPOSE:**

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

**DISCUSSION:**

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	

<u>Schedules Requiring Majority Vote</u>	NONE
--	------

SUB TOTAL:



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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	4	\$123,965,075
<ul style="list-style-type: none"> <li>Halmar Transportation Systems, LLC \$30,800,000</li> <li>Ford Audio-Video Systems, LLC \$8,389,829</li> <li>Mass. Electric Construction Company, LLC \$68,882,100</li> <li>Signet Electronic Systems, Inc. \$15,893,146</li> </ul>		
<u>Schedules Requiring Majority Vote</u>	<u>NONE</u>	
SUB TOTAL:	4	\$123,965,075

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule K: Ratification of Completed Procurement Actions	2	\$185,591
<ul style="list-style-type: none"> <li>Circuit Breaker Sales NE, Inc. \$89,741</li> <li>Robert L. Gerosa, Inc. \$95,850</li> </ul>		
SUB TOTAL:	2	\$185,591
TOTAL:	6	\$124,150,666

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

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

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

**OCTOBER 2017**

**METRO-NORTH RAILROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Two-Thirds Vote:**

**C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**  
(Staff Summaries required for items requiring Board approval)

**1. Halmar Transportation Systems, LLC \$30,800,000 (not-to-exceed) Staff Summary Attached**  
**Design & Construction Services for New Cable Plant to Support Audio-Visual & Facility Enhancements in GCT**

Approval is requested to award a 24-month competitively solicited and negotiated design-build contract (RFP process; 2 proposals received; 2 short-listed) to Halmar Transportation Systems, LLC (Halmar) to complete the design and construction of a new cable plant to support audio-visual systems and infrastructure in Grand Central Terminal (GCT). This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), at outlying passenger stations, and at other MNR facilities, which is being implemented in a coordinated manner to improve and upgrade the level of information being provided to MNR customers.

The “Cable Plant” refers to the conduit and cable infrastructure that the Design-Builder will install throughout Grand Central Terminal to support the various systems and devices to be installed as a part of the Customer Service Initiative (e.g. – GCT Big Boards, Gate Boards, etc.)

MNR complied with MTA All-Agency Procurement Guidelines and a notice of the Request for Proposals was publicly advertised in the New York State Contract Reporter, New York Post, El Diario, and Daily Challenge and posted on the MNR website.

The Selection Committee evaluated two proposals and short-listed both design-build teams. Halmar’s proposal was technically superior and was also the lowest cost of the two firms. The other proposer, Mass Electric was 10% higher than Halmar’s proposed pricing. Through negotiation, Halmar subsequently agreed to a reduced not-to-exceed contract value of \$30,800,000, which is considered fair and reasonable. The Committee unanimously determined that Halmar was the best qualified and provided the best value to perform these design and construction services.

MNR completed a responsibility review of Halmar as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI). A responsibility review was completed on all subcontractors whose scope of work was proposed to be in excess of \$1,000,000. No significant adverse information was found during those reviews.

The MTA Department of Diversity and Civil Rights (DDCR) established a 10% M/WBE goal for this project. Halmar's pre-award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

Accordingly, it is recommended that the Board approve the selection of Halmar Transportation Systems, LLC for the design and construction for a new cable plant to support audio-visual systems and infrastructure in Grand Central Terminal (GCT) in the not to exceed amount of \$30,800,000 for a period of performance of 24 months. This procurement is to be funded by the MNR 2015- 2019 Capital Program.

**2. Ford Audio-Video Systems, LLC      \$8,389,829 (not-to-exceed)      Staff Summary Attached**  
**Design and Construction Services for the Visual Display System in Grand Central Terminal**

Approval is requested to award a competitively solicited and negotiated 32-month contract (RFP process, 5 proposals received; 2 short-listed) to Ford Audio-Video Systems, LLC (Ford AV) to design and construct the Visual Display System in Grand Central Terminal. This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), at outlying passenger stations, and at other MNR facilities, which is being implemented in a coordinated manner to improve and upgrade the level of information being provided to MNR customers.

The scope of this work includes the removal of the existing Grand Central Terminal Big Board and Gate Boards, and designing, furnishing and installing a new Big Board and Gate Boards at GCT. The historic frames housing the Big Board and Gate Boards will remain as is and will not be replaced, in order to maintain the historical appearance.

MNR complied with MTA All-Agency Procurement Guidelines and a notice of the Request for Proposals was publicly advertised in the New York State Contract Reporter, New York Post, El Diario, and Daily Challenge and posted on the MNR website.

The Selection Committee evaluated five proposals and short-listed two qualified design-build teams, Ford Audio-Video Systems, LLC and VCA Global. The Committee unanimously determined that Ford AV's as the best qualified to perform these services. Ford AV's cost proposal was the lowest of the shortlisted firms and the firm submitted a detailed and compliant proposal which demonstrated that they had the required technical ability and experience to perform this type of work. The final negotiated cost is deemed to be fair and reasonable.

MNR completed a responsibility review of Ford AV as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

DDCR minority participation goals of 15% MBE and 15% WBE submitted by Ford AV is currently under review and the contract will not be awarded until this requirement is satisfied.

Accordingly, it is recommended that the Board approve the selection of Ford AV for the design and construction of the Visual Display System in Grand Central Terminal in the not to exceed amount of \$8,389,829 for a period of performance of 32 months. This procurement is to be funded by the MNR 2015-2019 Capital Program.

**3. Mass. Electric Construction Company, LLC \$68,882,100 (not-to-exceed) Staff Summary Attached  
Design & Construction Services for the Security, Audio-Visual, and Facility Enhancements at  
Various Metro-North Stations**

Approval is requested to award a 37-month competitively solicited and negotiated design-build contract (RFP process; 1 proposal received) to Mass Electric Construction LLC (MEC) to perform the design and construction services for security, audio-visual and facility enhancements at various Metro-North stations. This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) Projects in Grand Central Terminal (GCT) and outlying passenger stations and at other MNR facilities. These enhancements are being implemented to improve and upgrade the level and quality of information being provided to MNR customers.

MNR complied with MTA All-Agency Procurement Guidelines and a notice of the Request for Proposals was publicly advertised in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge and posted on the MNR website.

The Selection Committee evaluated the single proposal received from MEC and determined that the proposed design-build team was highly qualified to perform the subject design and construction services. In an effort to ensure MNR was receiving fair and reasonable pricing for this project, MNR and MEC collaboratively worked to determine where cost saving and efficiencies could be achieved. After completing this review process, MEC agreed to a contract value of \$68,882,100, which is considered fair and reasonable due to the extensive review of cost saving alternatives and negotiations that were conducted.

In connection with previous contracts awarded to the Contractor, the Contractor was found to be responsible notwithstanding significant adverse information (SAI) 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. No new SAI has been found relating to the Contractor and the Contractor has been found to be responsible. A responsibility review was completed on all subcontractors whose scope of work was proposed to be in excess of \$1,000,000. No significant adverse information was found as a result of those reviews.

The MTA Department of Diversity and Civil Rights (DDCR) established a 15%MBE and 15% WBE goal for this project. MEC's pre award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

Accordingly, it is recommended that the Board approve the selection of MEC for the design and construction services for security, audio-visual and facility enhancements at various Metro-North stations in the not to exceed amount of \$68,882,100 for a period of performance of 37 months. This procurement is to be funded by the MNR 2015- 2019 Capital Program.

**4. Signet Electronic Systems, Inc. \$15,893,146 (not-to-exceed) Staff Summary Attached  
Public Address and Visual Information System /Head End & Real-Time Data**

Approval is requested to award a 33-month competitively solicited and negotiated apparatus contract (RFP process; two proposals received; two short-listed) to Signet Electronic Systems, Inc. (Signet) to design, furnish, install, test and integrate a new Public Address and Visual Information System (PA/VIS) central control which will replace the current PA/VIS, as well as develop a new Real Time Train Database System (RTTDS). This contract is an integral part of the multi-part, multi-phase Customer

Service Initiative (CSI) in Grand Central Terminal (GCT), and other outlying passenger stations and facilities. The various CSI projects are being implemented in a coordinated manner to improve and upgrade the level and quality of information being provided to MNR customers.

MNR complied with MTA All-Agency Procurement Guidelines and a notice of the Request for Proposals was publicly advertised in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge and posted on the MNR website.

The Selection Committee evaluated two proposals (Signet and B&C Transit, Inc. (B&C)) and short-listed both design-build teams. Signet's proposal was technically superior and was also the lowest cost of the two firms. Through negotiation, Signet agreed to a contract value of \$15,893,146 which is considered fair and reasonable. The Committee unanimously determined that Signet was the best qualified and provided the best value to perform these design and construction services.

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

The MTA Department of Diversity and Civil Rights (DDCR) established a 15% MBE and 15%WBE goal for this project. Signet's pre award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

Accordingly, it is recommended that the Board approve the selection of Signet Electronic Inc., to design, furnish, install, test and integrate a new Public Address, Visual Information System (PA/VIS) and Real Time Train Database System (RTTDS) in the amount of \$15,893,146 (\$14,845,675 not-to-exceed – (Capital) \$1, 1047,471 five year maintenance – (Operating)) for a period of performance of 33 months (excluding maintenance term). This procurement is to be funded by the 2015-2019 Capital Program and MNR's Operating Budget.

# Staff Summary

Item Number C					
Dept & Dept Head Name: Procurement and Material Management, Al Muir-Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	10-23-17	x		
2	MTA Board Mtg.	10-25-17	x		
Internal Approvals					
Order	Approval	Order	Approval		
x	Acting President <i>CAS</i>				
x	Sr. V.P. Operations <i>ML</i>	x	V.P. Finance & IT		
x	V.P. & General Counsel <i>RLG</i>	x	V. P. Capital Programs <i>JSO</i>		

<b>SUMMARY INFORMATION</b>	
Vendor Name Halmar Transportation Systems, LLC	Contract Number 10000058016
Description Design & Construction Services for New Cable Plant to Support Audio-Visual & Facility Enhancements in GCT	
Total Amount \$30,800,000 (not-to-exceed)	
Contract Term (including Options, if any) 24 months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

Approval is requested to award a 24-month competitively solicited and negotiated design-build contract (RFP process; 2 proposals received; 2 short-listed) to Halmar Transportation Systems, LLC (Halmar) to complete the design and construction of a new cable plant to support audio-visual systems and infrastructure in Grand Central Terminal (GCT). This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), at outlying passenger stations, and at other MNR facilities, which is being implemented in a coordinated manner to improve and upgrade the level of information being provided to MNR customers.

### II. DISCUSSION:

MNR currently utilizes several systems to provide audio and visual information for its customers within GCT and at the outlying passenger stations. The current systems are at the end of their useful life and, in some cases, no longer provide a sufficient level of customer information. The CSI projects will enhance customer experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at MNR stations and facilities throughout New York and Connecticut. A new Public Address (PA) and Visual Information System (VIS) system will be deployed with redundant central control systems located in multiple facilities to ensure a high state of reliability.

The subject contract primarily addresses communications systems and infrastructure in GCT but is related to the other CSI projects. The "Cable Plant" refers to the conduit and cable infrastructure that the Design-Builder will install throughout Grand Central Terminal to support the various systems and devices to be installed as a part of the Customer Service Initiative (e.g. – GCT Big Boards, Gate Boards, etc.).

# Staff Summary

The major elements of the subject contract include:

- Renovating the Customer Service Equipment Room.
- Furnishing and installing conduits and cable infrastructure throughout GCT to support multiple systems and devices.
- Furnishing and installing new displays and monitors in GCT.
- Supplementing and replacing the existing GCT PA System in GCT.
- Upgrading and renovating the overall existing PA/VIS located within GCT.
- Coordinating with the proposed Design-Build, Ford Audio-Video Systems, LLC, as to the location for each display's data and power circuit for the replacements of the "Big Boards" and Gate Boards and other monitors within Grand Central Terminal.

In April 2016, the Board approved use of the Request for Proposal (RFP) process. An RFP, dated November 23, 2016, was prepared and advertised in the New York State Contract Reporter, New York Post, El Dario, Daily Challenge and posted on MNR's website.

On January 10, 2017, MNR received RFP Phase 1 proposals containing technical qualifications from two design-build teams led respectively by Halmar and Mass. Electric Construction Co. (MEC). The Phase 1 criteria for selection established in the RFP are as follows:

1. Past experience and performance on similar projects
  - a. Design-Build project, including experience of the proposers working together as a design-build team
  - b. Active passenger terminals, rail stations, electrical/communication installations
2. Qualifications and experience of the design-build team, including key personnel and subcontractor/subconsultant resources, with an emphasis on the demonstrated commitment of the proposer to provide such resources for the entire life of the project.
3. Proposer's demonstrated capability and financial resources to perform the work in the time projects

The Selection Committee was comprised of members representing MNR's Procurement and Material Management, Capital Engineering, M of W Communications and Signals, M of W Engineering, and Customer Service and Stations Departments. The Selection Committee met on January 24, 2017 to review the received proposals in accordance with the Phase 1 selection criteria of the RFP and MNR's procedures. The Selection Committee determined that both design-build teams were technically competent and, therefore, should be shortlisted to develop and submit Phase 2 proposals.

On April 18, 2017, MNR received from the two design-build teams Phase 2 proposals containing additional technical details and project costs. They were submitted as follows: Halmar at \$37,965,000; and MEC at \$42,366,000. Because the proposed project cost exceeded the project budget, the Selection Committee invited each design-build team to provide a presentation of their respective technical approaches and also clarify their cost proposals in an attempt to evaluate possible cost savings.

Subsequent to the design-build team's presentations, MNR issued a revised costing sheet to both teams that included both a reduction and revision of scope in order to optimize possible cost savings. On June 5, 2017, MNR received the revised costing sheets from both firms as follows: Halmar at \$29,205,457; and MEC at \$32,416,000.

The Selection Committee then met on June 7, 2017 to evaluate the design-build teams based on the Phase 2 selection criteria; which is as follows:

1. Cost
2. Confidence level, commitment of relevant resources to the project including the qualifications and experience of key personnel, team qualifications and reliability to perform the services including subcontractor services
3. Demonstrated understanding of the work scope requirements, including but not limited to the quality and

# Staff Summary

- completeness of the work plan and any required submissions
- 4. Quality and innovativeness of design
- 5. Proposed staging plan and schedule
- 6. Diversity practices – Evaluation of the diversity practices of the proposer

In accordance with the Phase 2 selection criteria, the Selection Committee unanimously recommended that the contract be awarded to Halmar. In addition to offering the lowest proposal price, Halmar provided viable design alternatives and construction concepts that were deemed to be well engineered, time/labor efficient, and compliant with the intent of the preliminary design. Halmar's design-build team, which includes ARINC, Systra, and Verde Electric, has a very strong history of executing systems integration solutions for complex communication projects similar to the scope of work under this contract. In addition to the more favorable pricing, the systems integration capabilities differentiated Halmar's proposal from the other design-build team's submission. Mass Electric did not provide a systems integrator.

MNR's project management team along with Halmar carefully reviewed Halmar's proposed values for each costed element of work and recommended that several scope items either be eliminated or included in the base scope. Halmar revised their final proposal to reflect these agreements at the not-to-exceed amount of \$30,800,000. The agreed upon not-to-exceed contract value is considered fair and reasonable.

MNR completed a responsibility review of Halmar as defined in the All Agency Responsibility Guidelines in connection with this award recommendation which yielded no significant adverse information (SAI). A responsibility review was completed on all subcontractors whose scope of work was proposed to be in excess of \$1,000,000. No significant adverse information was found during those reviews.

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

The MTA Department of Diversity and Civil Rights (DDCR) established a 10% M/WBE goal for this project. Halmar's pre-award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

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

Board approval is requested in the not-to-exceed amount of \$30,800,000. This procurement is to be funded by the MNR 2015-2019 Capital Program.

### **V. ALTERNATIVES:**

MNR does not have the available in-house staff with both the expertise and capability to perform the required design and construction services as specified.

# Staff Summary

Item Number C					
Dept & Dept Head Name: Procurement and Material Management, Al Muir-Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	10-23-17	X		
2	MTA Board Mtg.	10-25-17	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Acting President <i>CR</i>				
X	Sr. V.P. Operations <i>JK</i>	X	V.P. Finance & IT <i>CP</i>		
X	V.P. & General Counsel <i>RL</i>	X	V. P. Capital Programs <i>BN</i>		

<b>SUMMARY INFORMATION</b>	
Vendor Name Ford Audio-Video Systems, LLC	Contract Number 1000058028
Description Design and Construction Services for the Visual Display System in Grand Central Terminal	
Total Amount \$8,389,829 (not-to-exceed)	
Contract Term (including Options, if any) 32 months	
Option(s) included in Total Amount?	Yes <input checked="" type="checkbox"/> No
Renewal?	Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

Approval is requested to award a competitively solicited and negotiated 32-month contract (RFP process, five proposals received; two short-listed) to Ford Audio-Video Systems, LLC ("Ford AV") to design and construct the Visual Display System in Grand Central Terminal. This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), at outlying passenger stations, and at other MNR facilities, which is being implemented in a coordinated manner to improve and upgrade the level of information being provided to MNR customers.

### II. DISCUSSION:

The Grand Central Terminal 'Big Board', which serves as the primary departure information board in the Main Concourse, was installed in 1998 as part of the rehabilitation of Grand Central Terminal. The Big Board includes three displays for the New Haven Line, two for the Harlem Line, one for the Hudson Line for displaying train departure schedules, and two Information Boards which show additional notes on delayed trains and other service advisories. The existing 96 Gate Board enclosures are original and unique to Grand Central Terminal, installed when the building was completed in 1913. These historic cases were fully restored in the late 1990s and incorporated the use of LCD technology. This modular LCD technology used within the displays is inflexible and difficult to read from many angles and requires upgrade to more current LED technology to better serve our customers. The historic frames housing the Big Boards and Gate Boards will remain as is and will not be replaced.

The major elements of the scope of work include:

- Removing of existing hardware components of the Big Boards and Gate Boards.
- Designing, furnishing and installing complete and operational hardware for the Big Boards and Gate Boards
- Coordinating with the other CSI design build teams (i.e. Halmar International who is concurrently being proposed to provide the cable plant in Grand Central Terminal, which will provide power and data to the displays; Signet Electronic Systems Inc. who is concurrently being proposed to furnish and install a new Public Address and Visual Information System (PA/VIS) for MNR and will be providing equipment that is required for the new Big Boards and Gate Boards to work with the new PA/VIS system)
- Testing and commissioning of all infrastructure, cabling, display equipment and systems

# Staff Summary

In April 2016, the Board approved use of the RFP process. A Request for Proposal (RFP), dated January 19, 2017, was prepared and advertised in the New York State Contract Reporter, New York Post, El Dario, Daily Challenge and posted on MNR's website. On April 7, 2017, five technical proposals including costs were received from ANC, Ford Audio-Video Systems LLC., Panasonic Enterprise Solutions, SNA Displays, and VCA Global (VCA).

The criteria for selection established in the RFP are as follows:

1. Technical Capability: Ability to provide technical services, equipment and systems as required in the RFP, including but not limited to quality and completeness of the required engineering, testing, training and documentation. Demonstrated capability to furnish and install LED video wall of comparable size project
2. Cost: Completeness and competitiveness of cost and price submittal
3. Experience: Identified previous work over the last ten years similar to the requirements of this RFP. Demonstrated qualifications and availability of key personnel, including a commitment that the key resources remain constant throughout the project, including subconsultant/subcontractor services. Demonstrated work experience with electrical subcontractors
4. Project Plan: Proposer's demonstrated ability to manage and coordinate the work in the RFP
5. Diversity Practices – Evaluation of the diversity practices of the Proposer. MTA Standard Diversity Practices Questionnaire

The Selection Committee was comprised of members representing MNR's Procurement and Material Management, Capital Engineering, GCT Maintenance of Way, Communications and Signal, and Customer Service Departments. The Committee evaluated all five proposals received in accordance with the selection criteria of the RFP. Two firms were shortlisted as a result of the Selection Committee meeting: Ford AV and VCA Global. The Committee invited the two design-build teams to prepare presentations to expand on their submitted technical proposals, answer questions and provide clarifications to their technical approach.

Cost proposals were received on April 7, 2017 from the two short-listed firms as follows: Ford AV at \$8,575,829 and VCA at \$10,360,522. After a complete review of the full proposals, MNR requested a Best and Final Offer price which was submitted on May 31, 2017: Ford AV, \$8,389,829 and VCA, \$9,350,522. Ford AV offered the lowest proposal price of the two shortlisted firms and the Committee found that the firm had submitted an excellent and compliant proposal which demonstrated the required technical ability and experience to perform this type of work. In accordance with the criteria for selection, the Selection Committee unanimously recommended contract award to Ford AV in the amount of \$8,389,829 which is deemed fair and reasonable. MNR did not pursue a long term maintenance agreement with Ford as it is believed that those services can be competitively solicited in the future.

MNR completed a responsibility review of Ford AV as defined in the All Agency Responsibility Guidelines in connection with this award recommendation which yielded no significant adverse information (SAI)

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

The MTA Department of Diversity and Civil Rights (DDCR) established 15% MBE and 15% WBE goals for this project. Ford AV's pre award MWBE submittal package is currently under review by DDCR and the contract will not be awarded until DDCR requirements have been satisfied.

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

Board approval is requested in the not to exceed amount of \$8,389,829. This procurement is to be funded by the MNR 2015-2019 Capital Program.

### **V. ALTERNATIVES:**

MNR does not have the available in-house staff with both the expertise and capability to perform the required design and construction services as specified.

# Staff Summary

<b>Item Number</b> C					
<b>Dept &amp; Dept Head Name:</b> Procurement and Material Management, Al Muir-Sr. Director					
<b>Division &amp; Division Head Name:</b> Executive Vice President, Catherine Rinaldi					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	10-23-17	x		
2	MTA Board Mtg.	10-25-17	x		
<b>Internal Approvals</b>					
Order	Approval		Order	Approval	
x	Acting President <i>CR</i>				
x	Sr. V.P. Operations <i>RL</i>	x	V.P. Finance & IT		
x	V.P. & General Counsel <i>RLG</i>	x	V. P. Capital Programs <i>KP</i>		

SUMMARY INFORMATION	
<b>Vendor Name</b> Mass Electric Construction LLC	<b>Contract Number</b> 10000058050
<b>Description</b> Design and Construction Services for the Security, Audio-Visual and Facility Enhancements at Various Metro-North Stations	
<b>Total Amount</b> \$68,882,100 (not-to-exceed)	
<b>Contract Term (including Options, if any)</b> 37 months	
<b>Option(s) included in Total Amount?</b> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> 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     Bid     Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital     Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

Approval is requested to award a 37-month competitively solicited and negotiated design-build contract (RFP process; 1 proposal received) to Mass Electric Construction LLC (MEC) to complete the design and construction services for security, audio-visual and facility enhancements at various MNR stations. This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), at outlying passenger stations, and at other MNR facilities, which is being implemented to improve and upgrade the level of information being provided to MNR customers.

### II. DISCUSSION:

MNR currently utilizes several systems to provide audio and visual information for its customers within GCT and at the outlying passenger stations. The current systems are at the end of their useful life, and in some cases, do not provide a sufficient level of service information for our customers. The CSI projects will enhance the customer experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at MNR stations and facilities throughout New York and Connecticut. A new Public Address (PA) and Visual Information System (VIS) system will be deployed with redundant central control systems located in multiple facilities to ensure a high state of reliability. The subject contract addresses communications systems and infrastructure in outlying stations but is inter-related to the other CSI projects. It achieves the goal to centralize video surveillance and storage of video, provides needed replacement of communication equipment for increased capacity, provides needed replacement of legacy public address equipment required to keep stations PA in a state of good repair and leverages existing infrastructure such as previously installed variable message signs. The original scope of work was developed to provide these upgrades at thirty five Metro-North stations over a period of five years with the expectation that these upgrades would be rolled out at other Metro-North stations in the future.

The major elements of the subject contract include:

- Design, furnish, install, construct, and test communication cabinets and associated equipment to establish a connection between MNR's Fiber Optic Network, PA/VIS Network and Security Network.
- Design, furnish and install equipment, conduits and cables to supplement and replace the existing or establish a new Fiber Optic, Public Address (PA) / Visual Information System (VIS) and Security network within a station.
- Design, furnish and install conduit, cable and equipment to supplement and modify the existing systems at a station, and, where applicable, the installation of a new system.
- Installation of MNR provided equipment including Cameras, Video Recording Systems, Platform Displays (PD), Station Control Units (SCU), Digital Signal Processors (DSP), Amplifiers and Ambient Microphones coordinated by the other design-build teams.
- Renovations to the NWP C&S – Security Head End Room.
- Testing of complete station operations with all devices installed.
- Design, furnish and install Wi-Fi

A Request for Proposals (RFP), dated January 19, 2017, was prepared and advertised in the New York State Contract Reporter, New York Post, El Diaro, Daily Challenge and posted on MNR's website.

On March 1, 2017, MNR received Phase 1 proposals containing technical qualifications from MEC. The Phase 1 criteria for selection established in the RFP are as follows:

1. Past experience and performance on similar projects
  - a. Design-Build project, including experience of the proposers working together as a design-build team
  - b. Active passenger terminals, rail stations, electrical/communication installations
2. Qualifications and experience of the design-build team, including key personnel and subcontractor/subconsultant resources, with an emphasis on the demonstrated commitment of the proposer to provide such resources for the entire life of the project.
3. Proposer's demonstrated capability and financial resources to perform the work in the time projects

The Selection Committee was comprised of members representing MNR's Capital Engineering, M of W Communications and Signals, Security, Customer Service and Stations Departments, and Procurement and Materials Management. The Selection Committee met on March 7, 2017 to review the received proposal in accordance with the Phase 1 selection criteria of the RFP and MNR's procedures. The Selection Committee determined that the sole design-build team was technically competent and, therefore, should develop and submit Phase 2 proposals.

On June 9, 2017, MNR received the Phase 2 proposal containing additional technical information and cost proposals in the form of proposal worksheet from MEC. The initial gross sum proposal price, inclusive of options, was \$159,000,000. The gross sum proposal amount from MEC exceeded the project budget.

Metro-North's internal review determined that the difference between the estimate and the actual bid was attributable to three main reasons: The nature of this work, which is electrical, is not typically in the area of expertise of contractors who would perform as a lead in a design-build project thus significantly reducing competition, the substantive risks associated with a design-build project, and the perceived risks of coordinating with several projects outside of the contractor's control. The Selection Committee in consultation with key MNR leadership recommended proceeding with significant scope-reduction measures because of the acceptable technical quality of the proposal, the need to replace the infrastructure to support coinciding projects, the need to validate the installation of equipment furnished under coinciding projects for future projects for the remaining stations, and the opportunity to improve customer satisfaction at select locations in the most expeditious manner. In an attempt to better understand the variances between MNR's estimate and MEC's proposed

# Staff Summary

pricing the Selection Committee invited MEC to a preliminary scope discussion meeting. Based upon the insights gained at that meeting the committee elected to revise the scope of the contract from thirty-five (35) station to sixteen (16) stations (Port Chester, Rye, Harrison, Mamaroneck, Larchmont, New Rochelle, Pelham, Mt. Vernon East, Tremont, Melrose, Harlem 125<sup>th</sup> St., Morris Heights, Spuyten Duyvil, Riverdale, Tarrytown, and Ossining). MNR also clarified means and method for installation that the contractor priced in for integration of existing platform signs. Track outage and site availability were also clarified to provide the contractor the maximum amount of time to complete the contract work in the most efficient manner.

In a revised cost proposal dated July 20, 2017, MEC revised their price to \$55,976,000 for the 16 station and certain option items.

Prior to the negotiation meeting with MEC, the selection committee evaluated the firm based on the Phase 2 selection criteria contained in the RFP, which is as follows:

1. Cost
2. Confidence level, commitment of relevant resources to the project including the qualifications and experience of key personnel, team qualifications and reliability to perform the services including subcontractor services
3. Demonstrated understanding of the work scope requirements, including but not limited to the quality and completeness of the work plan and any required submissions
4. Quality and innovativeness of design
5. Proposed staging plan and schedule
6. Diversity practices – Evaluation of the diversity practices of the proposer

A subsequent negotiation meeting was held on July 28, 2017 where additional concessions were requested from MEC. MEC made a final offer of \$54,200,000 which MNR deemed to be fair and reasonable for the reduced scope of work. This negotiated cost was in line with a similar, recently completed real time station project in Stamford CT.

In addition to the base work noted above, MNR is currently developing the work scopes for four additional stations: Poughkeepsie, Southeast, Nanuet and Harriman. Preliminary pricing has been included in the not to exceed amount of \$10,682,100. The final contract pricing for these stations will be negotiated and finalized when the design is in sufficient detail to ensure fair and reasonable pricing. Wi-Fi shall be designed, furnished and installed at all twenty stations at the not to exceed amount of \$4,000,000.

In connection with previous contracts awarded to the Contractor, the Contractor was found to be responsible notwithstanding significant adverse information (SAI) 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. No new SAI has been found relating to the Contractor and the Contractor has been found to be responsible. A responsibility review was completed on all subcontractors whose scope of work was proposed to be in excess of \$1,000,000. No adverse information was found as a result of those reviews.

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

The MTA Department of Diversity and Civil Rights (DDCR) established a 15% MBE and 15% WBE goal for this project. MEC's pre award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

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

Board approval is requested in the not-to-exceed amount of \$ 68,882,100. This procurement is to be state funded and is part of the MNR 2015-2019 Capital Program.

### **V. ALTERNATIVES:**

MNR does not have the available in-house staff with both the expertise and capability to perform the required design and

## Staff Summary

construction services as specified. Moreover, resoliciting this scope of work would adversely impact other CSI projects as well as the ongoing MTA solicitation of a new advertising concessionaire (as installation of digital screens to be used in part to generate advertising revenue would be significantly delayed if this contract is not awarded at this time). Metro-North will use lessons learned from this procurement to increase the prospects for competition when the work for the remaining stations is procured.

# Staff Summary

Item Number C					
Dept. & Dept. Head Name: Procurement and Material Management, Al Muir-Sr. Director					
Division & Division Head Name: Executive Vice President – Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	10-23-17	x		
2	MTA Board Mtg.	10-25-17	x		
Internal Approvals					
Order	Approval	Order	Approval		
x	Acting President				
x	Sr. V.P. Operations	x	V.P. Finance & IT		
x	V.P. & General Counsel	x	V. of Capital Programs		

<b>SUMMARY INFORMATION</b>	
Vendor Name Signet Electronic Systems, Inc.	Contract Number 58018
Description Public Address and Visual Information System /Head End & Real-Time Data	
Total Amount = \$15,893,146 \$14,845,675 (not-to-exceed) – (Capital) \$1,1047,471 five year maintenance – (Operating)	
Contract Term (including Options, if any) 33 months	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

Approval is requested to award a 33-month competitively solicited and negotiated apparatus contract (RFP process; two proposals received; two short-listed) to Signet Electronic Systems, Inc. (Signet) to design, furnish, install, test and integrate a new Public Address and Visual Information System (PA/VIS) central control which will replace the current PA/VIS, as well as develop a new Real Time Train Database System (RTTDS). This contract is an integral part of the multi-part, multi-phase Customer Service Initiative (CSI) in Grand Central Terminal (GCT), and other outlying passenger stations and facilities. The various CSI projects are being implemented in a coordinated manner to improve and upgrade the level and quality of information being provided to MNR customers.

### II. DISCUSSION:

MNR currently utilizes several systems to provide audio and visual information for its customers within GCT and at the outlying passenger stations. The current systems are at the end of their useful life and, in some cases, no longer provide sufficient level of service information to our customers. The CSI projects will enhance customer experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at MNR stations and facilities throughout New York and Connecticut. A new PA/VIS system will be deployed with redundant central control systems located in multiple facilities to ensure a high state of reliability and redundancy.

The subject apparatus contract to design, furnish, install, test and integrate a new PA/VIS system and develop a new RTTDS includes the following major elements:

- Integrating the existing GCT PA/VIS control systems with systems at outlying stations. This system will communicate with the legacy equipment at all passenger stations and new systems installed under this project.
- Developing an algorithm to provide accurate predictions regarding train arrival status and provide automatic estimated time of arrival to customers at stations (RTTDS).
- Installing synchronous visual display of audio with text messages to convey the same or equivalent message to be Americans with Disabilities Act (ADA) compliant and generating audio and visual announcements in English and Spanish (PA/VIS).

# Staff Summary

In April 2016, the Board approved use of the RFP process. A Request for Proposals (RFP), dated November 23, 2016, was prepared and advertised in the New York State Contract Reporter, New York Post, El Dario, Daily Challenge and posted on MNR's website.

The selection criteria established in the RFP are as follows:

1. Cost
2. Confidence level, commitment of relevant resources to the project including the qualifications and experience of key personnel, team qualifications and reliability to perform the services including subcontractor services
3. Demonstrated understanding of the work scope requirements, including but not limited to the quality and completeness of the work plan and any required submissions
4. Quality and innovativeness of design
5. Proposed staging plan and schedule
6. Diversity practices – Evaluation of the diversity practices of the proposer

The Selection Committee was comprised of members representing MNR's Procurement and Material Management, Capital Engineering, M of W Communications and Signals, Customer Service and Stations Departments. The Selection Committee met in March 2017 to review the initial technical and cost proposals received from two firms, Signet and B&C Transit, Inc. (B&C). The Selection Committee determined that both firms should be shortlisted and invited to MNR for oral presentations.

Following the presentations, the Committee met to discuss the proposals and subsequently provided the vendors with written clarifications of the scope of work and new proposal sheets which reflected those changes. Scope revisions were necessary as the initial cost proposals from both teams exceeded MNR's original project budget. The revised proposal sheet requested a base package of 16 stations, two enhanced stations and five options. Further, a long term maintenance and support agreement was requested in order to achieve best possible pricing while the project was being competitively negotiated. Pricing was requested at five year intervals with three options to extend an additional five years for a total of up to 20 years at the Railroad's sole discretion.

The bid items are as follows:

Base 16 stations	Port Chester, Rye, Harrison, Mamaroneck, Larchmont, New Rochelle, Pelham, Mt. Vernon East, Tremont, Melrose, Harlem 125 St. Morris Heights, Spuyten Duyvil, Riverdale, Tarrytown, and Ossining.
Enhanced Stations	Crestwood and White Plains
Option 1	Mid-Hudson Line (Hastings-on-the-Hudson to Croton-Harmon)
Option 2	Mid to Lower Hudson (Greystone to Yankees/E.153rd St. Station)
Option 3	Scarsdale and Hartsdale
Option 4	New Haven Union Station
Option 5	All remaining stations

In May 2017, MNR received the revised costing sheets from both firms as follows; Signet's price for all work excluding the maintenance contract was \$14,845,675, as compared to B&C at \$14,246,300; B&C was also \$774,514.53 lower for the first 5 year maintenance term. While B&C's overall cost was slightly lower (approximately 4%), the Selection Committee determined that Signet's technical proposal was clearly superior.

The Selection Committee unanimously recommended that the contract be awarded to Signet. Signet provided viable design alternatives and concepts that were deemed to be well engineered, time/labor efficient, and compliant with the intent of the preliminary design. Signet's team also demonstrated the capacity and willingness to perform systems integration work under this contract with other, related CSI projects. MNR's project management team found this to be highly

# Staff Summary

valuable given the complex, interrelated nature of the CSI projects. Signet's team, which includes Penta has a strong history of executing systems integration solutions for complex communication projects similar to the scope of work under this contract.

At this time, Metro-North recommends awarding the base contract for 18 stations including the enhanced stations and option 4 (New Haven Union Station) in the amount of \$10,302,515. The total proposed contract value is considered fair and reasonable. The design and development costs for this project are primarily reflected in the base cost. For that reason, the option pricing for the remaining stations is also considered fair and reasonable as the pricing reflects primarily material costs. Metro-North will exercise these options in the event additional funding is identified. In addition, Metro-North recommends that the maintenance contract, which would be funded by the MNR operating budget, be approved.

MNR completed a responsibility review of Signet Electronic Systems, Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation which yielded no significant adverse information (SAI). A responsibility review was completed on all subcontractors whose scope of work was proposed to be in excess of \$1,000,000. No significant adverse information was found during those reviews.

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

The MTA Department of Diversity and Civil Rights (DDCR) established a 15% MBE and 15%WBE goal for this project. Signet's pre-award M/WBE submittal package is currently under review by DDCR. The contract will not be awarded until DDCR requirements have been satisfied.

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

Board approval is requested in the amount of \$15,893,146. The initial award is recommended in the amount of \$10,302,515 which includes the base 18 stations, including the enhanced stations and option 4. MNR reserves the right to elect the options in the amount of \$4,543,160 within the 33 month contract period. In addition, MNR is also requesting a not to exceed amount of \$1,047,471 for 5 years of maintenance cost be approved at this time. These services are to be provided on an as needed basis, as well as scheduled maintenance. This procurement is to be funded by the 2015-2019 Capital Program and MNR's operating budget (maintenance)

### **V. ALTERNATIVES:**

MNR does not have the available in-house staff with both the expertise and capability to perform the required design and construction services as specified.

**OCTOBER 2017**

**METRO-NORTH RAILROAD**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Schedules Requiring Majority Vote:**

**K. Ratification of Completed Procurement Actions**

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

**1. Circuit Breaker Sales NE, Inc. - \$89,741**

**2. Robert L. Gerosa, Inc. - \$95,850**

**Emergency Bus Duct Repair and Rigging Services      \$185,591 (not-to-exceed)**

Noncompetitive procurement for emergency bus duct repair and rigging services at Metro-North Railroad's Harlem Line B-7 Tremont Substation. The bus duct connects two traction power transformers to the rectifier. The transformers and associated components are in place to supply the voltage necessary for MNR's north and south Harlem main lines.

This procurement is being presented as ratification due to the immediate need for replacement services to restore the substation to full operational capacity. When one of the transformers fails, the existing transformer must carry the electrical wattage for both main lines. Failure of the remaining transformer will affect railroad operations on the Harlem Line which could result in jeopardizing the safety of operations on the Harlem line.

Circuit Breaker Sales NE, Inc. who has the necessary specialized technical capability of working with high energy systems will provide all labor, materials and engineering to repair, replace, remanufacture and recertify for service four runs of the XL-U 1,000 volt, 2,000 amp indoor/outdoor bus duct. Robert L. Gerosa, Inc. who has the necessary specialized rigging capability to perform this complex work will provide: iron worker riggers, operating engineers, crane equipment, rigging gear and tools. The scope of work includes: 1) removal of the failed transformer to a staging area within MNR's North White Plains Yard and: 2) relocation of a spare transformer located at MNR's Substation B-23 North White Plains Yard to MNR's B-7 Tremont Substation.


MNR completed a responsibility review of both firms as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

The total cost for the emergency bus duct repair and rigging services is \$185,591 (Circuit Breaker Sales - \$89,741 & Robert L. Gerosa, Inc. - \$95,850) and is deemed fair and reasonable as it is 9% lower than MNR's in-house estimate. This procurement is to be funded by MNR's Operating Budget.

## Schedule K: Ratification

Item Number: K

<b>Vendor Name (&amp; Location)</b> Circuit Breaker Sales NE Inc. Robert L. Gerosa, Inc.
<b>Description</b>  Bus Duct Repair and Rigging Services
<b>Contract Term (including Options, if any)</b> Immediate
<b>Option(s) included in Total Amount?</b> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:

<b>Contract Number</b> 1000093428 1000093786	<b>AWO/Modification #</b>
<b>Renewal?</b>	Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$89,741 <u>\$95,850</u> \$185,591
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director 	

### Discussion:

Noncompetitive procurement for emergency bus duct repair and rigging services at Metro-North Railroad's Harlem Line B-7 Tremont Substation. The bus duct connects two traction power transformers to the rectifier. The transformers and associated components are in place to supply the voltage necessary for MNR's north and south Harlem main lines.

This procurement is being presented as ratification due to the immediate need for replacement services to restore the substation to full operational capacity. When one of the transformers fails, the existing transformer must carry the electrical wattage for both main lines. Failure of the remaining transformer will affect railroad operations on the Harlem Line which could result in jeopardizing the safety of operations on the Harlem line.

Circuit Breaker Sales NE, Inc. who has the necessary specialized technical capability of working with high energy systems will provide all labor, materials and engineering to repair, replace, remanufacture and recertify for service four runs of the XL-U 1,000 volt, 2,000 amp indoor/outdoor bus duct. Robert L. Gerosa, Inc. who has the necessary specialized rigging capability to perform this complex work will provide: iron worker riggers, operating engineers, crane equipment, rigging gear and tools. The scope of work includes: 1) removal of the failed transformer to a staging area within MNR's North White Plains Yard and: 2) relocation of a spare transformer located at MNR's Substation B-23 North White Plains Yard to MNR's B-7 Tremont Substation.

MNR completed a responsibility review of both firms as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

The total cost for the emergency bus duct repair and rigging services is \$185,591 (Circuit Breaker Sales - \$89,741 & Robert L. Gerosa, Inc. - \$95,850) and is deemed fair and reasonable as it is 9% lower than MNR's in-house estimate. This procurement is to be funded by MNR's Operating Budget.

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**October 25, 2017**

# Staff Summary



<b>Subject : Request for Authorization to Award Various Procurements</b>						<b>Date</b> <div style="text-align: center;">October 25, 2017</div>			
<b>Department</b> Procurement and Logistics									
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement and Logistics Officer									
<b>Department Head Signature</b>									
<b>Board Action</b>						<b>Internal Approvals</b>			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	10.23.17				1	President		
2	MTA Board	10.25.17				2	Executive VP		

## PURPOSE:

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

## DISCUSSION:

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

	<u># of Actions</u>	<u>\$ Amount</u>
--	---------------------	------------------

None

**LIRR proposes to award Competitive Procurements in the following categories:**

	<u># of Actions</u>	<u>\$ Amount</u>
--	---------------------	------------------

### Schedules Requiring Two-Thirds Vote

Schedule C: Competitive Requests for Proposals (Award)	2	\$90,159,236
SUBTOTAL:	2	\$90,159,236

**LIRR proposes to award Ratifications in the following categories:**

	<u># of Actions</u>	<u>\$ Amount</u>
--	---------------------	------------------

None

TOTAL:	2	\$90,159,236
--------	---	--------------

**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

**OCTOBER 2017**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Two-Thirds Vote*

**Schedule C: Competitive Request for Proposals (Award of Purchase and Public Work Contracts)**

(Staff Summaries only required for items requiring Board approval)

- |   |                     |                                      |
|---|---------------------|--------------------------------------|
| <b>1. Railroad Construction Company &amp; AMCC Corp. JV<br/>Competitive RFP<br/>Contract No. 6241</b> | <b>\$89,859,236</b> | <i><u>Staff Summary Attached</u></i> |
|---|---------------------|--------------------------------------|

LIRR requests MTA Board approval to award a firm fixed price contract to Railroad Construction Company and AMCC Corp., a joint venture, in the amount of \$89,859,236 to provide design-build services for the Morris Park Locomotive Shop and Employee Facility project (the "Contract"). The proposed award of the Contract is being made pursuant to a competitive Request for Proposals process.

*Procurements Requiring Majority Vote*

**Schedule F: Personal Service Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive)

- |   |                                    |
|---|------------------------------------|
| <b>2. Staples Marketing LLC. D/B/A Affirm<br/>Two-Year Contract<br/>Contract No. 6277</b> | <b>\$300,000<br/>Not-to-Exceed</b> |
|---|------------------------------------|

LIRR requests Board approval to award a two-year Personal Services Contract in the not-to-exceed amount of \$300,000 to Staples Marketing LLC d/b/a Affirm ("Affirm") for development and implementation of a Marketing program to increase public transit usage in Nassau County through year-long campaigns, including outreach to employers for tax-free commutation benefits, Car Free Day Long Island, disseminate transportation related information to targeted age groups (college students, senior citizens) and through canvassing train stations and communities. This contract is fully funded by a two-year Federal Congestion Mitigation and Air Quality Improvement (CMAQ) grant that has been awarded to MTA to invest in projects in Nassau County to reduce air pollutants from personal transportation, such as automobiles. In response to LIRR's RFP, which was advertised in the NYS Contract Reporter and the NY Post on August 3, 2017, LIRR received one proposal from the incumbent, Affirm in the amount of \$300,000. Thirteen other respondents declined to propose, citing reasons

including a lack of expertise, the project being outside of their area of interest, and size/scope of project not appropriate for the firm. Affirm has been providing these services over the past three contracts to the satisfaction of the LIRR and is therefore deemed qualified. MTA Audit took no exceptions to Affirm's cost proposal, which is commensurate with the LIRR's estimate. Labor rates have increased 3% since 2012, overhead is unchanged and profit was decreased by 2% through negotiations. Affirm's price is therefore fair and reasonable. The Grant Agreement will fully fund the \$300,000 2-year contract total.

## Staff Summary



Page 1 of 2

Item Number:					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i> 10/11/17					
Division & Division Head Name: Department of Program Management - Paul Dietlin					
Division Head Signature & Date <i>[Signature]</i> 10/11/17					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	10.23.17			
2	MTA Board	10.25.17			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	Sr. VP/Engineering <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	VP/CFO <i>[Signature]</i>		
4	Sr. VP/Operations <i>[Signature]</i>	1	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> Railroad Construction Co and AMCC Corp (joint venture)	<b>Contract Number</b> 6241
<b>Description</b> Morris Park Locomotive Shop & Employee Facility - Design-Build	
<b>Total Amount</b> \$89,859,236.00 (lump sum)	
<b>Contract Term (including Options, if any)</b> 660 days	
<b>Options(s) included in Total Amount:</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<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 type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative****I. PURPOSE/RECOMMENDATION:**

LIRR requests MTA Board approval to award a firm fixed price contract to Railroad Construction Company ("RCC") and AMCC Corp ("AMCC"), a joint venture ("RCC/AMCC JV"), in the amount of \$89,859,236.00 to provide design-build services for the Morris Park Locomotive Shop and Employee Facility project (the "Contract"). The proposed award of the Contract is being made pursuant to a competitive Request for Proposals process.

**II. DISCUSSION:**

LIRR requires the services of a design-build contractor to provide design, engineering, and construction services for the design and construction of a new locomotive repair shop and employee facility. The new repair shop will replace the current 125 year old Morris Park Shop. The maintenance tracks, undercar pits, and crane facilities of the shop are too short to accommodate the length of the newer (circa 1998) LIRR passenger locomotives and all future fleets. The existing lighting is inadequate, site drainage poor and the roof has suffered severe deterioration despite state of good repair efforts. In addition, maintenance parts for the cranes are no longer readily available and need to be scavenged or handcrafted. Damage to the shop became so significant that in 2008, the former Back Shop was demolished.

The new shop facility will be equipped to maintain LIRR's current fleet of diesel locomotives used in revenue service and the current fleet of diesel work locomotives. Customer service will be enhanced through better locomotive reliability and on-time performance. In addition, the shop is congruent with LIRR's diesel fleet maintenance strategy and will work in coordination with activities at the adjacent Richmond Hill facility.

**Staff Summary**

At its July 2016 meeting, the MTA Board approved the use of the Request for Proposals (“RFP”) method to procure the design-build services for the new Morris Park Locomotive Shop and Employee Facility. On April 13, 2017, an RFP was publicly advertised. Addenda 1 through 14 were issued to answer vendor queries and extend the due date of proposals. The basis for award was best value to LIRR.

On July 17, 2017, Proposals were submitted by three firms: Skanska USA Civil (“Skanska”), Silverite Construction (“Silverite”), and RCC/AMCC JV. LIRR then requested that all three firms clarify and expand upon their technical proposals and LIRR conducted supplemental oral presentations with each proposer. On August 23, 2017, the LIRR Technical Evaluation Committee (“TEC”) met individually with each of the three firms to hear each firm’s oral presentation, discuss and further evaluate the firm’s technical capability and identify proposal items that each firm may wish to consider in their best and final offer (BAFO). At the end of each presentation, each firm was directed to submit a BAFO addressing technical as well as cost components that together would constitute the best value to LIRR.

Silverite’s BAFO revised its schedule to reduce project substantial completion from the 720 calendar days from award set forth in the RFP to 675 calendar days. Silverite’s BAFO also increased their proposed cost from \$109,300,000.00 to \$ 120,032,242.00, which clearly placed Silverite outside of the competitive range. Skanska’s BAFO revised its schedule to reduce project substantial completion to 660 calendar days and also reduced its proposed cost from an initial \$95,770,000 to \$93,750,000. RCC/AMCC JV’s BAFO revised its schedule to reduce project substantial completion to 660 calendar days and also significantly reduced its proposed cost from an initial cost of \$92,139,236 to \$89,859,236. RCC/AMCC JV’s revised BAFO cost is \$9,322,293 (or 9.39%) below LIRR’s internal estimate. Accordingly, LIRR has deemed RCC/AMCC JV’s cost to be fair and reasonable. Both RCC/AMCC JV and Skanska demonstrated expertise and knowledge in advancing a project of this type. However, as a result of a conflict of interest discovered late in the procurement, Skanska’s proposal was not given further consideration. LIRR was then left with RCC/AMCC JV’s proposal that clearly offers a savings to LIRR of \$3,890,764. As a result of these savings, together with technical and cost factors considered, LIRR determined the RCC/AMCC JV proposal to be the best overall value to the LIRR for the project.

A responsibility review was conducted of RCC and AMCC, individually, and no significant adverse information was found. RCC and AMCC are therefore deemed responsible.

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

The MTA Department of Diversity and Civil Rights (DDCR) has established MBE and WBE goals for this procurement at 15% and 15%, respectively. DDCR is awaiting the submission of RCC/AMCC final MBE/WBE Utilization Plan. An award will not be made until DDCR approval of the MBE/WBE utilization plan is obtained. Railroad Construction Company, Inc. has achieved its MBE/WBE or DBE goals on previous MTA Contracts. AMCC Corp., Inc. has NOT completed any MTA contract; therefore, no assessment of the firm’s MBE/WBE and DBE performance can be determined at this time.

**IV. IMPACT ON FUNDING:**

This contract will be funded by the LIRR Capital Budget.

**V. ALTERNATIVES:**

LIRR does not have the ability to undertake the design build services for the construction of the Morris Park Locomotive Shop & Employee Facility with in-house forces.


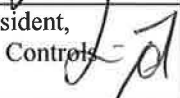

**METRO NORTH AND LONG ISLAND RAIL ROAD  
JOINT COMMITTEE**

**MTA BOARD**

**PROCUREMENT PACKAGE**

**OCTOBER 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	10/23/17	X		
2	Board	10/25/17	X		

<b>Date:</b> October 16, 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 Long Island Rail Road Committee of these procurement actions.

**DISCUSSION**

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

**Schedules Two-Thirds Vote:**

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C Competitive Requests for Proposals (Award of a Purchase or Public Work Contract)	8	\$ 50,000,000
<b>SUBTOTAL</b>	<b>8</b>	<b>\$ 50,000,000</b>

**Schedules Requiring Majority Vote:**

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule I Modification to Purchase or Public Work Contract	1	\$ 1,600,000
<b>SUBTOTAL</b>	<b>1</b>	<b>\$ 1,600,000</b>
<b>TOTAL</b>	<b>9</b>	<b>\$ 51,600,000</b>

**Competitive Bidding Requirements**

The procurement actions in Schedule C are subject to the competitive bidding requirements of PAL 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 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 modifications 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.

October 2017

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**Schedule C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**  
(Staff Summaries required for items requiring Board approval.)

**1 - 8.      Various Contractors                      NTE \$50,000,000 (Aggregate)      Staff Summary Attached**  
**Contract Nos. MC852A – MC852H**  
**Three Years and Two Year Option**

In accordance with Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article III(B)(6) of the All Agency General Contract Procurement Guidelines, MTACC seeks Board approval to award competitively solicited miscellaneous construction service contracts to eight firms to provide services on an as-needed bases in support of the East Side Access Project.

**Procurements Requiring Two-Thirds Vote:**

**Schedule I. Modification To Purchase and Public Work Contracts**  
(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

**9.              GCT Constructors Joint Venture                      \$ 1,600,00                      Staff Summary Attached**  
**Contract No. CM014B**  
**Modification No. 85**

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC seeks Board approval to modify the contract to add the requirement to construct a rigging frame and lifting platform to provide for access to two Metro North Railroad (MNR) transformers.



## Staff Summary

Page 1 of 3

Item Numbers 1 - 8					
Dept & Dept Head Name: East Side Access, W. Goodrich					
Division & Division Head Name: Harold Construction/M.Kaleda					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Joint Committee	10/23/17	X		
2	Board	10/25/17	X		
Internal Approvals					
Order	Approval	Order	Approval		
3	Sr. Vice President & General Counsel	5	President		
2	Vice President, Program Controls	4	Executive Vice President & CFO		
1	Chief Procurement Officer				

SUMMARY INFORMATION	
Vendor Name	Contract Number
Various	MC852A - MC852H
Description Miscellaneous Construction Services On an As-Needed Basis for the East Side Access Project	
Total Amount \$50,000,000 Aggregate	
Contract Term Three Years and a Two Year Option	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**I. PURPOSE/RECOMMENDATION:**

To obtain Board approval to award competitively solicited miscellaneous construction service Contracts MC852A through MC852H to the following firms in the aggregate, not-to exceed amount, of \$50 Million:

1. El Sol Construction Corporation/ES II Enterprise, Joint Venture
2. Forte Construction Corporation
3. LK Comstock & Company, Inc.
4. J-Track LLC
5. Railroad Construction Company, Inc.
6. Restani Construction Corporation
7. Tutor Perini Corporation
8. Union Paving and Construction Company, Inc./Tracks Unlimited LLC, Joint Venture

These contracts are to provide services on an as-needed bases in support of the East Side Access Project ("ESA"). These are zero dollar based contracts and do not obligate MTACC to commit any minimum dollar amount. The term of each contract is three years with an option to extend for an additional two years.

**II. DISCUSSION:**

This contract will facilitate the award of work on expedited basis, predominantly in the Harold Interlocking, to take advantage of Long Island Railroad and Amtrak resources that become available and address other expedited needs that may arise. In connection with the ESA work in the Harold Interlocking, certain scopes of work have been deleted from contract packages for various reasons, but predominantly because Railroad resources were or will not be available to support the work to support the contract schedule. Traditionally, these deleted scopes of work were added to other contract packages by change order, when Railroad resources became available. The downside to that approach is that the change orders were negotiated rather than competitively bid and, in some cases, impacted the schedules of existing contract.

**Staff Summary**

Page 2 of 3

Item Numbers 1 - 8

The creation of this contract will, in certain circumstances, allow MTACC to competitively bid these scope transfers on an expedited basis when Railroad resources become available without impacting the schedules of existing contracts. The contractors selected through this RFP process demonstrate experience and ability in areas such as general construction, demolition, site excavation, structural steel repairs, plumbing, installation of catenary, tracks, signals and switches and roadway repairs. As specific scopes of work are identified, the selected contractors will be invited to bid on those scopes and the work will be awarded to the lowest bidders by task orders. Funds from the aggregate contract amount will be allocated to individual task orders to pay contractors for the work they perform.

In January 2017, the Board adopted a resolution declaring that competitive bidding was impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article III(B)(6) of the All Agency General Contract Procurement Guidelines, it is in the public interest to issue a competitive Request for Proposal ("RFP") to obtain On-Call Miscellaneous Construction Services for the East Side Access Project.

The requirements were advertised in the New York Post, the New York State Contract Reporter, Minority Commerce Weekly, and the Engineering News Record. In addition, 61 firms were sent invitations to propose. Seventeen (17) firms requested a copy of the RFP. On August 10, 2017, proposals were received from the following eight firms:

1. El Sol Construction Corporation/ES II Enterprise, Joint Venture
2. Forte Construction Corporation
3. LK Comstock & Company, Inc.
4. J-Track LLC
5. Railroad Construction Company, Inc.
6. Restani Construction Corporation
7. Tutor Perini Corporation
8. Union Paving and Construction Company, Inc./Tracks Unlimited LLC, Joint Venture

The Selection Committee for this Contract consisted of representatives from MTACC's Procurement Division and the East Side Access Project. The selection committee evaluated the technical proposals of each of the proposers and determined that all eight proposers had the required technical capabilities and experience, acceptable performance history and safety records and recommended that MTACC enter into on-call contracts with each of them.

The request for authorization to proceed with this RFP sought a not-to-exceed aggregate limit for these contracts of \$25M. This request seeks authorization to increase that amount to \$50 Million in order to include track work that would benefit from the expedited nature of the on-call process. Specifically, the work required to complete the final track realignments in Harold Interlocking and create the site for the B/C Tunnel Approach structure must start by the spring of 2018 and finish within the calendar year 2018 to maintain the current forecast for East Side Access Revenue Service in December 2022.

In connection with a previous contract awarded to LK Comstock & Company, Inc. (Comstock), Comstock 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 February 2016. No new SAI has been found relating to Comstock and Comstock was found to be responsible.

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 was found to be responsible.

In connection with a review of J-Track, no significant adverse information was found and they were found to be responsible. Please note that prior to August 2016, J-Track was affiliated with Judlau Contracting Inc. ("Judlau") but that is no longer the case. Judlau has had SAI but not in connection with J-Track.

In connection with the review of the other proposers, no significant adverse information was found and they were all found to be responsible.

**Staff Summary**

Item Numbers 1 - 8

Page 3 of 3

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

This Contract is federally funded and is therefore is governed by the regulation promulgated by the U.S Department of Transportation at 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs. The Department of Diversity and Civil Rights reviewed the requirements of the Contract and after undertaking a thorough analysis established a goal of 20% for this contract based on the nature of the work and the availability of Disadvantaged Business Enterprises capable of performing the work. All of the Proposers have pledged to meet the 20% goal.

In connection with past experience meeting D/M/WBE goals, El Sol Construction Corporation, ES II Enterprise, Forte Construction Corporation, LK Comstock & Company, Inc., J-Track LLC, Railroad Construction Company, Inc., Restani Construction Corporation and Tutor Perini Corporation have achieved their goals on prior contracts. Union Paving and Construction Company, Inc. and Tracks Unlimited LLC have no performance history with D/M/WBE goals on MTA Contracts.

**V. IMPACT ON FUNDING**

Funding for these contracts is available in the MTA Capital Program.

**VI. ALTERNATIVES**

The alternative would be to separately procure contracts for each of the anticipated tasks which would delay completion of those tasks and impact the ESA schedule.

<b>Vendor Name (&amp; Location)</b>	<b>Contract Number</b>	<b>AWO/Modification #</b>
GCT Constructors Joint Venture (Secaucus, NJ)	CM014B	94
<b>Description</b>		
GCT Concourse and Facilities Fit-Out for the ESA Project	<b>Original Contract Amount:</b> \$ 404,622,096 <b>Original Option Amounts:</b> \$ 24,277,904 <b>Original Board Approved Amount:</b> \$ 428,900,000	
<b>Contract Term (including Options, if any):</b>	<b>Prior Modifications:</b> \$ 14,578,430	
1,726 Days	<b>Exercised Options:</b> \$ 24,277,904	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<b>Prior Budgetary Increases:</b> \$ 0	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$ 443,478,430	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid    Other: Modification		
<b>Funding Source</b>	<b>This Request</b> \$                      1,600,000	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> .36%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	<b>% of Modifications (including This Request) to Original Amount:</b> 4%	
East Side Access/William Goodrich, P.E.		

This Contract is for the architectural, structural, mechanical and electrical fit-out of the new Long Island Rail Road (“LIRR”) Concourse within the Grand Central Terminal. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC seeks Board approval to modify the contract to add the requirement to construct a rigging frame and lifting platform to provide for access to two Metro North Railroad (MNR) transformers.

The Contractor submitted a cost proposal for this work in the amount of \$2,190,187. The MTACC project estimate is \$1,621,320. Negotiations were held and both parties agreed to a cost of \$1,600,000, which is considered to be fair and reasonable. Funding for this modification will come from contract contingency.

Master Page # 145 of 238 - Joint Metro-North and Long Island Committees Meeting 10/23/2017



**Metro-North Railroad**

# **Operations Report**



# **MONTHLY OPERATING REPORT**

## **September 2017**

Date Issued:  
Monday, October 09, 2017

Performance Summary			2017 Data			2016 Data	
			Annual Goal	September	YTD thru September	September	YTD thru September
<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>93.5%</b>	<b>94.1%</b>	<b>95.5%</b>	<b>93.9%</b>
		AM Peak	93.0%	91.2%	94.7%	95.7%	92.5%
		AM Reverse Peak	93.0%	94.8%	95.8%	96.9%	95.4%
		PM Peak	93.0%	96.8%	94.7%	96.7%	94.8%
		<b>Total Peak</b>	<b>93.0%</b>	<b>94.0%</b>	<b>94.9%</b>	<b>96.3%</b>	<b>93.9%</b>
		Off Peak Weekday	93.0%	91.6%	92.4%	94.0%	92.6%
		Weekend	93.0%	95.6%	96.1%	97.4%	96.5%
	<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>89.7%</b>	<b>94.5%</b>	<b>95.3%</b>	<b>95.0%</b>
		AM Peak	93.0%	92.2%	94.9%	96.3%	92.3%
		AM Reverse Peak	93.0%	93.2%	97.4%	98.3%	97.0%
		PM Peak	93.0%	96.0%	96.6%	96.6%	96.6%
		<b>Total Peak</b>	<b>93.0%</b>	<b>93.9%</b>	<b>95.9%</b>	<b>96.7%</b>	<b>94.7%</b>
		Off Peak Weekday	93.0%	82.8%	92.5%	92.8%	94.0%
		Weekend	93.0%	94.1%	95.7%	97.7%	97.1%
	<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>96.3%</b>	<b>95.9%</b>	<b>96.6%</b>	<b>94.8%</b>
		AM Peak	93.0%	92.2%	96.3%	95.8%	93.8%
		AM Reverse Peak	93.0%	95.8%	97.3%	97.7%	96.0%
		PM Peak	93.0%	98.5%	95.3%	98.1%	94.6%
		<b>Total Peak</b>	<b>93.0%</b>	<b>95.3%</b>	<b>96.0%</b>	<b>97.1%</b>	<b>94.5%</b>
		Off Peak Weekday	93.0%	95.9%	95.0%	95.4%	94.1%
		Weekend	93.0%	98.4%	97.3%	98.2%	96.8%
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.6%</b>	<b>92.5%</b>	<b>94.9%</b>	<b>92.6%</b>
		AM Peak	93.0%	89.8%	93.3%	95.2%	91.6%
		AM Reverse Peak	93.0%	94.8%	93.6%	95.2%	94.0%
		PM Peak	93.0%	96.0%	93.1%	95.6%	93.7%
		<b>Total Peak</b>	<b>93.0%</b>	<b>93.0%</b>	<b>93.3%</b>	<b>95.4%</b>	<b>92.8%</b>
		Off Peak Weekday	93.0%	93.5%	90.4%	93.7%	90.8%
		Weekend	93.0%	94.7%	95.4%	96.6%	95.9%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>18,993</b>	<b>173,020</b>	<b>19,230</b>	<b>173,525</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			10.9	12.4	11.4	13.0
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	184	1,907	123	2,042
	<b>Trains Canceled</b>		230	3	225	12	271
	<b>Trains Terminated</b>		230	10	213	20	269
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.9%	99.7%	99.8%	99.7%
<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>99.2%</b>	<b>99.5%</b>	<b>99.6%</b>
		AM Peak	99.0%	98.4%	98.3%	98.7%	99.1%
		AM Reverse Peak	99.5%	99.9%	99.9%	100.0%	99.9%
		PM Peak	99.0%	98.7%	98.1%	99.1%	99.1%
		<b>Total Peak</b>	<b>99.0%</b>	<b>98.8%</b>	<b>98.5%</b>	<b>99.1%</b>	<b>99.2%</b>
		Off Peak Weekday	99.5%	99.5%	99.5%	99.8%	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%	98.6%	98.5%	99.1%	99.2%
		PM Peak	99.0%	99.0%	98.4%	99.0%	99.0%
	<b>New Haven Line</b>	AM Peak	98.5%	97.2%	97.1%	97.5%	98.5%
		PM Peak	98.5%	97.6%	96.7%	98.6%	98.5%

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	August	2017 Data YTD thru September		2016 Data YTD thru September		YTD 2017 Vs 2016
Engineering (Scheduled)	44.1%	623	984	4,026	389	2,637	1,388
Engineering (Unscheduled)	26.2%	541	585	5,355	329	5,969	-614
Maintenance of Equipment	12.2%	266	273	2,912	359	3,576	-664
Transportation	1.9%	79	42	667	79	709	-43
Capital Projects	0.0%	0	0	6	7	99	-93
Weather and Environmental	0.7%	22	17	1,775	27	1,866	-91
Police	8.3%	142	185	2,263	227	2,888	-624
Customers	3.5%	107	78	736	84	836	-100
Other	3.0%	445	67	2,484	67	3,143	-659
3rd Party Operations	0.1%	2	2	22	2	29	-7
<b>TOTAL</b>	<b>100.0%</b>	<b>2,226</b>	<b>2,231</b>	<b>20,245</b>	<b>1,570</b>	<b>21,752</b>	<b>-1,507</b>

HUDSON LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2017 Vs 2016
Engineering	78.3%	316	721	2,328	125	1,438	890
Maintenance of Equipment	8.5%	67	78	679	144	1,013	-334
Transportation	1.3%	16	12	99	14	133	-34
Capital Projects	0.0%	0	0	0	0	4	-4
Weather and Environmental	0.0%	5	0	442	0	295	147
Police	7.2%	22	66	510	89	374	136
Customers	4.2%	38	39	272	37	219	53
Other	0.5%	86	5	267	26	769	-502
3rd Party Operations	0.0%	2	0	4	0	2	2
<b>TOTAL</b>	<b>100.0%</b>	<b>552</b>	<b>921</b>	<b>4,601</b>	<b>435</b>	<b>4,247</b>	<b>354</b>

HARLEM LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2017 Vs 2016
Engineering	61.9%	262	232	1,966	176	2,117	-151
Maintenance of Equipment	20.3%	93	76	732	121	1,024	-292
Transportation	1.9%	10	7	151	31	215	-64
Capital Projects	0.0%	0	0	0	0	1	-1
Weather and Environmental	3.2%	12	12	695	8	744	-49
Police	5.6%	30	21	648	46	751	-103
Customers	4.0%	23	15	138	11	204	-66
Other	3.2%	7	12	342	5	958	-616
3rd Party Operations	0.0%	0	0	0	0	1	-1
<b>TOTAL</b>	<b>100.0%</b>	<b>437</b>	<b>375</b>	<b>4,672</b>	<b>398</b>	<b>6,015</b>	<b>-1,343</b>

NEW HAVEN LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2017 Vs 2016
Engineering	66.0%	586	616	5,086	419	5,053	33
Maintenance of Equipment	12.6%	106	118	1,501	94	1,538	-37
Transportation	2.5%	53	23	416	34	362	54
Capital Projects	0.0%	0	0	6	6	94	-88
Weather and Environmental	0.4%	5	4	638	19	827	-189
Police	10.5%	90	98	1,106	92	1,763	-657
Customers	2.6%	46	24	325	36	413	-88
Other	5.2%	352	49	1,876	36	1,416	460
3rd Party Operations	0.2%	0	2	18	1	24	-6
<b>TOTAL</b>	<b>100.0%</b>	<b>1,238</b>	<b>934</b>	<b>10,972</b>	<b>737</b>	<b>11,490</b>	<b>-518</b>



**OPERATING REPORT**  
**For The Month of September 2017**

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

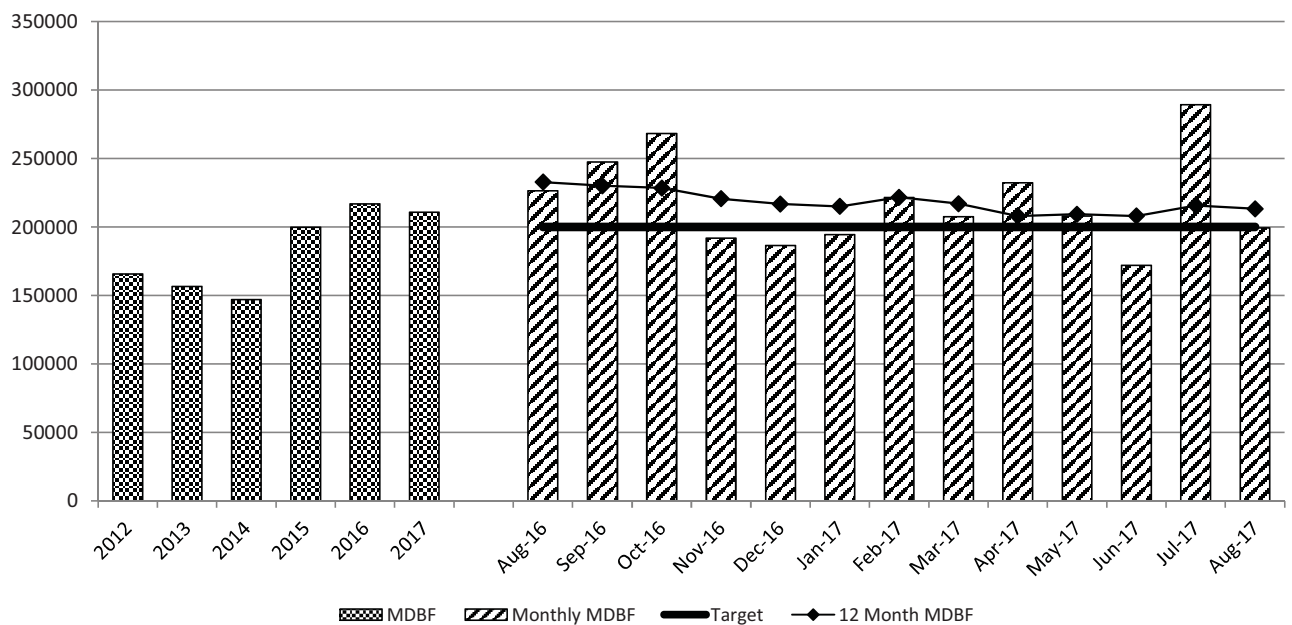
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Late Cxld Term		
			L	C	T	L	C	T	L	C	T	L	C	T			
09/06	Wed	Signal circuit down on Track 1 at CP5.	31	0	0	2	0	0	0	0	0	4	0	0	37	0	0
09/11	Mon	Train 1831 stopped on Track 3 west of CP235 due to defective trainline jumper.	8	0	0	1	0	0	0	0	0	1	0	0	10	0	0
09/12	Tue	The 315 switch at CP1 failed to normal.	13	0	0	1	0	0	0	0	0	0	0	0	14	0	0
09/15	Fri	Heavy Yankee Stadium travel.	1	0	0	0	0	0	0	0	0	11	0	0	12	0	0
09/18	Mon	Train 1084 stopped on Track 3 at CP3 due to Cab Signal Failure.	16	0	0	2	0	0	0	0	0	4	0	0	22	0	0
09/20	Wed	Defective insulated joint on Track 3 at 77th Street.	0	0	0	0	0	0	7	0	0	4	0	0	11	0	0
09/25	Mon	Late completion of the 31B Switch Replacement at CP3.	65	2	0	29	0	0	4	0	0	23	0	0	121	2	0
09/25	Mon	A defective Third Rail Jumper on track 2 north of Marble Hill.	1	0	0	0	0	0	0	0	0	16	0	0	17	0	0
09/28	Thu	Congestion between CP1 - CP5 account unable to control switches.	0	0	0	0	0	0	1	0	0	15	0	0	16	0	0
09/28	Thu	Defective insulated joint on Track 1 at Botanical Garden.	29	0	0	1	0	0	0	0	0	1	0	0	31	0	0
<b>TOTAL FOR MONTH</b>			164	2	0	36	0	0	12	0	0	79	0	0	291	2	0
															<b>293</b>		

	Equip- ment Type	Total Fleet Size	2017 Data						2016 Data		
			MDBF Goal (miles)	Aug MDBF (miles)	Primary Failure Goal	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)	12 month MDBF Rolling Avg (miles)	Aug MDBF (miles)	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)
<b>Mean Distance Between Failures</b>	M2	36	20,000	44,620	2	2	29,114	28,705	56,183	1	29,957
	M8	405	350,000	268,311	7	10	328,853	326,680	387,013	7	454,132
	M3	138	120,000	371,274	3	1	108,302	112,980	339,351	0	92,029
	M7	334	440,000	413,914	4	5	351,786	357,030	240,337	9	460,454
	Coach	209	260,000	1,516,953	6	1	373,162	403,278	302,577	5	213,517
	P-32	31	27,000	13,119	7	15	26,416	26,095	28,409	7	23,313
	BL-20	12	13,000	47,415	3	1	31,641	29,312	20,849	2	35,425
	<b>Fleet</b>	<b>1165</b>	<b>200,000</b>	<b>199,267</b>	<b>32</b>	<b>35</b>	<b>210,880</b>	<b>213,281</b>	<b>226,487</b>	<b>31</b>	<b>216,059</b>
	M2/8		260,000	231,029	9	12	255,746	254,589	345,659	8	366,371
	M3/7		300,000	406,807	7	6	264,827	273,287	278,043	9	305,953
	Diesel/Coach		110,000	103,598	16	17	135,573	136,799	125,246	14	104,407

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	September	YTD thru September	September	YTD thru September
<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>96.4%</b>	<b>94.7%</b>	<b>93.2%</b>	<b>96.4%</b>
		AM Peak	95.5%	93.9%	94.0%	94.6%	96.0%
		PM Peak	95.5%	96.0%	94.6%	88.6%	96.5%
		<b>Total Peak</b>	<b>95.5%</b>	<b>94.9%</b>	<b>94.3%</b>	<b>91.7%</b>	<b>96.2%</b>
		Off Peak Weekday	95.5%	96.4%	95.0%	92.4%	96.3%
		Weekend	95.5%	98.8%	94.7%	97.4%	96.7%
	<b>Pascack Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>98.0%</b>	<b>96.2%</b>	<b>95.2%</b>	<b>96.9%</b>
	<b>Valley Line</b>	AM Peak	96.5%	92.9%	96.2%	95.8%	96.6%
		PM Peak	96.5%	100.0%	96.3%	94.6%	97.4%
		<b>Total Peak</b>	<b>96.5%</b>	<b>96.2%</b>	<b>96.2%</b>	<b>95.2%</b>	<b>97.0%</b>
		Off Peak Weekday	96.5%	98.4%	96.2%	93.5%	96.8%
		Weekend	96.5%	99.5%	95.9%	98.6%	97.1%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>94.2%</b>	<b>92.6%</b>	<b>90.3%</b>	<b>95.5%</b>
		AM Peak	95.0%	95.2%	91.0%	92.9%	95.1%
		PM Peak	95.0%	91.3%	92.7%	81.6%	95.4%
		<b>Total Peak</b>	<b>95.0%</b>	<b>93.3%</b>	<b>91.8%</b>	<b>87.3%</b>	<b>95.3%</b>
		Off Peak Weekday	95.0%	93.7%	93.3%	90.8%	95.5%
		Weekend	95.0%	97.6%	92.6%	95.3%	95.9%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>1,670</b>	<b>15,149</b>	<b>1,670</b>	<b>15,136</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>			17.2	21.2	18.2	20.8
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		300	27	323	26	236
	<b>Trains Canceled</b>		60	5	89	34	60
	<b>Trains Terminated</b>		60	2	42	25	55
	<b>Percent of Scheduled Trips Completed</b>		99.4%	99.6%	99.1%	96.5%	99.2%



**WEST OF HUDSON**

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T
09/15	Fri	A track circuit issue due to a bad contact at the hand thrown D-Rail at the 84 Lumber switch.	0	0	0	6	0	0	2	0	0	0	0	0
09/27	Wed	Train 1608 was terminated at Nanuet due to mechanical failure on Engine 4007.	5	0	1	0	0	0	0	0	0	0	0	0
TOTAL FOR MONTH			5	0	1	6	0	0	2	0	0	0	0	0
												14		



## SEPTEMBER 2017 STANDEE REPORT

### East of Hudson

			SEPT 2016	YTD 2016	SEPT 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	27	27
		<b>Total Standees</b>	<b>4</b>	<b>9</b>	<b>27</b>	<b>27</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	11	32	21	31
		<b>Total Standees</b>	<b>11</b>	<b>32</b>	<b>21</b>	<b>31</b>
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>15</b>	<b>41</b>	<b>48</b>	<b>60</b>
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	1
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	13	20	3	17
		<b>Total Standees</b>	<b>13</b>	<b>20</b>	<b>3</b>	<b>17</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	79	64	46	87
		<b>Total Standees</b>	<b>79</b>	<b>64</b>	<b>46</b>	<b>87</b>
	<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>92</b>	<b>84</b>	<b>49</b>	<b>106</b>

### West of Hudson

			SEPT 2016	YTD 2016	SEPT 2017	YTD 2017
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - AM PEAK</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - PM PEAK</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Definitions

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

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

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

**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 September 2017

Elevator Availability	2017		2016	
	September	Year to Date	September	Year to Date
Grand Central Terminal	93.56%	93.50%	99.19%	98.75%
Harlem	100.00%	99.84%	100.00%	99.71%
Hudson	99.94%	99.95%	100.00%	99.86%
New Haven	100.00%	99.67%	100.00%	99.76%
Overall Average	98.38%	98.24%	99.80%	99.52%

*GCT Availability for September 2017 and YTD is impacted by the NE-1 Elevator being Out of Service due to East Side Access construction since February 2017.*

Escalator Availability	2017		2016	
	September	Year to Date	September	Year to Date
Grand Central Terminal	97.83%	99.06%	99.50%	98.45%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	98.92%	99.53%	99.75%	99.23%

*September GCT Availability was impacted by Escalator 11, located in GCT at the 47th Street Cross Passage to 47th and Madison, was taken out of service on 9/19/17 for repair to the stepchain track. It was returned to service on 9/24/17.*



**Metro-North Railroad**

# **Finance Report**

**MTA METRO-NORTH RAILROAD  
AUGUST 2017 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST  
(\$ in millions)**

**SUMMARY**

August 2017 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$520.6 million was \$20.7 million or 3.8% favorable vs. the Mid-Year Forecast. The month of August Net Deficit (Non-Reimbursable and Reimbursable) of \$63.5 million was \$7.8 million or 10.9% favorable vs. the Mid-Year Forecast.

Major drivers of the August 2017 YTD favorable result of \$20.7 million or 3.8% include lower Non-Reimbursable Expenses of \$25.4 million mainly due to the timing of both maintenance contracts and professional services (\$17.6 million), favorable electric power rates (\$3.0 million) and lower depreciation expense (\$4.2 million). These favorable expense results were partially offset by unfavorable Non-Reimbursable Revenues of \$4.8 million mainly due to the current suspension of commissary services\* (\$3.5 million) and lower advertising revenue (\$1.0 million). *\*note August YTD forecasted net commissary earnings would have been approximately \$0.9 million*

August 2017 YTD Reimbursable results (Capital and Other Reimbursements) of \$134.5 million were \$44.0 million favorable vs. the Mid-Year Forecast primarily due to timing for several capital projects including Network Infrastructure Replacement, Signal Replacement from Greenwich to South Norwalk and Track and Turnout Replacement Programs.

**REVENUE/RIDERSHIP**

- **Farebox Revenue** – YTD was \$0.6 million or 0.1% unfavorable vs. the Mid-Year Forecast. For the month, revenue was \$0.2 million or 0.4% favorable vs. the Mid-Year Forecast.
- YTD Ridership of 57.2 million was slightly unfavorable vs. the Mid-Year Forecast and 0.4% favorable when compared to YTD 2016. August ridership of 7.5 million was 0.4% favorable vs. the Mid-Year Forecast and 0.9% favorable when compared to 2016.
- YTD East of Hudson Ridership of 56.2 million was slightly unfavorable vs. the Mid-Year Forecast and 0.5% favorable compared to YTD 2016. East of Hudson ridership for August of 7.4 million was 0.5% favorable vs. the Mid-Year Forecast and 1.0% favorable compared to 2016.
  - YTD commutation ridership of 32.3 million was slightly favorable vs. the Mid-Year Forecast and 0.9% unfavorable vs. YTD 2016. August commutation ridership of 4.1 million was 0.5% favorable vs. the Mid-Year Forecast and 0.8% unfavorable compared to 2016.
  - YTD non-commutation ridership of 23.9 million was slightly unfavorable vs. the Mid-Year Forecast and 2.5% favorable vs. YTD 2016. August non-commutation ridership of 3.3 million was 0.4% favorable vs. the Mid-Year Forecast and 3.4% favorable vs. 2016.
- YTD West of Hudson Ridership of 1.1 million was 2.3% unfavorable vs. the Mid-Year Forecast and 5.4% unfavorable vs. YTD 2016. August ridership of 0.1 million was 4.5% unfavorable vs. the Mid-Year Forecast and 7.3% unfavorable when compared to 2016.
- **Other Operating Revenue** – YTD was \$4.2 million (9.9%) unfavorable vs. the Mid-Year Forecast primarily due to the current suspension of commissary services as well as lower advertising revenues. For the month, revenue was \$0.6 million unfavorable vs. the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was \$44.0 million unfavorable vs. the Mid-Year Forecast due to scheduling and timing changes noted above. For the month, reimbursements were \$15.1 million unfavorable vs. the Mid-Year Forecast.

**TOTAL EXPENSES**

**Total Expenses** – YTD expenses of \$1,174.2 million were \$69.4 million or 5.6% favorable vs. the Mid-Year Forecast. For the month, expenses of \$152.8 million were \$23.3 million or 13.2% favorable vs. the Mid-Year Forecast.

**Labor Expenses (including fringes and overhead recoveries)** of \$706.0 million YTD were \$8.6 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$90.2 million were \$5.5 million favorable vs. the Mid-Year Forecast.

- **Payroll** – YTD was \$0.9 million favorable vs. the Mid-Year Forecast mainly due to timing of hiring. For the month, expenses were relatively flat vs. the Mid-Year Forecast.
- **Overtime** – YTD was \$0.9 million favorable vs. the Mid-Year Forecast mainly due to timing of Reimbursable project activity. For the month, expenses were \$0.4 million favorable vs. the Mid-Year Forecast.

**Non-Labor Expenses** of \$270.0 million YTD were \$55.0 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$37.9 million were favorable by \$16.5 million vs. the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable YTD results of \$2.9 million vs. the Mid-Year Forecast. For the month, expenses were \$0.6 million favorable vs. the Mid-Year Forecast.
- **Fuel** – YTD was \$0.5 million favorable vs. the Mid-Year Forecast mainly due to lower diesel fuel price per gallon. For the month, expenses were \$0.1 million favorable when compared to the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – YTD was \$10.5 million favorable vs. the Mid-Year Forecast due to lower Non-Reimbursable expenses due to timing of the BL-20 locomotive overhaul, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment, M7 Systems Equipment Replacement project and maintenance services as well as lower GCT utilities costs. For the month, expenses were \$0.1 million favorable vs. the Mid-Year Forecast.
- **Professional Services** – YTD was \$22.1 million favorable vs. the Mid-Year Forecast due to the timing of Reimbursable project activity (Positive Train Control Program and Signal Replacement Program for Greenwich to South Norwalk) as well as lower Non-Reimbursable expenses for timing of expenses for engineering, consulting, legal and medical services as well as market research studies and outside training. For the month, expenses were favorable by \$3.8 million compared to the Mid-Year Forecast.
- **Materials & Supplies** – YTD was \$21.2 million favorable vs. the Mid-Year Forecast primarily due to timing of Reimbursable project activity (Network Infrastructure Replacement, Cyclical Track Program, Turnouts Mainline High Speed, Waterbury Branch Cab Signal and the GCT Turnouts Switch Renewal). For the month, expenses were \$12.3 million favorable compared to the Mid-Year Forecast.
- **Other Business Expenses** – YTD expenses were \$0.6 million unfavorable vs. the Mid-Year Forecast primarily due to higher subsidy payment to New Jersey Transit for West of Hudson operations. For the month, expenses were \$0.4 million unfavorable compared to the Mid-Year Forecast.

**Depreciation and Other Non-Cash Liability Adjustments** were \$5.8 million favorable vs. the YTD Mid-Year Forecast primarily due to the timing of the capitalization of assets (\$4.2 million) and environmental remediation (\$1.9 million). For the month, expenses were \$1.3 million favorable vs. the Mid-Year Forecast.

#### **CASH DEFICIT SUMMARY**

August YTD Net Cash Deficit of \$318.8 million was \$79.6 million or 20.0% favorable to the Mid-Year Forecast. This is mainly due to the timing of both capital projects and expenditures for operations.

#### **FINANCIAL PERFORMANCE MEASURES**

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

- Adjusted Farebox Operating Ratio of 64.5% was 1.4% favorable vs. the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$14.24 was \$0.45 favorable to the Mid-Year Forecast.
- Revenue per Passenger of \$8.41 was \$0.05 unfavorable vs. the Mid-Year Forecast.

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 2017**  
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$62.584	\$62.815	\$0.231	0.4	\$0.000	\$0.000	\$0.000	-	\$62.584	\$62.815	\$0.231	0.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.203	4.555	(0.648)	(12.4)	0.000	0.000	0.000	-	5.203	4.555	(0.648)	(12.4)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	25.852	10.059	(15.793)	(61.1)	25.852	10.059	(15.793)	(61.1)
CDOT	0.000	0.000	0.000	-	9.757	9.708	(0.048)	(0.5)	9.757	9.708	(0.048)	(0.5)
Other	0.000	0.000	0.000	-	1.382	2.155	0.773	56.0	1.382	2.155	0.773	56.0
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	36.991	21.923	(15.068)	(40.7)	36.991	21.923	(15.068)	(40.7)
<b>Total Revenue/Receipts</b>	<b>\$67.786</b>	<b>\$67.370</b>	<b>(\$0.417)</b>	<b>(0.6)</b>	<b>\$36.991</b>	<b>\$21.923</b>	<b>(\$15.068)</b>	<b>(40.7)</b>	<b>\$104.777</b>	<b>\$89.292</b>	<b>(\$15.485)</b>	<b>(14.8)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$43.776	\$43.837	(\$0.060)	(0.1)	\$4.657	\$4.615	\$0.042	0.9	\$48.434	\$48.451	(\$0.018)	(0.0)
Overtime	8.350	7.970	0.380	4.5	2.446	2.387	0.059	2.4	10.796	10.357	0.439	4.1
Health and Welfare	9.989	3.013	6.977	69.8	1.665	1.588	0.078	4.7	11.655	4.600	7.054	60.5
OPEB Current Payment	2.600	2.741	(0.141)	(5.4)	0.000	0.000	0.000	-	2.600	2.741	(0.141)	(5.4)
Pensions	9.766	12.237	(2.472)	(25.3)	1.161	1.015	0.145	12.5	10.926	13.252	(2.326)	(21.3)
Other Fringe Benefits	10.323	9.782	0.542	5.2	1.209	1.199	0.010	0.8	11.533	10.981	0.552	4.8
Reimbursable Overhead	(5.148)	(5.606)	0.458	8.9	4.912	5.406	(0.494)	(10.1)	(0.237)	(0.201)	(0.036)	(15.2)
<b>Total Labor</b>	<b>\$79.656</b>	<b>\$73.973</b>	<b>\$5.683</b>	<b>7.1</b>	<b>\$16.050</b>	<b>\$16.209</b>	<b>(\$0.159)</b>	<b>(1.0)</b>	<b>\$95.707</b>	<b>\$90.183</b>	<b>\$5.524</b>	<b>5.8</b>
<i>Non-Labor:</i>												
Electric Power	\$6.071	\$5.435	\$0.637	10.5	\$0.000	\$0.000	\$0.000	-	\$6.071	\$5.435	\$0.637	10.5
Fuel	1.448	1.353	0.095	6.6	0.000	0.000	0.000	-	1.448	1.353	0.095	6.6
Insurance	1.447	1.412	0.035	2.4	0.385	0.498	(0.113)	(29.5)	1.832	1.911	(0.078)	(4.3)
Claims	0.091	0.023	0.068	75.0	0.000	0.000	0.000	-	0.091	0.023	0.068	75.0
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	10.234	9.181	1.053	10.3	0.785	1.760	(0.976)	*	11.018	10.941	0.077	0.7
Professional Service Contracts	3.680	2.233	1.447	39.3	4.272	1.897	2.375	55.6	7.952	4.130	3.822	48.1
Materials & Supplies	7.893	9.554	(1.660)	(21.0)	15.474	1.527	13.947	90.1	23.368	11.081	12.287	52.6
Other Business Expenses	2.568	2.984	(0.415)	(16.2)	0.025	0.031	(0.006)	(23.4)	2.594	3.015	(0.421)	(16.2)
<b>Total Non-Labor</b>	<b>\$33.433</b>	<b>\$32.174</b>	<b>\$1.259</b>	<b>3.8</b>	<b>\$20.940</b>	<b>\$5.714</b>	<b>\$15.227</b>	<b>72.7</b>	<b>\$54.374</b>	<b>\$37.888</b>	<b>\$16.486</b>	<b>30.3</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>\$113.090</b>	<b>\$106.147</b>	<b>\$6.942</b>	<b>6.1</b>	<b>\$36.991</b>	<b>\$21.923</b>	<b>\$15.068</b>	<b>40.7</b>	<b>\$150.081</b>	<b>\$128.070</b>	<b>\$22.010</b>	<b>14.7</b>
Depreciation	20.261	19.005	1.256	6.2	0.000	0.000	0.000	-	20.261	19.005	1.256	6.2
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>\$139.043</b>	<b>\$130.845</b>	<b>\$8.198</b>	<b>5.9</b>	<b>\$36.991</b>	<b>\$21.923</b>	<b>\$15.068</b>	<b>40.7</b>	<b>\$176.034</b>	<b>\$152.768</b>	<b>\$23.266</b>	<b>13.2</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$71.257)</b>	<b>(\$63.476)</b>	<b>\$7.781</b>	<b>10.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$71.257)</b>	<b>(\$63.476)</b>	<b>\$7.781</b>	<b>10.9</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.261	19.005	(1.256)	(6.2)	0.000	0.000	0.000	-	20.261	19.005	(1.256)	(6.2)
Operating/Capital	(5.327)	(2.480)	2.847	53.5	0.000	0.000	0.000	-	(5.327)	(2.480)	2.847	53.5
Other Cash Adjustments	(15.342)	5.393	20.735	*	0.000	0.000	0.000	-	(15.342)	5.393	20.735	*
<b>Total Cash Conversion Adjustments</b>	<b>(\$0.408)</b>	<b>\$21.919</b>	<b>\$22.327</b>	<b>*</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$0.408)</b>	<b>\$21.919</b>	<b>\$22.327</b>	<b>*</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$71.665)</b>	<b>(\$41.557)</b>	<b>\$30.108</b>	<b>42.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$71.665)</b>	<b>(\$41.557)</b>	<b>\$30.108</b>	<b>42.0</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**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**August Year-To-Date**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$482.049	\$481.436	(\$0.613)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$482.049	\$481.436	(\$0.613)	(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	41.825	37.670	(4.155)	(9.9)	0.000	0.000	0.000	-	41.825	37.670	(4.155)	(9.9)
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	93.369	66.573	(26.795)	(28.7)	93.369	66.573	(26.795)	(28.7)
CDOT	0.000	0.000	0.000	-	73.252	54.936	(18.316)	(25.0)	73.252	54.936	(18.316)	(25.0)
Other	0.000	0.000	0.000	-	11.819	12.950	1.131	9.6	11.819	12.950	1.131	9.6
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	178.439	134.459	(43.980)	(24.6)	178.439	134.459	(43.980)	(24.6)
<b>Total Revenue/Receipts</b>	<b>\$523.874</b>	<b>\$519.106</b>	<b>(\$4.769)</b>	<b>(0.9)</b>	<b>\$178.439</b>	<b>\$134.459</b>	<b>(\$43.980)</b>	<b>(24.6)</b>	<b>\$702.314</b>	<b>\$653.565</b>	<b>(\$48.749)</b>	<b>(6.9)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$334.332	\$335.843	(\$1.510)	(0.5)	\$30.770	\$28.372	\$2.398	7.8	\$365.102	\$364.214	\$0.888	0.2
Overtime	61.831	61.988	(0.157)	(0.3)	17.039	16.002	1.037	6.1	78.870	77.990	0.880	1.1
Health and Welfare	74.795	68.208	6.587	8.8	11.124	10.131	0.993	8.9	85.918	78.339	7.580	8.8
OPEB Current Payment	21.112	21.846	(0.734)	(3.5)	0.000	0.000	0.000	-	21.112	21.846	(0.734)	(3.5)
Pensions	69.454	69.212	0.242	0.3	7.593	6.362	1.231	16.2	77.047	75.573	1.474	1.9
Other Fringe Benefits	79.712	81.531	(1.819)	(2.3)	8.105	7.574	0.532	6.6	87.818	89.105	(1.287)	(1.5)
Reimbursable Overhead	(35.262)	(33.627)	(1.635)	(4.6)	34.010	32.568	1.442	4.2	(1.252)	(1.059)	(0.192)	(15.4)
<b>Total Labor</b>	<b>\$605.975</b>	<b>\$605.001</b>	<b>\$0.974</b>	<b>0.2</b>	<b>\$108.641</b>	<b>\$101.008</b>	<b>\$7.633</b>	<b>7.0</b>	<b>\$714.616</b>	<b>\$706.009</b>	<b>\$8.607</b>	<b>1.2</b>
<i>Non-Labor:</i>												
Electric Power	\$47.332	\$44.320	\$3.012	6.4	\$0.002	\$0.092	(\$0.090)	*	\$47.334	\$44.412	\$2.922	6.2
Fuel	11.659	11.190	0.469	4.0	0.000	0.000	0.000	-	11.659	11.190	0.469	4.0
Insurance	11.469	11.648	(0.180)	(1.6)	2.851	3.296	(0.446)	(15.6)	14.320	14.945	(0.625)	(4.4)
Claims	0.740	1.633	(0.893)	*	0.000	0.000	0.000	-	0.740	1.633	(0.893)	*
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	77.160	64.771	12.389	16.1	7.401	9.329	(1.928)	(26.1)	84.561	74.100	10.461	12.4
Professional Service Contracts	27.542	22.300	5.242	19.0	24.926	8.105	16.821	67.5	52.468	30.405	22.063	42.1
Materials & Supplies	61.267	62.104	(0.837)	(1.4)	34.407	12.408	21.998	63.9	95.673	74.512	21.161	22.1
Other Business Expenses	17.958	18.535	(0.577)	(3.2)	0.212	0.220	(0.008)	(3.8)	18.170	18.755	(0.585)	(3.2)
<b>Total Non-Labor</b>	<b>\$255.127</b>	<b>\$236.500</b>	<b>\$18.626</b>	<b>7.3</b>	<b>\$69.799</b>	<b>\$33.452</b>	<b>\$36.347</b>	<b>52.1</b>	<b>\$324.925</b>	<b>\$269.952</b>	<b>\$54.973</b>	<b>16.9</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>\$861.102</b>	<b>\$841.501</b>	<b>\$19.600</b>	<b>2.3</b>	<b>\$178.439</b>	<b>\$134.459</b>	<b>\$43.980</b>	<b>24.6</b>	<b>\$1,039.541</b>	<b>\$975.960</b>	<b>\$63.580</b>	<b>6.1</b>
Depreciation	159.917	155.755	4.162	2.6	0.000	0.000	0.000	-	159.917	155.755	4.162	2.6
OPEB Obligation	45.544	45.544	0.000	0.0	0.000	0.000	0.000	-	45.544	45.544	0.000	0.0
GASB68 Pension Adjustment**	(3.404)	(3.191)	(0.213)	(6.2)	0.000	0.000	0.000	-	(3.404)	(3.191)	(0.213)	(6.2)
Environmental Remediation	2.000	0.121	1.879	94.0	0.000	0.000	0.000	-	2.000	0.121	1.879	94.0
<b>Total Expenses</b>	<b>\$1,065.159</b>	<b>\$1,039.730</b>	<b>\$25.429</b>	<b>2.4</b>	<b>\$178.439</b>	<b>\$134.459</b>	<b>\$43.980</b>	<b>24.6</b>	<b>\$1,243.598</b>	<b>\$1,174.189</b>	<b>\$69.409</b>	<b>5.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$541.285)</b>	<b>(\$520.624)</b>	<b>\$20.661</b>	<b>3.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$541.285)</b>	<b>(\$520.624)</b>	<b>\$20.661</b>	<b>3.8</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	159.917	155.755	(4.162)	(2.6)	0.000	0.000	0.000	-	159.917	155.755	(4.162)	(2.6)
Operating/Capital	(38.091)	(20.570)	17.521	46.0	0.000	0.000	0.000	-	(38.091)	(20.570)	17.521	46.0
Other Cash Adjustments	21.094	66.633	45.539	*	0.000	0.000	0.000	-	21.094	66.633	45.539	*
<b>Total Cash Conversion Adjustments</b>	<b>\$142.920</b>	<b>\$201.818</b>	<b>\$58.898</b>	<b>41.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$142.920</b>	<b>\$201.818</b>	<b>\$58.898</b>	<b>41.2</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$398.365)</b>	<b>(\$318.806)</b>	<b>\$79.559</b>	<b>20.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$398.365)</b>	<b>(\$318.806)</b>	<b>\$79.559</b>	<b>20.0</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 MID-YEAR FORECAST AND ACTUAL RESULTS**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**AUGUST 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	(\$0.648)	(12.4%)	Primarily due to the current suspension of commissary services and lower advertising revenue.	(\$4.155)	(9.9%)	Primarily due to the current suspension of commissary services and lower advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$15.068)	(40.7%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$43.980)	(24.6%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Reimb	\$0.042	0.9%		\$2.398	7.8%	Reflects lower YTD activity for the following projects: C-30 Track Program, Capital Training for CT, Turnouts Mainline High Speed, Devon Bridge Repairs, Signal Replacement from Greenwich to South Norwalk, Right of Way Restoration and the Danbury Dock Yard Signal Cables.
OVERTIME	Non-Reimb	\$0.380	4.5%	See overtime tables.	(\$0.157)	(0.3%)	See overtime tables.
	Reimb	\$0.059	2.4%	See overtime tables.	\$1.037	6.1%	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	\$6.977	69.8%	Reflects an adjustment to recognize lower projected enrollments and dental costs.	\$6.587	8.8%	Primarily reflects an adjustment to recognize lower projected enrollments and dental costs.
	Reimb	\$0.078	4.7%	Reflects lower project activity driven by the Cyclical Track Program.	\$0.993	8.9%	Reflects lower YTD project activity for the C-30 Track Program, Cyclical Track Program, Devon Bridge Repairs, Turnouts Mainline High Speed, Right of Way Restoration and the Capital Training for CT.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.141)	(5.4%)	Reflects additional retirees.	(\$0.734)	(3.5%)	Reflects additional retirees.
PENSIONS	Non-Reimb	(\$2.472)	(25.3%)	Primarily reflects an additional adjustment for the 2016 Final Actuarial Defined Contribution (ADC).	\$0.242	0.3%	
	Reimb	\$0.145	12.5%	Reflects lower project activity driven by the Cyclical Track Program, Capital Training for CT and the Devon Bridge Repairs.	\$1.231	16.2%	Reflects lower YTD activity for the following projects: C-30 Track program, Cyclical Track Program, Turnouts Mainline High Speed, Devon Bridge Repairs, Capital Training for CT, Right of Way Restoration and Catenary Replacement.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.542	5.2%	Primarily due to timing of employee claims.	(\$1.819)	(2.3%)	
	Reimb	\$0.010	0.8%		\$0.532	6.6%	Reflects lower YTD activity for the C-30 Track Program, Cyclical Track Program, Devon Bridge Repairs and the Turnouts Mainline High Speed.

**MTA METRO-NORTH RAILROAD**  
**ACCUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**AUGUST 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.458	8.9%	The non-reimbursable and reimbursable variances reflect higher activity for the C-31 Track Program and the Cameras and Audio for M8 Fleet.	(\$1.635)	(4.6%)	The non-reimbursable and reimbursable variances primarily reflect lower activity for the Turnouts Mainline High Speed Project and the Cyclical Track Program.
	Reimb	(\$0.494)	(10.1%)		\$1.442	4.2%	
ELECTRIC POWER	Non-Reimb	\$0.637	10.5%	Reflects favorable rates.	\$3.012	6.4%	Reflects favorable rates.
FUEL	Non-Reimb	\$0.095	6.6%	Primarily reflects lower diesel fuel price per gallon.	\$0.469	4.0%	Primarily reflects lower diesel fuel price per gallon.
INSURANCE	Reimb	(\$0.113)	(29.5%)	Reflects higher activity in the C-31 Track program, Cameras and Audio for the M8 Fleet and the Substation 23 Bridge Construction project.	(\$0.446)	(15.6%)	Reflects higher activity in the Cameras and Audio for the M8 Fleet, C-31 Track Program, the NHL Grade Crossing Renewal and the MNR East Side Access project.
CLAIMS	Non-Reimb	\$0.068	75.0%	Primarily due to timing of claims expense.	(\$0.893)	*	Primarily due to higher claims expense.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.053	10.3%	Primarily reflects timing of expenses for maintenance contracts as well as lower GCT utilities costs resulting from efficient chiller equipment implemented in conjunction with NYPA.	\$12.389	16.1%	Primarily reflects timing of expenses of the BL-20 locomotive overhaul, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment, M7 Systems Equipment Replacement project and maintenance services as well as lower GCT utilities cost.
	Reimb	(\$0.976)	*	Reflects higher project activity for the Hot Bearing and Wheel Impact, Install Bridge Timbers and the Communication and Signals Infrastructure Restoration.	(\$1.928)	(26.1%)	Reflects higher project activity for the Hot Bearing and Wheel Impact, the Cameras and Audio for the M8 Fleet, Install Bridge Timbers and Communication and Signals Infrastructure Restoration.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.447	39.3%	Primarily due to timing of expenses for engineering and consulting services and outside training.	\$5.242	19.0%	Primarily due to timing of expenses for engineering, consulting, legal and medical services as well as market research studies and outside training.
	Reimb	\$2.375	55.6%	Reflects lower activity for the Signal Replacement Program for Greenwich to South Norwalk and Positive Train Control Program.	\$16.821	67.5%	Reflects lower activity for the Positive Train Control Program and Signal Replacement Program for Greenwich to South Norwalk.

**MTA METRO-NORTH RAILROAD**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**AUGUST 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	(\$1.660)	(21.0%)	Primarily reflects timing of expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs.	(\$0.837)	(1.4%)	
	Reimb	\$13.947	90.1%	Reflects lower activity for the Network Infrastructure Replacement.	\$21.998	63.9%	Reflects lower YTD activity for the following projects: Network Infrastructure Replacement, Cyclical Track Program, Turnouts Mainline High Speed, Waterbury Branch Cab Signal and the GCT Turnouts Switch Renewal.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.415)	(16.2%)	Primarily reflects higher subsidy payment to NJT for West of Hudson operations.	(\$0.577)	(3.2%)	Primarily due to higher subsidy payment to NJT for West of Hudson operations partially offset by lower expenses for non-capitalizable equipment purchases.
	Reimb	(\$0.006)	(23.4%)	Reflects higher activity for the Relocate MNR Furniture project.	(\$0.008)	(3.8%)	Reflects higher activity for the NHL Grade Crossing Renewal project.
DEPRECIATION	Non-Reimb	\$1.256	6.2%	Reflects timing of the capitalization of assets.	\$4.162	2.6%	Reflects timing of the capitalization of assets.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		(\$0.213)	(6.2%)	Reflects MNR's YTD adjustment to account for its net pension liability, which will be adjusted pending year-end guidance.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	-		\$1.879	94.0%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$2.847	53.5%	Reflects timing of the following projects: Track Geometry Car, Cameras and Audio for Non-M8 Fleet, Procurement of 2 Catenary Maintenance Vehicles, Vehicle Replacement, Power Control Scada Upgrade and the West of Hudson Camera Installation.	\$17.521	46.0%	Reflects timing of the following projects: Track Geometry Car, Cameras and Audio for Non-M8 Fleet, Vehicle Replacement, Power Control Scada Upgrade, GP35 Locomotive Overhaul, Junior's Ductwork Fire Resotration, NYS Beacon Line Empire Trail and the West of Hudson Camera Installation.

\* Variance exceeds 100%.

**MTA Metro-North Railroad**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

NON-REIMBURSABLE OVERTIME	August						Year To Date(August)					
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
Scheduled Service <sup>1</sup>	41,730	\$ 2.508	46,913	\$ 2.852	(5,183) -12.4%	(\$0.344) -13.7%	373,784	\$ 22.429	384,076	\$ 23.205	(10,292) -2.8%	(\$0.775) -3.5%
Unscheduled Service	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Programmatic/Routine Maintenance	64,169	\$ 3.689	62,656	\$ 3.519	1,512 2.4%	\$0.170 4.6%	410,967	\$ 23.508	387,630	\$ 21.769	23,337 5.7%	\$1.739 7.4%
Unscheduled Maintenance	1,061	\$ 0.051	81	\$ 0.004	980 92.4%	\$0.047 91.9%	7,631	\$ 0.367	8,816	\$ 0.450	(1,186) -15.5%	(\$0.083) -22.6%
Vacancy/Absentee Coverage <sup>2</sup>	33,183	\$ 1.793	36,681	\$ 1.919	(3,498) -10.5%	(\$0.126) -7.0%	220,101	\$ 11.833	214,709	\$ 11.330	5,391 2.4%	\$0.503 4.3%
Weather Emergencies	5,485	\$ 0.307	1,113	\$ 0.061	4,372 79.7%	\$0.247 80.2%	89,263	\$ 4.956	81,172	\$ 4.451	8,091 9.1%	\$0.505 10.2%
Safety/Security/Law Enforcement <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
Other	0	\$ -	0	\$ (0.386)	-	\$0.386	0	\$ (1.262)	0	\$ 0.784	-	(\$2.046)
Subtotal	145,627	\$ 8.350	147,444	\$ 7.970	(1,816) -1.2%	\$0.380 4.5%	1,101,746	\$ 61.831	1,076,404	\$ 61.988	25,342 2.3%	(\$0.157) -0.3%
REIMBURSABLE OVERTIME	40,978	\$ 2.446	43,158	\$ 2.387	(2,180) -5.3%	\$0.059 2.4%	274,092	\$ 17.039	267,735	\$ 16.002	6,357 2.3%	\$1.037 6.1%
TOTAL OVERTIME	186,606	\$ 10.796	190,602	\$ 10.357	(3,996) -2.1%	\$0.439 4.1%	1,375,838	\$ 78.870	1,344,139	\$ 77.990	31,699 2.3%	\$0.880 1.1%

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.

**MTA Metro-North Railroad**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
**(\$ in millions)**

	August			Year To Date(August)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	(5,183)	(\$0.344)	Reflects service coverage versus available staff and train dispatchment needs.	(10,292)	(\$0.775)	Reflects service coverage versus available staff and train dispatchment needs.
	-12.4%	-13.7%		-2.8%	-3.5%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	1,512	\$0.170	Slightly lower infrastructure repair work.	23,337	\$1.739	Lower infrastructure repair work in Maintenance of Way and lower Reliability Centered Maintenance (RCM) in Maintenance of Equipment due to coverage for Winter Storm Stella.
	2.4%	4.6%		5.7%	7.4%	
<u>Unscheduled Maintenance</u>	980	\$0.047		(1,186)	(\$0.083)	Coverage related to repairing damaged segment of Right-of-Way caused by the Rye derailment.
	92.4%	91.9%		-15.5%	-22.6%	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	(3,498)	(\$0.126)	Slightly higher vacation, sick and vacancy coverage requirements.	5,391	\$0.503	Lower vacation, sick and vacancy coverage requirements.
	-10.5%	-7.0%		2.4%	4.3%	
<u>Weather Emergencies</u>	4,372	\$0.247	Fewer weather events than budgeted.	8,091	\$0.505	Fewer weather events than budgeted partially offset by Winter Storm Stella.
	79.7%	80.2%		9.1%	10.2%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -		0	\$ -	
<u>Other</u>	0	\$0.386	Reflects timing differences related to payroll and calendar cutoff dates.	0	(\$2.046)	Reflects timing differences related to payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>(1,816)</b>	<b>\$0.380</b>		<b>25,342</b>	<b>(\$0.157)</b>	
	-1.2%	4.5%		2.3%	-0.3%	
<b>REIMBURSABLE OVERTIME</b>	(2,180)	\$0.059	Reflects activity in the Cyclical Track Program offset by higher activity in the Cameras and Audio for M8 Fleet and the C-31 Track Program.	6,357	\$1.037	Reflects lower activity in the Cyclical Track Program and the Catenary Replacement project.
	-5.3%	2.4%		2.3%	6.1%	
<b>TOTAL OVERTIME</b>	<b>(3,996)</b>	<b>\$0.439</b>		<b>31,699</b>	<b>\$0.880</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

**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**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

SCHEDULE III

	August 2017				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$61.666	\$64.773	\$3.107	5.0	\$477.022	\$475.440	(\$1.582)	(0.3)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.431	5.599	(0.832)	(12.9)	73.237	65.028	(8.209)	(11.2)
<i>Capital &amp; Other Reimbursements:</i>								
MTA	12.312	12.297	(0.015)	(0.1)	70.067	79.375	9.308	13.3
CDOT	9.757	5.641	(4.116)	(42.2)	75.465	54.032	(21.433)	(28.4)
Other	1.382	1.494	0.112	8.1	15.238	14.425	(0.813)	(5.3)
Total Capital and Other Reimbursements	23.450	19.432	(4.018)	(17.1)	160.770	147.832	(12.938)	(8.0)
<b>Total Receipts</b>	<b>\$91.547</b>	<b>\$89.804</b>	<b>(\$1.743)</b>	<b>(1.9)</b>	<b>\$711.029</b>	<b>\$688.300</b>	<b>(\$22.729)</b>	<b>(3.2)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$53.108	\$49.014	\$4.094	7.7	\$370.744	\$363.849	\$6.895	1.9
Overtime	11.771	10.965	0.806	6.8	80.216	77.488	2.728	3.4
Health and Welfare	12.024	10.225	1.799	15.0	86.627	87.973	(1.346)	(1.6)
OPEB Current Payment	2.600	2.778	(0.178)	(6.8)	21.012	21.795	(0.783)	(3.7)
Pensions	10.972	10.777	0.195	1.8	77.096	76.232	0.864	1.1
Other Fringe Benefits	11.682	9.572	2.110	18.1	92.446	94.208	(1.762)	(1.9)
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>\$102.158</b>	<b>\$93.331</b>	<b>\$8.827</b>	<b>8.6</b>	<b>\$728.141</b>	<b>\$721.545</b>	<b>\$6.596</b>	<b>0.9</b>
<i>Non-Labor:</i>								
Electric Power	\$6.230	\$6.101	\$0.129	2.1	\$45.701	\$43.074	\$2.627	5.7
Fuel	1.405	1.220	0.185	13.1	10.888	10.293	0.595	5.5
Insurance	0.445	0.000	0.445	100.0	16.513	18.207	(1.694)	(10.3)
Claims	3.400	0.576	2.824	83.1	16.995	10.266	6.729	39.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.815	8.711	3.104	26.3	94.407	69.526	24.881	26.4
Professional Service Contracts	7.967	1.301	6.666	83.7	61.647	19.637	42.010	68.1
Materials & Supplies	24.261	11.156	13.105	54.0	99.343	81.137	18.206	18.3
Other Business Expenditures	5.532	8.965	(3.433)	(62.0)	35.759	33.421	2.338	6.5
<b>Total Non-Labor</b>	<b>\$61.054</b>	<b>\$38.030</b>	<b>\$23.024</b>	<b>37.7</b>	<b>\$381.254</b>	<b>\$285.561</b>	<b>\$95.693</b>	<b>25.1</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>\$163.213</b>	<b>\$131.361</b>	<b>\$31.852</b>	<b>19.5</b>	<b>\$1,109.394</b>	<b>\$1,007.106</b>	<b>\$102.288</b>	<b>9.2</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$71.665)</b>	<b>(\$41.557)</b>	<b>\$30.108</b>	<b>42.0</b>	<b>(\$398.365)</b>	<b>(\$318.806)</b>	<b>\$79.559</b>	<b>20.0</b>
<b>Subsidies</b>								
MTA	57.332	30.872	(26.460)	(46.2)	313.326	240.571	(72.755)	(23.2)
CDOT	14.333	8.100	(6.233)	(43.5)	83.915	78.794	(5.121)	(6.1)
<b>Total Subsidies</b>	<b>\$71.665</b>	<b>\$38.972</b>	<b>(\$32.693)</b>	<b>(45.6)</b>	<b>\$397.241</b>	<b>\$319.365</b>	<b>(\$77.876)</b>	<b>(19.6)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$2.988</b>	<b>\$2.988</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.865</b>	<b>\$0.865</b>	<b>-</b>

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
CASH RECEIPTS AND EXPENDITURES  
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECASTS AND ACTUAL RESULTS  
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	August Month vs Mid-Year Forecast			Year-To-Date as of August 31, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	3.107	5.0%	Timing of cash in transit combined with higher Farebox Revenue than forecasted.	(1.582)	(0.3%)	
OTHER OPERATING REVENUE	(0.832)	(12.9%)	Lower Amtrak reimbursement, current suspension of Commissary Services and timing of Advertising receipts partially offset by timing of GCT Revenues.	(8.209)	(11.2%)	Lower Amtrak reimbursement combined with current suspension of Commissary Services partially offset by higher Other & Miscellaneous Revenue, timing of GCT and Station Revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(0.015)	(0.1%)		9.308	13.3%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
CDOT	(4.116)	(42.2%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.	(21.433)	(28.4%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
OTHER	0.112	8.1%	Higher cash receipts due to timing of payments partially offset by lower reimbursable related project activity.	(0.813)	(5.3%)	Lower cash receipts due to timing of payments partially offset by higher reimbursable related project activity.
PAYROLL	4.094	7.7%	Timing of employee withholding taxes.	6.895	1.9%	
OVERTIME	0.806	6.8%	Timing of overtime paid, fewer weather events than forecasted and lower infrastructure repair work than forecasted.	2.728	3.4%	Timing of overtime paid combined with lower infrastructure repair work than forecasted.
HEALTH & WELFARE	1.799	15.0%	Timing of payments for dental & vision premiums.	(1.346)	(1.6%)	
OPEB CURRENT PAYMENT	(0.178)	(6.8%)	Higher retirees than forecasted.	(0.783)	(3.7%)	
OTHER FRINGE BENEFITS	2.110	18.1%	Timing of payroll taxes combined with employee claims.	(1.762)	(1.9%)	
ELECTRIC POWER	0.129	2.1%		2.627	5.7%	Lower rates partially offset by timing of payments.
FUEL	0.185	13.1%	Lower rates combined with timing of payments.	0.595	5.5%	Lower rates combined with timing of payments.

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**CASH RECEIPTS AND EXPENDITURES**  
**EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECASTS AND ACTUAL RESULTS**  
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	August Month vs Mid-Year Forecast			Year-To-Date as of August 31, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	0.445	100.0%	Timing of premiums paid for Force Account.	(1.694)	(10.3%)	Timing of premiums paid for Force Account and Station Liability partially offset by All Agency Property and Excess Liability.
CLAIMS	2.824	83.1%	Timing of passenger injury settlements relating to Spuyten Duyvil and Bridgeport incidents combined with other passenger injury claims.	6.729	39.6%	Timing of passenger injury settlements relating to Spuyten Duyvil and Bridgeport incidents combined with other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	3.104	26.3%	Timing of payments for MTA Police Services, Maintenance & Repairs, Security Surveillance Equipment and Real Estate Management Services.	24.881	26.4%	Timing of payments for MTA Police Services, Maintenance & Repairs and Real Estate Management Services.
PROFESSIONAL SERVICE CONTRACTS	6.666	83.7%	Timing of Capital Related Projects (Signal Replacement Green to S. Norwalk, Positive Train Control (CT), Camera's/Audio for Fleet and Power Control Scada Upgrade), Engineering Services, Professional Services and Medical Services.	42.010	68.1%	Timing of Capital Related Projects (Positive Train Control, Signal Replacement Green to S. Norwalk, Camera's/Audio for Fleet, Power Control Scada Upgrade and GIS Expansion), Engineering Services, New Haven Line BSC Costs, Professional Services, Medical Services and Outside Training.
MATERIALS & SUPPLIES	13.105	54.0%	Timing of material purchases for Communication, Truck Suspension, Other Track Materials, Friction Brake and Projects partially offset by materials placed into inventory.	18.206	18.3%	Timing of material purchases for Communication, Other Track Materials, Truck Suspension, Friction Brake, Projects and Propulsion partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	(3.433)	(62.0%)	Timing of Metro-Enviro Property Acquisition partially offset by timing of PRIIA reimbursement.	2.338	6.5%	Timing of PRIIA reimbursement partially offset by timing of Metro-Enviro Property Acquisition.
MTA SUBSIDY RECEIPTS	(26.460)	(46.2%)	Lower cash deficit combined with available cash balance partially offset by lower CDOT subsidy received.	(72.755)	(23.2%)	Lower cash deficit partially offset by lower CDOT subsidy received and available cash balance.
CDOT SUBSIDY RECEIPTS	(6.233)	(43.5%)	Lower share of prior months deficit than forecasted.	(5.121)	(6.1%)	Lower share of prior months deficit than forecasted.

**MTA METRO-NORTH RAILROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENT)**  
(\$ in millions)

	August 2017				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.918)	\$1.958	\$2.876	*	(\$5.027)	(\$5.996)	(\$0.969)	(19.3)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.228	1.044	(0.184)	(15.0)	31.412	27.358	(4.054)	(12.9)
<i>Capital &amp; Other Reimbursements:</i>		0.000			0.000	0.000		
MTA	(13.540)	2.238	15.778	*	(23.302)	12.802	36.103	*
CDOT	0.000	(4.067)	(4.067)	-	2.214	(0.904)	(3.118)	*
Other	0.000	(0.661)	(0.661)	-	3.419	1.475	(1.944)	(56.9)
Total Capital and Other Reimbursements	(13.540)	(2.491)	11.049	81.6	(17.669)	13.373	31.042	*
<b>Total Revenue/Receipts</b>	<b>(\$13.230)</b>	<b>\$0.512</b>	<b>\$13.741</b>	<b>*</b>	<b>\$8.716</b>	<b>\$34.735</b>	<b>\$26.019</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$4.675)	(\$0.563)	\$4.112	88.0	(\$5.642)	\$0.365	\$6.007	*
Overtime	(0.975)	(0.608)	0.367	37.6	(1.346)	0.502	1.848	*
Health and Welfare	(0.369)	(5.625)	(5.255)	*	(0.708)	(9.634)	(8.926)	*
OPeB Current Payment	0.000	(0.037)	0.000		0.100	0.051	(0.049)	(48.6)
Pensions	(0.046)	2.475	2.522	*	(0.049)	(0.659)	(0.610)	*
Other Fringe Benefits	(0.150)	1.409	1.558	*	(4.628)	(5.103)	(0.475)	(10.3)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.237)	(0.201)	0.036	15.2	(1.252)	(1.059)	0.192	15.4
<b>Total Labor</b>	<b>(\$6.452)</b>	<b>(\$3.148)</b>	<b>\$3.303</b>	<b>51.2</b>	<b>(\$13.525)</b>	<b>(\$15.536)</b>	<b>(\$2.011)</b>	<b>(14.9)</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.158)	(\$0.666)	(\$0.508)	*	\$1.633	\$1.338	(\$0.295)	(18.1)
Fuel	0.044	0.133	0.089	*	0.771	0.897	0.126	16.3
Insurance	1.387	1.911	0.523	37.7	(2.194)	(3.262)	(1.068)	(48.7)
Claims	(3.309)	(0.553)	2.756	83.3	(16.255)	(8.633)	7.622	46.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.797)	2.230	3.027	*	(9.846)	4.574	14.420	*
Professional Service Contracts	(0.015)	2.829	2.844	*	(9.179)	10.768	19.947	*
Materials & Supplies	(0.894)	(0.075)	0.819	91.6	(3.670)	(6.625)	(2.955)	(80.5)
Other Business Expenses	(2.939)	(5.950)	(3.011)	*	(17.589)	(14.666)	2.923	16.6
<b>Total Non-Labor</b>	<b>(\$6.680)</b>	<b>(\$0.142)</b>	<b>\$6.538</b>	<b>97.9</b>	<b>(\$56.328)</b>	<b>(\$15.609)</b>	<b>\$40.719</b>	<b>72.3</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 Adjs.</b>	<b>(\$13.132)</b>	<b>(\$3.291)</b>	<b>\$9.841</b>	<b>74.9</b>	<b>(\$69.853)</b>	<b>(\$31.146)</b>	<b>\$38.708</b>	<b>55.4</b>
Depreciation	20.261	19.005	(1.256)	(6.2)	159.917	155.755	(4.162)	(2.6)
OPeB Obligation	5.693	5.693	0.000	0.0	45.544	45.544	0.000	0.0
GASB68 Pension Adjustment**	0.000	0.000	0.000	-	(3.404)	(3.191)	0.213	(6.2)
Environmental Remediation	0.000	0.000	0.000	-	2.000	0.121	(1.879)	94.0
<b>Total Expenditures Adjustments</b>	<b>\$12.822</b>	<b>\$21.407</b>	<b>\$8.585</b>	<b>67.0</b>	<b>\$134.204</b>	<b>\$167.083</b>	<b>\$32.879</b>	<b>24.5</b>
<b>Total Cash Conversion Adjustments</b>	<b>(\$0.408)</b>	<b>\$21.919</b>	<b>\$22.327</b>	<b>*</b>	<b>\$142.920</b>	<b>\$201.818</b>	<b>\$58.898</b>	<b>41.2</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**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**RIDERSHIP/UTILIZATION**  
**AUGUST 2017**  
(in millions)

	MONTH			VARIANCE				YTD			VARIANCE			
				Fav/(Unfav)							Fav/(Unfav)			
	MID-YEAR FORECAST	2017	2016	MID-YEAR FORECAST		2016		MID-YEAR FORECAST	2017	2016	MID-YEAR FORECAST		2016	
				\$	%	\$	%				\$	%	\$	%
<b><u>FAREBOX REVENUE</u></b>														
Harlem Line - Commutation	8.841	8.906	8.661	0.065	0.7%	0.245	2.8%	73.497	73.631	72.636	0.134	0.2%	0.995	1.4%
Harlem Line - Non-Commutation	8.969	9.036	8.397	0.067	0.7%	0.639	7.6%	65.884	65.906	62.239	0.022	0.0%	3.666	5.9%
TOTAL HARLEM LINE	\$17.810	\$17.942	\$17.057	\$0.131	0.7%	\$0.885	5.2%	\$139.380	\$139.537	\$134.875	\$0.156	0.1%	\$4.662	3.5%
Hudson Line - Commutation	5.764	5.839	5.622	0.075	1.3%	0.216	3.8%	47.854	48.060	47.098	0.207	0.4%	0.962	2.0%
Hudson Line - Non-Commutation	7.615	7.727	7.008	0.112	1.5%	0.718	10.2%	54.324	54.496	50.686	0.172	0.3%	3.811	7.5%
TOTAL HUDSON LINE	\$13.379	\$13.565	\$12.631	\$0.186	1.4%	\$0.934	7.4%	\$102.178	\$102.557	\$97.784	\$0.378	0.4%	\$4.773	4.9%
New Haven Line - Commutation	12.658	12.605	12.016	(0.054)	-0.4%	0.588	4.9%	104.652	104.363	100.408	(0.289)	-0.3%	3.955	3.9%
New Haven Line - Non-Commutation	17.429	17.264	16.146	(0.165)	-0.9%	1.118	6.9%	126.065	125.215	118.854	(0.851)	-0.7%	6.360	5.4%
TOTAL NEW HAVEN LINE	<u>\$30.087</u>	<u>\$29.868</u>	<u>\$28.162</u>	<u>(\$0.219)</u>	<u>-0.7%</u>	<u>\$1.706</u>	<u>6.1%</u>	<u>\$230.717</u>	<u>\$229.577</u>	<u>\$219.262</u>	<u>(\$1.140)</u>	<u>-0.5%</u>	<u>\$10.316</u>	<u>4.7%</u>
All Lines - Commutation	27.263	27.349	26.299	0.086	0.3%	1.050	4.0%	226.003	226.054	220.142	0.051	0.0%	5.912	2.7%
All Lines - Non-Commutation	34.013	34.027	31.551	0.013	0.0%	2.476	7.8%	246.274	245.616	231.779	(0.658)	-0.3%	13.838	6.0%
TOTAL EAST OF HUDSON LINES	\$61.276	\$61.376	\$57.850	\$0.099	0.2%	\$3.525	6.1%	\$472.278	\$471.671	\$451.921	(\$0.607)	-0.1%	\$19.750	4.4%
West of Hudson	<u>\$1.307</u>	<u>\$1.439</u>	<u>\$1.307</u>	<u>0.132</u>	<u>10.1%</u>	<u>0.132</u>	<u>10.1%</u>	<u>\$9.771</u>	<u>\$9.765</u>	<u>\$9.893</u>	<u>(0.006)</u>	<u>-0.2%</u>	<u>(0.127)</u>	<u>-1.3%</u>
TOTAL FAREBOX REVENUE	\$62.584	\$62.815	\$59.157	\$0.231	0.4%	\$3.658	6.2%	\$482.049	\$481.436	\$461.814	(\$0.613)	-0.1%	\$19.622	4.2%
<b><u>RIDERSHIP**</u></b>														
Harlem Line - Commutation	1.400	1.408	1.418	0.008	0.6%	(0.010)	-0.7%	11.145	11.168	11.250	0.023	0.2%	(0.081)	-0.7%
Harlem Line - Non-Commutation	0.962	0.965	0.930	0.003	0.3%	0.035	3.7%	7.250	7.247	6.997	(0.003)	0.0%	0.250	3.6%
TOTAL HARLEM LINE	2.362	2.373	2.348	0.012	0.5%	0.025	1.1%	18.396	18.416	18.247	0.020	0.1%	0.169	0.9%
Hudson Line - Commutation	0.787	0.796	0.793	0.009	1.2%	0.003	0.4%	6.211	6.234	6.234	0.022	0.4%	0.000	0.0%
Hudson Line - Non-Commutation	0.681	0.695	0.649	0.014	2.0%	0.046	7.0%	4.899	4.921	4.680	0.022	0.5%	0.242	5.2%
TOTAL HUDSON LINE	1.469	1.491	1.442	0.023	1.6%	0.049	3.4%	11.110	11.155	10.913	0.045	0.4%	0.242	2.2%
New Haven Line - Commutation	1.884	1.886	1.912	0.002	0.1%	(0.025)	-1.3%	14.897	14.879	15.100	(0.017)	-0.1%	(0.221)	-1.5%
New Haven Line - Non-Commutation	1.616	1.613	1.587	(0.003)	-0.2%	0.026	1.6%	11.764	11.705	11.608	(0.059)	-0.5%	0.097	0.8%
TOTAL NEW HAVEN LINE	<u>3.500</u>	<u>3.499</u>	<u>3.498</u>	<u>(0.001)</u>	<u>0.0%</u>	<u>0.000</u>	<u>0.0%</u>	<u>26.661</u>	<u>26.584</u>	<u>26.707</u>	<u>(0.077)</u>	<u>-0.3%</u>	<u>(0.123)</u>	<u>-0.5%</u>
Total Ridership East of Hudson														
All Lines - Commutation	4.071	4.091	4.122	0.020	0.5%	(0.032)	-0.8%	32.253	32.281	32.583	0.028	0.1%	(0.302)	-0.9%
All Lines - Non-Commutation	3.259	3.273	3.167	0.014	0.4%	0.106	3.4%	23.914	23.874	23.285	(0.039)	-0.2%	0.589	2.5%
TOTAL EAST OF HUDSON LINES	7.330	7.364	7.289	0.033	0.5%	0.075	1.0%	56.168	56.155	55.868	(0.012)	0.0%	0.289	0.5%
West of Hudson	<u>0.151</u>	<u>0.144</u>	<u>0.155</u>	<u>(0.007)</u>	<u>-4.5%</u>	<u>(0.011)</u>	<u>-7.3%</u>	<u>1.113</u>	<u>1.088</u>	<u>1.150</u>	<u>(0.025)</u>	<u>-2.3%</u>	<u>(0.062)</u>	<u>-5.4%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.481	7.508	7.444	0.027	0.4%	0.063	0.9%	57.281	57.243	57.017	(0.037)	-0.1%	0.226	0.4%

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

**MTA METRO-NORTH RAILROAD**  
**2017 MID-YEAR FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	3	2	1	
Labor Relations	18	17	1	
Safety	51	48	3	A
Security	24	21	3	A
Office of the Executive VP	9	9	-	
Corporate & Public Affairs	18	19	(1)	
Customer Service	63	58	5	A
Legal	14	15	(1)	
Claims	12	12	0	
Environmental Compliance & Svce	7	7	0	
Human Resources	47	43	4	A
Training	83	84	(1)	
Employee Relations & Diversity	6	5	1	
VP Planning	2	2	-	
Operations Planning & Analysis	21	19	2	
Capital Planning & Programming	14	13	1	
Long Range Planning	8	8	-	
VP Finance & Info Systems	3	3	-	
Controller	75	75	0	
Budget	19	16	3	
Procurement & Material Management	25	23	2	
<b>Total Administration</b>	<b>522</b>	<b>499</b>	<b>23</b>	
<b>Operations</b>				
Operations Administration	67	63	4	
Transportation	1,606	1,596	10	
Customer Service	317	275	42	B
Metro-North West	27	31	(4)	
<b>Total Operations</b>	<b>2,017</b>	<b>1,965</b>	<b>52</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,630	1,683	(53)	C
Maintenance of Way	2,141	2,123	18	
Procurement & Material Mgmt	125	120	5	
<b>Engineering/Capital</b>				
Construction Management	39	40	(1)	
Engineering & Design	75	73	2	
<b>Total Engineering/Capital</b>	<b>114</b>	<b>113</b>	<b>1</b>	
<b>Total Positions</b>	<b>6,549</b>	<b>6,503</b>	<b>46</b>	
<b>Non-Reimbursable</b>	<b>5,789</b>	<b>5,963</b>	<b>(174)</b>	
<b>Reimbursable</b>	<b>760</b>	<b>540</b>	<b>220</b>	
<b>Total Full-Time</b>	<b>6,548</b>	<b>6,502</b>	<b>46</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.

(C) Variance reflects lower attrition than planned.

**MTA METRO-NORTH RAILROAD**  
**2017 MID-YEAR FORECAST VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**August 30, 2017**

<b>FUNCTION/OCCUPATION</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	166	169	(3)
Professional, Technical, Clerical	356	330	26
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>522</b>	<b>499</b>	<b>23</b>
<b>Operations</b>			
Managers/Supervisors	221	229	(8)
Professional, Technical, Clerical	196	165	31
Operational Hourlies	1,600	1,570	30
<b>Total Operations</b>	<b>2,017</b>	<b>1,965</b>	<b>52</b>
<b>Maintenance</b>			
Managers/Supervisors	591	609	(18)
Professional, Technical, Clerical	518	508	10
Operational Hourlies	2,787	2,808	(21)
<b>Total Maintenance</b>	<b>3,896</b>	<b>3,926</b>	<b>(30)</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	46	44	2
Professional, Technical, Clerical	68	69	(1)
Operational Hourlies	-	-	-
	<b>114</b>	<b>113</b>	<b>1</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	1,024	1,052	(28)
Professional, Technical, Clerical	1,138	1,073	65
Operational Hourlies	4,387	4,379	8
<b>Total Positions</b>	<b>6,549</b>	<b>6,503</b>	<b>46</b>

**MTA METRO-NORTH RAILROAD**  
**2017 MID-YEAR FORECAST VS. ACTUALS**  
**August 30, 2017**

<b>Agency-wide (Non-Reimbursable and Reimbursable)</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<i>Functional Classification:</i>				
Operations	2,017	1,965	52	Primarily reflects the current suspension of Commissary group operations.
Maintenance	3,896	3,926	(30)	Reflects lower attrition than planned.
Administration	522	499	23	Vacancies reflects timing differences in hiring of positions primarily in the Customer Service, Human Resources, Safety and Security departments.
Engineering / Capital	114	113	1	
<b>Total Agency-wide Headcount</b>	<b>6,549</b>	<b>6,503</b>	<b>46</b>	
Non-Reimbursable	5,789	5,963	(174)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	760	540	220	

**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>**  
**AUGUST 2017**

	<b>MONTH</b>			<b>VARIANCE</b>	
	<b>MYF</b>	<b>2017</b>	<b>2016</b>	<b>Fav/(Unfav)</b>	
				<b>MYF</b>	<b>2016</b>
Farebox Operating Ratio					
Standard <sup>(B)</sup>	55.3%	59.7%	54.9%	4.4%	4.8%
Adjusted <sup>(C)</sup>	61.4%	66.7%	61.2%	5.3%	5.5%
Cost per Passenger					
Standard <sup>(B)</sup>	\$15.26	\$13.97	\$14.60	\$1.29	\$0.63
Adjusted <sup>(C)</sup>	\$14.93	\$13.62	\$14.34	\$1.31	\$0.72
Passenger Revenue/Passenger	\$8.44	\$8.34	\$8.02	(\$0.10)	\$0.32

	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>MYF</b>	<b>2017</b>	<b>2016</b>	<b>Fav/(Unfav)</b>	
				<b>MYF</b>	<b>2016</b>
Farebox Operating Ratio					
Standard <sup>(B)</sup>	56.3%	57.6%	59.2%	1.3%	-1.6%
Adjusted <sup>(C)</sup>	63.1%	64.5%	66.7%	1.4%	-2.2%
Cost per Passenger					
Standard <sup>(B)</sup>	\$15.03	\$14.60	\$13.80	\$0.43	(\$0.80)
Adjusted <sup>(C)</sup>	\$14.69	\$14.24	\$13.48	\$0.45	(\$0.76)
Passenger Revenue/Passenger	\$8.46	\$8.41	\$8.17	(\$0.05)	\$0.24

(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**

---

# **MTA METRO-NORTH RAILROAD**

---

## **MONTHLY RIDERSHIP REPORT**

**AUGUST 2017**

Operations Planning & Analysis Department  
October, 2017

# AUGUST 2017 RIDERSHIP & REVENUE REPORT

## MTA METRO-NORTH RAILROAD

### EXECUTIVE SUMMARY

#### August Ridership and Revenue (millions)

	August 2017	% Change vs. 2016
Total Rail Ridership	7.508	0.9% ▲
Commutation Ridership	4.168	-0.9% ▼
Non-Commutation Ridership	3.340	+3.2% ▲
Connecting Service Ridership	0.052	+3.5% ▲
Total MNR System Ridership	7.560	0.9% ▲
Rail Revenue	\$62.6	5.9% ▲

#### Key Factors Impacting August Ridership

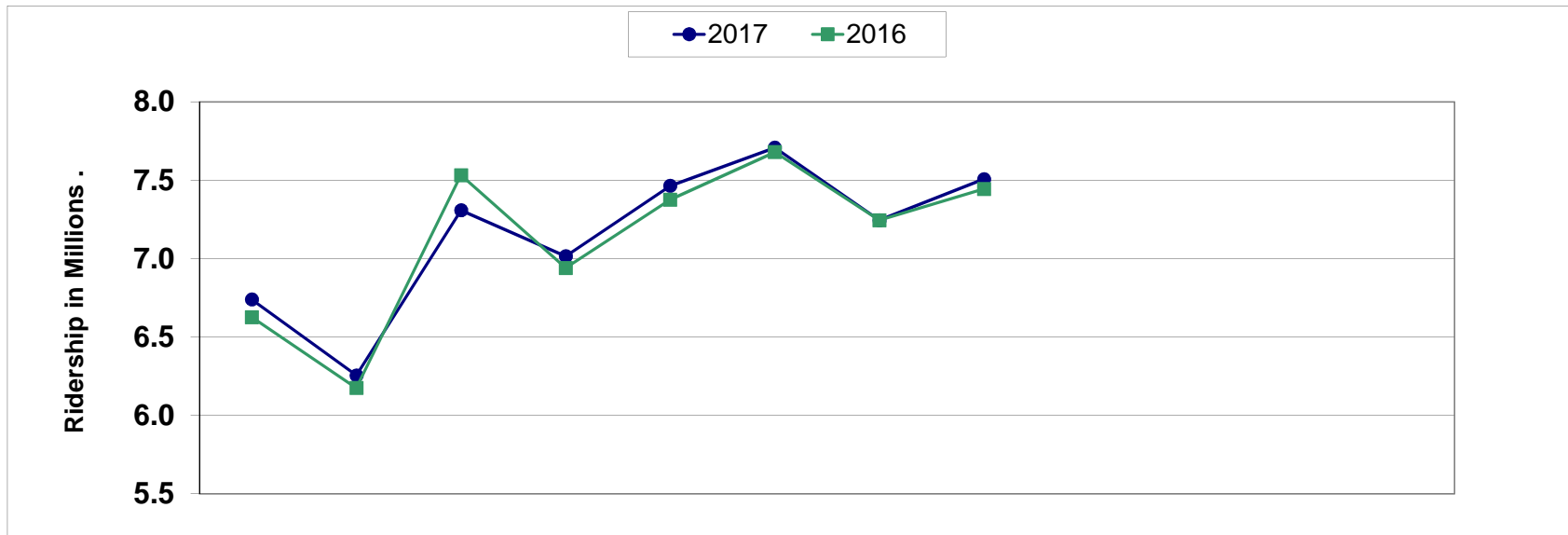
- Large increases in August non-commutation ridership was primarily due to higher discretionary ridership compared to August 2016:
  - Non-Commutation travel to/from Manhattan was up 4.1%

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

	YTD 2017	% Change vs. 2016	Comparison to Forecast
Total Rail Ridership	57.243	+0.4% ▲	-0.1% ▼
Commutation Ridership	32.888	-1.0% ▼	0.0% ▲
Non-Commutation Ridership	24.355	+2.4% ▲	-0.2% ▼
Connecting Service Ridership	0.393	+2.0% ▲	+0.4% ▲
Total MNR System Ridership	57.636	+0.4% ▲	-0.1% ▼
Rail Revenue	\$481.3	+4.2% ▲	-0.2% ▼

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

- August's Total Rail Ridership was 0.9% above 2016 and 0.4% above Forecast.

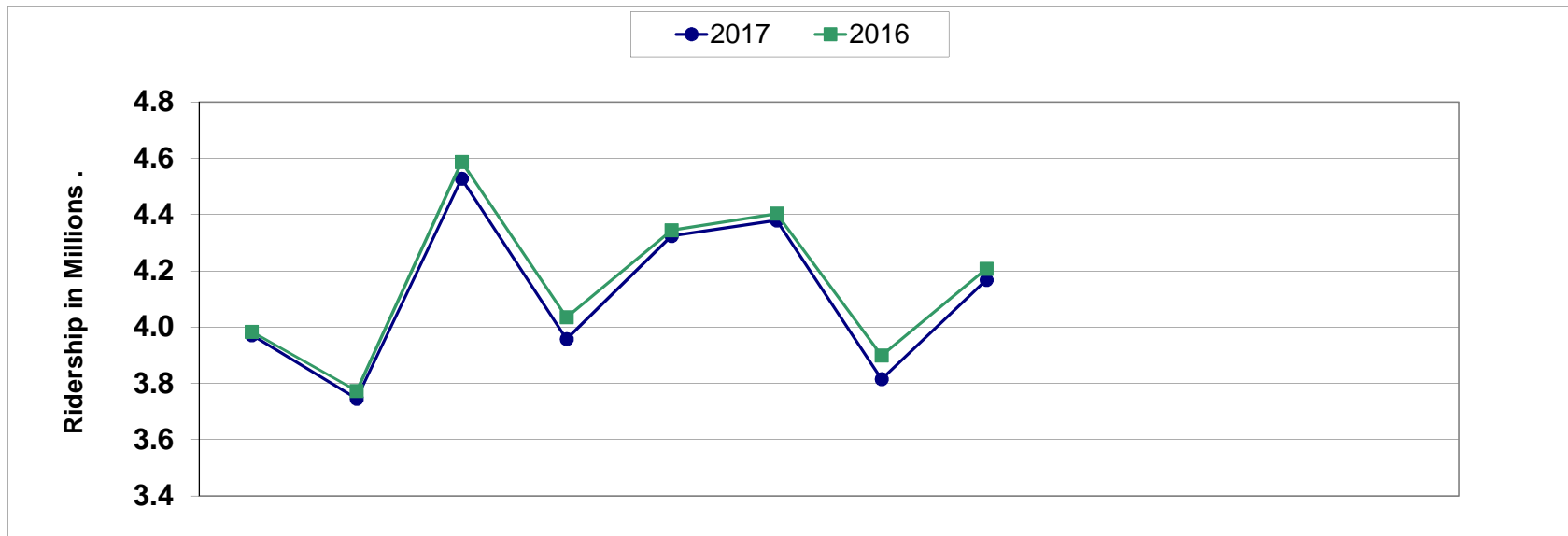


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	6.7	6.3	7.3	7.0	7.5	7.7	7.2	7.5					57.2
2016	6.6	6.2	7.5	6.9	7.4	7.7	7.2	7.4					57.0
PCT CHG.	1.7%	1.3%	-3.0%	1.1%	1.2%	0.4%	0.0%	0.9%					0.4%

1) Includes East and West of Hudson.

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

- August's Rail Commutation Ridership was 0.9% below 2016 and 0.4% above Forecast.

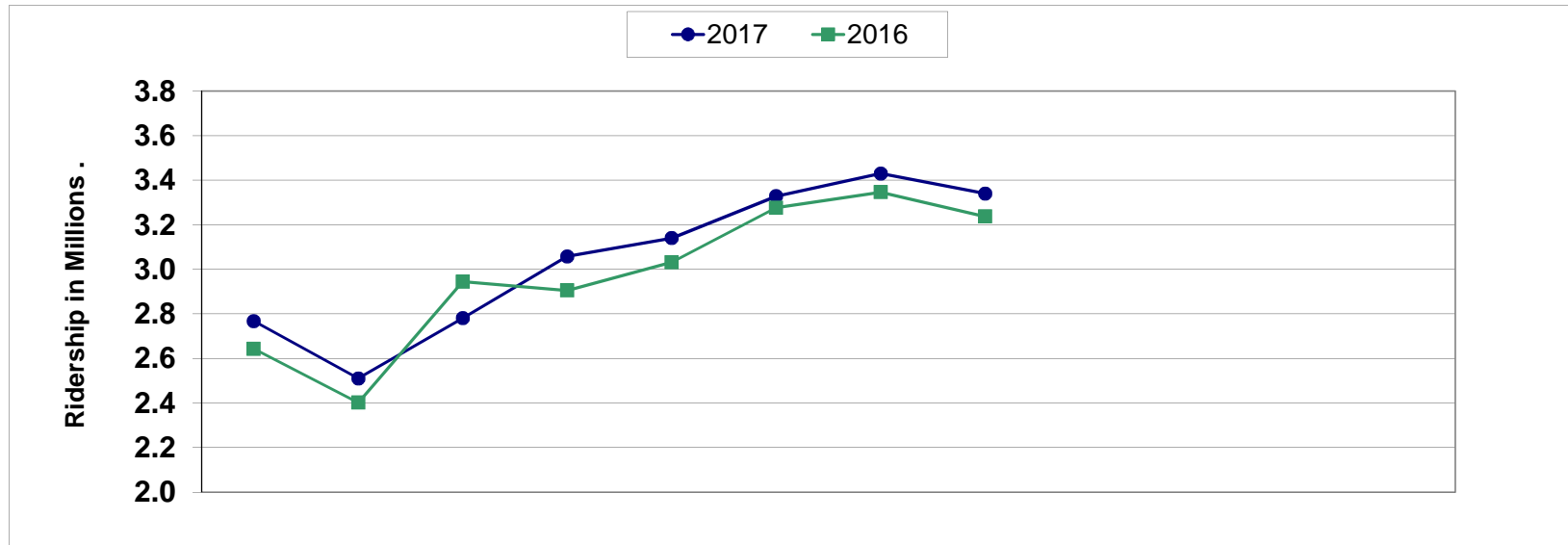


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	4.0	3.7	4.5	4.0	4.3	4.4	3.8	4.2					32.9
2016	4.0	3.8	4.6	4.0	4.3	4.4	3.9	4.2					33.2
PCT CHG.	-0.3%	-0.7%	-1.3%	-1.9%	-0.5%	-0.5%	-2.2%	-0.9%					-1.0%

1) Includes East and West of Hudson.

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

- August's Rail Non-Commutation Ridership was 3.2% above 2016 and 0.3% above Forecast.

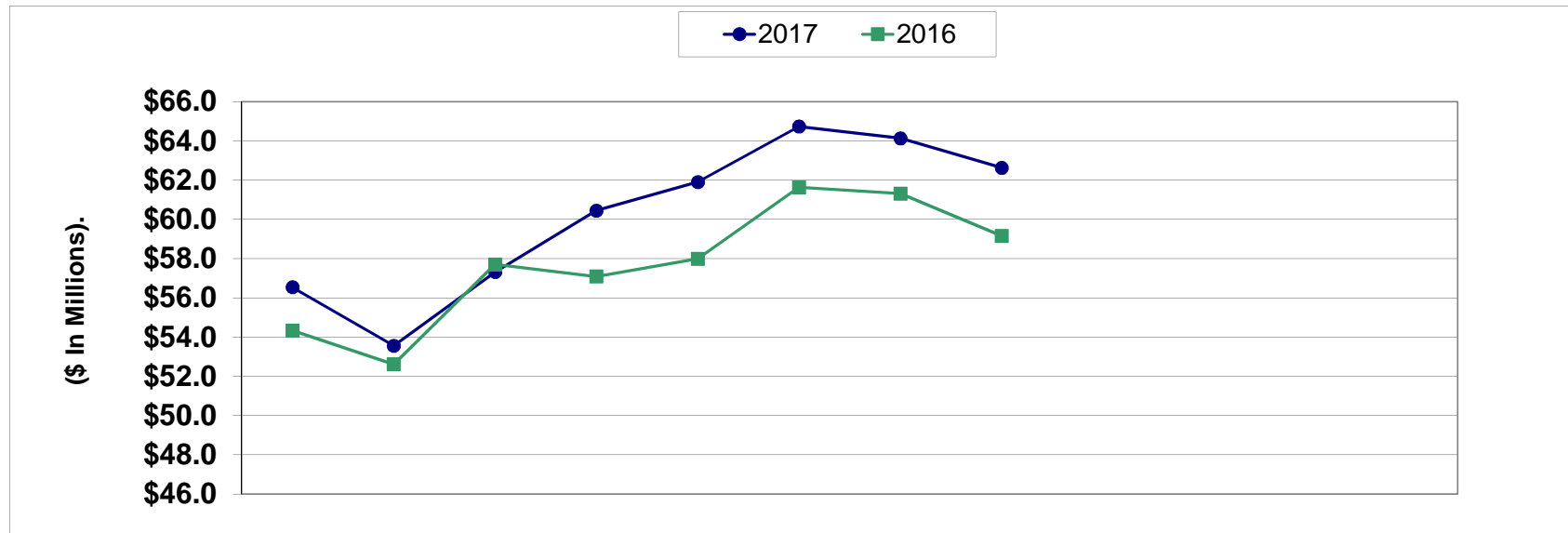


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	2.8	2.5	2.8	3.1	3.1	3.3	3.4	3.3					24.4
2016	2.6	2.4	2.9	2.9	3.0	3.3	3.3	3.2					23.8
PCT CHG.	4.7%	4.5%	-5.6%	5.3%	3.6%	1.6%	2.5%	3.2%					2.4%

1) Includes East and West of Hudson.

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

- August's Total Rail Revenue was 5.9% above 2016 and 0.1% above Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	\$56.5	\$53.6	\$57.3	\$60.4	\$61.9	\$64.7	\$64.1	\$62.6					\$481.3
2016	\$54.3	\$52.6	\$57.7	\$57.1	\$58.0	\$61.6	\$61.3	\$59.2					\$461.8
PCT CHG.	4.1%	1.8%	-0.7%	5.9%	6.7%	5.0%	4.6%	5.9%					4.2%

1) Includes East and West of Hudson.

# MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY AUGUST 2017

TICKET TYPE/SERVICE	AUGUST 2017 ACTUAL	AUGUST 2017 FORECAST	VARIANCE VS. FORECAST		AUGUST 2016 RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	4,090,891	4,071,238	19,653	0.5%	4,122,428	(31,537)	-0.8%
West of Hudson	76,764	80,697	(3,933)	-4.9%	84,737	(7,973)	-9.4%
<b>Total Rail Commutation Ridership</b>	<b>4,167,655</b>	<b>4,151,935</b>	<b>15,720</b>	<b>0.4%</b>	<b>4,207,165</b>	<b>(39,510)</b>	<b>-0.9%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	3,272,664	3,258,889	13,775	0.4%	3,166,529	106,135	3.4%
West of Hudson	67,256	70,071	(2,815)	-4.0%	70,566	(3,310)	-4.7%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,339,920</b>	<b>3,328,960</b>	<b>10,960</b>	<b>0.3%</b>	<b>3,237,095</b>	<b>102,825</b>	<b>3.2%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	7,363,555	7,330,127	33,428	0.5%	7,288,957	74,598	1.0%
West of Hudson	144,020	150,768	(6,748)	-4.5%	155,303	(11,283)	-7.3%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,507,575</b>	<b>7,480,895</b>	<b>26,680</b>	<b>0.4%</b>	<b>7,444,260</b>	<b>63,315</b>	<b>0.9%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(2)</sup></b>	<b>52,762</b>	<b>52,077</b>	<b>685</b>	<b>1.3%</b>	<b>50,970</b>	<b>1,792</b>	<b>3.5%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,560,337</b>	<b>7,532,972</b>	<b>27,365</b>	<b>0.4%</b>	<b>7,495,230</b>	<b>65,107</b>	<b>0.9%</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 SUMMARY 2017 YEAR-TO-DATE

TICKET TYPE/SERVICE	2017 YTD ACTUAL	2017 YTD FORECAST	VARIANCE VS. FORECAST		2016 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	32,281,220	32,253,564	27,656	0.1%	32,582,898	(301,678)	-0.9%
West of Hudson	606,947	618,510	(11,563)	-1.9%	649,485	(42,538)	-6.5%
<b>Total Rail Commutation Ridership</b>	<b>32,888,167</b>	<b>32,872,074</b>	<b>16,093</b>	<b>0.0%</b>	<b>33,232,383</b>	<b>(344,216)</b>	<b>-1.0%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	23,874,093	23,913,580	(39,487)	-0.2%	23,284,617	589,476	2.5%
West of Hudson	481,061	494,594	(13,533)	-2.7%	500,098	(19,037)	-3.8%
<b>Total Rail Non-Commutation Ridership</b>	<b>24,355,154</b>	<b>24,408,174</b>	<b>(53,020)</b>	<b>-0.2%</b>	<b>23,784,715</b>	<b>570,439</b>	<b>2.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	56,155,313	56,167,144	(11,831)	0.0%	55,867,515	287,798	0.5%
West of Hudson (2)	1,088,008	1,113,104	(25,096)	-2.3%	1,149,583	(61,575)	-5.4%
<b>TOTAL RAIL RIDERSHIP</b>	<b>57,243,321</b>	<b>57,280,248</b>	<b>(36,927)</b>	<b>-0.1%</b>	<b>57,017,098</b>	<b>226,223</b>	<b>0.4%</b>
<b>CONNECTING SERVICES RIDERSHIP</b>	<b>392,561</b>	<b>391,180</b>	<b>1,381</b>	<b>0.4%</b>	<b>384,932</b>	<b>7,629</b>	<b>2.0%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>57,635,882</b>	<b>57,671,428</b>	<b>(35,546)</b>	<b>-0.1%</b>	<b>57,402,030</b>	<b>233,852</b>	<b>0.4%</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

### AUGUST 2017

LINE	AUGUST 2017 ACTUAL	AUGUST 2016 RESTATED <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,373,087	2,348,207	24,880	1.1%
Hudson Line	1,491,491	1,442,263	49,228	3.4%
New Haven Line	3,498,977	3,498,487	490	0.0%
<b>Total East of Hudson</b>	<b>7,363,555</b>	<b>7,288,957</b>	<b>74,598</b>	<b>1.0%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	86,210	92,440	(6,230)	-6.7%
Pascack Valley Line	57,810	62,863	(5,053)	-8.0%
<b>Total West of Hudson</b>	<b>144,020</b>	<b>155,303</b>	<b>(11,283)</b>	<b>-7.3%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,507,575</b>	<b>7,444,260</b>	<b>63,315</b>	<b>0.9%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	32,900	32,015	885	2.8%
Haverstraw-Ossining Ferry	13,535	12,696	839	6.6%
Newburgh-Beacon Ferry	6,327	6,259	68	1.1%
<b>Total Connecting Services</b>	<b>52,762</b>	<b>50,970</b>	<b>1,792</b>	<b>3.5%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,560,337</b>	<b>7,495,230</b>	<b>65,107</b>	<b>0.9%</b>

Notes:

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

# 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	18,415,757	18,246,621	169,136	0.9%
Hudson Line	11,155,171	10,913,402	241,769	2.2%
New Haven Line	26,584,385	26,707,492	(123,107)	-0.5%
<b>Total East of Hudson</b>	<b>56,155,313</b>	<b>55,867,515</b>	<b>287,798</b>	<b>0.5%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	647,592	679,690	(32,098)	-4.7%
Pascack Valley Line	440,416	469,893	(29,477)	-6.3%
<b>Total West of Hudson</b>	<b>1,088,008</b>	<b>1,149,583</b>	<b>(61,575)</b>	<b>-5.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>57,243,321</b>	<b>57,017,098</b>	<b>226,223</b>	<b>0.4%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	265,233	256,306	8,927	3.5%
Haverstraw-Ossining Ferry	85,005	87,780	(2,775)	-3.2%
Newburgh-Beacon Ferry	42,323	40,846	1,477	3.6%
<b>Total Connecting Services</b>	<b>392,561</b>	<b>384,932</b>	<b>7,629</b>	<b>2.0%</b>
<b>TOTAL MNR SYSTEM</b>	<b>57,635,882</b>	<b>57,402,030</b>	<b>233,852</b>	<b>0.4%</b>

Notes:

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



**Metro-North Railroad**

# **Capital Program Report**

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

**September 30, 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. Submittal review process of the Program Schedule and Management Plan continues with the manufacturer. Parts obsolescence from the original design/manufacture of the M-8 cars is underway to identify all components which require substitution.

#### ***GRAND CENTRAL TERMINAL (GCT)***

##### **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. The new fire pump installation is ongoing at 49th Street.

Overall project completion is anticipated in June 2018.

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

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

Overall Project completion is anticipated in March 2018.

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

##### **Station Building Renewal Projects**

The project scope is to furnish and install a new elevator at the Port Chester Station and replace 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.

Completed fabrication and delivery of remaining elevator components, including the elevator cab. Completed installation and connection of an oil line to the elevator piston. Completed installation of upper and lower elevator sills and elevator cab floor; as well as bird deterrent on exterior beams of elevator shaft and placed netting under metal stairs. Installed leaders for elevator machine room (EMR), storage room, and elevator canopies and placed membrane roof at the storage room. Continued installation of electrical conduits, travel cables, wirings for call stations, phone lines in EMR, lighting rods on top of the elevator shaft and elevator cab frame.

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

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

- *Replace historic stairways located on the south side of 125th Street (Small Business Mentoring Program Tier II)* – Lead abatement of the west stairs has commenced and steel fabrication is ongoing. Site mobilization is scheduled for October 2017.
- *Exterior Lighting Improvements & Arts & Design Work on the Viaduct* – Contract was awarded on July 11, 2017 for construction services. Submittal process is underway and site mobilization is scheduled for October 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.

Bids/proposals for each of the eight Customer Service Initiative (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 a 30% level, with completion anticipated in October 2017. It is anticipated that a design-build contract will be awarded by year-end.

## **POWER**

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

Continued to progress work in Track 4 continuous outage CP26 to CP33 (north of Tarrytown to south of Croton-Harmon) and the following related work: signal power duct bank, trough and conduits installation at Croton-Harmon and between Scarborough and Philipse Manor; cable pulls, test pits for signal power installation, track crossing lateral conduits, positive and negative feeders at various substations and installation of 3<sup>rd</sup> rail setup. Continued to progress out-of-outage work (outside the track limits for a power outage): cable pulling at Croton-Harmon and installation of platforms, equipment, continuity jumpers and fiberglass reinforced epoxy conduits (FRE) at the Croton Point overpass and CR Bridge.

The Phase II work shall replace and restore to a state of good repair the power and C&S equipment and infrastructure that were destroyed, damaged and/or compromised by Super Storm Sandy on over 30 miles of railroad along the Hudson Line from CP5 (Bronx) to CP35 (Croton-Harmon). Work will include replacement of C&S cable, fiber optic cable, equipment and components, with significant work that is at-grade as well as in and around the track bed adjacent to the Hudson River.

Overall project completion of Phase I and II is anticipated in March 2021.

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

- *Tarrytown* – Completed with field commissioning and testing of electrical switchgear components. Performed rectifier transformer dielectric test, terminated sectionalizing switches control wires, installed bus duct at south rectifier transformer. Set two manhole structure on their concrete pad, pulled 15KV cables between electrical manhole PMH-3 and utility overhead line poles and performed testing for AC bus ducts. Coordination with local utility, Con Edison, is underway.
- *Croton-Harmon* – Continued with field commissioning and testing of electrical switchgear components. Continued installation of lighting fixtures and conduits, pulled wires for lights and fire alarm inside the vault, installed sectionalizing switches and termination of cables. Installed guardrail posts at north and south ends of transformers pads and continued Installation and grounding of catwalk steel.
- *Riverdale* – Finalizing field commissioning and testing of electrical switchgear. Continued installation of bus ducts at south and north of rectifier transformers. Installed grating and steel sections for catwalk; erosion control gabion baskets in front of culvert and precast concrete collar for 48” pipe at the south end of the substation. Completed the delivery of the prefabricated crew quarters.

Project completion for the three substations is forecasted for first quarter of 2018. As this project is tied to the Harlem & Hudson Lines Power Improvements (Brewster Substation, as

below), the overall project completion is anticipated for completion in the third quarter of 2018.

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

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

- *86th St.* – Demolition and removal of equipment on the east and west platforms continue. Footings for new columns and pit work for AC switchgear at the west platform continue. AC and DC Switchgear equipment are delivered and currently in storage. Set up of DC switchgear equipment is planned in the first quarter of 2018 and the setup of AC switchgear equipment is forecasted in the second quarter of 2018.
- *110th St.* (replacement of negative return reactors in the substation under the viaduct) – Operating as of July 2016.
- *Brewster* – Completed installation of vault lighting cables, galvanized and fiberglass racks and supports for DC switchgear. Installed rigid galvanized steel (RGS) conduits and stub-ups, installed heating, ventilation, and air conditioning (HVAC) units, installed concrete pads for sectionalizing switches and pulled 15KV cables. Continued installation of sectionalizing switches.

Overall project completion anticipated for completion in the third quarter of 2018.

### **Substation Replacement Bridge - 23**

- *Mount Vernon East* – Signal substation supervisory control and data acquisition (SCADA) system package review process is complete. MNR has received SCADA files and started uploading them into MNR GCT system, which allows MNR to start checking that the communication between the GCT Power Director Office and the substation site are consistent. Fabrication continues with Factory Acceptance Test (FAT) forecasted in October 2017, followed by final FAT at Powell factory in Ohio. The catenary bridge 23X to run a new feeder from the New Rochelle substation to the new Mount Vernon substation at the site is complete. Ground Penetration Radar (GPR) work to detect location of underground cables in order to splice them with new cables in a box is complete with written report expected by early October 2017.
- *Catenary work between Mount Vernon & New Rochelle* – Catenary system overhead wire FT-3 installation is nearing completion with expected completion by October 15, 2017.
- *New Rochelle* – No activity except minor punch list clean up. Some controls and relay work to resume after relay files are loaded.

Overall project completion is anticipated in fourth quarter of 2017.

## ***TRACK AND STRUCTURES***

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

All physical work associated with the second phase is now complete as of September 10, 2017. This work is the second phase of a multi-phase project in which this system will be connected to the New York City Department of Environmental Protection's (NYCDEP) combined sewer at the intersection point where NYCDEP's pipes cross under the tracks.

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

The field inspection phase of the bridges continues and is nearing completion. Associated Inspection and Load Rating reports continue to be submitted and reviewed by key stakeholders.

Project completion is anticipated in March 2018.

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

Site work including utility relocation has been completed. Submittal phase is ongoing with 90% design submittals nearing completion. Bridge demolition phase has begun with removal of asphalt and wood/timber decking over existing spans. It is anticipated that Prospect Hill Road Bridge will be opened for vehicular service in the first quarter of 2019.

### **Overhead Bridge Program – Select Bridges East of Hudson**

14<sup>th</sup> Avenue Bridge, Mt. Vernon, NY design-build contract was awarded in September 2017. The project will result in the rehabilitation of the substructure and the replacement of the superstructure of the bridge.

## ***COMMUNICATIONS AND SIGNAL***

### **Positive Train Control (PTC)**

Subsystem designs being finalized. On-Board and office software is in development. Factory Acceptance Testing (FAT) for sub-system level software for On-Board and Office continues. Surveys and Federal Communications Commission (FCC) / Tribal applications continue for communication site locations, with 85% 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 are 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 on all lines. M7A and M3A on-board PTC hardware installations are ongoing. 128 M7A on-boards kits out of 167 and 2 M3A on-boards kits out of

69 have been installed to-date. Third party contract work for communications infrastructure installation commenced. Training of employees continues. Interoperability discussions with Amtrak and Freight carriers continue. The 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 March 2018.

## ***SHOPS AND YARDS***

### **Harmon Shop Improvements**

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

- *Consist Shop Facility/Building 6 (CSF)* – 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* – Continued interior installation such as: masonry walls, interior duct work, plumbing, fire suppression, gas piping work, electrical conduit rough-in, panel boards, metal stairs, 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. Continued installation of gas line on Croton Point Avenue Bridge.

Overall, Phase V, Stage I construction completion is anticipated in April 2018.

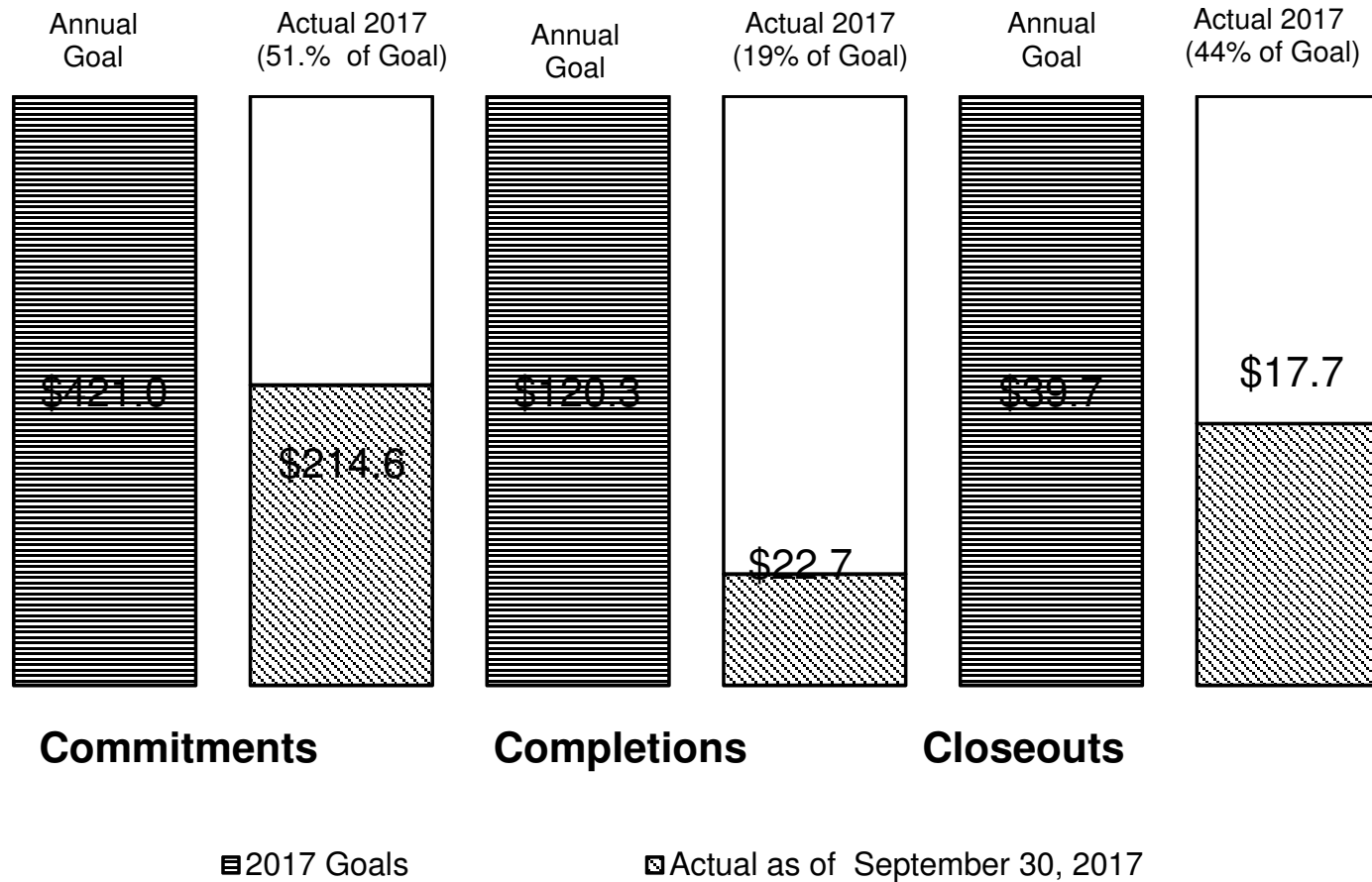
#### *Phase V, Stage II Preliminary Design*

The preliminary 30% design pre-final bid documents are complete to facilitate the phase I solicitation for qualified Design-Builders; an advertisement was placed in 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 September 30, 2017

In Millions





# LONG ISLAND RAIL ROAD



## Monthly Operating Report September 2017

Patrick Nowakowski  
President

---

10/23/17 \*\*\*\*\*

---

**Performance Summary**

			2017 Data			2016 Data	
			Annual	YTD thru		YTD thru	
			Goal	Sept	Sept	Sept	Sept
<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>93.6%</b>	<b>91.3%</b>	<b>94.4%</b>	<b>93.1%</b>
		AM Peak		95.2%	91.3%	96.2%	93.4%
		PM Peak		92.0%	85.1%	90.5%	90.1%
		<b>Total Peak</b>		<b>93.7%</b>	<b>88.3%</b>	<b>93.5%</b>	<b>91.8%</b>
		Off Peak Weekday		92.7%	91.3%	93.6%	92.9%
		Weekend		95.2%	94.8%	97.0%	94.9%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>93.1%</b>	<b>90.1%</b>	<b>93.6%</b>	<b>92.0%</b>
		AM Peak		96.2%	92.7%	97.3%	94.2%
		PM Peak		89.9%	82.8%	90.5%	88.5%
		<b>Total Peak</b>		<b>93.3%</b>	<b>88.1%</b>	<b>94.1%</b>	<b>91.5%</b>
		Off Peak Weekday		92.0%	90.4%	92.0%	92.1%
		Weekend		95.0%	92.9%	96.7%	92.4%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>97.0%</b>	<b>95.4%</b>	<b>97.8%</b>	<b>96.7%</b>
		AM Peak		96.4%	91.0%	96.1%	94.1%
		PM Peak		98.9%	93.5%	97.4%	96.4%
		<b>Total Peak</b>		<b>97.5%</b>	<b>92.1%</b>	<b>96.7%</b>	<b>95.1%</b>
		Off Peak Weekday		96.5%	95.8%	97.6%	96.9%
		Weekend		97.3%	97.8%	99.5%	97.6%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>93.3%</b>	<b>90.3%</b>	<b>94.2%</b>	<b>91.9%</b>
		AM Peak		95.7%	90.8%	94.6%	92.9%
		PM Peak		89.6%	80.2%	88.8%	89.1%
		<b>Total Peak</b>		<b>92.7%</b>	<b>85.7%</b>	<b>91.8%</b>	<b>91.1%</b>
		Off Peak Weekday		91.9%	89.5%	93.6%	90.3%
		Weekend		95.3%	95.2%	97.2%	94.5%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>95.6%</b>	<b>93.7%</b>	<b>96.8%</b>	<b>96.2%</b>
		AM Peak		94.5%	93.8%	99.0%	96.9%
		PM Peak		93.4%	86.2%	95.2%	92.8%
		<b>Total Peak</b>		<b>94.0%</b>	<b>90.2%</b>	<b>97.2%</b>	<b>95.0%</b>
		Off Peak Weekday		95.3%	93.7%	96.5%	96.8%
		Weekend		97.6%	96.9%	97.1%	96.0%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>95.1%</b>	<b>93.1%</b>	<b>94.7%</b>	<b>94.8%</b>
		AM Peak		95.9%	92.8%	97.2%	95.5%
		PM Peak		95.5%	88.6%	91.3%	92.6%
		<b>Total Peak</b>		<b>95.7%</b>	<b>90.8%</b>	<b>94.4%</b>	<b>94.1%</b>
		Off Peak Weekday		95.0%	93.1%	95.0%	94.8%
		Weekend		94.5%	95.7%	94.3%	95.8%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>90.3%</b>	<b>89.1%</b>	<b>93.1%</b>	<b>90.2%</b>
		AM Peak		92.5%	90.5%	91.1%	88.4%
		PM Peak		85.3%	86.1%	93.0%	90.2%
		<b>Total Peak</b>		<b>89.0%</b>	<b>88.4%</b>	<b>92.0%</b>	<b>89.3%</b>
		Off Peak Weekday		92.3%	90.2%	93.0%	90.8%
		Weekend		88.2%	87.7%	94.3%	89.9%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>95.7%</b>	<b>92.2%</b>	<b>97.0%</b>	<b>93.6%</b>
		AM Peak		96.4%	92.6%	98.0%	94.8%
		PM Peak		90.0%	82.8%	92.1%	86.5%
		<b>Total Peak</b>		<b>93.5%</b>	<b>88.1%</b>	<b>95.2%</b>	<b>91.0%</b>
		Off Peak Weekday		95.5%	92.8%	97.6%	94.4%
		Weekend		98.6%	96.4%	98.0%	95.5%

<b>Performance Summary</b>		<b>2017 Data</b>			<b>2016 Data</b>	
		Annual	YTD thru		YTD thru	
		Goal	Sept	Sept	Sept	Sept
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>94.7%</b>	<b>91.0%</b>	<b>92.9%</b>	<b>90.3%</b>
	AM Peak		93.1%	89.2%	93.5%	90.4%
	PM Peak		95.7%	87.0%	92.5%	90.4%
	<b>Total Peak</b>		<b>94.3%</b>	<b>88.2%</b>	<b>93.0%</b>	<b>90.4%</b>
	Off Peak Weekday		92.1%	89.4%	90.6%	87.2%
	Weekend		99.3%	97.8%	97.2%	96.3%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>92.6%</b>	<b>90.3%</b>	<b>92.8%</b>	<b>93.0%</b>
	AM Peak		95.0%	90.4%	97.6%	94.1%
	PM Peak		90.5%	80.8%	84.7%	86.6%
	<b>Total Peak</b>		<b>92.7%</b>	<b>85.5%</b>	<b>91.0%</b>	<b>90.2%</b>
	Off Peak Weekday		89.7%	89.5%	91.1%	92.0%
	Weekend		97.8%	97.1%	98.5%	98.1%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>90.8%</b>	<b>89.1%</b>	<b>92.4%</b>	<b>91.5%</b>
	AM Peak		93.6%	88.4%	93.9%	90.7%
	PM Peak		95.0%	88.9%	88.9%	91.8%
	<b>Total Peak</b>		<b>94.3%</b>	<b>88.6%</b>	<b>91.6%</b>	<b>91.2%</b>
	Off Peak Weekday		89.2%	88.5%	91.5%	91.1%
	Weekend		89.8%	91.2%	95.5%	92.7%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>96.7%</b>	<b>94.9%</b>	<b>97.9%</b>	<b>96.5%</b>
	AM Peak		96.0%	91.4%	99.0%	95.4%
	PM Peak		92.5%	88.2%	91.3%	92.0%
	<b>Total Peak</b>		<b>94.1%</b>	<b>89.7%</b>	<b>94.8%</b>	<b>93.6%</b>
	Off Peak Weekday		98.2%	97.0%	98.7%	98.1%
	Weekend		96.7%	97.4%	100.0%	96.8%
<b>Operating Statistics</b>						
<b>Trains Scheduled</b>			<b>20,226</b>	<b>186,364</b>	<b>20,521</b>	<b>185,002</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-10.8	-12.2	-11.7	-13.3
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			168	2,584	174	2,347
<b>Trains Canceled</b>			49	1,064	32	957
<b>Trains Terminated</b>			31	616	18	356
<b>Percent of Scheduled Trips Completed</b>			99.6%	99.1%	99.8%	99.3%
<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	99.6%			
		PM Peak	98.8%			
		<b>Total Peak</b>	99.2%			

System Categories Of Delay		2017	2017 Data		2016 Data		YTD 2016 Vs 2015
	% Total	August	Sept	YTD Thru Sept	Sept	YTD Thru Sept	
Engineering (Scheduled)	2.7%	57	35	520	33	302	218
Engineering (Unscheduled)	13.1%	159	169	1,882	111	1,386	496
Maintenance of Equipment	11.9%	134	154	1,476	160	1,164	312
Transportation	4.3%	35	56	711	33	431	280
Capital Projects	2.4%	8	31	390	10	380	10
Weather and Environmental	1.1%	18	14	1,711	34	1,600	1
Police	12.7%	114	164	1,386	171	1,524	(138)
Customers	39.5%	570	510	4,073	429	3,564	509
Other	4.2%	130	54	1,042	103	1,464	(422)
3rd Party Operations	8.1%	115	104	3,073	70	1,040	2,033
<b>Total</b>	<b>100.0%</b>	<b>1,340</b>	<b>1,291</b>	<b>16,264</b>	<b>1,154</b>	<b>12,855</b>	<b>3,409</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
4-Sep	Mon	Heavy holiday loading							10			10		
6-Sep	Wed	AM69 disabled in Line 2, JO Interlocking	41		2				3			44		2
9-Sep	Sat	Amtrak related 100 cycle power outage in East River Tunnels and F Interlocking							10	4		10	4	
11-Sep	Mon	Train 2764 with equipment trouble in Woodside	3						19	2		22	2	
15-Sep	Fri	Police activity on train 1635							13		2	13		2
17-Sep	Sun	Train 8819 struck an unauthorized person at Rosedale Station							21	2	2	21	2	2
18-Sep	Mon	Train 2016 struck an unauthorized vehicle east of Wyandanch Station							10	2	6	10	2	6
19-Sep	Tues	Broken rail, Mainline 2 in Harold Interlocking				51	9		22	3	3	73	12	3
20-Sep	Wed	Heavy holiday loading				4			5	1		9	1	
26-Sep	Tues	Forest Hills concert loading				1			10			11		
26-Sep	Tues	Slow loading	6			2			4			12		
28-Sep	Thurs	Train 602 with equipment trouble west of Port Jefferson	2	4					2	1	1	4	5	1
29-Sep	Fri	Operator Error				4	1		14			18	1	
30-Sep	Sat	Track circuit failure on Main Line 1 at Nassau Interlocking							12			12		
TOTAL FOR MONTH			52	4	2	62	10	0	155	15	14	269	29	16
												314		



**Long Island Rail Road**

**OPERATIONS**

**MECHANICAL REPORT**

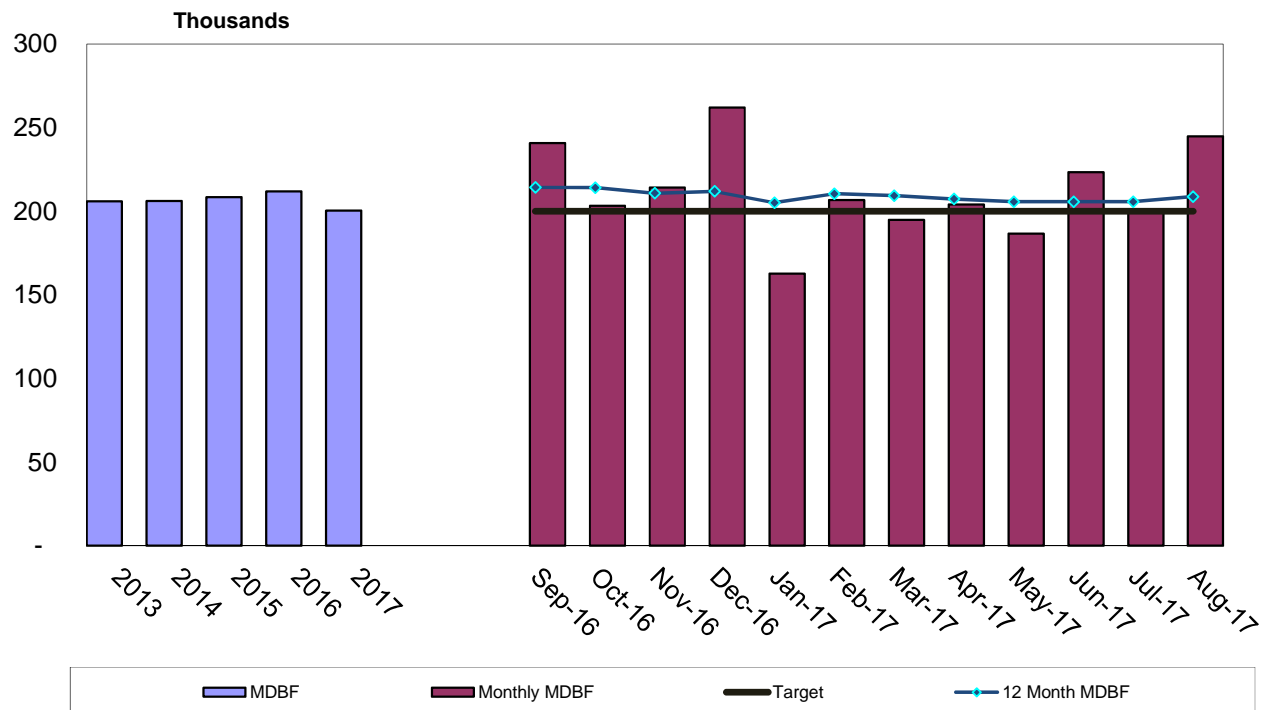
## Long Island Rail Road

### MEAN DISTANCE BETWEEN FAILURES - AUGUST 2017

			2017 Data					2016 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)	12 month MDBF Rolling Avg (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)
<b>Mean Distance Between Failures</b>	M-3	150	67,000	88,123	7	71,999	67,118	47,921	12	67,993
	M-7	836	440,000	526,924	10	422,926	446,865	537,173	10	422,077
	C-3	134	122,000	196,712	4	141,186	144,105	189,804	4	164,401
	DE	24	22,000	23,714	4	18,485	22,351	29,087	3	18,470
	DM	21	22,000	29,658	3	27,991	30,103	19,507	5	25,157
	Diesel	179	65,000	88,244	11	69,244	75,651	78,668	12	70,941
	<b>Fleet</b>	<b>1,165</b>	<b>200,000</b>	<b>244,885</b>	<b>28</b>	<b>200,370</b>	<b>208,849</b>	<b>202,671</b>	<b>34</b>	<b>204,670</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 September	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	26
		<b>Total Standees</b>	<b>0</b>	<b>26</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	4	0
		<b>Total Standees</b>	<b>44</b>	<b>0</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	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	4	0
		<b>Total Standees</b>	<b>4</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	2	18
		<b>Total Standees</b>	<b>2</b>	<b>18</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	5	21
		<b>Total Standees</b>	<b>5</b>	<b>21</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>57</b>	<b>66</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 SEPTEMBER 2017

### Standee Report

#### West Of Jamaica

			2017 Data September	
			AM Peak	PM Peak
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	35
		<b>Total Standees</b>	<b>0</b>	<b>35</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	2	21
		<b>Total Standees</b>	<b>42</b>	<b>21</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	25
		<b>Total Standees</b>	<b>0</b>	<b>25</b>
	<b>Long Beach Branch</b>	Program Standees	28	0
		Add'l Standees	4	0
		<b>Total Standees</b>	<b>32</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	2	18
		<b>Total Standees</b>	<b>2</b>	<b>18</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	1	15
		<b>Total Standees</b>	<b>1</b>	<b>15</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>79</b>	<b>115</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 SEPTEMBER 2017

Elevator Availability		2017		2016	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	98.90%	98.90%	97.40%	98.70%
	Far Rockaway Branch	99.70%	99.10%	97.90%	98.80%
	Hempstead Branch	99.70%	99.30%	98.70%	99.00%
	Long Beach Branch	99.70%	99.10%	99.50%	99.30%
	Port Jefferson Branch	99.30%	98.80%	98.80%	96.60%
	Port Washington Branch	99.50%	98.20%	98.90%	98.60%
	Ronkonkoma Branch	99.60%	99.30%	99.70%	99.20%
	City Terminal Stations	98.40%	98.70%	99.70%	98.50%
	Overall Average	99.20%	99.00%	98.90%	98.60%

Escalator Availability		2017		2016	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	95.80%	96.90%	99.10%	97.70%
	Far Rockaway Branch	97.20%	96.30%	99.20%	98.20%
	Hempstead Branch	99.30%	98.80%	98.40%	97.80%
	Long Beach Branch	80.20%	91.00%	92.50%	96.70%
	Port Jefferson Branch	99.50%	98.00%	97.10%	97.60%
	City Terminal	95.30%	98.60%	97.70%	98.50%
	Overall Average	95.60%	97.60%	98.10%	98.00%



**Long Island Rail Road**

**OPERATIONS**

**SAFETY REPORT**

# August Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	July 2014 - August 2015	July 2015 - August 2016	July 2016 - August 2017
FRA Reportable Customer Accident Rate per Million Customers	4.29	3.22	2.93
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.61	3.17	3.54
Grade Crossing Incidents <sup>1</sup>	10	7	13
Mainline FRA Reportable Train Derailments	0	1	2
Mainline FRA Reportable Train Collisions	2	2	1

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

Leading Indicators				
Focus on Safety Training	2016		2017	
	Year End		August	Year to Date
First Responders Trained	1537		42	1,010
Employee Safety Training Courses	210		76	352
Employees Trained	6,013		723	6,060
Employee Safety Training Hours	223,736		15,998	149,258
Customer and Community:	August	Year to Date	August	Year to Date
Broken Gates	16	88	16	74
MTA Police Details	31	328	126	602
Summons	234	1201	236	1399
Warnings	64	602	81	602
Arrests	0	5	0	1
Community Education and Outreach	4,318	72,025	5,820	67,709
	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 SEPTEMBER 2017**

Elevators			
	Mechanical Injury	Human Factor Injury	Entrapment
There were no elevator incidents reported in the month of September 2017			

Escalators		
	Mechanical Injury	Human Factor Injury
No escalator accidents reported in the month of September 2017		

**Definitions:**

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



# **Long Island Rail Road**

## **Monthly Financial Report**

**August 2017**

**MTA LONG ISLAND RAIL ROAD  
AUGUST 2017 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST  
(\$ In Millions)**

**SUMMARY**

August YTD operating results were favorable by \$54.7 or 7.0% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through August were \$0.9 favorable to forecast. Farebox Revenue was favorable as a result of higher ridership, partially offset by lower yields per passenger. Other Operating Revenues were favorable due to higher miscellaneous revenue. Total Non-Reimbursable expenses through August were \$53.8 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs and timing of materials, maintenance and other operating contracts and professional services contracts.

YTD capital and other reimbursable expenditures (and reimbursements) were \$6.0 higher than the Mid-Year Forecast due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date August **Total Revenues** (including Capital and Other Reimbursements) of \$760.4 were \$6.9 or 0.9% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$0.7 favorable to forecast due to higher ridership, partially offset by lower yield per passenger. Ridership through August was 59.2 million. This was 0.2% above 2016 (adjusted for same number of calendar work days) and 4.3% higher than forecast.
- **Y-T-D Other Operating Revenues** were \$0.1 favorable to forecast due to higher rental, miscellaneous and freight revenue, partially offset by lower advertising and special services revenue.
- **Y-T-D Capital and Other Reimbursements** were \$6.0 favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date August **Total Expenses** (including depreciation and other) of \$1,483.8 were favorable to the Mid-Year Forecast by \$47.8 or 3.1%.

**Labor Expenses**, \$12.8 favorable Y-T-D.

- **Payroll**, \$9.5 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(7.2) unfavorable Y-T-D (higher capital project activity, maintenance and scheduled service, partially offset by lower vacancy/absentee coverage and unscheduled service overtime).
- **Health & Welfare**, \$2.3 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$5.4 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$2.8 favorable Y-T-D (primarily lower Railroad Retirement Taxes and FELA Indemnity Payments).

**Non-Labor Expenses**, \$36.6 favorable Y-T-D.

- **Electric Power**, \$(2.5) unfavorable Y-T-D (higher rates and consumption).
- **Fuel**, \$0.3 favorable Y-T-D (primarily lower rates).
- **Insurance**, \$1.4 favorable Y-T-D (lower Liability, Property and Force Account Insurance).
- **Claims**, \$(2.8) unfavorable Y-T-D (increase in reserves and medical payments).
- **Maintenance and Other Operating Contracts**, \$8.2 favorable Y-T-D (Primarily timing of vegetation management, construction services, TVM maintenance, uniform purchases and other maintenance and operating contracts and lower Amtrak State of Good Repair support costs including bussing and ferry service, partially offset by higher non-revenue vehicle repairs).
- **Professional Services**, \$6.1 favorable Y-T-D (Primarily timing of activities/payments for Enterprise Asset Management, MTA chargebacks, M7 propulsion consultant, advertising, and other professional services contracts).
- **Materials and Supplies**, \$22.8 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments).

- **Other Business Expense**, \$3.1 favorable Y-T-D (lower bad debt reserves, timing of rolling stock decommissioning and beneficial use of various NYPA loans, higher restitution of property damage and lower office, print and stationary supplies, partially offset by higher debit/credit card fees).

**Depreciation and Other**, \$(1.6) unfavorable Y-T-D (primarily higher Depreciation).

#### **CASH DEFICIT SUMMARY**

The Cash Deficit through August of \$476.5 was \$46.8 favorable to the Mid-Year Forecast due to lower expenditures.

#### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 50.1%, 3.0 percentage points above the Mid-Year Forecast resulting from lower expenses and higher revenue.
- Through August, the Adjusted Farebox Operating Ratio was 58.8%, which is favorable to the Mid-Year Forecast due to lower expenses and higher revenue
- Through August, the Adjusted Cost per Passenger was \$14.78, which is lower than the Mid-Year Forecast due to lower expenses and higher passengers.
- Through August, the Revenue per Passenger was \$8.11, which was below the Mid-Year Forecast.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**AUGUST 2017**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$60.208	\$61.473	\$1.265	2.1	\$0.000	\$0.000	\$0.000	-	\$60.208	\$61.473	\$1.265	2.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.041	4.014	(0.027)	(0.7)	0.000	0.000	0.000	-	4.041	4.014	(0.027)	(0.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	37.512	35.826	(1.686)	(4.5)	37.512	35.826	(1.686)	(4.5)
<b>Total Revenue</b>	<b>\$64.249</b>	<b>\$65.486</b>	<b>\$1.237</b>	<b>1.9</b>	<b>\$37.512</b>	<b>\$35.826</b>	<b>(\$1.686)</b>	<b>(4.5)</b>	<b>\$101.761</b>	<b>\$101.312</b>	<b>(\$0.449)</b>	<b>(0.4)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$42.251	\$41.858	\$0.393	0.9	\$13.125	\$11.739	\$1.386	10.6	\$55.376	\$53.597	\$1.779	3.2
Overtime	12.469	12.906	(0.437)	(3.5)	2.997	4.235	(1.238)	(41.3)	15.466	17.141	(1.675)	(10.8)
Health and Welfare	8.362	7.757	0.605	7.2	2.724	2.800	(0.076)	(2.8)	11.086	10.557	0.529	4.8
OPEB Current Payment	6.028	5.042	0.986	16.4	0.000	0.000	0.000	-	6.028	5.042	0.986	16.4
Pensions	10.962	10.997	(0.035)	(0.3)	4.426	4.381	0.045	1.0	15.388	15.377	0.011	0.1
Other Fringe Benefits	13.188	10.916	2.272	17.2	2.785	3.112	(0.327)	(11.8)	15.973	14.028	1.945	12.2
Reimbursable Overhead	(2.952)	(4.488)	1.536	52.0	2.952	4.488	(1.536)	(52.0)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$90.308</b>	<b>\$84.988</b>	<b>\$5.320</b>	<b>5.9</b>	<b>\$29.009</b>	<b>\$30.755</b>	<b>(\$1.746)</b>	<b>(6.0)</b>	<b>\$119.317</b>	<b>\$115.743</b>	<b>\$3.574</b>	<b>3.0</b>
<i>Non-Labor:</i>												
Electric Power	\$7.759	\$8.348	(\$0.589)	(7.6)	\$0.012	\$0.086	(\$0.074)	*	\$7.771	\$8.434	(\$0.663)	(8.5)
Fuel	1.373	1.240	0.133	9.7	0.000	0.000	0.000	-	1.373	1.240	0.133	9.7
Insurance	1.707	1.685	0.022	1.3	0.952	0.758	0.194	20.4	2.659	2.443	0.216	8.1
Claims	0.368	3.109	(2.741)	*	0.000	0.000	0.000	-	0.368	3.109	(2.741)	*
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	16.170	15.440	0.730	4.5	1.284	1.119	0.165	12.8	17.454	16.560	0.894	5.1
Professional Service Contracts	4.452	2.014	2.438	54.8	0.058	0.179	(0.121)	*	4.510	2.193	2.317	51.4
Materials & Supplies	16.325	12.621	3.704	22.7	6.159	2.766	3.393	55.1	22.484	15.387	7.097	31.6
Other Business Expenses	2.082	1.919	0.163	7.8	0.038	0.162	(0.124)	*	2.120	2.081	0.039	1.8
<b>Total Non-Labor Expenses</b>	<b>\$50.236</b>	<b>\$46.377</b>	<b>\$3.859</b>	<b>7.7</b>	<b>\$8.503</b>	<b>\$5.070</b>	<b>\$3.433</b>	<b>40.4</b>	<b>\$58.739</b>	<b>\$51.447</b>	<b>\$7.292</b>	<b>12.4</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>\$140.544</b>	<b>\$131.365</b>	<b>\$9.179</b>	<b>6.5</b>	<b>\$37.512</b>	<b>\$35.826</b>	<b>\$1.686</b>	<b>4.5</b>	<b>\$178.056</b>	<b>\$167.190</b>	<b>\$10.866</b>	<b>6.1</b>
Depreciation	\$28.348	\$27.674	\$0.674	2.4	\$0.000	\$0.000	\$0.000	-	\$28.348	\$27.674	\$0.674	2.4
Other Post Employment Benefits	7.261	7.278	(0.017)	(0.2)	0.000	0.000	0.000	-	7.261	7.278	(0.017)	(0.2)
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	0.156	0.167	(0.011)	(6.8)	0.000	0.000	0.000	-	0.156	0.167	(0.011)	(6.8)
<b>Total Expenses</b>	<b>\$176.309</b>	<b>\$166.483</b>	<b>\$9.826</b>	<b>5.6</b>	<b>\$37.512</b>	<b>\$35.826</b>	<b>\$1.686</b>	<b>4.5</b>	<b>\$213.821</b>	<b>\$202.308</b>	<b>\$11.513</b>	<b>5.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$112.060)</b>	<b>(\$100.996)</b>	<b>\$11.064</b>	<b>9.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$112.060)</b>	<b>(\$100.996)</b>	<b>\$11.064</b>	<b>9.9</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.348	\$27.674	(\$0.674)	(2.4)	\$0.000	\$0.000	\$0.000	-	\$28.348	\$27.674	(\$0.674)	(2.4)
Operating/Capital	(3.492)	(0.100)	3.392	97.1	0.000	0.000	0.000	-	(3.492)	(0.100)	3.392	97.1
Other Cash Adjustments	14.340	4.879	(9.461)	(66.0)	0.000	0.000	0.000	-	14.340	4.879	(9.461)	(66.0)
<b>Total Cash Conversion Adjustments</b>	<b>\$39.196</b>	<b>\$32.453</b>	<b>(\$6.743)</b>	<b>(17.2)</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$39.196</b>	<b>\$32.453</b>	<b>(\$6.743)</b>	<b>(17.2)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$72.864)</b>	<b>(\$68.544)</b>	<b>\$4.320</b>	<b>5.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$72.864)</b>	<b>(\$68.544)</b>	<b>\$4.320</b>	<b>5.9</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

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

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**AUGUST YEAR-TO-DATE**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$477.326	\$478.057	\$0.731	0.2	\$0.000	\$0.000	\$0.000	-	\$477.326	\$478.057	\$0.731	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-	\$0.000	\$0.000	0.000	-
Other Operating Revenue	36.777	36.897	0.120	0.3	0.000	\$0.000	0.000	-	\$36.777	\$36.897	0.120	0.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	239.361	245.403	6.042	2.5	\$239.361	\$245.403	6.042	2.5
<b>Total Revenue</b>	<b>\$514.103</b>	<b>\$514.955</b>	<b>\$0.852</b>	<b>0.2</b>	<b>\$239.361</b>	<b>\$245.403</b>	<b>\$6.042</b>	<b>2.5</b>	<b>\$753.464</b>	<b>\$760.357</b>	<b>\$6.893</b>	<b>0.9</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$344.302	\$341.865	\$2.437	0.7	\$82.729	\$75.669	\$7.060	8.5	\$427.031	\$417.534	\$9.497	2.2
Overtime	86.246	87.222	(0.976)	(1.1)	22.722	\$28.972	(6.250)	(27.5)	108.968	\$116.194	(7.226)	(6.6)
Health and Welfare	69.670	67.124	2.546	3.7	18.249	\$18.528	(0.279)	(1.5)	87.919	\$85.652	2.267	2.6
OPEB Current Payment	45.453	40.048	5.405	11.9	0.000	\$0.000	0.000	-	45.453	\$40.048	5.405	11.9
Pensions	94.043	94.384	(0.341)	(0.4)	29.028	\$28.634	0.394	1.4	123.071	\$123.018	0.053	0.0
Other Fringe Benefits	99.908	95.772	4.136	4.1	19.003	\$20.349	(1.346)	(7.1)	118.911	\$116.121	2.790	2.3
Reimbursable Overhead	(22.042)	(28.748)	6.706	30.4	22.042	\$28.748	(6.706)	(30.4)	0.000	\$0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$717.580</b>	<b>\$697.666</b>	<b>\$19.914</b>	<b>2.8</b>	<b>\$193.773</b>	<b>\$200.901</b>	<b>(\$7.128)</b>	<b>(3.7)</b>	<b>\$911.353</b>	<b>\$898.567</b>	<b>\$12.786</b>	<b>1.4</b>
<b>Non-Labor:</b>												
Electric Power	\$54.621	\$56.838	(\$2.217)	(4.1)	\$0.493	\$0.810	(\$0.317)	(64.2)	\$55.114	\$57.648	(\$2.534)	(4.6)
Fuel	10.981	10.620	0.361	3.3	0.000	\$0.046	(0.046)	-	10.981	\$10.667	0.314	2.9
Insurance	14.323	13.840	0.483	3.4	5.663	\$4.762	0.901	15.9	19.986	\$18.602	1.384	6.9
Claims	2.901	5.715	(2.814)	(97.0)	0.000	\$0.000	0.000	-	2.901	\$5.715	(2.814)	(97.0)
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	69.325	63.249	6.076	8.8	9.677	\$7.583	2.094	21.6	79.002	\$70.832	8.170	10.3
Professional Service Contracts	22.892	15.989	6.903	30.2	0.881	\$1.641	(0.760)	(86.2)	23.773	\$17.629	6.144	25.8
Materials & Supplies	101.594	78.534	23.060	22.7	28.538	\$28.815	(0.277)	(1.0)	130.132	\$107.348	22.784	17.5
Other Business Expenses	14.828	11.177	3.651	24.6	0.336	\$0.846	(0.510)	*	15.164	\$12.023	3.141	20.7
<b>Total Non-Labor Expenses</b>	<b>\$291.465</b>	<b>\$255.961</b>	<b>\$35.504</b>	<b>12.2</b>	<b>\$45.588</b>	<b>\$44.502</b>	<b>\$1.086</b>	<b>2.4</b>	<b>\$337.053</b>	<b>\$300.463</b>	<b>\$36.590</b>	<b>10.9</b>
<b>Other Expense Adjustments</b>												
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>\$1,009.045</b>	<b>\$953.628</b>	<b>\$55.417</b>	<b>5.5</b>	<b>\$239.361</b>	<b>\$245.403</b>	<b>(\$6.042)</b>	<b>(2.5)</b>	<b>\$1,248.406</b>	<b>\$1,199.030</b>	<b>\$49.376</b>	<b>4.0</b>
<b>Depreciation</b>	<b>\$223.839</b>	<b>\$225.449</b>	<b>(\$1.610)</b>	<b>(0.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$223.839</b>	<b>\$225.449</b>	<b>(\$1.610)</b>	<b>(0.7)</b>
<b>Other Post Employment Benefits</b>	<b>\$7.952</b>	<b>\$8.515</b>	<b>(\$0.563)</b>	<b>(1.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$7.952</b>	<b>\$8.515</b>	<b>(\$0.563)</b>	<b>(1.0)</b>
<b>GASB 68 Pension Expense Adjustment</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>Environmental Remediation</b>	<b>1.381</b>	<b>0.805</b>	<b>0.576</b>	<b>41.7</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>1.381</b>	<b>\$0.805</b>	<b>0.576</b>	<b>41.7</b>
<b>Total Expenses</b>	<b>\$1,292.217</b>	<b>\$1,238.396</b>	<b>\$53.821</b>	<b>4.2</b>	<b>\$239.361</b>	<b>\$245.403</b>	<b>(\$6.042)</b>	<b>(2.5)</b>	<b>\$1,531.578</b>	<b>\$1,483.798</b>	<b>\$47.780</b>	<b>3.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$778.114)</b>	<b>(\$723.441)</b>	<b>\$54.673</b>	<b>7.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$778.114)</b>	<b>(\$723.441)</b>	<b>\$54.673</b>	<b>7.0</b>
<b>Cash Conversion Adjustments</b>												
Depreciation	\$223.839	\$225.449	\$1.610	0.7	\$0.000	\$0.000	\$0.000	-	\$223.839	\$225.449	\$1.610	0.7
Operating/Capital	(9.491)	(3.881)	5.610	59.1	0.000	0.000	0.000	-	(9.491)	(3.881)	5.610	59.1
Other Cash Adjustments	40.430	25.351	(15.079)	(37.3)	0.000	0.000	0.000	-	40.430	\$25.351	(15.079)	(37.3)
<b>Total Cash Conversion Adjustments</b>	<b>\$254.778</b>	<b>\$246.919</b>	<b>(\$7.859)</b>	<b>(3.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$254.778</b>	<b>\$246.919</b>	<b>(\$7.859)</b>	<b>(3.1)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$523.336)</b>	<b>(\$476.522)</b>	<b>\$46.814</b>	<b>8.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$523.336)</b>	<b>(\$476.522)</b>	<b>\$46.814</b>	<b>8.9</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

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**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

August 2017				Year-to-Date August 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	1.265	2.1	Higher ridership \$12.234, partially offset by lower yield per passenger \$(10.969).	0.731	0.2	Higher ridership \$20.601, partially offset by lower yield per passenger \$(19.870).
Other Operating Revenue	Non Reimb.	(0.027)	(0.7)	Primarily due to lower advertising revenue, special services and timing of rental revenue, partially offset by higher miscellaneous revenue.	0.120	0.3	Primarily due to higher rental, miscellaneous and freight revenue, partially offset by lower advertising and special services revenue.
Capital & Other Reimbursements	Reimb.	(1.686)	(4.5)	Timing of capital project activity and interagency reimbursements.	6.042	2.5	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>							
Payroll	Non Reimb.	0.393	0.9	Primarily due to vacant positions and lower rates, partially offset by Engineering field forces working on maintenance activities instead of capital project activity.	2.437	0.7	Primarily vacant positions, rates, lower vacation pay and wage claim accruals and higher sick pay law claims (credits), partially offset by the timing of payments for retiree sick/vacation buyout and Engineering field forces working on maintenance activities instead of project activity.
	Reimb.	1.386	10.6	Primarily due to timing of project activity.	7.060	8.5	Primarily due to timing of project activity.
Overtime	Non Reimb.	(0.437)	(3.5)	Higher maintenance & scheduled service overtime costs, partially offset by lower vacancy/absentee coverage.	(0.976)	(1.1)	Higher maintenance and scheduled service overtime, partially offset by lower vacancy/absentee coverage, weather-related overtime and unscheduled service.
	Reimb.	(1.238)	(41.3)	Primarily due to Hicksville Station improvements, East Side Access and East Rail Yard.	(6.250)	(27.5)	Primarily due to Main Line double track, Hicksville Station improvements, East Side Access, East Rail Yard and Jamaica Capacity Improvements.
Health and Welfare	Non Reimb.	0.605	7.2	Vacant positions.	2.546	3.7	Vacant positions.
	Reimb.	(0.076)	(2.8)	Primarily due to timing of project activity.	(0.279)	(1.5)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.986	16.4	Fewer retirees/beneficiaries.	5.405	11.9	Fewer retirees/beneficiaries.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

August 2017				Year-to-Date August 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	(0.035)	(0.3)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(0.341)	(0.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	0.045	1.0	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	0.394	1.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	2.272	17.2	Primarily due to lower Railroad Retirement taxes and FELA indemnity reserves.	4.136	4.1	Primarily due to lower Railroad Retirement taxes and FELA Indemnity Reserves.
	Reimb.	(0.327)	(11.8)	Primarily due to timing of project activity.	(1.346)	(7.1)	Primarily due to timing of project activity.
Reimbursable Overhead	Reimb.	(1.536)	(52.0)	Primarily due to timing of project activity.	(6.706)	(30.4)	Primarily due to timing of project activity.
	Non Reimb.	1.536	52.0	Primarily due to timing of project activity.	6.706	30.4	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.589)	(7.6)	Primarily due to higher consumption, rates and timing of accrual adjustments.	(2.217)	(4.1)	Higher rates and consumption.
	Reimb.	(0.074)	*	VD Yard	(0.317)	(64.2)	VD Yard
Fuel	Non Reimb.	0.133	9.7	Primarily due to lower rates, partially offset by the timing of accrual adjustments and higher consumption.	0.361	3.3	Primarily due to lower rates, partially offset by higher consumption and the timing of accrual adjustments.
	Reimb.	0.000	-		(0.046)	-	
Insurance	Non Reimb.	0.022	1.3	Lower Liability insurance.	0.483	3.4	Lower Liability and Property insurance.
	Reimb.	0.194	20.4	Force Account Insurance associated with project activity.	0.901	15.9	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(2.741)	*	Higher public liability reserves.	(2.814)	(97.0)	Higher public liability reserves, non-employee claims and corporate reserves.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

August 2017					Year-to-Date August 2017				
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Maintenance & Other Operating Contracts	Non Reimb.	0.730	4.5	Primarily due to lower vegetation management, elevator/escalator maintenance, Amtrak State of Good Repair bussing and ferry services and timing of payment/activity for construction services and other maintenance and operating contracts, partially offset by the timing of payments for janitorial services and higher vehicle lease payments.	6.076	8.8	Primarily due to lower Amtrak State of Good Repair bussing and ferry service and timing of construction services, vegetation management, TVM Maintenance and other maintenance and operating contracts, partially offset by the timing of vehicle lease payments, non-revenue vehicle repairs, escalator/elevator maintenance payments and payments/activities for Penn Station cleaning.		
	Reimb.	0.165	12.8	Primarily due to timing of project activity.	2.094	21.6	Primarily due to timing of project activity.		
Professional Service Contracts	Non Reimb.	2.438	54.8	Primarily due to the timing of MTA Chargebacks and various marketing and public affairs and right of way initiatives and lower Amtrak State of Good Repair mitigation costs.	6.903	30.2	Primarily due to the timing of activities/payments for Enterprise Asset Management, MTA chargebacks, M7 propulsion consultant, marketing efforts and other professional service contracts and lower Amtrak State of Good Repair Penn Station Mitigation efforts.		
	Reimb.	(0.121)	*	Primarily due to timing of project activity.	(0.760)	(86.2)	Primarily due to timing of project activity.		
Materials & Supplies	Non Reimb.	3.704	22.7	Primarily timing of fleet modification initiatives (MFU, TOD and CDS), cameras and M7 observer seat and 2 year propulsion and other initiatives under the Reliability Centered Maintenance (RCM) program, partially offset by the timing of pooled material chargeouts and advance payments made for Wheel Impact Load Detector (WILD).	23.060	22.7	Primarily timing of fleet modification initiatives (MFU, TOD and CDS), cameras and M7 observer seat and timing of 12 year propulsion and other initiatives under the Reliability Centered Maintenance (RCM) program, partially offset by advance payments made for WILD.		
	Reimb.	3.393	55.1	Primarily due to timing of project activity.	(0.277)	(1.0)	Primarily due to timing of project activity.		
Other Business Expenses	Non Reimb.	0.163	7.8	Timing of beneficial use of various NYPA loans, timing of Rolling Stock decommissioning and lower office supplies, partially offset by timing of print and stationary supplies and higher debit/credit card fees.	3.651	24.6	Timing of beneficial use of various NYPA loans, lower bad debt, timing of Rolling Stock decommissioning and lower print, stationary and office supplies, partially offset by higher debit/credit card fees.		

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

August 2017				Year-to-Date August 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
	Reimb.	(0.124)	*	Primarily due to timing of project activity.	(0.510)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.674	2.4	Based on certain capital assets being fully depreciated.	(1.610)	(0.7)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.017)	(0.2)	Latest actuarial estimates	(0.563)	(1.0)	Latest actuarial estimates
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	(0.011)	(6.8)	Reserve adjustments	0.576	41.7	Reserve adjustments

Table 4

<b>MTA LONG ISLAND RAIL ROAD</b> <b>JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST</b> <b>CASH RECEIPTS and EXPENDITURES</b> <b>August 2017</b> (\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$61.837	\$64.573	\$2.736	4.4	\$492.170	\$492.106	(\$0.064)	(0.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.119	2.215	0.096	4.5	31.649	31.872	0.223	0.7
Capital & Other Reimbursements	31.584	23.234	(8.350)	(26.4)	204.709	199.382	(5.327)	(2.6)
<b>Total Receipts</b>	<b>\$95.540</b>	<b>\$90.022</b>	<b>(\$5.518)</b>	<b>(5.8)</b>	<b>\$728.528</b>	<b>\$723.360</b>	<b>(\$5.168)</b>	<b>(0.7)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$57.630	\$52.976	\$4.654	8.1	\$409.872	\$400.892	\$8.980	2.2
Overtime	14.542	16.861	(2.319)	(15.9)	107.493	112.606	(5.113)	(4.8)
Health and Welfare	11.086	10.009	1.077	9.7	86.500	82.776	3.724	4.3
OPEB Current Payment	6.028	5.012	1.016	16.8	45.456	40.108	5.348	11.8
Pensions	15.388	14.681	0.707	4.6	121.822	119.633	2.189	1.8
Other Fringe Benefits	13.194	12.896	0.298	2.3	115.047	113.953	1.094	1.0
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>\$117.868</b>	<b>\$112.435</b>	<b>\$5.433</b>	<b>4.6</b>	<b>\$886.190</b>	<b>\$869.969</b>	<b>\$16.221</b>	<b>1.8</b>
<i>Non-Labor:</i>								
Electric Power	\$7.771	\$12.603	(\$4.832)	(62.2)	\$55.411	\$57.296	(\$1.885)	(3.4)
Fuel	1.373	1.261	0.112	8.2	11.500	10.170	1.330	11.6
Insurance	0.064	1.762	(1.698)	*	22.985	20.567	2.418	10.5
Claims	0.149	0.237	(0.088)	(59.1)	1.151	1.675	(0.524)	(45.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	15.490	12.558	2.932	18.9	79.907	66.003	13.904	17.4
Professional Service Contracts	3.700	1.848	1.852	50.0	23.745	17.684	6.061	25.5
Materials & Supplies	18.183	13.257	4.926	27.1	143.502	132.122	11.380	7.9
Other Business Expenses	2.101	1.638	0.463	22.0	14.293	11.697	2.596	18.2
<b>Total Non-Labor Expenditures</b>	<b>\$48.831</b>	<b>\$45.164</b>	<b>\$3.667</b>	<b>7.5</b>	<b>\$352.494</b>	<b>\$317.215</b>	<b>\$35.279</b>	<b>10.0</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.705	\$1.351	\$0.354	20.7	\$13.180	\$12.003	\$1.177	8.9
<b>Total Other Expenditure Adjustments</b>	<b>\$1.705</b>	<b>\$1.351</b>	<b>\$0.354</b>	<b>20.7</b>	<b>\$13.180</b>	<b>\$12.003</b>	<b>\$1.177</b>	<b>8.9</b>
<b>Total Expenditures</b>	<b>\$168.404</b>	<b>\$158.950</b>	<b>\$9.454</b>	<b>5.6</b>	<b>\$1,251.864</b>	<b>\$1,199.187</b>	<b>\$52.677</b>	<b>4.2</b>
Cash Timing and Availability Adjustment	0.000	0.385	0.385	-	0.000	(0.696)	(0.696)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$72.864)</b>	<b>(\$68.544)</b>	<b>\$4.320</b>	<b>5.9</b>	<b>(\$523.336)</b>	<b>(\$476.522)</b>	<b>\$46.814</b>	<b>8.9</b>
<b>Subsidies</b>								
MTA	72.864	69.014	(3.850)	(5.3)	523.336	476.993	(46.343)	(8.9)

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	August 2017			Year-to-Date as of August 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	2.736	4.4	Higher ridership \$12.234 and higher advance sales impact \$1.704, partially offset by lower yields \$(10.969) and lower MetroCard/AirTrain sales \$(0.233).	(0.064)	(0.0)	Higher ridership \$20.601 and higher advance sales impact \$1.024, partially offset by lower yields \$(19.870) and lower MetroCard/AirTrain sales \$(1.819).
Other Operating Revenue	0.096	4.5	Primarily the timing of rental revenue, partially offset by the timing of miscellaneous receipts.	0.223	0.7	Primarily due to the timing of rental revenue, partially offset by the timing of special service and miscellaneous receipts.
Capital and Other Reimbursements	(8.350)	(26.4)	Timing of activity and reimbursement for capital and other reimbursements.	(5.327)	(2.6)	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	4.654	8.1	Primarily due to vacant positions, the timing of intercompany reimbursements and sick pay law claims.	8.980	2.2	Primarily due to vacant positions and sick pay law claims, partially offset by the timing of intercompany reimbursements and retiree sick/vacation buyout payments
Overtime	(2.319)	(15.9)	Primarily due to higher project, maintenance and scheduled service overtime, partially offset by lower vacancy/absentee coverage.	(5.113)	(4.8)	Primarily due to higher project, maintenance and scheduled service overtime, partially offset by lower vacancy/absentee coverage, weather-related and unscheduled service overtime.
Health and Welfare	1.077	9.7	Primarily due to vacant positions and intercompany reimbursements.	3.724	4.3	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	1.016	16.8	Primarily due to fewer retirees/beneficiaries.	5.348	11.8	Primarily due to fewer retirees/beneficiaries.
Pensions	0.707	4.6	Due to intercompany reimbursements.	2.189	1.8	Due to intercompany reimbursements.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	August 2017			Year-to-Date as of August 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	0.298	2.3	Primarily lower Railroad Retirement Tax payments, partially offset by the timing of FELA payments and higher payments for meals.	1.094	1.0	Primarily the timing of and lower Railroad Retirement Tax payments as well as intercompany reimbursements, partially offset by the timing of FELA payments and higher meal payments.
Non-Labor:						
Electric Power	(4.832)	(62.2)	Primarily due to a catch up PSEG traction power payment and higher consumption.	(1.885)	(3.4)	Primarily due to higher rates and consumption.
Fuel	0.112	8.2	Primarily due to lower rates, partially offset by the timing of payments.	1.330	11.6	Primarily due to the timing of payments and lower rates, partially offset by higher consumption.
Insurance	(1.698)	*	Timing of the All Agency Property and All Agency Sabotage and Terrorism policy payments.	2.418	10.5	Primarily the timing of the catastrophic bond payment and the timing of prior year Amtrak insurance reimbursements
Claims	(0.088)	(59.1)	Timing of payments.	(0.524)	(45.5)	Timing of payments.
Maintenance and Other Operating Contracts	2.932	18.9	Timing of payments.	13.904	17.4	Primarily the timing of payments for Amtrak State of Good Repair operating services and the timing of maintenance, construction and joint facility payments.
Professional Service Contracts	1.852	50.0	Primarily the timing of professional service payments, partially offset by the timing of intercompany reimbursements.	6.061	25.5	Primarily the timing of MTA Chargeback services and other professional service payments.
Materials and Supplies	4.926	27.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.	11.380	7.9	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.463	22.0	Timing of payments for other business expense and delays in NYPA loan repayment, partially offset by credit/debit card payments.	2.596	18.2	Timing of payments for other business expense and delays in NYPA loan repayment, partially offset by credit/debit card payments.
Other Expenditure	0.354	20.7	Lower MetroCard/AirTrain pass through payments.	1.177	8.9	Lower MetroCard/AirTrain pass through payments.

Table 6

<b>MTA LONG ISLAND RAIL ROAD</b> <b>JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST</b> <b>CASH CONVERSION (CASH FLOW ADJUSTMENTS)</b> <b>August 2017</b> (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.629	\$3.100	\$1.471	90.3	\$14.844	\$14.049	(\$0.795)	(5.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.922)	(1.798)	0.124	6.4	(5.128)	(5.025)	0.103	2.0
Capital & Other Reimbursements	(5.928)	(12.592)	(6.664)	*	(34.652)	(46.021)	(11.369)	(32.8)
<b>Total Receipts</b>	<b>(\$6.221)</b>	<b>(\$11.290)</b>	<b>(\$5.069)</b>	<b>(81.5)</b>	<b>(\$24.936)</b>	<b>(\$36.997)</b>	<b>(\$12.061)</b>	<b>(48.4)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$2.254)	\$0.621	\$2.875	*	\$17.159	\$16.643	(\$0.516)	(3.0)
Overtime	0.924	0.280	(0.644)	(69.7)	1.475	3.588	2.113	*
Health and Welfare	0.000	0.548	0.548	-	1.419	2.875	1.456	*
OPEB Current Payment	0.000	0.030	0.030	-	(0.003)	(0.060)	(0.057)	*
Pensions	0.000	0.696	0.696	-	1.249	3.385	2.136	*
Other Fringe Benefits	2.779	1.133	(1.646)	(59.2)	3.864	2.168	(1.696)	(43.9)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$1.449</b>	<b>\$3.308</b>	<b>\$1.859</b>	<b>*</b>	<b>\$25.163</b>	<b>\$28.598</b>	<b>\$3.435</b>	<b>13.7</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$4.168)	(\$4.168)	-	(\$0.297)	\$0.352	\$0.649	*
Fuel	0.000	(0.021)	(0.021)	-	(0.519)	0.496	1.015	*
Insurance	2.595	0.681	(1.914)	(73.8)	(2.999)	(1.965)	1.034	34.5
Claims	0.219	2.872	2.653	*	1.750	4.040	2.290	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.964	4.002	2.038	*	(0.905)	4.828	5.733	*
Professional Service Contracts	0.810	0.345	(0.465)	(57.5)	0.028	(0.054)	(0.082)	*
Materials & Supplies	4.301	2.130	(2.171)	(50.5)	(13.370)	(24.774)	(11.404)	(85.3)
Other Business Expenses	0.019	0.443	0.424	*	0.871	0.326	(0.545)	(62.5)
<b>Total Non-Labor Expenditures</b>	<b>\$9.908</b>	<b>\$6.284</b>	<b>(\$3.624)</b>	<b>(36.6)</b>	<b>(\$15.441)</b>	<b>(\$16.751)</b>	<b>(\$1.310)</b>	<b>(8.5)</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.705)	(\$1.351)	\$0.354	20.7	(\$13.180)	(\$12.003)	\$1.177	8.9
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.705)</b>	<b>(\$1.351)</b>	<b>\$0.354</b>	<b>20.7</b>	<b>(\$13.180)</b>	<b>(\$12.003)</b>	<b>\$1.177</b>	<b>8.9</b>
<b>Total Expenditures before Depreciation</b>	<b>\$9.652</b>	<b>\$8.240</b>	<b>(\$1.412)</b>	<b>(14.6)</b>	<b>(\$3.458)</b>	<b>(\$0.156)</b>	<b>\$3.302</b>	<b>95.5</b>
Depreciation Adjustment	\$28.348	\$27.674	(\$0.674)	(2.4)	\$223.839	\$225.449	\$1.610	0.7
Other Post Employment Benefits	7.261	7.278	0.017	0.2	57.952	58.515	0.563	1.0
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.156	0.167	0.011	6.8	1.381	0.805	(0.576)	(41.7)
<b>Total Expenditures</b>	<b>\$45.417</b>	<b>\$43.358</b>	<b>(\$2.059)</b>	<b>(4.5)</b>	<b>\$279.714</b>	<b>\$284.612</b>	<b>\$4.898</b>	<b>1.8</b>
Cash Timing and Availability Adjustment	0.000	0.385	0.385	-	0.000	(0.696)	(0.696)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$39.196</b>	<b>\$32.453</b>	<b>(\$6.743)</b>	<b>(17.2)</b>	<b>\$254.778</b>	<b>\$246.919</b>	<b>(\$7.859)</b>	<b>(3.1)</b>

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

	August 2017						August Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	19,618	\$1.242	25,154	\$1.588	(5,536)	(\$0.346)	236,491	\$14.590	248,651	\$15.384	(12,160)	(\$0.794)
					-28.2%	-27.9%					-5.1%	-5.4%
<u>Unscheduled Service</u>	11,498	\$0.729	11,400	\$0.708	98	\$0.021	72,724	\$4.548	69,922	\$4.322	2,802	\$0.226
					0.9%	2.9%					3.9%	5.0%
<u>Programmatic/Routine Maintenance</u> <sup>2</sup>	62,339	\$3.595	79,023	\$4.638	(16,684)	(\$1.043)	455,213	\$25.957	520,721	\$29.920	(65,508)	(\$3.963)
					-26.8%	-29.0%					-14.4%	-15.3%
<u>Unscheduled Maintenance</u>	300	\$0.018	1,161	\$0.070	(861)	(\$0.052)	13,601	\$0.789	18,052	\$1.053	(4,451)	(\$0.264)
					*	*					-32.7%	-33.5%
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	111,756	\$6.618	98,622	\$5.691	13,134	\$0.927	544,406	\$32.244	486,935	\$28.218	57,471	\$4.026
					11.8%	14.0%					10.6%	12.5%
<u>Weather Emergencies</u>	2,231	\$0.129	298	\$0.017	1,933	\$0.112	106,159	\$6.262	100,366	\$5.937	5,793	\$0.326
					86.6%	87.0%					5.5%	5.2%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> <sup>4</sup>	2,557	\$0.138	2,137	\$0.195	419	(\$0.056)	19,458	\$1.855	13,781	\$2.388	5,677	(\$0.533)
					16.4%	*					29.2%	*
<b>NON-REIMBURSABLE OVERTIME</b>	210,299	\$12.469	217,796	\$12.906	(7,497)	(\$0.437)	1,448,052	\$86.246	1,458,428	\$87.222	(10,376)	(\$0.976)
					-3.6%	-3.5%					-0.7%	-1.1%
<b>REIMBURSABLE OVERTIME</b>	54,020	\$2.997	70,204	\$4.235	(16,184)	(\$1.238)	393,586	\$22.722	472,147	\$28.972	(78,561)	(\$6.250)
					-30.0%	-41.3%					-20.0%	-27.5%
<b>TOTAL OVERTIME</b>	<b>264,319</b>	<b>\$15.466</b>	<b>288,001</b>	<b>\$17.141</b>	<b>(23,681)</b>	<b>(\$1.675)</b>	<b>1,841,637</b>	<b>\$108.968</b>	<b>1,930,575</b>	<b>\$116.194</b>	<b>(88,937)</b>	<b>(\$7.226)</b>
					-9.0%	-10.8%					-4.8%	-6.6%

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

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

<sup>2</sup> Reflects Equipment Department's re-classification of Jan-July actuals between Programmatic/Routine Maintenance (\$1.4m unfavorable) and Vacancy/Absentee Coverage (\$1.4m favorable) to accurately reflect the delayed headcount hiring for train cameras installation work, (audio visual recording machines).

<sup>3</sup> Not Applicable

<sup>4</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 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	August 2017			August Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(5,536)	(\$0.346)	Higher Crew book overtime within Transportation.	(12,160)	(\$0.794)	Higher Crew book overtime within Transportation partially offset by lower Holiday overtime cost within the Equipment Department on Memorial Day & Independence day.
	-28.2%	-27.9%		-5.1%	-5.4%	
<u>Unscheduled Service</u>	98	\$0.021		2,802	\$0.226	Lower overtime needed to maintain on-time performance.
	0.9%	2.9%		3.9%	5.0%	
<u>Programmatic/Routine Maintenance</u>	(16,684)	(\$1.043)	Higher maintenance efforts within the Engineering Department including platform support at Woodside, Montauk maintenance blitz, thermite welding third crew, timber installation, concrete tie installation, track ties by hand, spot surfacing and additional Gang on standby for State of Good Repair Amtrak Summer maintenance program. Partially offset by timing of cameras installation and less MU running repair within the Equipment Department.	(65,508)	(\$3.963)	Higher maintenance efforts within the Engineering Department including Jay to Harold continuous welded rail (cwr) drop, Harold support infrastructure maintenance, Platform support at Woodside, Fresh Pond bridge rehabilitation, Montauk maintenance blitz, thermite welding - 3rd crew, Hillside yard straight railway switch, maintenance of spot surface (maintain track stability) track by machine, removal of rails, ties and debris from the Right of Way, switch modifications, installation of timber and high security switch installation, additional Gang on standby for State of Good Repair Amtrak Summer maintenance program, Atlantic Tunnel impedance box half tie maintenance. This is partially offset by less MU running repair within the Equipment Department. The YTD actuals (Jan-Jul) includes Equipment's re-classification of (\$1.4m) from Vacancy/Absentee Coverage to accurately reflect the delayed headcount hiring for train cameras installation work.
	-26.8%	-29.0%		-14.4%	-15.3%	
<u>Unscheduled Maintenance</u>	(861)	(\$0.052)	Emergency repairs system wide within track and power disciplines.	(4,451)	(\$0.264)	Emergency repairs along main line corridor (Montauk & Port Jefferson Branches), Silvermere road repairs (Greenport) within the track discipline and signal hut fire on the Right of Way at JJD (Mastic-Shirley interlocking).
	*	*		-32.7%	-33.5%	
<u>Vacancy/Absentee Coverage</u>	13,134	\$0.927	Favorable savings driven by SOGR-Amtrak within Transportation and Stations along with higher availability within Transportation, partially offset by lower availability within Stations.	57,471	\$4.026	Favorable savings driven by SOGR-Amtrak within Transportation and Stations along with higher availability within Transportation & Stations Departments. Partially offset by open jobs within Transportation Department and lower availability within the Equipment Department. The YTD actuals (Jan-Jul) includes Equipment's re-classification of \$1.4m to Programmatic/Routine Maintenance to accurately reflect the delayed headcount hiring for train cameras installation work.
	11.8%	14.0%		10.6%	12.5%	
<u>Weather Emergencies</u>	1,933	\$0.112	Favorable weather conditions.	5,793	\$0.326	Favorable weather conditions.
	86.6%	87.0%		5.5%	5.2%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	419	(\$0.056)	Unfavorable due to variance between actual and forecasted wage rates and double time impact.	5,677	(\$0.533)	Unfavorable due to variance between actual and forecasted wage rates and double time impact and higher rated crafts.
	16.4%	*		29.2%	*	
<b>NON-REIMBURSABLE OVERTIME</b>	<b>(7,497)</b>	<b>(\$0.437)</b>		<b>(10,376)</b>	<b>(\$0.976)</b>	
	-3.6%	-3.5%		-0.7%	-1.1%	
<b>REIMBURSABLE OVERTIME</b>	(16,184)	(\$1.238)	Primarily due to Hicksville Station Improvements, East Side Access and East Rail Yard.	(78,561)	(\$6.250)	Over-run attributed to Main Line Double track, Hicksville Station Improvements, East Side Access projects, East Rail Yard and Jamaica capacity improvements.
	-30.0%	-41.3%		-20.0%	-27.5%	
<b>TOTAL OVERTIME</b>	<b>(23,681)</b>	<b>(\$1.675)</b>		<b>(88,937)</b>	<b>(\$7.226)</b>	
	-9.0%	-10.8%		-4.8%	-6.6%	

**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**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS**  
**END-of-MONTH AUGUST 2017**

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	2	2	0
Enterprise Asset Management	7	6	1
Sr. Vice President - Engineering	2	2	0
Labor Relations	19	17	2
Procurement & Logistics (excl. Stores)	74	68	6
Human Resources	34	33	1
Sr VP Administration	2	0	2
Strategic Investments	18	14	4
President	4	3	1
VP & CFO	4	3	1
Information Technology	0	0	0
Controller	43	36	7
Management & Budget	21	18	3
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	71	62	9
Gen. Counsel & Secretary	33	33	0
Diversity Management	3	3	0
Security	13	9	4
System Safety	37	36	1
Training	67	64	3
Service Planning	25	22	3
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
<b>Total Administration</b>	<b>505</b>	<b>449</b>	<b>56</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,236	2,214	22
Customer Services	305	299	6
<b>Total Operations</b>	<b>2,542</b>	<b>2,513</b>	<b>29</b>
<b>Maintenance</b>			
Engineering	1,995	1,966	29
Equipment	2,112	2,074	38
Procurement (Stores)	97	101	(4)
<b>Total Maintenance</b>	<b>4,204</b>	<b>4,141</b>	<b>63</b>
<b>Engineering/Capital</b>			
Department of Program Management	152	134	18
Special Projects/East Side Access	46	43	3
Positive Train Control	11	11	-
<b>Total Engineering/Capital</b>	<b>209</b>	<b>188</b>	<b>21</b>
<b>Baseline Total Positions</b>	<b>7,460</b>	<b>7,291</b>	<b>169</b>
<i>Non-Reimbursable</i>	<b>6,098</b>	<b>6,175</b>	<b>(77)</b>
<i>Reimbursable</i>	<b>1,362</b>	<b>1,116</b>	<b>246</b>
<b>Total Full-Time</b>	<b>7,460</b>	<b>7,291</b>	<b>169</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**NON-REIMBURSABLE and REIMBURSABLE**  
**END-OF-MONTH AUGUST 2017**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 77 positions due to Engineering workforce working on maintenance activity instead of capital project activity, partially offset by the vacancies in Maintenance of Equipment and Administrative departments.
<b>REIMBURSABLE POSITIONS</b> - Favorable 246 positions primarily due to the timing of project activity in the Engineering, Train Operations and Maintenance of Equipment departments.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
**END-of-MONTH AUGUST 2017**

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	255	234	21
Professional, Technical, Clerical	143	104	39
Operational Hourlies	107	111	(4)
<b>Total Administration</b>	<b>505</b>	<b>449</b>	<b>56</b>
<b>Operations</b>			
Managers/Supervisors	298	299	(1)
Professional, Technical, Clerical	98	89	9
Operational Hourlies	2,146	2,125	21
<b>Total Operations</b>	<b>2,542</b>	<b>2,513</b>	<b>29</b>
<b>Maintenance</b>			
Managers/Supervisors	787	711	76
Professional, Technical, Clerical	268	238	30
Operational Hourlies	3,149	3,192	(43)
<b>Total Maintenance</b>	<b>4,204</b>	<b>4,141</b>	<b>63</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	140	126	14
Professional, Technical, Clerical	69	62	7
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>209</b>	<b>188</b>	<b>21</b>
<b>Total Positions</b>			
Managers/Supervisors	1,480	1,370	110
Professional, Technical, Clerical	578	493	85
Operational Hourlies	5,402	5,428	(26)
<b>Total Positions</b>	<b>7,460</b>	<b>7,291</b>	<b>169</b>

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID YEAR**  
**RIDERSHIP**  
(In Millions)

**RIDERSHIP**

Monthly  
Weekly  
Total Commutation  
  
One-Way Full Fare  
One-Way Off-Peak  
All Other  
Total Non-Commutation  
Total

AUGUST 2017							
Month			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2017	2016	Mid Year		2016		
			#	%	#	%	
Monthly	3.352	4.013	0.661	19.7%	-0.189	-4.5%	
Weekly	0.187	0.220	0.033	17.6%	-0.006	-2.9%	
Total Commutation	<b>3.539</b>	<b>4.234</b>	<b>0.694</b>	<b>19.6%</b>	<b>-0.195</b>	<b>-4.4%</b>	
One-Way Full Fare	0.631	0.879	0.248	39.3%	0.070	8.7%	
One-Way Off-Peak	1.523	1.795	0.272	17.8%	0.082	4.8%	
All Other	0.803	0.909	0.106	13.2%	-0.081	-8.2%	
Total Non-Commutation	<b>2.957</b>	<b>3.583</b>	<b>0.626</b>	<b>21.2%</b>	<b>0.071</b>	<b>2.0%</b>	
Total	<b>6.496</b>	<b>7.816</b>	<b>1.320</b>	<b>20.3%</b>	<b>-0.124</b>	<b>-1.6%</b>	

AUGUST YEAR TO DATE 2017							
YTD			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2017	2016	Mid Year		2016		
			#	%	#	%	
Monthly	31.633	32.712	1.079	3.4%	-0.433	-1.3%	
Weekly	1.199	1.277	0.078	6.5%	-0.015	-1.1%	
Total Commutation	<b>32.832</b>	<b>33.989</b>	<b>1.157</b>	<b>3.5%</b>	<b>-0.448</b>	<b>-1.3%</b>	
One-Way Full Fare	5.393	5.853	0.460	8.5%	0.214	3.8%	
One-Way Off-Peak	11.688	12.317	0.630	5.4%	0.398	3.3%	
All Other	6.858	7.061	0.203	3.0%	-0.059	-0.8%	
Total Non-Commutation	<b>23.939</b>	<b>25.232</b>	<b>1.293</b>	<b>5.4%</b>	<b>0.554</b>	<b>2.2%</b>	
Total	<b>56.770</b>	<b>59.220</b>	<b>2.450</b>	<b>4.3%</b>	<b>0.106</b>	<b>0.2%</b>	

\*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
MONTHLY PERFORMANCE INDICATORS  
AUGUST 2017**

		<b>MONTH</b>			<b>VARIANCE</b>	
		<b>Actual 2017</b>	<b>Mid-Year Forecast</b>	<b>Actual 2016</b>	<b>vs. Forecast</b>	<b>vs. 2016</b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	47.0%	42.0%	54.2%	5.0%	-7.2%
	Adjusted <sup>(2)</sup>	53.9%	48.3%	64.5%	5.6%	-10.6%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$16.82	\$22.17	\$14.56	\$5.35	(\$2.26)
	Adjusted <sup>(2)</sup>	\$15.55	\$20.49	\$13.31	\$4.95	(\$2.24)
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.90	\$9.32	\$7.89	(\$1.42)	\$0.01
		<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
		<b>Actual 2017</b>	<b>Mid-Year Forecast</b>	<b>Actual 2016</b>	<b>vs. Forecast</b>	<b>vs. 2016</b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	50.1%	47.1%	52.5%	3.0%	-2.4%
	Adjusted <sup>(2)</sup>	58.8%	55.2%	61.8%	3.6%	-3.0%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$16.17	\$17.94	\$15.23	\$1.77	(\$0.94)
	Adjusted <sup>(2)</sup>	\$14.78	\$16.40	\$13.90	\$1.62	(\$0.88)
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.11	\$8.45	\$8.00	(\$0.34)	\$0.11

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

---

# **MTA LONG ISLAND RAIL ROAD**

---

## **MONTHLY RIDERSHIP REPORT**

**AUGUST 2017**

# AUGUST 2017 RIDERSHIP & REVENUE REPORT MTA LONG ISLAND RAIL ROAD

## EXECUTIVE SUMMARY

### August Ridership and Revenue (millions)

	August 2017	% Change vs. 2016
Total Rail Ridership	7.816	-1.6% ▼
Commutation Ridership	4.234	-4.4% ▼
Non-Commutation Ridership	3.583	2.0% ▲
Rail Revenue	\$61.5	-1.5% ▼

### Key Factors Impacting August Ridership

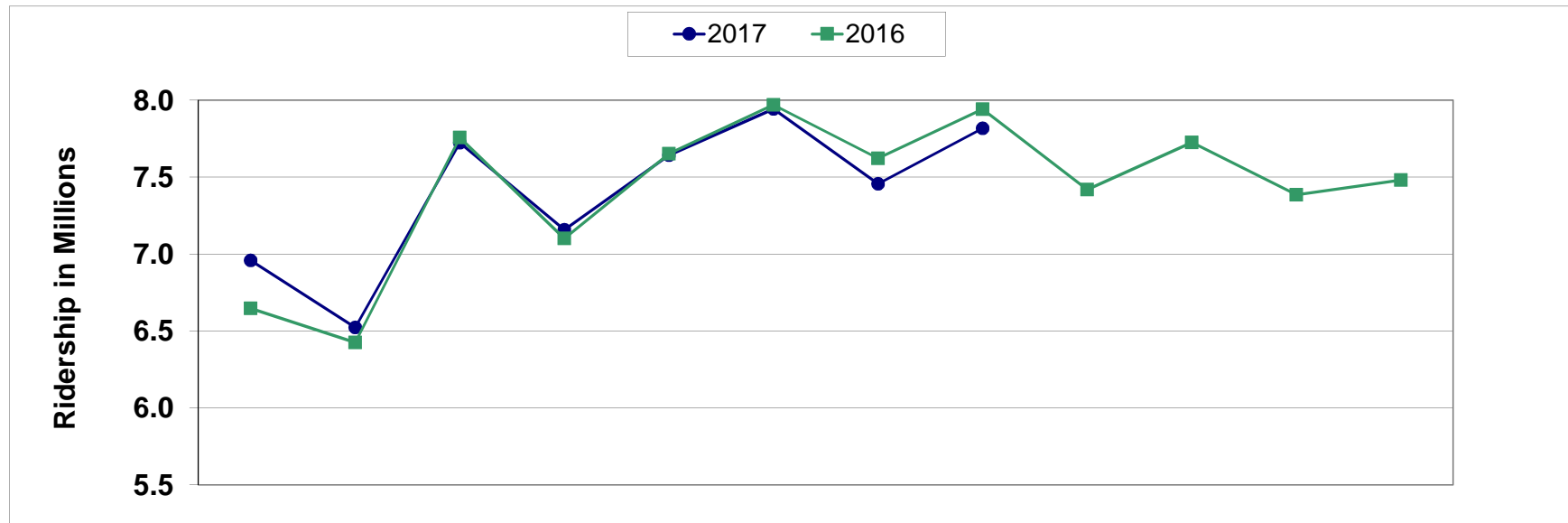
- Commutation ridership was adversely affected by the continued Amtrak summer repair program.
- Special events, such as the PGA Tour golf tournament and concerts, helped boost Non-Commutation ridership.

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

	August 2017	% Change vs. 2016	Comparison to Mid Year
Total Rail Ridership	59.220	0.2% ▲	4.3% ▲
Commutation Ridership	33.989	-1.3% ▼	3.5% ▲
Non-Commutation Ridership	25.232	2.2% ▲	5.4% ▲
Rail Revenue	\$478.1	1.5% ▲	0.2% ▲

# AUGUST RIDERSHIP

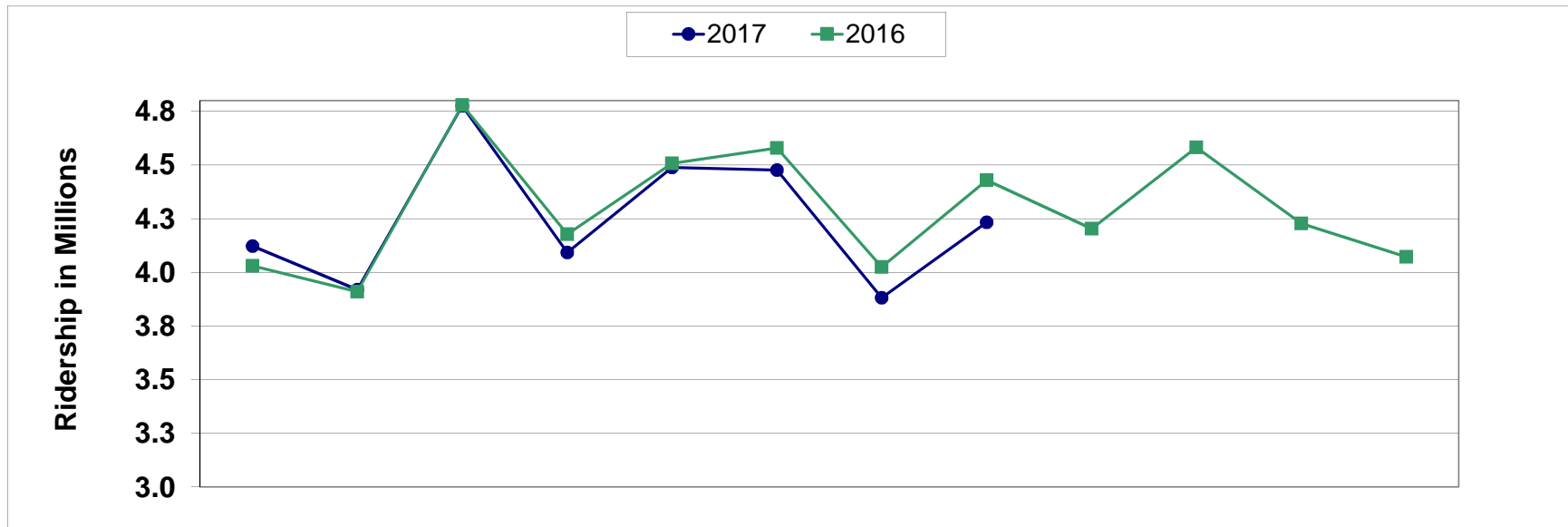
- August's Total Ridership was -1.6% below '16 and 20.3% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	7.0	6.5	7.7	7.2	7.6	7.9	7.5	7.8					59.2
2016	6.6	6.4	7.8	7.1	7.7	8.0	7.6	7.9	7.4	7.7	7.4	7.5	59.1
PCT CHG.	4.7%	1.5%	-0.4%	0.8%	-0.1%	-0.3%	-2.2%	-1.6%					0.2%

# AUGUST COMMUTATION RIDERSHIP

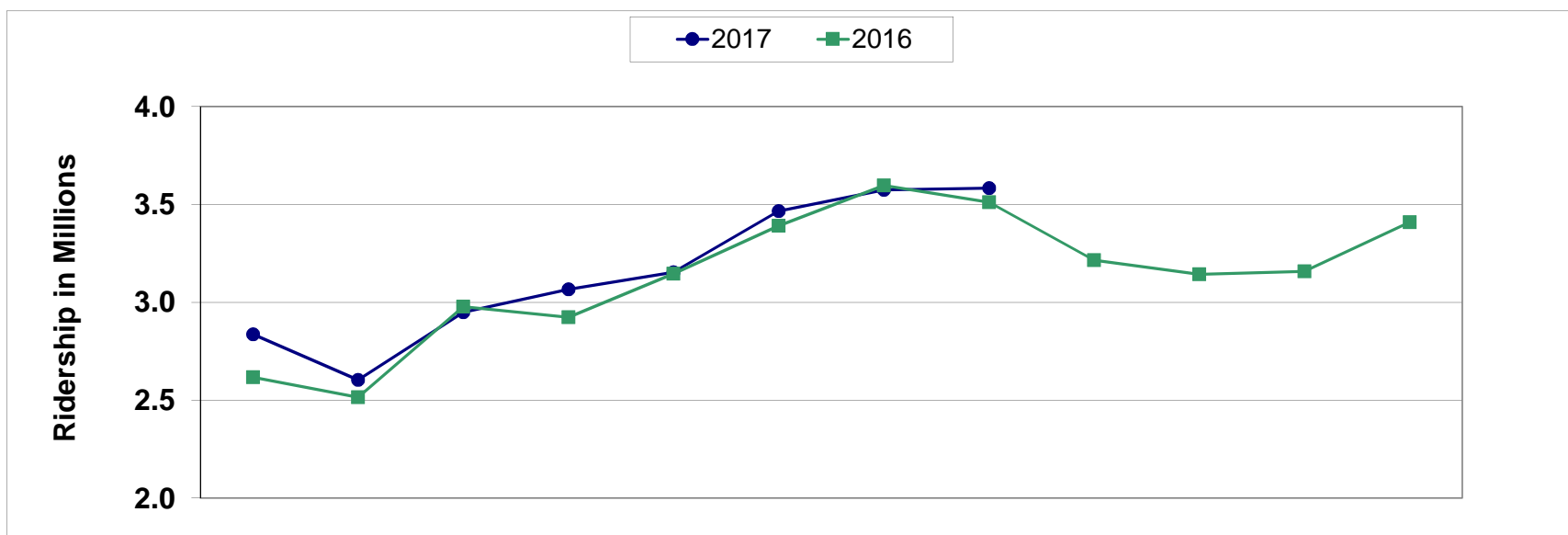
- August's Commutation Ridership was -4.4% below '16 and 19.6% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	4.1	3.9	4.8	4.1	4.5	4.5	3.9	4.2					34.0
2016	4.0	3.9	4.8	4.2	4.5	4.6	4.0	4.4	4.2	4.6	4.2	4.1	34.4
PCT CHG.	2.3%	0.2%	-0.1%	-2.0%	-0.4%	-2.2%	-3.6%	-4.4%					-1.3%

# AUGUST NON-COMMUTATION RIDERSHIP

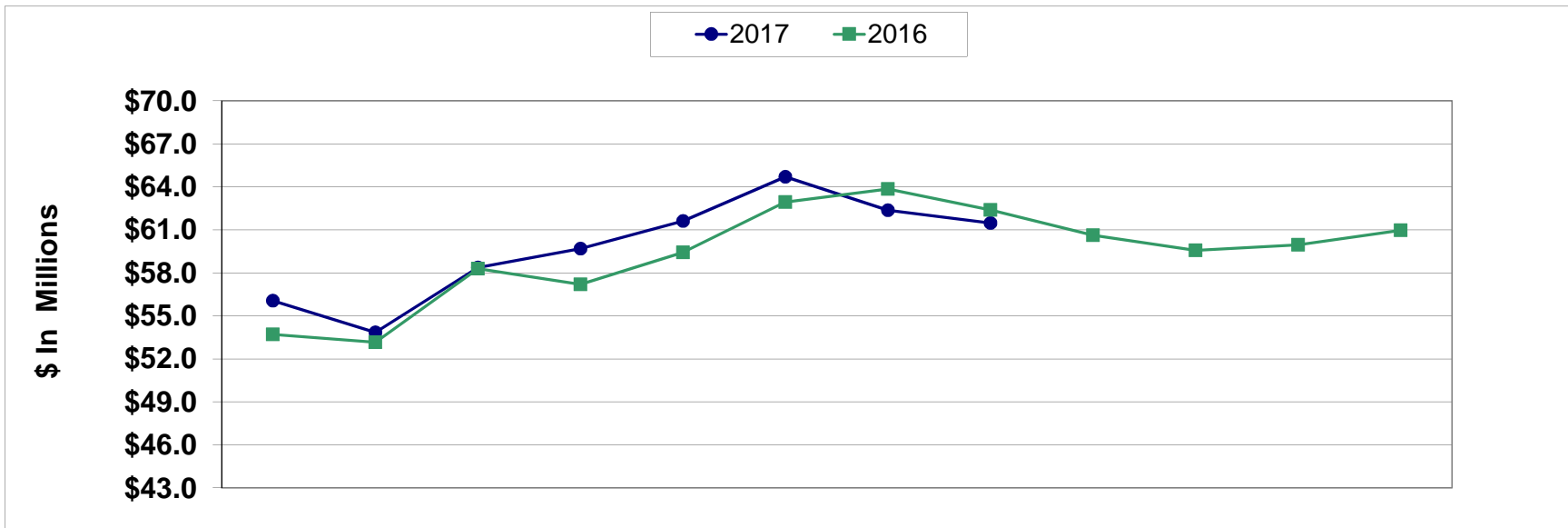
- August's Non-Commutation Ridership was 2.0 above '16 and 21.2% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	2.8	2.6	2.9	3.1	3.2	3.5	3.6	3.6					25.2
2016	2.6	2.5	3.0	2.9	3.1	3.4	3.6	3.5	3.2	3.1	3.2	3.4	24.7
PCT CHG.	8.3%	3.5%	-1.0%	4.9%	0.3%	2.2%	-0.6%	2.0%					2.2%

# AUGUST REVENUE

- August's Total Revenue was -1.5% below '16 and 2.1% above Mid-Year Forecast.



	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	\$61.6	\$64.7	\$62.4	\$61.5					\$478.1
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	\$471.0
PCT CHG.	4.3%	1.3%	0.1%	4.3%	3.7%	2.8%	-2.3%	-1.5%					1.5%

\*Fare increase was implemented in March 2017.

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

TICKET TYPE/SERVICE	AUGUST 2017	AUGUST 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,233,514	4,428,754	(195,240)	-4.4%
NON-COMMUTATION RIDERSHIP	3,582,687	3,511,297	71,390	2.0%
<b>TOTAL RIDERSHIP</b>	<b>7,816,201</b>	<b>7,940,051</b>	<b>(123,850)</b>	<b>-1.6%</b>

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

TICKET TYPE/SERVICE	AUGUST 2017	AUGUST 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	33,988,602	34,436,423	(447,821)	-1.3%
NON-COMMUTATION RIDERSHIP	25,231,766	24,677,880	553,886	2.2%
<b>TOTAL RIDERSHIP</b>	<b>59,220,368</b>	<b>59,114,303</b>	<b>106,065</b>	<b>0.2%</b>

\* 2016 ridership numbers were adjusted using 2017 factors.

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

REVENUE	AUGUST 2017	AUGUST 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$28,045,289	\$29,536,267	(\$1,490,978)	-5.0%
NON-COMMUTATION REVENUE	\$33,427,499	\$32,854,331	\$573,168	1.7%
<b>TOTAL REVENUE</b>	<b>\$61,472,788</b>	<b>\$62,390,598</b>	<b>(\$917,810)</b>	<b>-1.5%</b>

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

REVENUE	AUGUST 2017	AUGUST 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$243,692,767	\$245,000,408	(\$1,307,641)	-0.5%
NON-COMMUTATION REVENUE	\$234,364,471	\$225,954,785	\$8,409,687	3.7%
<b>TOTAL REVENUE</b>	<b>\$478,057,238</b>	<b>\$470,955,193</b>	<b>\$7,102,046</b>	<b>1.5%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

---

**HIGHLIGHTS**

**EL0402ZB: WRECK LEAD BRIDGE SYSTEMS RESTORATION – SANDY**

Project Budget: \$14.86M

Milestone: Beneficial Use

The replacement of submarine cables, the bridge electrical systems, and the emergency generator at the Wreck Lead Bridge on the Long Beach Branch is completed. Wreck Lead Bridge is a single track moveable drawbridge whose underwater cables, an important component of the bridge, were affected by Superstorm Sandy and have now been replaced as part of storm-hardening measures to restore the Long Beach Branch's infrastructure and mitigate future weather-related service disruptions.

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

- Stations Air Conditioning Installations: Work continued.
- Morris Park Site Preparation: Work continued.
- HSF Substation Roof: Work continued.
- Speonk Metals Treatment System: Work completed.
- Little Neck, Gibson, and Cedarhurst Parking: Contract awarded and work commenced.
- Ronkonkoma Bus Loop: Contract awarded.
- Penn Station Lost and Found: Award pending.
- Woodhaven Blvd Bridge Painting: Contract awarded.
- PTC HVAC: Procurement continued.
- Morris Park Comm Building Interior Fitout: Procurement continued.
- Platform Rehabilitation Laurelton Station: Procurement continued.

# 2017 LIRR Capital Program Goals

