



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

December 2017

Members

M. Pally, LIRR Chair

S. Metzger, MNR Chair

N. Brown

R. Glucksman

I. Greenberg

C. Moerdler

J. Molloy

S. Rechler

A. Saul

V. Tessitore

V. Vanterpool

J. Vitiello

C. Wortendyke

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

Monday, 12/11/2017

8:30 - 10:00 AM ET

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

1. Public Comments Period

2. Approval of Minutes - November 13, 2017

LIRR Minutes

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MNR Minutes

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3. 2017 Work Plans

LIRR 2017 Work Plan

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MNR 2017 Work Plan

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4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

LIRR Report (no material)

MNR Report (no material)

- **MNR Safety Report**

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MTA Capital Construction Report

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MTA Police Report

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5. AGENCY ACTION ITEMS

LIRR Item

- **2018 Final Proposed Budget**

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MNR Item

- **2018 Final Proposed Budget**

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6. AGENCY INFORMATION ITEMS

LIRR Information Items

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- **Diversity/EEO Report – 3rd Quarter 2017**
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- **Winter Trackwork Programs**
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MNR Information Items

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- **2018 Proposed Committee Work Plan**
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- **Diversity/EEO Report - 3rd Quarter 2017**
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7. PROCUREMENTS

LIRR Procurements

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

MNR Procurements

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

MTA CC Procurements

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- **Non-Competitive (No Items)**
- **Competitive**
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- **Ratifications**
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8. AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM

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MNR Reports

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- **MNR Ridership Report**
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Next Meeting: Monday, January 22, 2018

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

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, November 13, 2017**

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

The following members were present:

Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee
Hon. Ira R. Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Vincent Tessitore, Jr.
Hon. Veronica Vanterpool

The following members were not present:

Hon. Randy Glucksman
Hon. Scott Rechler
Hon. James E. Vitiello
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

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

Representing MTA Capital Construction Company: Evan Eisland

Representing MTA Police: Chief Owen Monaghan

Long Island Rail Road Committee Chair Mitchell H. Pally called the Meeting of the Long Island Rail Road Committee (“LIC”) 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 suggested that MTA Capital Construction (“MTACC”) construct an East Side Access (“ESA”) Information Center like the one created by MTA New York City Transit

(“NYCT”) for the Second Avenue Subway. Mr. Vera commented that he supported all of the procurements, projects and modifications being presented to the Committee. Mr. Vera stated that his comment about Air Train ticketing at the October 23, 2017 LIC meeting was reported incorrectly and should be amended to state that LIRR should install a new Air Train Ticket Machine at Atlantic Terminal and keep the current Air Train Ticket Machines at Penn Station.

Orrin Getz, Vice Chairman of the Metro-North Railroad Commuter Council, addressed Chair Pally’s comments made at this morning’s Metro-North Committee meeting regarding compliance by New Jersey Transit (“NJT”) with the 2018 Positive Train Control (“PTC”) deadline. Mr. Getz commented that he and Board Member Randy Glucksman recently met with NJT management and offered that Metro-North would do whatever it could to assist NJT. Mr. Getz commented that he and Board Member Glucksman recently traveled by train to Greenport, Long Island on the LIRR Main Line which is “dark territory” and trains run only occasionally. He stated that when compared to Metro-North’s Port Jervis schedule, the Port Jervis line is superior to LIRR’s Main Line schedule. Mr. Getz suggested that LIRR use Metro-North’s Port Jervis line as a guide to help comply with the PTC deadline and to provide better service to the East End of Long Island.

Murray Bodin commented that the posted public speaker instructions are not the same as the instructions read at the beginning of the LIC and Metro-North Committee meetings. He commented that the East Hampton railroad crossing has one flashing red light and one traffic light on the same pole, confusing the driver. Mr. Bodin, noting that light rail uses traffic lights, questioned why LIRR was still using flashing red lights at its crossings. In connection with PTC, Mr. Bodin asked why can’t the same technology that enables cars and trucks to stop on their own be used on the LIRR, adding that relying on PTC was a failure to see the forest for the trees.

H.P. Schroer, a World War II veteran, suggested that veterans and their spouses, regardless of age, receive the same transportation discounts as senior citizens. He stated that his proposal is being endorsed by veterans organizations, City Council members and others, including New York State (“NYS”) Senator Brian Benjamin, NYS Assemblywoman Inez Dickens, the Department of Veteran Affairs, NYS Senator Bill Perkins, The American Legion and the general public. He stated that according to statistics from the U.S. Census Bureau and the Department of Veteran Affairs, 40% of veterans have a family income of \$40,000 or less and the Metropolitan Transportation Authority (“MTA”) has a moral obligation to assist them by providing a fare discount.

Chair Pally responded that he assumes this issue along with a variety of other fare issues will be discussed when this Board discusses the next round of fare increases, which will be next year.

Mr. Schroer asked for an immediate answer to his request.

Chair Pally responded that MTA has a variety of requests for fare discounts and stated that these requests need to be reviewed, along with the basic fare, to determine whether or not any of the requests should be granted.

Mr. Schroer commented that if MTA would add \$.02 to the price of a ticket, MTA would more than cover the cost of a veteran's discount and in addition there would be a surplus.

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

APPROVAL OF MINUTES AND 2017 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the October 23, 2017 Long Island Rail Road Committee Meeting noting the correction requested by public speaker Omar Vera. There were no reported changes to the 2017 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Nowakowski reported that after the success of last year's inaugural Holiday Express Train, LIRR is offering two such trains as part of this year's experience. The LIRR Holiday Express will run non-stop between Ronkonkoma and Penn Station on Saturday, December 16th and from Babylon to Penn Station on Sunday, December 17th. The Holiday Train features reserve-style seating, holiday decorations, on-board festivities and giveaways for children. Customers interested will also receive a promotional discount to purchase tickets to the holiday show at Madison Square Garden. As of Friday, November 10th, 85% of reserved seating has been sold.

President Nowakowski reported that commencing today, enhancements to North Fork Service are in effect. The service enhancements and redesign of LIRR schedules was a joint, positive effort among LIRR, Suffolk County local communities and Suffolk County leadership. President Nowakowski reported that as of last weekend, a new signal system was installed and there is no longer dark territory from Speonk to Montauk. LIRR is working with East End leadership on the South Shore to improve its service and having a signal system that will provide more flexibility than the current manual block system.

President Nowakowski reported on the continuing Amtrak work at Penn Station which will again result in impacts on service for the railroads operating at Penn. As President Nowakowski has previously reported, the summer work at Penn Station has continued through the fall, mostly on evenings and weekends. Commencing sometime in January, Amtrak is

proposing to reconstruct Penn Station Tracks 15, 18 and 19, which are utilized by LIRR. While LIRR is not ready to identify what the service impacts will be, President Nowakowski stated that the impacts will not be what LIRR experienced last summer. LIRR is finalizing the details of the service impact plan with Amtrak and NJT. The project is projected to end sometime in May 2018.

President Nowakowski presented to the Committee a time-lapse video showing the construction of the new Post Avenue Bridge. The construction work commenced on Friday evening, October 21st and was completed on Monday morning, October 24th. He stated that the construction project was a success and was a joint effort of LIRR and the Halmar International team.

Chair Pally thanked President Nowakowski and LIRR for the tremendous outreach to the East End of Suffolk County on the North and South Forks regarding service enhancements. He stated that it is very much appreciated by the citizens and elected officials on the East End.

President Nowakowski responded that this reflects the type of partnership that LIRR would like to have with all the communities where it operates.

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 records, which recording includes discussion between Board members and staff regarding the President's Report.

LIRR SAFETY REPORT

Vice President-Corporate Safety Loretta Ebbighausen reported that LIRR's Safety Performance Report is on page 66 of the Committee Book, reporting through the end of September 2017.

Vice President Ebbighausen reported on two safety engagement activities. In recognition of Elevator/Escalator Safety Week, November 13-17, LIRR staff will be at various stations throughout its system handing out educational material to heighten awareness among its customers. In addition, on Wednesday November 15th, LIRR in partnership with Amtrak, NJT, and NYCT, will be conducting Customer Safety Awareness Day at Penn Station. Now in its third year, LIRR's "Let's Travel Together Safely" campaign focuses on customer behaviors that create the greatest risk for slips, trips, and falls.

The details of Vice President Ebbighausen's report are contained in the Safety Performance 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, if any, between Board Members and staff regarding the LIRR's Safety Performance Report.

MTA CAPITAL CONSTRUCTION

MTACC did not report to the Committee.

MTA POLICE DEPARTMENT

MTA Police Department (“MTAPD”) Chief Owen Monaghan reported that for the month of October system-wide there was a 23% decrease in total major felonies and a decrease of 16% Year-to-Date (“YTD”). For the month of October, LIRR experienced a decrease in total major felonies of 60% and YTD a decrease of 25%.

Chief Monaghan reported that MTAPD was fully engaged in securing the Post Avenue Bridge replacement work construction site.

Expanding on the Hate Crime report presented at the Metro-North Committee meeting, Chief Monaghan reported that system-wide there has been an increase of hate crimes: 23 compared to eight in 2016, 15 of which occurred within LIRR territory, seven from Metro-North and one from Staten Island Railway. He stated that MTAPD will continue its study regarding these crimes.

In response to Board Member Charles G. Moerdler’s question as to whether MTAPD was able to identify the area on Long Island where those hate crimes occurred, Chief Monaghan responded that 50% occurred at Penn Station over a one month period; that a graffiti hate crime arrest was made in January; and that the person arrested, an individual named Pasqual Vargas, was subsequently convicted and served time for the crime.

Board Member Ira R. Greenberg asked whether the MTAPD’s grand auto theft statistics include automobile thefts from parking lots serving an LIRR or Metro-North station.

Chief Monaghan responded that MTAPD only records thefts from lots owned by LIRR or Metro-North. The statistics do not include thefts from municipally owned lots, which represent most of the lots.

Board Member Moerdler asked if the hate crime statistics include crimes committed in other portions of Penn Station, and to what extent has MTAPD been able to coordinate with the Amtrak Police Department.

Chief Monaghan responded in the negative, adding that that on a quarterly basis, MTAPD discusses all crimes with Amtrak Police Chief Marty Conway.

Board Member Moerdler asked if MTAPD would communicate to Amtrak PD that LIRR is watching and counting the statistics.

Chief Monaghan responded in the affirmative.

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

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

- Review of LIRR Committee Charter
- East Side Access Project Update
- 2017 Holiday Schedule and Trackwork

President Nowakowski reported on each information item. He stated that non-substantive changes to the LIRR Committee Charter have been made, are redlined in the Committee Book, and will be reviewed at the December Governance Committee meeting.

Chair Pally asked why LIRR still includes Metropolitan Suburban Bus Authority ("MSBA") in its Committee Charter, stating that he assumes his question will be discussed at the December Governance Committee meeting.

Board Member Greenberg commented that he thinks the inclusion of MSBA is statutorily required. He also commented that the statutory requirements of Board Members serving on the Committee should be listed in the LIRR Committee Charter.

Chair Pally responded that LIRR will take a look at this issue.

Chief Engineer-Program Management Paul Dietlin presented the ESA Project Update. He discussed LIRR ESA Support Projects, and the location of such projects, including: Phase 1 of Jamaica Capacity Improvements-Additional Passenger Platform at Jamaica Station; Massapequa Pocket Track; Colonial Road Bridge Construction and Great Neck Pocket Track; Port Washington Yard Track Extensions; and Mid-Suffolk Yard.

Board Member Moerdler commented that for two of the projects listed --- Great Neck Pocket Track and Massapequa Pocket Truck --- no specific completion dates were given, only a representation that the projects will be completed before the ESA completion date. He asked when the work was going to be completed.

Chief Engineer – Program Management Dietlin responded that LIRR is anticipating the completion of Great Neck Pocket Track at the end of 2018 and targeting April 2019 for the completion of Massapequa Pocket Track.

President Nowakowski further responded that all of these projects involve signals work, and that LIRR has a lot of signals work being done just now, including PTC; Speonk to Montauk; the Main Line Double Track project; and a signal upgrade on the Long Beach Branch. As a result, some of the ESA support projects had to be put on hold.

Board Member Moerdler congratulated President Nowakowski and LIRR for doing that kind of extensive work. He commented that he heard a radio report this morning about the completion of the Montauk work and referring to that part of the system as dark territory where instructions were handed to motormen by hand when they pass the tower. He asked President Nowakowski whether there were other antiquated practices still being used in dark territory.

President Nowakowski responded that LIRR has a variety of signal systems. While LIRR eliminated a significant stretch of track miles between Speonk and Montauk constituting dark territory, LIRR still has the Greenport Branch, which is dark territory. He stated there is an on-going effort to modernize signal systems, such as automatic block signal systems. LIRR is trying to upgrade everything to an automatic speed control system. With the PTC deadline looming, LIRR has many projects that it is trying to move forward.

Board Member Moerdler asked President Nowakowski if the signals are the principal differentiation between the dark and the light territory.

President Nowakowski responded that dark territory has no signals; operations are based on verbal orders from a train dispatcher.

Board Member Greenberg stated that during the last two Committee meetings he commented about the Jamaica Capacity Improvements Project and the dissatisfaction of making Brooklyn service a step-child, especially during the peak. He feels a choice is being made sacrificing Brooklyn service for ESA and on-time performance. He commented that LIRR should take a second look at this before LIRR moves to Phase II to see what can be done, especially in the off-peak. A number of the Commuter Council members use the Brooklyn service, along with thousands of other people, and the need to go up and over to transfer to Brooklyn trains would definitely be a diminution in service.

President Nowakowski responded that LIRR is not changing the physical infrastructure in a way so that any arrangement for Brooklyn service would be precluded. He noted, however, that placing Brooklyn service on a dedicated track, served by the new platform, was understood and agreed to when ESA was approved by the Board.

Chair Pally commented that these five ESA support projects are dwarfed by Second Track, which will be completed in 2018, and the start of Third Track some time in 2018. LIRR is doing a lot of projects on the Main Line to accommodate not only ESA but its own improvements as necessary.

President Nowakowski reported on the 2017 Holiday Schedule and Trackwork service adjustments. He stated that as LIRR enters into the holiday season, it has additional eastbound departures planned prior to Thanksgiving and Christmas. LIRR has a number of service adjustments that are planned throughout the holiday season which are reported in the Committee book. LIRR will continue with its track work program, including track work on the Atlantic Avenue Branch and track work almost every weekend on the Main Line.

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.

MTA LONG ISLAND RAIL ROAD

Procurement

LIRR Chief Procurement & Logistics Officer Dennis Mahon presented one procurement item to the Committee for approval. Details of the item are set forth below and in the Staff Summary, a copy of which is on file with the record of this meeting.

Competitive:

- **Strategic Planning Partners** - Long Island Rail Road requests MTA Board approval to award a competitively solicited Personal Service contract to Strategic Planning Partners (“SPP”) for the development of protocols for Security Sensitive Information (“SSI”) and for Security Control Officer Consultants for various LIRR locations for all existing/proposed LIRR projects containing a Security/SSI component for a period of two years, plus a one-year option, in the total not-to-exceed amount of \$1,377,643.

Board Member Moerdler asked why LIRR needs a security consultant.

President Nowakowski responded that LIRR hires security specialists for certain projects to review the security aspects of those projects.

Board Member Moerdler asked why the proposed contract had no MBE/WBE component.

President Nowakowski responded that LIRR undertakes an analysis of potential MBE/WBE involvement in connection with every contract it awards. This particular project calls for services on an as-needed basis.

Board Member Greenberg asked whether NYCT and Metro-North have similar contracts.

Board Member Greenberg added that he would like to know whether a contract could be put together that would cover all agencies, rather than having separate contracts for each.

Chair Pally commented that LIRR will follow up with an answer.

Upon motion duly made and seconded, the procurement item was approved for recommendation to the Board. The details of the procurement item are contained in the Staff Summary and report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board Member comments and discussion regarding the proposed procurement.

MTA CAPITAL CONSTRUCTION

Procurement

MTACC had no procurement items.

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

President Nowakowski reported on ridership. He stated that ridership was up in October compared to 2016, and also YTD. There is a trend of increased ridership in the non-commutation category and a slight decrease trend in the commutation category.

Board Member Moerdler asked if the Board can have a discussion in the future about New York & Atlantic freight operations.

President Nowakowski responded in the affirmative.

The details of these items are contained in the 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 comments and discussion regarding LIRR operations.

Adjournment

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

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Mark D. Hoffer", is written over a horizontal line.

Mark D. Hoffer
Secretary

Minutes of the Regular Meeting
Metro-North Committee
Monday, November 13, 2017

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

The following members were present:

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

Not Present:

Hon. Randy Glucksman
Hon. James E. Vitiello
Hon. Carl V. Wortendyke
Hon. Neal J. Zuckerman

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
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
Michael Metz – Director, Security Operations, Security Department
Andrew Paul – Vice President, Labor Relations
Kim Porcelain – Vice President, Finance and Information Systems
Michael Shiffer – Vice President, Planning
Alfred Torres – Vice President, Human Resources
Justin Vonashek – Vice President, System Safety

Ms. Metzger called the meeting to order.

PUBLIC COMMENT

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council, discussed an article regarding a potential transit oriented development project in the Village of Spring Valley near the Metro-North station. He stated that the area surrounding that station is depressed and would benefit from the project. Mr. Getz hopes Metro-North will meet with the local officials and the developer of the proposed project, stating that the project would make Spring Valley into a first-class transportation hub. Mr. Getz discussed a meeting he had with New Jersey Transit to discuss the lack of accurate information during inclement weather. He stated that New Jersey Transit has a draft inclement weather schedule that is based on weekend service with the addition of some trains. Mr. Getz noted that the draft schedule is not useful for Metro-North riders who have express service available to them on the weekends. He asked Metro-North to look at the schedule. Mr. Getz stated, although four trains pass by Secaucus after Train 1618 arrives at that station, there is a 10-minute wait until the next train stops. Mr. Getz will continue to discuss this issue with New Jersey Transit.

Omar Vera clarified the comments he made at the October Committee meeting, expressing his opinion that only the signage for southbound travel within New York City should indicate that the trains are going “to Manhattan” rather than “to New York.” He recommended that a bridge be erected by Metro-North to connect west of Hudson lines with those east of Hudson.

Murray Bodin expressed his opinion that Acting President Rinaldi be named as President of Metro-North and Ms. Metzger remain as Chair of the Metro-North Committee. He based his opinion on reports by staff regarding the Roaring Brook Red Box and the Whitestone Bridge yellow line. Mr. Bodin claims that the red boxes expose the MTA to liability in the event of an accident. Mr. Bodin suggested that Metro-North run nine car trains instead of eight car trains.

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

APPROVAL OF MINUTES AND 2017 WORK PLAN

Upon motion duly made and seconded, the Committee approved the minutes of the October 23, 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 reported that service reliability east of Hudson during the month of October was slightly below goal at 92.1% but above goal year-to-date at 93.9%. During October, the Hudson Line operated at 89.9%, the Harlem Line at 94.0% and the New Haven Line at 92.0%. Hudson Line performance was adversely impacted during the off-peak hours due to required track maintenance work. During the a.m. peak, the railroad experienced an increase in delays of six to 10 minutes as the result of slippery rails caused by fallen leaves, noting that this problem is faced by all railroads that operate in the northeast. During the month of October, west of Hudson service operated at 93.8%. The Pascack Valley Line operated at 96.7% and Port Jervis Line at 89.7%. Year-to-date, west of Hudson service operated at 94.6%. Performance on

the Port Jervis Line was impacted by late bus connections during off-peak hours on weekdays when busing is in effect to support infrastructure work. Off-peak bussing will continue on the Port Jervis Line until Friday, November 17 and regular weekday service between Port Jervis and Harriman will resume on Monday, November 20. New Jersey Transit engineer availability remains an issue, resulting in 12 cancelled trains (0.7%). Fleet Availability remains good with a consist compliance of 99.1%. Service disruptions caused New Haven consist compliance to be below goal during the peak periods. In September, the fleet's Mean Distance Between Failures was above goal at 272,803 miles.

Acting President Rinaldi reported that on the evening of September 6 to the early morning hours of September 7 there was a successful removal of span 191 of the old Tappan Zee Bridge, which passed over Metro-North's Hudson Line tracks. While the work was performed, train service was suspended and Metro-North ran a bus operation between Tarrytown and Yonkers. She thanked all Metro-North employees who worked throughout the night in very cold temperatures.

Acting President Rinaldi reported that, as part of Metro-North's ongoing efforts to completely install Positive Train Control (PTC) by December 2018, the Committee will be asked to recommend that the Board approve a contract for engineering services to support PTC radio frequency testing. That contract would cover both pre-implementation services and provide support during the initial phases of PTC operations.

Acting President Rinaldi reported on Metro-North's Special Fall Foliage Service which provided additional trains for leaf peepers, hikers and day-trippers who wished to experience autumn in the Hudson Valley and to explore Metro-North's getaways to regional cultural, scenic and historic destinations. She reported that, on Saturday October 28 and Saturday November 4, Metro-North carried over 3,800 riders on seven trains out of Grand Central Terminal between the hours of 8:30 a.m. and 11:45 a.m. to points between Tarrytown and Poughkeepsie, which is four times the normal volume of riders in the same period on other weekends when Metro-North operates four trains. Due to the success of this service, Metro-North may be making this service a permanent part of its schedule.

Acting President Rinaldi reported that, based on a preliminary review of customer complaints, during the month of October there was a 32% increase in customer complaints compared to those in the month of September with the complaints encompassing all major categories. She stated that the increase is consistent with the slight decline in service reliability during the month of October.

On behalf of Metro-North and the Hudson River Valley Greenway, Acting President Rinaldi invited local leaders, trail groups, interested organizations, and members of the public to attend one of two public information meetings to seek input on the creation of the Beacon Line Rail Trail. The rail trail will be a vital segment of the new Empire State Trail, a 750-mile bike and walking pathway from New York City to Canada and from Albany to Buffalo that is being built under the leadership of Governor Cuomo, and will be completed by 2020. The anticipated trail will revitalize a little-used rail line that runs east-west across Dutchess and Putnam Counties. The line, known as the Beacon Line connects with Metro-North's Hudson Line at Beacon, and runs parallel with the Harlem Line north of Southeast. The line, owned by Metro-

North, is not currently used for passenger train service. The Trail will be a shared-use bicycling and pedestrian path running along a 23 mile portion of the Metro-North Railroad Beacon Line Corridor from Brewster, New York to Hopewell Junction, New York, connecting with the Dutchess Rail Trail. One existing track along this portion of the rail line will remain intact for possible future use, and the rail segment from Hopewell Junction to Beacon is not included in the proposed trail. The proposed trail will typically be 12 feet wide and surfaced with asphalt. Appropriate treatments will be installed at all road crossings to provide safe trail use. Metro-North will oversee the design and construction of the project, which is slated to start in the spring of 2019. Construction of the Trail will be funded by New York State, through funds administered by the Hudson River Valley Greenway as part of the larger Empire State Trail initiative.

Acting President Rinaldi reported that the Annual Grand Central Holiday Fair located in Vanderbilt Hall opens November 13 until December 24. The Annual Holiday Train Show opens November 16 through February 4 at the New York Transit Museum.

Board member Vanterpool asked why delays due to weather and environmental factors are higher on the Harlem Line than on the Hudson and New Haven Lines. Mr. Kesich noted that the fall slippery rail conditions are one factor that contributes to the increase in those delays. In addition, the low quantity of delay minutes in other categories drive up the percentage of delays for weather and environmental factors.

Board member Pally asked if Metro-North could take any action with respect to New Jersey Transit's inability to provide the train service it is contractually required to provide. Mr. Gans will prepare a report addressing this issue.

Board member Vanterpool asked why there was an increase in the number of standees on the New Haven Line in the month of October. Mr. Kesich stated that consist compliance on that line is below goal leading to a minimum number of cars for a maximum number of riders. He further noted that service disruptions may affect the size of consists.

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 records, which recording includes Board member comments regarding the President's report.

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek reported that the customer accident rate is almost 31% lower than the previous 12 months. The employee lost time injury rate is approximately 11% higher than the previous 12 months. Overexertion continues to be the biggest driver of this increase. To address the increase, Metro-North will be focusing on these injuries as part of the next Safety Focus Day on December 4. Grade crossing incidents, derailments and collisions remained unchanged for this month's report. Metro-North's community outreach program, TRACKS, has reached nearly 56,000 individuals through September.

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.

MTA POLICE DEPARTMENT REPORT

Chief Joseph McGrann, MTAPD Chief of Operations reported on crime statistics, noting that system wide total major felonies in October 2017 were 23% lower than in the comparable period of 2016, 23 versus 30 and decreased 16% year-to-date October, 218 versus 259. Chief McGrann noted that system wide, year-to-date October 2017, there was an increase in grand larceny auto versus the comparable period in 2016, 10 versus 7. He noted that no vehicles had been stolen in the month of October 2017. On the Metro-North system, total major felonies increased 7% in October 2017 versus the previous October, 15 versus 14 and decreased 11% year-to-date October versus the comparable period of 2016, 119 versus 134.

Chief McGrann reported that on October 29, 2017, the MTAPD participated in a full-scale field exercise at Grand Central Terminal which was sponsored by the Department of Homeland Security. The MTAPD, the New York City Police Department, the New York State Police, the New York City Fire Department and the National Guard participated in the exercise which was a preparedness drill. The exercise provided the MTAPD with an opportunity to practice their inter-operability exercises with partner agencies. Chief McGrann reported that on a November 1, the MTAPD hosted a visit from the new TSA Administrator, David P. Pekoske, who came to MTAPD Headquarters, toured Grand Central Terminal, and observed MTAPD officers. Chief McGrann was glad to have the opportunity to have Mr. Pekoske meet MTAPD officers, state troopers and members of the National Guard. He commended the MTAPD and Bridges & Tunnels officers on the work they did during the marathon, securing the area where the race was held.

Board member Moerdler and Chief McGrann discussed the crime statistics. Board member Moerdler noted that, through October 31, 2017, there has been an increase in arrests for felony assault, assault-misdemeanor, criminal mischief, drug offenses, graffiti, theft of services and warrant arrests compared to the comparable period of 2016. Chief McGrann stated that the increase in arrests may be attributed to pro-active police work. Chief McGrann will provide the Committee with data regarding hate crimes, including the number of offenses that occurred in Grand Central Terminal. He reported that in 2017, there were 23 hate crimes versus the comparable period of 2016. In the month of October 2017, there were 3 incidents of graffiti, two of which involved anti-semitic messages. Chief McGrann will include statistics on hate crimes in future Committee materials and will provide the Committee with information regarding what can be done to address the increase in hate crimes.

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:

Three information items were presented to the Committee:

- Review of Committee Charter – Acting President Rinaldi noted that the review of the Metro-North Committee Charter is a required annual work plan information item. A draft of a revised version of the Committee Charter is included in the Committee book. The Committee Charters will be on the agenda for approval at the Governance Committee. Ms. Metzger asked the Committee to provide her with any comments they have regarding the Charter prior to the December Committee meeting.
- Holiday Schedules and Shoppers' Specials - Metro-North has developed special timetables for Thanksgiving Weekend, Christmas & New Year's Holidays to address the travel demands of its customers over these holiday periods. In addition, a number of Shoppers' Specials trains will operate for six weekends between November 18 and December 24 to attract customers during the holiday travel period.
- Bedford Hills Station Building Lease Agreement – Renewal of a lease agreement with the Town of Bedford for the Bedford Hills Station Building, which it has leased since 1975. Last year, the Town completed a renovation of the interior space and the new lease will require the Town to continue day-to-day maintenance and undertake certain capital improvements, including replacement of the roof. This lease will allow Metro-North to continue to realize cost avoidance associated with ongoing maintenance and repairs of the building. The Town will use the building only for municipal purposes and non-profit, community-based events; while allowing Metro-North customers unrestricted access to the waiting area and restrooms.

METRO-NORTH PROCUREMENTS:

One non-competitive procurement was presented to the Committee:

- Approval to award a non-competitive, miscellaneous service agreement in the total not-to-exceed amount of \$500,000 to the firm, Dayton T. Brown, Inc. to provide engineering services required to meet an urgent need to support Positive Train Control (PTC) 220MHz Radio Frequency testing. The term of the contract will be up to 42 months, to cover both pre-implementation PTC services and to provide support during the initial phases of PTC operations.

One competitive procurement was presented to the Committee:

- Approval of a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, to solicit Design/Build Services for the Rehabilitation of, and Improvements to, Outlying Stations.

Board member Pally asked about the pricing of the proposed contract with Dayton T. Brown, noting that it is based on a U.S. General Services Administration contract. Mr. Muir noted that the pricing was secured by and subject to the scrutiny of the Federal Government and is the best

possible pricing available. Dayton T. Brown is doing similar work for other railroads and Metro-North is taking advantage of the pricing approved by the Federal Government.

Board member Moerdler discussed the proposed contract with Dayton T Brown, stating that Metro-North should always try to find opportunities for MWBE participation. Acting President Rinaldi noted that Metro-North is interested in increasing participation by minority vendors. She noted that this is a Positive Train Control (PTC) related procurement and Metro-North recognizes that the procurement is a sole-source procurement with a vendor who has been identified as being able to supplement Metro-North's services. Metro-North believes strongly that this will assist the railroad in the timely delivery of PTC. Metro-North is mindful of the Committees' concern with respect to the minority contracting community and always looks for opportunities to better the railroads participation with those contractors.

Board member Saul discussed the railroad's request to use the RFP process to solicit Design/Build Services for the for the Rehabilitation of, and Improvements to, Outlying Stations. He asked if the five other stations identified previously which were the subject of Committee discussion are to be included in the procurement and, if not, why not. Acting President Rinaldi noted that Beacon and Southeast Stations are included in this separate procurement action because the railroad must develop the scope for these stations and, once the scope is determined, the railroad can decide whether the design build process is best for these stations. She noted that the five stations previously discussed are the subject of an ongoing procurement which is far advanced. Board member Saul noted that he has concerns with the number of bidders who respond when using the design build process and how this affects pricing. Acting President Rinaldi stated that the procurement will go before the Committee after the railroad has received the proposals and met with the proposers. Mr. Muir stated that the railroad is aggressively seeking contractors from Dutchess and Putnam Counties.

In response to a question from Board member Vanterpool, the Committee will be provided with information regarding whether the Federal Railroad Administration loan for PTC will cover contracts paid for with operating funds.

Upon motion duly made and seconded, the Committee approved the procurements 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 members' comments and discussion regarding the proposed procurements.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

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

ADJOURNMENT

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

Respectfully submitted,

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

Linda Montanino
Assistant Secretary

Nov 2017 Committee Minutes –FINAL
Legal/Corporate/Committee Minutes Current

2017 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes	<u>Responsibility</u> Committee Chair & Members
2017 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Safety	Chief Safety Officer
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

II. SPECIFIC AGENDA ITEMS

<u>December 2017</u> (Joint Meeting with MNR)	<u>Responsibility</u>
2018 Final Proposed Budget	Management & Budget
2018 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2017	Administration/Diversity
<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 th 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	Service Planning
Customer Satisfaction Survey Report	Public Affairs
<u>April 2018</u> (Joint Meeting with MNR)	
Final Review of 2017 Operating Results	Management & Budget
Annual Inventory Report	Procurement
2017 Annual Ridership/Marketing Plan Report	Finance/Marketing
May Timetable Change & Spring Trackwork Programs	Service Planning
MTA Homeless Outreach	MTA
<u>May 2018</u>	
Diversity/EEO Report – 1 st 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 – 2nd Quarter 2018
Fall Trackwork Programs

Management & Budget
Administration/Diversity
Service Planning

October 2018 (Joint Meeting with MNR)

2019 Preliminary Budget (Public Comment)
Status Update on PTC
November Schedule Change
MTA Homeless Outreach
Bi-Annual Report on M-9 Procurement

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

November 2018

Review of Committee Charter
East Side Access Support Projects Update
2018 Holiday Schedule & Trackwork

Committee Chair & Members
President/Sr. Staff
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

DECEMBER 2017 (Joint Meeting with MNR)

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.

Diversity & EEO Report– 3rd Quarter 2017

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

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– 4th 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.

Customer Satisfaction Survey Report

The committee will be informed on the results of the 2017 survey distributed to customers on the Hudson, Harlem and New Haven Lines and West of Hudson service.

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.

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.

Annual Inventory Report

The Agency will present its annual report on Inventory.

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– 1st 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– 2nd 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.

OCTOBER 2017 (Joint Meeting with MNR)

2019 Preliminary Budget

Public comment will be accepted on the 2019 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.

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 2018

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.



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>December 2017 (Joint meeting with LIRR)</u>	
2018 Final Proposed Budget	Finance
2018 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 rd 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 th Quarter 2017	Diversity and EEO
<u>March 2018</u>	
Annual Strategic Investments & Planning Studies	Capital Planning
2018 Spring/Summer Schedule Change	Operations Planning & Analysis
Annual Elevator & Escalator Report	Engineering
<u>April 2018 (Joint meeting with LIRR)</u>	
Final Review of 2017 Operating Budget Results	Finance
2017 Annual Ridership Report	Operations Planning & Analysis

Annual Inventory Report
Track Program Quarterly Update
MTA Homeless Outreach

Procurement
Engineering
MTA

May 2018

Diversity/EEO Report – 1st 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 – 2nd Quarter 2018
2018 Fall Schedule Change

Finance
Finance
Diversity and EEO
Operations Planning & Analysis

October 2018 (Joint meeting with LIRR)

2019 Preliminary Budget (Public Comment)
Status Update on PTC
Track Program Quarterly Update
MTA Homeless Outreach
Bi-Annual Report on M-9 Procurement

Finance
President
Engineering
MTA
President

November 2018

Review of Committee Charter
Holiday Schedule

Committee Chairs & Members
Operations Planning & Analysis

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

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– 3rd Quarter 2017

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

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– 4th 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– 1st 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– 2nd 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.

OCTOBER 2018 (Joint Meeting with LIRR)

2019 Preliminary Budget

Public comment will be accepted on the 2019 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 2018

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.

October 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	November 2014 - October 2015	November 2015 - October 2016	November 2016 - October 2017
FRA Reportable Customer Accident Rate per Million Customers	1.86	1.25	0.81
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.06	3.03	2.93
Grade Crossing Incidents ¹	1	3	1
Mainline FRA Reportable Train Derailments	1	1	2
Mainline FRA Reportable Train Collisions	0	0	0

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

Leading Indicators				
Safety Training	2016		2017	
	October	Year End	October	Year to Date
First Responders Trained	-	1,314	240	1,331
Employee Safety Training Courses	-	307	133	300
Employees Trained	-	6,161	1,540	6,326
Employee Safety Training Hours	-	268,469	24,645	231,071
Customer and Community: Focus on Grade Crossings	2016		2017	
	October	Year to Date	October	Year to Date
Broken Gates	5	51	1	20
MTA Police Details	136	1,317	111	1,227
Summons	31	345	32	547
Warnings	9	100	11	151
Community Education and Outreach	11,682	38,378	11,276	66,993
Cars Equipped with Cameras				
	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	156	16.32%	
Passenger Compartment Cameras	1,086	156	14.36%	

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 - December 2017

Expenditures thru November 2017; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,025.6	\$ 7,513.5	\$ 5,758.2
Design	\$ 735.9	\$ 735.9	\$ 715.8
Project Management	\$ 1,036.2	\$ 881.2	\$ 804.8
Real Estate	\$ 178.0	\$ 119.9	\$ 117.7
Rolling Stock†	\$ 202.0	\$ 3.2	\$ -
Total	\$ 10,177.8	\$ 9,253.7	\$ 7,396.5

† 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
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work Yonkers Contracting	\$61.1	\$60.5	\$0.6	\$58.2	Nov-2011	Nov-2011	Apr-2013	Dec-2017
CM006: Manhattan Northern Structures Frontier Kemper Constructors, Inc.	\$361.6	\$350.2	\$11.4	\$328.6	Mar-2014	Mar-2014	Nov-2016	Dec-2017
CM014B: GCT Concourse & Cavern Fit-Out GCT Constructors JV	\$463.6	\$442.2	\$21.5*	\$192.3	Dec-2014	Feb-2015	Aug-2018	Mar-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out Tutor Perini Corporation	\$712.3	\$663.5	\$48.8	\$152.8	Jul-2015	Apr-2016	Jan-2020	Jun-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	\$263.9	\$262.4	\$1.5	\$242.0	Aug-2011	Aug-2011	Aug-2014	Dec-2017
Harold Construction								
CH057A: Harold Structures - Part 3: West Bound Bypass Harold Structures JV	\$142.8	\$121.3	\$21.5	\$67.7	Nov-2013	Nov-2013	Feb-2016	Nov-2018
CH061A: Harold Tunnel A Cut and Cover Structures Michels Corp.	\$42.0	\$34.3	\$7.7	\$10.5	N/A	Nov-2016	May-2018	May-2018
CH058A: Harold Structures - Part 3A: B/C Approach**		In Design			Jul-2015	Jun-2018	N/A	Oct-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) Tutor Perini Corporation	\$606.9	\$550.4	\$56.6***	\$307.4	Mar-2014	Mar-2014	Dec-2019	Nov-2020
Systems Package 2: Signal Installation (CS086)		In Design (Repackaging)			N/A	Jan-2018	N/A	Nov-2020
Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc.	\$21.8	\$19.9	\$1.9	\$5.6	Jun-2014	Jun-2014	Dec-2019	Nov-2020
Systems Package 4: Traction Power (CS084) E-J Electrical Installation Company	\$79.7	\$73.0	\$6.8	\$8.6	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.

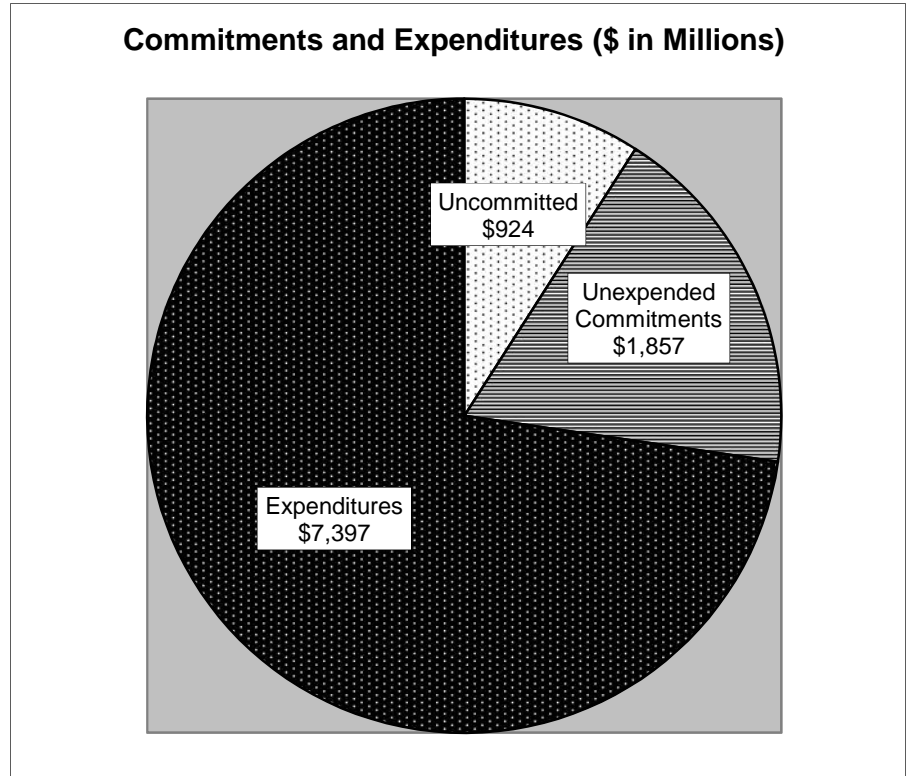
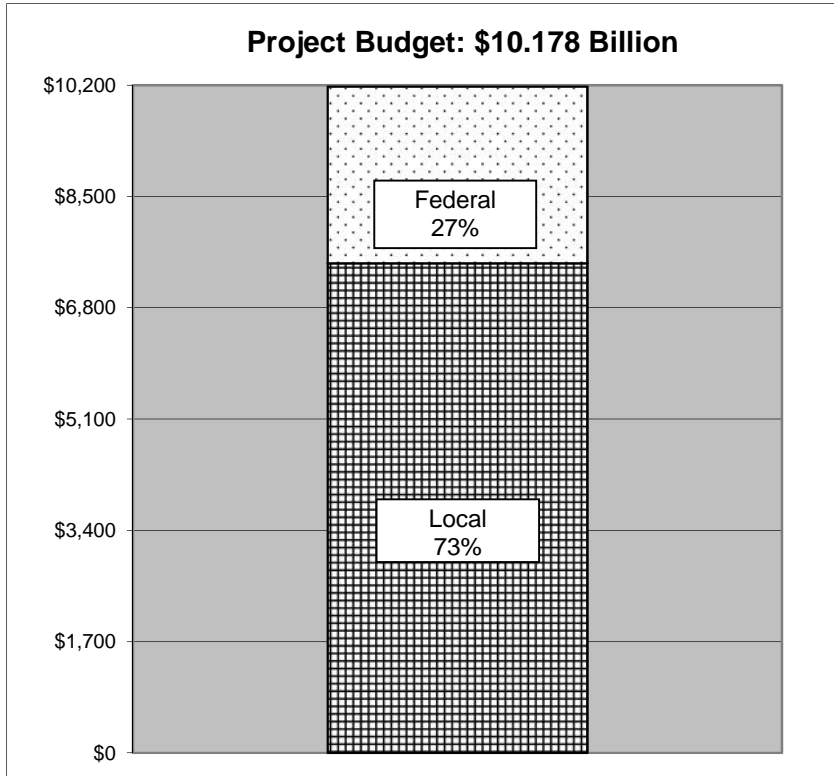
*** Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

East Side Access Status

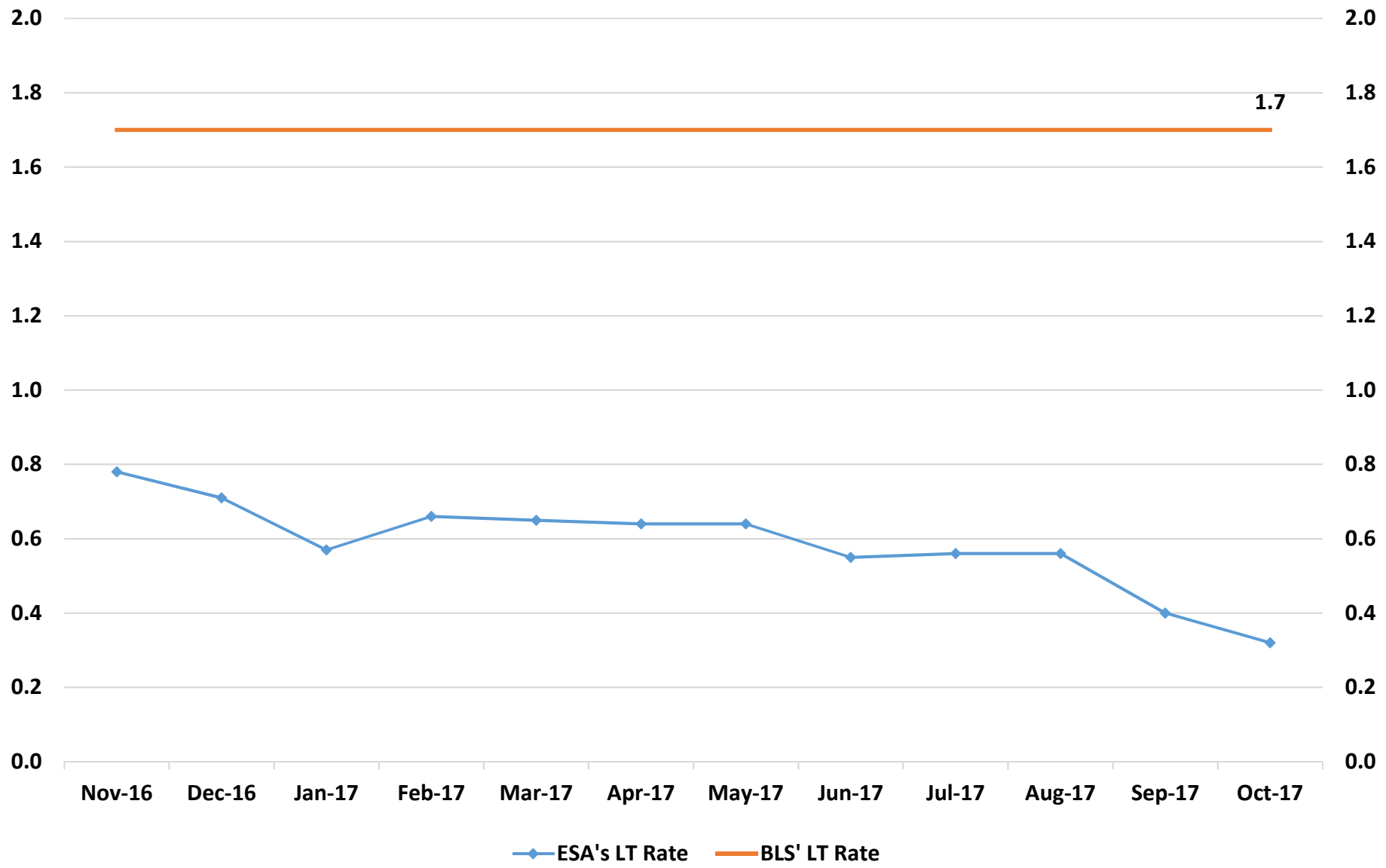
Report to the Railroad Committee - December 2017

data thru November 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	1,533	742	792	792		1,529	5	1,523
2005-2009	2,683	1,675	1,008	1,008		2,674	9	2,646
2010-2014	3,502	2,666	836	836		3,147	355	2,593
2015-2019	2,302	2,302	-	-		1,746	556	476
Total	\$ 10,178	\$ 7,479	\$ 2,699	\$ 2,699		\$ 9,254	\$ 924	\$ 7,397



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





POLICE REPORT



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

November 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	1	2	200%
Felony Assault	2	2	0	0%
Burglary	1	0	1	100%
Grand Larceny	7	3	4	133%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	13	6	7	117%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	22	19	3	16%
Felony Assault	14	14	0	0%
Burglary	2	9	-7	-78%
Grand Larceny	55	70	-15	-21%
Grand Larceny Auto	2	4	-2	-50%
Total Major Felonies	95	116	-21	-18%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

November 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	0	1	-1	-100%
Burglary	1	5	-4	-80%
Grand Larceny	8	10	-2	-20%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	11	16	-5	-31%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	14	16	-2	-13%
Felony Assault	15	15	0	0%
Burglary	12	25	-13	-52%
Grand Larceny	81	91	-10	-11%
Grand Larceny Auto	8	3	5	167%
Total Major Felonies	130	150	-20	-13%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

November 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	1	5	500%
Felony Assault	2	3	-1	-33%
Burglary	2	5	-3	-60%
Grand Larceny	18	13	5	38%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	28	22	6	27%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	44	41	3	7%
Felony Assault	33	30	3	10%
Burglary	14	34	-20	-59%
Grand Larceny	144	169	-25	-15%
Grand Larceny Auto	10	7	3	43%
Total Major Felonies	245	281	-36	-13%

INDEX CRIME REPORT

Per Day Average

November 2017

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	6	3	2	1
Fel. Assault	2	2	0	0
Burglary	2	1	1	0
Grand Larceny	18	7	8	3
GLA	0	0	0	0
Total	28	13	11	4
Crimes Per Day	0.93	0.43	0.37	0.13



MTA Police Department

Arrest Summary: Department Totals

1/1/2017 to 11/30/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	34	33
Felony Assault	38	33
Burglary	9	26
Grand Larceny	53	60
Grand Larceny Auto	2	3
Aggravated Harassment	4	3
Aggravated Unlicensed Operator	17	17
Assault-Misdemeanor	53	45
Breach of Peace	9	12
Child Endangerment	2	3
Criminal Contempt	6	4
Criminal Impersonation	10	5
Criminal Mischief	62	47
Criminal Possession Stolen Property	21	14
Criminal Tampering	8	4
Criminal Trespass	33	33
Disorderly Conduct	3	6
Drug Offenses	99	50
DUI Offenses	7	10
Failure to Appear	1	0
Falsely Reporting an Incident	5	4
Forgery	53	60
Fraud	1	8
Graffiti	24	12
Harassment	4	0
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	10	6
Obstruct Government	9	15
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	118	181
Public Lewdness	20	102
Reckless Endangerment	8	5
Resisting Arrest	32	34
Sex Offenses	19	10
Stalking	1	0
Theft of Services	173	152
Unlawful Fleeing a Police Officer	1	1
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	3
Warrant Arrest	53	43
Weapons Offenses	7	7
Unauthorized Use Vehicle	1	0
Total Arrests	1,010	1,060

**Metropolitan Transportation Authority
Police Department**

Hate Crimes Report (January thru November)

Motivation	2017	2016	Diff	% Change
ASIAN	0	0	0	0%
BLACK	6	4	2	50%
ETHNIC	0	0	0	0%
GENDER	0	0	0	0%
HISPANIC	0	0	0	0%
MUSLIM	1	3	-2	-67%
OTHER	0	0	0	0%
SEMITIC	16	5	11	220%
SEXUAL ORIENTATION	0	0	0	0%
WHITE	1	1	0	0%
TOTAL	24	13	11	85%

CRIME NAME	2017	2016	Diff	% Change
Agg. Harassment # 1	0	0	0	0%
Agg. Harassment # 2	0	0	0	0%
Felony Assault	1	0	1	0%
Misd. Assault	1	1	0	0%
Criminal Mischief # 3	0	0	0	0%
Criminal Mischief # 4	22	12	10	83%
Grand Larceny # 4	0	0	0	0%
Menacing # 2	0	0	0	0%
Robbery # 2	0	0	0	0%
Total	24	13	11	85%



Long Island Rail Road

ACTION

ITEMS



Subject LIRR 2018 Budget & 2018-2021 Financial Plan Adoption	Date December 1, 2017
Department Office of Management & Budget	Vendor Name
Department Head Name Francis Landers	Contract Number
Department Head Signature <i>Francis Landers</i>	Contract Manager Name
Project Manager Name	Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Committee	12/11/17	X		
2	Finance Committee	12/11/17	X		
3	MTA Board	12/13/17	X		

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

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

Purpose

To secure MTA Board adoption of the MTA Long Island Rail Road's (LIRR) 2017 November Forecast, 2018 Final Proposed Budget, and the Four-Year Financial Plan for 2018 – 2021.

Discussion

The 2018 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain the Long Island Rail Road's commitment to provide safe, reliable and efficient commuter rail service to the metropolitan New York region. The 2018 Final Proposed Budget continues funding initiatives in support of these goals. The LIRR projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

The LIRR's financial plan contains funding to maintain infrastructure in reliable and safe condition. Its focus on Reliability Centered Maintenance (RCM) for rolling stock to ensure maximum fleet availability and on maintenance of the right-of way to maintain a state of good repair remain steadfast. This is particularly important as many components will enter critical maintenance stages. Funding and resources also are included to maintain the new Positive Train Control (PTC) system, both onboard trains and along the right of way. Safety continues to remain an area of focus. The 2018 Final Proposed Budget contains funding to support new FRA regulations regarding expanded drug and alcohol testing, sleep apnea testing, close call reporting, expanded system safety program risk reduction rule and road worker protection training for conductors. The financial plan also reflects ramp-up costs for East Side Access (ESA) readiness efforts.

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

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

2017 November Forecast - Baseline

Non-Reimbursable/Reimbursable expenses for the 2017 November Forecast before non-cash liability adjustments total \$1,825.3 million. This is comprised of \$1,454.8 million of Non-Reimbursable expenses and \$370.5 million of Reimbursable expenses. Total Non-Reimbursable/Reimbursable revenue for the 2017 November Forecast is \$1,157.2 million. This is comprised of \$786.7 million of Non-Reimbursable revenue and \$370.5 million of Reimbursable revenue. Total positions is 7,414.

The Non-Reimbursable revenue for the 2017 November Forecast of \$786.7 million includes Farebox Revenue projections of \$730.1 million. This is based on a projected annual ridership of 89.4 million customers, which is a slight increase over 2016. The Forecast also assumes \$56.6 million in other revenue from advertising, rental fees, special services and freight.

Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2017 November Forecast totals \$1,454.8 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2017 November Forecast increases to \$1,882.2 million. The cash adjustments for non-cash items and timing of expenses/receipts total \$420.2 million. The resulting Net Cash Deficit is projected to be \$675.3 million in 2017.

Total Non-Reimbursable positions is 6,106 positions. Total Reimbursable positions is 1,308.

2018 Final Proposed Budget - Baseline

Non-Reimbursable/Reimbursable expenses for the 2018 Final Proposed Budget before non-cash liability adjustments are \$2,017.2 million, comprised of \$1,619.8 million of Non-Reimbursable expenses and \$397.4 million of Reimbursable expenses. The total Non-Reimbursable/Reimbursable revenue for the 2018 Final Proposed Budget is \$1,191.7 million, comprised of \$794.3 million of Non-Reimbursable revenue and \$397.4 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2018 Final Proposed Budget of \$794.3 million includes Passenger Revenue projections of \$747.3 million and \$47.0 million in other revenue from advertising and rental fees. The Farebox revenue is based on a projected annual ridership of 90.4 million passengers, which is a 1.1% increase over 2017. Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2018 Final Proposed Budget totals \$1,619.8 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2018 Final Proposed Budget increases to \$2,053.2 million. Cash adjustments for non-cash items and timing of expenses/receipts total \$398.3 million. The resulting Net Cash Deficit is projected to be \$860.6 million in 2018.

The Non-Reimbursable expense budget, before non-cash liability adjustments, of \$1,619.8 million is comprised of \$1,130.7 million in labor expenses (payroll and benefits), which represent 70% of total expenses. The balance of the expenses are non-payroll and are related to the operation and maintenance of the fleet and infrastructure, with expenses allocated for electric power and fuel of \$113.3 million, materials & supplies of \$185.4 million, professional and maintenance services contracts of \$140.3 million and all other costs of \$50.1 million.

Total Non-Reimbursable headcount is 6,502 positions. Total Reimbursable headcount is 1,223 positions. The Total Non-Reimbursable/Reimbursable headcount is 7,725, of which 91 percent are in the operating departments.

Budget Reduction Initiatives

Tighter management control and increased oversight of non-payroll budgets along with reduced fleet maintenance costs with the retirement of the M3 and the new M9 under warranty result in savings of \$8.2 million on average every year of the financial plan.

Impact on Funding

The 2017 November Forecast, 2018 Final Proposed Budget and the Four-Year Financial Plan 2018 – 2021, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2017 November Forecast, the 2018 Final Proposed Budget and the Four-Year Financial Plan for 2018 – 2021 for the MTA Long Island Rail Road.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$712.347	\$730.069	\$747.341	\$750.387	\$753.056	\$755.514
Other Operating Revenue	55.613	56.612	47.003	47.650	48.212	48.735
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$767.959	\$786.681	\$794.344	\$798.037	\$801.268	\$804.249
Operating Expense						
Labor:						
Payroll	\$506.029	\$519.932	\$563.215	\$603.428	\$632.381	\$681.992
Overtime	122.256	130.222	126.221	127.305	131.671	152.453
Health and Welfare	95.788	102.076	120.414	130.116	140.175	158.672
OPEB Current Payments	57.982	60.000	76.107	78.251	82.394	86.771
Pension	138.326	144.798	131.163	144.740	151.157	155.083
Other Fringe Benefits	124.606	131.565	142.546	150.774	156.712	169.679
Reimbursable Overhead	(34.392)	(37.379)	(28.924)	(22.914)	(18.162)	(18.567)
Total Labor Expenses	\$1,010.595	\$1,051.214	\$1,130.742	\$1,211.700	\$1,276.328	\$1,386.083
Non-Labor:						
Electric Power	\$77.567	\$84.266	\$95.724	\$98.112	\$101.424	\$134.079
Fuel	14.305	16.569	17.581	17.408	20.598	21.892
Insurance	22.690	20.556	21.508	23.387	25.457	27.691
Claims	16.588	4.370	4.370	4.419	4.471	4.537
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	63.924	90.024	89.976	83.759	98.107	115.172
Professional Services Contracts	25.800	32.698	50.291	41.017	34.986	34.562
Materials and Supplies	128.537	135.010	185.413	169.645	209.803	215.074
Other Business Expenses	16.246	20.096	24.212	24.459	24.892	26.231
Total Non-Labor Expenses	\$365.657	\$403.588	\$489.074	\$462.206	\$519.737	\$579.238
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,376.253	\$1,454.802	\$1,619.816	\$1,673.906	\$1,796.065	\$1,965.321
Depreciation	\$333.594	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
OPEB Liability Adjustment	89.862	87.834	90.469	93.184	95.979	98.858
GASB 68 Pension Expense Adjustment	(12.175)	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	(1.756)	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,785.776	\$1,882.157	\$2,053.166	\$2,111.863	\$2,240.245	\$2,415.842
Net Surplus/(Deficit)	(\$1,017.817)	(\$1,095.476)	(\$1,258.822)	(\$1,313.826)	(\$1,438.977)	(\$1,611.593)
Cash Conversion Adjustments						
Depreciation	\$333.594	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
Operating/Capital	(14.885)	(11.288)	(39.265)	(13.168)	(13.999)	(13.713)
Other Cash Adjustments	115.808	93.946	96.651	95.918	98.103	91.876
Total Cash Conversion Adjustments	\$434.517	\$420.178	\$398.266	\$425.524	\$430.305	\$427.826
Net Cash Surplus/(Deficit)	(\$583.300)	(\$675.298)	(\$860.556)	(\$888.302)	(\$1,008.672)	(\$1,183.767)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	346.939	370.512	397.403	328.229	298.750	290.153
Total Revenues	\$346.939	\$370.512	\$397.403	\$328.229	\$298.750	\$290.153
Operating Expense						
<u>Labor:</u>						
Payroll	\$97.858	\$123.391	\$135.654	\$126.242	\$111.053	\$112.040
Overtime	38.638	38.242	35.444	20.002	20.255	20.660
Health and Welfare	23.388	28.059	28.713	25.105	22.340	22.571
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	42.574	44.289	46.651	40.790	36.296	36.672
Other Fringe Benefits	24.446	29.847	29.362	25.673	22.844	23.080
Reimbursable Overhead	34.392	37.379	28.924	22.914	18.162	18.567
Total Labor Expenses	\$261.297	\$301.207	\$304.747	\$260.725	\$230.950	\$233.590
<u>Non-Labor:</u>						
Electric Power	\$1.047	\$0.783	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.046	0.000	0.000	0.000	0.000
Insurance	6.366	8.302	9.600	8.512	7.700	7.786
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	21.231	12.886	17.097	12.718	12.394	12.455
Professional Services Contracts	4.290	1.916	0.857	0.656	0.669	0.682
Materials and Supplies	51.538	44.518	64.704	45.270	46.727	35.328
Other Business Expenses	1.169	0.855	0.398	0.348	0.310	0.313
Total Non-Labor Expenses	\$85.642	\$69.306	\$92.656	\$67.504	\$67.800	\$56.564
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Deprecation	\$346.939	\$370.512	\$397.403	\$328.229	\$298.750	\$290.153
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$712.347	\$730.069	\$747.341	\$750.387	\$753.056	\$755.514
Other Operating Revenue	55.613	56.612	47.003	47.650	48.212	48.735
Capital and Other Reimbursements	346.939	370.512	397.403	328.229	298.750	290.153
Total Revenues	\$1,114.898	\$1,157.193	\$1,191.747	\$1,126.267	\$1,100.018	\$1,094.403
Operating Expense						
Labor:						
Payroll	\$603.887	\$643.322	\$698.869	\$729.670	\$743.434	\$794.032
Overtime	160.895	168.464	161.665	147.307	151.926	173.113
Health and Welfare	119.176	130.136	149.127	155.221	162.514	181.243
OPEB Current Payments	57.982	60.000	76.107	78.251	82.394	86.771
Pension	180.900	189.087	177.814	185.530	187.454	191.754
Other Fringe Benefits	149.053	161.412	171.907	176.446	179.556	192.760
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,271.892	\$1,352.421	\$1,435.489	\$1,472.425	\$1,507.278	\$1,619.673
Non-Labor:						
Electric Power	\$78.615	\$85.049	\$95.724	\$98.112	\$101.424	\$134.079
Fuel	14.305	16.616	17.581	17.408	20.598	21.892
Insurance	29.056	28.858	31.108	31.899	33.157	35.477
Claims	16.588	4.370	4.370	4.419	4.471	4.537
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	85.155	102.910	107.073	96.477	110.501	127.627
Professional Services Contracts	30.090	34.613	51.148	41.673	35.655	35.244
Materials and Supplies	180.075	179.527	250.117	214.915	256.529	250.403
Other Business Expenses	17.415	20.951	24.610	24.807	25.202	26.544
Total Non-Labor Expenses	\$451.299	\$472.894	\$581.730	\$529.710	\$587.537	\$635.802
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,723.191	\$1,825.315	\$2,017.219	\$2,002.135	\$2,094.815	\$2,255.474
Depreciation	\$333.594	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
OPEB Liability Adjustment	89.862	87.834	90.469	93.184	95.979	98.858
GASB 68 Pension Expense Adjustment	(12.175)	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	(1.756)	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$2,132.715	\$2,252.669	\$2,450.569	\$2,440.092	\$2,538.995	\$2,705.995
Net Surplus/(Deficit)	(\$1,017.817)	(\$1,095.476)	(\$1,258.822)	(\$1,313.826)	(\$1,438.977)	(\$1,611.593)
Cash Conversion Adjustments						
Depreciation	\$333.594	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
Operating/Capital	(14.885)	(11.288)	(39.265)	(13.168)	(13.999)	(13.713)
Other Cash Adjustments	115.808	93.946	96.651	95.918	98.103	91.876
Total Cash Conversion Adjustments	\$434.517	\$420.178	\$398.266	\$425.524	\$430.305	\$427.826
Net Cash Surplus/(Deficit)	(\$583.300)	(\$675.298)	(\$860.556)	(\$888.302)	(\$1,008.672)	(\$1,183.767)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$731.942	\$749.427	\$765.341	\$768.387	\$771.056	\$773.514
Other Operating Revenue	46.939	43.801	34.313	34.525	34.737	34.904
Capital and Other Reimbursements	319.045	350.632	357.609	314.521	284.199	275.879
Total Receipts	\$1,097.926	\$1,143.860	\$1,157.263	\$1,117.434	\$1,089.992	\$1,084.298
Expenditures						
<u>Labor:</u>						
Payroll	\$601.470	\$633.813	\$692.252	\$722.903	\$736.514	\$786.956
Overtime	159.750	168.575	161.665	147.307	151.926	173.113
Health and Welfare	105.921	127.743	149.127	155.221	162.514	181.243
OPEB Current Payments	53.634	60.000	76.107	78.251	82.394	86.771
Pension	176.880	186.540	177.814	185.530	187.454	191.754
Other Fringe Benefits	146.241	158.830	170.907	175.446	178.556	191.760
Contribution to GASB Fund	0.000	0.000	1.308	1.737	2.565	3.441
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,243.896	\$1,335.501	\$1,429.180	\$1,466.395	\$1,501.923	\$1,615.038
<u>Non-Labor:</u>						
Electric Power	\$78.854	\$85.349	\$95.724	\$98.112	\$101.424	\$134.079
Fuel	13.878	17.134	17.581	17.408	20.598	21.892
Insurance	25.263	28.345	30.784	32.451	32.773	35.062
Claims	2.978	1.747	1.747	1.748	1.748	1.762
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	79.931	114.364	107.073	96.477	110.501	127.627
Professional Services Contracts	23.685	33.872	46.305	36.588	30.316	29.638
Materials and Supplies	174.464	164.426	247.490	214.438	256.880	259.138
Other Business Expenses	14.282	20.420	23.935	24.119	24.501	25.830
Total Non-Labor Expenditures	\$413.334	\$465.657	\$570.638	\$521.341	\$578.741	\$635.027
<u>Other Expenditure Adjustments:</u>						
Other	\$20.177	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000
Total Other Expenditure Adjustments	\$20.177	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000
Total Expenditures	\$1,677.406	\$1,819.158	\$2,017.818	\$2,005.736	\$2,098.664	\$2,268.064
Net Cash Balance	(\$579.481)	(\$675.298)	(\$860.556)	(\$888.302)	(\$1,008.672)	(\$1,183.767)
Cash Timing and Availability Adjustment	(3.820)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
Net Cash Balance after Cash Timing & Availability Adj	(\$583.300)	(\$675.298)	(\$860.556)	(\$888.302)	(\$1,008.672)	(\$1,183.767)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$19.595	\$19.358	\$18.000	\$18.000	\$18.000	\$18.000
Other Operating Revenue	(8.674)	(12.811)	(12.690)	(13.125)	(13.475)	(13.831)
Capital and Other Reimbursements	(27.894)	(19.880)	(39.794)	(13.708)	(14.551)	(14.274)
Total Receipts	(\$16.973)	(\$13.333)	(\$34.484)	(\$8.833)	(\$10.026)	(\$10.105)
Expenditures						
<u>Labor:</u>						
Payroll	\$2.417	\$9.509	\$6.617	\$6.767	\$6.920	\$7.076
Overtime	1.145	(0.111)	0.000	0.000	0.000	0.000
Health and Welfare	13.255	2.393	0.000	0.000	0.000	0.000
OPEB Current Payments	4.348	0.000	0.000	0.000	0.000	0.000
Pension	4.020	2.547	0.000	0.000	0.000	0.000
Other Fringe Benefits	2.811	2.582	1.000	1.000	1.000	1.000
Contribution to GASB Fund	0.000	0.000	(1.308)	(1.737)	(2.565)	(3.441)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$27.996	\$16.920	\$6.309	\$6.030	\$5.355	\$4.635
<u>Non-Labor:</u>						
Electric Power	(\$0.239)	(\$0.300)	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.427	(0.518)	0.000	0.000	0.000	0.000
Insurance	3.793	0.513	0.324	(0.552)	0.384	0.415
Claims	13.611	2.623	2.623	2.671	2.723	2.775
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5.224	(11.454)	0.000	0.000	0.000	0.000
Professional Services Contracts	6.406	0.741	4.843	5.085	5.339	5.606
Materials and Supplies	5.611	15.101	2.627	0.477	(0.351)	(8.735)
Other Business Expenses	3.133	0.531	0.675	0.688	0.701	0.714
Total Non-Labor Expenditures	\$37.966	\$7.237	\$11.092	\$8.369	\$8.796	\$0.775
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	(\$20.177)	(\$18.000)	(\$18.000)	(\$18.000)	(\$18.000)	(\$18.000)
Total Other Expenditure Adjustments	(\$20.177)	(\$18.000)	(\$18.000)	(\$18.000)	(\$18.000)	(\$18.000)
Total Expenditures	\$45.785	\$6.157	(\$0.599)	(\$3.601)	(\$3.849)	(\$12.590)
Total Cash Conversion Adjustments before Depreciation	\$28.812	(\$7.176)	(\$35.083)	(\$12.434)	(\$13.875)	(\$22.695)
Depreciation	\$333.594	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
OPEB Liability Adjustment	89.862	87.834	90.469	93.184	95.979	98.858
GASB 68 Pension Expense Adjustment	(12.175)	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	(1.756)	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	(3.820)	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$434.517	\$420.178	\$398.266	\$425.524	\$430.305	\$427.826

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018-2021
Ridership/(Utilization)
(\$ in millions)

	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
<u>RIDERSHIP</u>						
Monthly	49.874	49.361	49.898	50.099	50.486	50.461
Weekly	1.875	1.863	1.902	1.910	1.917	1.922
Total Commutation	51.749	51.224	51.800	52.009	52.403	52.383
One-Way Full Fare	8.554	8.781	8.980	9.016	9.048	9.077
One-Way Off Peak	18.265	18.690	18.765	18.841	18.908	18.969
All Other	10.784	10.743	10.873	10.919	10.959	10.997
Total Commutation	37.603	38.214	38.618	38.776	38.915	39.043
Total Ridership	89.352	89.438	90.418	90.785	91.318	91.426
<u>FAREBOX REVENUE</u>						
Total Farebox Revenue	\$712.347	\$730.069	\$747.341	\$750.387	\$753.056	\$755.514

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018-2021
2017 Budget Reduction Summary
(\$ in millions)

		Favorable/(Unfavorable)									
<u>Administration</u>		Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Administration		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Customer Convenience/Amenities</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Customer Convenience/Amenities		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>											
Anticipated reduced RCM Maintenance with the elimination of the M3s and the new M9s being under warranty. (July Plan)		-	0.000	-	2.245	-	2.245	-	2.245	-	2.245
Tighter Control and Prioritization of Non Payroll Funds to Core Mission Initiatives (July Plan)		—	1.934	—	5.707	—	5.707	—	5.707	—	5.707
Subtotal Maintenance		-	1.934	-	7.952	-	7.952	-	7.952	-	7.952
<u>Revenue Enhancement</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Revenue Enhancement		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Safety		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Security		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Service		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>											
Reduction to Train Service Overtime Hours (July Plan)					0.268		0.268		0.268		0.271
Subtotal Service Support		-	0.000	-	0.268	-	0.268	-	0.268	-	0.271
<u>Other</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Other		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission		-	\$1.934	-	\$8.220	-	\$8.220	-	\$8.220	-	\$8.223

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018-2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Administration						
Executive VP	2	2	2	2	2	2
Enterprise Asset Management	0	7	7	7	7	7
Sr Vice President - Engineering	9	2	2	2	2	2
Labor Relations	17	19	19	19	19	19
Procurement & Logistics (excl. Stores)	75	75	76	73	72	82
Human Resources	31	35	41	51	54	54
Sr VP Administration	1	2	2	2	2	2
Strategic Investments	23	18	18	18	17	17
President	4	4	4	4	4	4
VP & CFO	3	4	4	4	4	4
Information Technology	0	0	0	0	0	0
Controller	42	44	44	45	45	45
Management and Budget	15	21	21	21	21	21
BPM, Controls, & Compliance	7	7	7	7	7	7
Market Dev. & Public Affairs	60	71	71	71	71	71
Gen. Counsel & Secretary	31	33	33	33	33	33
Diversity Management	3	3	3	3	3	3
Security	9	13	13	13	13	13
System Safety	33	37	37	37	37	37
Training	63	67	68	67	74	76
Service Planning	19	25	28	28	28	27
Rolling Stock Programs	9	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2
Total Administration	458	508	519	526	534	545
Operations						
Train Operations	2,129	2,201	2,366	2,377	2,474	2,503
Customer Service	293	303	303	303	303	420
Total Operations	2,422	2,504	2,669	2,680	2,777	2,923
Maintenance						
Engineering	1,889	1,997	2,093	2,113	2,010	2,082
Equipment	2,074	2,094	2,133	2,128	2,086	2,380
Procurement (Stores)	95	97	97	95	95	95
Total Maintenance	4,058	4,188	4,323	4,336	4,191	4,557
Engineering/Capital						
Department of Program Management	133	156	156	155	154	154
Special Projects/East Side Access	43	46	46	45	45	45
Positive Train Control	0	12	12	10	5	3
Total Engineering/Capital	176	214	214	210	204	202
Total Positions	7,114	7,414	7,725	7,752	7,706	8,227
<i>Non-Reimbursable</i>	6,195	6,106	6,502	6,693	6,830	7,362
<i>Reimbursable</i>	919	1,308	1,223	1,059	876	865
<i>Total Full-Time</i>	7,114	7,414	7,725	7,752	7,706	8,227
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

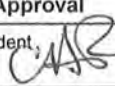


MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	236	257	260	258	257	257
Professional/Technical/Clerical	115	145	153	164	174	185
Operational Hourlies	107	106	106	104	103	103
Total Administration Headcount	458	508	519	526	534	545
Operations						
Managers/Supervisors	292	297	298	291	306	344
Professional/Technical/Clerical	93	95	95	95	95	104
Operational Hourlies	2,037	2,112	2,276	2,294	2,376	2,475
Total Operations Headcount	2,422	2,504	2,669	2,680	2,777	2,923
Maintenance						
Managers/Supervisors	695	798	824	787	777	840
Professional/Technical/Clerical	260	270	288	293	292	332
Operational Hourlies	3,103	3,120	3,211	3,256	3,122	3,385
Total Maintenance Headcount	4,058	4,188	4,323	4,336	4,191	4,557
Engineering / Capital						
Managers/Supervisors	119	145	145	142	136	136
Professional/Technical/Clerical	57	69	69	68	68	66
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	176	214	214	210	204	202
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	1,342	1,497	1,527	1,478	1,476	1,577
Professional, Technical, Clerical	525	579	605	620	629	687
Operational Hourlies	5,247	5,338	5,593	5,654	5,601	5,963
Total Positions	7,114	7,414	7,725	7,752	7,706	8,227

Staff Summary

Subject MNR 2018 Budget and 2018-2021 Financial Plan Adoption	Date December 5, 2017
Department Budget	Vendor Name
Department Head Name Steven Weiss 	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name	Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR&LIRR Comm. Mtg.	12/11/2017			
2	MTA Fin. Comm.	12/11/2017			
3	MTA Board Mtg.	12/13/2017			

Internal Approvals			
Order	Approval	Order	Approval
3	President 	1	Budget 
	VP Operations		VP Capital Programs
2	VP Finance and IT 		Engr/Const
	Controller		Project Reporting

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

Purpose

To secure MTA Board adoption of the MTA Metro-North Railroad's (MNR) 2017 November Forecast, 2018 Final Proposed Budget, and the Four-Year Financial Plan 2018-2021.

Discussion:

The November 2018-2021 Financial Plan reflects the financial impact of several new and ongoing programs. MNR projections do not include the estimated impacts from projected fare increases in New York State, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

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

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

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

Major Programmatic Initiatives included in the Financial Plan

The November Financial Plan provides on-going support to continue infrastructure maintenance activities required to restore and maintain a State of Good Repair that allows Metro-North to provide continued safe and reliable service to our customers. This level of infrastructure maintenance (along with Capital program improvements) are on-going programs that are expected to continue indefinitely.

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

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

Investments in Our People

- **Transportation Staffing**

Hire four additional Trainmasters, three of which are for capital programs, to optimize the staffing levels and ensure safe and reliable train service. In addition, three conductor positions will be added to ensure proper coverage when moving trains within the Grand Central Terminal (GCT) yard as per Federal Railroad Administration (FRA) requirements in the most cost effective manner possible.

- **Expanded Drug and Alcohol Testing**

Hire two positions to assist with enforcement and management of the MNR Drug Policies and Programs. These positions will ensure MNR can achieve the federally required number of monthly Random Toxicological Tests and provide focused oversight and direction to the Maintenance of Way random testing program.

On-going Programs and Assumptions previously included in the July Financial Plan which continue in the 2018 Final Proposed Budget are as follows:

Investments in Our People

- **Future Chief Rail Traffic Controller (RTC) Training Program**

This Program will hire, train and qualify future Chief RTCs to fill vacancies and prepare for future succession. The first three hires for this new program are expected to be in place by the end of the year to assist with Positive Train Control (PTC) implementation needs and 24/7 coverage.

Investments in Our Customers

- **Renovation of Grand Central Terminal (GCT) Restrooms in the Dining Concourse**

The restrooms on the lower GCT concourse are in need of significant repair. The last renovation to these restroom facilities occurred ten years ago. With approximately 750,000 people passing through this facility each day, these restrooms require an upgrade to ensure appropriate restroom capacity and functionality for MNR passengers, retail customers, tourists and future East Side Access passengers.

Investments in Our Infrastructure

- **Purchase of the Metro-Enviro Property in Croton-on-Hudson**

The Croton Harmon Yard has reached maximum capacity and to alleviate this situation, MNR will purchase property adjacent to the Hudson Main Line in close proximity to the Croton Harmon facility. This new property will be utilized to support MNR service delivery and leverage future Capital Program Plans to support growth and operational resiliency.

- **NYS - Grade Crossing Upgrades**

Perform numerous grade crossing upgrades, the bulk of which will be funded by New York State and Municipality grants.

- **Priority Repairs & Maintenance for Highbridge District**

Add two new station maintenance gangs based out of the Highbridge District to allow for the resizing of the service areas to enhance stations and facilities maintenance service on the lower Harlem & Hudson lines with cost and time savings.

- **Grand Central Terminal Weekend Maintenance Personnel**

Increase the weekend work force in Grand Central Terminal by adding required maintenance disciplines necessary to address scheduled maintenance during the overnight closure period and respond to emergency repairs.

- **Bridge Monitor Installation**

Install approximately twenty autonomous bridge monitoring systems in New York State that can detect impacts from vehicles striking bridges and provide real-time feedback on the effect of the impact on the structural integrity of the bridges. This program will enable quicker response time for necessary repairs to damaged bridges.

Governor's Initiative

- **Design and Build of Beacon Rail Trail, Part of NYS Empire Trail**

In January 2017, New York State Governor Andrew Cuomo announced in his State of the State address a proposal for the New Empire State Trail. One new trail connection sought as part of New Empire State Trail is to link the existing Putnam Trailway with the existing Dutchess Rail Trail, which will use a portion of the Beacon line, an asset owned by the MTA and Metro-North. The proposed trail will mostly follow the right-of-way of a segment of the Metro-North owned Beacon Line. There is an allocation in the 2017-2018 New York State Budget to reimburse the MTA.

Utilization

The 2017 November Forecast projects nearly 86.6 million East and West of Hudson riders, a slight increase of 0.1% over 2016. 2018-2021 ridership is projected to grow approximately 0.7% annually with growth occurring across all commuter lines. Metro-North's financial plan projections assume a 1.0% fare increase in Connecticut, effective January 1, 2018. There are no budgeted fare increases in New York State thru 2021.

2017 Budget Reduction Initiatives of \$5.3 million have been incorporated into Metro-North's 2017 November Forecast-Baseline with \$5.3 scheduled for the 2018 Final Proposed Budget and annually for the 2019-2021 Financial Plan. These initiatives include: retiming of M-7 airbrake maintenance, miscellaneous reductions to professional services, maintenance and other operating contracts, overtime and associated fringe reductions, and reductions to materials and supplies expenses.

2017 November Forecast-Baseline

The 2017 non-reimbursable forecast reflects revenues totaling \$799.3 million, including \$737.0 million of Farebox Revenues and \$62.3 million in Other Operating Revenue. Total Operating Expense projections of \$1,598.2 million consist of labor costs of \$925.1 million, non-labor costs of \$384.7 million and non-cash accruals of \$288.3 million for Depreciation (\$235.5 million), Other Post-Employment Benefits (\$58.0 million), GASB 68 Pension Adjustment credit of (\$6.8 million) and Environmental Remediation (\$1.6 million). After including additional cash requirements adjustment of \$215.1 million, the projected net cash deficit is \$583.8 million of which \$460.8 million represents the MTA share and \$123.0 million the CDOT share. Total reimbursable expense projections of \$253.2 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 6,939 and include 6,332 non-reimbursable positions and 607 reimbursable positions.

2018 Final Proposed Budget-Baseline

The 2018 final proposed non-reimbursable budget reflects revenues totaling \$829.2 million. Farebox Revenue of \$753.8 million reflects slightly higher ridership and the impact of a 1.0% State of Connecticut fare increase effective January 1st, 2018. Other Operating Revenue of \$75.4 million reflects GCT net retail revenues, advertising, and outlying station & parking revenue. Total Operating Expense projections of \$1,650.8 million consist of labor costs of \$933.5 million, non-labor costs of \$405.1 million and non-cash accruals of \$312.2 million, which are comprised of Depreciation (\$246.5 million), Other Post-Employment Benefits (\$58.0 million), GASB 68 Pension Adjustment (\$3.7 million) and Environmental Remediation (\$4.0 million). After additional cash requirements adjustment of \$253.8 million, the projected net cash deficit is \$567.8 million of which \$449.7 million represents the MTA share and \$118.1 million the CDOT share. Total reimbursable expense projections of \$272.9 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 7,006 and include 6,255 non-reimbursable positions and 751 reimbursable positions.

Impact on Funding: The 2017 November Forecast, the 2018 Final Proposed Budget and the Four-Year Financial Plan for 2018-2021, which are presented in the attached schedules, are consistent with the proposed MTA Financial Plan.

Recommendation: It is recommended that the MTA Board adopt the 2017 November Forecast, 2018 Final Proposed Budget, and the Four-Year Financial Plan for 2018-2021 for MTA Metro-North Railroad.

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$703.790	\$736.985	\$753.806	\$759.144	\$765.070	\$770.954
Other Operating Revenue	64.984	62.265	75.394	74.238	86.314	65.431
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$768.774	\$799.250	\$829.200	\$833.382	\$851.385	\$836.386
Operating Expense						
Labor:						
Payroll	\$495.722	\$504.400	\$519.938	\$539.213	\$550.667	\$559.727
Overtime	90.333	92.372	95.686	97.211	99.155	101.138
Health and Welfare	97.965	113.444	116.209	120.676	123.075	124.706
OPEB Current Payments	30.061	32.700	33.000	34.000	35.000	36.000
Pension	91.747	110.241	104.779	106.692	104.852	102.091
Other Fringe Benefits	119.204	121.508	124.221	128.006	130.355	132.303
Reimbursable Overhead	(48.843)	(49.565)	(60.355)	(61.500)	(60.476)	(56.896)
Total Labor Expenses	\$876.189	\$925.099	\$933.477	\$964.298	\$982.629	\$999.070
Non-Labor:						
Electric Power	\$61.865	\$70.649	\$78.975	\$83.209	\$87.316	\$92.393
Fuel	14.447	17.663	18.598	18.822	18.988	19.345
Insurance	18.258	17.450	18.364	19.656	21.473	23.420
Claims	5.289	1.663	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	103.427	112.330	121.565	123.475	120.748	124.788
Professional Services Contracts	29.061	41.385	45.905	45.854	43.947	44.186
Materials and Supplies	95.117	90.750	99.566	98.942	99.706	101.172
Other Business Expenses	26.766	32.839	21.122	29.665	33.108	34.193
Total Non-Labor Expenses	\$354.230	\$384.729	\$405.095	\$420.623	\$426.286	\$440.498
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,230.419	\$1,309.827	\$1,338.572	\$1,384.920	\$1,408.914	\$1,439.567
Depreciation	\$236.091	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	57.086	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(10.497)	(6.808)	3.700	0.000	(6.700)	(24.100)
Environmental Remediation	3.694	1.621	4.000	4.000	4.000	4.000
Total Expenses	\$1,516.793	\$1,598.172	\$1,650.779	\$1,693.427	\$1,710.721	\$1,723.974
Net Surplus/(Deficit)	(\$748.019)	(\$798.922)	(\$821.579)	(\$860.045)	(\$859.336)	(\$887.588)
Cash Conversion Adjustments						
Depreciation	\$236.091	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(39.286)	(60.378)	(92.158)	(54.601)	(59.420)	(21.711)
Other Cash Adjustments	41.285	39.940	99.428	65.684	36.403	41.218
Total Cash Conversion Adjustments	\$238.090	\$215.094	\$253.776	\$257.589	\$223.490	\$266.013
Net Cash Surplus/(Deficit)	(\$509.929)	(\$583.828)	(\$567.803)	(\$602.455)	(\$635.846)	(\$621.575)

Note: Beginning with 2017, ticket sales revenue collected on West of Hudson operations by New Jersey Transit has been reclassified to the Farebox Revenue category. Previously, such revenue was classified as an offset under the Other Business Expenses category. In this Financial Plan, 2016 results have been adjusted for consistency with the 2017-2021 projections. This shift does not change the bottom line or impact subsidies.

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<i>MNR - MTA</i>	<i>88.714</i>	<i>139.696</i>	<i>148.312</i>	<i>161.057</i>	<i>159.061</i>	<i>164.135</i>
<i>MNR - CDOT</i>	<i>86.567</i>	<i>92.331</i>	<i>116.634</i>	<i>95.901</i>	<i>74.209</i>	<i>53.724</i>
<i>MNR - Other</i>	<i>24.220</i>	<i>21.213</i>	<i>7.955</i>	<i>10.693</i>	<i>11.593</i>	<i>14.240</i>
Capital and Other Reimbursements	199.501	253.240	272.900	267.652	244.863	232.098
Total Revenues	\$199.501	\$253.240	\$272.900	\$267.652	\$244.863	\$232.098
Operating Expense						
Labor:						
Payroll	\$39.743	\$43.631	\$53.697	\$55.823	\$57.033	\$57.686
Overtime	23.337	23.396	25.449	26.525	27.935	29.164
Health and Welfare	13.640	15.569	18.757	19.515	20.141	20.555
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	9.139	10.334	13.079	13.603	13.988	14.257
Other Fringe Benefits	10.610	11.422	13.508	14.055	14.482	14.765
Reimbursable Overhead	45.662	47.652	57.600	59.442	58.546	56.361
Total Labor Expenses	\$142.130	\$152.004	\$182.090	\$188.965	\$192.126	\$192.789
Non-Labor:						
Electric Power	\$0.131	\$0.064	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.793	4.285	4.064	4.470	4.466	3.971
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	18.521	20.434	12.314	10.606	9.666	5.525
Professional Services Contracts	13.943	31.735	46.072	39.903	16.426	10.396
Materials and Supplies	19.396	44.378	28.123	23.489	21.980	19.212
Other Business Expenses	0.587	0.340	0.237	0.219	0.201	0.206
Total Non-Labor Expenses	\$57.371	\$101.236	\$90.809	\$78.686	\$52.737	\$39.310
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Deprecation	\$199.501	\$253.240	\$272.900	\$267.652	\$244.863	\$232.098
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$703.790	\$736.985	\$753.806	\$759.144	\$765.070	\$770.954
Other Operating Revenue	64.984	62.265	75.394	74.238	86.314	65.431
MNR - MTA	88.714	139.696	148.312	161.057	159.061	164.135
MNR - CDOT	86.567	92.331	116.634	95.901	74.209	53.724
MNR - Other	24.220	21.213	7.955	10.693	11.593	14.240
Capital and Other Reimbursements	199.501	253.240	272.900	267.652	244.863	232.098
Total Revenues	\$968.275	\$1,052.490	\$1,102.100	\$1,101.034	\$1,096.248	\$1,068.484
Operating Expense						
Labor:						
Payroll	\$535.465	\$548.031	\$573.635	\$595.037	\$607.700	\$617.414
Overtime	113.670	115.767	121.135	123.736	127.091	130.302
Health and Welfare	111.604	129.014	134.966	140.191	143.216	145.260
OPEB Current Payments	30.061	32.700	33.000	34.000	35.000	36.000
Pension	100.886	120.574	117.857	120.296	118.840	116.349
Other Fringe Benefits	129.815	132.930	137.730	142.061	144.837	147.068
Reimbursable Overhead	(3.181)	(1.913)	(2.755)	(2.058)	(1.930)	(0.535)
Total Labor Expenses	\$1,018.320	\$1,077.103	\$1,115.568	\$1,153.263	\$1,174.755	\$1,191.858
Non-Labor:						
Electric Power	\$61.996	\$70.713	\$78.975	\$83.209	\$87.316	\$92.393
Fuel	14.447	17.663	18.598	18.822	18.988	19.345
Insurance	23.051	21.735	22.428	24.126	25.939	27.391
Claims	5.289	1.663	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	121.948	132.764	133.879	134.081	130.413	130.313
Professional Services Contracts	43.003	73.120	91.977	85.756	60.372	54.582
Materials and Supplies	114.513	135.128	127.689	122.431	121.686	120.384
Other Business Expenses	27.353	33.179	21.359	29.884	33.309	34.399
Total Non-Labor Expenses	\$411.600	\$485.965	\$495.904	\$499.309	\$479.023	\$479.807
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,429.920	\$1,563.067	\$1,611.472	\$1,652.572	\$1,653.778	\$1,671.666
Depreciation	\$236.091	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	57.086	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(10.497)	(6.808)	3.700	0.000	(6.700)	(24.100)
Environmental Remediation	3.694	1.621	4.000	4.000	4.000	4.000
Total Expenses	\$1,716.294	\$1,851.412	\$1,923.679	\$1,961.079	\$1,955.584	\$1,956.072
Net Surplus/(Deficit)	(\$748.019)	(\$798.922)	(\$821.579)	(\$860.045)	(\$859.336)	(\$887.588)
Cash Conversion Adjustments						
Depreciation	\$236.091	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(39.286)	(60.378)	(92.158)	(54.601)	(59.420)	(21.711)
Other Cash Adjustments	41.285	39.940	99.428	65.684	36.403	41.218
Total Cash Conversion Adjustments	\$238.090	\$215.094	\$253.776	\$257.589	\$223.490	\$266.013
Net Cash Surplus/(Deficit)	(\$509.929)	(\$583.828)	(\$567.803)	(\$602.455)	(\$635.846)	(\$621.575)

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$706.405	\$724.707	\$741.604	\$746.702	\$752.306	\$758.004
Other Operating Revenue	86.320	102.811	124.560	99.441	107.184	86.718
MNR - MTA	129.733	107.793	168.010	160.172	155.505	165.654
MNR - CDOT	84.763	92.331	116.634	95.901	74.209	53.724
MNR - Other	25.567	27.490	7.955	12.262	11.593	14.240
Capital and Other Reimbursements	240.063	227.613	292.598	268.336	241.308	233.618
Total Receipts	\$1,032.788	\$1,055.131	\$1,158.762	\$1,114.478	\$1,100.797	\$1,078.339
Expenditures						
<u>Labor:</u>						
Payroll	\$533.765	\$540.913	\$584.642	\$595.048	\$617.970	\$615.733
Overtime	113.262	113.896	123.574	123.574	129.206	129.761
Health and Welfare	133.939	132.849	139.099	144.270	147.297	149.079
OPEB Current Payments	30.424	32.700	33.000	34.000	35.000	36.000
Pension	102.271	120.965	118.376	120.690	119.186	116.475
Other Fringe Benefits	142.897	126.077	135.234	137.129	142.780	141.774
Contribution to GASB Fund	0.000	0.000	0.160	0.200	0.200	0.200
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,056.558	\$1,067.401	\$1,134.085	\$1,154.911	\$1,191.640	\$1,189.021
<u>Non-Labor:</u>						
Electric Power	\$65.458	\$72.614	\$80.876	\$85.110	\$89.217	\$94.294
Fuel	13.189	17.205	18.131	18.346	18.502	18.850
Insurance	20.057	23.598	22.641	24.249	26.968	27.380
Claims	15.947	12.785	3.035	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	135.381	151.705	166.444	163.413	174.261	141.536
Professional Services Contracts	58.355	85.146	116.105	90.204	61.822	54.612
Materials and Supplies	123.103	142.141	146.752	131.028	123.544	122.209
Other Business Expenses	54.669	66.365	38.496	48.526	49.546	50.867
Total Non-Labor Expenditures	\$486.159	\$571.559	\$592.480	\$562.022	\$545.004	\$510.894
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,542.717	\$1,638.959	\$1,726.565	\$1,716.934	\$1,736.644	\$1,699.915
Net Cash Balance	(\$509.929)	(\$583.828)	(\$567.803)	(\$602.455)	(\$635.846)	(\$621.575)
Subsidies						
MTA	\$364.118	\$460.806	\$449.709	\$470.965	\$502.332	\$479.879
CDOT	134.205	123.022	118.094	131.491	133.514	141.696
Total Subsidies	\$498.323	\$583.828	\$567.803	\$602.455	\$635.846	\$621.575

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$2.615	(\$12.278)	(\$12.202)	(\$12.442)	(\$12.764)	(\$12.950)
Other Operating Revenue	21.336	40.546	49.166	25.202	20.869	21.287
MNR - MTA	41.019	(31.903)	19.698	(0.885)	(3.556)	1.519
MNR - CDOT	(1.804)	0.000	0.000	0.000	0.000	0.000
MNR - Other	1.347	6.277	0.000	1.569	0.000	0.000
Total Capital and Other Reimbursements	\$40.562	(\$25.627)	\$19.698	\$0.684	(\$3.556)	\$1.519
Total Receipts	\$64.513	\$2.642	\$56.662	\$13.444	\$4.549	\$9.855
Expenditures						
Labor:						
Payroll	\$1.700	\$7.117	(\$11.007)	(\$0.012)	(\$10.270)	\$1.680
Overtime	0.408	1.871	(2.439)	0.163	(2.116)	0.541
Health and Welfare	(22.335)	(3.836)	(4.133)	(4.079)	(4.081)	(3.818)
OPEB Current Payments	(0.363)	0.000	0.000	0.000	0.000	0.000
Pension	(1.385)	(0.391)	(0.519)	(0.395)	(0.346)	(0.126)
Other Fringe Benefits	(13.082)	6.853	2.495	4.932	2.058	5.294
Contribution to GASB Fund	0.000	0.000	(0.160)	(0.200)	(0.200)	(0.200)
Reimbursable Overhead	(3.181)	(1.913)	(2.755)	(2.058)	(1.930)	(0.535)
Total Labor Expenditures	(\$38.238)	\$9.702	(\$18.517)	(\$1.648)	(\$16.885)	\$2.837
Non-Labor:						
Electric Power	(\$3.462)	(\$1.901)	(1.901)	(\$1.901)	(\$1.901)	(\$1.901)
Fuel	1.258	0.458	0.467	0.476	0.486	0.496
Insurance	2.994	(1.863)	(0.214)	(0.123)	(1.028)	0.011
Claims	(10.658)	(11.122)	(2.035)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(13.433)	(18.940)	(32.565)	(29.332)	(43.847)	(11.223)
Professional Services Contracts	(15.352)	(12.026)	(24.128)	(4.448)	(1.450)	(0.030)
Materials and Supplies	(8.590)	(7.013)	(19.064)	(8.597)	(1.858)	(1.826)
Other Business Expenses	(27.316)	(33.187)	(17.137)	(18.642)	(16.237)	(16.468)
Total Non-Labor Expenditures	(\$74.559)	(\$85.594)	(\$96.576)	(\$62.713)	(\$65.981)	(\$31.086)
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$112.797)	(\$75.892)	(\$115.093)	(\$64.362)	(\$82.866)	(\$28.249)
Total Cash Conversion Adjustments before Depreciation	(\$48.284)	(\$73.251)	(\$58.431)	(\$50.917)	(\$78.317)	(\$18.394)
Depreciation	\$236.091	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	57.086	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(10.497)	(6.808)	3.700	0.000	(6.700)	(24.100)
Environmental Remediation	3.694	1.621	4.000	4.000	4.000	4.000
Total Cash Conversion Adjustments	\$238.090	\$215.094	\$253.776	\$257.589	\$223.490	\$266.013

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Ridership (Utilization)
(in millions)

Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
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RIDERSHIP

<i>Harlem Line Ridership - Commutation</i>	16.861	16.668	16.649	16.773	16.886	17.005
<i>Harlem Line Ridership - Non-Commutation</i>	<u>10.859</u>	<u>11.206</u>	<u>11.510</u>	<u>11.595</u>	<u>11.673</u>	<u>11.755</u>
Harlem Line	27.721	27.874	28.159	28.367	28.559	28.760
<i>Hudson Line Ridership - Commutation</i>	9.346	9.305	10.117	10.206	10.294	10.383
<i>Hudson Line Ridership - Non-Commutation</i>	<u>7.258</u>	<u>7.620</u>	<u>6.994</u>	<u>7.055</u>	<u>7.116</u>	<u>7.177</u>
Hudson Line	16.604	16.925	17.111	17.261	17.410	17.560
<i>New Haven Line Ridership - Commutation</i>	22.614	22.202	22.596	22.692	22.817	22.928
<i>New Haven Line Ridership - Non-Commutation</i>	<u>17.870</u>	<u>18.004</u>	<u>17.857</u>	<u>17.932</u>	<u>18.031</u>	<u>18.119</u>
New Haven Line	40.484	40.205	40.453	40.623	40.847	41.047
Total Commutation Ridership	48.821	48.175	49.363	49.670	49.997	50.315
Total Non-Commutation Ridership	<u>35.987</u>	<u>36.830</u>	<u>36.360</u>	<u>36.582</u>	<u>36.820</u>	<u>37.051</u>
Total East of Hudson Ridership	84.808	85.004	85.723	86.252	86.816	87.367
West of Hudson Ridership	1.685	1.597	1.608	1.625	1.643	1.648
Total Ridership	86.493	86.601	87.331	87.877	88.459	89.014

FAREBOX REVENUE

<i>Harlem Line - Commutation Revenue</i>	106.624	110.810	110.090	111.039	111.922	112.908
<i>Harlem Line - Non-Commutation Revenue</i>	<u>98.330</u>	<u>102.034</u>	<u>107.008</u>	<u>107.931</u>	<u>108.789</u>	<u>109.747</u>
Harlem Line	\$204.955	\$212.844	\$217.098	\$218.969	\$220.710	\$222.655
<i>Hudson Line - Commutation Revenue</i>	73.110	72.463	81.544	82.365	83.198	84.049
<i>Hudson Line - Non-Commutation Revenue</i>	<u>76.373</u>	<u>85.084</u>	<u>79.261</u>	<u>80.059</u>	<u>80.869</u>	<u>81.697</u>
Hudson Line	\$149.483	\$157.547	\$160.805	\$162.424	\$164.066	\$165.746
<i>New Haven Line - Commutation Revenue</i>	151.032	157.540	163.081	163.842	164.914	165.914
<i>New Haven Line - Non-Commutation Revenue</i>	<u>183.711</u>	<u>194.766</u>	<u>198.366</u>	<u>199.291</u>	<u>200.595</u>	<u>201.811</u>
New Haven Line	\$334.743	\$352.305	\$361.447	\$363.133	\$365.509	\$367.725
Total Commutation Revenue	\$330.766	\$340.813	\$354.715	\$357.246	\$360.033	\$362.871
Total Non-Commutation Revenue	<u>358.414</u>	<u>381.884</u>	<u>384.635</u>	<u>387.281</u>	<u>390.252</u>	<u>393.255</u>
Total East of Hudson Revenue	\$689.180	\$722.696	\$739.350	\$744.526	\$750.285	\$756.126
West of Hudson Revenue	\$14.610	\$14.288	\$14.456	\$14.618	\$14.785	\$14.829
Total Farebox Revenue	\$703.791	\$736.985	\$753.806	\$759.144	\$765.070	\$770.954

Notes: West of Hudson total ridership is both Pascack Valley and Port Jervis lines.

Beginning with 2017, ticket sales revenue collected on West of Hudson operations by New Jersey Transit has been reclassified to the Farebox Revenue category. Previously, such revenue was classified as an offset under the Other Business Expenses category. In this Financial Plan, 2016 results have been adjusted for consistency with the 2017-2021 projections. This shift does not change the bottom line or impact subsidies.

MTA Metro-North Railroad
November Financial Plan 2018 - 2021
2017 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
<u>Administration</u>										
Reductions to Professional Service Contracts (July Plan)	-	\$0.000	-	\$0.848	-	\$0.848	-	\$0.848	-	\$0.848
Reductions to Other Business Expenses (July Plan)	-	<u>0.000</u>	-	<u>0.242</u>	-	<u>0.242</u>	-	<u>0.242</u>	-	<u>0.242</u>
<i>Subtotal Administration</i>	-	<i>0.000</i>	-	<i>1.091</i>	-	<i>1.091</i>	-	<i>1.091</i>	-	<i>1.091</i>
<u>Customer Convenience/Amenities</u>										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Customer Convenience/Amenities</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
<u>Maintenance/Operations</u>										
FRA Waiver to allow retiming of M7 airbrake maintenance cycle from 5 to 6 years (July Plan)	-	0.000	-	1.736	-	1.736	-	1.736	-	1.736
Miscellaneous Maintenance and Other Operating Contracts Reductions (July Plan)	-	0.000	-	0.625	-	0.625	-	0.625	-	0.625
Reductions to Materials & Supplies (July Plan)	-	0.000	-	0.585	-	0.585	-	0.585	-	0.585
Lower Non-Revenue Vehicle Fuel Consumption (July Plan)	-	<u>0.000</u>	-	<u>0.380</u>	-	<u>0.380</u>	-	<u>0.380</u>	-	<u>0.380</u>
<i>Subtotal Maintenance/Operations</i>	-	<i>0.000</i>	-	<i>3.326</i>	-	<i>3.326</i>	-	<i>3.326</i>	-	<i>3.326</i>
<u>Revenue Enhancement</u>										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Revenue Enhancement</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
<u>Safety/Security</u>										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Safety</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
<u>Service</u>										
Reductions to Overtime & Fringe (July Plan)	-	<u>0.000</u>	-	<u>0.841</u>	-	<u>0.841</u>	-	<u>0.841</u>	-	<u>0.841</u>
<i>Subtotal Service</i>	-	<i>0.000</i>	-	<i>0.841</i>	-	<i>0.841</i>	-	<i>0.841</i>	-	<i>0.841</i>
<u>Service Support</u>										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Service Support</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
<u>Other</u>										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Other</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
Agency Submission	-	\$0.000	-	\$5.258	-	\$5.258	-	\$5.258	-	\$5.258

MTA METRO-NORTH RAILROAD
November Financial Plan 2018-2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Administration						
President	3	4	4	4	4	4
Labor Relations	16	18	20	20	20	20
Safety	42	58	58	58	58	58
Security	18	26	26	26	26	26
Office of the Executive VP	8	10	10	10	10	10
Corporate & Public Affairs	16	19	19	19	19	19
Customer Service	58	69	69	69	69	69
Legal	16	19	19	19	19	19
Claims	11	14	14	14	14	14
Environmental Compliance & Svce	7	8	8	8	8	8
VP Human Resources	44	51	52	52	52	52
Training	77	101	101	101	101	101
Employee Relations & Diversity	6	6	6	6	6	6
VP Planning	2	2	2	2	2	2
Operations Planning & Analysis	18	22	22	22	22	22
Capital Planning & Programming	13	18	18	18	18	18
Long Range Planning	8	8	8	8	8	8
VP Finance & Info Systems	2	9	9	9	9	9
Controller	72	81	82	82	82	82
Information Technology & Project Mgmt	0	0	0	0	0	0
Budget	18	23	23	23	23	23
Procurement & Material Management	26	39	39	39	39	39
Corporate	0	0	0	0	0	0
Total Administration	482	605	609	609	609	609
Operations						
Operations Administration	57	74	74	74	74	74
Transportation	1,578	1,513	1,517	1,517	1,517	1,517
Customer Service	308	293	293	293	293	293
Metro-North West	26	46	46	46	46	46
Total Operations	1,969	1,926	1,930	1,930	1,930	1,930
Maintenance						
Maintenance of Equipment	1,628	1,764	1,764	1,764	1,764	1,764
Maintenance of Way	2,050	2,388	2,433	2,437	2,439	2,439
Procurement & Material Management	120	129	134	134	134	134
Total Maintenance	3,799	4,281	4,331	4,335	4,337	4,337
Engineering/Capital						
Construction Management	38	43	44	44	44	44
Engineering & Design	70	84	92	92	92	92
Total Engineering/Capital	109	127	136	136	136	136
Total Positions	6,359	6,939	7,006	7,010	7,012	7,012
<i>Non-Reimbursable</i>	5,981	6,332	6,255	6,262	6,260	6,276
<i>Reimbursable</i>	377	607	751	748	752	736
<i>Total Full-Time</i>	6,358	6,938	7,005	7,009	7,011	7,011
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
November Financial Plan 2018-2021
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Administration							
	Managers/Supervisors	153	206	207	207	207	207
	Professional, Technical, Clerical	329	399	402	402	402	402
	Operational Hourlies	-	-	-	-	-	-
	Total Administration	482	605	609	609	609	609
			-	-	-	-	-
Operations							
	Managers/Supervisors	228	214	218	218	218	218
	Professional, Technical, Clerical	162	215	215	215	215	215
	Operational Hourlies	1,579	1,497	1,497	1,497	1,497	1,497
	Total Operations	1,969	1,926	1,930	1,930	1,930	1,930
		-	-	-	-	-	-
Maintenance							
	Managers/Supervisors	616	673	681	681	681	681
	Professional, Technical, Clerical	492	578	583	584	584	584
	Operational Hourlies	2,692	3,030	3,067	3,070	3,072	3,072
	Total Maintenance	3,799	4,281	4,331	4,335	4,337	4,337
		-	-	-	-	-	-
Engineering/Capital							
	Managers/Supervisors	43	47	47	47	47	47
	Professional, Technical, Clerical	66	80	89	89	89	89
	Operational Hourlies	-	-	-	-	-	-
	Total Engineering/Capital	109	127	136	136	136	136
		-	-	-	-	-	-
Public Safety							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	Total Public Safety	-	-	-	-	-	-
Total Positions							
	Managers/Supervisors	1,040	1,140	1,153	1,153	1,153	1,153
	Professional, Technical, Clerical	1,048	1,272	1,289	1,290	1,290	1,290
	Operational Hourlies	4,271	4,527	4,564	4,567	4,569	4,569
	Total Positions	6,359	6,939	7,006	7,010	7,012	7,012



Long Island Rail Road

INFORMATION

ITEMS

PROPOSED 2018

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes	<u>Responsibility</u> Committee Chair & Members
2018 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Safety	Chief Safety Officer
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

II. SPECIFIC AGENDA ITEMS

<u>January 2018</u>	<u>Responsibility</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 th 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	Service Planning
Customer Satisfaction Survey Report	Public Affairs
<u>April 2018</u> (Joint Meeting with MNR)	
Final Review of 2017 Operating Results	Management & Budget
2017 Annual Ridership/Marketing Plan Report	Finance/Marketing
Annual Inventory Report	Procurement
May Timetable Change & Spring Trackwork Programs	Service Planning
MTA Homeless Outreach	MTA
<u>May 2018</u>	
Diversity/EEO Report – 1 st Q 2018	Administration/Diversity
<u>June 2018</u> (Joint Meeting with MNR)	
Status Update on PTC	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Summer Track Work	Service Planning

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 – 2nd Quarter 2018
Fall Trackwork Programs

Management & Budget
Administration/Diversity
Service Planning

October 2018 (Joint Meeting with MNR)

2019 Preliminary Budget (Public Comment)
Status Update on PTC
November Schedule Change
MTA Homeless Outreach
Bi-Annual Report on M-9 Procurement

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

November 2018

Review of Committee Charter
East Side Access Support Projects Update
2018 Holiday Schedule & Trackwork

Committee Chair & Members
President/Sr. Staff
Service Planning

December 2018 (Joint Meeting with MNR)

2019 Final Proposed Budget
2019 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Q 2018

Management & Budget
Committee Chair & Members
Administration/Diversity

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2018 Work Plan

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Police Activity Report

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Report on Transportation

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

Report on Mechanical

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

Report on Safety

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

Financial Report

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast.

Ridership Report

A monthly report will be provided that compares actual monthly ticket sales, ridership and revenues against prior year results.

Capital Program Progress Report

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

II. SPECIFIC AGENDA ITEMS

JANUARY 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.

2017 Annual Operating Results

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

2017 Annual Fleet Maintenance Report

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

Status Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

Diversity & EEO Report– 4th Quarter 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.

Customer Satisfaction Survey Report

The committee will be informed on the results of the 2017 survey distributed to customers on the Hudson, Harlem and New Haven Lines and West of Hudson service.

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– 1st 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 2018 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd 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.

OCTOBER 2017 (Joint Meeting with MNR)

2019 Preliminary Budget

Public comment will be accepted on the 2019 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.

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 2018

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 2018 (Joint Meeting with MNR)

Diversity & EEO Report– 3rd 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.

2019 Final Proposed Budget

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

Proposed 2019 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.

Executive Summary

MTA LONG ISLAND RAIL ROAD(LIRR)

December 13, 2017



EEO 3rd Quarter 2017 Executive Summary

- ❑ LIRR's overall workforce is currently comprised of **7,367** employees; of which **1,115 (15%)** are Females,* **2,637 (36%)** are Minorities and **506 (7%)** are Veterans.*
- ❑ The percentage of Females in the workforce has **decreased by 0.2%** compared to the representation of Females in 3rd quarter 2016.
- ❑ The overall composition of LIRR's workforce **increased by 0.5%** as it relates to Race and Ethnicity, compared to 3rd quarter 2016.
- ❑ The percentage of Veterans employed has **remained constant** compared to the 3rd quarter of 2016.
- ❑ LIRR hired **488** employees, of which **92 (19%)** were Females*, **194 (40%)** were Minorities; and **29 (6%)** were Veterans.
- ❑ LIRR handled a total of **28** EEO complaints; of which **14** were internal and **14** were external.
- ❑ LIRR handled a total of **13** Title VI complaints.

*Includes minorities, non-Minorities, and Veterans

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



EEO 3rd Quarter 2017 Executive Summary

The table below is a snapshot as of September 30, 2017 of LIRR's workforce.

JOB CATEGORY	TOTAL ¹	FEMALES ²		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+Races		VETERANS	
		#	%	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	1,342	257	19%	898	67%	444	33%	164	12%	130	10%	86	6%	7	1%	1	0%	56	4%	97	7%
Professionals	324	56	17%	193	60%	131	40%	44	14%	32	10%	42	13%	0	0%	1	0%	12	4%	21	6%
Technicians	21	3	14%	12	57%	9	43%	1	5%	3	14%	4	19%	1	5%	0	0%	0	0%	2	10%
Administrative Support	383	196	51%	188	49%	195	51%	116	30%	49	13%	17	4%	2	1%	0	0%	11	3%	15	4%
Skilled Craft	4,447	438	10%	2996	67%	1451	33%	714	16%	487	11%	130	3%	8	0%	1	0%	111	2%	334	8%
Service Maintenance	850	165	19%	443	52%	407	48%	227	27%	128	15%	18	2%	5	1%	1	0%	28	3%	37	4%
Total	7,367	1,115	15%	4,730	64%	2,637	36%	1,266	17%	829	11%	297	4%	23	0%	4	0%	218	3%	506	7%

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

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



Note: All percentages have been rounded up to the nearest whole number.

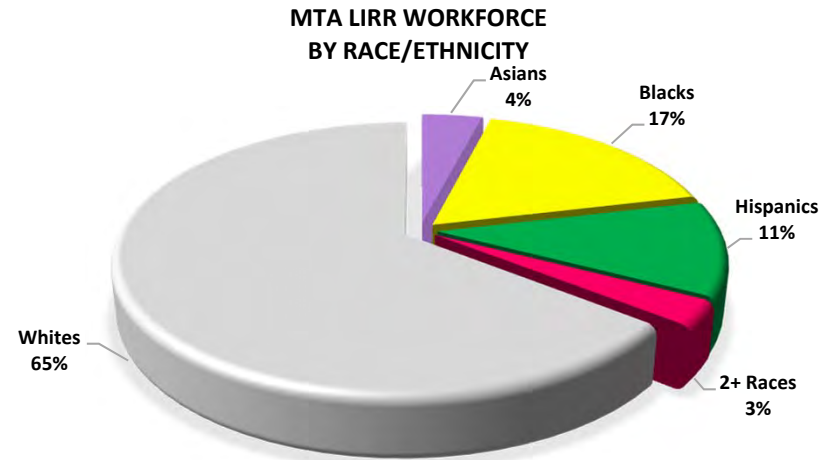
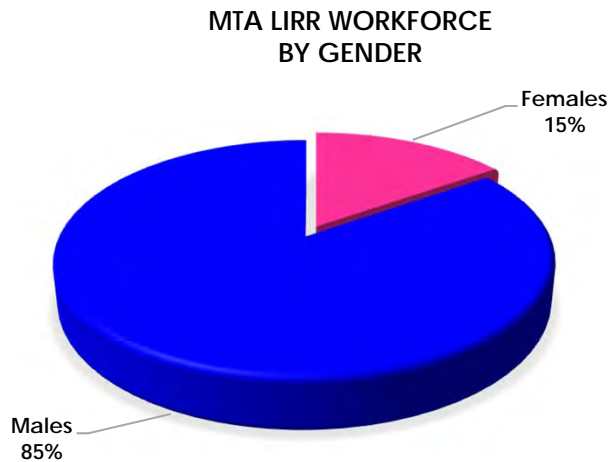
MTA Long Island Rail Road

Workforce

As of September 30, 2017



MTA Long Island Rail Road Workforce as of September 30, 2017



LIRR's workforce consists of **7,367** employees.

- ❑ 15% Females, 36% Minorities, and 7% Veterans.
- ❑ The percentage of Females employed has **remained constant** since the prior quarter.
- ❑ The percentage of Minorities **did not change** as it relates to Race and Ethnicity since the prior quarter.



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



MTA Long Island Rail Road Underutilization Analysis

Long Island Rail Road has conducted a utilization analysis of its workforce. The utilization analysis compares Long Island Rail Road's **September 30, 2017**, workforce percentages for females and minorities to 80% of the estimated availability of females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	FEMALES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races	
	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	21%	19%	13%	12%	8%	10%	4%	6%	0%	1%	0%	0%	2%	4%
Professionals	21%	17%	16%	14%	10%	10%	5%	13%	0%	0%	0%	0%	2%	4%
Technicians	13%	14%	13%	5%	11%	14%	9%	19%	0%	5%	0%	0%	0%	0%
Administrative Support	40%	51%	20%	30%	11%	13%	4%	4%	0%	1%	0%	0%	2%	3%
Skilled Craft	11%	10%	17%	16%	12%	11%	3%	3%	0%	0%	0%	0%	2%	2%
Service Maintenance	15%	19%	16%	27%	15%	15%	3%	2%	0%	1%	0%	0%	2%	3%

*Females are also included in the percentages totals for each of the minority groups.

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander



MTA Long Island Rail Road

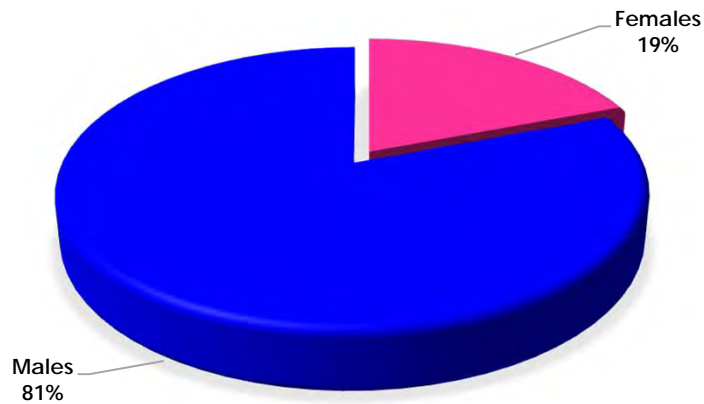
New Hires and Veterans

September 30, 2017

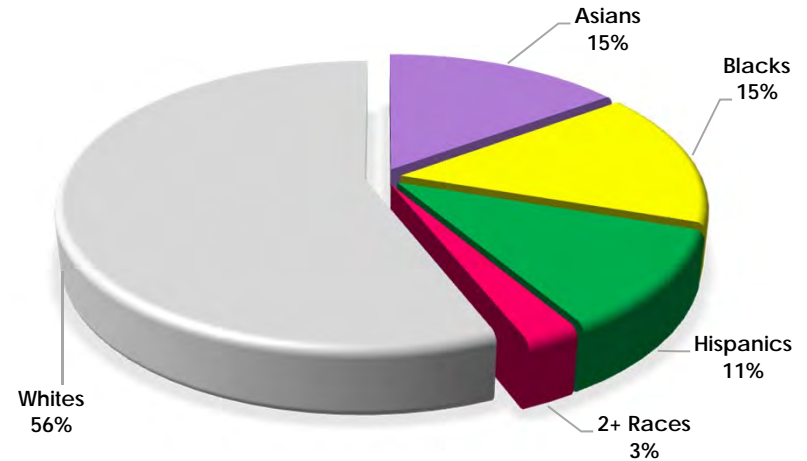


MTA Long Island Rail Road New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to September 30, 2017

MTA LIRR NEW HIRES
BY GENDER



MTA LIRR NEW HIRES
BY RACE/ETHNICITY



LIRR hired **488** Employees, including **29** Veterans.

- ❑ **19%** Females of which **5%** were Female Veterans.
- ❑ **40%** Minorities in which **7%** were Minority Veterans.
- ❑ Approximately **6%** Veterans overall were hired.



MTA Long Island Rail Road

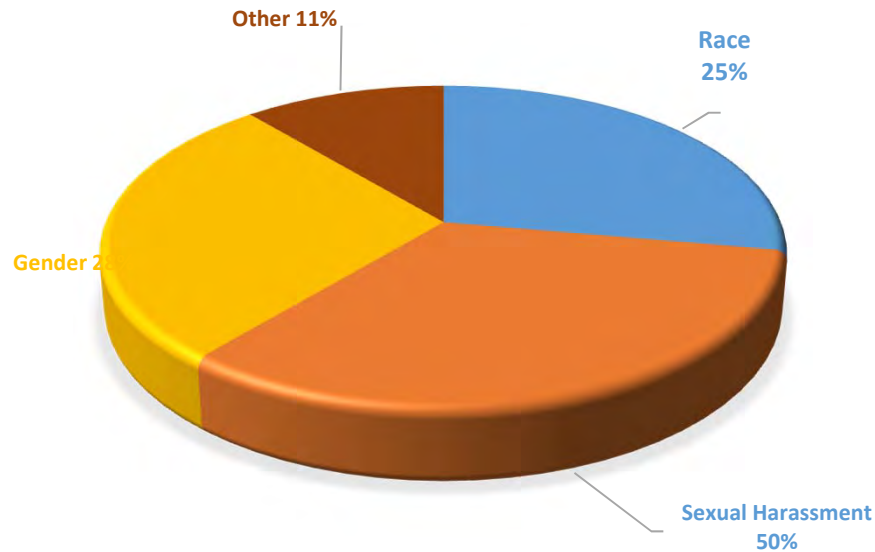
Complaints and Lawsuits

September 30, 2017

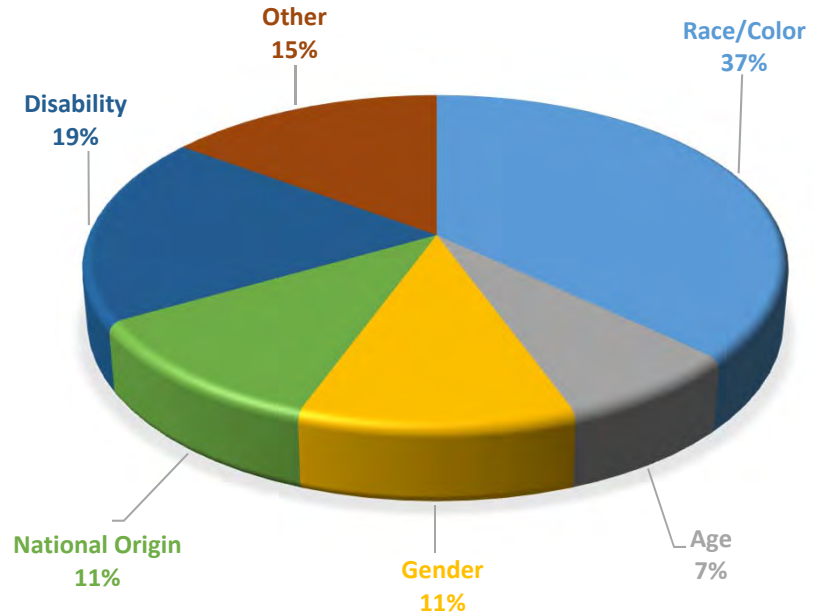


MTA Long Island Rail Road Internal/External EEO Complaints and Lawsuits January 1, 2017 to September 30, 2017

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



LIRR handled **28** EEO complaints, citing **45** separate allegations.

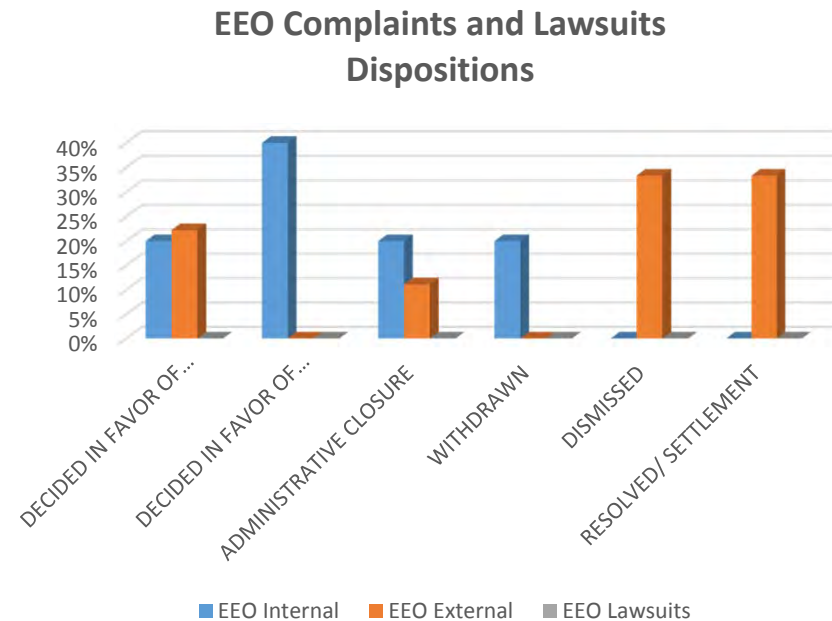
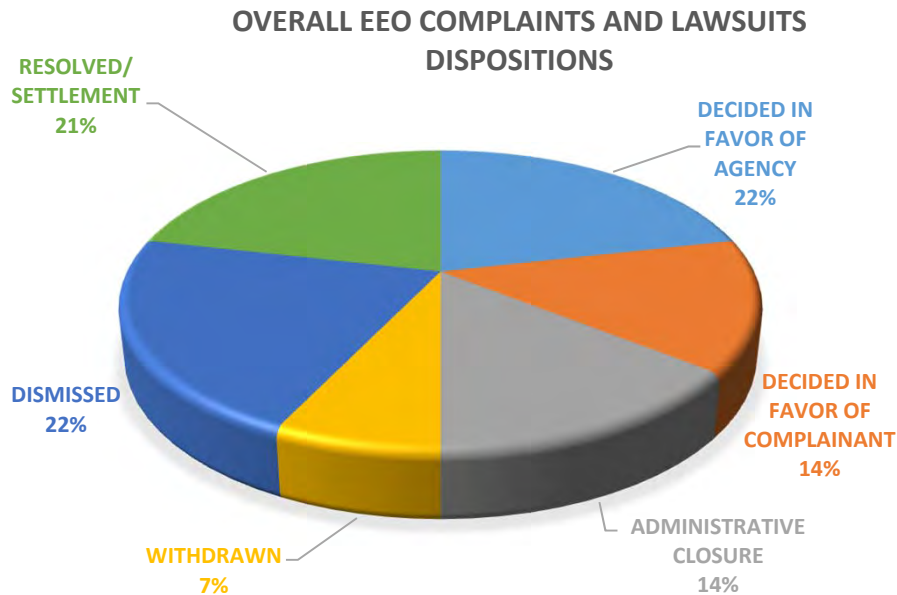
- ❑ **14** filed Internal complaints.
- ❑ **14** filed External complaints.
- ❑ The most frequently cited basis Internally was Sexual Harassment, and Race/Color, Externally.



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

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

MTA Long Island Rail Road EEO Complaint and Lawsuits Dispositions January 1, 2017 to September 30, 2017

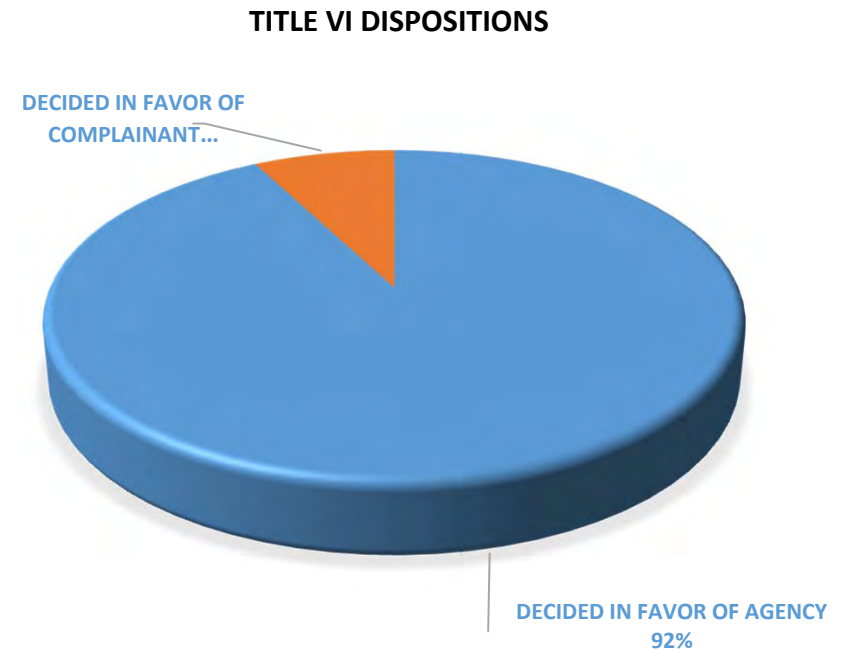
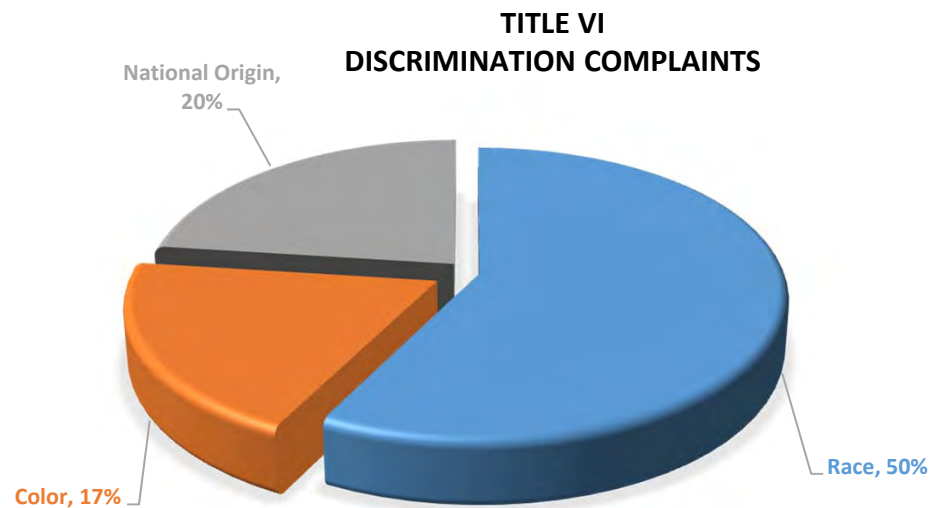


LIRR handled **28** EEO complaints, citing **45** separate allegations and **8** EEO Lawsuits.

- ❑ **21%** complaints decided in Favor of the Agency.
- ❑ **14%** complaints decided in Favor of the Complainant.
- ❑ **14%** complaints were Administrative Closures.
- ❑ **21%** complaints were Resolved/Settled.



MTA Long Island Rail Road Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2017 to September 30, 2017



LIRR handled **13** Title VI Complaints, citing **15** separate allegations and **0** Title VI lawsuits.

- ❑ **92%** complaints decided in Favor of the Agency.
- ❑ **8%** complaints decided in Favor of the Complainant.
- ❑ **0%** complaints were Administrative Closures.



Staff Summary



Subject WINTER TRACKWORK PROGRAMS						Date NOVEMBER 30, 2017			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name D. KUBICEK						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	12/11/17				3	Sr VP – Eng. <i>cc for [unclear]</i>	1	President <i>PAK</i>
						2	VP Mktg & PA <i>EMD</i>		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plans to adjust schedules to support track work programs during the month of January for Main Line Second Track Construction, Positive Train Control testing, and Amtrak's 2018 Penn Station State Of Good Repair program.

TRACK WORK PROGRAMS

- **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 weekends of January 6-7, 13-14, 20-21, and 27-28.
- **Oyster Bay Branch, Locust Valley-Oyster Bay - Positive Train Control** – Single Main Track will be out of service between Locust Valley and Oyster Bay for Positive Train Control installation of platform and communication cases during the overnight hours for approximately 8 hours each night on the weekends of January 6-7 and 13-14.
- **Penn Station – Amtrak State of Good Repair Project 2018** – Various tracks and switches within Penn Station will be out of service to allow Amtrak to make necessary repairs in the next phase of the project. This phase of the work will have weekday Peak period service impacts beginning Monday, January 8 and continuing through the Spring.

DISCUSSION:

Trackwork Program – Construction Activities

- **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 following weekends: January 6-7, 13-14, 20-21, and 27-28.

Eastbound customers traveling to stations Bethpage 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 Bethpage 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. In addition, since the Ronkonkoma Branch trains are being cancelled for this program, customers in both directions will board alternate trains between Hicksville and points west to connect to/from buses.

Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma.

- **Oyster Bay Branch, Locust Valley-Oyster Bay - Positive Train Control** – Single Main Track will be out of service between Locust Valley and Oyster Bay for Positive Train Control installation of platform and communication cases during the overnight hours for approximately 8 hours each night on the weekends of January 6-7 and 13-14.

Eastbound customers traveling to Oyster Bay will board busses at Locust Valley for service to Oyster Bay. Eastbound customers can expect up to 11 minutes additional travel time. Westbound customers traveling from Oyster Bay will board buses at Oyster Bay for Locust Valley, where they will transfer to train service. Westbound customers will depart Oyster Bay up to 20 minutes earlier than normal train times in order to connect with trains at Locust Valley. Customers can expect up to 11 minutes additional travel time.

- **Penn Station – Amtrak State of Good Repair Project 2018** – Various tracks and switches within Penn Station will be out of service to allow Amtrak to make necessary repairs in the next phase of the project. This phase of the work will have weekday Peak period service impacts beginning Monday, January 8 and continuing through the Spring. As a result of reduced capacity in Penn Station, the MTA Long Island Rail Road will be required to make the following changes to Peak period service: AM Peak – 2 trains have been added to Penn Station in the early AM peak; 5 regular AM Peak Penn Station trains have been diverted, 3 to Atlantic Terminal, and 2 to Hunterspoint Avenue. In the PM Peak, the following changes will occur – 2 trains have been added from Penn Station in the early afternoon shoulder peak period; 1 new Peak train is added in the 7 PM hour from Hunterspoint Avenue; 2 trains will originate at Atlantic Terminal instead of Penn Station, 1 train will originate at Jamaica instead of Penn Station; and 2 trains will be cancelled at Penn Station and combined with other trains. In both the AM and PM, stops will be added to remaining trains as necessary to preserve service opportunities from diverted or cancelled trains, and cars will be added to lengthen select existing trains.

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

IMPACT ON FUNDING

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



Metro-North Railroad

Information Items



PROPOSED 2018 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>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 th Quarter 2017	Diversity and EEO
<u>March 2018</u>	
Annual Strategic Investments & Planning Studies	Capital Planning
2018 Spring/Summer Schedule Change	Operations Planning & Analysis
Annual Elevator & Escalator Report	Engineering
Customer Satisfaction Survey Report	Operations Planning & Analysis
<u>April 2018 (Joint meeting with LIRR)</u>	
Final Review of 2017 Operating Budget Results	Finance
2017 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement
Track Program Quarterly Update	Engineering
MTA Homeless Outreach	MTA

May 2018

Diversity/EEO Report – 1st Quarter 2018

Diversity and EEO

June 2018 (Joint meeting with LIRR)

Status Update on PTC

President

Bi-Annual Report on M-9 Procurement

President

July 2018

Grand Central Terminal Retail Development

MTA Real Estate

Environmental Audit

Environmental Compliance

Track Program Quarterly Update

Engineering

September 2018

2019 Preliminary Budget (Public Comment)

Finance

2018 Mid-Year Forecast

Finance

Diversity/EEO Report – 2nd Quarter 2018

Diversity and EEO

2018 Fall Schedule Change

Operations Planning & Analysis

October 2018 (Joint meeting with LIRR)

2019 Preliminary Budget (Public Comment)

Finance

Status Update on PTC

President

Track Program Quarterly Update

Engineering

MTA Homeless Outreach

MTA

Bi-Annual Report on M-9 Procurement

President

November 2018

Review of Committee Charter

Committee Chairs & Members

Holiday Schedule

Operations Planning & Analysis

December 2018 (Joint meeting with LIRR)

2019 Final Proposed Budget

Finance

2019 Proposed Committee Work Plan

Committee Chairs & Members

Diversity/EEO Report – 3rd Quarter 2018

Diversity and EEO

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.

2018 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

JANUARY 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– 4th 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.

Customer Satisfaction Survey Report

The committee will be informed on the results of the 2017 survey distributed to customers on the Hudson, Harlem and New Haven Lines and West of Hudson service.

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– 1st 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– 2nd 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.

OCTOBER 2018 (Joint Meeting with LIRR)

2019 Preliminary Budget

Public comment will be accepted on the 2019 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 2018

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 2018 (Joint Meeting with LIRR)

2019 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2019.

2019 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2019 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd 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.

Executive Summary

Metro-North Railroad

December 11, 2017



EEO 3rd Quarter 2017 Executive Summary

- ❑ Metro-North Railroad's overall workforce is currently comprised of **6,696** employees; of which **872 (13%)** are Females,* **2,542 (38%)** are Minorities and **570 (9%)** are Veterans.*
- ❑ The percentage of Females in the workforce has **remained constant** compared to the representation of Females in **3rd** quarter 2016.
- ❑ The overall composition of Metro-North Railroad's workforce **changed by 1%** as it relates to Race and Ethnicity as compared to **2nd** quarter 2016.
- ❑ The percentage of Veterans employed has **remained constant** compared to **2nd** quarter 2016.
- ❑ Metro-North Railroad hired **440** employees, of which **72 (16%)** were Females*, **192 (44%)** were Minorities; and **26 (6%)** were Veterans.
- ❑ Metro-North Railroad handled a total of **57** EEO complaints; of which **35** were internal and **22** were external.
- ❑ Metro-North Railroad handled a total of **28** Title VI complaints.

*Includes minorities, non-Minorities, and Veterans

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



EEO 3rd Quarter 2017 Executive Summary

The table below is a snapshot as of September 30, 2017 of Metro-North Railroad's numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL ¹	FEMALES ²		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races		VETERANS	
		#	%	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	796	193	24%	519	65%	277	35%	110	14%	66	8%	67	8%	2	0%	1	0%	31	4%	64	8%
Professionals	288	109	38%	145	50%	143	50%	58	20%	33	11%	42	15%	1	0%	0	0%	9	3%	12	4%
Technicians	141	14	10%	79	56%	62	44%	31	22%	16	11%	9	6%	0	0%	0	0%	6	4%	7	5%
Protective Services	12	1	8%	9	75%	3	25%	0	0%	1	8%	0	0%	0	0%	0	0%	2	17%	0	0%
Paraprofessionals	17	12	71%	10	59%	7	41%	4	24%	2	12%	1	6%	0	0%	0	0%	0	0%	0	0%
Administrative Support	434	186	43%	187	43%	247	57%	151	35%	62	14%	14	3%	1	0%	0	0%	19	4%	18	4%
Skilled Craft	2,915	54	2%	1932	66%	983	34%	537	18%	301	10%	39	1%	16	1%	0	0%	90	3%	432	15%
Service Maintenance	2,093	303	14%	1273	61%	820	39%	483	23%	229	11%	36	2%	5	0%	0	0%	67	3%	37	2%
Total	6,696	872	13%	4,154	62%	2,542	38%	1,374	21%	710	11%	208	3%	25	0%	1	0%	224	3%	570	9%

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

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



Note: All percentages have been rounded up to the nearest whole number.

Metro-North Railroad

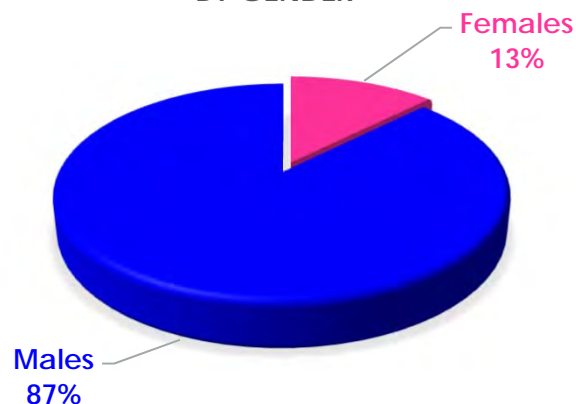
Workforce

As of September 30, 2017

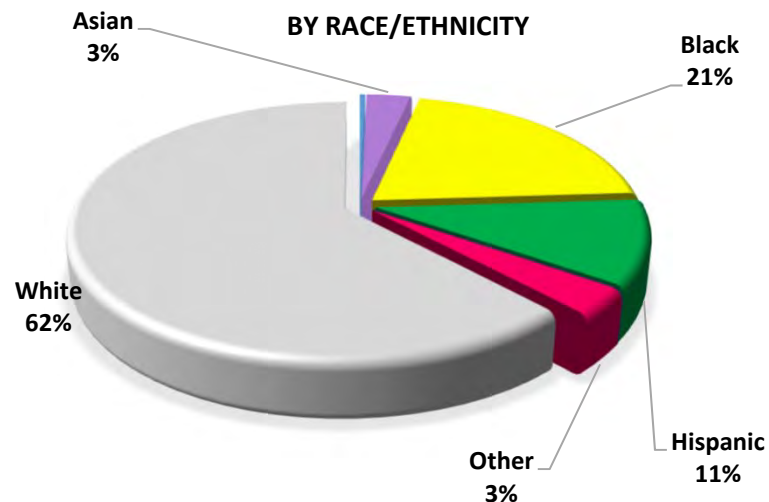


Metro-North Railroad's Workforce as of September 30, 2017

METRO-NORTH RAILROAD'S WORKFORCE
BY GENDER



METRO-NORTH RAILROAD'S WORKFORCE
BY RACE/ETHNICITY



Metro-North Railroad's workforce consist of **6,696** employees.

- ❑ **13%** Females, **38%** Minorities, and **9%** Veterans.
- ❑ The percentage of Females employed has remained constant since the prior quarter.
- ❑ The percentage of Minorities **did not change** as it relates to Race and Ethnicity since the prior quarter.



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



Metro-North Railroad's Underutilization Analysis

Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North Railroad's **September 30, 2017** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	FEMALES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races	
	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	23%	24%	10%	14%	6%	8%	6%	8%	0%	0%	0%	0%	2%	4%
Professionals	39%	38%	13%	20%	9%	11%	10%	15%	0%	0%	0%	0%	1%	3%
Technicians	12%	10%	16%	22%	10%	11%	6%	6%	0%	0%	0%	0%	2%	4%
Protective Services	1%	8%	3%	0%	3%	8%	1%	0%	0%	0%	0%	0%	13%	17%
Paraprofessionals	62%	71%	16%	24%	11%	12%	5%	6%	0%	0%	0%	0%	0%	0%
Administrative Support	45%	43%	20%	35%	14%	14%	5%	3%	0%	0%	0%	0%	2%	4%
Skilled Craft	4%	2%	14%	18%	10%	10%	2%	1%	0%	1%	0%	0%	2%	3%
Service Maintenance	15%	14%	18%	23%	24%	11%	3%	2%	0%	0%	0%	0%	1%	3%

*Females are also included in the percentages totals for each of the minority groups.

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander



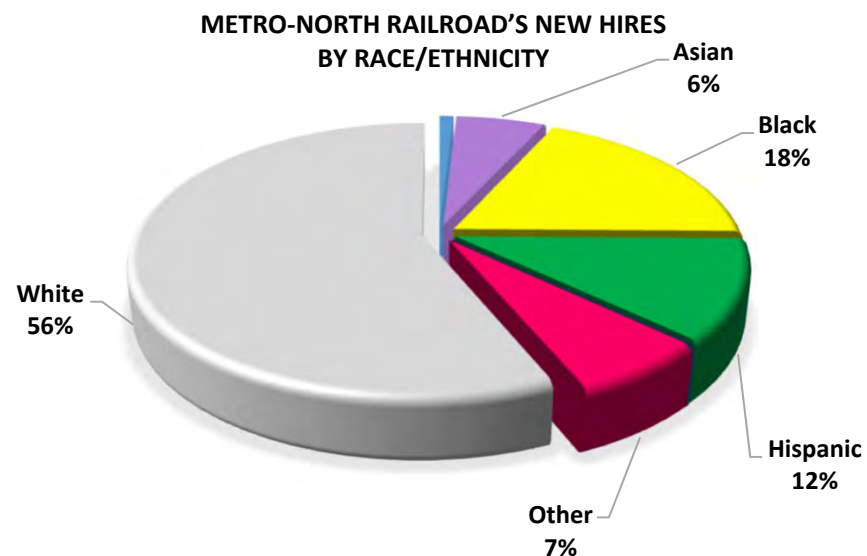
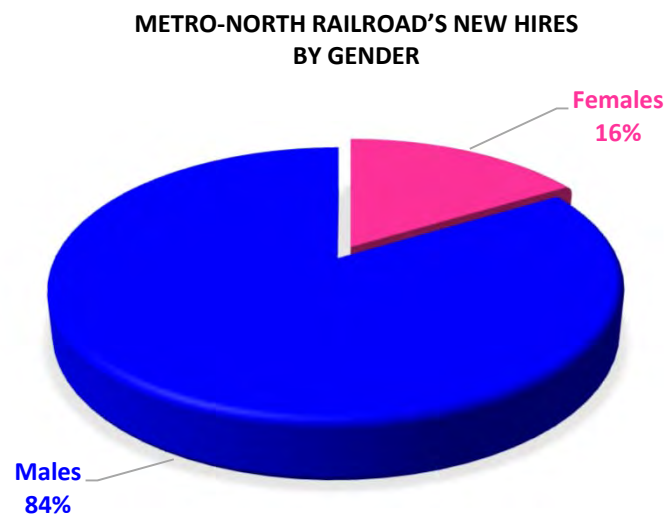
Metro-North Railroad

New Hires and Veterans

As of September 30, 2017



Agency's Name New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to September 30, 2017



Metro-North Railroad hired **440** Employees including **26** Veterans.

- ❑ **16%** Females in which **4%** were Female Veterans.
- ❑ **44%** Minorities in which **50%** were Minority Veterans.
- ❑ Approximately **6%** Veterans overall were hired.



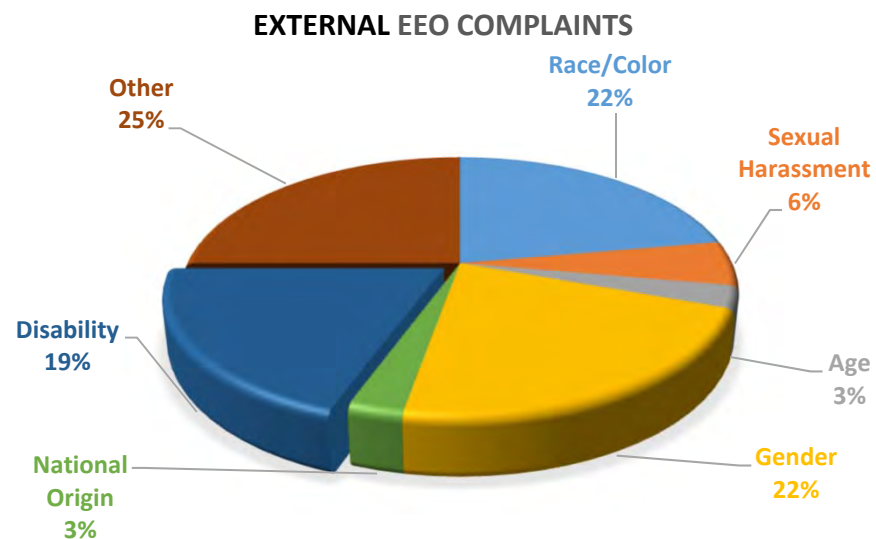
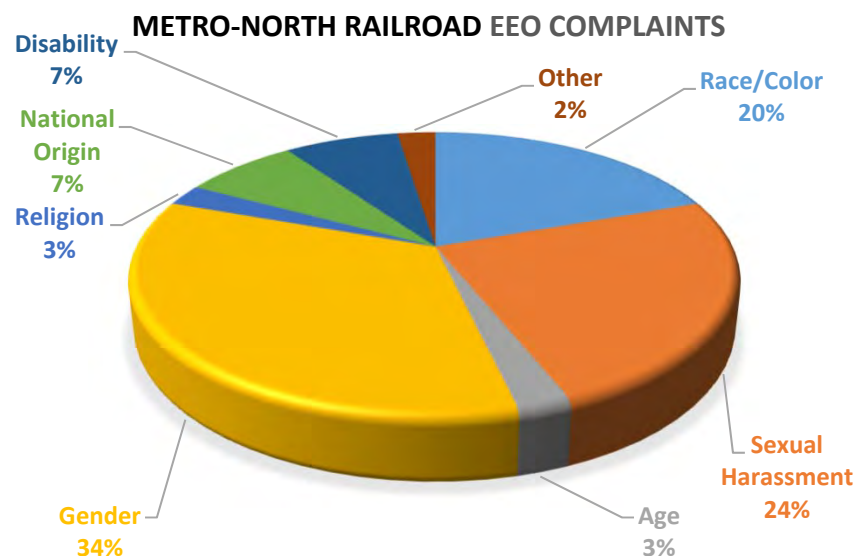
Metro-North Railroad

Complaints and Lawsuits

As of September 30, 2017



Metro-North Railroad's Internal/External EEO Complaints and Lawsuits January 1, 2017 to September 30, 2017



Metro-North Railroad handled **57** EEO complaints, citing **77** separate allegations, and **11** Lawsuits.

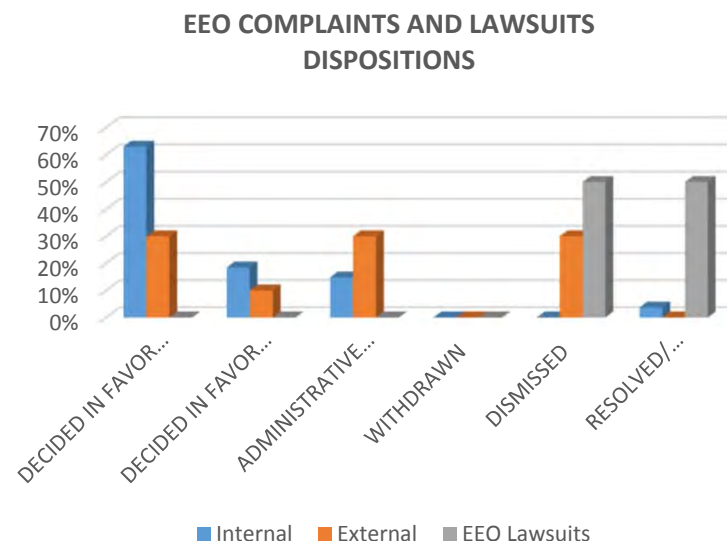
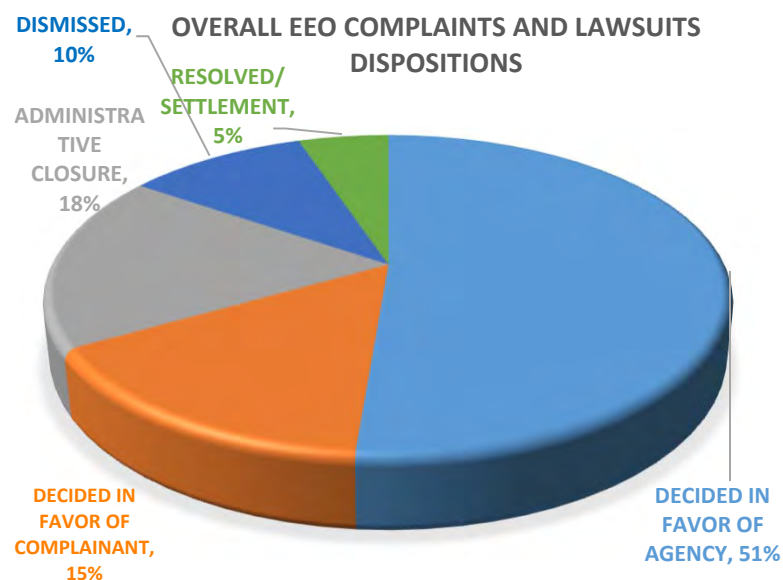
- ❑ 35 filed Internal complaints.
- ❑ 22 filed External complaints.
- ❑ The most frequently cited basis Internally was **Gender** and Externally was **Other**.



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

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

Metro-North Railroad's EEO Complaint and Lawsuits Dispositions January 1, 2017 to September 30, 2017

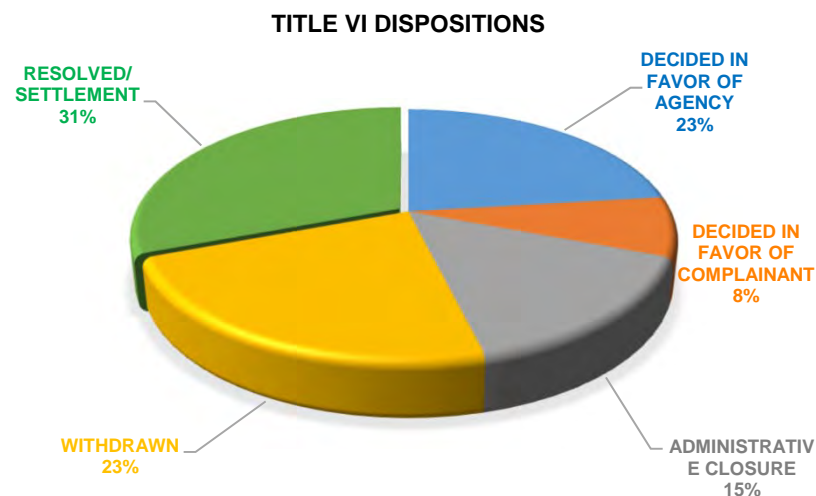
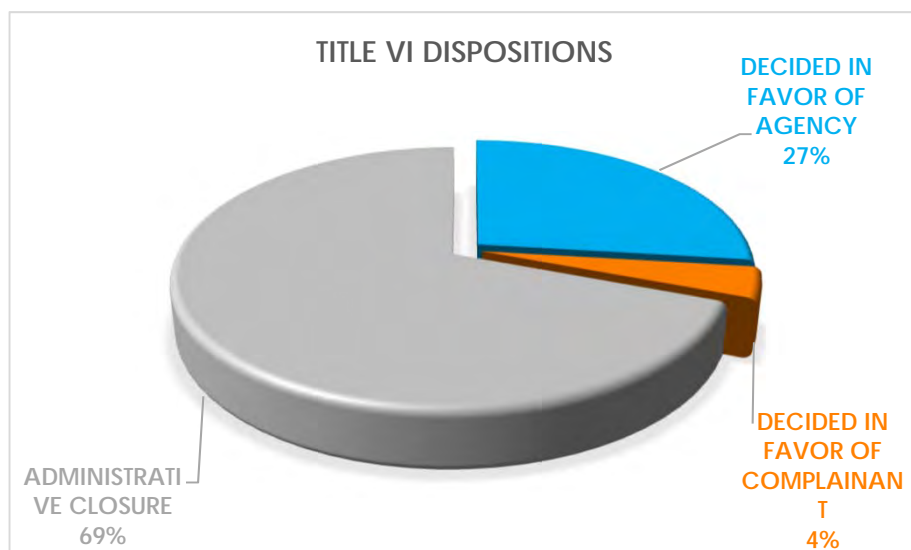


Metro-North Railroad disposed **37** EEO complaints and **2** EEO Lawsuits.

- **51%** complaints/lawsuits decided in Favor of the Agency.
- **15%** complaints /lawsuits decided in Favor of the Complainant.
- **18%** complaints/lawsuits were Administrative Closures.
- **5%** complaints/lawsuits were Resolved/Settlement.



Metro-North Railroad Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2017 to September 30, 2017



Metro-North Railroad handled **28** Title VI Complaints, citing **30** separate allegations and **0** Title VI lawsuits. Agency disposed **26** complaints and **0** lawsuits.

- ❑ **27%** complaints/lawsuits decided in Favor of the Agency.
- ❑ **4%** complaints/lawsuits decided in Favor of the Complainant.
- ❑ **69%** complaints/lawsuits were Administrative Closures.
- ❑ **0%** complaints/lawsuits were Resolved/Settlement.



LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

December 13, 2017

Staff Summary



Long Island Rail Road

Subject : Request for Authorization to Award Various Procurements						Date December 13, 2017			
Department Procurement and Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	12.11.17				1	President 12/16/17		
2	MTA Board	12.13.17				2	Executive VP 12/14/17		

PURPOSE:

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

DISCUSSION:

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

None

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

Schedules Requiring Two-Thirds Vote

Schedule C: Competitive Requests for Proposals	2	\$1,921,124,918.25
SUBTOTAL:	2	\$1,921,124,918.25

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

None

TOTAL:	2	\$1,921,124,918.25
---------------	----------	---------------------------

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.)

DECEMBER 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)

1. **Railroad Construction Company \$107,950,000** *Staff Summary Attached*
Competitive RFP (lump sum –
Contract No. 6259 includes five options)

Pursuant to a competitive RFP, Long Island Rail Road (LIRR) requests MTA Board approval to award a firm fixed price contract to Railroad Construction Company, in the amount of \$107,950,000.00 (Base (\$105,699,651.00) + Options (\$2,250,349.00)) to provide Design-Build Services for the New Mid-Suffolk Electric Yard.

2. **3rd Track Constructors \$1,813,174,918.25** *Staff Summary Attached*
Competitive RFP
Contract No. 6240

The Long Island Rail Road (LIRR) requests Board approval for MTA Capital Construction Company (MTACC) to award a Public Works contract to 3rd Track Constructors (3TC) in the total amount of \$1,813,174,918.25 to provide Design-Build Services for the Long Island Rail Road Expansion Project (the “Project”). As set forth in greater detail below, the total amount includes Base Contract Work in the amount of \$1,457,117,009.99, and options for a completion scope of work (the “Completion Scope”), in the amount of \$270,608,499.00, and a garages scope of work (the “Garage Scope”), in the maximum combined amount of \$85,449,409.26.

The scope of work for the Project includes the construction of approximately ten miles of third track, including third rail, ties, switches, cable, signal equipment, utility poles and other items needed to support railroad operations, and the elimination of seven street-level train crossings (“grade crossings”) between Floral Park and Hicksville in Nassau County, New York. In addition, the project includes construction of up to 5 parking garages, construction of retaining walls, utility relocation, fencing, station improvements and construction of new station platforms, along with measures to reduce impacts on adjacent communities such as sound attenuation barriers and landscaping.

Staff Summary



Long Island Rail Road

Page 1 of 2

Item Number:					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division & Division Head Name: Department of Program Management – Paul Dietlin					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	12.11.17			
2	MTA Board	12.13.17			
Internal Approvals					
Order	Approval	Order	Approval		
6	President	3	SVP Engineering		
5	Executive VP	2	VP and CFO		
4	SVP Operations	1	VP/Gen'l Counsel & Sec'y		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Railroad Construction Co	6259
Description New Mid-Suffolk Electric Yard - Design-Build	
Total Amount	
\$107,950,000.00 (lump sum – includes five options).	
Contract Term (including Options, if any)	
852 days	
Options(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:

Pursuant to a competitive RFP, Long Island Rail Road requests MTA Board approval to award a firm fixed price contract to Railroad Construction Company, in the amount of \$107,950,000.00 (Base (\$105,699,651.00) + Options (\$2,250,349.00)) to provide Design-Build Services for the New Mid-Suffolk Electric Yard.

II. DISCUSSION:

The LIRR requires the services of a design/build contractor to provide design, engineering, and construction services for the construction of a new electric storage yard on Long Island Rail Road owned property located at Ronkonkoma in Suffolk County. With the planned opening of the new East Side Access (ESA) terminal and acquisition of the new M-9 fleet, LIRR anticipates operating additional trains across the LIRR network during the four hour AM peak period. For the Ronkonkoma Branch, the proposed Mid-Suffolk Storage Yard would allow LIRR to increase service during the AM rush by almost 50%, adding 8 westbound trains to the current schedule of 17 westbound trains that arrive at western terminals between 6-10 AM. LIRR estimates that the Ronkonkoma Branch will see an increase of up to 3,000 new AM commuters due to the opening of ESA, in addition to regular growth in LIRR ridership both before and after ESA opens. The additional trains would also benefit riders at other stations in Nassau and Queens County, particularly Hicksville, Mineola, and Jamaica.

In general, the yard will accommodate overnight storage for electric trains, light interior cleaning, toilet servicing, inspection and brake tests, and light maintenance. Work under the contract includes design and construction of a yard lead track, eleven additional yard tracks, new employee welfare and storage facilities, AC/DC substations, signal system, and other associated infrastructure and systems. The new Storage Yard is located adjacent to the south side of the existing Ronkonkoma yard located at the eastern terminus of the electrified main line.

At its October 2016 meeting, the MTA Board approved the use of the "Request for Proposal" method to procure this design-build contract. On July 6, 2017, the "Request for Proposal" (RFP) was publicly advertised. Addenda 1 through 15 were issued to answer vendor queries and extend the due date of proposals. On September 26, 2017, proposals were submitted by six firms: Skanska USA Civil/Posillico Civil ("Skanska/Posillico"), J. P. Picone ("Picone"), Halmar International ("Halmar"), Judlau, LK Comstock, and Railroad Construction Company ("RCC"). Four of the six firms,

Staff Summary



Halmar, Skanska/Posillico, Picone, and RCC were requested to clarify and expand upon their technical proposal with a supplemental oral presentation. [Judlau (\$141,188,534) and LK Comstock (\$181,218,300) were excluded due to cost, their costs exceeded the competitive range and the LIRR estimate by more than 20%.]

On October 23, 2017, the LIRR Technical Evaluation Committee ("TEC") met individually with each of the four remaining firms to hear each firm's oral presentation, discuss and further evaluate the firm's technical capability and to identify proposal items that each firm may wish to consider in their "best and final offer" (BAFO). At the end of the presentations, the TEC team agreed to request BAFOs from three firms, Halmar, Skanska/Posillico, and RCC. Halmar, Skanska/Posillico and RCC were each directed to submit a BAFO addressing technical as well as cost components that together would constitute "best value" to the LIRR.

The BAFO's resulted in each of the three firms reducing their cost proposals as well as reducing the number of calendar days required to complete the work. Although RCC and Halmar both clearly showed their expertise and knowledge in advancing a project of this type, RCC's proposal was \$5,941,536 below the second lowest proposed cost and offered a savings of \$916,281 from its initial proposal. When technical and cost factors are considered, RCC was determined to have presented the "best overall value" to the LIRR for this project. RCC's cost is \$5,941,536 lower than the next lowest proposed total cost and \$9,522,237 or 8% below LIRR's internal estimate, and is therefore considered "fair and reasonable".

A responsibility review was conducted of RCC whereby no adverse or significant adverse information was found. RCC is therefore deemed responsible.

III. M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) has established MBE and WBE goals for this procurement at 15% and 15%, respectively, and is awaiting the submission of RCC's 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 and indicated on their 11/08/17 BAFO Technical Response that they are fully committed to meeting this goal.

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 New Mid-Suffolk Electric Yard with in-house forces.

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

Staff Summary



Long Island Rail Road

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12/016/17

Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Engineering, SVP Bruce Pohlot					
Division Head Signature & Date <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	12.11.17			
2	MTA Board	12.13.17			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	SVP Engineering <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	VP & CFO <i>[Signature]</i>		
4	SVP Operations <i>[Signature]</i>	1	VP General Counsel & Secretary <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name 3rd Track Constructors	Contract Number 6240
Description Design/Build Services for Long Island Rail Road Expansion Project	
Total Amount \$1,813,174,918.25	
Contract Term (including Options, if any) Up to 2,355 consecutive calendar days (Base Work plus Completion Scope and Garages Scope)	
Options(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:	

I. PURPOSE/RECOMMENDATION:

The Long Island Rail Road (LIRR) requests Board approval for MTA Capital Construction Company (MTACC) to award a Public Works contract to 3rd Track Constructors (3TC) in the total amount of \$1,813,174,918.25 to provide Design-Build Services for the Long Island Rail Road Expansion Project (the "Project"). As set forth in greater detail below, the total amount includes Base Contract Work in the amount of \$1,457,117,009.99, and options for a completion scope of work (the "Completion Scope"), in the amount of \$270,608,499.00, and a garages scope of work (the "Garage Scope"), in the maximum combined amount of \$85,449,409.26.

The scope of work for the Project includes the construction of approximately ten miles of third track, including third rail, ties, switches, cable, signal equipment, utility poles and other items needed to support railroad operations, and the elimination of seven street-level train crossings ("grade crossings") between Floral Park and Hicksville in Nassau County, New York. In addition, the project includes construction of up to 5 parking garages, construction of retaining walls, utility relocation, fencing, station improvements and construction of new station platforms, along with measures to reduce impacts on adjacent communities such as sound attenuation barriers and landscaping.

II. DISCUSSION:

The LIRR Project is a transformative improvement to the LIRR system. It will expand capacity, improve reliability, improve safety by eliminating all grade crossings along the Project corridor, and allow for bi-directional service at all times during the day. In addition, the Project will improve quality-of-life in adjacent communities by improving the appearance and functionality of stations within the corridor, reducing noise through the use of noise attenuation walls and reducing air pollution and eliminating wait time associated with idling vehicles at grade crossings.

Following finalization of the Draft Environmental Impact Statement, this Board approved the use of a "Request for Proposal" (RFP) process for this procurement at the November 2016 meeting and LIRR initiated a two-step RFP process. In Step 1, interested Design/Build teams submitted background materials outlining their teams and qualifications in response to a publicly-advertised

Staff Summary



Request for Qualifications (RFQ). These submissions were evaluated, and the four qualified proposer teams were invited to participate in a lengthier Step 2 proposal process. One proposing team dropped out at this phase and did not further pursue this project. The three remaining proposing teams were: 3rd Track Constructors (a Joint Venture of Dragados USA, Inc., John P. Picone, Inc., Halmar International LLC, and CCA Civil, Inc.); Skanska Kiewit Posillico JV (composed of Skanska USA Civil Northeast Inc., Kiewit Infrastructure Co., and Posillico Civil, Inc.); and Tutor Perini / O&G JV (composed of Tutor Perini Corporation and O&G Industries, Inc.). During Step 2, these three teams received conceptual design documents, technical specifications, and other related information and were asked to submit technical and price proposals. Proposers were requested to specifically identify innovative approaches to minimize construction impacts on surrounding communities, improve functionality and aesthetics, and shorten the construction schedule, among other objectives. Each of the three teams submitted proposals.

Technical advisory teams which included staff from LIRR, MTACC, MTAHQ, and NYSDOT reviewed the proposals and assessed their strengths and weaknesses. These assessments were then shared with a Selection Committee which included representatives from LIRR, MTACC, MTAHQ, the NYS Thruway Authority, a former Long Island State Senator, and the private sector. In addition, each of the proposers made oral presentations to the Selection Committee.

In as much as community involvement has from the outset been an integral element of this project, representatives from the Villages of Floral Park, Garden City, New Hyde Park, Mineola, and Westbury were given the opportunity to review select elements of the technical proposals and provide written comments which were shared with the Selection Committee.

Based on the written proposals, the assessments of the technical advisory teams, the oral presentations, and the information generated by the Villages, the Selection Committee evaluated each of the proposals in accordance with the Technical Criteria established in the RFP, which included the following categories: Management Approach; Project Design; Schedule and Construction Impact Mitigation; Financial Strength; and Diversity Practices and Plan. The results of this evaluation ranked the Proposers in the following order, high to low:

- 3rd Track Constructors (3TC)
- Skanska Kiewit Posillico
- Tutor Perini / O & G.

Price proposals were evaluated by a separate Price Evaluation Committee comprised of LIRR estimating and project management personnel, which analyzed the proposals for all three Proposers, factoring into the total price offerings any savings/extra costs that would be incurred by LIRR for necessary Force Account support and other Project support costs. However, neither the price proposals nor the analysis of the Price Evaluation Committee was shared with the Selection Committee until the Selection Committee had completed its technical evaluations.

Thereafter, a team comprised of representatives of MTACC, LIRR and MTAHQ met with each of the Proposers individually to discuss ways to reduce costs, and LIRR subsequently issued a formal request for revised proposals to all three Proposers. Moreover, in order to contend with budgetary constraints, as all of the initial proposals exceeded the budget for this Contract, the Proposers were asked to identify work that could be accomplished with the funds available for this Project in the 2015-2019 Capital Program (the "Base Work") and the remaining work (the Completion Scope) which will require funding in the 2020-2024 Capital Program. Proposers were also asked to take into account schedule, such that assuming the Completion Scope is timely started, the Project's 4-year construction schedule would not be jeopardized. Moreover, construction of certain of the parking garages were scoped separately ("Garage Scope") to allow for potential co-development opportunities and/or the opportunity to fund them in the 2020 – 2024 Capital Program.

Revised proposals were received from all three Proposers and were provided to the Selection Committee, which, granting equal weight to the technical and price proposals, selected 3TC as the firm offering the overall "best value."

Some of the factors that favored the 3TC proposal were:

- A well-developed communications outreach program;
- An innovative design that minimizes track and system work required by LIRR forces, simplifies the work at crossover locations, significantly reduces the amount of signal modification work, substantially reduces the number of required PSEG power poles, and, significantly, requires far fewer weekend outages than anticipated

Staff Summary



Page 3 of 4
12/7/17

- The use of “U” shaped sub-structure elements which will reduce the track outage time needed to install new bridges;
- The use of eight-car temporary platforms, rather than the RFP-required length of six cars, which will help prevent crowding on platforms;
- The use of Autonomous “VIA” shared ride technology to provide access between LIRR stations and alternate parking provided during construction; and
- The use of Agtek 3D software to minimize required excavation and embankment, optimizing material and equipment resources and reducing material hauling, equipment noise, pollution, and vehicular traffic.

At the direction of the Selection Committee, negotiations with 3TC began and agreement was reached at the following amounts:

- Base Work: \$1,457,117.009.99
- Completion Scope : \$270,608,499.00
- Garage Scope: Construction of up to 4 garages at Mineola Second Street, Westbury North, Westbury South, and Hicksville, totaling up to \$85,449.409.26.

The Third Track Project will be operational by late 2022 (assuming Completion Scope is initiated by July 2020).

LIRR and all MTA Agencies follow the MTA All-Agency Responsibility Guidelines which prescribe a thorough review of various databases, repositories and media to assess any information that may have bearing in determining a prospective vendor’s responsibility. External sources include, but are not limited to, LexisNexis, Westlaw, Dun & Bradstreet, and Google. Internal sources include Vendex, MTA All-Agency ACE Report, and the Debarred List. Utilizing these sources, LIRR completed a responsibility review of all members of 3TC. These firms were found to be responsible by the MTA in the recent past notwithstanding significant adverse information (SAI), for which MTA “Waiver of Significant Adverse Information” memos were executed, pursuant to the All-Agency Responsibility Guidelines. No new SAI has been found relating to these firms and therefore 3TC has been found to be responsible.

This item seeks authorization from the Board to award a Public Works contract to 3TC for Design-Build Services necessary for the design, construction and installation of the Project as described above, and for its inclusion in the current MTA “Owner-Controlled Insurance Program” (OCIP). Upon approval by the Board, a notice of award for such contract will be issued by MTACC to 3rd Track Constructors and MTACC will execute and administer the contract, with ongoing involvement of LIRR Engineering, Program Management, and various operating and administrative staff as part of an integrated project team through Project completion.

This item also seeks authorization from the Board to enter into several related agreements between LIRR and third parties, necessary to effectuate the design, construction and installation of the Project. These agreements include, among others, the following:

(1) Memoranda of Understanding with Municipalities – In keeping with the LIRR’s pledge of a robust public outreach program to secure support for the Project, and of actively working together with communities to address concerns about the potential impacts of the Project on local quality of life, LIRR will enter into Memoranda of Understanding with each of the five Villages located along the Project corridor (Floral Park, New Hyde Park, Garden City, Westbury and Mineola), formalizing LIRR’s commitment to ensure that the chosen Design-Builder will implement various mitigation measures identified in the Final Environmental Impact Statement for the Project to address such concerns. Virtually all of the commitments reflected in the MOU’s such as community outreach, noise and vibration monitoring, sound attenuation walls, alternate parking during construction, environmental compliance, work site housekeeping, and work zone traffic control plans are already incorporated within the overall scope of the Project and the costs thereof are included within the contract prices quoted by 3TC. The MOU’s provide the Villages with the right to hold LIRR and our Design-Build Team accountable to deliver on these commitments. In some instances, there are a small number of Village-specific items called out in the MOUs that are not part of the Project, such as aesthetic improvements at the Floral Park station (improved lighting, benches, railings and signage/wayfinding). These Village-specific items are estimated to cost no more than approximately \$1 million in the aggregate. Two (2) Memoranda of Understanding have already been executed with the Villages of Floral Park and New Hyde Park in the Spring of 2017, in connection with securing the support of such Villages for amendment of the current MTA Capital Program (2015-2019) to include funding for the Project. The authorization being sought from the Board therefore includes a request to ratify the execution of such Memoranda of Understanding.

Staff Summary



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(2) Memorandum of Understanding with the New York State Department of Transportation (“NYSDOT”) – To accelerate the design and construction of the Project, it will be necessary to secure various interests in real property, primarily for the purpose of eliminating the seven grade crossings along the Project corridor. NYSDOT has offered to assist LIRR by acquiring these interests, preferably through negotiation but utilizing its power of eminent domain if negotiations are not successful. The Public Authorities Law authorizes NYSDOT to assist MTA and its agencies in this manner, and such assistance is valuable because NYSDOT’s process to acquire property by eminent domain is simpler and faster than MTA’s own process. This Memorandum of Understanding will memorialize NYSDOT’s agreement to assist LIRR in this manner, and will also memorialize NYSDOT’s commitment, at the direction of the State, to transfer \$450 million to MTA to cover the costs of such grade crossing eliminations along the corridor, including property acquisition.

(3) Drainage and Parking Agreements – Five of the seven contemplated grade crossing eliminations will depress existing roadways so that they pass under LIRR’s right of way. This will generate stormwater runoff that must be collected and disposed of, likely by way of pumping and/or piping the stormwater to an adjacent municipal storm sewerage system, or by in-ground disposal on an adjacent piece of property. In either case, agreements may be required with the County of Nassau and/or local towns or villages, to allow the necessary pumps and pipes to be installed under public streets and to accept the stormwater at municipally owned recharge basins for disposal. In addition, the Project contemplates the construction of parking facilities in certain municipalities to provide additional parking for LIRR commuters, as well as to address local concerns about loss of parking as a result of the Project. These facilities will either be located on LIRR property or on municipally-owned property, and agreements may be required to allow LIRR to construct such facilities on the latter, and to provide for proper operation and maintenance of such facilities when built.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) has established MBE, WBE and SDVOB participation goals for this procurement at 15%, 15% and 6%, respectively. DDCR is awaiting the submission of 3TC’s complete MBE/WBE Utilization Plan. An award will not be made until DDCR approval has been obtained. A review of each JV participant’s past MBE/WBE and DBE performance has revealed that John P. Picone, Inc. and Halmar International have achieved the MBE/WBE or DBE goals on previous MTA contracts. Dragados USA and CCA Civil have not completed any MTA contracts; therefore, no assessment of these firms’ MBE/WBE or DBE performance can be made at this time.

IV. IMPACT ON FUNDING:

This contract will be funded under the 2015-2019 Capital Program and the 2020 – 2024 Capital Program. In 2015 – 2019, funding is available in the MTA Capital Construction (MTACC) portion of the Capital Program under the existing project G7130101. Additionally, the Program is being amended to transfer \$100 million to the Project from various other LIRR projects with scopes of work similar to specific elements of the Project, including: a new parking facility and power substation replacement as well as investments in track, bridge, signal and communications pole and Right of Way improvement. The transfer of these funds to support like investments in the Project will not adversely impact system safety or service reliability. Further, MTA CC will work with the private sector and local municipalities to seek public private partnership funding opportunities for construction of parking garages along the corridor.

V. ALTERNATIVES:

There are no alternatives to awarding this design build contract, as neither LIRR nor MTACC have the ability to undertake the design and construction of this entire project with in-house forces. Without this contract award, this project will not progress and this critical improvement that the LIRR has sought for decades will fail to be accomplished. Reliability will continue to suffer along the Main Line and as a result and the full benefit of the East Side Access project will not be realized. The delays experienced by 40% + of LIRR ridership will continue to plague commuters and gate downtime along the congested north / south roadways will increase along with air pollution from auto exhaust and noise from horn soundings and gate activations generated by additional train traffic traversing the corridor.

RESOLUTION
BOARDS OF THE
METROPOLITAN TRANSPORTATION AUTHORITY,
THE LONG ISLAND RAIL ROAD COMPANY,
and MTA CAPITAL CONSTRUCTION COMPANY

WHEREAS, the Long Island Rail Road Company (“LIRR”), a New York State public benefit corporation and an operating agency of the Metropolitan Transportation Authority (“MTA”), desires to advance its Main Line Expansion Project (the “Project”); and

WHEREAS, the Project consists generally of the construction of approximately ten miles of third track, including third rail, ties, switches, cable, signal equipment, utility poles and other items needed to support railroad operations, and the elimination of seven street-level train crossings (“grade crossings”) between Floral Park and Hicksville in Nassau County, New York; and

WHEREAS, in addition, the Project includes construction of up to 5 parking garages, construction of retaining walls, utility relocation, fencing, station improvements and construction of new station platforms, along with measures to reduce impacts on adjacent communities such as sound attenuation barriers and landscaping; and

WHEREAS, the Project will be a transformative improvement to the LIRR system, expanding capacity, improving reliability, improving safety by eliminating all seven at-grade crossings along the Project corridor, and allowing for bi-directional service at all times during the day; and in addition, the Project will improve quality-of-life in adjacent communities by improving the appearance and functionality of stations within the corridor, reducing noise through the use of noise attenuation walls and reducing air pollution and eliminating wait time associated with idling vehicles at grade crossings; and

WHEREAS, pursuant to Section 1265-a of the Public Authorities Law and the MTA’s All-Agency Procurement Guidelines, LIRR may, in appropriate circumstances where competitive bidding is impractical or inappropriate, request approval from the Board to utilize the Request for Proposals (“RFP”) procurement method to award a public works contract; and

WHEREAS, the Board previously approved LIRR’s utilization of the RFP procurement method to select and engage a contractor to provide Design-Build Services for the Project; and

WHEREAS, as described in the Staff Summary presented to the Board at its December 2017 meeting, LIRR has utilized the RFP procurement method, and a duly constituted Selection Committee has identified 3rd Track Constructors (“3TC”) as the proposer responding to LIRR’s RFP offering the best overall value in providing Design-Build Services for the Project; and

WHEREAS, LIRR is requesting that the Boards of the MTA, LIRR and MTA Capital Construction Company (“MTACC”) approve the award of a public works contract by MTACC to 3TC for Design-Build Services for the Project, such contract to be entered into by MTACC

and to be administered by MTACC with the active participation of LIRR, all as more fully described in such Staff Summary;

NOW, THEREFORE, upon recommendation of such Selection Committee, LIRR and MTACC, the Boards of the MTA, LIRR and MTACC resolve as follows:

1. The award of such public works contract by MTACC to 3TC for Design-Build Services for the Project, as more fully described in the Staff Summary presented to this meeting, be and it hereby is, approved.

2. Such public works contract shall take the form of a Design-Build Agreement between MTACC and 3TC, and each MTACC Authorized Officer (as defined below) is hereby authorized and empowered, in the name and on behalf of MTACC, to execute and deliver a Design-Build Agreement with 3TC for Design-Build services for the Project, consistent with such Staff Summary and containing such other terms and conditions as the MTACC Authorized Officer(s) executing such Agreement may approve, such approval to be conclusively evidenced by his/her/their execution thereof.

3. Each LIRR Authorized Officer (as defined below) is hereby authorized and empowered, in the name and on behalf of LIRR, to execute and deliver such Memoranda of Understanding with Municipalities, a Memorandum of Understanding with the New York State Department of Transportation, and Project Drainage and Parking Agreements, consistent with such Staff Summary and containing such other terms and conditions as the LIRR Authorized Officer(s) executing such instruments may approve, such approval to be conclusively evidenced by his/her/their execution thereof.

4. The previous execution and delivery of Memoranda of Understanding between LIRR and each of the Villages of Floral Park and New Hyde Park, consistent with and for the purposes described in such Staff Summary, is hereby ratified.

5. Each MTACC Authorized Officer and each LIRR Authorized Officer is hereby authorized and empowered, in the name and on behalf of MTACC and/or LIRR, as the case may be, to take such other and further actions, and to execute such other agreements and instruments, as may be necessary or desirable to effectuate the purposes and intent of the foregoing resolutions, and the design, construction and installation of the Project pursuant to the Design-Build Agreement executed in accordance with such resolutions. For purposes of Paragraphs 1-4 above and this Paragraph 5, the term "MTACC Authorized Officer" shall mean each of the following: the Chairman, President, Executive Vice President, Sr. Vice President-General Counsel & Secretary, Chief Financial Officer, and any Assistant Secretary of MTACC; and the term "LIRR Authorized Officer" shall mean each of the following: the Chairman, President, Executive Vice President, Vice President-Chief Financial Officer, Vice President-General Counsel & Secretary, and any Assistant Secretary of LIRR.



Metro-North Railroad

Procurements



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

Date	December 4, 2017
Vendor Name	Various
Contract Number	Various
Contract Manager Name	Various
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	12-11-17	X		
2	MTA Board Mtg.	12-13-17	X		

Internal Approvals			
	Approval		Approval
X	Acting President		
X	Executive V.		V.P. Capital Programs
X	Sr. V.P. Operations		V.P. & General Counsel
X	V.P. 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>	<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	1	\$498,160
• Waterfall Security Solutions, Ltd. \$498,160		
SUB TOTAL:	1	\$498,160

<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)	1	\$18,730,572
▪ Tomex Electronics, Inc.		\$18,730,572
SUB TOTAL:	1	\$18,730,572

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE
<u>Schedules Requiring Majority Vote</u>	NONE
SUB TOTAL:	
TOTAL:	2 \$19,228,732

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

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

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

DECEMBER 2017

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

1. Waterfall Security Solutions, Ltd. \$498,160 (not-to-exceed) Staff Summary Attached
Unidirectional Security Gateway Expansion & Upgrade

Approval is requested for a non-competitive miscellaneous 41 month service agreement in the not to exceed amount of \$498,160 with Waterfall Security Solutions, Ltd. (Waterfall) for the expansion and upgrade of the unidirectional data-flow security

The scope of work includes the upgrading of the MNR Waterfall Security Solutions currently used to enable secure data transfer for the MNR Protection System as well as hardware and software maintenance. The new version of the Waterfall Security Solutions support additional network application protocol data to flow from a secured environment to a less secure environment. This unidirectional data flow will enable Security Administrators to secure mission-critical systems against Cyber-attacks. As a result, it will prevent cyber attackers from accessing the mission-critical systems.

In an effort to evaluate cyber security throughout the MTA, MTA-IT secured the services of AECOM, an industry leader in cyber security, to perform a threat, vulnerability, and risk assessment (TVRA) of MNR's systems. MNR's evaluation was one of the first completed after conducting the comprehensive security threat review in July 2017. As a result of this study, AECOM recommended the implementation of the upgraded Waterfall Security Solutions to protect the systems at MNR. In the same report, AECOM noted that the Waterfall gateways provide the best methods of protection when connecting multiple networks by eliminating all possible means of communicating into the systems using one-way optical signals. In addition, Waterfall's solution is designed to ensure security and can be deployed in redundant configurations for high levels of system availability. Waterfall's approach to unidirectional gateways is unique from a cyber-security point of view, these components provide a unique application-layer approach that inspects and filters all data that enters and leaves the gateways. This unique benefit eliminates one of the most common attack techniques where malicious communications are "piggy-backed" on normal traffic. This upgrade will also allow MNR to provide real-time data to MTA-IT for security monitoring. There were two other companies in the market that provide unidirectional services, both were contacted and were unable to secure the specific network application protocols used by MNR. Waterfall possesses capabilities that no other vendor can provide and MTA – IT Security and its consultant strongly support this non-competitive award.

A cost proposal was solicited from Waterfall and received in the amount of \$1,112,250 and negotiated to \$498,160. This reduction is directly related to a refinement of the proposed scope which resulted in a reduction of \$614,090 and is 7% less or (\$37,094) than the engineer's estimate of \$535,254 and therefore deemed to be fair and reasonable. Waterfall does business with both government and

commercial entities and is providing MNR with a very favorable and discounted pricing as a government entity for these services.

MNR completed a responsibility review of Waterfall Security Solutions 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 assigned 0% MBE/WBE Goals to this Procurement

The expansion & software upgrade in the amount of \$498,160 (base = \$391,300, maintenance = \$106,860) will be completed in 41 months and is to be funded by the MNR Operating Budget.

Schedule G: Miscellaneous Service Contracts

Item Number: G

Vendor Name (& Location) Waterfall Security Solutions, Ltd.	
Description Unidirectional Security Gateway Expansion & Upgrade	
Contract Term (including Options, if any) 41 months	
Option(s) included in Total Amount? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Procurement Type Competitive <input checked="" type="checkbox"/> Non-competitive <input type="checkbox"/>	
Solicitation Type RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Sole Source <input checked="" type="checkbox"/>	

Contract Number	AWO/Modification #
Renewal? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Total Amount: \$498,160	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Al Muir, Sr. Director	

Discussion:

I. PURPOSE/RECOMMENDATION:

Approval is requested for a non-competitive miscellaneous 41 month service agreement in the not to exceed amount of \$498,160 with Waterfall Security Solutions, Ltd. (Waterfall) for the expansion and upgrade of the unidirectional data-flow security.

II. DISCUSSION:

The scope of work includes the upgrading of the MNR Waterfall Security Solutions currently used to enable secure data transfer for the MNR Protection System as well as hardware and software maintenance. The new version of the Waterfall Security Solutions support additional network application protocol data to flow from a secured environment to a less secure environment. This unidirectional data flow will enable Security Administrators to secure mission-critical systems against Cyber-attacks. As a result, it will prevent cyber attackers from accessing the mission-critical systems.

In an effort to evaluate cyber security throughout the MTA, MTA-IT secured the services of AECOM, an industry leader in cyber security, to perform a threat, vulnerability, and risk assessment (TVRA) of MNR's systems. MNR's evaluation was one of the first completed after conducting the comprehensive security threat review in July 2017. As a result of this study, AECOM recommended the implementation of the upgraded Waterfall Security Solutions to protect the systems at MNR. In the same report, AECOM noted that the Waterfall gateways provide the best methods of protection when connecting multiple networks by eliminating all possible means of communicating into the systems using one-way optical signals. In addition, Waterfall's solution is designed to ensure security and can be deployed in redundant configurations for high levels of system availability. Waterfall's approach to unidirectional gateways is unique from a cyber-security point of view, these components provide a unique application-layer approach that inspects and filters all data that enters and leaves the gateways. This unique benefit eliminates one of the most common attack techniques where malicious communications are "piggy-backed" on normal traffic. This upgrade will also allow MNR to provide real-time data to MTA-IT for security monitoring. There were two other companies in the market that provide unidirectional services, both were contacted and were unable to secure the specific network application protocols used by MNR. Waterfall possesses capabilities that no other vendor can provide and MTA – IT Security and its consultant strongly support this non-competitive award.

A cost proposal was solicited from Waterfall and received in the amount of \$1,112,250 and negotiated to \$498,160. This reduction is directly related to a refinement of the proposed scope which resulted in a reduction of \$614,090 and is 7% less or (\$37,094) than the Engineer's estimate of \$535,254 and therefore deemed to be fair and reasonable. Waterfall does business with both government and commercial entities and is providing MNR with a very favorable and discounted pricing as a government entity for these services.

MNR completed a responsibility review of Waterfall Security Solutions 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 assigned 0% MBE/WBE Goals to this Procurement

IV. IMPACT ON FUNDING:

The expansion & software upgrade in the amount of \$498,160 (base = \$391,300, maintenance = \$106,860) will be completed in 41 months and is to be funded by the MNR Operating Budget.

V. ALTERNATIVES:

There are no available alternatives to Waterfall proposed system upgrade. MNR does not have the resources or technical skill level necessary to upgrade and maintain the Waterfall systems.

DECEMBER 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. Tomex Electronics, Inc. \$18,730,572 (not-to-exceed) *Staff Summary Attached*
Design, Furnish, Deliver and Integrate Metro-North's Security Systems

Approval is requested to award a 32-month competitively solicited and negotiated contract (RFP process; three proposals received; two technically non-compliant; one short-listed) to Tomex Electronics, Inc. (Tomex) to design, furnish, deliver, install, test and integrate new security systems. 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.

In April 2016, the Board approved use of the Request for Proposal (RFP) process. An RFP, dated May 9, 2017, was prepared and advertised in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge and posted on MNR's website.

The Selection Committee (SC) determined that Tomex's proposal was technically responsive and Tomex was invited in to discuss their proposal in greater detail. Tomex's proposal was submitted in the amount of \$16,825,849 for the base sixteen station package. The MNR Engineers estimate was \$13,424,353. The disparity between the Engineer's estimate and Tomex's proposal was determined to be scope that was added by MNR during the clarification stage but was not reflected in the Engineers estimate. In addition, the MNR estimate understated the total amount of effort needed to fully integrate the new system with the preexisting systems. Following these discussions, the SC, in consultation with key MNR leadership recommended refining the scope of this 16 station project (Port Chester, Rye, Harrison, Mamaroneck, Larchmont, New Rochelle, Pelham, Mt. Vernon East, Tremont, Melrose, Harlem 125th St., Morris Heights, Spuyten Duyvil, Riverdale, Tarrytown, and Ossining).

On September 28, 2017, Tomex submitted its revised cost proposal in the amount of \$14,599,164 for the base scope of services and \$1,531,408 for five years of maintenance. MNR elected to incorporate five years of maintenance to receive the economies of the design team maintaining the new system. Future maintenance for this system can be provided through a competitively solicited systems integrator contract that would not be bound to any one specific manufactured product and will be competitively solicited after the initial five year period. Notwithstanding MNR failing to receive other technically compliant proposals despite a broad vendor outreach, it was determined that it would not be advantageous to resolicit this project. Adopting a design-bid-build approach would require additional costs to finalize a design and would greatly delay the overall implementation of the CSI project. The final agreed upon cost

of \$14,599,164 for the base work and \$1,531,408 for five years of maintenance is deemed to be fair and reasonable.

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 \$2,600,000. 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.

MNR completed a responsibility review of Tomex as defined in the All Agency Responsibility Guidelines in connection with this award recommendation which yielded no significant adverse information (SAI). A responsibility review is currently being performed 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 15% MBE and 15%WBE goal for this project. Tomex'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.

Board approval is requested in the amount of \$17,199,164 (the 16 base stations plus four additional stations). In addition, MNR is also requesting a not to exceed amount of \$1,531,408 for 5 years of maintenance to 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).

Staff Summary

Item Number C					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President – Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	12-11-17	X		
2	MTA Board Mtg.	12-13-17	X		
Internal Approvals					
Order	Approval		Approval		
X	Acting President	X	Sr. V.P. Operations		
X	V.P. Finance & IT	X	V.P. & General Counsel		
X	V.P. Capital Projects				

SUMMARY INFORMATION	
Vendor Name Tomex Electronics, Inc.	Contract Number 1000058051
Description Design, Furnish, Deliver and Integrate Metro-North's Security Systems	
Total Amount \$18,730,572	
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 Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP Bid Other:	
<input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital Federal Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a 32-month competitively solicited and negotiated contract (RFP process; three proposals received; two technically non-compliant; one short-listed) to Tomex Electronics, Inc. (Tomex) to design, furnish, deliver, install, test and integrate new security systems. 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 manages a variety of integrated and stand-alone Video Surveillance System (VSS) throughout the operating territory. At Grand Central Terminal (GCT), over 300 cameras are monitored and additional camera feeds are provided by outlying stations including 125th Street, Yankees 153rd Street, Yonkers, Tarrytown and Fordham from the Security Control Center (SCC).

The CSI projects will provide an infrastructure that will support the ultimate expansion of video surveillance systems and access control to all stations and facilities, efficiently distribute video to all authorized users across the enterprise network, centralize all video system administration, management and distribution in the SCC, and most importantly, centralize control and command functions to the SCC including Video Surveillance monitoring, elevator/escalator real-time status alarm indications, access control and monitoring of fire alarms and intrusion detection systems.

The subject contract is to design, furnish, deliver, install, test and integrate a security system. Major elements of the contract include:

- New Security Network System, including integration with existing networks.
- New Head End / Physical Security Infrastructure Management System, including integration with existing systems.
- New Elevator/Escalator Maintenance System (EEMS), including integration with new localized equipment used to communicate with remote elevators and escalators in real-time to maintenance and the public.

Staff Summary

- d) Integrate the existing Video Surveillance System (VSS) cameras, access control systems and intercoms to the existing SCC including those from the all-agency security system into the new system.
- e) New VSS, including integration with existing video management systems:
- f) Access Control System, including integration with existing access control systems;
- g) Intercom System, including integration with existing intercom systems;
- h) SCC Equipment Room equipment.
- i) Backup SCC equipment (to be temporarily housed in the SCC equipment room for the purposes of this contract)
- j) Security Monitoring and System Administration Workstations and associated user account setup.

In April 2016, the Board approved use of the Request for Proposal (RFP) process. An RFP, dated May 9, 2017, was prepared and advertised in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge and posted on MNR's website. Prior to the formal solicitation, an Expression of Interest was sent to known security firms. In addition, MNR's Procurement and Communication and Signal Departments conducted a direct outreach to the vendor community.

The selection criteria established in the RFP was as follows:

1. Cost.
2. Technical Capability: Ability to provide technical services, equipment and systems as required in the RFP, included but not limited to quality and completeness of the required engineering, testing, training and documentation.
3. Project Plan: Proposer's demonstrated ability to manage and coordinate the work in the RFP.
4. Experience: Identified previous work over the last 10 years similar to the requirements of the RFP. Demonstrated qualifications and availability of key personnel, including a commitment that the key resources remain constant throughout the project, including subconsultant/subcontractor services.
5. Diversity practices: Evaluation of the diversity practices of the proposer.

On August 2, 2017, the Selection Committee (SC) comprised of members representing MNR's Procurement and Material Management, M of W Communications and Signals, and Safety Departments met to review the initial technical and cost proposals from three firms: Tomex, Schneider Electric Buildings Americas, Inc. and Securitas Electronic Security. After the initial review by the SC, it was determined that there remained multiple ambiguities in the RFP responses and that further clarifications were warranted by all three proposers.

On August 8, 2017, clarification requests were sent to the three firms that submitted proposals. On August 18, 2017, Tomex and Securitas responded to the requested clarifications. Schneider was provided an opportunity to clarify its proposal however elected to not address the technical shortcomings in their proposal. The SC deemed them to be non-responsive and no longer considered them for this project. After reviewing the revised proposals for technical and commercial compliance, it was determined that despite the request for clarification, Securitas continued to take exceptions to the technical scope of work. Securitas did not furnish all the requested technical information, omitted pricing for several line items and took numerous exceptions to the scope of work, including not providing a fully integrated system. In addition, Securitas failed to adequately describe their project plan to address the integration portion of the work scope. Securitas was given multiple opportunities to address these shortcomings but failed to do so and was determined to be non-responsive to the RFP.

The SC determined that Tomex's proposal was technically responsive and Tomex was invited in to discuss their proposal in greater detail. Tomex's proposal was submitted in the amount of \$16,825,849 for the base sixteen station package. The MNR Engineers estimate was \$13,424,353. The disparity between the Engineer's estimate and Tomex's proposal was determined to be scope that was added by MNR during the clarification stage but was not reflected in the Engineers estimate. In addition, the MNR estimate understated the total amount of effort needed to fully integrate the new system with the preexisting systems. Following these discussions, the SC, in consultation with key MNR leadership recommended

Staff Summary

refining the scope of this 16 station project (Port Chester, Rye, Harrison, Mamaroneck, Larchmont, New Rochelle, Pelham, Mt. Vernon East, Tremont, Melrose, Harlem 125th St., Morris Heights, Spuyten Duyvil, Riverdale, Tarrytown, and Ossining). These revisions were necessary as the initial cost proposal exceeded MNR's original project budget. It was determined that the final station selection should coincide with those stations previously identified under the CSI program. In an effort to achieve further cost reductions Tomex was provided written clarifications to the scope of work reflecting alternative equipment, project allowances and reduction in the recommended spare parts for reliable operation. Alternate equipment and allowances were identified in the base scope of work.

On September 28, 2017, Tomex submitted its revised cost proposal in the amount of \$14,599,164 for the base scope of services and \$1,531,408 for five years of maintenance. MNR elected to incorporate five years of maintenance to receive the economies of the design team maintaining the new system. Future maintenance for this system can be provided through a competitively solicited systems integrator contract that would not be bound to any one specific manufactured product and will be competitively solicited after the initial five year period. The final agreed upon cost of \$14,599,164 for the base work and \$1,531,408 for five years of maintenance is deemed to be fair and reasonable.

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 \$2,600,000. 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.

MNR completed a responsibility review of Tomex as defined in the All Agency Responsibility Guidelines in connection with this award recommendation which yielded no significant adverse information (SAI). A responsibility review is currently being performed 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. Tomex'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 \$17,199,164 (the 16 base stations plus four additional stations). In addition, MNR is also requesting a not to exceed amount of \$1,531,408 for 5 years of maintenance to 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. Notwithstanding MNR failing to receive other technically compliant proposals despite a broad vendor outreach, it was determined that it would not be advantageous to resolicit this project. Adopting a design-bid-build approach would require additional costs to finalize a design and would greatly delay the overall implementation of the CSI project.

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

MTA BOARD

PROCUREMENT PACKAGE

DECEMBER 2017

Staff Summary



Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Joint Committee	12/11/17	X		
2	Board	12/13/17	X		

Date: December 5, 2017			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
3	Vice President, Program Controls	5	President
2	Chief Financial Officer	4	Executive Vice President
1	Chief Procurement Officer		

PURPOSE

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

DISCUSSION

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

Schedules Requiring Majority Vote:

Schedule F - Competitive Requests for Proposals
Schedule H - Modifications to Personal/Miscellaneous Service Contracts
Schedule I - Modification to Purchase or Public Work Contract

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 99,996,196
	1	\$ 2,984,571
	1	\$ 1,269,507
SUBTOTAL	3	\$104,250,274

MTA Capital Construction proposes to award Ratifications in the following category

Schedule K - Ratifications of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 2,900,000
SUBTOTAL	1	\$ 2,900,000
TOTAL	4	\$107,150,274

Budget Impact:

The approval of the contract and the modifications 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 contract 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.

December 2017

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule F. Personal Service Contracts

(Staff Summaries required for all greater than: \$100K Sole Source; \$250K other Noncompetitive; \$1M Competitive)

- | | | | |
|----|--|-------------------------|--------------------------------------|
| 1. | Arup – Jacobs Joint Venture
Contract No. PS868
Three Years and Two One Year Options | NTE \$99,996,196 | <u>Staff Summary Attached</u> |
|----|--|-------------------------|--------------------------------------|

In accordance with Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTACC seeks Board approval to award a competitively solicited negotiated personal service contract, to provide Project Management Consulting Services for the Long Island Rail Road Mainline Third Track Expansion Project.

Schedule H. Modification To Personal Service and Miscellaneous Service Contracts Awarded as Contracts for Services

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

- | | | | |
|----|---|---------------------|--------------------------------------|
| 2. | Parsons Brinckerhoff/STV/Parsons
Transportation Group, Joint Venture
Contract No. 98-0040-01R
Modification No. 150 | \$ 2,984,571 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

In accordance with Article XI of the All-Agency Service Contract Guidelines, MTACC seeks Board approval to modify the Contract to increase the Guaranteed Maximum Cost in order to provide staff and services for Project Management and Project Controls through December 2018.

Schedule I. Modification To Purchase and Public Work Contracts

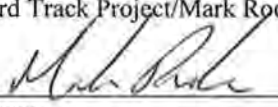



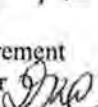
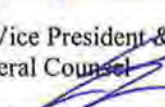
(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

- | | | | |
|----|---|---------------------|--------------------------------------|
| 3. | Michels Corporation
Contract No. CM005
Modification No. 20 | \$ 1,269,507 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC is requesting Board approval of a final contract close-out modification which will incorporate changes to the contract drawings and specifications, compensate the contractor for those changes, and resolve open claims for schedule delays, additional work and non-compliant work.

Staff Summary

Page 1 of 3

Item Number 1						SUMMARY INFORMATION					
Dept & Dept Head Name: Third Track Project/Mark Roche 						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%; padding: 5px;">Vendor Name</td> <td style="width: 40%; padding: 5px;">Contract Number</td> </tr> <tr> <td style="padding: 5px;">Arup - Jacobs Joint Venture</td> <td style="padding: 5px;">PS868</td> </tr> </table>		Vendor Name	Contract Number	Arup - Jacobs Joint Venture	PS868
Vendor Name	Contract Number										
Arup - Jacobs Joint Venture	PS868										
Division & Division Head Name:						Description Project Management Consulting Services for the Long Island Rail Road Expansion Project					
Board Reviews						Total Amount Not-To-Exceed \$99,996,196					
Order	To	Date	Approval	Info	Other	Contract Term Three Years and Two Year Option					
1	LIRR Committee	12/11/17	X			Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A					
2	Board	12/13/17	X			Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Internal Approvals						Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive					
Order	Approval	Order	Approval				Solicitation Type				
3	Vice President Program Controls 	6	President 				<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:				
2	Chief Financial Officer 	5	Executive Vice President 								
1	Chief Procurement Officer 	4	Sr. Vice President & General Counsel 				Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:				

I. PURPOSE/RECOMMENDATION:

Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTACC seeks Board approval to award a competitively solicited personal service contract (the "Contract") to Arup-Jacobs Joint Venture (the "Arup/Jacobs JV") a joint venture between Ove Arup & Partners P.C. ("Arup") and Jacobs Civil Consultants Inc. ("Jacobs"). The Contract is for Project Management Consulting Services for the Long Island Rail Road Expansion Project (the "Project") in the not-to exceed amount of \$66,818,615 for a period of three years. The Contract also contains options for two additional years for the not-to-exceed amount of \$18,059,922 for the option for year four, and \$15,177,659 for the option for year five. The total not-to-exceed amount of the Contract, including the two options, is \$99,996,196.

II. DISCUSSION:

The Project is a transformative improvement to the LIRR system. It will expand capacity, improve reliability, improve safety by eliminating all grade crossings along the Project corridor, and allow for bi-directional service at all times during the day. In addition, the Project will improve quality-of-life in adjacent communities by improving the appearance and functionality of stations within the corridor, reducing noise through the use of noise attenuation walls and reducing air pollution and eliminating wait time associated with idling vehicles at grade crossings.

The scope of work for the Project includes the construction of approximately ten miles of third track, including third rail, ties, switches, cable, signal equipment, utility poles and other items needed to support railroad operations, and the elimination of seven street-level train crossings ("grade crossings") between Floral Park and Hicksville in Nassau County, New York. In addition, the project includes construction of up to 5 parking garages, construction of retaining walls, utility relocation, fencing, station improvements and construction of new station platforms, along with measures to reduce impacts on adjacent communities such as sound attenuation barriers and landscaping.

Under this Contract, the Arup/Jacobs JV will serve as the Project Manager and work as part of an integrated team with MTACC, LIRR, the New York State Department of Transportation and other consultants to manage the Project. The Project Manager will provide services and resources that include, but are not limited to, commercial management, operations management, design compliance oversight, construction compliance oversight, and community outreach.

The Request for Proposal ("RFP") was advertised on August 7, 2017 and the advertisement appeared in the New York State Contract Reporter, the New York Post, Engineering News-Record, Minority Commerce Weekly and on the MTA Website. Seventeen firms requested the RFP document and proposals were submitted by the following entities:

1. AECOM/Gannett Fleming/Tishman Joint Venture
2. Arup – Jacobs Joint Venture
3. Henningson, Durham & Richardson Architecture and Engineering, P.C.
4. LiRo Engineers – WSP, A Joint Venture

The Selection Committee for this Contract consisted of representatives from MTACC and LIRR. Based upon an initial review of the technical proposals, the Selection Committee invited the proposers to supplement their proposals with oral presentations. Each proposer gave an oral presentation to the Selection Committee and, thereafter, the Selection Committee evaluated the technical proposals in accordance with the Source Selection Plan and the established scoring criteria in each of the categories listed below:

- Qualifications and Experience of the Project Director
- Qualifications and Experience of other Proposed Key Personnel
- Proposed Management Approach
- Proposed Technical Approach
- Diversity Practices

Following the evaluation of the technical proposals, the Selection Committee opened the cost proposals which were also scored. The technical and cost scores were then combined to provide the overall final scores from which the Selection Committee unanimously determined that the proposal submitted the Arup/Jacobs JV was the highest ranked and provides the MTA with the overall best value and that the other proposers were not in the competitive range. Accordingly, the Selection Committee recommended that MTACC enter into negotiations with the Arup/Jacobs JV.

Several rounds of negotiations were held with a focus on direct labor rates, overhead and fixed fee. In addition, overhead rates were reviewed by MTA Audit. MTACC's estimate for the work is \$94,048,722 while Arup/Jacob's proposal was \$101,892,445. The parties agreed to the not-to-exceed amount of \$56,818,615 for the base contract with a duration of three years, the not-to-exceed amount of \$18,059,922 for the option for year four, and \$15,177,659 for the option for year five. The total not-to-exceed amount the base Contract and the two options is \$89,996,196.

In addition, MTACC has included in this contract a task order allowance in the amount of \$10 million for additional design services and for the retention of additional professionals with specific expertise that may be required as determined by MTACC. Task orders will be issued for these services as deemed necessary and each task order will be separately negotiated and contain a specific scope of work, budget and schedule.

The Contract will initially be awarded in the not-to-exceed amount of \$66,818,615, which includes the base Contract and the task order allowance. However, MTACC is also seeking Board approval at this time for the full not-to-exceed value, including the two options, of \$99,996,196. The Options will not be exercised until additional funding becomes available through the approved 2020-2024 Capital Program or other sources.

In connection with a previous contract awarded to Jacobs Civil Consultants Inc. ("Jacobs"), Jacobs 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 General Counsel in April 2013. No new SAI has been found relating to Jacobs and Jacobs was found to be responsible. No significant adverse information was found on Ove Arup & Partners P.C. they were found to be responsible.

III. MBE/WBE/SDVOB INFORMATION:

The MTA's Department of Diversity and Civil Rights ("DDCR") reviewed the requirements of the Contract and after undertaking a thorough analysis established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract based on the nature of the work and the availability of MBEs, WBEs and SDVOBs capable of performing the work. The Arup/Jacobs JV has committed to meeting these goals and has submitted a utilization plan which has been approved by DDCR.

In connection with past experience meeting D/M/WBE/SDVOB goals, Ove Arup & Partners P.C. and Jacobs Civil Consultants, Inc. have achieved their goals on prior contracts.

V. IMPACT ON FUNDING

Funding for the base contract is available in the MTACC portion of the MTA's 2015 - 2019 Capital Program. The options will not be exercised until funding is made available in the 2020 – 2024 Capital Program or from other sources.

VI. ALTERNATIVES

The alternative would be for MTACC and LIRR to self-perform the services to be provided under this contract; however, neither MTACC nor LIRR have the in-house resources to provide the required services.

Item Number: 2

Vendor Name (& Location) Parsons Brinckerhoff (WSP)/STV/Parsons Transportation Group (NY), JV	
Description East Side Access General Engineering Consultant Services	
Contract Term (including Options, if any) December 31, 2017	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich	

Contract Number	AWO/Modification #
98-0040-01R	150
Original Amount:	
\$ 140,000,000	
Prior Modifications:	
\$ 343,640,813	
Prior Budgetary Increases:	
\$ -0-	
Current Amount:	
\$ 483,640,813	
This Request	
\$ 2,984,571	
% of This Request to Current Amount:	
0.62%	
% of Modifications (including This Request) to Original Amount:	
248%	

Discussion:

This Contract is for engineering, design and construction phase services for the LIRR East Side Access (ESA) project. In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, Board approval is requested to modify the Contract to provide staff and services for Project Management ("PM") and Project Controls ("PC") through December 2018.

PM and PC services under this Contract is provided on a cost-plus-fixed-fee, level-of-effort, not-to-exceed basis. The PM staff supervise and direct the work of the Consultant while the PC staff maintain project records for engineering deliverables, configuration management, correspondence, financial accounts and cost expenditures. Given the long duration of this contract, MTACC determined it best to evaluate PM and PC services on an annual basis to ensure that the MTA is receiving the most efficient and cost-effective services.

In September 2016 the MTA Board approved a modification increasing the PM and PC services amount by \$6,200,000, from \$18,856,813 to \$22,394,501 for PM and from \$11,193,410 to \$13,855,722 for PC, to provide these services until the end of 2017. This Modification will provide for the continuation of PM/PC staff and services through December 2018. This Modification also increases funding for two Project-Wide Services, Systems Safety & Security and Positive Train Control (PTC) Coordination for Harold. The additional funding in these areas will replenish the respective budgets to continue post-Design support to MTACC in its effort to obtain LIRR approval of Systems Safety & Security Certification of various design packages, and to coordinate ESA designs with LIRR's implementation of PTC in Harold Interlocking.

The GEC submitted a cost proposal totaling \$4,064,304 for this Modification. The MTACC estimate totaled \$3,006,886. Negotiations were held and the parties agreed to the not-to-exceed amount of \$2,984,571, which is considered to be fair and reasonable. MTACC will return to the Board at the end of 2018 to request funding for PM/PC services for 2019 based on the work remaining at that time.

In connection with a previous contract awarded to Parsons Brinckerhoff (WSP) a member of the Consultant joint venture, Parsons Brinckerhoff (WSP) was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in January 2007. No new SAI has been found relating to Parsons Brinckerhoff (WSP) and they have been found to be responsible.

Item Number: 3

Vendor Name (& Location)	
Michels Corporation (Mount Vernon, NY)	
Description	
Manhattan South Structures	
Contract Term (including Options, if any)	
880 Calendar Days	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
East Side Access/W. Goodrich, P.E.	

Contract Number	AWO/Modification #
CM005	40
Original Amount:	
	\$ 200,602,743
Prior Modifications:	
	\$ 39,541,368
Prior Budgetary Increases:	
	\$ - 0-
Current Amount:	
	\$ 240,144,111
This Request	
	\$ 1,269,507
% of This Request to Current Amount:	
	5%
% of Modifications (including This Request) to Original Amount:	
	20%

Discussion:

The work under the CM005 Contract includes the fabrication and construction of the permanent structural concrete lining, interior structures, and fit-out for caverns and tunnels previously excavated by others. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC is requesting Board approval of a final contract close-out modification which will incorporate changes to the contract drawings and specifications, compensate the contractor for those changes, and resolve open claims for schedule delays, additional work and non-compliant work.

The CM005 Contractor achieved Substantial Completion on April 22, 2016. At Substantial Completion several Contractor claims remained open. These claims included additional costs for alleged acceleration, extra work, and differing site conditions. In addition, MTACC discovered certain non-conforming work by the Contractor for which it intended to assert a back charge to cover the cost to remediate the non-conforming work. This modification resolves both the Contractor's claims and MTACC's back charge claims and also reconciles payments made under Contract allowance items.

The Contractor submitted proposals which sought a net contract increase of approximately \$16,019,200. MTACC performed its own independent cost assessment and estimate of each of the issues which resulted in a net contract increase of approximately \$2,314,358. The parties met on several occasions to discuss the merits of their respective positions and ultimately agreed to a net lump sum increase in the amount of \$2,333,000 which is considered to be fair and reasonable. However, taking into account the reduction in the Contract Price for the reconciliation of the unspent contract allowance items in the credit amount of \$1,063,493 the net value of this modification is \$1,269,507. Funding is available through the Contract's contingency.

December 2017

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | | |
|----|---|--------------|-------------------------------|
| 4. | Ansaldo STS
Contract No. VQ033
Modification No. 1 | \$ 2,900,000 | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC is requesting the Board ratify a modification to the contract to: (i) add redundant microprocessors in each of the 8 Central Instrument Locations (CIL's) in the Mid-Day Storage Yard (MDSY), (ii) extend the MDSY's signal limits and: (iii) reconfigure the west end track alignment.

Item Number: 4

Vendor Name (& Location) Ansaldo STS (Pittsburgh, PA)	Contract Number VQ033	AWO/Modification # 1
Description Mid Day Storage Yard Signal Central Instrument Location and Supervisory Control System for the East Side Access Project	Original Amount:	\$ 18,498,980
Contract Term (including Options, if any) 40.5 Months	Prior Modifications:	\$ -0-
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Prior Budgetary Increases:	\$ -0-
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 18,498,980
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request	\$ 2,900,000
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	16%
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich, P.E.	% of Modifications (including This Request) to Original Amount:	16%

Discussion:

This Contract is for the final design, fabrication, factory testing and delivery of a Vital Microprocessor-based Interlocking Control System (VMICS), Yard Control System and Yard Communications System for the Midday Storage Yard. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC is requesting the Board ratify a modification to the contract to: (i) add redundant microprocessors in each of the 8 Central Instrument Locations (CIL's) in the Mid-Day Storage Yard (MDSY), (ii) extend the MDSY's signal limits and: (iii) reconfigure the west end track alignment.

Long Island Rail Road ("LIRR") has requested that redundant microprocessors be added to the 8 CIL's provided under this Contract. The addition of redundant processors will provide increased reliability in the event of a signal microprocessor failure. Without the redundant microprocessors, a failure in one CIL microprocessor would affect the operations of the entire MDSY. In order for the Contractor to provide redundant microprocessors, it must develop detailed circuit drawings for each CIL and associated Battery Hut, and also revise the dimensions of the CIL enclosures.

In addition, in order to enhance rail operations in and out of Penn Station as well as maintenance and operation of the MDSY, LIRR has requested that egress be provided at the west end of the MDSY and that the MDSY be extended west to Amtrak's Sub 4 Track. This will require the VQ033 Contractor to redesign the circuitry, the signal system network equipment and the supervisory control system which requires additional equipment (switches, wayside signals, snow melter and signal cases), revised software and a revised signal network design.

The Contractor submitted a cost proposal of \$3,241,370 while the MTACC project estimate was \$2,843,760. In addition, MTACC's delay analysis shows an excusable, non-compensable delay to Substantial Completion of 296 calendar days and the Contractor's analysis showed a delay of 312 calendar days. Negotiations were held and the parties agreed to a cost of \$2,900,000 and an increase of 292 excusable non-compensable days to the Substantial Completion date of the contract. The negotiated costs and increase to substantial completion is considered to be fair and reasonable. The delay will not impact the scheduled revenue service date of the project. This modification is being funded by the LIRR.

In order to not delay the construction of the Mid-Day Storage Yard, the President approved a limited Retroactive Memorandum on February 2, 2017 and the Contractor was directed to proceed with the Work up to the not-to-exceed amount of \$400,000. Authorization to proceed with the remainder of the Work under this Modification will be given upon Board ratification of this Modification.

In connection with a previous contract awarded to the Contractor, the Contractor was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by MTA Interim Executive Director in consultation with the MTA General Counsel in March 2017. In addition, as a result of the review of the Contractor's responsibility since the prior contract award, new significant adverse information was identified, however the Contractor has been found responsible to receive this modification notwithstanding such new significant adverse information and such responsibility finding was approved by the MTACC President on November, 2017.



LONG ISLAND RAIL ROAD



Monthly Operating Report November 2017

Patrick Nowakowski
President

12/11/17 *****

Performance Summary

			2017 Data			2016 Data	
			Annual	YTD thru		YTD thru	
			Goal	Nov	Nov	Nov	Nov
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	91.6%	91.5%	91.9%	92.9%
		AM Peak		91.6%	91.4%	89.1%	92.9%
		PM Peak		88.5%	86.2%	89.7%	90.1%
		Total Peak		90.1%	88.9%	89.3%	91.6%
		Off Peak Weekday		91.6%	91.5%	92.5%	92.8%
		Weekend		93.6%	94.7%	93.7%	94.5%
	Babylon Branch	Overall	93.9%	92.0%	90.6%	91.9%	92.0%
		AM Peak		93.0%	92.8%	91.7%	94.0%
		PM Peak		89.5%	84.5%	89.3%	88.8%
		Total Peak		91.3%	89.0%	90.6%	91.6%
		Off Peak Weekday		91.8%	90.8%	91.7%	92.1%
		Weekend		93.8%	92.8%	94.9%	92.4%
	Far Rockaway Branch	Overall	96.6%	96.0%	95.6%	96.3%	96.6%
		AM Peak		93.9%	91.7%	90.5%	93.9%
		PM Peak		94.7%	93.7%	97.4%	96.3%
		Total Peak		94.3%	92.6%	93.6%	95.0%
		Off Peak Weekday		95.6%	95.9%	96.6%	96.8%
		Weekend		98.5%	97.9%	98.3%	97.7%
	Huntington Branch	Overall	92.5%	87.6%	90.3%	88.8%	91.3%
		AM Peak		90.8%	91.3%	83.2%	91.8%
		PM Peak		78.9%	81.3%	85.4%	88.6%
		Total Peak		85.1%	86.4%	84.2%	90.3%
		Off Peak Weekday		88.9%	89.7%	90.1%	90.2%
		Weekend		88.2%	94.5%	91.4%	93.6%
	Hempstead Branch	Overall	96.5%	94.0%	93.9%	94.7%	95.9%
		AM Peak		93.8%	94.2%	93.8%	96.5%
		PM Peak		91.0%	87.4%	89.9%	92.4%
		Total Peak		92.5%	91.0%	92.0%	94.5%
		Off Peak Weekday		93.3%	93.8%	94.6%	96.6%
		Weekend		97.0%	97.0%	97.5%	95.9%
	Long Beach Branch	Overall	95.9%	95.1%	93.5%	94.6%	94.9%
		AM Peak		96.0%	93.5%	91.7%	95.0%
		PM Peak		93.1%	89.4%	93.1%	92.8%
		Total Peak		94.6%	91.6%	92.3%	94.0%
		Off Peak Weekday		94.9%	93.6%	94.5%	94.9%
		Weekend		96.2%	95.9%	97.7%	96.2%
	Montauk Branch	Overall	90.8%	88.7%	89.2%	90.0%	90.1%
		AM Peak		81.0%	89.4%	88.1%	88.1%
		PM Peak		88.2%	86.6%	89.5%	89.9%
		Total Peak		84.4%	88.1%	88.8%	88.9%
		Off Peak Weekday		90.9%	90.6%	91.4%	90.8%
		Weekend		88.3%	87.7%	88.1%	89.6%
	Oyster Bay Branch	Overall	94.1%	91.2%	92.1%	89.6%	92.6%
		AM Peak		93.2%	92.6%	91.2%	94.1%
		PM Peak		81.0%	83.3%	82.5%	85.4%
		Total Peak		87.5%	88.3%	87.2%	90.1%
		Off Peak Weekday		92.6%	92.8%	93.5%	94.0%
		Weekend		92.9%	95.5%	83.8%	93.1%

Performance Summary		2017 Data			2016 Data	
		Annual	YTD thru		YTD thru	
		Goal	Nov	Nov	Nov	Nov
Port Jefferson Branch	Overall	90.9%	87.8%	90.9%	89.3%	90.1%
	AM Peak		89.3%	89.5%	85.7%	89.8%
	PM Peak		81.6%	87.2%	91.2%	90.0%
	Total Peak		85.7%	88.5%	88.3%	89.9%
	Off Peak Weekday		85.9%	89.1%	87.9%	87.4%
	Weekend		94.8%	97.4%	93.8%	95.7%
Port Washington Branch	Overall	95.3%	93.2%	91.0%	93.3%	93.2%
	AM Peak		91.3%	90.6%	89.2%	93.7%
	PM Peak		94.2%	83.3%	90.5%	87.2%
	Total Peak		92.8%	86.9%	89.8%	90.4%
	Off Peak Weekday		91.6%	90.2%	92.5%	92.3%
	Weekend		96.8%	97.2%	98.8%	98.2%
Ronkonkoma Branch	Overall	91.6%	87.8%	89.2%	87.5%	90.7%
	AM Peak		89.4%	88.2%	83.3%	89.6%
	PM Peak		86.0%	89.2%	87.6%	91.5%
	Total Peak		87.9%	88.7%	85.3%	90.5%
	Off Peak Weekday		87.3%	88.6%	90.2%	90.8%
	Weekend		88.8%	91.4%	84.3%	90.8%
West Hempstead Branch	Overall	95.8%	95.2%	95.0%	96.1%	96.5%
	AM Peak		91.4%	91.3%	95.2%	95.2%
	PM Peak		88.9%	88.2%	91.3%	92.3%
	Total Peak		90.0%	89.6%	93.1%	93.6%
	Off Peak Weekday		97.0%	97.1%	97.2%	97.9%
	Weekend		98.1%	97.5%	97.5%	97.2%
Operating Statistics		Trains Scheduled	20,121	227,386	20,219	225,822
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-12.8	-12.2	-11.6	-13.1
Trains Over 15 min. Late excluding trains canceled or terminated			250	3,014	257	2,883
Trains Canceled			94	1,218	44	1,138
Trains Terminated			45	699	35	478
Percent of Scheduled Trips Completed			99.3%	99.2%	99.6%	99.3%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.2%			
		PM Peak	98.8%			
		Total Peak	99.0%			

System Categories Of Delay	% Total	2017	2017 Data		2016 Data		YTD 2017 Vs 2016
		Oct	Nov	YTD Thru Nov	Nov	YTD Thru Nov	
Engineering (Scheduled)	1.4%	11	24	555	18	746	(191)
Engineering (Unscheduled)	15.2%	171	255	2,308	298	1,872	436
Maintenance of Equipment	7.5%	152	127	1,755	116	1,391	364
Transportation	4.0%	36	67	812	17	470	342
Capital Projects	4.0%	39	68	497	28	457	40
Weather and Environmental	12.4%	152	209	2,072	219	1,893	1
Police	14.0%	130	235	1,752	181	1,810	(58)
Customers	29.1%	410	489	4,972	415	4,402	570
Other	6.4%	117	107	1,267	251	1,900	(633)
3rd Party Operations	6.1%	56	102	3,231	98	1,191	2,040
Total	100.0%	1,274	1,683	19,221	1,641	16,132	3,089



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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
2-Nov	Thur	Train 2080 with a trespasser strike west of Bethpage Station	3		3				5	2		8	2	3
7-Nov	Tues	Vehicle on the tracks at Willis Avenue				33	17	1	16	7	1	49	24	2
7-Nov	Tues	Low adhesion system wide							16			16		
7-Nov	Tues	Slow weather loading							10			10		
8-Nov	Wed	Signal trouble in Queens Interlocking				14			7			21		
12-Nov	Sun	Broken rail west of Flushing Main Street							3	7	1	3	7	1
13-Nov	Mon	Low adhesion system wide	7		1				5		1	12		2
14-Nov	Tues	Amtrak related switch trouble in JO Interlocking				20	3		9	2		29	5	
14-Nov	Tue	Broken rail west of Dunton	2						1		8	3		8
15-Nov	Wed	Amtrak extension of track work - Line 4	14	1	1				1			15	1	1
15-Nov	Wed	Slow loading system wide							10			10		
16-Nov	Thurs	Low adhesion system wide	8	1					3			11	1	
18-Nov	Sat	Low adhesion system wide							12			12		
18-Nov	Sat	Motor vehicle incident on platform at Mineola Station							18	2		18	2	
20-Nov	Mon	Slow loading system wide	4						7			11		
21-Nov	Tues	Low adhesion system wide	5		1				8			13		1
21-Nov	Tues	Automobile strike west of Bethpage Station							10	1	2	10	1	2
22-Nov	Wed	Amtrak related switch trouble in F Interlocking				14	6		3		3	17	6	3
22-Nov	Wed	Switch trouble at Nassau Interlocking				8			7	1		15	1	
22-Nov	Wed	Low adhesion system wide	2						8			10		
22-Nov	Wed	Holiday loading				3			14			17		
22-Nov	Wed	Holiday unloading				2			16			18		
28-Nov	Tues	Low adhesion system wide				4			18	2		22	2	
29-Nov	Wed	Switch trouble in Brook Interlocking				18	3		2	1	1	20	4	1
30-Nov	Thurs	Switch trouble in Nassau Interlocking				8	7		14	1		22	8	
30-Nov	Thurs	Low adhesion system wide	4	1	2				9			13	1	2
30-Nov	Thurs	Heavy holiday loading	3						17			20		
30-Nov	Thurs	Possible rules violation in Jay Interlocking	27						2			29		
TOTAL FOR MONTH			79	3	8	124	36	1	251	26	17	454	65	26
													545	



Long Island Rail Road

OPERATIONS

MECHANICAL REPORT

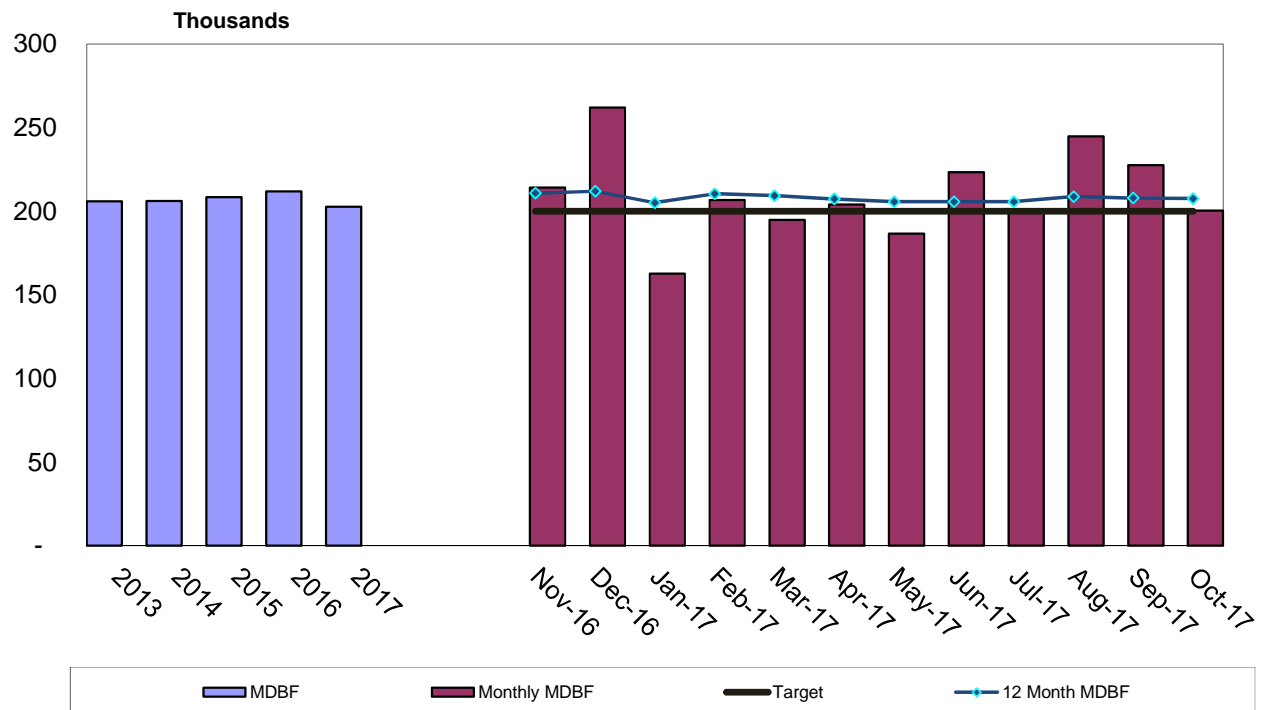
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - OCTOBER 2017

	2017 Data							2016 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)	12 month MDBF Rolling Avg (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)
Mean	M-3	150	67,000	98,928	6	74,195	71,191	63,367	9	65,754
Distance	M-7	836	440,000	464,392	11	440,783	456,294	340,288	15	429,485
Between Failures	C-3	134	122,000	105,415	7	136,168	140,166	222,075	3	158,434
	DE	24	22,000	18,212	5	18,092	19,121	43,798	2	21,738
	DM	21	22,000	20,671	4	27,539	29,370	24,903	3	25,857
	Diesel	179	65,000	56,978	16	67,430	70,409	103,566	8	74,725
	Fleet	1,165	200,000	200,410	33	202,728	207,700	203,223	32	207,622

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 November	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	13	17
		Total Standees	13	17
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	7	0
		Total Standees	47	0
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	21	71
		Total Standees	21	71
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	7	16
		Total Standees	7	16
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			89	104

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF NOVEMBER 2017

Standee Report

West Of Jamaica

			2017 Data November	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	12	12
		Total Standees	12	12
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	15	37
		Total Standees	55	37
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	8	12
		Total Standees	8	12
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	24	0
		Total Standees	52	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	21	71
		Total Standees	21	71
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	5	14
		Total Standees	5	14
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	8	0
		Total Standees	8	0
System Wide PEAK			162	146

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 THE MONTH OF NOVEMBER 2017

Elevator Availability		2017		2016	
		November	Year to Date	November	Year to Date
Branch	Babylon Branch	99.4%	99.0%	99.3%	98.7%
	Far Rockaway Branch	98.6%	99.1%	99.6%	98.8%
	Hempstead Branch	95.8%	99.0%	99.5%	99.0%
	Long Beach Branch	99.1%	99.1%	98.8%	99.2%
	Port Jefferson Branch	98.7%	98.7%	99.6%	96.8%
	Port Washington Branch	99.5%	99.3%	99.0%	98.6%
	Ronkonkoma Branch	99.4%	99.3%	99.6%	99.2%
	City Terminal Stations	98.6%	98.7%	99.6%	98.6%
	Overall Average	98.9%	99.0%	99.5%	98.6%

(XX - Hicksville escalators out of service for replacement)

Escalator Availability		2017		2016	
		November	Year to Date	November	Year to Date
Branch	Babylon Branch	97.2%	97.1%	97.3%	97.6%
	Far Rockaway Branch	98.8%	96.7%	99.3%	98.4%
	Hempstead Branch	99.2%	98.4%	99.3%	98.0%
	Long Beach Branch	93.9%	91.2%	96.5%	96.2%
	Port Jefferson Branch	XX	97.7%	96.7%	97.3%
	City Terminal	98.5%	97.8%	99.8%	98.7%
	Overall Average	97.8%	97.3%	98.5%	98.1%



Long Island Rail Road

OPERATIONS
SAFETY REPORT

October Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	November 2014 - October 2015	November 2015 October 2016	November 2016 - October 2017
FRA Reportable Customer Accident Rate per Million Customers	4.23	3.08	3.90
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.62	2.98	3.66
Grade Crossing Incidents ¹	10	7	15
Mainline FRA Reportable Train Derailments	0	2	1
Mainline FRA Reportable Train Collisions	2	2	2

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

Leading Indicators				
Focus on Safety Training	2016		2017	
	Year End		October	Year to Date
First Responders Trained	1537		130	1,362
Employee Safety Training Courses	210		90	598
Employees Trained	6,013		1,116	8,929
Employee Safety Training Hours	223,736		26,980	223,123
Customer and Community:	October	Year to Date	October	Year to Date
Broken Gates	10	108	14	98
MTA Police Details	53	427	148	883
Summons	152	1,551	93	1,589
Warnings	55	740	85	736
Arrests	0	5	0	1
Community Education and Outreach	19,848	101,911	18,894	99,386
		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 THE MONTH OF NOVEMBER 2017**

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

Escalators	Mechanical Injury	Human Factor Injury
Baldwin	0	1

Definitions:

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



Long Island Rail Road

Monthly Financial Report

October 2017

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

SUMMARY

October YTD operating results were favorable by \$81.3 or 8.4% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through October were \$0.7 unfavorable to forecast. Farebox Revenue was favorable as a result of higher ridership, partially offset by lower yields per passenger. Other Operating Revenues were unfavorable due to lower advertising revenue, partially offset by higher miscellaneous revenue. Total Non-Reimbursable expenses through October were \$82.0 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 \$29.1 higher than the Mid-Year Forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date October **Total Revenues** (including Capital and Other Reimbursements) of \$986.3 were \$28.4 or 3.0% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$0.5 favorable to forecast due to higher ridership, partially offset by lower yield per passenger. Ridership through October was 74.5 million. This was 0.3% above 2016 (adjusted for same number of calendar work days) and 3.4% higher than forecast.
- **Y-T-D Other Operating Revenues** were \$(1.1) unfavorable to forecast due to lower advertising and special services revenue, partially offset by higher rental, miscellaneous and freight revenue.
- **Y-T-D Capital and Other Reimbursements** were \$29.1 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date October **Total Expenses** (including depreciation and other) of \$1,870.4 were favorable to the Mid-Year Forecast by \$52.9 or 2.7%.

Labor Expenses, \$11.0 favorable Y-T-D.

- **Payroll**, \$14.6 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(13.9) 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**, \$2.9 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$7.6 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(0.3) unfavorable Y-T-D (Higher FELA Indemnity payments, partially offset by lower Railroad Retirement Taxes).

Non-Labor Expenses, \$42.5 favorable Y-T-D.

- **Electric Power**, \$(2.1) unfavorable Y-T-D (higher rates and consumption).
- **Fuel**, \$0.1 favorable Y-T-D (lower rates).
- **Insurance**, \$1.5 favorable Y-T-D (lower Liability, Property and Force Account Insurance).
- **Claims**, \$(4.1) unfavorable Y-T-D (increase in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$9.8 favorable Y-T-D (Primarily timing of vegetation management, construction services, TVM maintenance, janitorial and custodial services, security services and other maintenance and operating contracts and lower Amtrak State of Good Repair support costs including bussing and ferry service, partially offset by timing of elevator/escalator maintenance and higher non-revenue vehicle repairs, HVAC maintenance and equipment rental).
- **Professional Services**, \$7.6 favorable Y-T-D (Primarily timing of activities/payments for Enterprise Asset Management, MTA chargebacks, medical services, M7 propulsion consultant, advertising and other professional services contracts, partially offset by higher legal fees.)
- **Materials and Supplies**, \$28.1 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments).

- **Other Business Expense**, \$1.6 favorable Y-T-D (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 and higher bad debt reserves due to Amtrak outstanding receivables).

Depreciation and Other, \$(0.6) unfavorable Y-T-D (primarily higher Depreciation and Other Post-Employment Benefits, partially offset by lower Environmental Remediation).

CASH DEFICIT SUMMARY

The Cash Deficit through October of \$602.9 was \$36.85 favorable to the Mid-Year Forecast due to lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 51.1%, 3.6 percentage points above the Mid-Year Forecast resulting from lower expenses.
- Through October, the Adjusted Farebox Operating Ratio was 59.8%, which is favorable to the Mid-Year Forecast due to lower expenses.
- Through October, the Adjusted Cost per Passenger was \$14.56, which is lower than the Mid-Year Forecast due to lower expenses and higher passengers.
- Through October, the Revenue per Passenger was \$8.14, 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
October 2017
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$62.567	\$62.679	\$0.112	0.2	\$0.000	\$0.000	\$0.000	-	\$62.567	\$62.679	\$0.112	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.858	3.251	(0.607)	(15.7)	0.000	0.000	0.000	-	3.858	3.251	(0.607)	(15.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	37.800	54.939	17.139	45.3	37.800	54.939	17.139	45.3
Total Revenue	\$66.425	\$65.930	(\$0.495)	(0.7)	\$37.800	\$54.939	\$17.139	45.3	\$104.225	\$120.869	\$16.644	16.0
Expenses												
<i>Labor:</i>												
Payroll	\$40.695	\$37.855	\$2.840	7.0	\$13.645	\$13.992	(\$0.347)	(2.5)	\$54.340	\$51.847	\$2.493	4.6
Overtime	10.403	11.721	(1.318)	(12.7)	3.014	7.280	(4.266)	*	13.417	19.001	(5.584)	(41.6)
Health and Welfare	8.146	7.158	0.988	12.1	2.800	3.474	(0.674)	(24.1)	10.946	10.633	0.313	2.9
OPEB Current Payment	6.028	5.044	0.984	16.3	0.000	0.000	0.000	-	6.028	5.044	0.984	16.3
Pensions	10.839	9.891	0.948	8.7	4.549	5.486	(0.937)	(20.6)	15.388	15.377	0.011	0.1
Other Fringe Benefits	8.811	10.548	(1.737)	(19.7)	2.863	3.927	(1.064)	(37.2)	11.674	14.475	(2.801)	(24.0)
Reimbursable Overhead	(3.282)	(5.769)	2.487	75.8	3.282	5.769	(2.487)	(75.8)	0.000	0.000	0.000	-
Total Labor Expenses	\$81.640	\$76.449	\$5.191	6.4	\$30.153	\$39.929	(\$9.776)	(32.4)	\$111.793	\$116.378	(\$4.585)	(4.1)
<i>Non-Labor:</i>												
Electric Power	\$6.591	\$5.784	\$0.807	12.2	\$0.012	\$0.621	(\$0.609)	*	\$6.603	\$6.404	\$0.199	3.0
Fuel	1.376	1.732	(0.356)	(25.9)	0.000	0.000	(0.000)	-	1.376	1.732	(0.356)	(25.9)
Insurance	1.707	1.685	0.022	1.3	1.001	1.010	(0.009)	(0.9)	2.708	2.695	0.013	0.5
Claims	0.368	0.139	0.229	62.2	0.000	0.000	0.000	-	0.368	0.139	0.229	62.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.538	4.596	2.942	39.0	1.492	2.338	(0.846)	(56.7)	9.030	6.935	2.095	23.2
Professional Service Contracts	3.806	3.541	0.265	7.0	0.058	0.145	(0.087)	*	3.864	3.686	0.178	4.6
Materials & Supplies	15.364	10.003	5.361	34.9	5.045	10.780	(5.735)	*	20.409	20.784	(0.375)	(1.8)
Other Business Expenses	1.986	1.060	0.926	46.6	0.039	0.115	(0.076)	*	2.025	1.176	0.849	41.9
Total Non-Labor Expenses	\$38.736	\$28.541	\$10.195	26.3	\$7.647	\$15.010	(\$7.363)	(96.3)	\$46.383	\$43.550	\$2.833	6.1
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$120.376	\$104.989	\$15.387	12.8	\$37.800	\$54.939	(\$17.139)	(45.3)	\$158.176	\$159.928	(\$1.752)	(1.1)
Depreciation	\$28.348	\$27.694	\$0.654	2.3	\$0.000	\$0.000	\$0.000	-	\$28.348	\$27.694	\$0.654	2.3
Other Post Employment Benefits	7.261	7.276	(0.015)	(0.2)	0.000	0.000	0.000	-	7.261	7.276	(0.015)	(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)
Total Expenses	\$156.141	\$140.126	\$16.015	10.3	\$37.800	\$54.939	(\$17.139)	(45.3)	\$193.941	\$195.065	(\$1.124)	(0.6)
Net Surplus/(Deficit)	(\$89.716)	(\$74.196)	\$15.520	17.3	\$0.000	\$0.000	\$0.000	-	(\$89.716)	(\$74.196)	\$15.520	17.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.348	\$27.694	(\$0.654)	(2.3)	\$0.000	\$0.000	\$0.000	-	\$28.348	\$27.694	(\$0.654)	(2.3)
Operating/Capital	(2.893)	(2.631)	0.262	9.1	0.000	0.000	0.000	-	(2.893)	(2.631)	0.262	9.1
Other Cash Adjustments	5.915	0.950	(4.965)	(83.9)	0.000	0.000	0.000	-	5.915	0.950	(4.965)	(83.9)
Total Cash Conversion Adjustments	\$31.370	\$26.013	(\$5.357)	(17.1)	0.000	\$0.000	\$0.000	-	\$31.370	\$26.013	(\$5.357)	(17.1)
Net Cash Surplus/(Deficit)	(\$58.346)	(\$48.183)	\$10.163	17.4	\$0.000	\$0.000	\$0.000	-	(\$58.346)	(\$48.183)	\$10.163	17.4

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
OCTOBER YEAR-TO-DATE
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$603.097	\$603.565	\$0.468	0.1	\$0.000	\$0.000	\$0.000	-	\$603.097	\$603.565	\$0.468	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	46.098	44.958	(1.140)	(2.5)	0.000	\$0.000	0.000	-	\$46.098	\$44.958	(1.140)	(2.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	308.736	\$337.823	29.087	9.4	\$308.736	\$337.823	29.087	9.4
Total Revenue	\$649.195	\$648.523	(\$0.672)	(0.1)	\$308.736	\$337.823	\$29.087	9.4	\$957.931	\$986.347	\$28.416	3.0
Expenses												
<i>Labor:</i>												
Payroll	\$429.446	\$421.292	\$8.154	1.9	\$106.819	\$100.393	\$6.426	6.0	\$536.265	\$521.686	\$14.579	2.7
Overtime	106.433	108.366	(1.933)	(1.8)	28.829	\$40.788	(11.959)	(41.5)	135.262	\$149.154	(13.892)	(10.3)
Health and Welfare	86.752	82.545	4.207	4.8	23.285	\$24.587	(1.302)	(5.6)	110.037	\$107.132	2.905	2.6
OPEB Current Payment	57.509	49.938	7.571	13.2	0.000	\$0.000	0.000	-	57.509	\$49.938	7.571	13.2
Pensions	116.637	115.587	1.050	0.9	37.210	\$38.186	(0.976)	(2.6)	153.847	\$153.773	0.074	0.0
Other Fringe Benefits	118.982	116.235	2.747	2.3	24.153	\$27.172	(3.019)	(12.5)	143.135	\$143.407	(0.272)	(0.2)
Reimbursable Overhead	(27.609)	(38.736)	11.127	40.3	27.609	\$38.736	(11.127)	(40.3)	0.000	\$0.000	0.000	-
Total Labor Expenses	\$888.150	\$855.228	\$32.922	3.7	\$247.905	\$269.863	(\$21.958)	(8.9)	\$1,136.055	\$1,125.090	\$10.965	1.0
<i>Non-Labor:</i>												
Electric Power	\$69.607	\$70.698	(\$1.091)	(1.6)	\$0.517	\$1.513	(\$0.996)	*	\$70.124	\$72.211	(\$2.087)	(3.0)
Fuel	13.700	13.539	0.161	1.2	0.000	\$0.047	(0.047)	-	13.700	\$13.585	0.115	0.8
Insurance	17.737	17.210	0.527	3.0	7.436	\$6.513	0.923	12.4	25.173	\$23.723	1.450	5.8
Claims	3.637	7.721	(4.084)	*	0.000	\$0.000	0.000	-	3.637	\$7.721	(4.084)	*
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	83.725	75.192	8.533	10.2	12.577	\$11.314	1.263	10.0	96.302	\$86.506	9.796	10.2
Professional Service Contracts	30.802	21.899	8.903	28.9	0.994	\$2.336	(1.342)	*	31.796	\$24.234	7.562	23.8
Materials & Supplies	133.446	99.083	34.363	25.8	38.901	\$45.151	(6.250)	(16.1)	172.347	\$144.234	28.113	16.3
Other Business Expenses	19.007	16.710	2.297	12.1	0.406	\$1.087	(0.681)	*	19.413	\$17.798	1.615	8.3
Total Non-Labor Expenses	\$371.661	\$322.052	\$49.609	13.3	\$60.831	\$67.961	(\$7.130)	(11.7)	\$432.492	\$390.012	\$42.480	9.8
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,259.811	\$1,177.279	\$82.532	6.6	\$308.736	\$337.823	(\$29.087)	(9.4)	\$1,568.547	\$1,515.103	\$53.444	3.4
Depreciation	\$280.535	\$280.867	(0.332)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$280.535	\$280.867	(\$0.332)	(0.1)
Other Post Employment Benefits	72.474	73.265	(0.791)	(1.1)	0.000	0.000	0.000	-	72.474	\$73.265	(0.791)	(1.1)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Environmental Remediation	1.693	1.136	0.557	32.9	0.000	0.000	0.000	-	1.693	\$1.136	0.557	32.9
Total Expenses	\$1,614.513	\$1,532.547	\$81.966	5.1	\$308.736	\$337.823	(\$29.087)	(9.4)	\$1,923.249	\$1,870.370	\$52.879	2.7
Net Surplus/(Deficit)	(\$965.318)	(\$884.024)	\$81.294	8.4	\$0.000	\$0.000	\$0.000	-	(\$965.318)	(\$884.024)	\$81.294	8.4
<i>Cash Conversion Adjustments</i>												
Depreciation	\$280.535	\$280.867	\$0.332	0.1	\$0.000	\$0.000	\$0.000	-	\$280.535	\$280.867	\$0.332	0.1
Operating/Capital	(15.735)	(7.985)	7.750	49.3	0.000	0.000	0.000	-	(15.735)	(7.985)	7.750	49.3
Other Cash Adjustments	60.755	8.221	(52.534)	(86.5)	0.000	0.000	0.000	-	60.755	\$8.221	(52.534)	(86.5)
Total Cash Conversion Adjustments	\$325.555	\$281.103	(\$44.452)	(13.7)	\$0.000	\$0.000	\$0.000	-	\$325.555	\$281.103	(\$44.452)	(13.7)
Net Cash Surplus/(Deficit)	(\$639.763)	(\$602.921)	\$36.842	5.8	\$0.000	\$0.000	\$0.000	-	(\$639.763)	(\$602.921)	\$36.842	5.8

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

October 2017					Year-to-Date October 2017		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.112	0.2	Higher ridership \$0.089 and yield per passenger \$0.023.	0.468	0.1	Higher ridership \$20.316, partially offset by lower yield per passenger \$(19.848).
Other Operating Revenue	Non Reimb.	(0.607)	(15.7)	Primarily the timing of station privileges and miscellaneous revenue and lower special services revenue, partially offset by higher rental and freight revenue.	(1.140)	(2.5)	Primarily the timing of station privileges and lower special services revenue, partially offset by higher rentals and the timing of miscellaneous and freight revenue.
Capital & Other Reimbursements	Reimb.	17.139	45.3	Timing of capital project activity and interagency reimbursements.	29.087	9.4	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	2.840	7.0	Primarily due to vacant positions, partially offset by Engineering field forces working on maintenance activities instead of capital project activity.	8.154	1.9	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.	(0.347)	(2.5)	Primarily due to timing of project activity.	6.426	6.0	Primarily due to timing of project activity.
Overtime	Non Reimb.	(1.318)	(12.7)	Higher maintenance, vacancy/absentee coverage and scheduled services.	(1.933)	(1.8)	Higher maintenance and scheduled service overtime, partially offset by lower vacancy/absentee coverage, weather-related overtime and unscheduled service.
	Reimb.	(4.266)	*	Primarily due to higher than expected overtime on the Babylon branch due to replacement of concrete ties.	(11.959)	(41.5)	Over-run attributed to Main Line Double track, Babylon branch concrete ties replacements, Hicksville Station Improvements, East Side Access projects, East Rail Yard, Speonk to Montauk signal construction and Jamaica capacity improvements.
Health and Welfare	Non Reimb.	0.988	12.1	Vacant positions.	4.207	4.8	Vacant positions.
	Reimb.	(0.674)	(24.1)	Primarily due to timing of project activity.	(1.302)	(5.6)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.984	16.3	Fewer retirees/beneficiaries.	7.571	13.2	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

October 2017				Year-to-Date October 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	

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

October 2017				Year-to-Date October 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.	0.948	8.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	1.050	0.9	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.937)	(20.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.976)	(2.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(1.737)	(19.7)	Higher FELA indemnity reserves, partially offset by lower Railroad Retirement taxes.	2.747	2.3	Primarily due to lower Railroad Retirement taxes, partially offset by higher FELA indemnity reserves and meal allowances.
	Reimb.	(1.064)	(37.2)	Primarily due to timing of project activity.	(3.019)	(12.5)	Primarily due to timing of project activity.
Reimbursable Overhead	Reimb	(2.487)	(75.8)	Primarily due to timing of project activity.	(11.127)	(40.3)	Primarily due to timing of project activity.
	Non Reimb.	2.487	75.8	Primarily due to timing of project activity.	11.127	40.3	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.807	12.2	Primarily due to the timing of accrual adjustments and lower consumption and rates.	(1.091)	(1.6)	Higher rates and consumption, partially offset by the timing of accrual adjustments.
	Reimb.	(0.609)	*	VD Yard	(0.996)	*	VD Yard
Fuel	Non Reimb.	(0.356)	(25.9)	Primarily due to the timing of accrual adjustments, partially offset by lower rates and consumption.	0.161	1.2	Primarily due to lower rates and consumption, partially offset by the timing of accrual adjustments.
	Reimb.	(0.000)	-		(0.047)	-	
Insurance	Non Reimb.	0.022	1.3	Lower Liability insurance, partially offset by higher property insurance.	0.527	3.0	Lower Liability and Property insurance.
	Reimb.	(0.009)	(0.9)	Force Account Insurance associated with project activity.	0.923	12.4	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.229	62.2	Lower non-employee claims and public liability reserves partially offset by higher corporate reserves.	(4.084)	*	Higher public liability reserves, corporate reserves and non-employee claims.

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

October 2017					Year-to-Date October 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.	2.942	39.0	Primarily due to the timing of payments/activities for TVM Maintenance, vegetation management, security services, elevator/escalator and various other maintenance and other operating contracts and prior period accrual adjustments for janitorial services and Amtrak State Of Good Repair ferry services, partially offset by higher vehicle lease payments and equipment rentals and the timing of payments for construction services and uniform purchases.	8.533	10.2	Primarily due to lower Amtrak State of Good Repair bussing and ferry service and timing of construction services, TVM maintenance, vegetation management, security services, uniforms and other maintenance and operating contracts, partially offset by higher vehicle lease payments, non-revenue vehicle repairs, escalator/elevator and HVAC maintenance.		
	Reimb.	(0.846)	(56.7)	Primarily due to timing of project activity.	1.263	10.0	Primarily due to timing of project activity.		
Professional Service Contracts	Non Reimb.	0.265	7.0	Primarily due to timing of M7 propulsion consultant, medical and drug testing services and MTA Chargebacks, partially offset by higher engineering consultant services, marketing and public affairs and right of way initiatives, and legal fees for state Initiatives.	8.903	28.9	Primarily due to the timing of activities/payments for Enterprise Asset Management, M7 propulsion consultant, MTA chargebacks, medical and drug testing services, marketing efforts and other professional service contracts and lower Amtrak State of Good Repair Penn Station Mitigation efforts, partially offset by higher legal fees for state initiatives and higher engineer consultant services.		
	Reimb.	(0.087)	*	Primarily due to timing of project activity.	(1.342)	*	Primarily due to timing of project activity.		
Materials & Supplies	Non Reimb.	5.361	34.9	Primarily timing of fleet modification initiatives (MFU, TOD and CDS), cameras, M7 observer seat, 12 year diesel propulsion, pooled material chargeouts and other initiatives under the Reliability Centered Maintenance (RCM), partially offset by advanced payments made for Wheel Impact Load Detector (WILD).	34.363	25.8	Primarily timing of fleet modification initiatives (MFU, TOD and CDS), cameras, M7 observer seat, 12 year diesel propulsion, timing of pooled material chargeouts and other initiatives under the Reliability Centered Maintenance (RCM) program and lower miscellaneous inventory adjustments, partially offset by advance payments made for WILD.		
	Reimb.	(5.735)	*	Primarily due to timing of project activity.	(6.250)	(16.1)	Primarily due to timing of project activity.		

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

October 2017				Year-to-Date October 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	0.926	46.6	Higher restitution on property damage, the timing of beneficial use of various NYPA loans and Rolling Stock decommissioning and lower print, stationary and office supplies, partially offset by higher debit/credit card fees.	2.297	12.1	Timing of beneficial use of various NYPA loans and Rolling Stock decommissioning, higher restitution on property damage and lower office, print and stationary supplies, partially offset by higher bad debt reserves due to outstanding Amtrak receivables and higher debit/credit card fees.
	Reimb.	(0.076)	*	Primarily due to timing of project activity.	(0.681)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.654	2.3	Timing	(0.332)	(0.1)	Timing
Other Post Employment Benefits	Non Reimb.	(0.015)	(0.2)		(0.791)	(1.1)	Latest actuarial estimates
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	(0.011)	(6.8)		0.557	32.9	Reserve adjustments

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES October 2017 (\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$64.195	\$64.973	\$0.778	1.2	\$621.198	\$619.834	(\$1.364)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.935	1.875	(0.060)	(3.1)	37.114	35.625	(1.489)	(4.0)
Capital & Other Reimbursements	35.470	31.495	(3.975)	(11.2)	274.317	247.849	(26.468)	(9.6)
Total Receipts	\$101.600	\$98.343	(\$3.257)	(3.2)	\$932.629	\$903.308	(\$29.321)	(3.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$57.067	\$49.001	\$8.066	14.1	\$521.194	\$511.514	\$9.680	1.9
Overtime	12.387	14.821	(2.434)	(19.7)	133.507	141.344	(7.837)	(5.9)
Health and Welfare	10.946	10.589	0.357	3.3	108.618	104.069	4.549	4.2
OPEB Current Payment	6.028	4.998	1.030	17.1	57.512	49.942	7.570	13.2
Pensions	15.388	15.069	0.319	2.1	152.598	150.025	2.573	1.7
Other Fringe Benefits	11.574	10.148	1.426	12.3	140.991	139.073	1.918	1.4
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$113.390	\$104.626	\$8.764	7.7	\$1,114.420	\$1,095.968	\$18.452	1.7
<i>Non-Labor:</i>								
Electric Power	\$6.603	\$8.564	(\$1.961)	(29.7)	\$70.421	\$69.244	\$1.177	1.7
Fuel	1.376	1.738	(0.362)	(26.3)	14.219	12.619	1.600	11.3
Insurance	0.401	3.762	(3.361)	*	24.955	26.916	(1.961)	(7.9)
Claims	0.149	0.088	0.061	41.0	1.449	2.583	(1.134)	(78.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.162	5.752	6.410	52.7	101.360	82.952	18.408	18.2
Professional Service Contracts	4.346	1.121	3.225	74.2	31.441	22.769	8.672	27.6
Materials & Supplies	17.791	18.046	(0.255)	(1.4)	179.185	162.618	16.567	9.2
Other Business Expenses	2.023	1.248	0.775	38.3	18.352	14.656	3.696	20.1
Total Non-Labor Expenditures	\$44.851	\$40.318	\$4.533	10.1	\$441.382	\$394.357	\$47.025	10.7
<i>Other Expenditure Adjustments:</i>								
Other	\$1.705	\$1.439	\$0.266	15.6	\$16.590	\$14.841	\$1.749	10.5
Total Other Expenditure Adjustments	\$1.705	\$1.439	\$0.266	15.6	\$16.590	\$14.841	\$1.749	10.5
Total Expenditures	\$159.946	\$146.383	\$13.563	8.5	\$1,572.392	\$1,505.167	\$67.225	4.3
Cash Timing and Availability Adjustment	0.000	(0.143)	(0.143)	-	0.000	(1.062)	(1.062)	-
Net Cash Deficit (excludes opening balance)	(\$58.346)	(\$48.183)	\$10.163	17.4	(\$639.763)	(\$602.921)	\$36.842	5.8
Subsidies								
MTA	58.346	48.183	(10.163)	(17.4)	639.763	602.921	(36.842)	(5.8)

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 JULY FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	October 2017			Year-to-Date as of October 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	0.778	1.2	Higher advance sales impact \$0.826, higher ridership \$0.089 and higher yields \$0.023, partially offset by lower MetroCard/AirTrain sales \$(0.160).	(1.364)	(0.2)	Lower yields \$(19.848) and lower MetroCard/AirTrain sales \$(2.172), partially offset by higher ridership \$20.316 and higher advance sales impact \$0.340.
Other Operating Revenue	(0.060)	(3.1)	Primarily rental receipts, partially offset by the timing of miscellaneous revenue.	(1.489)	(4.0)	Primarily the timing of NYCTA transportation pass reimbursement and lower special service receipts, partially offset by the timing of rental receipts.
Capital and Other Reimbursements	(3.975)	(11.2)	Timing of activity and reimbursement for capital and other reimbursements.	(26.468)	(9.6)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	8.066	14.1	Primarily due to the early payment of Retro Wage Adjustments (RWA) in September rather than as forecast in October, vacant positions and sick pay law claims, partially offset by the timing of intercompany reimbursements.	9.680	1.9	Primarily due to vacant positions and sick pay law claims, partially offset by the recording of overtime RWA actuals in payroll, intercompany reimbursements and retiree sick/vacation buyout payments.
Overtime	(2.434)	(19.7)	Primarily due to higher project, maintenance, vacancy/absentee coverage and scheduled overtime services, partially offset by the early payment of RWA in September rather than as forecast in October.	(7.837)	(5.9)	Primarily due to higher project, maintenance and scheduled service overtime, partially offset by lower vacancy/absentee coverage, the recording of overtime RWA actuals in payroll, weather-related and unscheduled service overtime.
Health and Welfare	0.357	3.3	Primarily due to vacant positions and intercompany reimbursements.	4.549	4.2	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	1.030	17.1	Primarily due to fewer retirees/beneficiaries.	7.570	13.2	Primarily due to fewer retirees/beneficiaries.
Pensions	0.319	2.1	Due to intercompany reimbursements.	2.573	1.7	Due to intercompany reimbursements.

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

Table 5

Generic Revenue or Expense Category	October 2017			Year-to-Date as of October 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.426	12.3	Primarily the timing of RWA associated Railroad Retirement Tax payments, higher intercompany reimbursements and the timing of FELA payments, partially offset by higher meal payments.	1.918	1.4	Primarily lower Railroad Retirement Tax payments which include higher intercompany reimbursements, partially offset by higher FELA and meal payments.
Non-Labor:						
Electric Power	(1.961)	(29.7)	Primarily due to the timing of the PSEG traction power payment.	1.177	1.7	Primarily due to the timing of payment of one month of PSEG traction power, partially offset by higher rates and consumption.
Fuel	(0.362)	(26.3)	Primarily due to the timing of payments, partially offset by lower rates and lower consumption.	1.600	11.3	Primarily due to the timing of payments, lower rates and lower consumption.
Insurance	(3.361)	*	Primarily timing of the final installments of Station Liability and Force Account Insurance.	(1.961)	(7.9)	Primarily the timing of the final installments of Station Liability and Force Account Insurance payments, partially offset by prior year Amtrak insurance reimbursements.
Claims	0.061	41.0	Timing of claim payments.	(1.134)	(78.3)	Higher claim payments.
Maintenance and Other Operating Contracts	6.410	52.7	Primarily the timing of payments for joint facilities and maintenance services, partially offset by payments for Amtrak State of Good Repair efforts.	18.408	18.2	Primarily the timing of joint facility payments, the timing of maintenance and construction services and payments, and lower payments for Amtrak State of Good Repair efforts, partially offset by higher lease & rental payments.
Professional Service Contracts	3.225	74.2	Primarily the timing of MTA Chargeback service payments, intercompany reimbursements and payments for other professional services.	8.672	27.6	Primarily the timing of MTA Chargeback services, lower Amtrak State of Good Repair services and the timing of and payment for other professional services.
Materials and Supplies	(0.255)	(1.4)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	16.567	9.2	Primarily the timing of program, production plan, and operating funded capital material and supplies.

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

Table 5

Generic Revenue or Expense Category	October 2017			Year-to-Date as of October 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	0.775	38.3	Timing of payments for other business expense and delays in NYPA loan repayment, partially offset by credit/debit card payments.	3.696	20.1	Timing of payments for other business expense and delays in NYPA loan repayment, partially offset by credit/debit card payments.
Other Expenditure Adjustments	0.266	15.6	Lower MetroCard/AirTrain pass through payments.	1.749	10.5	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) October 2017 (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$1.628	\$2.294	\$0.666	40.9	\$18.101	\$16.269	(\$1.832)	(10.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.923)	(1.376)	0.547	28.4	(8.984)	(9.333)	(0.349)	(3.9)
Capital & Other Reimbursements	(2.330)	(23.443)	(21.113)	*	(34.419)	(89.974)	(55.555)	*
Total Receipts	(\$2.625)	(\$22.526)	(\$19.901)	*	(\$25.302)	(\$83.039)	(\$57.737)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$2.727)	\$2.846	\$5.573	*	\$15.071	\$10.171	(\$4.900)	(32.5)
Overtime	1.030	4.180	3.150	*	1.755	7.810	6.055	*
Health and Welfare	0.000	0.044	0.044	-	1.419	3.063	1.644	*
OPEB Current Payment	0.000	0.046	0.046	-	(0.003)	(0.004)	(0.001)	(16.7)
Pensions	0.000	0.308	0.308	-	1.249	3.748	2.499	*
Other Fringe Benefits	0.100	4.327	4.227	*	2.144	4.333	2.189	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$1.597)	\$11.752	\$13.349	*	\$21.635	\$29.122	\$7.487	34.6
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$2.160)	(\$2.160)	-	(\$0.297)	\$2.967	\$3.264	*
Fuel	0.000	(0.005)	(0.005)	-	(0.519)	0.967	1.486	*
Insurance	2.307	(1.067)	(3.374)	*	0.218	(3.193)	(3.411)	*
Claims	0.219	0.051	(0.168)	(76.7)	2.188	5.138	2.950	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(3.132)	1.182	4.314	*	(5.058)	3.554	8.612	*
Professional Service Contracts	(0.482)	2.565	3.047	*	0.355	1.466	1.111	*
Materials & Supplies	2.618	2.738	0.120	4.6	(6.838)	(18.384)	(11.546)	*
Other Business Expenses	0.002	(0.072)	(0.074)	*	1.061	3.142	2.081	*
Total Non-Labor Expenditures	\$1.532	\$3.232	\$1.700	*	(\$8.890)	(\$4.345)	\$4.545	51.1
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.705)	(\$1.439)	\$0.266	15.6	(\$16.590)	(\$14.841)	\$1.749	10.5
Total Other Expenditure Adjustments	(\$1.705)	(\$1.439)	\$0.266	15.6	(\$16.590)	(\$14.841)	\$1.749	10.5
Total Expenditures before Depreciation	(\$1.770)	\$13.545	\$15.315	*	(\$3.845)	\$9.936	\$13.781	*
Depreciation Adjustment	\$28.348	\$27.694	(\$0.654)	(2.3)	\$280.535	\$280.867	\$0.332	0.1
Other Post Employment Benefits	7.261	7.276	0.015	0.2	72.474	73.265	0.791	1.1
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	1.693	1.136	(0.557)	(32.9)
Total Expenditures	\$33.995	\$48.682	\$14.687	43.2	\$350.857	\$365.204	\$14.347	4.1
Cash Timing and Availability Adjustment	0.000	(0.143)	(0.143)	-	0.000	(1.062)	(1.062)	-
Total Cash Conversion Adjustments	\$31.370	\$26.013	(\$5.357)	(17.1)	\$325.555	\$281.103	(\$44.452)	(13.7)

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

	October 2017						October Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	36,761	\$2.256	39,547	\$2.433	(2,785)	(\$0.178)	303,619	\$18.722	319,805	\$19.765	(16,187)	(\$1.044)
					-7.6%	-7.9%					-5.3%	-5.6%
<u>Unscheduled Service</u>	11,403	\$0.735	9,297	\$0.590	2,106	\$0.145	93,258	\$5.873	86,735	\$5.386	6,524	\$0.487
					18.5%	19.7%					7.0%	8.3%
<u>Programmatic/Routine Maintenance</u> ²	67,152	\$3.856	81,344	\$4.494	(14,192)	(\$0.638)	579,234	\$33.079	667,462	\$38.179	(88,228)	(\$5.100)
					-21.1%	-16.5%					-15.2%	-15.4%
<u>Unscheduled Maintenance</u>	200	\$0.012	1,494	\$0.090	(1,294)	(\$0.078)	15,101	\$0.879	20,444	\$1.197	(5,343)	(\$0.318)
					*	*					-35.4%	-36.1%
<u>Vacancy/Absentee Coverage</u> ²	51,714	\$3.106	63,240	\$3.703	(11,526)	(\$0.596)	658,783	\$39.073	603,790	\$35.029	54,993	\$4.044
					-22.3%	-19.2%					8.3%	10.4%
<u>Weather Emergencies</u>	4,920	\$0.303	1,131	\$0.068	3,789	\$0.235	113,152	\$6.681	101,967	\$6.043	11,184	\$0.638
					77.0%	77.5%					9.9%	9.6%
<u>Safety/Security/Law Enforcement</u> ³	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> ⁴	2,557	\$0.135	1,243	\$0.343	1,314	(\$0.208)	24,571	\$2.126	16,501	\$2.767	8,070	(\$0.642)
					51.4%	*					32.8%	*
NON-REIMBURSABLE OVERTIME	174,707	\$10.403	197,295	\$11.721	(22,588)	(\$1.318)	1,787,717	\$106.433	1,816,704	\$108.366	(28,987)	(\$1.933)
					-12.9%	-12.7%					-1.6%	-1.8%
REIMBURSABLE OVERTIME	54,509	\$3.014	118,052	\$7.280	(63,543)	(\$4.266)	503,949	\$28.829	662,724	\$40.788	(158,775)	(\$11.959)
					-116.6%	-141.6%					-31.5%	-41.5%
TOTAL OVERTIME	229,216	\$13.417	315,347	\$19.001	(86,131)	(\$5.584)	2,291,666	\$135.262	2,479,428	\$149.154	(187,762)	(\$13.892)
					-37.6%	-41.6%					-8.2%	-10.3%

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.

¹ Includes Tour Length and Holiday overtime.

² 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).

³ Not Applicable

⁴ 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)

October 2017			October Year-to-Date		
Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
Hours	\$	Explanations	Hours	\$	Explanations
(2,785)	(\$0.178)	Higher Crew book overtime and along with greater than expected holiday coverage within Transportation.	(16,187)	(\$1.044)	Higher Crew book overtime within Transportation, partially offset by lower Holiday overtime within the Equipment Department on Memorial Day & Independence day.
-7.6%	-7.9%		-5.3%	-5.6%	
2,106	\$0.145	Lower overtime needed to maintain on-time performance	6,524	\$0.487	Lower overtime needed to maintain on-time performance
18.5%	19.7%		7.0%	8.3%	
(14,192)	(\$0.638)	Higher maintenance efforts within the Engineering Department including timber & headstick replacements (bracket), 3rd rail tie and timber installation at Amityville and thermite welding-third crew on the Right of Way.	(88,228)	(\$5.100)	The majority of the higher maintenance efforts within the Engineering Department are driven by Jay to Harold continuous welded rail (cwr) drop, Harold support infrastructure maintenance, mud spot remediation along the Right of Way, timber/headstick (bracket) replacements, thermite welding - 3rd crew. Removal of rails, ties and debris from the Right of Way, 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
-21.1%	-16.5%		-15.2%	-15.4%	
(1,294)	(\$0.078)	Primarily driven by Stony Brook road bridge emergency repair.	(5,343)	(\$0.318)	Emergency repairs along main line corridor (Montauk & Port Jefferson Branches), Stony Brook road bridge emergency repair, Silvermere road repairs (Greenport) within the track discipline and signal hut fire on the Right of Way at JJD (Mastic-Shirley interlocking).
*	*		-35.4%	-36.1%	
(11,526)	(\$0.596)	Unfavorable performance driven by lower availability within Equipment and Stations, partially offset by higher Train service availability within Transportation.	54,993	\$4.044	Favorable savings driven by SOGR-Amtrak within Transportation and Stations along with higher availability within Transportation and Equipment. Partially offset by open jobs within Transportation and Stations Departments 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.
-22.3%	-19.2%		8.3%	10.4%	
3,789	\$0.235	Favorable weather conditions	11,184	\$0.638	Favorable weather conditions
77.0%	77.5%		9.9%	9.6%	
1,314	(\$0.208)	Unfavorable due to variance between actual and forecasted wage rates.	8,070	(\$0.642)	Unfavorable due to variance between actual and forecasted wage rates and double time impact and higher rated crafts.
51.4%	*		32.8%	*	
(22,588)	(\$1.318)		(28,987)	(\$1.933)	
-12.9%	-12.7%		-1.6%	-1.8%	
(63,543)	(\$4.266)	Primarily due to higher than expected overtime volumes on the Babylon branch due to replacement of concrete ties, Speonk to Montauk signal construction along with East Side Access, East Rail Yard and Main Line Double track.	(158,775)	(\$11.959)	Over-run attributed to Main Line Double track, Hicksville Station Improvements, East Side Access projects, East Rail Yard, Speonk to Montauk signal construction, Babylon branch concrete ties replacements and Jamaica capacity improvements.
-116.6%	-141.6%		-31.5%	-41.5%	
(86,131)	(\$5.584)		(187,762)	(\$13.892)	
-37.6%	-41.6%		-8.2%	-10.3%	

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

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH OCTOBER 2017

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
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	63	11
Human Resources	35	33	2
Sr VP Administration	2	2	0
Strategic Investments	18	14	4
President	4	3	1
VP & CFO	4	3	1
Information Technology	0	0	0
Controller	43	38	5
Management & Budget	21	17	4
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	71	66	5
Gen. Counsel & Secretary	33	33	0
Diversity Management	3	3	0
Security	13	10	3
System Safety	37	36	1
Training	67	64	3
Service Planning	25	24	1
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
Total Administration	506	454	52
Operations			
Transportation Services - Train Operations	2,229	2,220	9
Customer Services	303	301	2
Total Operations	2,532	2,521	11
Maintenance			
Engineering	2,011	1,974	37
Equipment	2,107	2,085	22
Procurement (Stores)	97	99	(2)
Total Maintenance	4,215	4,158	57
Engineering/Capital			
Department of Program Management	154	132	22
Special Projects/East Side Access	46	40	6
Positive Train Control	11	11	-
Total Engineering/Capital	211	183	28
Baseline Total Positions	7,464	7,316	148
<i>Non-Reimbursable</i>	6,034	6,047	(13)
<i>Reimbursable</i>	1,430	1,269	161
Total Full-Time	7,464	7,316	148
Total Full-Time-Equivalents			

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 OCTOBER 2017**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 13 positions due to Engineering workforce working on maintenance activity instead of capital project activity, partially offset by the vacancies in Maintenance of Equipment, Stations and Administrative departments.
REIMBURSABLE POSITIONS - Favorable 161 positions primarily due to the timing of project activity in the Engineering, Department of Project Management 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 OCTOBER 2017

		Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration				
	Managers/Supervisors	256	237	19
	Professional, Technical, Clerical	143	106	37
	Operational Hourlies	107	110	(3)
	Total Administration	506	454	52
Operations				
	Managers/Supervisors	297	292	5
	Professional, Technical, Clerical	96	91	5
	Operational Hourlies	2,139	2,138	1
	Total Operations	2,532	2,521	11
Maintenance				
	Managers/Supervisors	788	707	81
	Professional, Technical, Clerical	282	244	38
	Operational Hourlies	3,145	3,207	(62)
	Total Maintenance	4,215	4,158	57
Engineering/Capital				
	Managers/Supervisors	142	126	16
	Professional, Technical, Clerical	69	57	12
	Operational Hourlies	-	-	-
	Total Engineering/Capital	211	183	28
Total Positions				
	Managers/Supervisors	1,483	1,362	121
	Professional, Technical, Clerical	590	498	92
	Operational Hourlies	5,391	5,455	(64)
	Total Positions	7,464	7,316	148

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

OCTOBER 2017							
Month			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2017	2016	Mid Year		2016		
			#	%	#	%	
Monthly	4.514	4.419	(0.117)	-2.6%	-0.022	-0.5%	
Weekly	0.156	0.163	0.014	9.0%	0.007	4.4%	
Total Commutation	4.670	4.582	(0.103)	-2.2%	-0.014	-0.3%	
One-Way Full Fare	0.750	0.723	0.010	1.3%	0.036	5.0%	
One-Way Off-Peak	1.484	1.509	0.065	4.4%	0.039	2.6%	
All Other	0.903	0.910	0.040	4.4%	0.033	3.7%	
Total Non-Commutation	3.137	3.142	0.114	3.6%	0.108	3.5%	
Total	7.807	7.724	0.011	0.1%	0.094	1.2%	

OCTOBER YEAR TO DATE 2017							
YTD			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2017	2016	Mid Year		2016		
			#	%	#	%	
Monthly	40.219	41.606	0.789	2.0%	-0.598	-1.4%	
Weekly	1.511	1.615	0.101	6.7%	-0.003	-0.2%	
Total Commutation	41.730	43.221	0.890	2.1%	-0.601	-1.4%	
One-Way Full Fare	6.895	7.121	0.494	7.2%	0.268	3.8%	
One-Way Off-Peak	14.725	14.966	0.783	5.3%	0.542	3.6%	
All Other	8.676	8.948	0.259	3.0%	-0.013	-0.2%	
Total Non-Commutation	30.296	31.036	1.536	5.1%	0.797	2.6%	
Total	72.026	74.257	2.426	3.4%	0.196	0.3%	

*Prior year adjusted to reflect current year calendar.

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

		MONTH			VARIANCE	
		Actual	Mid-Year	Actual	vs.	vs.
		<u>2017</u>	<u>Forecast</u>	<u>2016</u>	<u>Forecast</u>	<u>2016</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	58.5%	51.0%	53.7%	7.5%	4.8%
	Adjusted ⁽²⁾	67.2%	59.1%	62.1%	8.1%	5.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$13.77	\$15.79	\$14.76	\$2.02	\$1.00
	Adjusted ⁽²⁾	\$12.56	\$14.40	\$13.38	\$1.84	\$0.83
Passenger Revenue/Passenger ⁽³⁾		\$8.05	\$8.05	\$7.92	\$0.00	\$0.13
		YEAR-TO-DATE			VARIANCE	
		Actual	Mid-Year	Actual	vs.	vs.
		<u>2017</u>	<u>Forecast</u>	<u>2016</u>	<u>Forecast</u>	<u>2016</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	51.1%	47.5%	52.5%	3.6%	-1.4%
	Adjusted ⁽²⁾	59.8%	55.7%	61.7%	4.1%	-1.9%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.92	\$17.71	\$15.22	\$1.79	(\$0.70)
	Adjusted ⁽²⁾	\$14.56	\$16.19	\$13.89	\$1.63	(\$0.67)
Passenger Revenue/Passenger ⁽³⁾		\$8.14	\$8.41	\$7.99	(\$0.27)	\$0.15

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2017 YEAR-TO-DATE
(\$ in millions)

	<u>October Year-to-Date</u>			<u>Favorable(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	649.2	649.9	648.5	(0.7)	(0.1)	(1.4)	(0.2)
Total Expenses before Non-Cash Liability Adjs	1,259.8	1,193.8	1,177.3	82.5	6.6	16.5	1.4
Depreciation	280.5	280.8	280.9	(0.3)	(0.1)	(0.1)	(0.0)
OPEB Obligation	72.5	73.2	73.3	(0.8)	(1.1)	(0.1)	(0.1)
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	1.7	1.5	1.1	0.6	32.9	0.3	22.0
Total Expenses	1,614.5	1,549.2	1,532.5	82.0	5.1	16.7	1.1
Net Surplus/(Deficit)	(965.3)	(899.3)	(884.0)	81.3	8.4	15.3	1.7

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2017 YEAR-TO-DATE
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$1.4)	(0.2)	Lower commutation revenue, special services and timing of advertising revenue, partially offset by higher non-commutation revenue, rentals, freight and miscellaneous revenue.
Total Expenses	\$16.7	1.1	Lower charge-outs of pool material, delayed RCM DE/DM 12 year Diesel propulsion and non-recurring engineering costs (cameras and MFU/TODS), timing of activities/payments for Enterprise Asset Management, timing of payments for lower Amtrak State of Good Repair Penn Station Mitigation efforts, timing of MTA Chargebacks, timing of payments for medical and drug testing services, favorable labor expenses due to vacant positions, lower pay rates and associated fringe costs (Health & Welfare and Railroad Retirement Taxes) and lower security services, partially offset by higher public liability expenses, bad debt reserves, FELA Indemnity reserves, equipment/vehicle payments, maintenance overtime expenses, higher charge-outs of materials for the Engineering department and timing of payments for joint facilities and Wheel Impact Load Detector (WILD).

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

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

OCTOBER 2017

OCTOBER 2017 RIDERSHIP & REVENUE REPORT MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

October Ridership and Revenue (millions)

	October 2017	% Change vs. 2016
Total Rail Ridership	7.818	1.2% ▲
Commutation Ridership	4.568	-0.3% ▼
Non-Commutation Ridership	3.251	3.5% ▲
Rail Revenue	\$62.7	5.2% ▲

Key Factors Impacting October Ridership

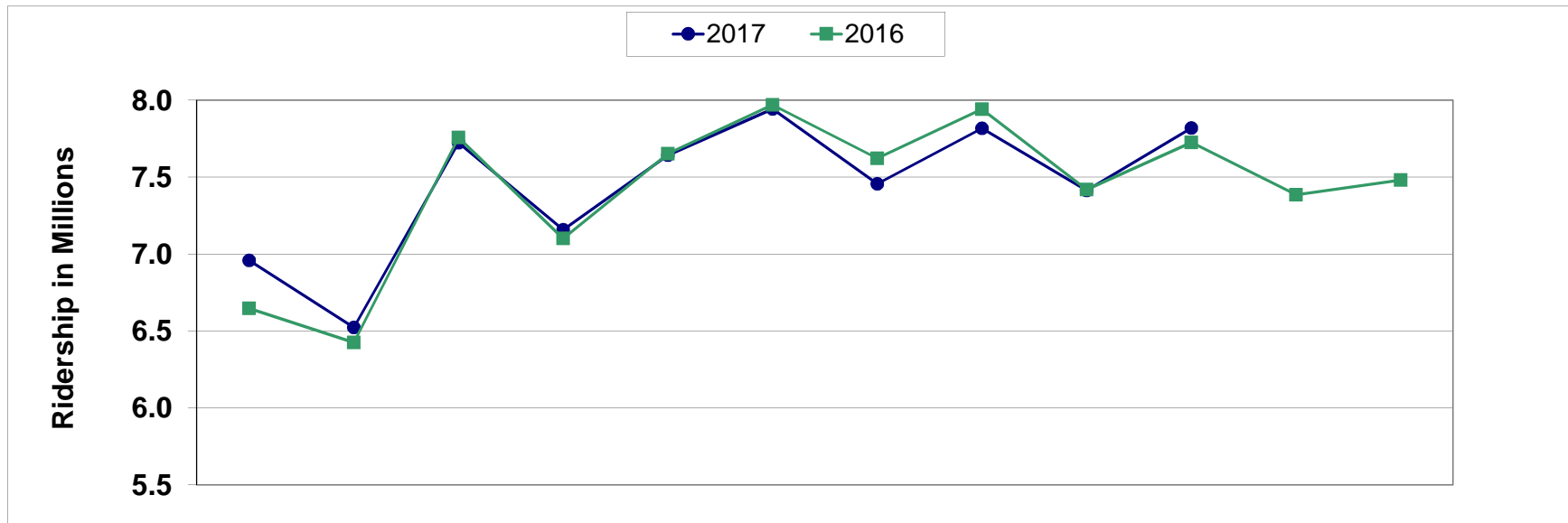
- After five consecutive months of declines, October ridership grew by 1.2% compared to October 2016.
- Commutation ridership decreased by 0.3%, which is the smallest year-to-year decline since March 2017.
- Non-Commutation ridership continued its growing trend, increasing 3.5% in October 2017.

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

	October 2017	% Change vs. 2016	Comparison to Mid Year
Total Rail Ridership	74.453	0.3% ▲	3.4% ▲
Commutation Ridership	42.620	-1.4% ▼	2.1% ▲
Non-Commutation Ridership	31.833	2.6% ▲	5.1% ▲
Rail Revenue	\$603.6	2.1% ▲	0.1% ▲

OCTOBER RIDERSHIP

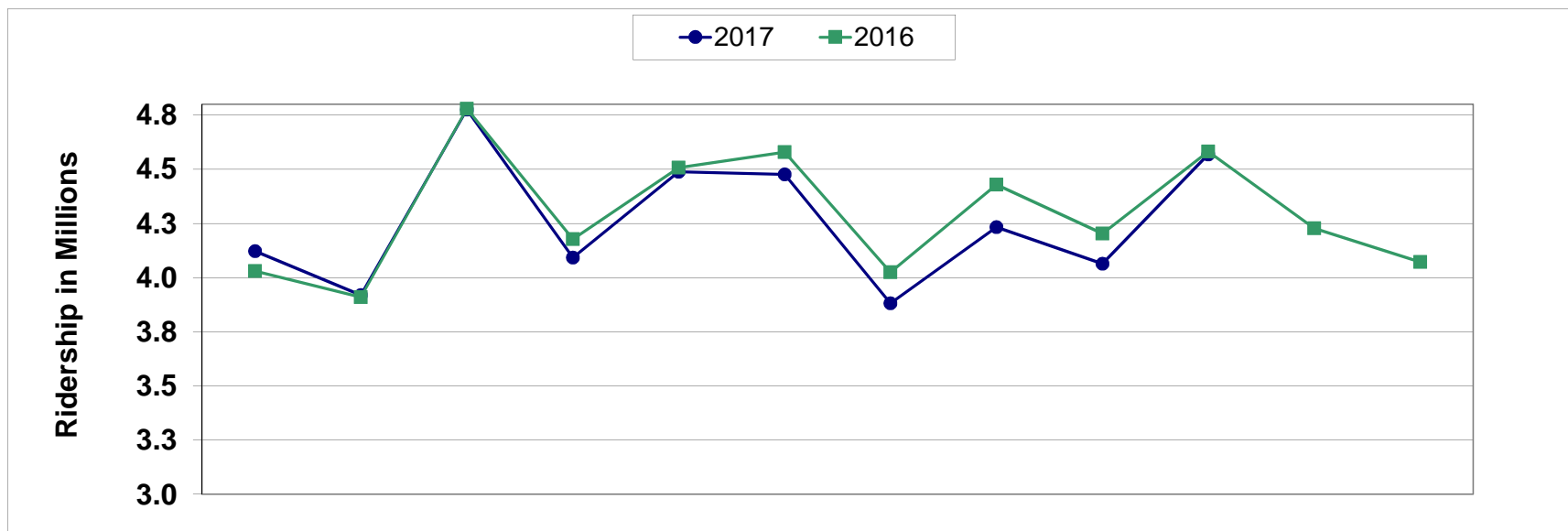
- October's Total Ridership was 1.2% above '16 and 0.1% above Mid-Year Forecast.



	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	7.4	7.8			74.5
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	74.3
PCT CHG.	4.7%	1.5%	-0.4%	0.8%	-0.1%	-0.3%	-2.2%	-1.6%	-0.1%	1.2%			0.3%

OCTOBER COMMUTATION RIDERSHIP

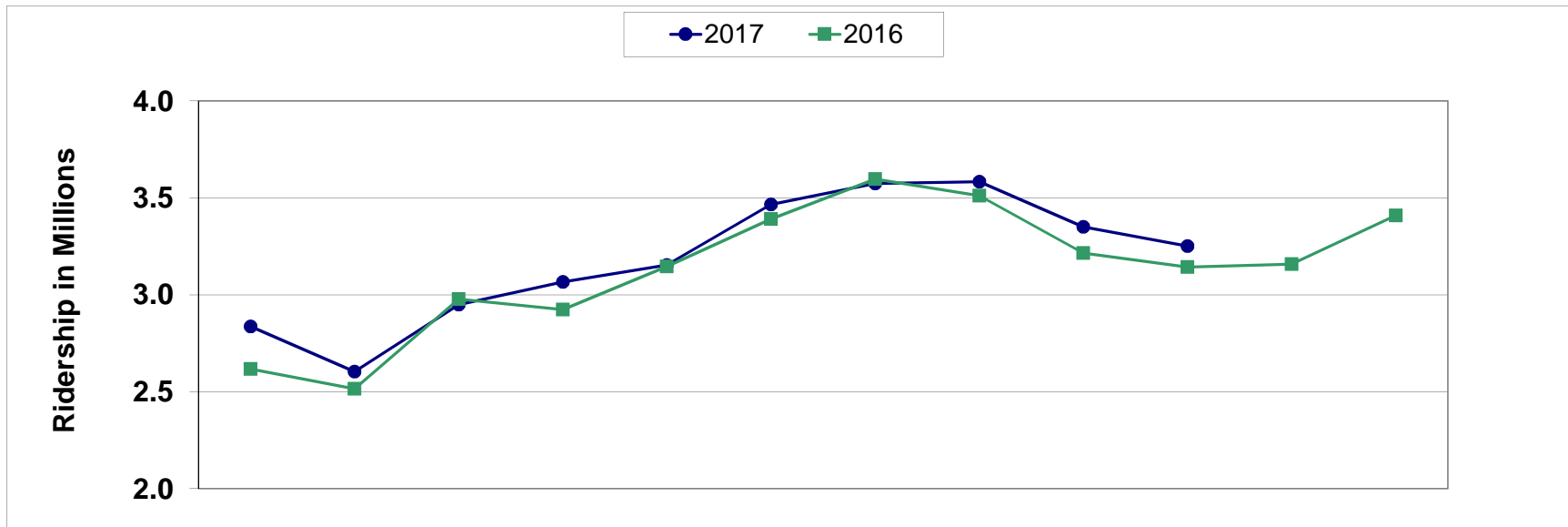
•October's Commutation Ridership was -0.3% below '16 and -2.2% below Mid-Year Forecast.



	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	4.1	4.6			42.6
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	43.2
PCT CHG.	2.3%	0.2%	-0.1%	-2.0%	-0.4%	-2.2%	-3.6%	-4.4%	-3.3%	-0.3%			-1.4%

OCTOBER NON-COMMUTATION RIDERSHIP

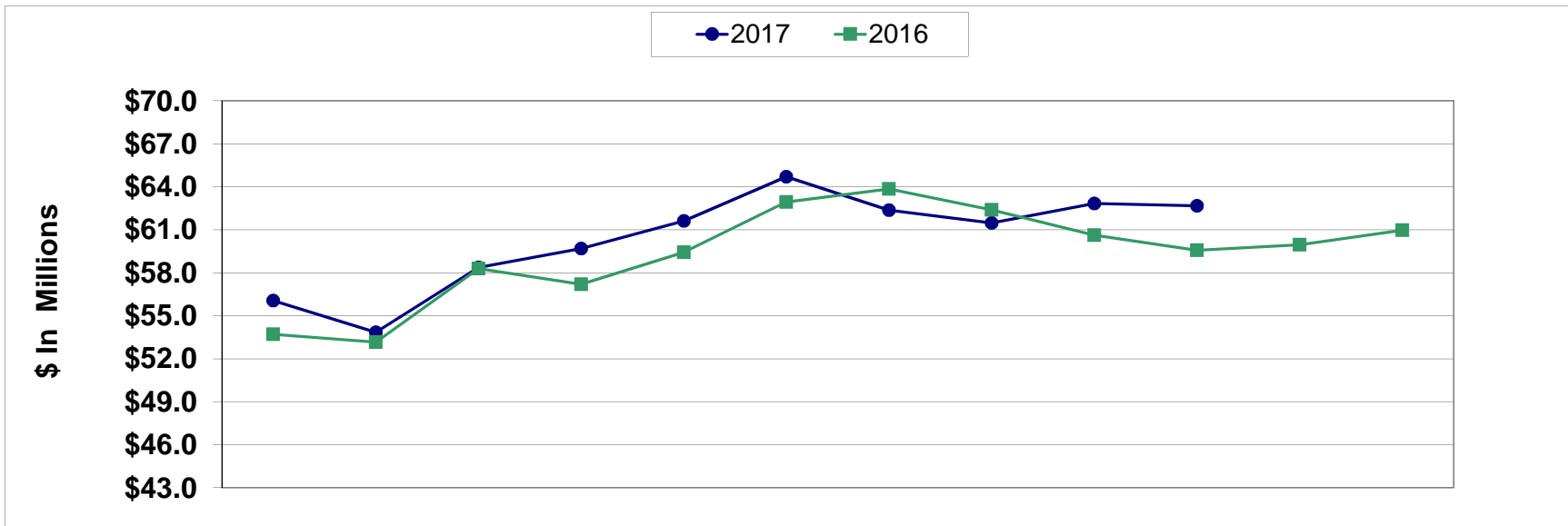
- October's Non-Commutation Ridership was 3.5% above '16 and 3.6% above Mid-Year Forecast.



	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	3.4	3.3			31.8
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	31.0
PCT CHG.	8.3%	3.5%	-1.0%	4.9%	0.3%	2.2%	-0.6%	2.0%	4.2%	3.5%			2.6%

OCTOBER REVENUE

- October's Total Revenue was 5.2% above '16 and 0.2% 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	\$62.8	\$62.7			\$603.6
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	\$591.2
PCT CHG.	4.3%	1.3%	0.1%	4.3%	3.7%	2.8%	-2.3%	-1.5%	3.6%	5.2%			2.1%

*Fare increase was implemented in March 2017.

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

TICKET TYPE/SERVICE	OCTOBER 2017	OCTOBER 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,567,632	4,581,960	(14,329)	-0.3%
NON-COMMUTATION RIDERSHIP	3,250,744	3,142,275	108,469	3.5%
TOTAL RIDERSHIP	7,818,376	7,724,235	94,140	1.2%

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

TICKET TYPE/SERVICE	OCTOBER 2017	OCTOBER 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	42,619,867	43,221,111	(601,244)	-1.4%
NON-COMMUTATION RIDERSHIP	31,832,698	31,035,803	796,895	2.6%
TOTAL RIDERSHIP	74,452,565	74,256,914	195,651	0.3%

* 2016 ridership numbers were adjusted using 2017 factors.

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

REVENUE	OCTOBER 2017	OCTOBER 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$32,290,289	\$31,284,681	\$1,005,608	3.2%
NON-COMMUTATION REVENUE	\$30,388,918	\$28,290,174	\$2,098,744	7.4%
TOTAL REVENUE	\$62,679,207	\$59,574,855	\$3,104,353	5.2%

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

REVENUE	OCTOBER 2017	OCTOBER 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$307,266,285	\$307,527,359	(\$261,074)	-0.1%
NON-COMMUTATION REVENUE	\$296,298,714	\$283,631,892	\$12,666,822	4.5%
TOTAL REVENUE	\$603,564,999	\$591,159,251	\$12,405,748	2.1%



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

HIGHLIGHTS

L70304 WX: MAIN LINE DOUBLE TRACK PHASE II

Project Budget: \$250.00M

Milestone: Civil and Site Work Substantial Completion [Skanska-Posillico JV]

Phase II New Second Track on the Main Line Ronkonkoma Branch extends from Central Islip to Farmingdale, and combined with Phase I from Ronkonkoma to west of Central Islip, will add 12.6 miles of new double track to the existing 5.3 miles of double track along the busy 17.9 mile Farmingdale to Ronkonkoma corridor. The Design-Build civil and site work included vegetation clearing and removal of unfit material, construction of retaining structures, and installation of a new track bed with sub-ballast for the new second track. The Track & Systems and Station Platform work continues with new grade crossing concrete pad installation and the demolition of the Pinelawn Station shelter. Construction of the full Second Track will eliminate the limitations of single track operation, thereby facilitating service reliability and on-time performance along the Main Line from Farmingdale to Ronkonkoma, and will allow the LIRR to provide more frequent east and westbound off peak service. Project Beneficial Use is planned for Q4 2018.

L60502LG: CENTRALIZED TRAIN CONTROL – TOWER MIGRATION

Project Budget: \$2.30M

Milestone: Contract Award \$1,424, 211

A Contract for Design and Engineering Services for the Jamaica Control Signal Migration Strategy was awarded to the Parsons Transportation Group of New York, Inc for \$1,424,211. In an effort to advance the LIRR's Centralized Train Control [CTC] initiative, the Consultant will evaluate the various signal systems and associated infrastructure currently in use throughout the railroad and provide a migration plan to control the various systems from the Jamaica Central Control [JCC] Theater. Nine independent Supervisory or Traffic Control Systems serve individual control towers, each with a specific geographic area of LIRR territory. The long-term goal is to migrate the existing systems from the present tower locations and integrate these systems into a single CTC System within the JCC to facilitate information sharing and support LIRR's incident response.

DESIGN FOR THREE BRIDGES – WRECK LEAD, WEBSTER AVENUE, CHERRY VALLEY ROAD

Project Budget: L70401BM \$2.00M, L70401BZ \$10.70M, L70401C4 \$3.00M

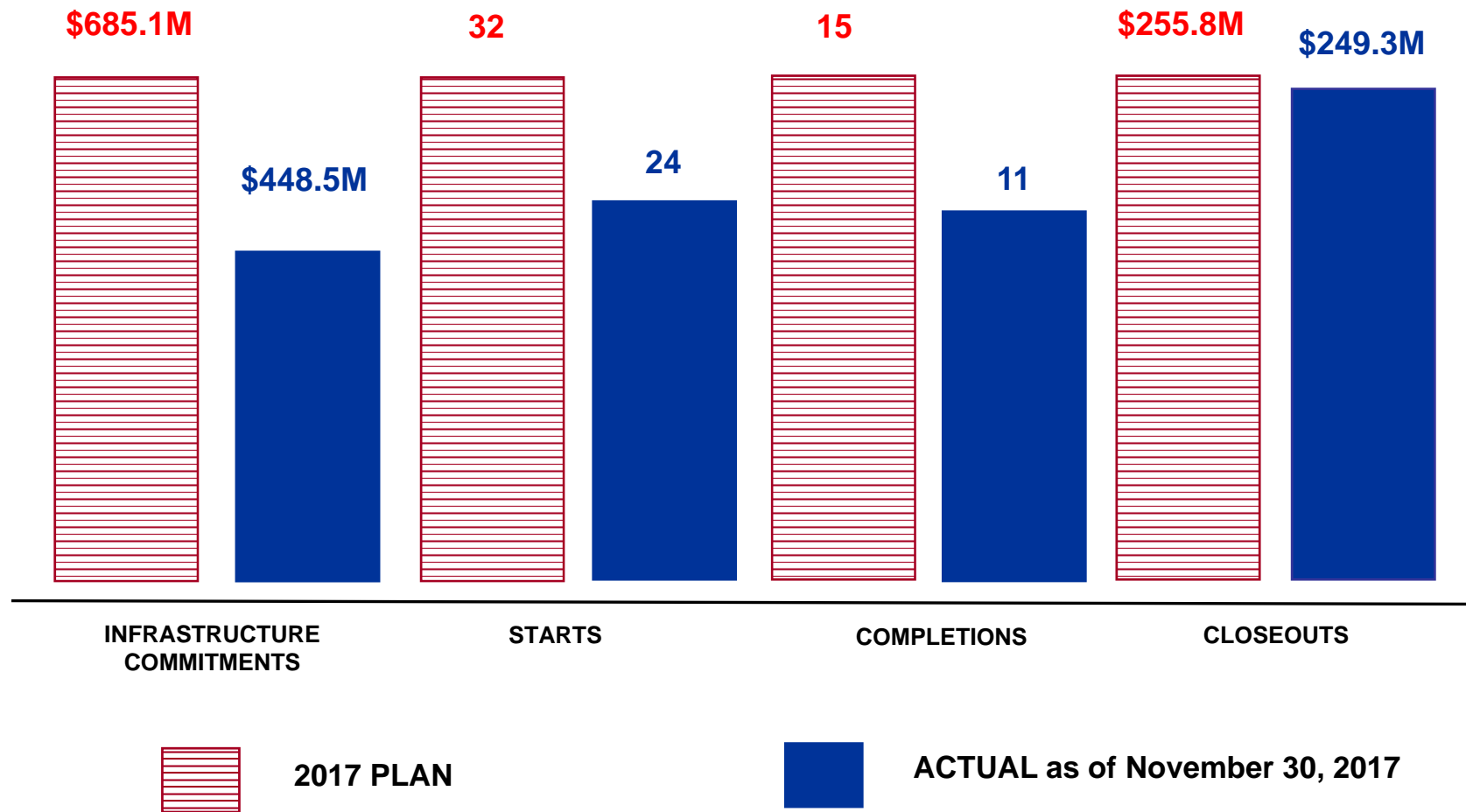
Milestone: Contract Award \$1,671,457

A Design Contract for Wreck Lead Bridge Mechanical Rehabilitation, Webster Avenue Bridge Replacement, and Cherry Valley Road Bridge Replacement was awarded to Henningson, Durham & Richardson for \$1,671,457. The design efforts will include preliminary design documents for Webster Avenue on the Port Washington Branch and Cherry Valley on the Hempstead Branch. Full design will be applied to Wreck Lead Bridge on the Long Beach Branch. The design work will address structural deficiencies at Webster Ave and Cherry Valley as well as vertical clearance issues at Cherry Valley, and mechanical rehabilitation of moveable bridge components at Wreck Lead Bridge.

SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES

- Stations Air Conditioning Installations: Work continued.
- Morris Park Site Preparation: Work continued.
- HSF Substation Roof: Work completed.
- Little Neck, Gibson, and Cedarhurst Parking: Work continued on Little Neck and Gibson.
- Ronkonkoma Bus Loop: Work commenced.
- Penn Station Lost and Found: Work to commence.
- Woodhaven Blvd Bridge Painting: Work commenced.
- PTC HVAC: Work continued.
- Morris Park Comm Building Interior Fitout: Work to commence.
- Platform Rehabilitation Laurelton Station: Procurement continued.
- Lynbrook Station Improvements: Procurement continued.

2017 LIRR Capital Program Goals





Metro-North Railroad

Operations Report

Performance Summary			2017 Data			2016 Data	
			Annual Goal	November	YTD thru November	November	YTD thru November
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	91.8%	93.7%	90.3%	93.6%
		AM Peak	93.0%	87.0%	93.4%	84.6%	91.8%
		AM Reverse Peak	93.0%	91.0%	95.2%	87.6%	94.5%
		PM Peak	93.0%	94.8%	94.9%	92.1%	94.7%
		Total Peak	93.0%	90.8%	94.3%	88.1%	93.4%
		Off Peak Weekday	93.0%	90.7%	92.0%	88.0%	92.2%
		Weekend	93.0%	95.0%	95.9%	97.5%	96.5%
	Hudson Line	Overall	93.0%	92.2%	93.9%	93.9%	94.9%
		AM Peak	93.0%	86.2%	93.3%	89.0%	91.9%
		AM Reverse Peak	93.0%	92.7%	96.9%	92.7%	96.6%
		PM Peak	93.0%	94.4%	96.4%	95.4%	96.6%
		Total Peak	93.0%	90.4%	95.0%	92.1%	94.5%
		Off Peak Weekday	93.0%	91.2%	91.7%	92.6%	93.9%
		Weekend	93.0%	96.2%	95.7%	98.3%	97.0%
	Harlem Line	Overall	93.0%	91.7%	95.3%	92.0%	94.6%
		AM Peak	93.0%	87.5%	95.1%	89.3%	93.6%
		AM Reverse Peak	93.0%	90.8%	96.6%	87.9%	95.3%
		PM Peak	93.0%	95.4%	95.5%	93.5%	94.8%
		Total Peak	93.0%	91.2%	95.5%	90.7%	94.4%
		Off Peak Weekday	93.0%	90.1%	94.3%	90.4%	93.8%
		Weekend	93.0%	95.1%	97.0%	97.0%	96.7%
	New Haven Line	Overall	93.0%	91.6%	92.4%	87.0%	92.1%
		AM Peak	93.0%	87.2%	92.2%	78.1%	90.2%
		AM Reverse Peak	93.0%	90.2%	93.1%	84.8%	92.7%
		PM Peak	93.0%	94.6%	93.4%	88.8%	93.4%
		Total Peak	93.0%	90.6%	92.8%	83.4%	91.9%
		Off Peak Weekday	93.0%	90.8%	90.5%	83.8%	90.1%
		Weekend	93.0%	94.1%	95.3%	97.4%	96.2%
Operating Statistics							
	Trains Scheduled			18,817	211,650	18,813	211,767
	Avg. Delay per Late Train (min) <i>excluding trains cancelled or terminated</i>			11.0	12.2	11.2	12.6
	Trains Over 15 min. Late <i>excluding trains cancelled or terminated</i>		2,300	263	2,431	282	2,506
	Trains Canceled		230	11	252	9	293
	Trains Terminated		230	21	253	29	313
	Percent of Scheduled Trips Completed		99.7%	99.8%	99.8%	99.8%	99.7%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.5%	98.4%	99.0%	99.2%	99.6%
		AM Peak	99.0%	96.0%	97.9%	98.1%	99.0%
		AM Reverse Peak	99.5%	99.3%	99.8%	99.6%	99.9%
		PM Peak	99.0%	96.1%	97.8%	98.7%	99.1%
		Total Peak	99.0%	96.5%	98.2%	98.6%	99.1%
		Off Peak Weekday	99.5%	99.0%	99.4%	99.5%	99.7%
		Weekend	99.5%	99.8%	99.8%	99.9%	99.9%
	Hudson Line	AM Peak	99.5%	99.2%	99.8%	100.0%	99.9%
		PM Peak	99.5%	99.8%	99.9%	100.0%	99.9%
	Harlem Line	AM Peak	99.0%	96.4%	98.2%	97.1%	99.0%
		PM Peak	99.0%	98.3%	98.4%	98.8%	99.0%
	New Haven Line	AM Peak	98.5%	93.6%	96.5%	97.7%	98.4%
		PM Peak	98.5%	91.8%	95.9%	97.8%	98.5%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	October	2017 Data YTD thru November		2016 Data YTD thru November		YTD 2017 Vs 2016
Engineering (Scheduled)	20.0%	581	558	5,164	686	3,694	1,470
Engineering (Unscheduled)	29.9%	506	836	6,696	927	7,281	-585
Maintenance of Equipment	15.9%	567	444	3,923	510	4,412	-490
Transportation	3.2%	244	91	1,001	114	910	91
Capital Projects	0.0%	2	1	9	6	159	-151
Weather and Environmental	13.7%	528	382	2,685	563	2,894	-209
Police	9.6%	207	268	2,738	204	3,388	-650
Customers	5.1%	145	144	1,024	125	1,040	-17
Other	2.3%	142	66	2,692	193	3,438	-746
3rd Party Operations	0.3%	10	8	40	0	32	8
TOTAL	100.0%	2,930	2,796	25,970	3,327	27,248	-1,277

HUDSON LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2017 Vs 2016
Engineering	55.2%	398	337	3,064	148	1,738	1,326
Maintenance of Equipment	18.2%	161	111	951	73	1,152	-201
Transportation	4.6%	67	28	195	26	186	9
Capital Projects	0.0%	0	0	0	2	6	-6
Weather and Environmental	11.1%	36	68	546	127	510	36
Police	5.9%	49	36	595	42	431	164
Customers	2.9%	74	18	363	22	270	93
Other	1.8%	34	11	312	32	802	-490
3rd Party Operations	0.3%	7	2	13	0	2	11
TOTAL	100.0%	826	611	6,039	472	5,097	942

HARLEM LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2017 Vs 2016
Engineering	42.7%	186	366	2,518	395	2,649	-131
Maintenance of Equipment	9.6%	85	82	900	75	1,160	-260
Transportation	2.9%	76	25	252	22	253	-1
Capital Projects	0.0%	0	0	0	1	4	-4
Weather and Environmental	26.4%	324	226	1,245	305	1,230	15
Police	10.2%	73	87	808	79	951	-143
Customers	7.6%	25	65	229	26	249	-20
Other	0.7%	30	6	378	111	1,080	-702
3rd Party Operations	0.0%	0	0	0	0	1	-1
TOTAL	100.0%	799	857	6,330	1,014	7,577	-1,247

NEW HAVEN LINE	% Total	October	November	YTD thru November	November	YTD thru November	YTD 2017 Vs 2016
Engineering	52.0%	502	690	6,279	1,070	6,590	-311
Maintenance of Equipment	18.9%	320	251	2,072	362	2,100	-28
Transportation	2.9%	100	38	554	65	471	83
Capital Projects	0.1%	2	1	9	4	150	-141
Weather and Environmental	6.6%	167	88	894	130	1,154	-260
Police	10.8%	84	144	1,334	82	2,006	-672
Customers	4.6%	46	61	432	77	521	-89
Other	3.7%	78	49	2,002	50	1,556	446
3rd Party Operations	0.5%	2	6	26	0	27	-1
TOTAL	100.0%	1,301	1,328	13,602	1,840	14,575	-973



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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
11/02	Thu	Trees in signal power lines between Stamford and Darien.	16	0	0	7	0	0	0	0	0	11	0	0	34	0	0
11/02	Thu	Train 810 unable to take power on track 2 at 125th Street Station.	34	0	1	3	0	0	0	0	0	0	0	0	37	0	1
11/03	Fri	Train 1456 unable to release brakes at 125th Street Station on track 3.	0	0	0	0	0	0	11	0	0	7	0	0	18	0	0
11/06	Mon	Slippery rail conditions due to inclement weather.	33	0	0	8	0	0	1	0	0	16	0	0	58	0	0
11/07	Tue	Slippery rail conditions due to inclement weather.	0	0	0	0	0	0	16	0	0	63	0	0	79	0	0
11/07	Tue	The 4EBK Track Circuit on track 4 at Darien was down.	1	0	0	1	0	0	0	0	0	8	0	0	10	0	0
11/08	Wed	Train 541 requested medical assistance due to an non-responsive passenger at Wakefield Station.	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
11/08	Wed	Train 847 was unable to obtain door closed indication on track 41.	0	0	0	0	0	0	4	0	0	15	0	0	19	0	0
11/08	Wed	Speed restriction at CP11 due to a cracked point on the 12B switch.	0	0	0	0	0	0	5	0	0	11	0	0	16	0	0
11/13	Mon	A broken bond box on track 4 at 125th Street Station resulted in congestion.	88	0	0	29	0	0	0	0	0	44	0	0	161	0	0
11/13	Mon	Slippery rail conditions due to inclement weather.	31	0	0	8	0	0	1	0	0	20	0	0	60	0	0
11/14	Tue	Train 843 struck debris and was disabled on track 1 south of Tarrytown.	0	0	0	0	0	0	14	0	1	6	0	0	20	0	1
11/15	Wed	Danbury train 1841 disabled at Merritt 7 due to locomotive failure.	0	0	0	0	0	0	2	0	0	8	0	0	10	0	0
11/16	Thu	Catenary failure on track 4 at Westport.	1	0	0	3	0	1	0	0	0	15	0	0	19	0	1
11/22	Wed	Slippery rail conditions due to inclement weather.	24	0	0	2	0	0	0	0	0	2	0	0	28	0	0

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

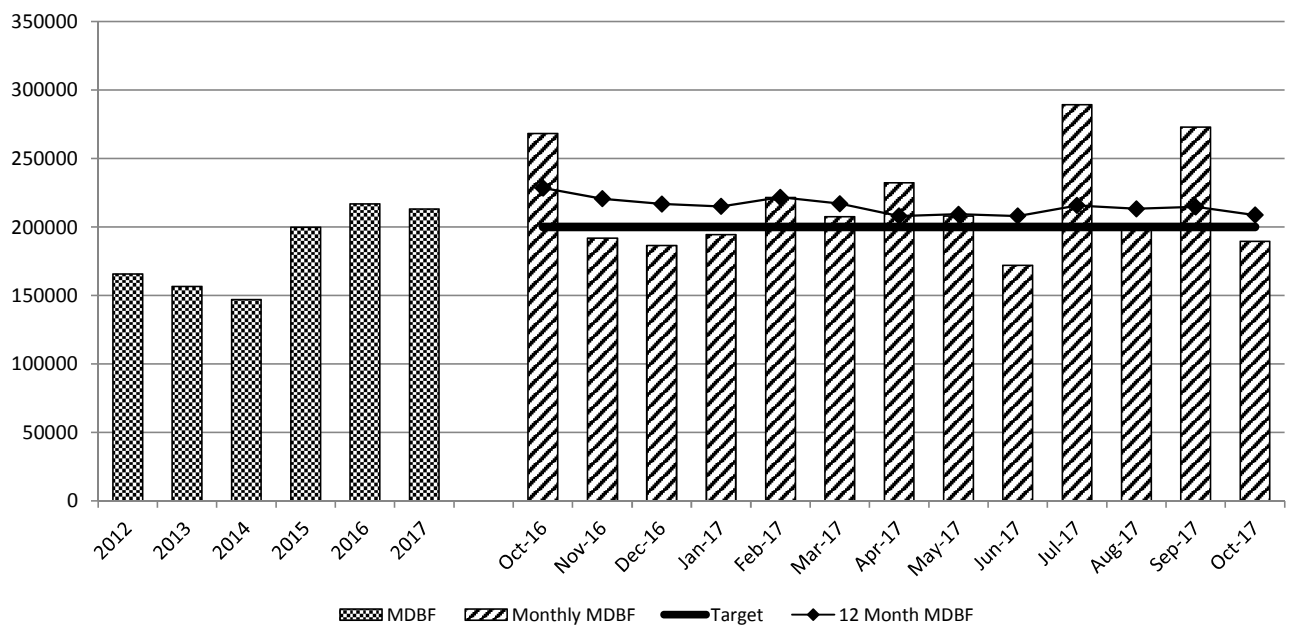
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			AM Reverse			PM Peak			Off Peak		
			L	C	T	L	C	T	L	C	T	L	C	T
11/29	Wed	A suspicious duffle bag left on train 1531 on track 1 at Old Greenwich Station.	13	1	1	3	0	0	0	0	0	0	0	0
TOTAL FOR MONTH			241	1	2	64	0	1	54	0	1	238	0	0
			597 1 4											
			602											

	Equip- ment Type	Total Fleet Size	2017 Data						2016 Data		
			MDBF Goal (miles)	Oct MDBF (miles)	Primary Failure Goal	Oct No. of Primary Failures	YTD MDBF thru Oct (miles)	12 month MDBF Rolling Avg (miles)	Oct MDBF (miles)	Oct No. of Primary Failures	YTD MDBF thru Oct (miles)
Mean Distance Between Failures	M2	36	20,000	40,126	2	2	30,121	27,151	73,586	1	35,171
	M8	405	350,000	523,695	7	5	359,830	333,519	433,175	6	457,424
	M3	138	120,000	325,065	3	0	124,100	114,139	293,723	1	106,977
	M7	334	440,000	230,282	4	9	342,515	355,686	296,670	7	422,488
	Coach	209	260,000	186,131	6	8	345,015	354,712	478,016	3	244,282
	P-32	31	27,000	16,083	7	12	25,120	25,494	31,629	6	23,394
	BL-20	12	13,000	46,583	3	0	31,502	30,222	36,725	1	33,027
	Fleet	1165	200,000	189,582	32	36	213,193	208,772	268,144	25	223,222
	M2/8		260,000	385,533	9	7	276,535	254,457	381,805	7	374,163
	M3/7		300,000	266,401	7	9	273,136	272,802	296,302	8	307,757
	Diesel/Coach		110,000	86,431	16	20	128,364	130,088	166,055	10	109,894

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



West of Hudson Performance Summary			2017 Data			2016 Data	
			Annual Goal	November	YTD thru November	November	YTD thru November
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	95.5%	91.4%	94.3%	93.2%	95.9%
		AM Peak	95.5%	92.5%	93.6%	91.2%	94.9%
		PM Peak	95.5%	89.3%	94.1%	94.9%	96.0%
		Total Peak	95.5%	91.0%	93.8%	92.9%	95.4%
		Off Peak Weekday	95.5%	90.6%	94.7%	91.4%	95.7%
		Weekend	95.5%	94.0%	94.3%	97.4%	97.0%
	Pascack Line	Overall	96.5%	93.6%	96.0%	92.2%	96.4%
	Valley Line	AM Peak	96.5%	92.9%	95.9%	91.7%	95.4%
		PM Peak	96.5%	89.1%	95.6%	96.6%	97.0%
		Total Peak	96.5%	91.1%	95.7%	94.0%	96.2%
		Off Peak Weekday	96.5%	94.6%	96.2%	88.1%	95.9%
		Weekend	96.5%	95.0%	95.9%	98.1%	97.5%
	Port Jervis Line	Overall	95.0%	88.5%	92.0%	94.5%	95.2%
		AM Peak	95.0%	92.1%	90.5%	90.5%	94.2%
		PM Peak	95.0%	89.6%	92.4%	92.9%	94.8%
		Total Peak	95.0%	90.8%	91.4%	91.7%	94.5%
		Off Peak Weekday	95.0%	85.1%	92.6%	96.2%	95.4%
		Weekend	95.0%	92.2%	91.6%	96.1%	96.2%
Operating Statistics	Trains Scheduled			1,671	18,553	1,671	18,285
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			21.8	21.0	19.8	20.4
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		300	55	426	44	318
	Trains Canceled		60	17	119	13	76
	Trains Terminated		60	5	49	4	60
	Percent of Scheduled Trips Completed		99.4%	98.7%	99.1%	99.0%	99.3%



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
11/07	Tue	PVL Service impacted due to gas main break at Union Avenue in Rutherford.	0	0	0	0	0	0	0	2	4	0	0	0
11/08	Wed	PVL Service impacted due to vehicle struck by train 1627 at MP 13.1 near Essex Street.	0	0	0	6	0	0	1	0	0	0	0	0
TOTAL FOR MONTH			0	0	0	6	0	0	1	2	4	0	0	0
												13		

NOVEMBER 2017 STANDEE REPORT

East of Hudson

East of Hudson			NOV 2016	YTD 2016	NOV 2017	YTD 2017
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	12	4
		Total Standees	0	0	12	4
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	4	9	75	33
		Total Standees	4	9	75	33
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	11	32	51	32
		Total Standees	11	32	51	32
	EAST OF HUDSON TOTAL - AM PEAK		15	41	137	69
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	1
		Total Standees	0	0	0	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	13	20	12	15
		Total Standees	13	20	12	15
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	79	64	210	100
		Total Standees	79	64	210	100
	EAST OF HUDSON TOTAL - PM PEAK		92	84	222	116

West of Hudson

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

Definitions

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

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

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

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

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF November 2017

Elevator Availability	2017		2016	
	November	Year to Date	November	Year to Date
Grand Central Terminal	93.75%	93.55%	100.00%	98.98%
Harlem	100.00%	99.87%	99.57%	99.71%
Hudson	100.00%	99.96%	99.94%	99.87%
New Haven	100.00%	99.73%	100.00%	99.62%
Overall Average	98.44%	98.28%	99.88%	99.54%

GCT Availability for October 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	
	November	Year to Date	November	Year to Date
Grand Central Terminal	88.33%	97.17%	99.75%	98.64%
White Plains	100.00%	98.41%	100.00%	100.00%
Overall Average	94.17%	97.79%	99.88%	99.32%

November GCT Availability was impacted by Escalator #1 (located on the West Side of GCT near the Transit Museum) was taken out of service on September 30 for motor repair. Was returned to service on 11/20/17.

Escalator #8 (located at 47th Street Cross Passage to East Spine) was taken out of service on 11/9/17 for motor and gearbox repair. Estimated return to service is 12/15/17.



Metro-North Railroad

Finance Report

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

SUMMARY

October 2017 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$641.8 million was \$34.7 million or 5.1% favorable vs. the Mid-Year Forecast. The month of October Net Deficit (Non-Reimbursable and Reimbursable) of \$61.8 million was \$2.0 million or 3.1% favorable vs. the Mid-Year Forecast.

Major drivers of the October 2017 YTD favorable result of \$34.7 million include lower Non-Reimbursable Expenses of \$42 million mainly due to the timing of both maintenance contracts and professional services (\$26.2 million) and timing of non-cash adjustments (\$14.4 million). These favorable expense results were partially offset by unfavorable Non-Reimbursable Revenues of \$6.1 million mainly due to the current suspension of commissary services* (\$4.1 million) and lower advertising revenue (\$1.3 million). **note October YTD forecasted net commissary profit would have been approximately \$1.3 million*

October 2017 YTD Reimbursable results (Capital and Other Reimbursements) of \$173.6 million were \$52.0 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 \$1.1 million or 0.2% unfavorable vs. the Mid-Year Forecast. For the month, revenue was \$0.3 million or 0.5% favorable vs. the Mid-Year Forecast.
- YTD Ridership of 72.1 million was relatively flat vs. the Mid-Year Forecast and 0.5% favorable when compared to YTD 2016. October ridership of 7.7 million was 1.2% favorable vs. the Mid-Year Forecast and 1.7% favorable when compared to 2016.
- YTD East of Hudson Ridership of 70.7 million was slightly favorable vs. the Mid-Year Forecast and 0.6% favorable compared to YTD 2016. East of Hudson ridership for October of 7.6 million was 1.2% favorable vs. the Mid-Year Forecast and 1.8% favorable compared to 2016.
 - YTD commutation ridership of 40.5 million was 0.1% favorable vs. the Mid-Year Forecast and 0.9% unfavorable vs. YTD 2016. October commutation ridership of 4.3 million was 0.9% favorable vs. the Mid-Year Forecast and 0.3% unfavorable compared to 2016.
 - YTD non-commutation ridership of 30.2 million was 0.1% unfavorable vs. the Mid-Year Forecast and 2.7% favorable vs. YTD 2016. October non-commutation ridership of 3.3 million was 1.6% favorable vs. the Mid-Year Forecast and 4.8% favorable vs. 2016.
- YTD West of Hudson Ridership of 1.3 million was 2.4% unfavorable vs. the Mid-Year Forecast and 5.5% unfavorable vs. YTD 2016. October ridership of 0.1 million was 1.0% unfavorable vs. the Mid-Year Forecast and 6.6% unfavorable when compared to 2016.
- **Other Operating Revenue** – YTD was \$6.1 million (11.3%) 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 \$2.2 million unfavorable vs. the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was \$52.0 million unfavorable vs. the Mid-Year Forecast due to scheduling and timing changes noted above. For the month, reimbursements were \$4.1 million unfavorable vs. the Mid-Year Forecast.

TOTAL EXPENSES

Total Expenses – YTD expenses of \$1,469.9 million were \$93.9 million or 6.0% favorable vs. the Mid-Year Forecast. For the month, expenses of \$150.8 million were \$8.0 million or 5.1% favorable vs. the Mid-Year Forecast.

Labor Expenses (including fringes and overhead recoveries) of \$883.9 million YTD were \$9.3 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$90.4 million were \$1.6 million unfavorable vs. the Mid-Year Forecast.

- **Payroll** – YTD was \$0.8 million unfavorable vs. the Mid-Year Forecast mainly due to timing of forecasted attrition. For the month, expenses were \$1.5 million unfavorable vs. the Mid-Year Forecast.
- **Overtime** – YTD was \$0.3 million favorable vs. the Mid-Year Forecast mainly due to timing of Reimbursable project activity. For the month, expenses were \$1.1 million unfavorable vs. the Mid-Year Forecast.

Non-Labor Expenses of \$343.5 million YTD were \$70.2 million favorable vs. the Mid-Year Forecast. For the month, expenses of \$35.4 million were favorable by \$8.5 million vs. the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable YTD results of \$3.2 million vs. the Mid-Year Forecast. For the month, expenses were \$0.4 million favorable vs. the Mid-Year Forecast.
- **Fuel** – YTD was \$1.2 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 \$17.9 million favorable vs. the Mid-Year Forecast due to lower Non-Reimbursable expenses due to 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. For the month, expenses were \$2.3 million favorable vs. the Mid-Year Forecast.
- **Professional Services** – YTD was \$28.3 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, outside training and legal and medical services. For the month, expenses were favorable by \$4.1 million compared to the Mid-Year Forecast.
- **Materials & Supplies** – YTD was \$24.4 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 \$0.5 million favorable compared to the Mid-Year Forecast.
- **Other Business Expenses** – YTD expenses were \$2.3 million unfavorable vs. the Mid-Year Forecast primarily due to the write-off of the Grand Central Terminal Truss Expansion Study. For the month, expenses were \$1.1 million favorable compared to the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments were \$14.4 million favorable vs. the YTD Mid-Year Forecast primarily due to the timing of expenses for GASB Pension Adjustment (\$6.5 million), capitalization of assets (\$5.4 million) and environmental remediation (\$2.5 million). For the month, expenses were \$1.0 million favorable vs. the Mid-Year Forecast.

NET CASH DEFICIT SUMMARY

October YTD Net Cash Deficit of \$412.2 million was \$72.0 million or 14.9% favorable to the Mid-Year Forecast. This is mainly due to 2016 capital project reimbursements received in 2017, timing of several operating capital projects (Cameras for Non-M-8 Fleet, Track Geometry Car and Power Control Scada Upgrade) and timing of payments for operating expenditures as well as timing of claim payments.

FINANCIAL PERFORMANCE MEASURES

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

- Adjusted Farebox Operating Ratio of 64.5% was 2.1% favorable vs. the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$14.26 was \$0.64 favorable to the Mid-Year Forecast.
- Revenue per Passenger of \$8.42 was \$0.08 unfavorable vs. the Mid-Year Forecast.

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

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$63.600	\$63.915	\$0.315	0.5	\$0.000	\$0.000	\$0.000	-	\$63.600	\$63.915	\$0.315	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	7.073	4.842	(2.231)	(31.5)	0.000	0.000	0.000	-	7.073	4.842	(2.231)	(31.5)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	12.953	12.156	(0.797)	(6.2)	12.953	12.156	(0.797)	(6.2)
CDOT	0.000	0.000	0.000	-	10.119	6.379	(3.740)	(37.0)	10.119	6.379	(3.740)	(37.0)
Other	0.000	0.000	0.000	-	1.239	1.640	0.401	32.4	1.239	1.640	0.401	32.4
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	24.311	20.175	(4.136)	(17.0)	24.311	20.175	(4.136)	(17.0)
Total Revenue/Receipts	\$70.673	\$68.757	(\$1.916)	(2.7)	\$24.311	\$20.175	(\$4.136)	(17.0)	\$94.984	\$88.932	(\$6.052)	(6.4)
Expenses												
<i>Labor:</i>												
Payroll	\$40.733	\$42.350	(\$1.617)	(4.0)	\$4.703	\$4.573	\$0.130	2.8	\$45.436	\$46.922	(\$1.486)	(3.3)
Overtime	6.915	7.840	(0.925)	(13.4)	2.122	2.264	(0.142)	(6.7)	9.037	10.104	(1.067)	(11.8)
Health and Welfare	9.042	8.316	0.726	8.0	1.628	1.590	0.039	2.4	10.670	9.905	0.765	7.2
OPEB Current Payment	2.600	2.943	(0.343)	(13.2)	0.000	0.000	0.000	-	2.600	2.943	(0.343)	(13.2)
Pensions	9.522	8.975	0.546	5.7	1.129	0.990	0.139	12.3	10.650	9.965	0.685	6.4
Other Fringe Benefits	9.570	9.552	0.019	0.2	1.176	1.182	(0.006)	(0.5)	10.746	10.734	0.012	0.1
Reimbursable Overhead	(5.032)	(5.341)	0.310	6.2	4.745	5.178	(0.432)	(9.1)	(0.286)	(0.164)	(0.123)	(42.9)
Total Labor	\$73.350	\$74.635	(\$1.285)	(1.8)	\$15.503	\$15.775	(\$0.272)	(1.8)	\$88.853	\$90.410	(\$1.557)	(1.8)
<i>Non-Labor:</i>												
Electric Power	\$5.462	\$4.979	\$0.483	8.8	\$0.000	\$0.039	(\$0.039)	-	\$5.462	\$5.018	\$0.444	8.1
Fuel	1.497	1.359	0.138	9.2	0.000	0.000	0.000	-	1.497	1.359	0.138	9.2
Insurance	1.422	1.413	0.010	0.7	0.383	0.497	(0.114)	(29.7)	1.805	1.909	(0.104)	(5.8)
Claims	0.097	0.021	0.076	78.4	0.000	0.000	0.000	-	0.097	0.021	0.076	78.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.626	9.021	1.605	15.1	1.508	0.849	0.659	43.7	12.134	9.870	2.265	18.7
Professional Service Contracts	3.746	3.223	0.524	14.0	4.385	0.828	3.558	81.1	8.132	4.051	4.081	50.2
Materials & Supplies	9.335	9.153	0.182	1.9	2.507	2.175	0.332	13.2	11.842	11.328	0.514	4.3
Other Business Expenses	2.988	1.874	1.115	37.3	0.025	0.013	0.012	48.6	3.014	1.886	1.127	37.4
Total Non-Labor	\$35.174	\$31.041	\$4.133	11.7	\$8.808	\$4.400	\$4.408	50.0	\$43.982	\$35.442	\$8.541	19.4
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$108.524	\$105.677	\$2.848	2.6	\$24.311	\$20.175	\$4.136	17.0	\$132.835	\$125.852	\$6.984	5.3
Depreciation	20.261	19.211	1.049	5.2	0.000	0.000	0.000	-	20.261	19.211	1.049	5.2
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	-
Total Expenses	\$134.478	\$130.581	\$3.897	2.9	\$24.311	\$20.175	\$4.136	17.0	\$158.789	\$150.756	\$8.033	5.1
Net Surplus/(Deficit)	(\$63.805)	(\$61.824)	\$1.982	3.1	\$0.000	\$0.000	\$0.000	-	(\$63.805)	(\$61.824)	\$1.982	3.1
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.261	19.211	(1.049)	(5.2)	0.000	0.000	0.000	-	20.261	19.211	(1.049)	(5.2)
Operating/Capital	(5.251)	(2.405)	2.846	54.2	0.000	0.000	0.000	-	(5.251)	(2.405)	2.846	54.2
Other Cash Adjustments	7.056	1.291	(5.765)	(81.7)	0.000	0.000	0.000	-	7.056	1.291	(5.765)	(81.7)
Total Cash Conversion Adjustments	\$22.066	\$18.097	(\$3.969)	(18.0)	\$0.000	\$0.000	\$0.000	-	\$22.066	\$18.097	(\$3.969)	(18.0)
Net Cash Surplus/(Deficit)	(\$41.740)	(\$43.727)	(\$1.987)	(4.8)	\$0.000	\$0.000	\$0.000	-	(\$41.740)	(\$43.727)	(\$1.987)	(4.8)

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
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 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
Revenue												
Farebox Revenue	\$607.637	\$606.527	(\$1.111)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$607.637	\$606.527	(\$1.111)	(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	54.157	48.043	(6.115)	(11.3)	0.000	0.000	0.000	-	54.157	48.043	(6.115)	(11.3)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	118.196	88.232	(29.964)	(25.4)	118.196	88.232	(29.964)	(25.4)
CDOT	0.000	0.000	0.000	-	93.038	69.694	(23.344)	(25.1)	93.038	69.694	(23.344)	(25.1)
Other	0.000	0.000	0.000	-	14.304	15.650	1.346	9.4	14.304	15.650	1.346	9.4
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	225.538	173.576	(51.962)	(23.0)	225.538	173.576	(51.962)	(23.0)
Total Revenue/Receipts	\$661.795	\$654.569	(\$7.225)	(1.1)	\$225.538	\$173.576	(\$51.962)	(23.0)	\$887.333	\$828.145	(\$59.187)	(6.7)
Expenses												
<i>Labor:</i>												
Payroll	\$416.013	\$419.948	(\$3.935)	(0.9)	\$39.796	\$36.680	\$3.116	7.8	\$455.809	\$456.628	(\$0.819)	(0.2)
Overtime	76.378	77.238	(0.860)	(1.1)	21.385	20.209	1.176	5.5	97.763	97.447	0.316	0.3
Health and Welfare	92.994	83.685	9.308	10.0	14.294	13.031	1.263	8.8	107.288	96.716	10.571	9.9
OPEB Current Payment	26.312	27.582	(1.270)	(4.8)	0.000	0.000	0.000	-	26.312	27.582	(1.270)	(4.8)
Pensions	88.636	87.797	0.839	0.9	9.793	8.170	1.624	16.6	98.429	95.967	2.462	2.5
Other Fringe Benefits	98.978	101.160	(2.182)	(2.2)	10.398	9.737	0.661	6.4	109.376	110.897	(1.521)	(1.4)
Reimbursable Overhead	(45.018)	(43.172)	(1.846)	(4.1)	43.265	41.816	1.449	3.3	(1.754)	(1.356)	(0.397)	(22.7)
Total Labor	\$754.292	\$754.238	\$0.054	0.0	\$138.930	\$129.643	\$9.288	6.7	\$893.223	\$883.881	\$9.342	1.0
<i>Non-Labor:</i>												
Electric Power	\$58.744	\$55.448	\$3.296	5.6	\$0.002	\$0.131	(\$0.129)	*	\$58.746	\$55.579	\$3.167	5.4
Fuel	14.564	13.414	1.150	7.9	0.000	0.000	0.000	-	14.564	13.414	1.150	7.9
Insurance	14.314	14.473	(0.160)	(1.1)	3.589	4.204	(0.614)	(17.1)	17.903	18.677	(0.774)	(4.3)
Claims	0.934	2.473	(1.540)	*	0.000	0.000	0.000	-	0.934	2.473	(1.540)	*
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	101.077	82.479	18.598	18.4	9.970	10.714	(0.744)	(7.5)	111.047	93.194	17.854	16.1
Professional Service Contracts	35.241	27.635	7.606	21.6	33.575	12.923	20.653	61.5	68.816	40.557	28.258	41.1
Materials & Supplies	78.694	77.802	0.892	1.1	39.209	15.713	23.495	59.9	117.902	93.515	24.387	20.7
Other Business Expenses	23.498	25.847	(2.349)	(10.0)	0.262	0.248	0.014	5.3	23.760	26.095	(2.335)	(9.8)
Total Non-Labor	\$327.064	\$299.572	\$27.493	8.4	\$86.608	\$43.933	\$42.674	49.3	\$413.672	\$343.505	\$70.167	17.0
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$1,081.357	\$1,053.810	\$27.547	2.5	\$225.538	\$173.576	\$51.962	23.0	\$1,306.895	\$1,227.386	\$79.509	6.1
Depreciation	200.439	194.996	5.443	2.7	0.000	0.000	0.000	-	200.439	194.996	5.443	2.7
OPEB Obligation	56.930	56.930	0.000	0.0	0.000	0.000	0.000	-	56.930	56.930	0.000	0.0
GASB68 Pension Adjustment	(3.404)	(9.897)	6.493	*	0.000	0.000	0.000	-	(3.404)	(9.897)	6.493	*
Environmental Remediation	3.000	0.534	2.466	82.2	0.000	0.000	0.000	-	3.000	0.534	2.466	82.2
Total Expenses	\$1,338.322	\$1,296.373	\$41.949	3.1	\$225.538	\$173.576	\$51.962	23.0	\$1,563.860	\$1,469.949	\$93.911	6.0
Net Surplus/(Deficit)	(\$676.527)	(\$641.804)	\$34.723	5.1	\$0.000	\$0.000	(\$0.000)	-	(\$676.527)	(\$641.804)	\$34.723	5.1
<i>Cash Conversion Adjustments:</i>												
Depreciation	200.439	194.996	(5.443)	(2.7)	0.000	0.000	0.000	-	200.439	194.996	(5.443)	(2.7)
Operating/Capital	(48.884)	(32.469)	16.415	33.6	0.000	0.000	0.000	-	(48.884)	(32.469)	16.415	33.6
Other Cash Adjustments	40.750	67.069	26.318	64.6	0.000	0.000	0.000	-	40.750	67.069	26.318	64.6
Total Cash Conversion Adjustments	\$192.305	\$229.596	\$37.290	19.4	\$0.000	\$0.000	\$0.000	-	\$192.305	\$229.596	\$37.290	19.4
Net Cash Surplus/(Deficit)	(\$484.222)	(\$412.208)	\$72.014	14.9	\$0.000	\$0.000	(\$0.000)	-	(\$484.222)	(\$412.208)	\$72.014	14.9

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
 OCTOBER 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	(\$2.231)	(31.5%)	Primarily due to timing of GCT net retail revenue and the current suspension of commissary services.	(\$6.115)	(11.3%)	Primarily due to the current suspension of commissary services and lower advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$4.136)	(17.0%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$51.962)	(23.0%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$1.617)	(4.0%)	Primarily due to increased Yankee Stadium service, reallocation of forces to operations coverage due to the rescheduling of capital projects as well as the timing of forecasted attrition.	(\$3.935)	(0.9%)	Reflects lower activity for the following projects: Capital Training for CT, Turnouts Mainline High Speed, C-30 Track Program, System Wide Drainage Program, Signal Replacement from Greenwich to South Norwalk, Walk Bridge Design and the Danbury Dock Yard Signal Replacement Cables.
	Reimb	\$0.130	2.8%		\$3.116	7.8%	
OVERTIME	Non-Reimb	(\$0.925)	(13.4%)	See overtime tables.	(\$0.860)	(1.1%)	See overtime tables.
	Reimb	(\$0.142)	(6.7%)	See overtime tables.	\$1.176	5.5%	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	\$0.726	8.0%	Primarily reflects lower projected enrollments and dental costs partially offset by higher payroll costs.	\$9.308	10.0%	Primarily reflects an adjustment to recognize lower projected enrollments and dental costs.
	Reimb	\$0.039	2.4%	Reflects lower monthly project activity driven by the NHL Cos Cob Bridge Mitre Rail.	\$1.263	8.8%	Reflects lower YTD activity for the Turnouts Mainline High Speed project, Capital Training for CT project, Cyclical Track program, C-30 Track Program, Catenary Replacement program and the Right of Way Restoration project.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.343)	(13.2%)	Reflects additional retirees.	(\$1.270)	(4.8%)	Reflects additional retirees.
PENSIONS	Non-Reimb	\$0.546	5.7%	Primarily due to lower than forecasted rates.	\$0.839	0.9%	Reflects lower activity for the following projects: Turnouts Mainline High Speed, Capital Training for CT project, Cyclical Track Program, C-30 Track Program, Catenary Replacement Program and the Right of Way Restoration.
	Reimb	\$0.139	12.3%	Reflects lower project activity driven by the Capital Training for CT, NHL Cos Cob Bridge Mitre Rail and the Turnouts Mainline High Speed.	\$1.624	16.6%	
OTHER FRINGE BENEFITS	Reimb	(\$0.006)	(0.5%)		\$0.661	6.4%	Reflects lower YTD project activity for the Turnouts Mainline High Speed, Capital Training for CT, Cyclical Track Program and the C-30 Track Program.

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
 OCTOBER 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	\$0.310	6.2%	The non-reimbursable and reimbursable variances reflect lower activity for Devon Bridge Repairs and West of Hudson Track Improvements.	(\$1.846)	(4.1%)	The non-reimbursable and reimbursable variances primarily reflect lower activity for the Turnouts Mainline High Speed Project and the Cyclical Track Program.
	Reimb	(\$0.432)	(9.1%)		\$1.449	3.3%	
ELECTRIC POWER	Non-Reimb	\$0.483	8.8%	Reflects favorable rates.	\$3.296	5.6%	Reflects favorable rates.
	Reimb	(\$0.039)	-		(\$0.129)	*	
FUEL	Non-Reimb	\$0.138	9.2%	Primarily reflects lower diesel fuel price per gallon.	\$1.150	7.9%	Primarily reflects lower diesel fuel price per gallon.
INSURANCE	Reimb	(\$0.114)	(29.7%)	Reflects higher project activity for the Devon Bridge Repairs, the West of Hudson Track Improvements and the Substation Bridge Construction.	(\$0.614)	(17.1%)	Reflects higher activity in the Cameras and Audio for M-8 Fleet, Verizon Cellphone Antennae project and NHL Grade Crossing Renewal.
CLAIMS	Non-Reimb	\$0.076	78.4%	Primarily due to timing of claims expense.	(\$1.540)	*	Primarily due to higher claims expense.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.605	15.1%	Primarily reflects timing of expenses for track maintenance services as well as lower GCT utilities cost.	\$18.598	18.4%	Primarily reflects timing of expenses of the BL-20 locomotive overhaul, contracted car repairs for equipment damaged in the 2013 Bridgeport derailment, M-7 Systems Equipment Replacement project and maintenance services as well as lower GCT utilities cost.
	Reimb	\$0.659	43.7%	Reflects lower project activity for the Tree Removal Program NHL in CT.	(\$0.744)	(7.5%)	Reflects higher project activity for the Hot Bearing and Wheel Impact.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.524	14.0%	Primarily due to timing of expenses for engineering, consulting and audit services.	\$7.606	21.6%	Primarily due to timing of expenses for engineering, consulting, audit and legal services as well as lower outside training.
	Reimb	\$3.558	81.1%	Reflects lower activity for Positive Train Control and Signal Replacement for Greenwich to South Norwalk.	\$20.653	61.5%	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
 OCTOBER 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	Reimb	\$0.332	13.2%	Reflects lower activity for the Turnouts Mainline High Speed.	\$23.495	59.9%	Reflects lower project activity for the Network Infrastructure Replacement, Cyclical Track Program, Turnouts Mainline High Speed and the Waterbury Branch Cable Signals.
OTHER BUSINESS EXPENSES	Non-Reimb	\$1.115	37.3%	Primarily due to lower NJT subsidy payment for West of Hudson operations, higher Amtrak recoveries and other miscellaneous expenses.	(\$2.349)	(10.0%)	Primarily reflects the write-off for the Grand Central Terminal Truss Expansion Study.
	Reimb	\$0.012	48.6%	Reflects lower activity for the Positive Train Control Program, M3 Replacement Development, Rock Slope Remediation project and the M-8 NHL Purchase.	\$0.014	5.3%	Reflects lower activity for the Positive Train Control Program.
DEPRECIATION	Non-Reimb	\$1.049	5.2%	Reflects timing of the capitalization of assets.	\$5.443	2.7%	Reflects timing of the capitalization of assets.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		\$6.493	*	Reflects timing of net pension liability adjustment, which will be revised pending year-end guidance.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	-		\$2.466	82.2%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$2.846	54.2%	Mainly due to timing of project activity for Cameras and Audio for Non M-8 Fleet, GCT 7B Renovation, Power Control Scada Upgrade, Hot Box Detector, West of Hudson Camera Installation and Graybar Post Construction.	\$16.415	33.6%	Reflects timing of the Cameras & Audio for Non-M-8 Fleet, Track Geometry Car, Power Control Scada Upgrade, West of Hudson Camera Installation and the GP35 Locomotive Overhaul.

* Variance exceeds 100%.

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

	October						Year To Date(October)					
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	36,722	\$ 2.201	45,310	\$ 2.753	(8,588)	(\$0.553)	458,914	\$ 27.548	471,046	\$ 28.433	(12,132)	(\$0.885)
					-23.4%	-25.1%					-2.6%	-3.2%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	54,365	\$ 3.126	70,734	\$ 3.950	(16,369)	(\$0.824)	516,133	\$ 29.555	504,949	\$ 28.317	11,184	\$1.238
					-30.1%	-26.4%					2.2%	4.2%
<u>Unscheduled Maintenance</u>	1,061	\$ 0.051	0	\$ -	1,061	\$0.051	9,753	\$ 0.470	8,816	\$ 0.450	936	\$0.020
					100.0%	100.0%					9.6%	4.2%
<u>Vacancy/Absentee Coverage</u> ²	22,754	\$ 1.230	27,578	\$ 1.451	(4,824)	(\$0.221)	269,401	\$ 14.497	266,238	\$ 14.036	3,163	\$0.461
					-21.2%	-18.0%					1.2%	3.2%
<u>Weather Emergencies</u>	5,485	\$ 0.307	4,230	\$ 0.239	1,255	\$0.068	100,233	\$ 5.571	86,327	\$ 4.740	13,906	\$0.830
					22.9%	22.3%					13.9%	14.9%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	0	\$ (0.553)	-	\$0.553	0	\$ (1.262)	0	\$ 1.262	-	(\$2.524)
Subtotal	120,387	\$ 6.915	147,852	\$ 7.840	(27,465)	(\$0.925)	1,354,432	\$ 76.378	1,337,376	\$ 77.238	17,057	(\$0.860)
					-22.8%	-13.4%					1.3%	-1.1%
REIMBURSABLE OVERTIME	35,631	\$ 2.122	43,040	\$ 2.264	(7,409)	(\$0.142)	347,002	\$ 21.385	353,859	\$ 20.209	(6,856)	\$1.176
					-20.8%	-6.7%					-2.0%	5.5%
TOTAL OVERTIME	156,019	\$ 9.037	190,892	\$ 10.104	(34,873)	(\$1.067)	1,701,435	\$ 97.763	1,691,234	\$ 97.447	10,200	\$0.316
					-22.4%	-11.8%					0.6%	0.3%

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable.

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

	October			Year To Date(October)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(8,588)	(\$0.553)	Reflects service coverage versus available staff and train dispatchment needs.	(12,132)	(\$0.885)	Reflects service coverage versus available staff and train dispatchment needs.
	-23.4%	-25.1%		-2.6%	-3.2%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(16,369)	(\$0.824)	Higher facility maintenance and infrastructure repair work.	11,184	\$1.238	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.
	-30.1%	-26.4%		2.2%	4.2%	
<u>Unscheduled Maintenance</u>	1,061	\$0.051		936	\$0.020	Coverage related to repairing damaged segment of Right-of-Way caused by the Rye derailment.
	100.0%	100.0%		9.6%	4.2%	
<u>Vacancy/Absentee Coverage</u> ²	(4,824)	(\$0.221)	Slightly higher vacation, sick and vacancy coverage requirements.	3,163	\$0.461	Lower vacation, sick and vacancy coverage requirements.
	-21.2%	-18.0%		1.2%	3.2%	
<u>Weather Emergencies</u>	1,255	\$0.068	Fewer weather events than budgeted.	13,906	\$0.830	Fewer weather events than budgeted partially offset by Winter Storm Stella.
	22.9%	22.3%		13.9%	14.9%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	0	\$0.553	Reflects timing differences related to payroll and calendar cutoff dates.	0	(\$2.524)	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	(27,465)	(\$0.925)		17,057	(\$0.860)	
	-22.8%	-13.4%		1.3%	-1.1%	
REIMBURSABLE OVERTIME	(7,409)	(\$0.142)	Reflects higher monthly activity in the West of Hudson Track Improvement project.	(6,856)	\$1.176	Reflects lower yearly activity in the new Cyclical Track Program.
	-20.8%	-6.7%		-2.0%	5.5%	
TOTAL OVERTIME	(34,873)	(\$1.067)		10,200	\$0.316	

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable.

MTA METRO-NORTH RAILROAD
2017 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	October 2017				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Opening Available Cash Balance	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<u>Receipts</u>								
Farebox Receipts	\$62.749	\$63.253	\$0.504	0.8	\$600.815	\$597.658	(\$3.157)	(0.5)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	7.939	6.097	(1.842)	(23.2)	98.793	77.330	(21.463)	(21.7)
<i>Capital & Other Reimbursements:</i>								
MTA	11.753	11.128	(0.625)	(5.3)	93.101	98.478	5.377	5.8
CDOT	10.119	6.330	(3.789)	(37.4)	95.252	68.970	(26.282)	(27.6)
Other	1.239	1.191	(0.048)	(3.9)	17.723	17.121	(0.602)	(3.4)
Total Capital and Other Reimbursements	23.111	18.649	(4.462)	(19.3)	206.076	184.569	(21.507)	(10.4)
Total Receipts	\$93.799	\$87.999	(\$5.800)	(6.2)	\$905.683	\$859.557	(\$46.126)	(5.1)
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$41.202	\$42.437	(\$1.235)	(3.0)	\$455.001	\$452.477	\$2.524	0.6
Overtime	8.171	8.832	(0.661)	(8.1)	97.829	95.010	2.819	2.9
Health and Welfare	11.007	13.453	(2.446)	(22.2)	108.633	111.400	(2.767)	(2.5)
OPEB Current Payment	2.600	2.679	(0.079)	(3.0)	26.212	27.421	(1.209)	(4.6)
Pensions	10.705	10.721	(0.016)	(0.1)	98.576	97.679	0.897	0.9
Other Fringe Benefits	10.825	8.576	2.249	20.8	114.081	113.906	0.175	0.2
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$84.510	\$86.698	(\$2.188)	(2.6)	\$900.332	\$897.893	\$2.439	0.3
<i>Non-Labor:</i>								
Electric Power	\$5.621	\$5.785	(\$0.164)	(2.9)	\$57.429	\$53.745	\$3.684	6.4
Fuel	1.453	0.225	1.228	84.5	13.705	11.897	1.808	13.2
Insurance	3.314	4.839	(1.525)	(46.0)	21.030	23.046	(2.016)	(9.6)
Claims	0.858	0.137	0.721	84.0	21.259	11.522	9.737	45.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	13.836	9.093	4.743	34.3	125.032	97.652	27.380	21.9
Professional Service Contracts	8.234	10.702	(2.468)	(30.0)	82.086	36.334	45.752	55.7
Materials & Supplies	11.823	9.525	2.298	19.4	122.062	99.727	22.335	18.3
Other Business Expenditures	5.890	4.722	1.168	19.8	46.970	39.949	7.021	14.9
Total Non-Labor	\$51.028	\$45.028	\$6.000	11.8	\$489.573	\$373.872	\$115.701	23.6
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$135.538	\$131.726	\$3.812	2.8	\$1,389.905	\$1,271.765	\$118.140	8.5
Net Cash Deficit (excludes Opening Cash Balance)	(\$41.740)	(\$43.727)	(\$1.987)	(4.8)	(\$484.222)	(\$412.208)	\$72.014	14.9
<u>Subsidies</u>								
MTA	33.391	31.180	(2.211)	(6.6)	382.011	317.957	(64.054)	(16.8)
CDOT	8.348	14.519	6.171	73.9	101.086	104.839	3.753	3.7
Total Subsidies	\$41.739	\$45.699	\$3.960	9.5	\$483.097	\$422.796	(\$60.301)	(12.5)
Cash Timing and Availability Adjustment	\$0.000	\$2.522	\$2.522	-	\$0.000	\$0.843	\$0.843	-
Closing Cash Balance	(\$0.001)	\$4.494	\$4.495	*	(\$1.125)	\$11.431	\$12.556	*

-- 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	October Month vs Mid-Year Forecast			Year-To-Date as of October 31, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER OPERATING REVENUE	(1.842)	(23.2%)	Timing of GCT revenues and Amtrak PRIIA Reimbursement as well as current suspension of Commissary Services.	(21.464)	(21.7%)	Lower FMTAC reimbursement for injury claims relating to Spuyten Duyvil derailment due to the maximum exposure per occurrence threshold being met, timing of Amtrak PRIIA reimbursement and current suspension of Commissary Services.
CAPITAL AND OTHER REIMBURSEMENTS: MTA	(0.625)	(5.3%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.	5.377	5.8%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
CDOT	(3.789)	(37.4%)	Lower cash receipts due to lower capital related project activity.	(26.282)	(27.6%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
OVERTIME	(0.661)	(8.1%)	Timing of facility maintenance and infrastructure repair work partially offset by timing of overtime paid.	2.819	2.9%	
HEALTH & WELFARE	(2.446)	(22.2%)	Timing of payments for dental & vision premiums.	(2.767)	(2.5%)	
OTHER FRINGE BENEFITS	2.249	20.8%	Timing of payroll taxes combined with employee claims.	0.175	0.2%	
ELECTRIC POWER	(0.164)	(2.9%)		3.684	6.4%	Lower rates combined with timing of payments.
FUEL	1.228	84.5%	Timing of payments combined with lower rates.	1.808	13.2%	Lower rates combined with timing of payments.
INSURANCE	(1.525)	(46.0%)	Timing of premiums paid for All Agency Property, All Agency Catastrophic Bond, All Agency Property - Terrorism partially offset by Force Account.	(2.016)	(9.6%)	Timing of premiums paid for Station Liability and Force Account partially offset by Excess Liability and All Agency Catastrophic Bond.
CLAIMS	0.721	84.0%	Timing of passenger injury settlements relating to Spuyten Duyvil and Bridgeport incidents combined with other passenger injury claims.	9.737	45.8%	Timing of passenger injury settlements relating to Spuyten Duyvil and Bridgeport incidents combined with other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	4.743	34.3%	Timing of payments for NHL share of MTA Police services, Capital Related Projects (GCT 7B Renovation, Tree Removal Program and West of Hudson Construction), Maintenance & Repairs and Security Surveillance Equipment.	27.380	21.9%	Timing of payments for Maintenance & Repairs, NHL share of MTA Police services, Track Leases, Safety Equipment & Supplies and Real Estate Management Services.

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	October Month vs Mid-Year Forecast			Year-To-Date as of October 31, 2017		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
PROFESSIONAL SERVICE CONTRACTS	(2.468)	(30.0%)	Timing of payments for Engineering Services (Positive Train Control) partially offset by lower Medical Services and Outside Training.	45.752	55.7%	Timing of Capital Related Projects (Positive Train Control, Signal Replacement Green to South Norwalk, Camera's/Audio for Fleet, Power Control Scada Upgrade, New York State Beacon Line Trail and GIS Expansion), NHL share of BSC/IT Costs, Engineering Services, Professional Services and Medical Services.
MATERIALS & SUPPLIES	2.298	19.4%	Timing of material purchases for Carbody, Truck Suspension, Projects, Other Track Materials and Friction Brake partially offset by materials placed into inventory.	22.335	18.3%	Primarily due to timing of Capital Related Projects (Network Infrastructure Replacement, Cyclical Track Program, Turnouts Mainline High Speed and the Waterbury Branch Cable Signals) partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	1.168	19.8%	Timing of payments for Miscellaneous Expenses, Stationary & Printing, Metro Cards and Travel & Conventions.	7.021	14.9%	Timing of payments for Stationary & Printing, Metro Cards, Travel & Conventions, New Jersey Transit Subsidy, Sales Tax and Bus Fares partially offset by timing of Metro-Enviro Property Acquisition.
MTA SUBSIDY RECEIPTS	(2.211)	(6.6%)	Higher CDOT subsidy partially offset by available cash balance and higher cash deficit.	(64.054)	(16.8%)	Lower cash deficit combined with higher CDOT subsidy partially offset by available cash balance.
CDOT SUBSIDY RECEIPTS	6.171	73.9%	Timing of payments for Admin Assets, 2016 Final Bill and higher share of prior months deficit than forecasted.	3.753	3.7%	2016 Final Bill combined with higher 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)

	October 2017				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$0.851)	(\$0.662)	\$0.189	22.2	(\$6.822)	(\$8.869)	(\$2.046)	(30.0)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.866	1.255	0.389	44.9	44.635	29.287	(15.348)	(34.4)
Capital & Other Reimbursements:								
MTA	(1.200)	(1.028)	0.172	14.4	(25.095)	10.246	35.341	*
CDOT	0.000	(0.049)	(0.049)	-	2.214	(0.724)	(2.938)	*
Other	0.000	(0.449)	(0.449)	-	3.419	1.471	(1.948)	(57.0)
Total Capital and Other Reimbursements	(1.200)	(1.526)	(0.326)	(27.2)	(19.462)	10.993	30.455	*
Total Revenue/Receipts	(\$1.185)	(\$0.933)	\$0.252	21.3	\$18.351	\$31.412	\$13.061	71.2
Expenditures								
Labor:								
Payroll	\$4.233	\$4.485	\$0.252	5.9	\$0.807	\$4.151	\$3.344	*
Overtime	0.866	1.272	0.406	46.9	(0.066)	2.437	2.503	*
Health and Welfare	(0.336)	(3.548)	(3.212)	*	(1.346)	(14.684)	(13.338)	*
OPEB Current Payment	0.000	0.264	0.000		0.100	0.161	0.061	61.2
Pensions	(0.055)	(0.756)	(0.701)	*	(0.147)	(1.712)	(1.566)	*
Other Fringe Benefits	(0.079)	2.158	2.237	*	(4.705)	(3.009)	1.696	36.0
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.286)	(0.164)	0.123	42.9	(1.754)	(1.356)	0.397	22.7
Total Labor	\$4.343	\$3.712	(\$0.631)	(14.5)	(\$7.110)	(\$14.012)	(\$6.902)	(97.1)
Non-Labor:								
Electric Power	(\$0.158)	(\$0.767)	(\$0.609)	*	\$1.317	\$1.834	\$0.517	39.3
Fuel	0.044	1.134	1.090	*	0.859	1.517	0.658	76.7
Insurance	(1.508)	(2.930)	(1.421)	(94.2)	(3.127)	(4.369)	(1.242)	(39.7)
Claims	(0.761)	(0.116)	0.645	84.7	(20.325)	(9.049)	11.277	55.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.702)	0.777	2.478	*	(13.984)	(4.458)	9.526	68.1
Professional Service Contracts	(0.102)	(6.651)	(6.549)	*	(13.270)	4.223	17.494	*
Materials & Supplies	0.019	1.803	1.784	*	(4.160)	(6.212)	(2.052)	(49.3)
Other Business Expenses	(2.877)	(2.836)	0.041	1.4	(23.210)	(13.854)	9.356	40.3
Total Non-Labor	(\$7.046)	(\$9.586)	(\$2.541)	(36.1)	(\$75.901)	(\$30.367)	\$45.534	60.0
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	(\$2.703)	(\$5.874)	(\$3.171)	*	(\$83.010)	(\$44.379)	\$38.631	46.5
Depreciation	20.261	19.211	(1.049)	(5.2)	200.439	194.996	(5.443)	(2.7)
OPEB Obligation	5.693	5.693	0.000	0.0	56.930	56.930	0.000	0.0
GASB68 Pension Adjustment	0.000	0.000	0.000	-	(3.404)	(9.897)	(6.493)	*
Environmental Remediation	0.000	0.000	0.000	-	3.000	0.534	(2.466)	82.2
Total Expenditures Adjustments	\$23.251	\$19.030	(\$4.221)	(18.2)	\$173.955	\$198.184	\$24.229	13.9
Total Cash Conversion Adjustments	\$22.066	\$18.097	(\$3.969)	(18.0)	\$192.305	\$229.596	\$37.290	19.4

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
OCTOBER 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	
				\$	%	\$	%				\$	%	\$	%
FAREBOX REVENUE														
Harlem Line - Commutation	9.438	9.553	9.237	0.115	1.2%	0.316	3.4%	92.283	92.596	91.000	0.313	0.3%	1.595	1.8%
Harlem Line - Non-Commutation	8.904	8.925	8.328	0.021	0.2%	0.598	7.2%	83.351	83.181	78.601	(0.170)	-0.2%	4.580	5.8%
TOTAL HARLEM LINE	\$18.342	\$18.478	\$17.564	\$0.136	0.7%	\$0.913	5.2%	\$175.634	\$175.777	\$169.602	\$0.142	0.1%	\$6.175	3.6%
Hudson Line - Commutation	6.142	6.299	5.991	0.156	2.5%	0.308	5.1%	60.116	60.474	59.058	0.358	0.6%	1.415	2.4%
Hudson Line - Non-Commutation	7.853	8.187	7.212	0.334	4.2%	0.975	13.5%	69.403	70.029	64.548	0.626	0.9%	5.481	8.5%
TOTAL HUDSON LINE	\$13.995	\$14.485	\$13.203	\$0.490	3.5%	\$1.282	9.7%	\$129.519	\$130.503	\$123.606	\$0.984	0.8%	\$6.897	5.6%
New Haven Line - Commutation	13.517	13.535	12.827	0.017	0.1%	0.708	5.5%	131.530	131.200	125.895	(0.331)	-0.3%	5.305	4.2%
New Haven Line - Non-Commutation	16.676	16.425	15.440	(0.251)	-1.5%	0.984	6.4%	158.859	157.217	149.255	(1.642)	-1.0%	7.962	5.3%
TOTAL NEW HAVEN LINE	\$30.193	\$29.959	\$28.267	(\$0.234)	-0.8%	\$1.692	6.0%	\$290.389	\$288.417	\$275.149	(\$1.973)	-0.7%	\$13.267	4.8%
All Lines - Commutation	29.098	29.386	28.055	0.288	1.0%	1.331	4.7%	283.929	284.269	275.954	0.340	0.1%	8.315	3.0%
All Lines - Non-Commutation	33.433	33.536	30.980	0.103	0.3%	2.557	8.3%	311.613	310.427	292.404	(1.186)	-0.4%	18.023	6.2%
TOTAL EAST OF HUDSON LINES	\$62.531	\$62.922	\$59.034	\$0.391	0.6%	\$3.888	6.6%	\$595.543	\$594.696	\$568.358	(\$0.846)	-0.1%	\$26.339	4.6%
West of Hudson	\$1.069	\$0.993	\$1.075	(0.077)	-7.2%	(0.082)	-7.6%	\$12.099	\$11.830	\$12.225	(0.269)	-2.2%	(0.395)	-3.2%
TOTAL FAREBOX REVENUE	\$63.600	\$63.915	\$60.109	\$0.315	0.5%	\$3.806	6.3%	\$607.642	\$606.527	\$580.583	(\$1.115)	-0.2%	\$25.944	4.5%
RIDERSHIP**														
Harlem Line - Commutation	1.485	1.501	1.503	0.016	1.1%	(0.002)	-0.1%	13.976	14.013	14.115	0.037	0.3%	(0.101)	-0.7%
Harlem Line - Non-Commutation	0.987	0.992	0.954	0.005	0.5%	0.039	4.0%	9.189	9.174	8.870	(0.015)	-0.2%	0.304	3.4%
TOTAL HARLEM LINE	2.472	2.494	2.457	0.021	0.9%	0.037	1.5%	23.164	23.187	22.985	0.023	0.1%	0.203	0.9%
Hudson Line - Commutation	0.823	0.837	0.828	0.014	1.7%	0.009	1.1%	7.786	7.820	7.818	0.034	0.4%	0.002	0.0%
Hudson Line - Non-Commutation	0.688	0.715	0.654	0.028	4.0%	0.061	9.3%	6.235	6.293	5.953	0.058	0.9%	0.340	5.7%
TOTAL HUDSON LINE	1.511	1.552	1.483	0.042	2.8%	0.070	4.7%	14.021	14.113	13.771	0.092	0.7%	0.342	2.5%
New Haven Line - Commutation	1.999	2.008	2.028	0.009	0.4%	(0.020)	-1.0%	18.708	18.690	18.966	(0.018)	-0.1%	(0.276)	-1.5%
New Haven Line - Non-Commutation	1.539	1.557	1.507	0.018	1.2%	0.050	3.3%	14.807	14.729	14.592	(0.078)	-0.5%	0.138	0.9%
TOTAL NEW HAVEN LINE	3.538	3.565	3.535	0.027	0.8%	0.029	0.8%	33.514	33.419	33.557	(0.096)	-0.3%	(0.138)	-0.4%
Total Ridership East of Hudson														
All Lines - Commutation	4.307	4.346	4.359	0.039	0.9%	(0.013)	-0.3%	40.470	40.523	40.899	0.053	0.1%	(0.376)	-0.9%
All Lines - Non-Commutation	3.214	3.264	3.116	0.051	1.6%	0.149	4.8%	30.230	30.196	29.414	(0.034)	-0.1%	0.782	2.7%
TOTAL EAST OF HUDSON LINES	7.521	7.611	7.475	0.090	1.2%	0.136	1.8%	70.700	70.719	70.313	0.019	0.0%	0.406	0.6%
West of Hudson	0.121	0.120	0.128	(0.001)	-1.0%	(0.008)	-6.6%	1.371	1.338	1.416	(0.033)	-2.4%	(0.078)	-5.5%
TOTAL EAST & WEST OF HUDSON LINES	7.642	7.731	7.603	0.089	1.2%	0.127	1.7%	72.072	72.058	71.730	(0.014)	0.0%	0.328	0.5%

** 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
October 31, 2017

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	3	2	1	
Labor Relations	18	17	1	
Safety	56	52	4	A
Security	25	22	3	
Office of the Executive VP	9	10	(1)	
Corporate & Public Affairs	19	19	-	
Customer Service	65	63	2	
Legal	16	15	1	
Claims	13	12	1	
Environmental Compliance & Svce	8	7	1	
Human Resources	50	44	6	A
Training	84	84	-	
Employee Relations & Diversity	6	5	1	
VP Planning	2	2	-	
Operations Planning & Analysis	21	19	2	
Capital Planning & Programming	16	13	3	
Long Range Planning	8	8	-	
VP Finance & Info Systems	6	2	4	A
Controller	80	76	4	A
Budget	22	18	4	A
Procurement & Material Management	29	23	6	A
Total Administration	556	513	43	
Operations				
Operations Administration	72	64	8	
Transportation	1,640	1,603	37	A
Customer Service	319	279	40	B
Metro-North West	34	29	5	
Total Operations	2,065	1,975	90	
Maintenance				
Maintenance of Equipment	1,650	1,679	(29)	C
Maintenance of Way	2,199	2,117	82	A
Procurement & Material Mgmt	125	119	6	
Total Maintenance	3,974	3,916	58	
Engineering/Capital				
Construction Management	39	40	(1)	C
Engineering & Design	78	73	5	
Total Engineering/Capital	117	113	4	
Total Positions	6,712	6,517	195	
Non-Reimbursable	5,954	5,929	26	
Reimbursable	758	588	169	
Total Full-Time	6,711	6,516	195	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects delayed and internal hiring of vacant positions.
(B) Variance reflects the removal of Commissary Services Group.
(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
October 31, 2017

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	178	175	3
Professional, Technical, Clerical	378	338	40
Operational Hourlies	-	-	-
Total Administration	556	513	43
Operations			
Managers/Supervisors	231	232	(1)
Professional, Technical, Clerical	208	167	41
Operational Hourlies	1,626	1,576	50
Total Operations	2,065	1,975	90
Maintenance			
Managers/Supervisors	603	612	(9)
Professional, Technical, Clerical	529	502	27
Operational Hourlies	2,842	2,801	41
Total Maintenance	3,974	3,916	58
Engineering/Capital			
Managers/Supervisors	47	45	2
Professional, Technical, Clerical	70	68	2
Operational Hourlies	-	-	-
	117	113	4
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,059	1,064	(5)
Professional, Technical, Clerical	1,185	1,076	109
Operational Hourlies	4,468	4,377	91
Total Positions	6,712	6,517	195

**MTA METRO-NORTH RAILROAD
2017 MID-YEAR FORECAST VS. ACTUALS
October 31, 2017**

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations	2,065	1,975	90	Primarily reflects the removal of Commissary Services Group and timing differences in hiring of positions in the Transportation department.
Maintenance	3,974	3,916	58	Reflects timing differences in hiring of positions partially offset by lower attrition than planned.
Administration	556	513	43	Vacancies reflects timing differences in hiring of positions primarily in the Human Resources, Safety, VP Finance, Budget and Controllers' departments.
Engineering / Capital	117	113	4	
Total Agency-wide Headcount	6,712	6,517	195	
Non-Reimbursable	5,954	5,929	26	
Reimbursable	758	588	169	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
OCTOBER 2017

	MONTH			VARIANCE	
				Fav/(Unfav)	
	MYF	2017	2016	MYF	2016
Farebox Operating Ratio					
Standard ^(B)	58.1%	61.2%	64.3%	3.1%	-3.1%
Adjusted ^(C)	66.1%	68.2%	70.8%	2.1%	-2.6%
Cost per Passenger					
Standard ^(B)	\$14.48	\$13.54	\$12.69	\$0.94	(\$0.85)
Adjusted ^(C)	\$14.16	\$13.21	\$12.66	\$0.95	(\$0.55)
Passenger Revenue/Passenger	\$8.41	\$8.29	\$8.16	(\$0.12)	\$0.13

	YEAR-TO-DATE			VARIANCE	
				Fav/(Unfav)	
	MYF	2017	2016	MYF	2016
Farebox Operating Ratio					
Standard ^(B)	55.7%	57.6%	58.5%	1.9%	-0.9%
Adjusted ^(C)	62.4%	64.5%	65.8%	2.1%	-1.3%
Cost per Passenger					
Standard ^(B)	\$15.25	\$14.62	\$13.95	\$0.63	(\$0.67)
Adjusted ^(C)	\$14.90	\$14.26	\$13.67	\$0.64	(\$0.59)
Passenger Revenue/Passenger	\$8.50	\$8.42	\$8.16	(\$0.08)	\$0.26

(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.

MTA METRO-NORTH RAILROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2017 YEAR-TO-DATE
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$0.7)	(0.1)	Primarily due to timing of other operating revenue.
Total Expenses	\$20.1	1.5	Variance primarily due to timing of both maintenance and professional services contracts, lower health and welfare costs and favorable energy rates.

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



Metro-North Railroad

Ridership Report

OCTOBER 2017 RIDERSHIP & REVENUE REPORT

MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

October Ridership and Revenue (millions)

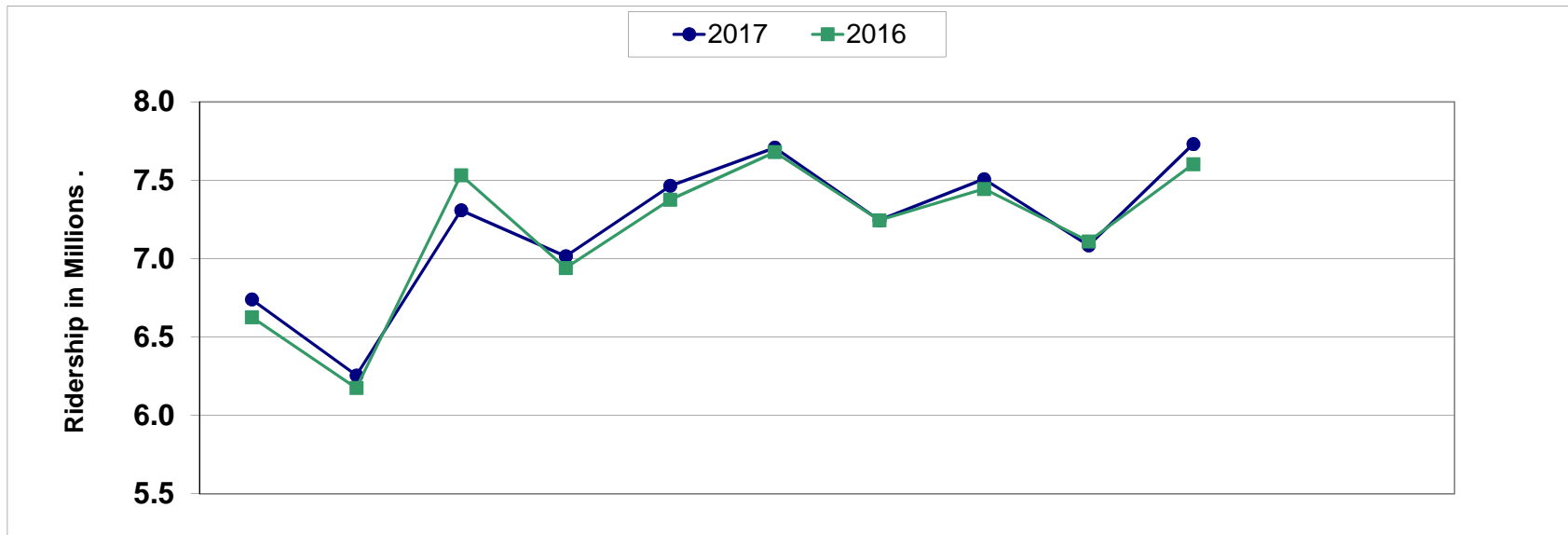
	October 2017	% Change vs. 2016
Total Rail Ridership	7.730	+1.7% ▲
Commutation Ridership	4.415	-0.4% ▼
Non-Commutation Ridership	3.315	+4.6% ▲
Connecting Service Ridership	0.054	+4.1% ▲
Total MNR System Ridership	7.784	+1.7% ▲
Rail Revenue	\$63.9	+6.3% ▲

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

	YTD 2017	% Change vs. 2016	Comparison to Forecast
Total Rail Ridership	72.058	+0.5% ▲	0.0% ▼
Commutation Ridership	41.270	-1.0% ▼	0.1% ▲
Non-Commutation Ridership	30.788	+2.5% ▲	-0.2% ▼
Connecting Service Ridership	0.494	+2.2% ▲	+0.6% ▲
Total MNR System Ridership	72.552	+0.5% ▲	0.0% ▼
Rail Revenue	\$606.5	+4.5% ▲	-0.2% ▼

OCTOBER RAIL RIDERSHIP ⁽¹⁾

- October's Total Rail Ridership was 1.7% above 2016 and 1.2% above Forecast.

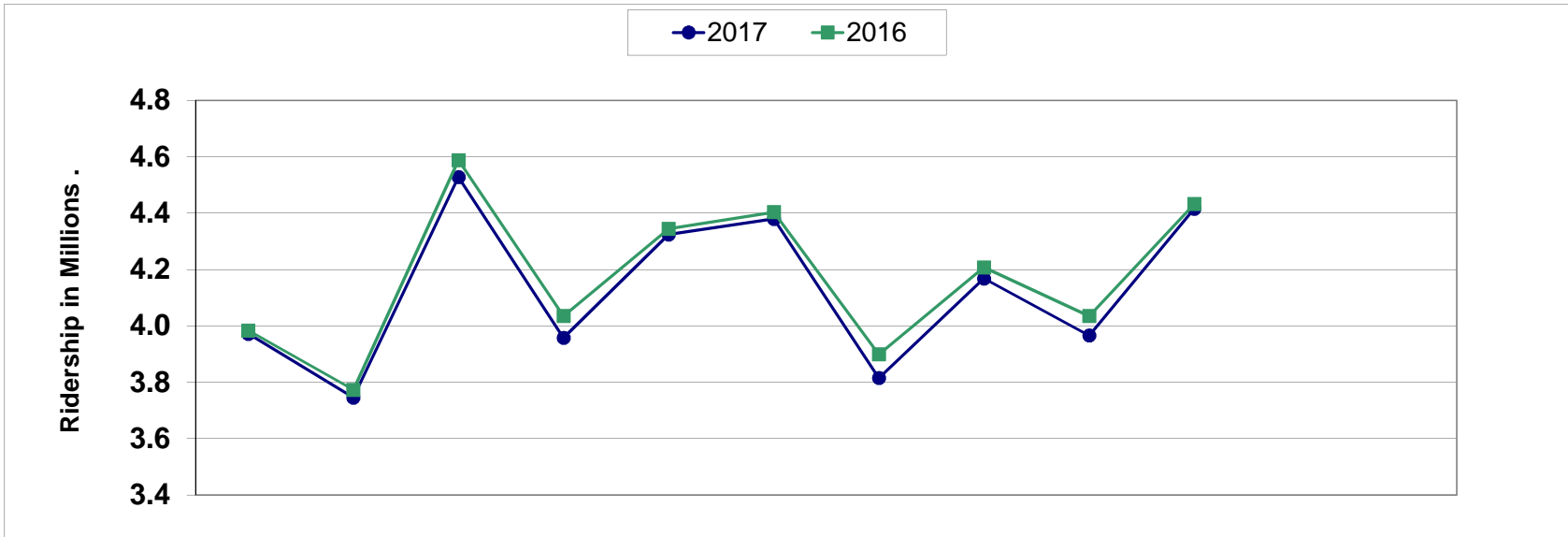


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	6.7	6.3	7.3	7.0	7.5	7.7	7.2	7.5	7.1	7.7			72.1
2016	6.6	6.2	7.5	6.9	7.4	7.7	7.2	7.4	7.1	7.6			71.7
PCT CHG.	1.7%	1.3%	-3.0%	1.1%	1.2%	0.4%	0.0%	0.9%	-0.4%	1.7%			0.5%

1) Includes East and West of Hudson.

OCTOBER RAIL COMMUTATION RIDERSHIP ⁽¹⁾

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

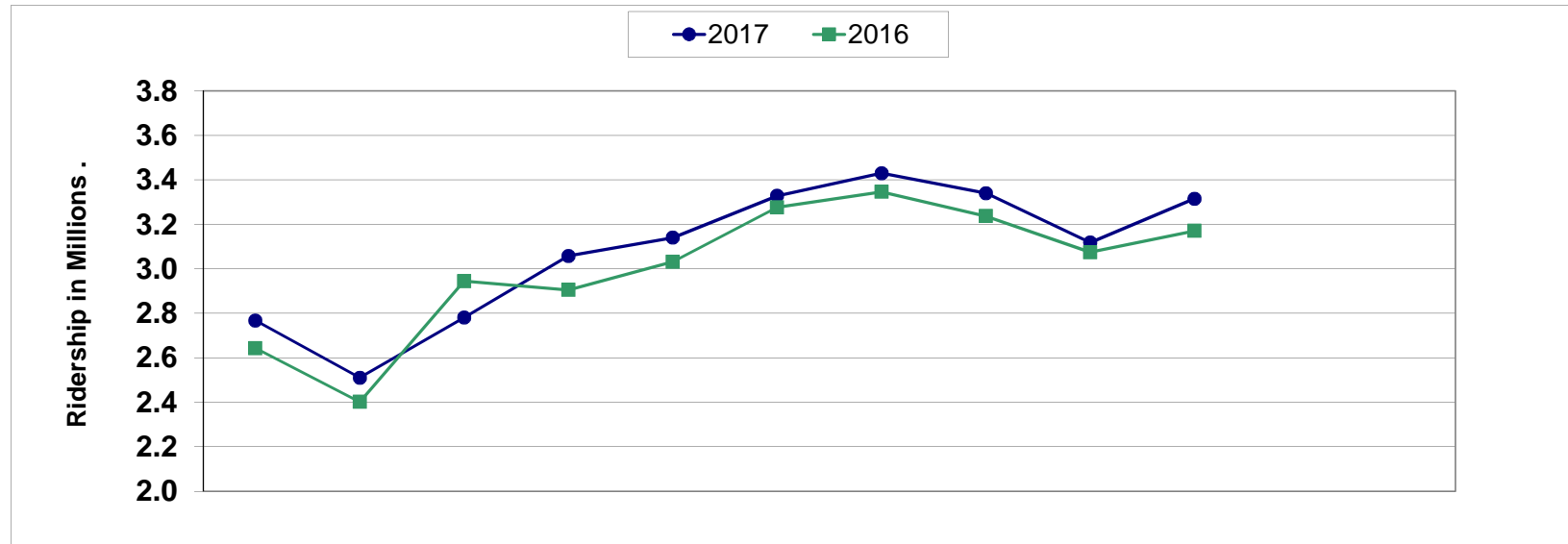


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	4.0	3.7	4.5	4.0	4.3	4.4	3.8	4.2	4.0	4.4			41.3
2016	4.0	3.8	4.6	4.0	4.3	4.4	3.9	4.2	4.0	4.4			41.7
PCT CHG.	-0.3%	-0.7%	-1.3%	-1.9%	-0.5%	-0.5%	-2.2%	-0.9%	-1.7%	-0.4%			-1.0%

1) Includes East and West of Hudson.

OCTOBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- October's Rail Non-Commutation Ridership was 4.6% above 2016 and 1.5% above Forecast.

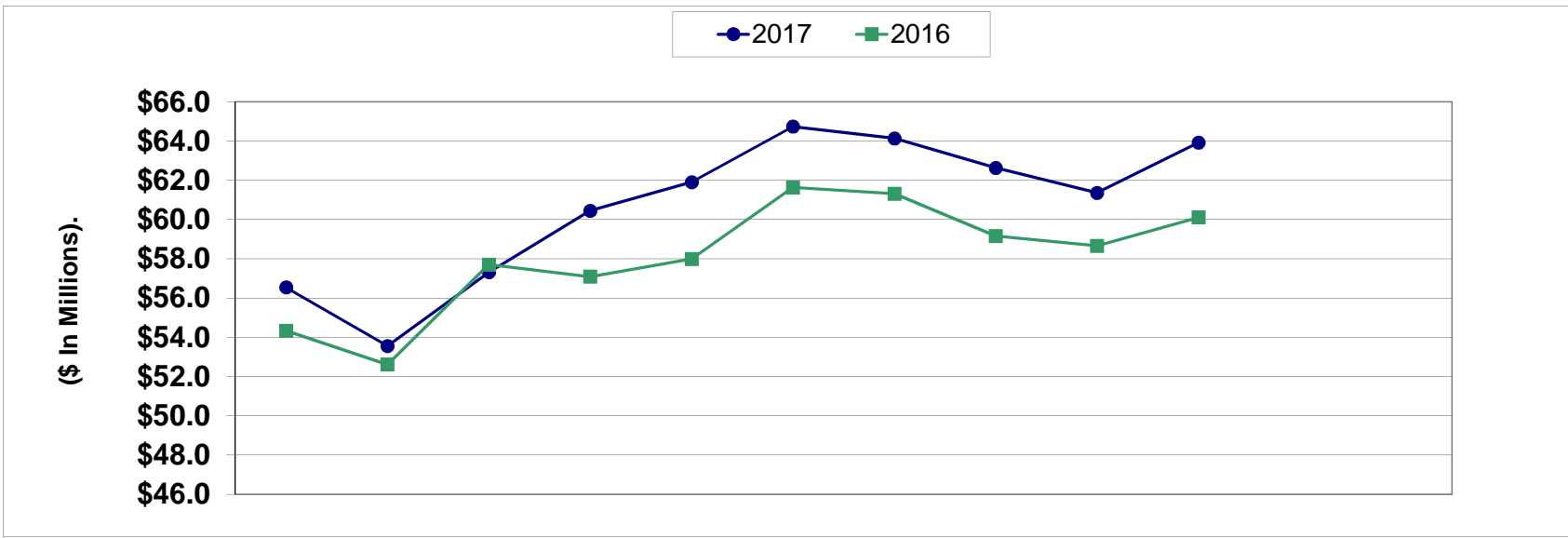


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	2.8	2.5	2.8	3.1	3.1	3.3	3.4	3.3	3.1	3.3			30.8
2016	2.6	2.4	2.9	2.9	3.0	3.3	3.3	3.2	3.1	3.2			30.0
PCT CHG.	4.7%	4.5%	-5.6%	5.3%	3.6%	1.6%	2.5%	3.2%	1.4%	4.6%			2.5%

1) Includes East and West of Hudson.

OCTOBER RAIL REVENUE⁽¹⁾

- October's Total Rail Revenue was 6.3% above 2016 and 0.5% 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	\$61.4	\$63.9			\$606.5
2016	\$54.3	\$52.6	\$57.7	\$57.1	\$58.0	\$61.6	\$61.3	\$59.2	\$58.7	\$60.1			\$580.6
PCT CHG.	4.1%	1.8%	-0.7%	5.9%	6.7%	5.0%	4.6%	5.9%	4.6%	6.3%			4.5%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY OCTOBER 2017

TICKET TYPE/SERVICE	OCTOBER 2017 ACTUAL	OCTOBER 2017 FORECAST	VARIANCE VS. FORECAST		OCTOBER 2016 RESTATE ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,346,261	4,306,946	39,315	0.9%	4,359,189	(12,928)	-0.3%
West of Hudson	69,229	69,202	27	0.0%	72,899	(3,670)	-5.0%
Total Rail Commutation Ridership	4,415,490	4,376,148	39,342	0.9%	4,432,088	(16,598)	-0.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,264,417	3,213,729	50,688	1.6%	3,115,609	148,808	4.8%
West of Hudson	50,670	51,901	(1,231)	-2.4%	54,990	(4,320)	-7.9%
Total Rail Non-Commutation Ridership	3,315,087	3,265,630	49,457	1.5%	3,170,599	144,488	4.6%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,610,678	7,520,675	90,003	1.2%	7,474,798	135,880	1.8%
West of Hudson ⁽²⁾	119,899	121,103	(1,204)	-1.0%	127,889	(7,990)	-6.2%
TOTAL RAIL RIDERSHIP	7,730,577	7,641,778	88,799	1.2%	7,602,687	127,890	1.7%
CONNECTING SERVICES RIDERSHIP⁽³⁾	53,907	52,901	1,006	1.9%	51,781	2,126	4.1%
TOTAL MNR SYSTEM RIDERSHIP	7,784,484	7,694,679	89,805	1.2%	7,654,468	130,016	1.7%

Notes:

- 1) 2016 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary (not actual).
- 3) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY 2017 YEAR-TO-DATE

TICKET TYPE/SERVICE	2017 YTD ACTUAL	2017 YTD FORECAST	VARIANCE VS. FORECAST		2016 YTD RESTATE ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	40,522,982	40,469,968	53,014	0.1%	40,898,766	(375,784)	-0.9%
West of Hudson	746,433	761,902	(15,469)	-2.0%	800,397	(53,964)	-6.7%
Total Rail Commutation Ridership	41,269,415	41,231,870	37,545	0.1%	41,699,163	(429,748)	-1.0%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	30,196,285	30,230,445	(34,160)	-0.1%	29,414,404	781,881	2.7%
West of Hudson	591,843	609,422	(17,579)	-2.9%	615,546	(23,703)	-3.9%
Total Rail Non-Commutation Ridership	30,788,128	30,839,867	(51,739)	-0.2%	30,029,950	758,178	2.5%
TOTAL RAIL RIDERSHIP							
East of Hudson	70,719,267	70,700,413	18,854	0.0%	70,313,170	406,097	0.6%
West of Hudson ⁽²⁾	1,338,276	1,371,324	(33,048)	-2.4%	1,415,943	(77,667)	-5.5%
TOTAL RAIL RIDERSHIP	72,057,543	72,071,737	(14,194)	0.0%	71,729,113	328,430	0.5%
CONNECTING SERVICES RIDERSHIP ⁽³⁾	494,524	491,360	3,164	0.6%	483,990	10,534	2.2%
TOTAL MNR SYSTEM RIDERSHIP	72,552,067	72,563,097	(11,030)	0.0%	72,213,103	338,964	0.5%

Notes:

- 1) 2016 ridership figures have been restated to eliminate calendar impacts on ridership.
 2) West of Hudson ridership figures are preliminary (not actual).
 3) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

OCTOBER 2017

LINE	OCTOBER 2017 ACTUAL	OCTOBER 2016 RESTATED ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,493,758	2,456,895	36,863	1.5%
Hudson Line	1,552,398	1,482,772	69,626	4.7%
New Haven Line	3,564,522	3,535,131	29,391	0.8%
Total East of Hudson	7,610,678	7,474,798	135,880	1.8%
WEST OF HUDSON				
Port Jervis Line	76,201	79,940	(3,739)	-4.7%
Pascack Valley Line	43,698	47,949	(4,251)	-8.9%
Total West of Hudson ⁽²⁾	119,899	127,889	(7,990)	-6.2%
TOTAL RAIL RIDERSHIP	7,730,577	7,602,687	127,890	1.7%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	35,681	32,491	3,190	9.8%
Haverstraw-Ossining Ferry	12,666	12,602	64	0.5%
Newburgh-Beacon Ferry	5,560	6,688	(1,128)	-16.9%
Total Connecting Services	53,907	51,781	2,126	4.1%
TOTAL MNR SYSTEM	7,784,484	7,654,468	130,016	1.7%

Notes:

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

2) West of Hudson ridership figures are preliminary (not actual).

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

2017 YEAR-TO-DATE

TICKET TYPE/SERVICE	2017 YTD ACTUAL	2016 YTD RESTATE ⁽¹⁾	CHANGE FROM 2016	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	23,187,203	22,984,512	202,691	0.9%
Hudson Line	14,113,138	13,771,284	341,854	2.5%
New Haven Line	33,418,926	33,557,374	(138,448)	-0.4%
Total East of Hudson	70,719,267	70,313,170	406,097	0.6%
WEST OF HUDSON				
Port Jervis Line	802,686	843,125	(40,439)	-4.8%
Pascack Valley Line	535,590	572,818	(37,228)	-6.5%
Total West of Hudson⁽²⁾	1,338,276	1,415,943	(77,667)	-5.5%
TOTAL RAIL RIDERSHIP	72,057,543	71,729,113	328,430	0.5%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	333,620	319,962	13,658	4.3%
Haverstraw-Ossining Ferry	108,007	111,049	(3,042)	-2.7%
Newburgh-Beacon Ferry	52,897	52,979	(82)	-0.2%
Total Connecting Services	494,524	483,990	10,534	2.2%
TOTAL MNR SYSTEM	72,552,067	72,213,103	338,964	0.5%

Notes:

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

2) West of Hudson ridership figures are preliminary (not actual).



Metro-North Railroad

Capital Program Report

CAPITAL PROGRAM

HIGHLIGHTS

November 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 49th St. existing fire pump)

Lower Level - Installation of pipes, hangers, and conduits/cables for heat tracing and fire alarm continues across the lower level tracks.

Pipe Tunnel - Installation of pipes, hangers, and conduits/cables for heat tracing and fire alarm continues along the tunnel. Testing of heat tracing and fire alarm installations has commenced. The new fire pump installation is ongoing at 49th Street.

Overall project completion is anticipated in July 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 May 2018.

Grand Central Terminal (GCT) Public Address (PA) and Visual Information Systems (VIS) Replacements

The purpose of this project is to replace, update and consolidate the existing Public Address (PA) and Visual Information Systems (VIS) in order to provide improved information to Metro-North customers. The project is divided into three contracts/packages in GCT, which entails designing and installing a new PA/VIS head end system, installing a new cable plant, new “Big Boards and “Gate Boards”, replacement of miscellaneous displays and PA upgrades throughout the Terminal.

Bids/proposals for each of the three Customer Service Initiative (CSI) packages were received, reviewed and award is scheduled for year-end.

STATIONS/PARKING/FACILITIES

Station Building Renewal Projects

The project scope is to furnish and install a new elevator at the Port Chester Station, 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 the customer parking lot.

Project achieved substantial completion with the new elevator in service on November 30, 2017.

Harlem-125th Street Improvements

- *Replace historic stairways located on the south side of 125th Street (Small Business Mentoring Program Tier II)* – Completed demolition of the existing west stairs and commenced with excavation and concrete work. Delivery and installation of new steel stairs is scheduled for mid-December 2017. The replacement of east stairs will commence after completion of west stairs in January 2018.
- *Exterior Lighting Improvements & Arts & Design Work on the Viaduct* – Completed site mobilization and removal of the existing station lighting. Submittal phase and procurement of long lead items continue. Installation of new exterior lights will commence in January 2018.

CSI Outlying Stations Public Announcement/Visual Information and Surveillance/Access Control Systems

The CSI Project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at twenty (20) MNR stations and facilities throughout New York. This project also includes upgrades to elevator monitoring, providing network connectivity for new and existing equipment and real-time data improvements. A new PA/VIS system will be deployed with redundant central control systems to ensure a high state of reliability.

Award of contract to a 3rd party Design-Builder is expected by year-end.

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

Preliminary design was completed in November 2017. Procurement process is underway with the proposals due in December 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)

- *Phase I* - 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 16 miles of railroad along the Hudson Line from CP19 (Greystone) to CP35 (Croton-Harmon). In track 4 outage CP26 to CP33 section (north of Tarrytown to south of Croton-Harmon) continued to: install Communication and Signal (C&S) troughs and Signal Power (SP) ductbanks, perform cable pulls, and commence communication, signal and power testing. In the out-of-outage work area (outside the track limits for a power outage) continued to: install communication and signal power conduits, laterals for snowmelters and switches, perform negative cable pulls and communication and power testing. The following is also underway: cable splicing; installing 3rd rail setup for tracks 1 and 3; installing positive and negative feeders at various substations as well as performing transformer equipment testing.
- *Phase II* - 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 14 miles of railroad along the Hudson Line from CP5 (Bronx) to CP19 (Greystone). 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. Continued utility mark-outs, test pits and borings. 90% design review by key stakeholders is underway.

Overall project completion of Phase I and II is anticipated in the first quarter of 2021.

Power Infrastructure Restoration – Substations – Sandy

- *Tarrytown* – Continued field commissioning/testing and training of DC & AC switchgears and Supervisory Control and Data Acquisition system (SCADA); and installation of the following: guiderail, fencing, grating, stairs, transformer pad lighting, utility metering enclosure, grounding at the sub-station vault, catwalk steel and fencing.
- *Croton-Harmon* – Continued with the following work: field commissioning and testing of electrical switchgear components, installation of fiberglass boxes on sectionalizing switch bases at DC platform, splicing, tagging and labeling cables at negative manhole, installation of DC platform grating, stairs and steel railing as well as conduits/wires for platform equipment, rectifier to power control room (PCR) transition bus duct, and installation and termination of sectionalizing switches.
- *Riverdale* – Continued installation of: fence posts for catwalk, transformer pads and platform equipment areas, Con-Edison meter pad as well as grounding of switchgear. Field commissioning/testing and training of DC & AC switchgears and Supervisory Control and Data Acquisition system (SCADA) are underway. Crew Quarters work is nearing completion, with the installation of railing, lighting and conduits inside the vault ongoing.

Project completion for the three substations is forecasted for second quarter of 2018. As this project is tied to the Harlem & Hudson Lines Power Improvements (Brewster Substation noted below), the overall project completion is anticipated for completion in the third quarter of 2018.

Harlem & Hudson Lines Power Improvements

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

- *86th St.* – Demolition and removal of equipment on the east and west platforms continue. Abatement of east platform is complete. Concrete placement for the new columns and slab for the 15KV AC switchgear is complete and rebar installation for the pit walls at the west platform continues. AC and DC Switchgear equipment are currently in storage. Set- up of DC switchgear equipment is planned for the first quarter of 2018 with the AC switchgear equipment to follow in the second quarter of 2018.
- *110th St.* (replacement of negative return reactors in the substation under the viaduct) – Operating as of July 2016.
- *The Brewster Substation* – Continued concrete placement of sidewalk and extension of rectifier transformer pad; installation of conduits at culvert, stairs, fiberglass floor, and performing transformer cable pulls and termination. Continued grounding for power control room (PCR) and installation of rectifier for PCR transition bus duct.

Overall project completion anticipated for completion in the first quarter of 2019.

Substation Replacement Bridge - 23

- *Mount Vernon East* – Supervisory Control and Data Acquisition system (SCADA) files uploading in the GCT system is complete with Remote Terminal Unit (RTU). Factory Acceptance Test (FAT) was successfully performed in November 2017. RTU cabinets were shipped to factory for further integration into Signal Substation. Final Factory Acceptance Test (FAT) is scheduled for January 2018. Punch list work for catenary bridge 23X at the site is tentatively scheduled for the month of December 2017 pending track outage availability.
- *Catenary work between Mount Vernon & New Rochelle* – Catenary system overhead wire FT-3 installation is complete. Overhead wire FT-4 continues with completion anticipated by year-end.
- *New Rochelle* – Controls and relay work to commence to connect overhead wire FT-3 and FT-4 to New Rochelle substation.

Overall project completion is anticipated in fourth quarter of 2018.

TRACK AND STRUCTURES

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

The field inspection phase of the bridges continues and is near 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)

The design portion of the contract is continuing on schedule as follows: 100% superstructure design package has been reviewed and accepted; 100% substructure design package is under review by key stakeholders; 90% civil and culvert design packages submissions were received in November 2017.

A major portion of the bridge superstructure's demolition was performed in November 2017 and will be completed in December 2017. Prospect Hill Road Bridge is anticipated to open for vehicular traffic by year end 2018.

Overhead Bridge Program – Select Bridges East of Hudson

14th Avenue Design- Build Bridge, Mt. Vernon, NY - The 30% design drawing package is under review by stakeholders. Utility relocation work is on-going and mobilization at the site will be complete in December 2017.

Harlem River Lift-Bridge Security Upgrades

The Harlem River Lift Bridge Electronic Security System and Security Enhancement contract was awarded in September 2017. Preliminary submittals are under review and DOT permits (Department of Transportation) for site mobilization are anticipated by December 2017.

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. All M7A on-boards kits have been installed. M3A on-board PTC hardware installations are ongoing. 3 M3A on-boards kits out of 69 have been installed to-date. Third party contract work for communications infrastructure installation is ongoing. 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, equipment/panel boards, interior partitions, doors & windows, ceramic tile, elevator and installation of Vertical Lift Module (VLM). Completed the application of final roof coating.
- *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, equipment/panel boards, bridge cranes & workstations, 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. Completed installation and testing of 13.3 KV feeder cables.

Overall, Phase V, Stage 1 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 and procurement process is ongoing. 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 November 30, 2017
In Millions

